

Mr. MCGREGOR: Yes, passenger miles, the number of passengers means nothing because it has to be related to the distance travelled and that fluctuates very considerably in any one year.

The CHAIRMAN: But you have an estimate of the passenger miles per month?

Mr. DREW: Have you got that with you?

Mr. MCGREGOR: No, I haven't got it with me, but again, I could put it into the record if you care to have it.

Mr. DREW: Yes, I would like to have that in the record. Now, what about your passenger miles; would you have your revenue estimate separately in relation to the anticipated?

Mr. MCGREGOR: You mean, the revenue per passenger mile?

Mr. DREW: For the needs at different times of the year. Have you this broken down in revenue miles there on an anticipated basis and the anticipated revenue per month as well for passengers?

Mr. MCGREGOR: Yes. The revenue miles flown should be clarified. We are interested in the available seat miles from a passenger standpoint. Revenue passenger miles flown as determined in air line practice apply naturally to aircraft and that means nothing unless you provide the capacity, which again is related to the type of aircraft in each case; so that we adapt the more comprehensive method of using the available number of seat miles to be flown, then we estimate the percentage of fill for each month and thus arrive at a figure of revenue passenger miles. That is extended by the average revenue per mile flown and in that way we arrive at the estimate.

Mr. DREW: You can let us have an estimate for the whole of 1950 on that basis, can you?

Mr. MCGREGOR: Yes; just to be clear, that is the available seat mileage?

Mr. DREW: The available seat miles.

Mr. MCGREGOR: And the revenue passenger miles?

Mr. DREW: And the revenue passenger miles and the anticipated revenue per month, in each case broken down month by month.

Mr. MCGREGOR: Is that 1950 you said?

Mr. DREW: 1950, yes. I am speaking now of the anticipated figure for 1950. Did we have that for 1949?

Mr. MCGREGOR: No.

Mr. DREW: Could you have that prepared at the same time?

Mr. MCGREGOR: Yes.

The CHAIRMAN: Are there any further questions on operating expenses?

Mr. DREW: Well, just one second. In connection with the anticipated service during this present year, will the expected lower passenger revenue return on the trans-Atlantic service mean that there will be more aircraft available for the domestic service?

Mr. MCGREGOR: Yes, as of May 12, there will be one aircraft transferred from the allotment of the Atlantic group as a whole—which means it comes from the southern operation—to the domestic operation.

Mr. DREW: Well, then, in this connection you have then no expectation of changing the actual composition of your air fleet during the present year?

Mr. MCGREGOR: No.

The CHAIRMAN: Shall the item carry?

Carried.