Mr. McGREGOR: I think that will tend to diminish with the development of aircraft types. Aircraft taking off are using a high percentage of their power and in the case of the piston-engined aircraft make a good deal of noise and because they have just recently taken off naturally they are at a comparatively low altitude. Not wanting to put in a plug for an aircraft type the Viscount is part of the answer to that.

Mr. HAMILTON (*Notre Dame de Grâce*): That actually is the note I had here because they are less noisy. Now, within ten or fifteen miles of an airport is any continuing record kept of altitudes of the aircraft?

Mr. McGREGOR: The aircraft once they come under the air traffic control of an airport their altitude is absolutely controlled. They are cleared down to a specific altitude until they are given their final approach clearance at which time they announce the time they are leaving the altitude they have been authorized to leave and start descending and very often that is done in steps. They may be cleared to 5,000 feet because there is other traffic at lower altitudes in the air and later on a further clearance down to 2,500 feet or 3,000 feet. The communications that give those clearances are recorded normally. There is no other written record maintained that I know of.

Mr. HAMILTON (*Notre Dame de Grâce*): My point there is there is a minimum altitude, of course, for the aircraft over built-up areas and it has been indicated to me that at no time has the Department of Transport been able to verify or prove that these altitude requirements have been broken. On the other hand, I think we can both see the difficulty of people who feel the requirements might be broken from time to time of trying to establish the fact. There is no way in which that could be done save by a check against these clearances you mention.

Mr. McGREGOR: I think probably the correct answer to that is to say that only in the case in which a ground control approach type of approach control applies and the actual position of the aircraft can be seen on the radar screen and that would only apply during the final approach.

Mr. HAMILTON (*Notre Dame de Grâce*): Just one more question. Referring specifically to Montreal you have two types of approach to an airport, one of which would be under CABU conditions.

Mr. McGREGOR: Visual conditions.

Mr. HAMILTON (*Notre Dame de Grâce*): Right, and the other some type of instrument or ground control approach, and the reason I mention that is you may want to make a distinction. Is there any possibility of a new approach pattern for Dorval which would bring aircraft, particularly those coming from the east up the river and then making a turn into the airport rather than bringing them, as is the present system, over the centre of the city? I can see perhaps where under instrument flying conditions or under difficult flying conditions—

Mr. LANGLOIS (*Gaspé*): Mr. Chairman, on a point of order, I do not see in the report where air regulations are mentioned. That is actually what we are discussing now.

The CHAIRMAN: I think we have got a little beyond property and equipment. It might come under airport or airport facilities or routes, but it seems to me that it is not a matter relating to property and equipment.

Mr. HAMILTON (*Notre Dame de Grâce*): Well, the question is on the record. Perhaps, Mr. Chairman, it will only take a moment to finish it and I can get the answer, because it has as much relationship to this subject as the question of the accident and personnel has and personnel also is covered later.