

Mr. BELL: Then the fact that there is not any strict competition doesn't matter; in other words, if there were other airlines in direct competition with you there would not be a contest to see who would go up more often in bad weather for the business?

Mr. MCGREGOR: It may occur in certain cases but I know perfectly well it would not influence Trans-Canada Air Lines' judgment or its regulations.

Mr. HAHN: Mr. McGregor, I am quite satisfied with the answers you gave, but just in respect of what Mr. Bell said here I think that if our regulations are that strict that you are to be complimented on that. Where a matter of life and death is concerned we should exercise every precaution. My understanding is that at least on one occasion I have tried to charter a flight from Victoria to Vancouver and Trans-Canada Air Lines would not leave the ground because the ceiling was too low and that in the United States certain aircraft would be allowed to take off, but your regulations were a bit more stringent and I think I would like to compliment you on that.

Mr. BELL: Just for the record, Mr. Chairman, I would not want it understood I was criticizing that. I was just suggesting that perhaps it was easily possible because of lack of competition to choose the time you go up in the air.

Mr. MCGREGOR: I don't think commercial considerations would be allowed to influence safety considerations at all and I think the percentage of total schedules completed, shown in the report as 96 per cent is an indication of keenness to operate.

Mr. HAMILTON (*York West*): Mr. McGregor, here is something that has been bothering me. Has the increased industrialization in our cities presented a hazard to flying from a smoke standpoint and things like that that we did not have in, say, the pre-1945 days?

Mr. MCGREGOR: I would not think so. I think smoke control has fairly well kept pace with the increase in the industrialization that you refer to and at the same time very much better facilities have been installed at airports such as high intensity approach lighting and ILS approach systems.

Mr. HAMILTON (*York West*): I asked that question specifically because I think it is referred to in one of the Department of Transport's bills, that they are controlling smoke in the areas around airports. Has that been troubling the Trans-Canada Air Lines?

Mr. MCGREGOR: It does from time to time. We have, I think, more trouble with smoke from bush fires than from industrialized areas.

Mr. HAMILTON (*Notre Dame de Grâce*): Mr. Chairman, before I ask any questions on the subject would Mr. McGregor like to comment on noise annoyance and on the possible hazards to people in the built-up areas within several miles of our airports and I am thinking particularly of Montreal and Toronto although I imagine it has an effect in other cities.

Mr. MCGREGOR: Speaking of the two things in one block, which I think is correct, the regulations with respect to the continued building or building encroachment on the areas close to airports I think is being adequately dealt with and I think only recently regulations were issued with respect to Dorval. I do not think there is any more hazard with respect to aircraft flying into and out of airports than there is in flying over any other area.

Mr. HAMILTON (*Notre Dame de Grâce*): Now, that refers to hazard. We then have the question of noise annoyance, which really is substantially different from hazard and I speak now from specific knowledge of Montreal where certain approach routes will cut right across the city. Now, have you anything more to say on that?