

CIVIL AVIATION NEWS . . .

as the sole operator of such aircraft on these routes, should alone have to bear the burden of providing and maintaining somewhat costly water-bases. It is even more regrettable in view of the inestimably valuable technical knowledge and operating experience that will be lost if flying boats are taken out of service completely.

Taking the long view, and considering the difficulty and expense of providing suitable airports in comparatively remote parts of the world for aircraft such as the Comet, the Brabazon and even their successors, it may well be that the large flying boat will still provide the ultimate answer to the requirements of long-range intercontinental and trans-oceanic travel. It is in this connection that the development of the Saro Princess is being followed with so much interest.

E.C.A. AIR POLICY

IT is reported from the United States that the new policy of the Economic Co-operation Administration will be to reject future applications by foreign countries for Marshall Plan funds with which to purchase transport aircraft in the United States. This announcement was made simultaneously with the statement that approximately \$67,090,000 have been allocated by E.C.A. for purchases of aircraft, engines, parts and ground handling equipment with effect from November 23rd. Recent criticism, both public and Congressional, that the United States was, through the medium of Marshall Aid, financing equipment purchases for State-owned airlines abroad was said to have resulted in the decision to implement the new policy. Many of the foreign aircraft purchasers are direct competitors of American international airline operators.

The latest allocation of funds includes \$27,794,000 for the Netherlands, a sum which will be used for the purchase of two Constellations, six DC-6s and 12 Convairs. France has been given \$29,029,000 which will be used in part for the procurement of six new Constellations, two used Constellations and nine DC-4s. Applications totalling \$4,700,000 have been approved for Italy, whose original intention was to buy DC-6s; the permission recently given, however, was for the purchase of Constellations. The change-over was approved because of the earlier delivery schedules on Constellations. Equipment purchases for Italy are said to have been finally approved on the basis of potential traffic to Rome during this year's Holy Year observances.

Further sums of \$2,917,000 and \$822,000 were allocated to Belgium-Luxembourg and Denmark respectively. Belgium's purchases of aircraft, spares and engines will, it is said, include six Convairs; Denmark will obtain two DC-6s. Norway was given \$872,000 towards the cost of two DC-6s. Allocations of \$778,000 for Greece, \$149,000 for Ireland and \$30,000 for Iceland do not involve the procurement of aircraft. Engines, spares, and ground handling equipment are included in these allocations. A considerable proportion of the funds for Greece is to be used in much-needed improvements at two of Greece's leading airports at present used by aircraft of American airlines.

I.C.A.O. IN 1949

REVIEWING the progress of I.C.A.O. during 1949, the secretary-general, Dr. Albert Roper, says (in a special article in the *United Nations Bulletin*) that although there was little of the spectacular in the history of the past year, there was certainly much concrete achievement. In the technical field

I.C.A.O. completed the first series of regional air-navigation meetings for the ten world air-navigation regions, and considerable effort was also made to expand the scope of international standards and recommended practices. Among those approved during the year were standards for airworthiness and aeronautical tele-communications.

Considerable progress was also made with the joint support programme, designed to help finance and operate air-navigation facilities in parts of the world where otherwise they could not be maintained. As a result of the special joint support meeting held in London in the Spring of 1949, two specific agreements are now in effect: the first, designed to continue the floating weather-station network in the North Atlantic, provides for the maintenance of ten floating stations, each requiring 25 ships for their continuous operation. The vessels at present in use belong to five North Atlantic nations, and the contributions from six more countries helped to defray part of the cost. The second result of the meeting was the agreement by which nine I.C.A.O. nations contribute to pay for weather-stations and communication facilities in Greenland and for Loran station at Skuvanes in the Faroe Islands. Facilities are operated by Denmark, but as they are used internationally I.C.A.O. member-nations have agreed to reimburse Denmark for the major proportion of the cost of operation.

In the economic field, says Dr. Roper, I.C.A.O. concentrated on the duties assigned to it by the 1948 Assembly Council. It approved an annex on the facilitation of international air transport by reduction of time-consuming formalities, and careful studies were made of the cost and charges relating to the transportation of air mail, of burdensome insurance and of the multiple taxation of international airlines; the methods which might be used to levy charges for the use of air navigation facilities were also under consideration.

Dr. Roper concludes by expressing the hope that in fostering the growth of international civil aviation I.C.A.O. will help to create and preserve friendship and understanding among the nations and peoples of the world.

FLIGHTS ABROAD

CONFIRMATION of the existing regulations governing non-scheduled flights by civil aircraft from the United Kingdom to points abroad is contained in M.C.A. *Information Circular No. 143* of December 21st. The Circular states that, as facilities for such flights to most places abroad are still limited and subject to various special requirements, any person desiring to make a flight should communicate with the M.C.A., giving full particulars of the proposed flight, as detailed in the notice.

The regulations apply equally to private and commercial aircraft. Although an initial interpretation might lead the reader to believe that M.C.A. permission is required for a private week-end trip to, say, Deauville, a different construction can be obtained by a study of previous notices (detailed in the Circular) dealing with passport, visa and other requirements for civil flights to specific destinations.

Clarification of the information contained in this Circular appears necessary. For instance, there is, to our knowledge, no difficulty about making private flights to destinations in France, Belgium, Holland, Denmark, Sweden, Switzerland and Luxemburg; facilities for such journeys can easily be arranged through the Royal Aero Club.

YUGOSLAV AGREEMENT

BY the terms of an agreement concluded between the United States and Yugoslavia, American aircraft are permitted to fly over Yugoslavia and to land at Belgrade and other airports. Similarly, the Yugoslav National Airline was granted the right to land at all suitable airfields in the U.S. zones of Germany and Austria in order to discharge and embark international passengers.

Pan American Airways should benefit



ISRAEL'S OWN: The DC-4 *Rechovoth*, shown on arrival at London Airport, inaugurated the first Lydda-London service of the newly formed Israel National Airlines (El Al). The occasion was marked with due ceremony and the aircraft was greeted on arrival by Israeli diplomatic representatives and by the airport commandant, Air Marshal Sir John d'Albiac.