

After operating for a year a Boeing 707-320 on lease from Pan American, seen here, Pakistan International Airlines have decided to buy three 720Bs. The first of these is due to be delivered in December 1961 and the others in late 1962



AIR COMMERCE . . .

E FOR EVERYTHING?

FOR what is an E licence a licence? Doubts about the answer to this question caused eight operators to object, initially at any rate, to BEA's application to the Air Transport Licensing Board for an E licence for helicopter operations in the United Kingdom. Eventually—having been reassured by BEA that nothing sinister was afoot—seven of the eight objectors withdrew prior to the hearing before the Air Transport Licensing Board.

The definition of an E licence is a "licence for an air transport service which is not restricted to flights between specified places." The idea is to enable operators to run services, charter or scheduled, in a broadly defined geographical area at short notice. Obviously there are huge opportunities here for abuse, and the Board will have to keep an eye on the activities of E licence holders (it has already issued a considerable number of transitional E licences).

RAE-type visual guide path indicators are to be installed at Entebbe Airport, Uganda, and Nairobi Airport, Kenya.

A 12,000ft runway is to be built at Dacca in East Pakistan so that jets can be used on services between East and West.

Air-India are to introduce six more weekly Boeing 707 services between Prague and New York.

The number of passengers who travelled to Jersey by sea in 1960 was 133,674 compared with 161,216 in 1959—a drop of 17 per cent. Air passengers rose 18 per cent from 276,849 to 326,237.

Mr Gerald Gardiner, QC, has been retained by British United to represent the independent at hearings before the Air Transport Licensing Board.

A contract between the Government of Jamaica and International Aeradio for the supply of six ATCOs has been renewed for a period of two years and extended to cover three further officers.

Starting in June, El Al will supplement its Britannia service to London with Boeing 707-420s, operating five round trip jet flights a week between London and Tel Aviv.

An informal agreement between BUA and BEA, whereby the latter would lease land at Gatwick to the independent, will not be completed. The corporation, it is understood, intends to develop the land itself.

Following the discovery of a fault, since corrected, in the Vanguard's pressurization system, it was decided that the Queen and the Duke of Edinburgh will use a BEA Comet 4B instead of a Vanguard for the start of their Italian tour on April 29.

The US cabotage route to Puerto Rico will be all-jet on April 30, when Pan American start to schedule 62 jet flights per week between New York and San Juan. The fare on these flights will be £19 13s, which for the 1,600-mile trip works out at less than 4d per mile.

A new wholly-owned subsidiary of British United Airways is Airwork International Ltd, a merger of the former overseas division of Airwork and the helicopter division of British United. In its turn Airwork International will have a number of wholly-owned subsidiaries, one of which is Bristow Helicopters (Eastern) Ltd.

Today, April 27, the Air Transport Licensing Board is to hold its seventh public meeting. Inclusive tours applied for by Maitland Drewery and Skyways Coach-Air are being objected to by, respectively, Skyways Coach-Air and Cunard Eagle. Yesterday the Board resumed its hearing into BEA's application for freight commodity rates, opposed by British Railways, between Birmingham and Scotland.

BREVITIES

Work on the new terminal building at Prestwick is to start in two months' time; it should be completed by the summer of 1963.

According to *Interavia*, SAS has sold a DC-6B to Kar-Air O/Y of Helsinki, three others to UAA, and three also to REAL.

Aviation Daily reports that American Airlines has sold five of its 33 Lockheed Electras to REAL, and two DC-6s (for delivery on May 1) to Nord-Air of Copenhagen.

A new runway to handle the largest jet airliners is to be built at Luanda, Portuguese Angola, to enable TAP to operate jets between Lison, Angola, and Mozambique.

Mr V. R. Pitcher has been elected executive secretary and Mr F. S. Tanner executive treasurer of the International Airline Navigators Council. Both are senior BOAC navigators.

A new development in the Bahamas (see note on page 545 last week) is Pan American's announced intention to purchase a 30 per cent interest in the as-yet unformed inter-island Royal Bahamian Airways.

A new DC-8 order is announced by Douglas; seven additional DC-8-50s have been bought by National Airlines, to bring their total fleet to ten.

The CAB said recently that its offices have been flooded with foreign airlines' "Statement of Position" documents challenging the legality of the CAB's order in January that freight and passenger statistics should be made available to them.

A Viscount of MEA was damaged in flight on March 29 when, according to *Lloyd's List*, "the door pressure release component came adrift in flight and struck the starboard leading edge inboard of No. 3 engine."

Runway extension work at Manchester Ringway is now complete and BOAC is to resume 707 movements through the airport *en route* for the USA on May 1. BOAC services were temporarily withdrawn last February.

Early in June Overseas Aviation will inaugurate a scheduled service from London Gatwick to Manchester and Prestwick operating 48-seat Ambassadors. From the airline also comes news of a new appointment: Mr D. Willis becomes operations manager in succession to Mr G. P. L. Dunstone.

Danish Air Charter will not begin operations with Viscounts leased from Maitland Drewery, as previously reported, but will do so with Viscount 708s bought from Air France. The Danish operator's executives are as follows: O. Norbye, president; J. A. Daniels, general manager; T. Lund-Hansen, operations manager; L. Skov, station manager.