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Seen at Abidjan, Ivory Coast, this Fokker F.28 has been on loose to Nigeria Airways since December 16, since when it Itas operated scheduled services along the African west coast from Lagos to Dakar,
and internal services

AI R TRANSPORT...

Lockheed Nucle;ir Proposal Nuclear-powered GOO-passe.n-ger subsonic airliners are one of the concepts which Lockheed is investigating lo meet an end-oil lie-century requirement, according lo Air William II. liamian, vice-presidenl for airline requirements and product planning of the California company. Composite materials would be one of the advances making possible nuclear-powered aircraft, said Mr Tlanuan. lb- predicted that passenger-miles flown would increase tenfold by the year 2000.

Trans-Caribbean 727 Accident After swerving off the runway al Si Thomas, Virgin islands, on December 28 a Trans Caribbean Boeing 727 ran into a hill and caught fire. Of the 4<i passengers and seven crew aboard, two passen-gers were killed.

PIA Friendship Lost, A Fokker F.27 of Pakistan Inter-nalional Airlines crashed on landing at Shamshernagar airport on December 31. Of the 31 passengers and four crew aboard, seven passengers were reported killed and 20 people seriously injured.

Fregate Certificated The Nord (Aerospatiale) 262C Fregate was granted its type certificate on December 24 by the French Secretariat General a F Aviation Civile (SGAC). The Fregate oilers better all-round performance than the standard 2(i2, particularly with respect to hot and high airfield requirements. The French Air Force has ordered 3 8 of the military variants while SFA and Rousseau each have one on order and the Cabon Oovernment two.

Growth without gain
The lata director-general looks at the year ahead and the year past

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Hoirn.Kss GROWTH will be the keynote for the
airline industry in 1971, according to the director-
general of lata. Mr Kiml Hammarskjbld, who last
week reviewed prospects for the New Year. I [e said that lata members would carry about 265 million passengers in 1971, and that total passenger traffic should reach some 370,000 million passenger-kin. The rate of increase represented by these forecasts is ID per cent, a slightly higher rate than last year. (The 1070 growth rate was lower than had been expected, mainly because of the lack of growth in Ihe North American domestic market, which is an important part of lata's total traffic. International traffic, on the other hand, grew at more: or less the rate predicted.) Cargo traffic in 1071 was expected lo be- about 15 per cent greater than in 1970, said Mr Hammarskjbld. Traffic was expected to reach a total of about I 1,300 million tonnc-km.
Mr Hammarskjbld stressed that statistics showing Irafiic growth could be misleading as a guide to the financial stale of health of the industry. "This is particu-larly true of the past year during which decreasing yields and rising costs have offset for an increasing number of farriers the financial advantages which should be expected to accrue from greater traffic.
"One of the main problems for the world air transport industry—as for almost all other industries—is inflation and its associated cost developments. For long the world's airlines have been proud of their steadv record of reducing fares or combating inflation by not making increases. This has been achieved, against all economic trends, from the industry's internal resources, by making maximum use of modern technology and by rationalisation. Nevertheless this steady downward trend must now be. halted in order

lo give, the air transport industry time to catch its breath, so that it can meet the challenges ahead."
Speaking of the necessity to control future costs, Mr TIammarskjbId said that one partial solution was the use of bigger production units, and that, in achieving this, technical co-operation would be of paramount importance. The industry, he said, was faced with some costs increases which would be uncontrollable—such as salaries and charges—and these would have to be passed on to th e passenger or the shipper. He called for understanding of the industry's problems, which he added should be viewed in the light of the benefits which airlines brought, for very small net profit, to national economies and to the taxpayer. "A matter of particular public interest at the present time," said Mr Hammarskjold, "is that of ecology. FJere, understanding on the part of governments is especially required in respect of the environment of air transport if the carriers—and again eventually its customers—are not to have to contend with 'sociological charges' of tremen-dous magnitude. The world air transport industry is cer-tainly aware of the importance of measures to minimise noise and pollution, and was active in various areas of environmental control long before ecology became a matter of public concern. It must also be recognised that airline operators are faced with a monopoly situation as far as choice of airport is concerned. Therefore it should be up to those responsible for airports to ensure that this mono-poly situation does not work out negatively either for the public service of air transport or for the airport environ-ment. A positive outcome can be achieved only by strict and early discipline in planning and utilisation of land surrounding airports."