AIR TRANSPORT

Unrest

at El Al
TEL AVIV

After a year of peaceful labour
relations El Al Israel Airlines
is once again experiencing
industrial unrest, this time by
striking union employees in
New York, reports Charles
Fleming.
In an attempt to keep El Al
flying the transatlantic route
the airline has sent extra
management staff and about
20 workers from Tel Aviv to
New York to join its 100 non-
union staff employed in the
city. El Al has 300 employees
in New York, two-thirds of
whom are unionised.

The dispute broke out after
El Al management demanded
that workers take a 10 per
cent cut in salary as part of its
current streamlining pro-
gramme. The airline also
wants to reduce its total New
York staff by 10 per cent. The
union workers have said they
will only agree to work in
other positions if they get
more money. El Al manage-
ment has refused to contem-
plate such a step and has now
adopted a "wait and see" atti-
tude. Both sides have been to
US Federal mediation but to
no avail. An El Al spokesman
says that since the previous
labour contract had expired
management was entitled to
change operating procedures
and wage structure, which
would save the airline an esti-
mated $2 million a year.

Cargo and passenger flights
to New York, which account
for about half of El Al's total
traffic, have so far been
unaffected by the dispute.
9 Israeli domestic carrier
Arkia is expected to sign an
agreement shortly for the
lease of one of El Al's Boeing
707s including crew for its
flights to Cairo, Cyprus, and
Turkey. Arkia is also pressing
for a package deal whereby it
would fly El Al passengers on
short-haul routes in its
smaller Dash 7s, if it were
Uneconomical for El Al to use
its Boeing 737s.
§ El Al will be the first airline
to carry fare-paying passen-
gers across the Atlantic on the
new Boeing 767ER. This week
the Israeli flag carrier takes
delivery of the type in
'Montreal, and will fly the

aircraft to Tel Aviv in an esti-
mated ten hours.

To comply with the Federal
Aviation Administration's
rule for twin-engined aircraft
the 767 will take a northerly
route over the Atlantic, taking
in Newfoundland and Iceland.
In addition to fare-paying
passengers, officials from
Boeing and Pratt & Whitney
will travel on the delivery
flight. El Al's 767ER will seat
220 passengers, although the
final configuration has not yet
been decided.

AirUK

plans hub
development
STANSTED

Air UK has ambitious plans
for the development of
London's Stansted Airport as
a major hub in its network.
The carrier is adding two
new routes from Stansted
in the next few days, and
wants to fly to several major
European destinations from
the airport in the next year
or so.

From April 2 Air UK will
offer three F.27 services every
weekday linking Stansted
with Edinburgh. Two of these
will continue to Aberdeen. On
the same day the airline is
beginning a weekday
Stansted-Brussels service

using either a Bandeirante or
a Snorts 330; it hopes to
increase the frequency to two
flights a day by the beginning
of 1985 if traffic is encour-
aging.
According to Air UK
managing director Stephen
Hanscombe, the airline also
wants to operate from
Stansted to destinations such
as Frankfurt, Zurich, and
Milan. It has already ap-
plied for rights to operate
between Stansted and
Copenhagen, but is expecting
a great deal of opposition to
its application because British
Airways and SAS are
currently the only two carriers
licenced to operate London-
Copenhagen flights. The UK-
Scandinavian "bilateral"
treats the three "London"
airports as one destination,
according to Hanscombe. Air
UK has also applied to oper-
ate to Copenhagen from
Leeds, Aberdeen, and
Edinburgh.

Hanscombe adds that traf-
fic on Air UK's Stansted-
Amsterdam route is devel-
oping so well that it is adding
a fourth weekday service from
April. Hanscombe expects
25,000-30,000 passengers on
the route this year. The
airline has also just been
awarded the right to double
capacity on its Stansted-Paris
route, so it will replace a
Bandeirante with a Shorts
330 on the Paris run "as soon
as we can get our hands on
one".

SAFETY UPDATE

An investigatory team from
the International Civil Air-
ports Association has conclu-
ded that sign equipment and
illumination at Madrid's
Barajas Airport meets Icao's
Category 1 standards.
The team, headed by Berlin
Airport chief Robert Grosch,
spent three days examining
all of the airport's visual
marker installations as a
result of the two major acci-
dents occurring there within
two weeks at the end of last
year.
According to the team,
signals, illumination, and
placing of signs is above the
necessary level for Category 1,
Barajas' current operating
standard. The team's report
states that runway and apron
signalling complies with Icao
recommendations.
One recommendation in the
report, however, is that yellow
marking lines should be used
instead of the current blue
lines. It also says that sections
of the old 23L runway (now a
taxiway) should be more
clearly marked. The use of
double lines in the Oscar taxi-
ing area is considered a posi-
tive point.
No lighting deficiencies are
mentioned. The report says
that Runways 01/19 and
15/33 and taxiways all have
central lighting lines, and that
positioning lights on the
runways are superior to Cat 1
requirements.

Final assembly of the first A TR 42 proceeds at Aerospatiale s Toulouse plant. Engines have now been fitted,
flight-test equipment is being installed

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