



One of four HS.748s ordered for Bahamas Airways has now been delivered to Nassau International, where it is seen here. It entered service last week-end. The three other 748s will be delivered during the next two months. This long-overdue Viscount/DC-3 replacement will serve both the competitive routes to Miami and Florida and the social services to the rough strips of the Out Islands. The 748 should help BOAC's most consistently loss-making subsidiary out of the red

AIR TRANSPORT...

all the airports are scheduled for Cat 2 operation by late 1967.

The Air Transport Association of America has recently reported in a survey of US lower weather-minima operations that US airlines will have 302 aircraft capable of Cat 2 operations this spring. By January 1968 over a 1,000 aircraft—more than half the airlines' fleets—will be equipped to this standard. According to the ATA, equipment and crew training costs will be in the region of \$70 million (£25 million).

Five airlines at present have parts of their fleets equipped for Cat 2 operations at approved airports down to decision heights of 100ft in visibilities of 40 metres, and crew-training for operations to these limits is under way. Six other carriers are in the FAA Cat 2 certification programme and a further ten have plans to qualify maintenance staff on new aircraft that will be delivered with Cat 2 capability. The average "retrofit" cost for Cat 2 equipment in the United States is said to be about \$50,000 (£17,800), and slightly less than that figure for installation in a new aircraft.

LONG DELAY FOR AMERICAN SST?

THE possibility that the period of "study and refinement" of the American SST might last from six months to a year has been mentioned by Boeing. In the meantime the FAA list of delivery positions is not apparently to Boeing's liking. The company's president, Mr William M. Allen, is quoted by *Aviation Daily* as saying that he was "a bit unhappy" with the list. "We have never been able to operate on the basis of sequential deliveries. This will have to be worked out in our contracts negotiated with each SST customer. I don't know now what the solution to this problem is."

When and if prototype construction begins, more than 60 per cent will be subcontracted. The Republic Aviation Division of Fairchild Hiller will make, says Boeing, about a sixth of the total structure. Other major subcontractors will be the Aerostructures Division of the Avco Corp; LTV Aerospace Corp Aeronautics Division; the Martin Co; North American Aviation; and the Norair Division of Northrop Corp. Competition for landing-gear subcontract is between Cleveland Pneumatic Tool Co and Loud Co. The largest share of the SST subcontracting work will be in California, followed by that at Fairchild Hiller's Long Island factory.

When prototype work starts between 10,000 and 12,000 employees in Boeing's Seattle plant will be involved. As the project stands now the 1,500 persons who have been working on the SST will continue on the project. The work will not present any financing problems. "We have already," says Boeing, "taken it into account in our financing plans and are in shape to move forward on the prototype."

Money for the additional months of study will come from

the \$8 million for Phase 2 work which is still in FAA hands. The study will not include changes to adapt the design for exclusively over-ocean operations, which the FAA recommended. Boeing considers that the design is equally applicable, as it stands, for domestic or over-ocean operations.

Asked whether Boeing planned to use Lockheed's SST experience in the programme, a Boeing spokesman said there had been "no contact," with Lockheed and "no overtures" from the Government suggesting a get-together.

JAL Buys More 727s An order for two more Boeing 727s has been placed by Japan Air Lines for delivery later this year, increasing the carrier's fleet of 727s to nine.

Another F.27 for Swissair A third Fokker F.27 is to be ordered by Swissair for delivery early next year. It will be operated by Balair on domestic and short-haul regional services.

YS-11s for LANSAs A five-year lease-purchase contract with the Nihon Aircraft Manufacturing Company for three YS-11s has been initiated by Lineas Aereas Nacionales SA, of Peru. The contract was due for final approval last week. A similar contract was signed last year by Hawaiian Airlines, which also has an option to buy after a trial period of leasing.

Cathay Buys Two 880s Negotiations for the purchase of VIASA's two Convair 880s have been completed by Cathay Pacific Airways. They will be delivered early this year, bringing the carrier's 880 fleet strength to six. The carrier's fourth, from Alaska Airlines, was delivered in November. From March 1 the airline will be operating an all-jet fleet.

Convair 580 Deliveries A total of 82 Allison-engined Convair 580 conversions have now been delivered—including five during December—by the Pacific Airmotive Corporation, which has 41 firm orders from Allison. PAC has stepped up production from two to four aircraft a month to meet the backlog. There are 420 Convair 340/440s in operation—potential business for Rolls-Royce Dart or Allison conversions.

Aer Lingus Buys 747s Two Boeing 747s have been ordered by Aer Lingus for delivery in 1971. With spares and support equipment the cost will be more than £20 million and represents the biggest single investment yet made in Irish aviation. The layout will be for 435 passengers. This is the first order for the 747 from a relatively small airline—but Aer Lingus, with its large share of North Atlantic traffic, is like El Al in a somewhat special position among the smaller carriers.