

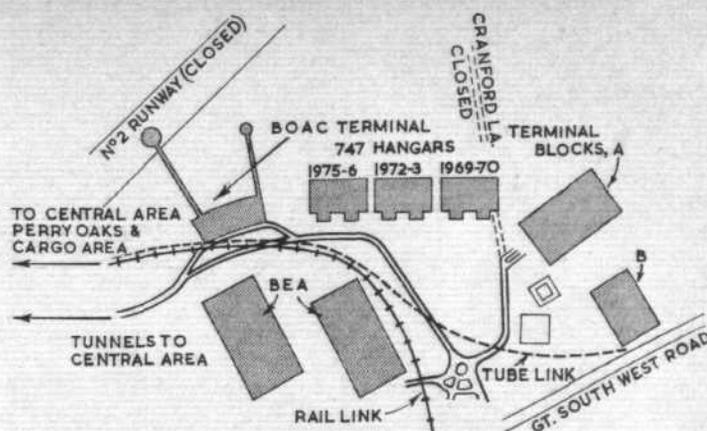
## AIR TRANSPORT . . .

## BOAC'S PLAN FOR HEATHROW

EARLIER this year BOAC drew up a plan for the development of Heathrow which includes the construction of a terminal building near to the airline's engineering base. This plan, as explained in an article in a recent issue of *BOAC News*, was turned down by the British Airports Authority mainly because it involved the closing of No 2 runway and the building of a replacement to the west of the airport. The plan was based on the principle that an airline's passenger terminal and maintenance area should be close together and that towing and taxiing between BOAC's maintenance area (at the eastern extremity of the airport) and the proposed Perry Oaks terminal (on the extreme west) was most inefficient—especially when coupled with the present runway pattern and predominant westerly direction of take-offs and landings. BOAC proposed to build a terminal to the north and east of where British Eagle's hangars are now. This would have meant closing No 2 runway.

To serve the terminal and overcome the present shortcomings in the design of Heathrow, a new road would need to be constructed from Hatton Cross direct into the central area. It would include separate airside and landside lanes between the BOAC passenger terminal and the central area. Three new hangars for the Boeing 747s are needed and these would be sited in a line extending westwards from near the west corner of the northerly of the two technical blocks (see plan, right).

The BOAC plan also envisaged more elaborate rail and tube links. The Underground line from Hounslow would come in at Hatton Cross, make a stop at the BOAC terminal, and go on to the central area and Perry Oaks. The rail line from



BOAC's proposal for a terminal on the east side of Heathrow and near the airline's engineering base. Designed to avoid wasteful towing and taxiing to and from the projected Perry Oaks terminal on the western perimeter, the idea was turned down by the British Airports Authority mainly because it involved the closing of No 2 runway. The 747 hangars are, however, to be built and probably also the road to the central area

Feltham would come in near Hatton Cross and follow the tube route. Beyond Perry Oaks it would swing south to the cargo area and continue, closing the loop, on to Feltham.

However, with BAA's insistence on keeping open No 2 runway, most of this plan has become invalid. The only remaining parts are the construction of the 747 hangars (work will start on the first this year for 1969-70 completion) and of a road from Hatton Cross, through the maintenance area, to the central area.

## MARKET MOVEMENTS

*Cavalier Airways, based in Toronto, operate three ex-RCAF DC-4M North Stars—CF-UOY, 'UXA, 'UXB.*

*Cathay Pacific has bought VIASA's two Convair 880s to bring its fleet of this type to six.*

*Philippine Air Lines has leased an F.27 to Mac.Robertson Miller Airlines.*

*Pakistan International has now sold five DC-3s and all its Viscounts, and the Super Constellations are up for sale.*

*The Brazilian airline, Paraense Transportes Aereos, is in the process of disposing of its five C-46s. At least two have departed so far, reportedly to Formosa.*

*A new Swedish operator, Falcon Air Charter, has acquired Philippine Air Lines' three Viscount 784s. They are to be overhauled and serviced by Aviation Traders at Southend.*

*Caledonian has leased a Britannia to CSA for two years and Aviation Traders are reported to be negotiating the lease-purchase of two further Britannias to Aerocondor of Colombia.*

*Iranair's two surviving Viscount 782s, and the remains of the third, have been bought by Central African Airways. The heavily damaged third aircraft will be dismantled for spares.*

*National Airlines have sold their entire fleet of 17 Electras and spares to Pan Aero International Corp of Miami. The aircraft will be withdrawn from service as National's Boeing 727-200s are delivered. Pan Aero plans to sell or lease them.*

*Channel Airways has plans to form a wholly-owned subsidiary, Mediterranean Airways (Malta), with one Viscount and one One-Eleven in the new airline's colours. The recent Anglo-Maltese political differences may have complicated or even frustrated these plans.*

*United continues to dispose of its piston-engined aircraft. Latest sales are two Convair 340s to Frontier, five DC-7As to Airlift International and four DC-7s to BMR Aviation. BMR, a leasing company, has also acquired a further DC-7 from Delta Airlines.*

*Ansett-ANA has sold a DC-6B to Trans Union, a Marseilles-based non-scheduled carrier; Austral has acquired a DC-6 from American Airlines; and Braniff has sold three to Aeronaves del Peru. Braniff has also sold three Convair 340s to Allegheny—for eventual conversion to Convair 540s—and a further one to Lake Central.*

*Northeast Airlines will trade in their six DC-3s and 11 DC-6Bs on seven FH-227s. Fairchild Hiller are already advertising the aircraft for sale. FH are also accepting Ozark's 14 Martin 404s and seven F-27s as trade-ins on that airline's order for 21 FH-227s. Similarly, Mohawk's fleet of Convair 240s were turned in on their new -227s. Most of them have gone to Convair for Dart conversion and sale to other carriers.*

*Flying Tiger Lines has been chopping and changing the size of its Super Constellation fleet. Having sold one to the Alaskan supplemental carrier, Interior Airways, early in 1966, FTL first leased and then bought it back. Two L-1049s were bought from Trans International but one has now been re-sold to China Airlines. A further six FTL L-1049s are being operated on behalf of Mercury General Aviation.*

*BKS has taken delivery of two ex-TACA Viscounts from BAC. They were traded in in part exchange for TACA's One-Elevens and resold. A further Viscount, a series 776, has been leased by BKS from BOAC Associated Companies. All three will be modified as far as possible to 745 standard to maintain fleet uniformity. Meanwhile, the last BKS DC-3 has been delivered to Brothers Air Services of Aden, bringing the latter's fleet to two.*