

However, a new issue which has angered pilots' representatives was the decision reached at ICAO's Vth ANC meeting in 1969; this changed the standard on self-contained long-range navigation aids by dropping the requirement for station-referenced updating in respect of inertial navigation systems. Several pilot groups have endorsed the use of dual INS installations, but others demand a backup aid to detect gross errors. The position of the American pilots will obviously sway this issue, but pressure from "provider States" to reduce ATC separation standards may well lead to another "battle of the Atlantic."

One very important item which is likely to receive overwhelming support of the conference is the move to standardise altimeter setting procedures worldwide. The varying transition levels and altitudes from country to country and even within countries (Britain is a particularly bad example) causes

confusion which only international agreement can clear up.

When Mr Roberts, Minister of State at the Board of Trade, referred in his opening speech to Britain's pioneering efforts in the field of all-weather operations, he was probably unaware of the fact that BALPA has, at the moment, put a complete ban on these operations by its members. Although very few of these flights are being conducted at present, IFALPA is anxious to prevent unwarranted operation to low weather minima with inadequate facilities. Their requirements would include aircraft and ground-equipment standards as well as operating procedures and crew training, all of which are interdependent if the required safety level is to be upheld.

The conference is the biggest ever held by IFALPA and looks like being one of the most interesting gatherings also. The outcome will show how responsible the organisation has become over its 22 years' existence.

CALEDONIAN TREBLES TRAFFIC

A PROFIT of more than £600,000 is reported by Caledonian Airways for the year ended September 30, 1969. This compares with £237,630 for the preceding year. The airline says that it trebled its traffic in 1969 compared with 1968, carrying 616,800 passengers. A further increase of nearly 35 per cent, to 830,000 passengers, is expected this year.

Caledonian says that it now holds a 30 per cent share of the non-IATA charter traffic between the USA and Britain. In 1969 the airline carried 173,600 passengers on North Atlantic routes. The expansion in traffic has accompanied the progressive introduction of the airline's 707 and One-Eleven fleets. The carrier's seven-year traffic record is as follows:—

Financial Year	Passengers carried	
	North Atlantic	European ITs
1962-63	8,100	20,338
1963-64	17,304	36,885
1964-65	22,750	58,281
1965-66	36,786	66,056
1966-67	39,729	80,100
1967-68	63,313	83,259
1968-69	159,100	345,315

FAA SUSPENDS DOMINICANA

OPERATIONS were suspended by Dominicana Airlines on February 15, following the crash of the company's newest DC-9. The aircraft, which had been delivered less than a month previously, crashed into the sea shortly after take-off from Punta Caucedo International Airport having apparently suffered an engine failure; 97 passengers and the five crew members were killed. Dominicana's authority to serve US destinations was withdrawn by the FAA, who will require the company to prove itself to the authorities before going back into US service. This will involve re-submitting its operating plans and maintenance procedures for scrutiny.

A Dominicana Carvair was lost at Miami on June 23, 1969, following engine failure on take-off. The four crew members were killed, and at least six people on the ground also died in the crash. According to an agency report, four mechanics employed by the company were arrested on February 21 following initial investigation into the DC-9 accident.

ALL READY FOR THE 747

THE new BOAC 747 hangar 01 was handed over to Mr Keith Granville, managing director of the airline, on March 12 by Mr Humphrey Owen Jones, chairman of Holland & Hannen and Cubitts (Southern) Ltd, the prime contractor. The £5 million hangar covers 31 acres, 1.41 hectares and will house

Walking into BOAC's 747 hangar 01 on the occasion of its official opening on March 12, one could be forgiven for thinking that the first of the airline's Boeing 747s had arrived ahead of schedule—so realistic was the two-dimensional cardboard mock-up. This picture looking towards Bay 2 gives a good idea of the size of the building and the extensive docking facilities provided

two of BOAC's Boeing 747s side by side. The roof itself weighs 2,140 tons, 2,170 tonnes, and has a clear span of 453ft, 138m. A complete docking system has been chosen for the Boeing 747, with three-level fuselage-working stagings, six-level tail stagings, traversing overhead fuselage staging and a working floor level at 16ft, 4.9m above ground level, the height of the access doors to the aircraft.

A major new concept is the system for maintaining the 747 undercarriage. Instead of the normal procedure of jacking to enable the gear to be lowered and retracted, the aircraft will be supported at its normal level and the floor beneath the undercarriage mechanically lowered. This ensures that work can continue uninterrupted on the stagings. Eight specialist workshops are provided within the hangar close to the aircraft, for paint, sheet metal, carpentry, upholstery, avionics, batteries, general fittings and ground equipment.

Both bays in the hangar are interchangeable, but one will be retained for major work while the other is used for *ad hoc* repairs and maintenance. BOAC plans to operate a biennial check system with cabin refurbishing being carried out after 12 months and the 15-day maintenance check after two years.

Dan-Air for the Atlantic? An application has been made by Dan-Air to the US Civil Aeronautics Board for a foreign air-carrier permit. The airline envisages the operation of group and inclusive-tour charter flights. No decision has apparently been made on the type of long-haul equipment which it will acquire.

Third Il-62 for CSA The third Il-62 for the Czech national airline, CSA, will shortly be delivered, which should provide the necessary capacity for the airline to begin operations on the Prague-Amsterdam-New York-Montreal route. In service on the Prague-Bombay-Singapore, Prague-Paris-London and Prague-London routes, the airline's two Il-62s have carried some 11,000 passengers. About one million passengers are now carried by CSA every year. According to Tass, the airline has embarked on an all-Soviet aircraft policy and is thus planning to buy the Tu-154 and considering the Tu-144.

