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UNITED NATIONS PALESTINE COMMISSION Communication Received from United Kingdom Delegation Regarding Equipment at Lydda Airport

The following communication, regarding equipment at Lydda Airport, has been received from Mr. Fletcher-Cooke of the United Kingdom Delegation.

UNITED KINGDOM DELEGATION TO THE UNITED NATIONS Empire State Building New York 1, N.Y.

CONFIDENTIAL 20th April, 1948.

My Dear Bunche,

May I refer to your letter of the 25th March regarding certain equipment at Lydda Airport.

- 2. In the second paragraph of your letter, you stated that the Commission would welcome the technical assistance of the Government of Palestine in determining what equipment will be required.
- 3. I now enclose a schedule of items which, in the opinion of the Director of Civil Aviation, Palestine, require replacement or supply.
- 4. The Director of Civil Aviation considers that the items shown under the heading "(a) Radio Aids to Navigation" should be given priority over the its shown under the heading "(e) Point to Point and Air/Ground/Air Channels", as they more directly affect the safety of aircraft. It will be observed that items are included in this schedule which already exist at Lydda but it is considered desirable to state the condition and usefulness of these items, even where they do not require replacement.

Yours sincerely (signed) J. FLETCHER-COOKE (J. Fletcher-Cooke)

Dr. Ralph J. Bunche Principal Secretary to the United Nations Commission on Palestine United Nations, Lake Success.

(a) RADIO AIDS TO NAVIGATION

The following information has been related to PICAO Document 2553 COT 26 dated. January 1947

	<u>Remarks</u>	
(i) N/F Radio Beacon (2KW)	Installed and functioning efficiently. No requirement for new beacon provided spares readily available when required.	
(ii) HF D/F Station (Short Range)	A completely new installation is required. The present equipment will suffice for a little longer.	
(iii) <u>VHF D/F</u>	The present VHF D/F can be used in emergency only. A new up-to-date installation is required, such as the cathode ray type.	
(iv) EUREKA Responder Beacon	The present beacon is completely wom out. This is an immediate requirement.	
(v) BABS M.K. II	This should be retained until PICAO recommendations lay down definite policy, equipment is serviceable; but become of recent theft no spares are available.	
	None available at the Airport. Although the weather is almost constantly good, there are times when some system of blind approach is necessary, especially as	

(vi) Instrument Landing System

the Ramallah hills are high, and low approach is dangerous. Also power failures are frequent in wet weather and flarepaths become unreliable.

VHF aquisignal localiser and. glide path equipment is required and PICAO state that it should be installed as soon as possible. If the above equipment is not available, a type SCS51 equipment complete shoed be made available.

(b) Signals Equipment.

The most urgent need is complete renewal of the equipment in the Flying Control Tower, and the following suggestions indicate the desirable minimum:

Airfield and approach Control H. F. R/T Transmitter and Receiver 2 of Rediffusion G61 each Transmitter GEC Single Channel Receiver. (iii) HF D/F Homer 1 Complete Marconi Installation. No details available. (iv) (High Power Installations H.F. 2 These transmitters have been recently installed and providing spares can be obtained, will last indefinitely. SWB8B Marconi RCA 4331 Medium/Low Power Transmitters H.F. (v) RCA 4332 3 These transmitters have been recently installed and providing spares can be obtained will last indefinitely. (vi) T 1190 6 These transmitters are old. R.A.F. Type and are obsolete and very unsatisfactory for every-day use (vii) TFM 2 Marconi 1 Has recently been overhauled but the transmitter is an old model and needs replacing. (viii) ELL (v) T 1154 Needs overhauling and is an old model. Needs replacing by standard equipment.	(i)	V.H.F. Transmitters	Quantity	<u>Type</u>
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(c) Point to Point and Air/Ground./Air Channels.

(i) Transmitters

Three type T 1509 Transmitters have been ordered and if amplifying equipment is forthcoming, and additional 9 should be catered for to cover all immediate and projected channels, and should be introduced over a period to replace gradually existing equipment.

(ii) Receivers

The Stratton Receiver Type 504 has been ordered, and an additional six should be ordered to cover our immediate and projected channels outlined above."

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