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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 items shown under the heading "(c) 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 PICAQ Document 2553 COT 26 dated. January 1947

	Remarks
(i) <u>N/F Radio Beacon (2KW)</u>	Installed and functioning efficiently. No requirement for new beacon provided spares readily available when required.
(ii) <u>HF D/F Station (Short Range)</u>	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) <u>EUREKA Responder Beacon</u>	The present beacon is completely worn out. This is an immediate requirement.
(v) <u>BABS M.K. II</u>	This should be retained until PICAQ recommendations lay down definite policy, equipment is serviceable; but because 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) <u>Instrument Landing System</u>	the Ramallah hills are high, and low approach is dangerous. Also power failures are frequent in wet weather and flarepaths become unreliable. VHF aqisignal localiser and. glide path equipment is required and PICA0 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.
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(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:

(i)	<u>V.H.F. Transmitters</u>	<u>Quantity</u>	<u>Type</u>
	Airfield Control	4	GEC BRT 106
	Approach Control	1	Transmitter required with output of 500 watts
(ii)	<u>V.H.F. Receivers</u>	<u>Quantity</u>	<u>Type</u>
	Airfield and approach Control	5	GEC BRT 180
	H. F. R/T Transmitter and Receiver	2	of Rediffusion G 61 each Transmitter GEC Single Channel Receiver.
(iii)	<u>VHF D/F</u>		
	Homer	1	Complete Marconi Installation. No details available.
(iv)	<u>(High Power Installations H.F.</u>		
		2	These transmitters have been recently installed and providing spares can be obtained, will last indefinitely.
	SWB8B Marconi	3	As above.
	RCA 4331		
	<u>Medium/Low Power Transmitters H.F.</u>	<u>Quantity</u>	<u>Remarks</u>
(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)	ELI	1	Needs overhauling and is an old model.
(ix)	T 1154		Needs replacing by standard equipment.
	<u>V.H.F. Equipment</u>		
(x)	T 1131	4	All old ex R.A.F. equipment needing replacement.
	R 1132 5	5	
(xi)	<u>Receivers</u>		
	Hammerland Super Pro	1	Need for Standardisation. Already in hand.
	SX 28	7	SX 28's can be kept as Standby receiver
	SX 25	1	

(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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