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The *Journal* is published quarterly by the Institute and is edited by the Executive Secretary. It contains original papers contributing to the science of navigation, including those presented at meetings of the Institute together with the ensuing discussion. In addition the *Journal* includes a record of current navigational work, reviews of important books, and other matters of concern to those interested in navigation. The views expressed in the *Journal* are not necessarily those of the Institute, or of any organization or department to which the authors may belong.

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Contributions, which are welcomed from both members and non-members, should be addressed to the Editor.

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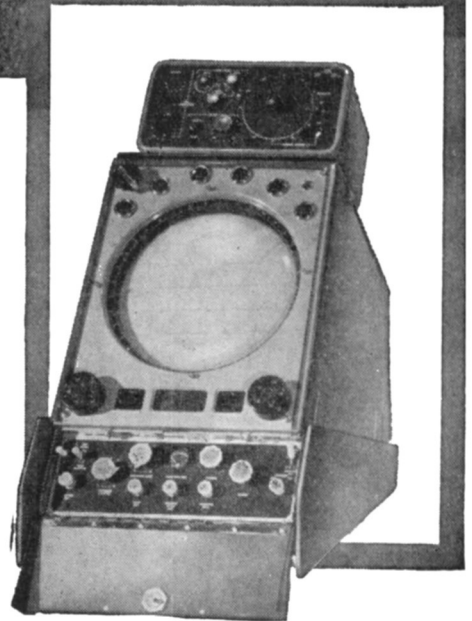
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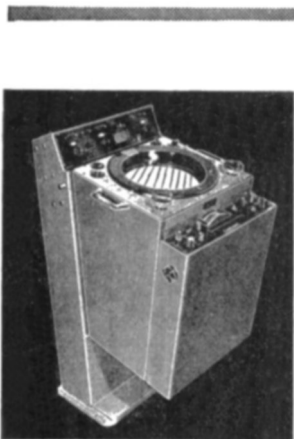


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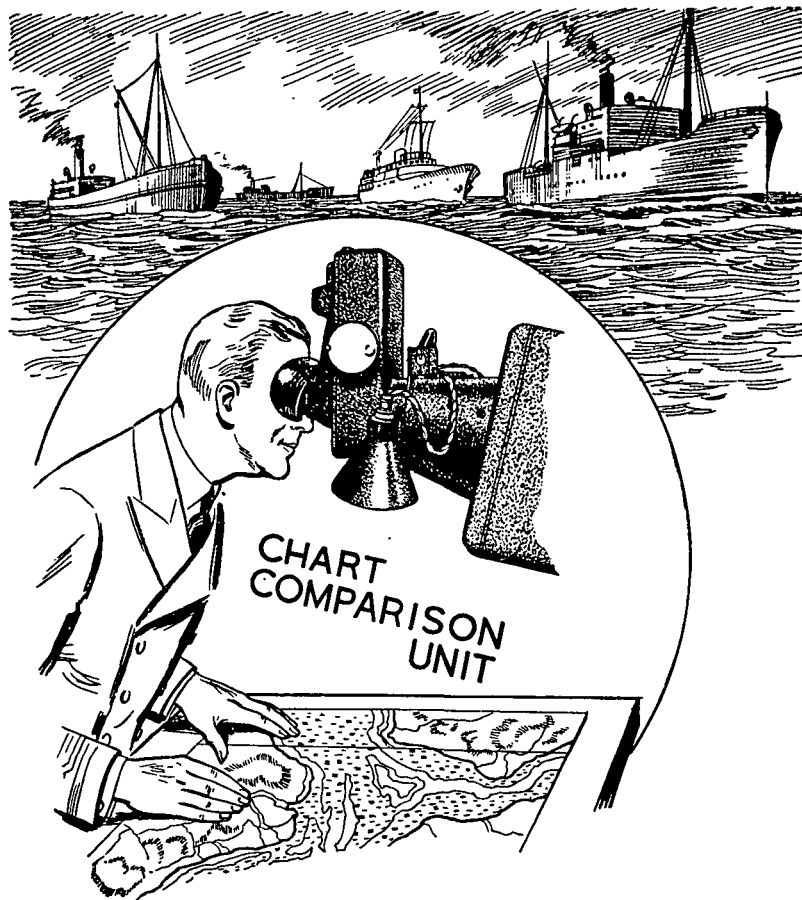
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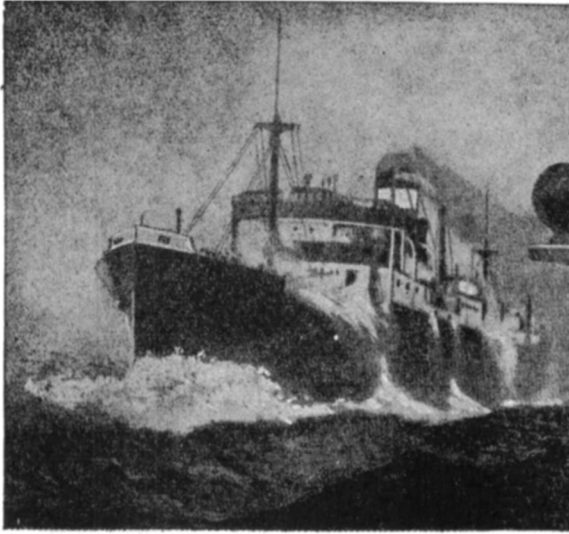


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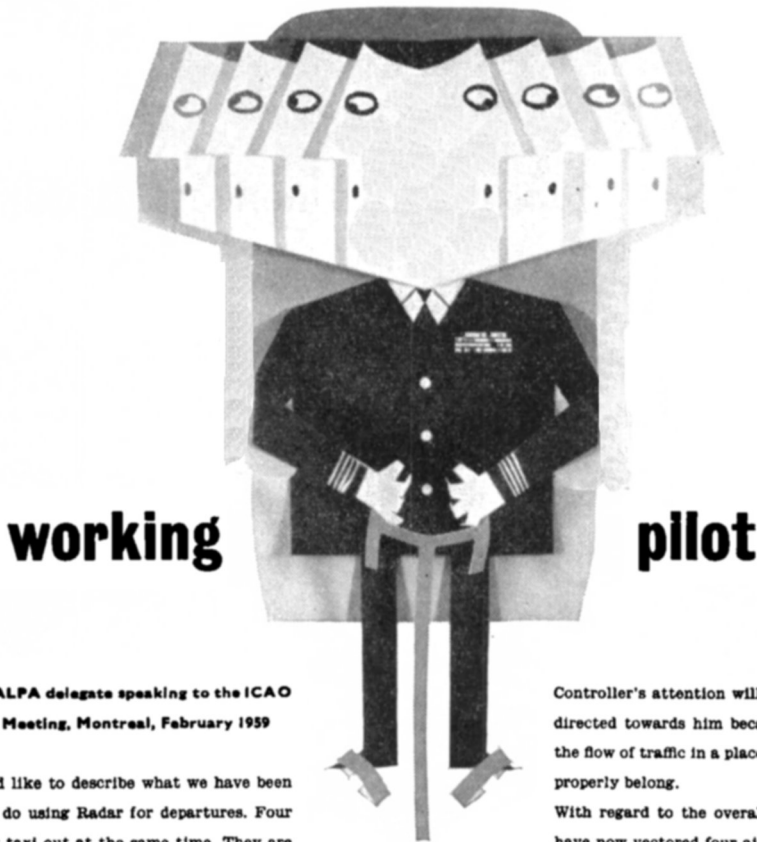
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The IFALPA delegate speaking to the ICAO Special Meeting, Montreal, February 1959

I should like to describe what we have been able to do using Radar for departures. Four aircraft taxi out at the same time. They are fully loaded, it is a hot night so they have an immediate problem. After take-off Departure Control wants immediate contact so we give them a call. Number 2 aircraft takes off two minutes later, and receives the same clearance until he picks up Radar Departure, who say "Turn left heading 050°"—now this is into inbound traffic, which means he will require continuous attention from Control to make sure he picks his way safely through the incoming traffic. Aircraft number 3, two minutes later, same as before, except when he picks up Radar Control, The Controller says "hold 4,000 ft. heading 130°" (he has vectored him off so as to clear the way for aircraft number 4). Aircraft number 4 receives the same departure, but he is told to hold 3,000 ft., and the Radar

Controller's attention will also be especially directed towards him because he is bucking the flow of traffic in a place where he does not properly belong.

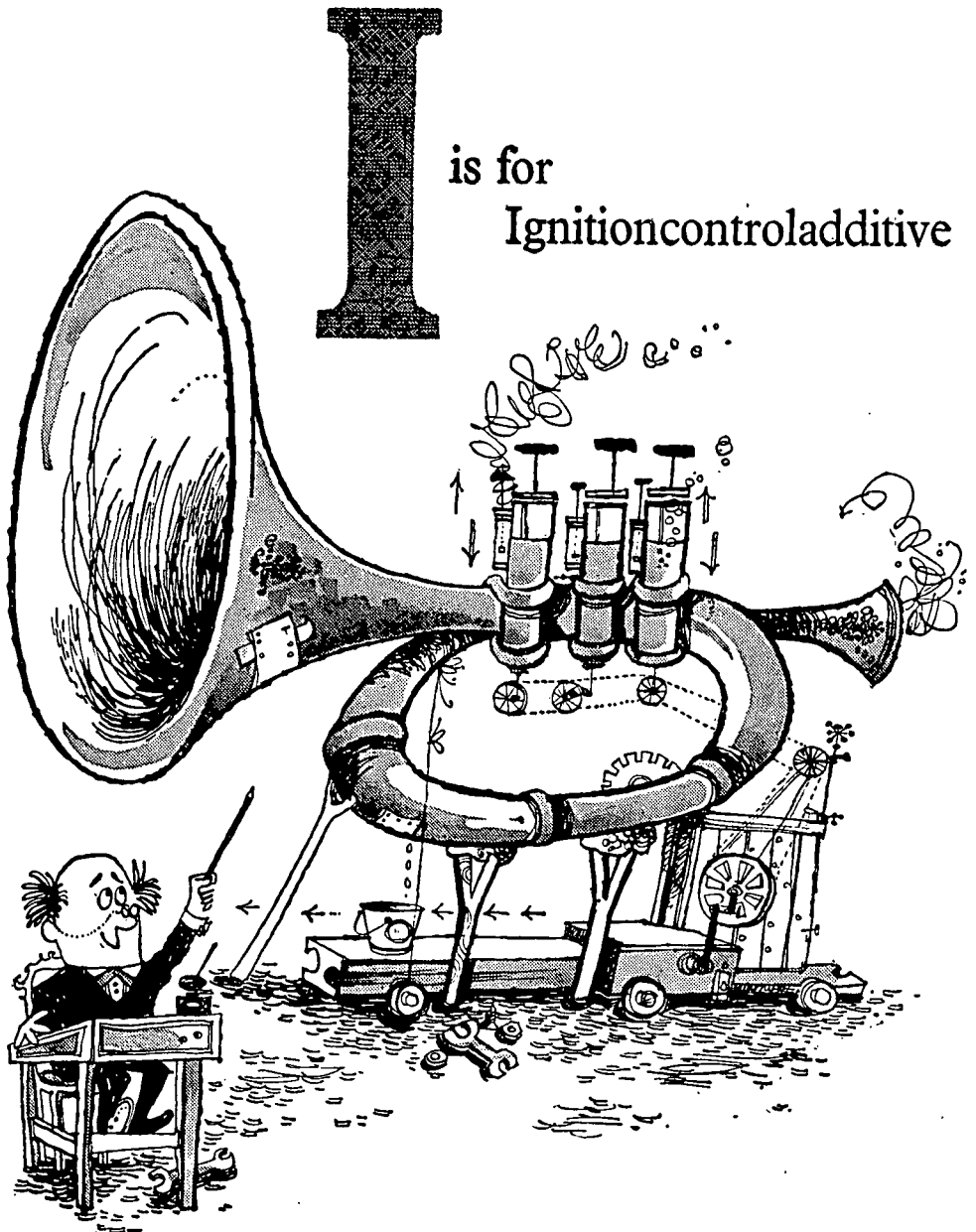
With regard to the overall achievement, we have now vectored four aircraft into a single airway. Only one of them has achieved the altitude he wanted, and unfortunately he will have to come down through the altitude of the

others. Radar is a marvellous device, and it has solved many of our problems, but it is *not* a navigational aid. An area coverage system would not solve every problem, but it would provide the capability of outbound tracks that would take us immediately out of the area from whence discrete tracks could be drawn giving lateral separation of a safe order. This is a problem which is incidental to the use of single track airways, and we feel it can be solved by lateral separation which should be made available through pictorial presentation coupled with area coverage.



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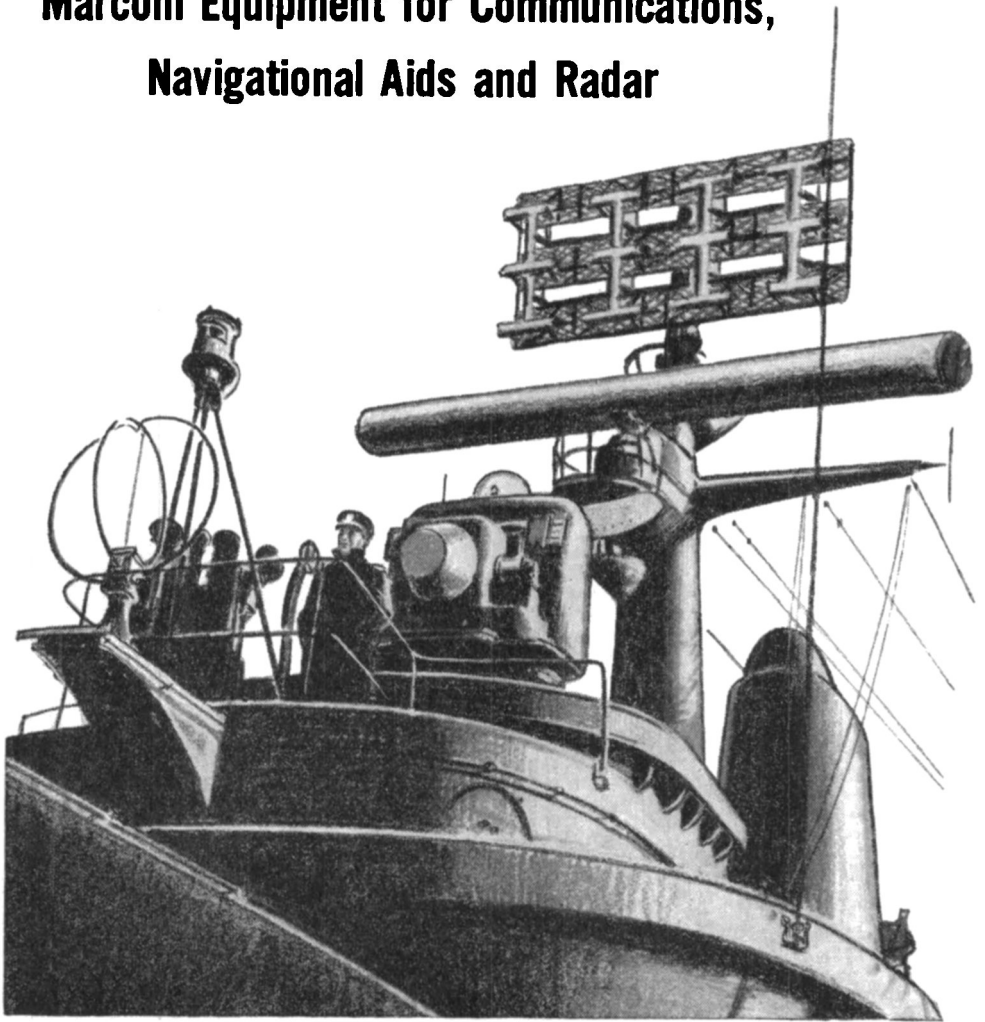
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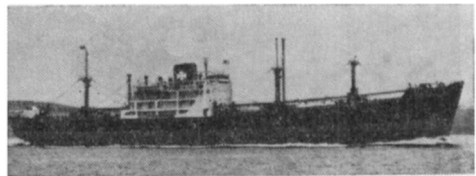
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