

THE DEVELOPMENT OF LONDON AIRPORT

LONDON AIRPORT, which houses B.O.A.C. Headquarters and the Corporation's main operating and engineering base, is the most modern and one of the busiest air terminals in the world. It is situated in the county of Middlesex on a site which lies between the Bath Road and the Great South West Road about 14 miles west of Charing Cross. As Britain's number one centre for international air travel it handles an aircraft arrival or departure every two minutes in peak periods and over 2 $\frac{3}{4}$ million passengers a year now pass through the airport. By 1960 it will be capable of handling more than 5 million passengers annually and many thousands of tons of mail and cargo.

The airport is administered by the Ministry of Transport and Civil Aviation, and it is used by over 30 different airline operators of many nationalities. B.O.A.C. services radiate from London over a route network of some 92,000 miles and serve over 50 different countries in North America and the Caribbean, the Middle East, Africa, the Persian Gulf area, the Far East and Australasia. All the B.O.A.C. trunk services start and finish their journeys at London Airport, and the Corporation has an average of some 130 arrivals and departures each week.

Work on the airfield, which was then to be used by the R.A.F., was started in May 1944 but with the end of the war the project was taken over by the Ministry of Civil Aviation. During 1946 airline operators, including B.O.A.C., moved in from dispersed war-time terminals and the first commercial service to operate from London Airport took off on 1st January that year. The Customs, Immigration and other departments were initially housed in marquees and caravans, but temporary single-storey buildings were in use for passenger handling by the end of the year.

The runways are laid out equilaterally with two parallel runways in each of three directions (see back cover). The airport now covers an area of $4\frac{1}{2}$ square miles, and the total length of the runways amounts to over eight miles. The runways are of concrete nearly two feet thick laid on gravel foundations. Aircraft movements can be expedited by using a pair of runways simultaneously—one for landings and its parallel for take-offs.

Work on the permanent control and passenger buildings commenced in 1952. They are sited in a diamond-shaped area of 158 acres in the centre of the airport. The imposing modern control tower is 127 feet high and houses the approach controllers who, with the aid of radar equipment, supervise the movement of aircraft into and out of the airport. In the glass "penthouse" at the top of the tower is the aerodrome control department which is responsible for the regulation of aircraft and vehicles on the runways and taxiways. From their position they have an uninterrupted panorama of the whole airport and an unobstructed view of the sky in all directions.

The other buildings in the central area are the impressive Passenger Building used by the Continental and short-haul operators which, together with the Control Tower, came into use in April, 1955, and the Queen's Building, housing administrative offices of short-haul airline

companies, a public exhibition hall, and various amenities such as a news cinema, post office and restaurant. Visitors have access to the roof gardens of this building. Provision has been made in the plans for a total of four large passenger and cargo handling buildings and the next phase of development will probably begin with the construction of the north-east face passenger building. In the meantime the long-haul airlines are using the original temporary facilities adjacent to the Bath Road (London Airport North).

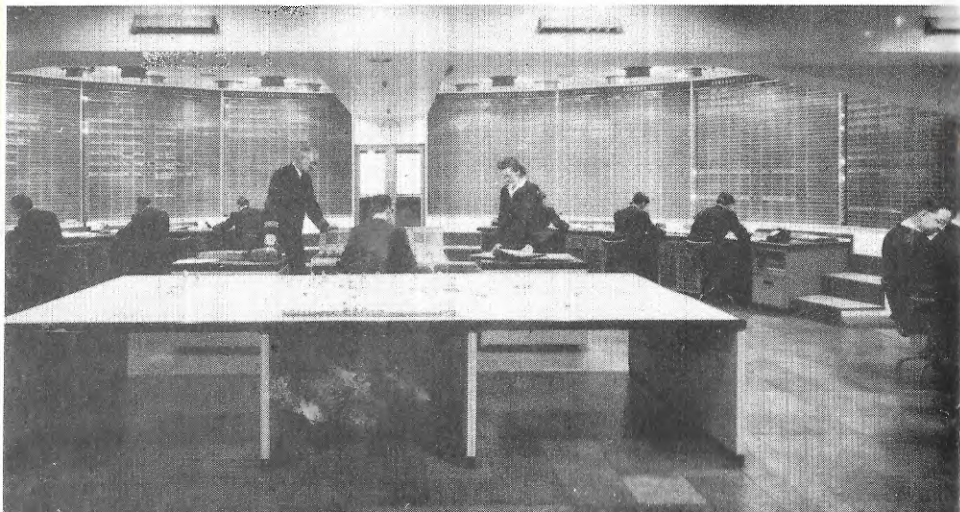
To provide access to the central area it was necessary to construct a tunnel from the Bath Road. The nature of the sub-soil prevented the tunnel from being bored in the conventional way, and a deep trench was dug which cut right across one of the runways. The reinforced concrete shell for the tunnel was built in the trench and covered with earth, and the area of runway was relaid. Nearly half a mile long, and 86 feet wide, the tunnel accommodates two dual carriageways, each of which permits a steady flow of 2,000 vehicles an hour, and in-bound and out-bound pedestrian paths and cycle tracks. The height of the tunnel is more than adequate for the double-decker London Transport 'buses which operate a regular service to the central terminal area.

London Airport is a self-contained community with a working population of over 23,000 people employed by the various airlines and the Ministry of Transport and Civil Aviation. The annual consumption of electricity would be adequate for a town of 28,000 inhabitants, and there are over 2,000 miles of electric cable. The many different amenities include a special animal hostel, run by the R.S.P.C.A., to attend to the needs of the large volume of livestock, ranging from minute tropical fish to elephants, which passes through the airport. Because of the number of telephone calls the airport has its own up-to-the-minute telephone exchange which is appropriately named "SKYport" (The B.O.A.C. number is SKYport 5511).



Night Maintenance BOAC Headquarters.

Movements Control Office.



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THE B.O.A.C. HEADQUARTERS

The B.O.A.C. Headquarters, which came into use during 1955, is situated on the east side of the airport. It is a unique structure, 870 feet long, 432 feet wide and 99 feet high, which houses under one roof a large proportion of the Corporation's organisation. With a ground area of $8\frac{1}{2}$ acres and a total floor space of 17 acres it is believed to be the largest reinforced concrete structure of its kind in the world. Within its mighty walls are four large hangars, workshops for the repair and overhaul of aircraft and components, and four storeys of offices housing the operations, supplies, training and administrative departments. It accommodates some 4,500 employees, approximately one quarter of the Corporation's world-wide total.

The building incorporates many novel structural features, one of them being the method used to obtain unobstructed entrances 300 feet wide for each of the four hangars. On either side of each opening there is a 66 feet high pylon carrying a load of 4,000 tons. Reinforced concrete beams cantilevered from the pylons are counterbalanced by massive blocks of concrete each weighing 1,000 tons which form a distinctive feature of the external appearance of the building. The cantilevers support the central portal girders each of which has a span of 150 feet, a depth of 18 feet, and carries a total deadload of about 1,000 tons.

Each hangar pen has an overall width of 336 feet and a depth of 140 feet and can accommodate three of the largest airliners. The huge hangar doors are made of aluminium alloy and are electrically operated. A comprehensive photoelectric system automatically ensures that there is a uniform level of illumination in the hangars both by day

Passengers travelling to Canada, Africa, the Middle East, the Far East and Australia on the First Class "Majestic" Services enjoy the comfort of "Slumberette" seats which are adjustable to a reclining position and incorporate raised leg rests. Among the amenities available on the aircraft are cosmetics for ladies and shaving requisites for men, including electric razors. Special B.O.A.C. "Skycots" can be made available for babies. Other items include newspapers, books, magazines, ballpoint pens and stationery, toys and games for children, and sunshields. Drinks on First Class Services are complimentary.

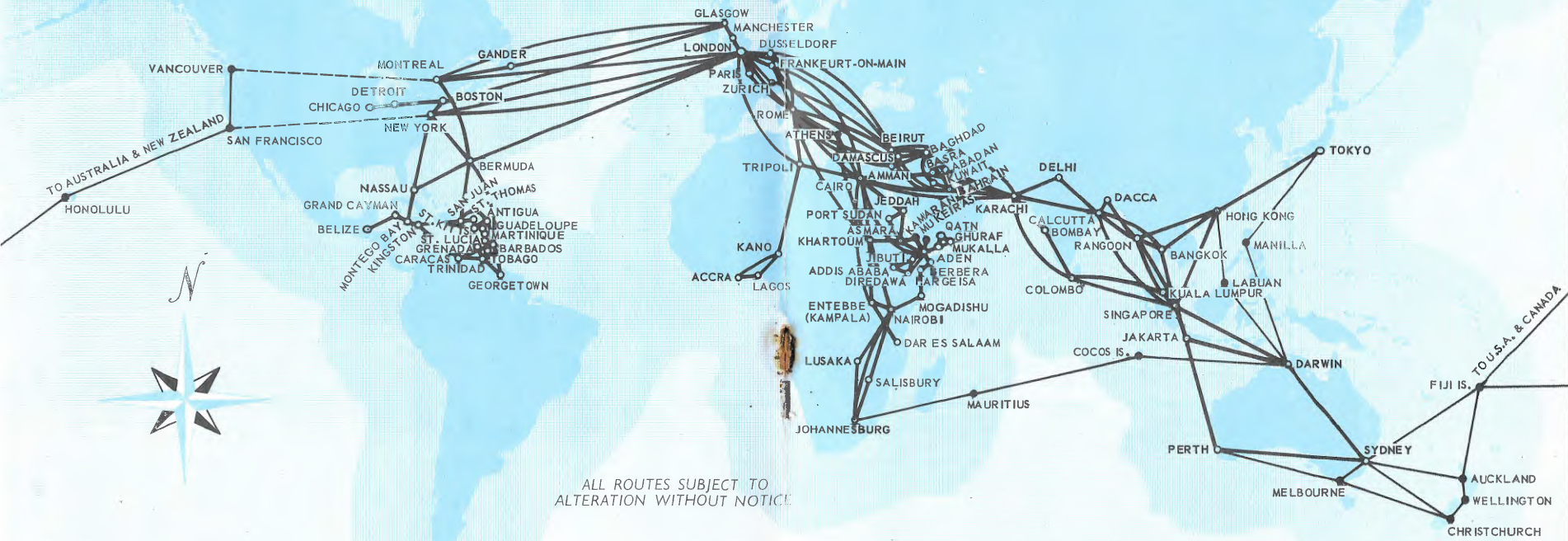
On "Coronet" Tourist Services, at substantially lower fares, passengers enjoy the same standards of reliability and safety as on the First Class flights, the only difference being in the layout of seats and the type of catering service offered. On both First Class and Tourist Services B.O.A.C. stewards and stewardesses attend to the comfort and welfare of passengers and play their part in implementing the Corporation's proud claim that "B.O.A.C. Takes Good Care of You."



B.O.A.C. Britannia turbo-prop air liner in flight

B.O.A.C. Speedbird routes ...

B.O.A.C. ROUTES	
ASSOCIATE ROUTES	
DOMESTIC CARRIERS	



ALL ROUTES SUBJECT TO ALTERATION WITHOUT NOTICE

BRITISH OVERSEAS AIRWAYS CORPORATION IN ASSOCIATION WITH BRITISH WEST INDIAN AIRWAYS LTD., BAHAMAS AIRWAYS LTD., ADEN AIRWAYS LTD., QANTAS EMPIRE AIRWAYS LTD., SOUTH AFRICAN AIRWAYS, CENTRAL AFRICAN AIRWAYS CORPORATION, TASMAN EMPIRE AIRWAYS LTD.

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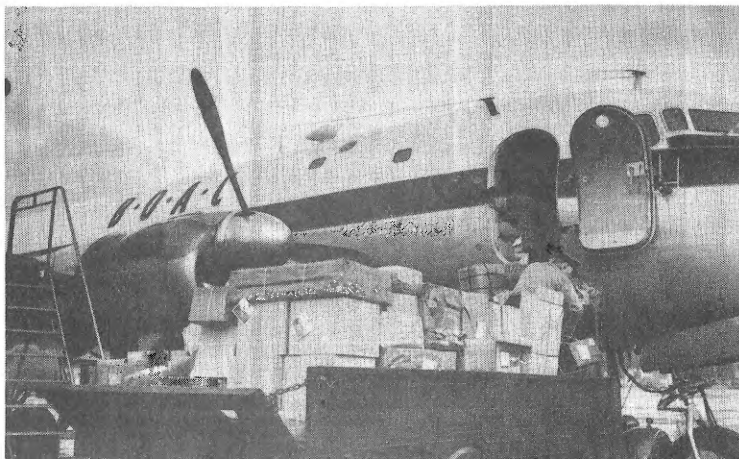


B.O.A.C. Britannia turbo-prop air liner in flight



Passengers boarding a B.O.A.C. aircraft at London Airport

Freight is loaded on to a B.O.A.C. aircraft at London Airport



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PASSENGER AND CARGO FACILITIES

The departments dealing with passenger and cargo arrivals and departures are in the buildings on the North Side of the airport beside the Bath Road. Passengers leaving the United Kingdom may report either to the B.O.A.C. Airways Terminal at Victoria, or direct to the airport for tickets and passports to be checked and baggage weighed. Passengers who report at Airways Terminal travel to the airport in luxury coaches, and all the passengers for a particular service assemble in the departure lounge at the airport where there is a B.O.A.C. counter. Uniformed receptionists escort them through the Customs and immigration formalities to the Final Departure Lounge before they board the aircraft waiting outside on the apron. Similarly, the B.O.A.C. receptionists meet incoming services and escort the passengers through the formalities and deal with any problems such as onward bookings or hotel accommodation.

In the passenger buildings there is a B.O.A.C. Duty Officer whose office overlooks the apron and he is responsible for ensuring that the arrivals and departures of all B.O.A.C. aircraft are carried out smoothly and efficiently. In his office is a duty assistant who is in direct microphone contact with all the essential departments on the airport such as the ticket desk, cargo section, the aircraft loaders, transport, catering



Dinner is served on the Monarch Luxury Service between London and New York

A passenger receives breakfast in her sleeping berth over the Atlantic



and so on. With the flick of a switch he can speak to any or all of the different departments concerned with the aircraft movements, and he can pass on essential information from one department to another. Adjacent to the B.O.A.C. Duty Room, is the Flight Information Department, which deals with enquiries from members of the public about the arrival and departure times of B.O.A.C. services.

Cargo is carried in the holds of airliners on all B.O.A.C. passenger flights and there is also a regular all-freight service between London and Singapore. At London Airport, the freight department is divided into Export and Import. Among other duties these departments are responsible for ensuring that all Customs requirements and other regulations have been fulfilled and for the quickest possible handling of all consignments. Many shippers use air transport for cargo not only because of the speed but because air freight shipments undergo less handling than those travelling by surface means and because insurance rates are lower. On outgoing services from this country an extremely wide range of commodities is carried, and on the incoming flights from the Far East B.O.A.C. often has large consignments of livestock, including even elephants, for zoos, circuses and animal dealers.

On B.O.A.C. passenger flights, both First Class and Tourist, great emphasis is placed on the standards of catering and cabin service. Most of the meals are prepared on the ground and then deep-frozen, and electric ovens are used in the compact aircraft galleys to make the food ready for serving. A feature of the luxury "Monarch" and "Majestic" trans-Atlantic flights is the seven-course dinner with champagne served from trolleys brought to the passenger's side. The Stratocruisers operating these flights are double-deckers with an attractive lounge-bar on the lower deck. They also have a number of spacious and comfortable sleeping berths which are available for a small extra charge.

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