

# Info Canadian

**Inside:**



Dec. 13, 1990

Employee Newsletter No. 180



*Aircraft 881 on the flight line at Boeing prior to its first test flight, Nov. 7.*

## It's here!

### It's finally here!

Ordered on July 28, 1988, delivered on Dec. 13, 1990, Canada's and Canadian's first B747-400 could not have arrived at a more opportune time.

The \$140 million aircraft, the most modern jumbo jet ever built, offers the longest range of any commercial aircraft and is more fuel efficient than its predecessors, two traits which are particularly timely as Canadian looks to strengthen its competitive position in the Pacific and find new ways to reduce fuel consumption.

"The B747-400 takes Canadian into the next sphere as a global airline," says **Ian Bootle**, vice president, International. "It will allow us to fly non-stop to key destinations in the North Pacific and provide the highest level of customer comfort available."

The 392-seat B747-400 is capable of flying 13,600 kilometres non-stop and first will be deployed Vancouver-Honolulu before begin-

ning on the Vancouver-Tokyo route in April. The aircraft's first commercial flight is Dec. 20.

**Tony Buckley**, general manager for Japan, says the arrival of the larger aircraft type is perfect timing. Over the past five years, Canadian has grown from seven flights a week to 20 a week this coming summer, but there are no more slots at Tokyo's Narita Airport.

"We will be the envy of every other airline operating at Narita," says Buckley. "Every carrier here would like to grow but can't because the slots at this airport are full. But with the B747-400 replacing the DC10, we will have a 30 per cent increase in capacity."

The second B747-400 is scheduled for delivery in May, 1991, and will be deployed on the Vancouver-Hong Kong-Bangkok route.

The effort to introduce a new aircraft type to the Canadian fleet has been monumental, involving a

cast of thousands from every department in the company.

"Planning the configuration of our aircraft began back in July 1988 as soon as the decision was made to purchase," said **Jerry Ruge**, manager projects, Engineering.

"There are more than 5,000 items we require for the aircraft," says **Dave Beale**, aircraft material planner. "Just negotiating contracts, determining what spares were necessary, and working with vendors to co-ordinate the delivery of these items was a major undertaking."

The people who will be working with the aircraft are excited.

"This is one of the most exciting moves of my career," says Captain **Ernie Wells**. "I am participating in the first step of a new era in aviation history."

*Canadian's first 747-400 is the 100th B747-400 off the production line!*

*There have been 394 orders placed for the B747-400 by airlines worldwide.*

*See inside for more on the preparations for the B747-400.*



The 747-400 "glass cockpit" has six CRT display units and 365 lights, gauges and switches, reduced from 971 on earlier 747s.

A flight deck of acronyms:

- IDS- Integrated Display System
- EFIS- Electronic Flight Instrument System
- EICAS- Engine Indicating and Crew Alert System
- CRT- Cathode Ray Tube
- PFD- Primary Flight Display
- ND- Navigational Display
- CDU- Control Display Units

## Learning to ride the bike again

Canadian Airlines pilots say that learning to fly a B747-400 is like learning how to ride a bike all over.

"All these pilots are very capable of flying the aircraft, that's not the challenge," says B747-400 project pilot **Bob Moul**. "The challenge is to learn the new technology. It's quite a machine."

In fact, the aircraft is so further advanced over all other aircraft, including other earlier models of the B747, that "going from the B747-100 to -400 is like going from a tricycle to a motorcycle," says one of the senior captains who

recently finished training for the -400.

**Ernie Wells** is among the 21 pilots and 37 first officers who are learning the new technology, which includes two on-board flight management computers and electronic flight instrument system which the pilots refer to as the "glass cockpit."

"There is so much more information available it's phenomenal," Wells says. "I couldn't imagine going back to a conventional aircraft. The B747 has always been a favorite of mine,

and now with this new technology, it is a real pleasure to be flying this aircraft."

The five-week training program includes two weeks of classroom instruction and three weeks in the simulator. Each pilot must have 36 hours and six landings to qualify on the -400. As well, pilots will have additional training time during the aircraft's first four months flying Vancouver-Honolulu.

It will take 14 crews to operate the daily Vancouver-Narita route. The two-pilot cockpit will host a third pilot for some longer flights, such as to and from Hong Kong and Japan.

"It won't be more demanding to fly," explains Moul. "In fact, once they start flying, they will find that working with the two computers makes it much easier."

"This is one of the most exciting moves of my career," Wells says. "I am participating in the first step of a new era in aviation history."

*Info Canadian is produced bi-weekly for the employees and retirees of Canadian Airlines International and their families. Info Canadian welcomes Letters to the Editor, photo and story contributions, ideas, suggestions, and comments.*

**Editor:**

Lindsey Galloway  
YYCGP, (403) 294-6273

**Assistant Editor:**

Kent Worden,  
YVRGN, (604) 276-3880

*Distribution inquiries: To alter number of copies, notify Distribution Coordinator, YVRGD, (604) 270-5699.*

*Mailing Address: Canadian Airlines  
700, 2nd St. S.W.*

*Calgary, Alberta, T2P 2W2*

*Translated by Linguistic Services, YULLT;*

*Printed on recycled paper by Print Services, Vancouver.*