

fees on the sale of receivers had been considered by the US in consultation with industry, particularly over the Omega system, which is integrated with INS, for use by some airlines. However it was reported that a GPS receiver might be more competitive than an Omega receiver and might cost less than the annual maintenance charge for INS. Supporters of the Navsat system thought a civil system should be controlled internationally but the USA is unlikely to fund another system. The real issue was seen to be the huge funding required for new terrestrial systems to replace gaps created by phasing out of military systems and for new areas in the Third World. This would cost about double the cost of Navsat. The real problem is not cost recovery but how to diminish the future cost to users. A practical way has to be found and this was seen as an internationally owned system, not in 10 years but in 15 or 25 years.

## ERRATUM

‘Estimating the Pressure Altitude of Aircraft by Radar’

By Sakae Nagaoka

Between proof stage and printing, a line in the paper by Dr Nagaoka published in Vol. 37, May 1984, p. 216, was omitted. The paragraph in question should read: ‘9. *CONCLUSIONS*. A method for obtaining a rough estimate of the indicated altitude of cruising aircraft from the ground using data taken by a height-finding radar is presented. The data contains the measured height, the pressure and temperature of the air on the ground.’