

## SCANDINAVIAN AIRLINES ASSOCIATION

**NEGOTIATIONS**, which were started last December between the Scandinavian operators Transair Sweden, Braathens (Norway) and Sterling (Denmark), has now led to the formation of a Scandinavian Independent Airlines Association. It is expected that the Danish-Swedish Inter-Nord (Aero-Nord and Osterman Air Charter) and the Danish Conair will join the association, the main purpose of which will be to negotiate with the aviation authorities in the Scandinavian countries. The SAS subsidiary Scanair will not be invited to join the association because of its special status. Scanair (and SAS) has been heavily attacked by the other charter and IT operators for being indirectly supported by the Scandinavian taxpayers. It has been stated, rightly or wrongly, that SAS charters its aircraft to Scanair at unrealistic prices, and that SAS is also offering a big rebate for tickets sold to passengers flying on SAS services to joint Scanair IT flights from Copenhagen.

## CAB APPROVES TRANSATLANTIC FARES

THE transatlantic fare structure agreed by IATA last autumn has been approved by the CAB. Normal fares will remain the same, but there have been several reductions in promotional fares based on the New York-London route. The CAB expressed concern that no reductions were made in normal fares and urged carriers to press for reductions at this autumn's IATA conference so that the majority of economy-class passengers could share the benefits of cost reductions and efficiency achieved by operators.

## BECHUANALAND WARNING

SOUTH African charter pilots have been warned that failure to file flight plans with the Bechuanaland authorities before entry would result in confiscation of the aircraft, a £2,000 fine or "six months in a multi-racial prison." The Bechuanaland Minister of Works and Communications said there would be no further warnings and denied that the move had been made to protect the newly formed government-backed Bechuanaland National Airways. Formerly, most South African charter companies had been under the impression that they had an automatic right to fly into Bechuanaland providing that their charter originated in South Africa.

Negotiations between South Africa and Bechuanaland for opening scheduled services between the two countries have been successfully concluded. Bechuanaland National Airways will operate a twice-weekly service to Jan Smuts airport, Johannesburg, but there has been no news as to which South African company will get reciprocal rights.

## NEW IT RULING FOR WORLD AIRWAYS

UNDER a new CAB order World Airways has been granted authority to charter its Boeing 707 aircraft to tour operators who can sell package tours within America to the general public. Previously, chartering of passenger aircraft has been

limited to "affinity groups," but the recent order allows an aircraft under charter to one operator to carry up to three tour groups of 40 or more. The domestic inclusive charter tours have been authorised for a five-year period with effect from May 13, 1966. The price shall be no less than 110 per cent of the lowest available scheduled fare between the points involved and must include accommodation costs. Overnight stops at a minimum of three points at least 50 miles apart must be included in the tour which must last for a minimum of a week.

## EXPERIMENTAL ORKNEY SERVICE

PLANS for an experimental air service between Kirkwall and the northern islands in the Orkneys are being made by the Orkney Island Shipping Group. The services will start in June and will be operated by Loganair using a seven-seat Dornier Do-28A which will be replaced eventually by a ten-seat Britten-Norman Islander. Loganair has a three-year ATLB charter licence to operate 11 return flights each week from Kirkwall to Westray, Sanday and Stronsay, four to North Ronaldsay and Eday and two to Papa Westray. The single fare to Kirkwall will be £2 from Eday and Stronsay and £2 10s from the other islands. Grass airstrips will be provided on the islands by Orkney County Council at an estimated cost of £11,000—75 per cent of which will be met by the Ministry of Aviation. The estimate also includes the cost of making a strip at Hoy for air ambulance purposes.

**TAP to Buenos Aires** Transportes Aéreos Portugueses (TAP) will extend its services in the Lisbon-Rio de Janeiro route as far as Buenos Aires next year. The carrier is to introduce Boeing 707-320Bs on its service to Brazil from June 17, 1966.

**IATA Business up by 16 per cent** Airline business settled through the IATA Clearing House in London increased by 16.5 per cent last year compared with 14.1 per cent in 1964. Accounts for 109 operators were cleared and the turnover in 1965 was \$2,870 million (£1,026 million).

**More Heralds for Sadia?** According to a correspondent in Brazil, the domestic carrier Sadia Transportes Aéreos is soon to place an order for further Handley Page Heralds to supplement the present fleet of five which are being operated by the carrier as replacement for its ageing fleet of DC-3s and C-46s.

**F-27J Demonstrations in Brazil** Fairchild Hiller's F-27J was demonstrated in Brazil recently to the airlines as well as to the Air Force. The demonstrator (N2708J) is one of the aircraft to be delivered to Allegheny Airlines. A special demonstration was conducted for Varig in a flight along the carrier's routes to the north of Brazil. The domestic airline VASP (Viação Aérea São Paulo) operated the F-27J on March 19 along its routes to the south.

*This year Iraqi Airways have introduced HS Trident IEs on to the 900-mile Baghdad-Jeddah pilgrimage route. With the help of such twentieth-century caravans, we are told, the whole pilgrimage to Mecca can be completed in two weeks*

