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AIR TRANSPOR T .. .

FLIGHT International. 2 January 1969

Not Long to Wait

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wo PRE-HOLIDAY STATEMENTS from Government spokesmen were evidently intended to allay the feeling of uncertainty which has plagued some sectors of the independent airline industry and their backers since the collapse of British Eagle and Transglobe. Speaking on December 19 at a luncheon of the National Joint Industrial Council for Civil Aviation, Mr William Rodgers, Minister of State, Board of Trade, made what may be considered to be the first major statement of Government policy on the post-Edwards future of the private airlines. He said that there was no reason why the independents should not find a satisfactory role—given good management, good labour relations and adequate financial resources.
Two days earlier, ^closing a House of Lords debate, Lord Beswick not only confirmed that the Edwards Committee report might be available a few weeks before the end of March, but said that it was the intention of the Government to state their attitude to the report shortly afterwards—"and by that I mean certainly within a matter of weeks."
Mr Rodgers said that the Government wanted the balance within the industry to be maintained until the report of the Edwards Committee was available. They would then act on the report "as fast as possible consistent with proper public discussion." He said that the Government did not want any existing airline to cease flying before the Edwards report was received. "On the other hand," he continued, "even if the Government had the powers, it would be irresponsible to intervene on an ad hoc basis and to prop up commercial failure. The Government of the day had no special respon-sibility to the airlines to cushion them against changes in the market."
The Government, he said, fully recognised the need to create a situation which would give stability to the industry for a number of years ahead. They had no doctrinaire or narrow view on how this could best be done. "We want a

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will be joined by Mr H. E. Osborn, comptroller, Transport Holding Company, Mr D. P. Burrell, the chief accountant of Thomas Cook, and Mr F, S. Smith, a director of S. G. Warburg.
Commenting on the deal, Mr Barker said that Lunn-Poly/ Everyman had been bought as a going concern which would continue under the presept management. The object now was to develop their profitability and to increase their overall share of the market. The Lunn-Poly/Everyman summer pro-grammes were, he said, undoubtedly the best which the com-pany had produced and the record bookings show that the change of flying arrangements to Dan-Air, on all-jet basis at no extra cost to the public, has improved the attractiveness of the holidays (see Flight for December 5, page 924).

REGULATIN G TH E PRESSUR E

FROM April 27, the normal date for US airline schedule changes, the Federal Aviation Administration is limiting the number and types of aircraft using the three New York air-ports, Washington National, and Chicago O'Hare. As already recorded (see Flight for December 19. page 1017) this impend-ing rule, designed to relieve air-traffic congestion, has led the Civil Aeronautics Board to approve the establishment of scheduling committees so that the services can be adjusted by inter-airline agreement. Here are some details of the FAA ruling:—
Instrument flight movements (take-offs and landings) will

growing industry which can contribute fully to Britain's pros-perity and serve the widest public interest. We do not help the industry by showing less confidence in the independents than they have in themselves. Speculation can be damaging. So also can the complaints of those who sturdily assert the virtues of independence at most times, but noisily demand that the Government should come to the industry's rescue when difficulties occur. Of course there is room for argument about the structure of the industry and the terms under which it should operate. That is why Sir Ronald is making his report. But I hope that nobody will challenge the Government's good faith. It is time for the sniping to stop." A modern airline could not be flown by "the seat of the pants." Careful mar-ket analysis, competitive selling, a realistic re-equipment pro-gramme, adequate provision for difficult winter months, or a bad year, efficient staff management—all these were pre-conditions of continuing success. There was room for energy, enterprise and ideas, but none today for buccaneering. There was evidence that there were independent airlines which, despite all the present difficulties, were profitable.
Lord Beswick had said that the figures for inclusive-tour holidays next year were well up on those for this time last year, and the situation of some of the independent airlines had been greatly eased by the special winter tariff for inclusive tours, "which seems to have resulted in a 21-fold increase in winter traffic." He emphasised that it would be wrong to ask for an interim report from the Edwards Committee and quoted from the Caledonian Airways staff newspaper (see last week's issue,, page 1053), which said: "Nothing could be more harm-ful for the airline industry as a whole than for Professor Ronald Edwards and his colleagues to be stampeded into producing a hasty stop-gap report."
Earlier he had made the telling point that "an industry, like
a country, can talk itself into trouble."

be limited to 80 per hour at J F Kennedy. New York: 60 at La Guardia, and Newark. New York, and Washington National; and 135 at O'Hare. Reservations of these move-ments will be allocated by a system to be operated by the FAA. Of the 80 operations allocated for Kennedy, 70 Will be reserved for scheduled and supplemental carriers, five for air taxis and five for other operations, except for a three-hour period beginning at 5 p.m. when all 80 operations would be reserved for air carriers. Of La Guardia's 60 operations, 48 will go to "the scheduled and supplemental carriers, six to air taxis and six to other operations. Movements at the remaining three airports will be divided1

as follows: Newark, 40 air
carrier, ten air taxi and ten other operations; Chicago O'Hare, 115 air carrier, ten air taxi and ten other operations; and Washington National, 40 air carrier, eight air taxi and 12 other operations.

Appointments at Weybridge Mr T. M. (Tom) Clark has been appointed sales finance manager at the British Aircraft Corporation, Weybridge. A chartered accountant, Mr Clark has come to BAC from Air Holdings, with whom he was engaged on the Saudi Arabian Defence contract. He will be responsible for arranging methods of financing aircraft sales to meet the individual requirements of customers. Mr Peter W. Brooks, until recently deputy managing director of Beagle Aircraft, has been appointed international collaboration manager in the Weybridge Division. Tn this post Mr Brooks will'deal with company executives and government officials of other countries.