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Air transp
CAA allocates UK domestic routes
ON December 20, the UK Civil Avia-
tion Authority announced its decisions
on which applicant airlines are to be
awarded British Airways' discarded
domestic routes (see table). There
are some routes not yet allocated, and the decisions on these will be made known "early in the New Year" (Flight, October 20, page 1264).
The three larger independent applicants, Air UK, British Midland Airways and Dan-Air, have won a high proportion of the routes for which they applied. These three airlines had discussed their applications before making them in order, as far as possible, to avoid a conflict of interests. Guernsey Airlines' chairman Andrzej Olzowski says that he finds some of the decisions "inexplicable— another case of the big boys getting bigger and the small being squashed." His airline, if it had been awarded the

package of three routes (Channel Islands to Southampton, Manchester and Heathrow) for which it applied in association with Alidair, was proposing to buy British Aerospace 146s. Now

the deal is no longer being considered. British Midland Airways' managing director Michael Bishop says that the new routes will generate an additional revenue of £7 million.

AIRLINE ROUTES Air UK

Guernsey Airlines
British Midland Airways

Dan-Air

Jersey European Airways
(ex Intra Airways and Express Air Services)
Not yet allocated (decision in the New Year)

Manchester-Isle of Man
Leeds/Bradford-Belfast
Heathrow-Guernsey
Edinburgh-Jersey
Manchester-Guernsey
Heathrow-Leeds/Bradford
Heathrow-Isle of Man
Glasgow-Jersey/Guernsey
Bristol/Cardiff-Jersey
Leeds/Bradford-Guernsey
Bristol/Cardiff-Belfast
Newcastle-Belfast

Newcastle-Jersey/Guernsey
Bristol/Cardiff-Dublin
Newcastle-Dublin
Leeds/Bradford-Dublin
Bristol/Cardiff-Paris
various charters to Channel Islands

CAA losses will mean higher charges
UK Civil Aviation Authority chairman
Nigel Foulkes says that the CAA will
make a loss of about £25 million in
this financial year, compared with last
year's deficit of £15 million.
The major part (£11 million) comes from exchange losses caused by the strength of the pound against the dollar. UK airspace traffic services are paid for in dollars through Eurocon-trol, a factor over which the CAA has no jurisdiction. The other "unavoid-able lossmaker" is the group of Scot-tish aerodromes administered by the CAA.

Foulkes says that despite in-creased charges this sector is expec-

ted to make a £2 million loss next year. It is not yet clear whether a subsidy will be given by the Depart-ment of Trade, the Scottish Office, or any other Scottish agency.
The CAA points out that it covers its costs on all services over which it has price control. But the problem it has, with controlling costs which come under the Eurocontrol Treaty, can be gauged from this example: if a British Airways Trident takes off from Heathrow to fly to Glasgow, the navigation charges are paid to Euro-control in dollars. Ninety per cent of the charge is paid to the CAA two years later, but in dollars which have

dropped in value during the interven-ing period. All Eurocontrol signa-tories have agreed to this system and the CAA has no dispute with it, how-ever unorthodox it may seem. Euro-control is working towards a system where 100 per cent of charges will be refunded, but the two-year delay will remain.

In its attempts to minimise losses, the CAA had put up navigation charges already last year (November
1) by about 17 per cent. Further in-creases are in the pipeline for this year. The CAA says prices for its many services are under continual re-view.

This Yemen Airways Boeing 727-200 has been impounded at Heathrow Airport on a court order. The court order follows legal action filed by British Midland Airways against Yemen Airways after its unilateral cancellation of a contract signed in April 1978. BMA was to have supplied Yemen with two Boeing 707-520Cs, aircrews and engineering support for two years. BMA has placed the aircraft with other customers, but says it has incurred a loss for which it is now suing

Short hauls...
• Western Airlines' November traffic is six per cent down on figures for the same month the previous year. Western's president Dominic Renda says this is partly caused by a reduc-tion in low-fare seats available, and partly by "recession-related slowing in passenger growth."

D The Flight Safety Foundation holds its 33rd International Flight Safety Seminar at Christchurch, New Zealand on September 15-18, 1980. The theme will be "The safe and efficient man-agement of energy." Applications to attend should be sent to the Flight Safety Foundation, Inc., 5510 Colum-bia Pike, Arlington, Virginia 22204, USA, •.