FAA helps air-taxi operators hit by GAR system
US AIR-TAXI operators have been
given the facility to book bonus slots
in the General Aviation Reservation
(GAR) system in an attempt to re-
store some of the flexibility normally offered by such operators. As reported in Flight for December 19, page 1820, the US National Air Transportation Association (NATA) has been press-ing for changes that would allow Air-Taxi operators to respond to short-notice demands.
NATA now tells Flight that some flight service stations will have the

facility to issue one bonus IFR slot per hour to air-taxi operators. These will be given only when the normal GAR slots have been used up. If the bonus slot for any one hour is not used it is deleted, and thus they do not build up through the day.
Air-taxi operators will have to quote their certificate number when booking bonus slots, and the FAA's general aviation district offices will be monitoring their areas in an effort to stop other operators from using bogus air-taxi certificate numbers.

Parliamentary motion for
UK avgas tax reduction
THE UK General Aviation Fuel Com-
mittee, which represents a big portion
of GA aircraft operators in the UK,
is mounting the final phase of its pre-
budget campaign for a reduction in
avgas tax. With the next UK budget expected in March 1982, an "Early Day Motion" (similar to a petition) has been laid down in the House of Commons and signed to date by some 30 Members of Parliament. The motion reads:

"That this House, recognising the severe damage that is being caused to the UK general-aviation industry by the excessively high rate of taxa-tion on avgas, amounting to 62-8p/ gal as compared with the tax on avtur of only 3-5p/gal, calls upon the Chancellor of the Exchequer to give a firm undertaking that a very sub-stantial reduction in the duty on avgas will be made in the next year's Finance Bill". The Motion has been sponsored by Cranley Onslow, chair-man of the Conservative Parliamen-tary Aviation Committee.

The GA Fuel Committee represents the General Aviation Manufacturers and Traders Association (Gamta), Air Taxi Operators Association, and Air-craft Owners and Pilots Association. Its campaign for fuel tax reduction has been going on since last spring,

and was originally detailed in Flight for May 9, 1981. Main points of the committee's case are that business aviation accounts for the bulk (65 per cent) of GA flying hours, flying train-ing 20 per cent, agricultural flying 5 per cent and recreational flying only about 2-5 per cent. A recent survey of nine airfields shows an average avgas price approaching £2-60/gal.

Among the many GA price victims highlighted by the Fuel Committee are air-taxi operators, who have seen about a 30 per cent loss in business during the last year and whose piston aircraft are considerably devalued by high avgas prices; commercial schools, which have averaged a total foreign intake of 250 students per year over the last decade, but whose business is currently seriously re-duced; and private flying schools which are losing business to the USA to the tune of probably several hun-dred students over the next year.

Gamta is acting as co-ordinating headquarters for the campaign, and is urging all operators in the UK to press their local MPs to sign the
motion. A copy, and further infor-
mation, are obtainable from Gamta
at 26 High Street, Brill, Aylesbury,
Bucks HP18 9ST, telephone 0S44
238398.

The Jordanian Government has taken delivery of this Mystere Falcon 50, photographed as it passed through London Heathrow Airport

Business
AND LIGHT TRANSPORT

Record profits
for Learjet

GATES LEARJET has announced record sales and profits for the second quarter of the company's fiscal year which ended on October 31, 1981. Company president Harry Combs announced sales for the second quar-ter of $154,652,000 and a profit of $5,174,000. which compares favour-ably with sales worth $111,269,000 and profits of $4,397,000 for the same period last year.
Learjet delivered 35 new aircraft during the second quarter, including five Longhorn 55s. Last year 29 units were delivered in the same period. Gates Learjet has also announced a change in its fiscal year, which now runs from January 1 to December 31 instead of from May 1 to April 30.

National

conventions

scheduled for

Grenoble
TWO major French aviation and business associations will be holding their annual conventions at the 9th International Business and Light Aviation Show, Grenoble, from June 3 to 6 (note the date change).
Flight and Aviation Magazine will again be co-sponsoring the 9th IBLAS event at the capital of the French Alps, whose St Geoirs Airport now alternates with a UK site for this prominent event in the GA calendar. Grenoble will host the annual con-gress of the Federation Nationale Aeronautique, the official organisation for French private pilots, plus the national convention of French Cham-bers of Commerce and Industry. These two events are expected to bring 3,000 delegates (and potential GA custo-mers) to the show. Last year's 8th IBLAS at Cranfield attracted some 6,500 visitors and 600 visiting aircraft.
To book exhibition space, and for
other show enquiries, contact Jacques
Marmain (Paris) on 387.32.05 or
Trevor Barratt (London) on 01-661
3320.

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