

AIR COMMERCE . . .

"This Is Skycoach" (cont. from page 559)

Connoisseurs of complex scheduling and pool-accountancy problems may note that, of 26 return Skycoach services operated per year to East Africa, 13 will be flown nominally by EAA, though physically by BUA Viscounts, and 13 by the UK operators—seven by BUA Viscounts and six by BOAC Britannias. To Central Africa there will be 39 Skycoach return services, of which 19 will be flown nominally by CAA, though physically 13 will be operated by BUA Viscounts and six by BOAC Britannias; the other 20 Central African services will be flown by the UK airlines—seven by BOAC Britannias and 13 by BUA Viscounts, seven on behalf of BOAC (see footnote).

Skycoach fares do not apply to the Union of South Africa, which is not UK cabotage territory. But special low IATA fares, applicable October 1-March 31, are available between Europe and the Union. Valid for 90 days, and with stopover facilities at any point *en route*, they are 16 per cent less than the new return economy fares (£230 compared with £274).

Whilst Africa is British United's sphere of influence, the mid-Atlantic is Cunard Eagle's sphere. Next Monday, October 10, a 113-seat Britannia 310 of Cunard Eagle will inaugurate the first scheduled Skycoach service to Bermuda and Nassau. Six such services per year will be operated alternately by Cunard Eagle and by BOAC. In addition, first-class and economy-class services, also by Britannia 310s in each case, will be operated by each airline. Cunard Eagle, starting on October 15, will operate fortnightly to Bermuda and the Bahamas until the end of the year, and weekly thereafter. All operations will be in pool, revenues probably being shared on a *pro rata* basis, i.e., relative to the amount of capacity actually operated. The precise terms of the pool agreement were still being negotiated by BOAC and Cunard Eagle as this article went to press.

Two points of particular interest emerge: first, the Skycoach fare to Bermuda, originally set at £153 return, has been reduced to £130. This considerable reduction is believed to have resulted from low-fare pressures by the authorities in the two Colonies, whose flags Cunard Eagle flies. And it is relevant here that since last January, Cunard Eagle have been operating special low-fare services, with a roughly twice-monthly frequency, at fares of £124 return to Bermuda and £155 return to Nassau.

The second point is that, for the first time, a "through-plane" connection from London to Miami is now available, because the

The new Skycoach fares make it possible for the IATA fare structure to be undermined, and passengers have to fill in the form illustrated here—a certificate of British residential qualifications. Similar forms are issued by BOAC, Cunard Eagle, EAA and CAA

BRITISH UNITED AIRWAYS

CERTIFICATE OF RESIDENTIAL QUALIFICATION

I, _____ of _____

hereby certify that I am residing in, and am travelling from, one of the territories to another of those listed below, and that my journey does not in any way form part of a further journey to or from another country.

Territories	
ADEN (COLONY & PROTECTORATE) AND KAMARAN ISLAND	FEDERATION OF RICKMIA & SARAWAK
BHUTANLAND PROTECTORATE	SARAWAK
BERMUDA	SINGAPORE
BRITISH GUIANA	TRUST TERRITORY OF TANGA
BRITISH HONDURAS	UGANDA PROTECTORATE
BRUNAI	UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND
HONG KONG	FEDERATION OF THE WEST INDIES
KENYA (COLONY & PROTECTORATE)	ZANZIBAR PROTECTORATE
MAURITIUS	
NORTH BORNEO	

Signature of Passenger _____

Witnessed by: _____
(Official stamp of Airline Office of Travel Agency)

Cunard Eagle Britannia first- and economy-class services to Nassau will be extended to Miami (a route on which, incidentally, Cunard Eagle are already operating a four-times daily Viscount service).

These new British Skycoach services, like the old Colonial-coach operations that they now replace and extend, will create a fresh market for Britain's airlines and may eventually influence the international fare structure. At present frequency is very low, and all passengers have to sign a form saying that they have British residential qualifications, so as not to undermine the IATA fare structure—though, as someone has pointed out, the British airlines cannot be responsible for any non-British passenger perjuring himself in order to take advantage of the new low fares.

Footnote: BALPA say that the independent [British United Airways] pilots who will be operating the new low-fare Skycoach services will be carrying out their duties "under a sense of gross injustice." This, says BALPA, is because they will be operating services on behalf of the corporations whose pilots operating similar services are paid a third more than independent pilots. BALPA says that it has been striving to obtain the same rates of pay "for all pilots who fly the same type of aircraft and is still continuing in its fight to do this."

UP GO THE FEES

AS expected, UK landing fees are to go up again—as from next April. The increases amount to about one-third and are viewed with unanimous dismay by the corporations, independents and foreign airlines alike. BEA, for example, say bluntly that they may now have to reconsider their plans for lower fares.

The increases, say the Ministry, "will substantially reduce the deficit [£6.4 million in 1958-59] arising from the provision of these airports and their facilities."

The airlines have protested vehemently, their main argument being that there is plenty of scope for reducing the cost of running Britain's airports—which is the other way in which the Ministry can "substantially reduce the deficit." Pertinent references here are the Second Report from the Committee of Public Accounts, Session 1959-60 (HMSO, price 2s), and Chapter 13, "Towards Airport Solvency" in *Wings Over Westminster* (published by the Bow Group, 22 St Giles High Street, London WC2, price 8s).

Precise details of the increases, which average 33 per cent, are not yet known: present landing fees (which are themselves

increases introduced in June 1957) are: (1) aircraft not exceeding 21,000lb, 6s per 1,000lb; (2) 21-26,000lb, £6 6s; (3) 26-200,000lb, £6 6s plus 5s 9d per each 1,000lb exceeding 26,000lb; (4) over 200,000lb, £56 6s plus 6s 6d per each 1,000lb exceeding 200,000lb. There are very-short-haul rebates for internal British Isles flights, of 55-80 per cent for flights not exceeding, respectively, 115 and 45 st miles. And there are surcharges for aircraft of more than 40,000lb bound for destinations outside (broadly speaking) Europe of 100 per cent minus £5 for aircraft of 40,000-80,000lb, and 100 per cent minus £3 for aircraft exceeding 80,000lb.

The UK passenger service charge of 7s 6d for international flights, which was introduced in May 1952, is rumoured to be going up to 10s. In addition, UK internal flights are to bear a passenger service charge for the first time. This charge, it is reported, will be 3s 6d.

PUTTING A PREMIUM ON JETS

LAST week, a month or so before the fatality-free second anniversary of big-jet operations, the International Union of Aviation Insurers had their annual meeting at Taormina, Sicily. Their mood might well be summed up as: "There have been no big-jet passenger fatalities yet, but let's wait and see what the winter brings."

There is a hint—no more—in the address of Mr Alan Hunter of British Aviation Insurance that premiums may come down "if winter results show that the present encouraging trend is being maintained."

Certainly the aviation underwriters have been losing a considerable amount of business due, in IATA's words, to "steeply rising premiums," which are driving more and more airlines to self-insurance policies.

Among the speakers at the insurers' a.g.m. were Mr R. E. Hardingham of the ARB and R. H. Jennens of British Aviation Insurance. Mr D. H. F. Graves, general secretary of the insurers' union, introduced a paper by M. Hurel about the implications of supersonic operations.

An architect's model of the new permanent BEA west London air terminal. Due to be in operation in 1963, it will replace the existing temporary accommodation. It has been designed by the London firm of Sir John Burnet, Tait & Partners

