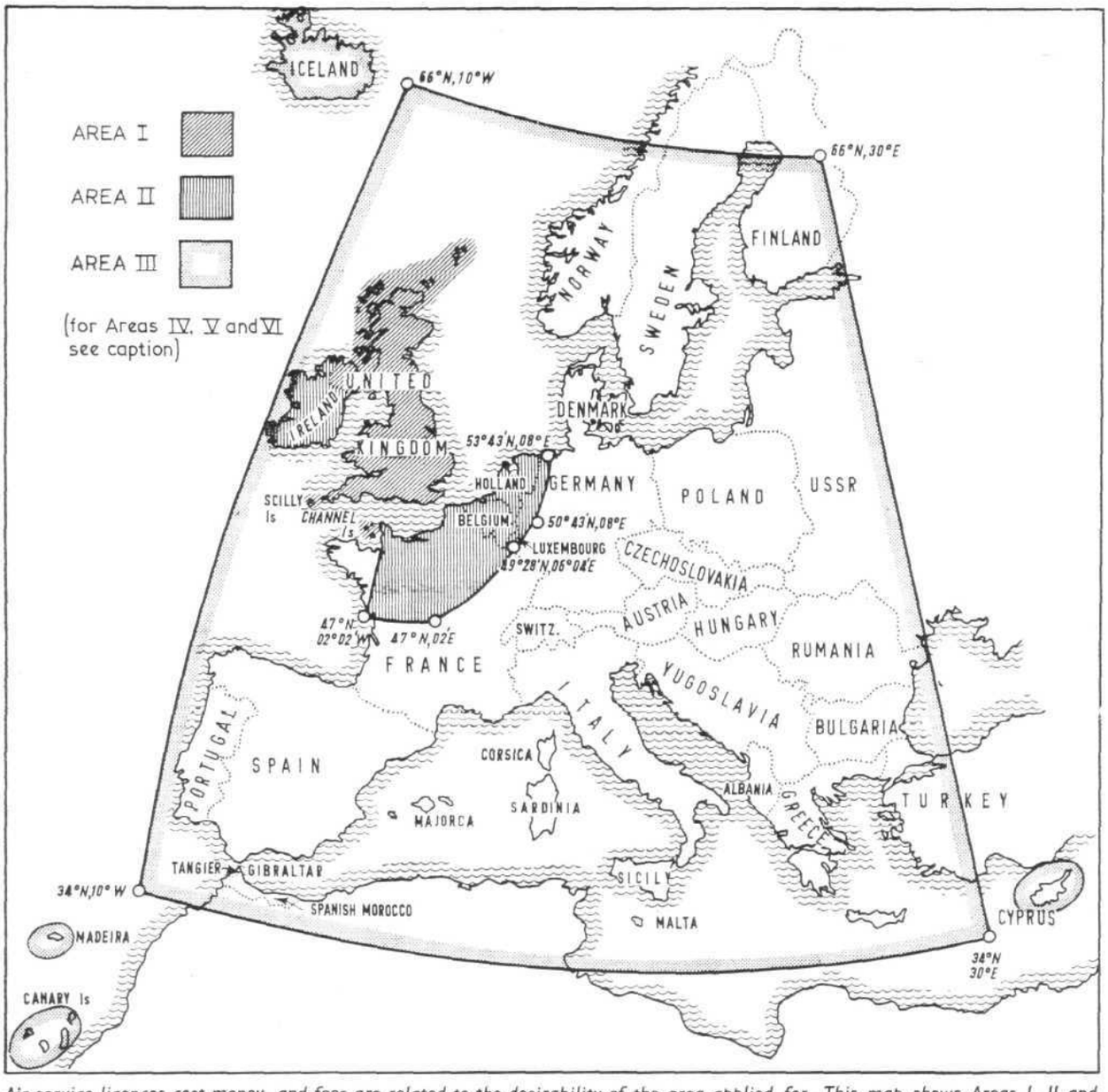

Air service licences cost money, and fees are related to the desirability of the area applied for. This map shows Areas I, II and III. Area IV covers the UK to anywhere else in the world. Area V covers services from a point outside the UK to another less than 1,500 n.m. away; Area VI is the same as V but for services between points more than 1,500 n.m. apart. For fees see Table 2.

WORLD AIRLINES SURVEY . . .

Britain's New Board . . .

What sort of men constitute the Board? Are they experts in air transport? What do they get paid?

The members of the Board (see portraits) are of the sort described by Ministers as "wise men." They are not professional air transport people—though one, Mr A. H. Wilson, has a useful background of public service to the industry as a senior civil servant in the Ministry. Sir Friston How, another member, served for a period in the civil aviation branch of the Air Ministry 20 years ago. The members are drawn from various walks of life—the law, road transport, industry, universities. The chairman, appointed a few days go, is Professor Jack, an economist and industrial peacemaker who is another non-aviation "wise man." It is noteworthy that this new chairman is an economist and not a lawyer; this is perhaps a good omen, because the issues before the Board will invariably be economic rather than judicial, and will (or should) be argued out by economists and not by hired lawyers speaking from a brief supplied by the specialists.

The salaries of the members of the Board are not yet published; they are fixed by the Minister.

Is their decision final?

No; any party to a particular case can appeal to the Minister against any decision of the Board, provided the appeal is lodged within 21 days. The appeal (which might well involve the appellant in costs) is heard by an independent commissioner, and new evidence is admissible on certain conditions. But the Minister can reject the commissioner's report, and it may turn out that this power means *supreme* power over licensing.

The appeals-machinery is likely to prove an extremely important part of the whole licensing system.

Can an independent, having been granted a licence, just not bother to operate the service, thus keeping other dogs out of its manger?

It can—but one of the other dogs would then bark for the dog-in-the-manger's licence to be revoked.

Do charter operations come under the jurisdiction of the Board?

Very much so—though it depends on what is meant by the word charter, and this is carefully defined in the Regulations.

If somebody wants to charter an aircraft to carry freight or

Table 2: Licence Fees

Description of licence	Application fee	Fee for grant *	Annual Fee
	£ s d	£ s d	£ s d
Class A Licence for:—			
Area I service	25 0 0	25 0 0	40 0 0
Area II service	50 0 0	50 0 0	80 0 0
Area III service	100 0 0	200 0 0	160 0 0
Area IV service	200 0 0	400 0 0	400 0 0
Area V service	100 0 0	200 0 0	160 0 0
Area VI service	200 0 0	400 0 0	400 0 0
Any other Licence:—			
(*a*) for a restricted number of journeys ..	25 0 0	nil	10 0 0
(*b*) for an unrestricted number of journeys	25 0 0	50 0 0	60 0 0

A Class C licence costs £2 to apply for, if the application is not published by the Board. * Or for variation, suspension or revocation