

Sydney. A route to Australasia, over the Atlantic, the Amazon basin and the Pacific may, says BUA, be a typical supersonic operation of the 1970s.

The proposed services have been examined initially on the assumption that VC10s and Super VC10s may be used, but other long-haul types are being considered. Seven or eight Super VC10s might, for instance, be required if all these applications are approved and no other aircraft types were to be ordered. Meanwhile an aircraft evaluation committee has been formed to study the suitability of various aircraft types. The North Atlantic applications are for unlimited frequencies, but it is probable that the London - Belfast - New York service might be operated initially at a frequency of three services a week. At the press conference BUA stressed the importance of increasing the number of long-haul services from Gatwick—not only because BUA needs them to develop interline traffic on the domestic services, but also because such services will need, in the future, to be shared more evenly between London's airports.

British Eagle, whose application last week was for a London - New York passenger service starting on April 1, 1969, makes a primary argument of the decline in the British share of the UK - USA - UK market since 1962. As Cunard Eagle, the airline received approval for such a service in 1961 and has since been engaged in North Atlantic charter operations, and these may well be points in its favour. The earlier licence was rescinded, before services started, by the then Minister of Aviation, after an appeal by BOAC.

Eagle hopes, with the help of very detailed traffic statistics, to make a convincing case at the ATLB hearings for the approval of a second British operator on the route. These figures, Eagle maintains, show that, during the past five years, US airlines have increased their share of the total market by ten percentage points, while the British share has declined

by some seven points. The airline also contends that the award of a licence to a second British operator will make substantially increased contributions to the British economy; that the proposed operations will not damage BOAC and would in fact be complementary to the overall British participation in a dollar-earning market; and that there are no reasons of a legal or restrictive nature which preclude the granting of the application. This is for a 15-year period, with a frequency of 14 services a week April-October and seven services a week November-March, with both series of frequencies increasing later according to demand. Boeing 707-320C aircraft would be used.

Eagle, which has a special interest in cargo prospects, is to apply for approval of an all-cargo service between London and a so-far unnamed point (or points) on the US eastern seaboard. Applications are also to be made for a mid-Atlantic and Caribbean service (London - Bermuda - Nassau - Jamaica); and (once again) for a passenger-cargo service between London and Hong Kong at a one-way fare (on this unrestricted cabotage route) of £125 by comparison with the present £208.

Less than 24hr after the BUA and Eagle announcements, Caledonian Airways said that their applications were going in this week to the ATLB for a series of scheduled services on the North Atlantic. These are for London (Gatwick) - Prestwick - New York and London - Prestwick - Toronto for operation from May 1, 1969; and for a London - Prestwick - San Francisco/Los Angeles service from May 1970. Caledonian would use Boeing 707-320Cs, for which the airline is now fully committed to three—one already delivered, another for delivery in December 1967 and a third for delivery in December 1968.

Last week-end Transglobe Airways of Gatwick also announced that they were applying to the ATLB for scheduled passenger/cargo services to Vancouver, Los Angeles and Seattle from 1969.

PACIFIC FARES AGREED

FOLLOWING a unanimous IATA mail-vote agreement, new lower fares have been planned for introduction on October 1 over the north and central Pacific—an area which, for a long period, has had an "open" fare situation. Reductions have, subject to government approvals, been made in basic first-class and economy fares, in inclusive-tour-basing and peak-season economy fares. For example, during the peak months (June 1-September 30 eastbound and July 1-October 31 westbound) the one-way fare for the US West Coast - Tokyo route will be \$380 instead of the present \$400.

More Boeings for Sabena A Boeing 707-320C and a 727QC have been ordered by Sabena for delivery in October. The airline already has six -320s, three -320Cs, two standard 727s and two 727QCs in service or on order.

Twin Otters for TAA As forecast, Trans-Australia Airlines are to buy six DHC Twin Otters for services in Australia and Papua/New Guinea. Two have been ordered for delivery in December and negotiations are in progress for the delivery of the remaining four. The aircraft will be laid out for passenger operations with 19 seats; TAA's two existing Twin Otters are convertibles.

Cruzeiro's YS-11s The first two NAMC YS-11s for Cruzeiro do Sul, of Brazil, were delivered early this month and are due to go into service shortly. They were flown out with Japanese registrations and without styling. These are two of the four standard aircraft which are being leased to Cruzeiro pending the delivery of eight YS-11As, the first two of which are due to be delivered in February 1968, with the remaining six following in pairs during May, October and November. The total price of the eight YS-11As is US\$15.5 million (£5.5 million).

The first of the long-bodied Boeing 737-200s (one of 75 ordered by United Air Lines) made its initial flight from Seattle on August 8. The pilot in charge was Mr Jack Waddell. The -200 will join the four -100s now involved in the test programme. The second -200, due to fly this month, will also join the test programme.

