

EAGLE'S NEW ATLANTIC APPLICATIONS

TWO new North Atlantic applications were made last week by British Eagle International to the ATLB. These are for services from London to Montreal and Toronto, and from London to Los Angeles and San Francisco with an optional stop at Chicago, both starting on April 1, 1970. Eagle's earlier passenger-service applications (see *Flight* for August 17, page 246) were for London - New York; and London - Bermuda and/or Nassau - Kingston/Montego Bay, Jamaica. Eagle has also applied for all-cargo rights from London and various points in the UK to New York and/or Boston/Philadelphia/Washington/Detroit/Chicago. All these applications are for a starting date of April 1, 1969. The applications were published in the board's licensing notice of September 6.

Applications for North Atlantic services were made at the same time by British United (to Canada and New York via Belfast), and later by Caledonian; Transglobe also announced the intention to apply for London - West Coast rights. BUA are objecting to all of Caledonian's applications and to two of Eagle's; Eagle are objecting to all applications by BUA; and Caledonian (see last week's issue, page 554) are objecting to those of BUA and Eagle.

The ATLB will start the hearings of all these applications and the objections on January 9 and they are expected to last three weeks.

ALL STOPS TO ABERDEEN

ON Monday, Channel Airways staged a proving flight for its new "bus-stop" service between Southend and Aberdeen, stopping at Luton, East Midlands, Leeds/Bradford, Tees-side, Newcastle and Edinburgh. The scheduled time for the journey by One-Eleven, with 5min turn-rounds at each intermediate point, is 2hr 50min. Channel plans to use One-Elevens, Viscounts, or HS.748s on the route initially, the choice of aircraft being made according to aircraft availability and the estimated number of passengers. The service is due to start on November 1, subject to an agreement being reached with the Board of Trade on a revised scale of landing fees. Two daily flights in each direction are planned; if at any intermediate route point there are no passengers, the pilot will be advised on the company frequency and will overfly.

BEA APPEALS ALLOWED

OVERRIDING the findings of its appeals commissioner, Sir Ralph Hone, the Board of Trade last week announced that it had allowed appeals by BEA against the Air Transport Licensing Board's refusal to let it add Algiers to its existing licence for a London/Marseilles service. BEA had asked for Algiers as an alternative terminal, with a view to opening direct services. The BoT similarly allowed a BEA appeal against the ATLB's decision to grant a competing application by British United Airways for the inclusion of Algiers in its London-Palma route. Part of the BUA application, relating to increased frequencies between London and Palma, was sent back by the Board of Trade for a re-hearing by the ATLB.

In rejecting the advice of the commissioner—who gave his decisions as long ago as February 16—the Board of Trade states that it considers that neither he nor the ATLB gave sufficient weight to the advantages of a direct route, and in particular to the longer-term benefits that might be expected to accrue from the early establishment of direct services

between London and Algiers, as proposed by BEA. The greater capacity to be offered on such direct services would lead to a more rapid expansion of traffic on the route, and would therefore in the opinion of the BoT "be more likely to further the development of British civil aviation."

The commissioner reported to the BoT that, while it was open to doubt whether the ATLB had been justified in deciding against BEA on technical grounds, it would certainly have been justified in reaching its decision on the basis of BEA's own evidence. This had established that the Corporation's London-Marseilles service had never been operated, and that there was no intention other than to establish a direct London-Algiers service. No new evidence had been submitted to the commissioner, except with regard to an earlier starting date for the proposed direct service. The evidence before the ATLB, said the commissioner, had already been such that it was justified in its conclusion that extra BUA frequencies to Palma would not cause any serious detriment to BEA. The BoT has ordered the re-hearing of this part of the BUA application on the grounds that it needs separate consideration in the light of the present decision.

Another Caravelle for Alia A third Sud Caravelle, a type 10R, has been ordered by Alia, Royal Jordanian Airlines. This order brings the number of Caravelles sold to 245.

Flying Tiger Order An order for seven more DC-8-63Fs has been placed by the Flying Tiger Line, which already had ten on order for deliveries starting mid-1968; all 17 are due to be delivered by October of that year.

More 748s for Thai A contract for three HS.748s has been signed by Thai Airways, which already has three in operation. When delivered next year they will replace the seven DC-3s now remaining in Thai's fleet. Total 748 sales now stand at 171, including derivatives—112 of them for export.

Frontier to Sell 600s Central Airlines' fleet of 11 Dart-engined Convair 600s are to be sold by Frontier Airlines following the merger of the two carriers on October 1. Frontier will now standardise with Allison-engined Convair 580s, of which 22 are in service and 38 are expected to be in operation by mid-1968. Frontier says that the 600s proved "highly successful" for Central, but that the higher-powered 580s are better for the Rocky Mountain routes.

More DC-8s and DC-9s for KLM An order for three DC-8-63s (the range and capacity stretched variant) and four DC-9-30s has been placed by KLM for delivery in 1968 and 1969. KLM's total commitment on these types is now for seven DC-8-63s and 14 DC-9-30s (five of them QC variants); a total of 15 standard DC-8s and six DC-9-10s are also in operation with the airline.

Boeing to Offer Airbus Preliminary work is being done by Boeing on an airbus design. Lockheed is at present offering the most detailed specification; Douglas was, late last month, still finalising its entry. All three will be trijets. Rolls-Royce is understood to be offering two versions of the RB.211 for the L-1011, one of 30,000lb and the other of 35,000lb. Eastern Airlines is expected to make a decision on an order for the US airbus within the next three months.

The Nord Transall, which is one of the aircraft being studied by British Air Ferries, was the centre of interest at the recent first-ever open day at Lydd Airport, Kent. Among the objects of this exercise was that of publicising BAF as the new name for British United Air Ferries. Another open day is planned for the spring

