

the supplemental carriers to ransom for the grant of scheduled-service rights."

As Belgium is keeping them out of the East Coast charter market, they add, "conditions of reciprocity and public policy dictate that its national carrier be precluded from participating in this market. . . . We recognise that this will prevent Pan American from transporting a small amount of affinity-group and CBIT traffic to Belgium for this season. However, we believe that this is a small price to pay in view of the larger issues presented."

**Bigger Simulator Role** Qantas 707 crews will undergo flight checks only once a year in future. The intervening six-monthly flight checks are to be replaced by four annual simulator tests, under plans agreed by the Department of Civil Aviation.

**Alaska Airlines** has asked the CAB for authority to operate scheduled services between Seattle and Moscow via Anchorage or Fairbanks. The airline, which recently got permission from both the USA and USSR for ten IT charters to Siberia this summer, has also asked the CAB for a scheduled service to Khabarovsk.

**Dominicana to Resume** The FAA has restored Dominicana's operating approval for the USA, suspended after the airline's DC-9 crashed near Santo Domingo on February 15 with the loss of 102 lives (see *Flight* for March 19, page 421). The FAA has obtained an assurance from the airline that it will meet Icao standards. Operations will be resumed with a leased DC-9 flown by Iberia crews.



The first of two convertible passenger/cargo Boeing 737s for Britannia Airways has been delivered. The airline now has six 737s and will take delivery of two more this year

## BUA/BOAC—by Sir Anthony

THAT AVIATION IN BRITAIN is still very much a political football is demonstrated by the discussion of the proposed sale of BUA to BOAC, writes Sir Anthony Milward, BEA chairman, in the April edition of *BEA Magazine*. Whatever the outcome of the affair, he adds, BEA's affairs are not likely to be affected much one way or the other.

The discussion which has followed the announcement [writes Sir Anthony] serves to indicate, to my great sorrow, how much civil aviation in this country remains a political football. Nobody who read the account of the debate in Parliament on March 18 [see *Flight* for March 26, page 452] which was almost entirely devoted to this subject, can be in any doubt about that. I had hoped—perhaps in a rather a naive way—that the passing of the years would gradually take our business out of the political arena, but as long as this country has a mixed economy in civil aviation with private enterprise companies competing with public enterprise companies (and please note the deliberate use of the word "enterprise") I fear that this cannot be so, and I believe that this is a great tragedy as far as our country is concerned.

Whatever one's views on the rival merits of these different ways of running our industry, it is quite impossible to praise one method without denigrating the other. Anything which denigrates a British institution is, of necessity, harmful to our country, not only at home but particularly abroad.

Poor old BEA, who has, of course, had no part whatever in these particular discussions, seems to have received the brunt of the attacks from those who do not like nationalisation. Our domestic trunk routes have received most of the onslaught because it is believed that after the merger—if it comes off—there will no longer be competition on these routes, an assumption which is not necessarily correct.

It has, however, encouraged people to draw comparisons between our domestic operations and those of BUA. I need hardly say to the credit of the latter (the millions who are satisfied by our services seldom write to say so—why should they?). The ironical thing is that we are really being criticised for running our services as economically as possible although the frills provided by BUA—whilst all very well in their way—have, of course, contributed to the diseconomy of their services which in turn have led to their desire to withdraw from them.

For the record, it is worth considering what BEA has done

on the country's domestic routes over the years, and I do not think it is a bad record. I reproduce it at some length because every one of us ought to be aware of the magnitude of the services we have built up with infinitesimal complaints from those three million domestic passengers we carry every year, a service which does credit to anything you can find abroad. It would be very unwise to believe that domestic routes in Europe are cheaper, better or more luxurious than ours—most of them operate at higher fares and provide no cabin service whatever; and if anyone doubts this statement they had better go and try for themselves.

Year	Domestic Trunk Routes	
	BEA	Independents
1955	263	—
1956	304	—
1957	338	—
1958	367	—
1959	482	—
1960	635	—
1961	789	—
1962	968	—
1963	1,184	14
1964	1,312	46
1965	1,426	41
1966	1,428	144
1967	1,401	178
1968	1,397	174
1969	1,500	200 (est)

Well, here is our record. I have omitted the years from 1947 to 1954 when we were building up the trunk routes to a total of 200,000 passengers per year, years of patient and loss-making endeavour when nobody else wanted to "have a go." But from 1955 onwards there was, as you can see, a passenger "explosion" to the point reached in 1969 of 1½ million passengers per year on the trunk routes alone.

What was happening to the independents during this period? The eclipse of British Eagle, the withdrawal of scheduled services by Autair (now Court Line) and Channel Airways' withdrawal of the "bus-stop" jet (which may have been a "bus" but was never a jet) and now the possible withdrawal of the BUA services.

The cost of operating scheduled services is high, particularly