

On the North Atlantic an important step taken by the carriers was the introduction of a special excursion fare of 17 days' validity based on a figure of \$350 round trip between New York and London on jet aircraft and \$320 round trip for propeller-driven aircraft on economy services from October 1 to March 31, 1961. This new excursion fare should prove a powerful attraction to passengers who wish to keep their travel budgets as low as possible. It will in fact result in a round-trip fare of \$299 being available on propeller aircraft between Montreal and London.

The carriers established a fare based on an amount of \$500 one way between New York and London in the highest class of service which will, in future, be referred to officially as "first class" for jets, and "first class/sleeper seat" for propeller aircraft — the term "de luxe" being completely abandoned. This fare will apply both to jet aircraft first class configuration and to propeller-driven aircraft on which sleeper-type seating is provided. There will also be a first class propeller fare at \$440 one way between New York and London which will apply only in the case of propeller-driven aircraft with normal first class seating.

Agreement was reached that only two classes of service, "first class" and "economy," should be offered as from July 1, 1960.

Basic economy fares for jets were agreed on a basis of \$270 one way between New York and London and \$254 one way between Montreal and London. Economy class and propeller aircraft will offer lower fares still. From May 1 to September 30 economy fares on such aircraft will be \$20 less one way and \$36 less round trip than the basic jet fares, and from October 1 to March 31 they will be \$30 less one way and \$54 less round trip than the fares available on jet aircraft.

Fares between other points in North America and other points in Europe and the Middle East will follow the same pattern.

On the routes across the mid-Atlantic the carriers decided to maintain the present fare structure with some minor modifications until October 1, 1960. Thereafter, while the level of first class fares will remain virtually unchanged, the term "de luxe" will be discontinued, and the highest fare will apply equally to jet aircraft offering normal first class configuration and to propeller aircraft on which sleeper-type seating is provided. There will also be a lower first class fare applicable only to propeller aircraft as on the North Atlantic.

As from October 1, too, the name of the low-class service will be changed to "economy," with reductions of up to 16% below current tourist fare levels. Present conditions of service will remain in force, and fares on propeller aircraft in economy service will be at least \$30 one way less than the economy fares on jets, the exact amount depending on the actual sector flown.

The fares between Europe and the Far East and Australasia were agreed. With effect from October 1 first class fares between Europe and the Far East were increased by a small percent, while tourist fares were reduced by amounts ranging between 6% and 10% over the same sectors. The low fare service will be renamed "economy class" as from October 1, and fares on jet and propeller aircraft will be the same, but there will be a seating differential in favour of propeller aircraft.

As a special attraction to tourist traffic, excursion fares from Europe to India, Pakistan, Ceylon and Nepal were agreed and these fares will provide parties of six or more, travelling together on an inclusive tour basis, with a reduction of 22% on the normal applicable fares. These will come in force on May 1.

Although first class fares between Europe and Africa will be raised as from October 1, the tourist fares will be reduced in general by amounts up to 10%.

Within the Far East and Australasia area it was agreed to maintain the present general level of fares in both first and tourist class services, with minor adjustments.

Because of the high speed of the jets, the carriers generally agreed that it was unnecessary during the period of the present rate agreement to provide either berths or sleeper-type seats in jet aircraft. As a general principle too, where the same fare is charged on both jet and propeller aircraft, propeller aircraft will be permitted to offer more spacious accommodation in first class configuration and when operating services at economy fares, will retain the present seating densities agreed for the tourist services which have been in effect in the past.

Apart from ensuring that seating densities in the newer type of aircraft, particularly the jets, were established at an economic level, the conference did not make any changes in the other conditions applicable to the low fare service, even in cases where the fares themselves were materially reduced and economy services were introduced in place of tourist services. END.

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A SALARY OF NOT LESS THAN £3500 WILL BE PAID

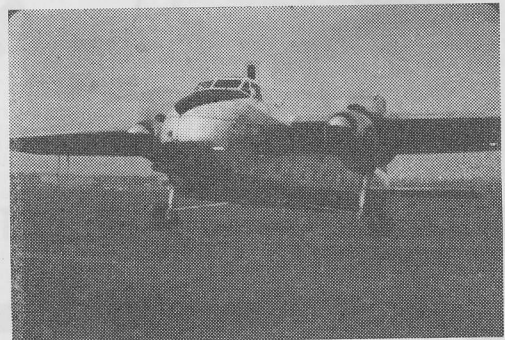
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TELEPHONE OR WRITE FOR MORE DETAILS TO:
Mr W. S. JOYNER, Manager.

Guided Missiles Division de Havilland Aircraft Pty. Ltd.
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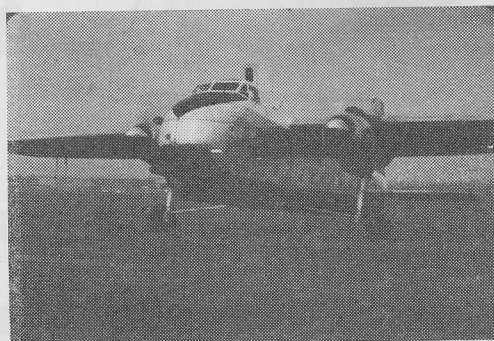
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