8-9

AI R TRANSPORT...

BIG FOKKE R ORDER S
SALES of four F.28s and 15 I7

. 27s have been announced by
I'okker: Ihe latest order from the Imperial Iranian Air Force brings F.27 sales during 1070, the 13th year of production, to 43—equal lo those during 10(17. itself a record year lor sales.
Ansett has placed a repeat order for one F.28, taking up the option il held on a fifth aircraft. II will be delivered in August Ibis year in Ihe colours of the Ansell group airline, Mac.Robertson Miller, which already lias three in service. The MM A aircraft are achieving utilisations of 7-8hr a day. Aviaction, the Hamburg-based charter airline, has just revealed that it has had a commitment to a third F.28 since. October: the aircraft will be delivered in July. The airline's first Fellowship will go into service early this year.
This month will see an F.28 delivered to the Colombian President, while an undisclosed Swiss leasing company will receive one next December, Nigeria Airways lias been operating an F.28 leased from Fokker since December 16 (picture, page (i). Total Fellowship sales lo dale stand at 58, and 23 have been delivered.

WEAPON S OUTLAWE D

THE Department of Trade and Industry has lightened up the law on the carriage of weapons on board civil aircraft. It is now an offence under British law to carry or have any weapon on a UK-registered aircraft unless it is stowed in a part of the aircraft inaccessible to passengers and, if it is a firearm, kept unloaded. The change <s made through the Air Navigation (Second Amendment) Order 1970, which gives effect to a recommendation by the 17th Assembly of Icao last June. The change does not affect Ihe existing prohibition in the Air Navigation Order on the carriage of munitions of war.

300 AIRBUSES, SAY S DOUGLA S

THE president of the Douglas Aircraft company, McDonnell Douglas, Mr Jackson R. McGowen, said in an interview in Beirut last month that he thought the demise of the Three-Eleven would have no major eft eel on the. trijet market, lint he added that he believed there was a market for only 200-300 wide-bodied twins, and that no decision had been made as to whether to build a "twin DC-10."

Replying to a question, Mr Jackson agreed that there had been a recent trend among airlines which had been expected to order trijets to increase their orders for types they already operated (for example Japan Airlines' recent repeat orders for 747s and DC-8s, and Ansett and TAA orders for 727-200s). Hut he saw no serious setback for wide-bodied trijet sales and believed that the other orders were anticipated, and were intended to meet specific route requirements, especially so far as JAL was concerned. Mr McGowen did not think these orders would have any bearing on whether those airlines bought trijets. There might be a slight delay but no crucial change would occur. He confirmed that the DC-10 would be at the Paris Air Show in passenger configuration.
The. first DC-10 for United, and the third to fly, had a 5hr lOmin first flight on December 23. The flight raised total DC-10 airborne time to 235hr. At that time the first two aircraft had made 118 flights since the first take-off on August 20 last. A fourth aircraft is due to join the test programme this month.

JA L EXPAND S

A MAJOR route expansion programme in the next five years recently outlined by JAL will make full use of the new jets the airline has on order or option. Total revenue, it is estimated, will increase from £243 million this year to £613 million in 1975.

FUCHT international, 7 January t97t

Plans are afoot to introduce 747s into Europe and on southern and transatlantic routes in 1973 with DC-lOs possibly following later. Weekly transatlantic flights will leap from 12 to 28 in 1972, while by 1975 the airline hopes lo be serving Africa and the South Pacific with an aircraft fleet then totalling 87. of which 42 would be high-capacity types, including If; 747s (three of which arc already in service on the Pacific), five 747F freighters, which have yet lo be ordered. 36 DC-Ms, two YS-lls and two Concordes.
JAI, also plans to inaugurate a new great-circle route from Tokyo to Chicago and New York, to extend the Tokyo-Vancouver service to Mexico City and the Djakarta service to Bali. There are also plans to add Auckland to the Tokyo-Sydney service. In addition, the new service to Guam from Tokyo will call at Saipan, which is also in the mid-Pacific. JAI, also hopes to start services to Africa and the south Pacific before 1975.
Boeing 727s and DC-8-30s will be retired in the next five years, but six DC-8-61s, three DC-8-62s and three -62 freighters are on order. JAL hofds three options on Concorde and five on the US SST. The introduction of the Boeing 747 plays a large part in the overall expansion programme—this year will sec its introduction on the Tokyo-San Francisco route in addition to the existing Honolulu and Los Angeles services, raising the total number of JAL PacificiJ47 flights from nine to 17. The 747 "Garden Jets " will also be introduced on the South East Asian services this year, while in 1972 New York will be served over the Pacific route. The number of weekly flights between Europe and Japan on the Polar and Trans-Siberian services will be increased from the current 12 to 28 by 1975, and 747 operations will begin in 1973.
JAL international traffic increased by an estimated 14 per cent during 1970, and the airline inaugurated the Trans-Siberian route. The unduplicated route mileage reached 95,000, and on the domestic routes JAL flew an estimated 4,773,000 passengers—a 33 per cent increase. Total ton-miles of revenue passengers, cargo and mail on the domestic network amounted to 280 million, representing a staggering 83 per cent increase over the preceding year, due in part to the Expo 70 world fair.

BORMA N FOR EASTER N

MR Frank Borman, commander of Apollo 8 (the first flight around the Moon) and a Presidential adviser, has been appointed senior vice-president, operations group, for Eastern Airlines. Mr Borman, who will report to M r Samuel L. Higginbottom, the airline's new president and chief operating officer, will be responsible for engineering, maintenance, flight operations and the operational co-ordination of the airline. He will be based in Miami.
Mr Borman became a special consultant to the company in 1969 and a full-time employee on July 1, 1970. He has since attended the Advanced Management Programme at the Harvard University Graduate School of Business Administration to familiarise himself with the airline's operation.

NO HELP FOR LIN K
THE Government will not subsidise the construction of the proposed rail link to Heathrow Airport, London. This was reiterated recently by Mr Michael Heseltine, Under-Secretary of State for the Environment, in Parliament. To do so, he said, would divert resources needed for schemes elsewhere into a scheme which was well able to proceed without subsidy. The project, he added, would in the Government's view stand up by itself and would become profitable.
The link, which will take the form of a 3Vmile exten-sion of the Piccadilly Line from Hounslow into the airport, will cost about £15 million. The Government's decision means that the burden of financing the link will fall largely on London ratepayers (the Greater London Council is responsible for London Transport): critics of the scheme feel that as the airport is of national importance such an arrangement is unfair.