FLIGHT International, 2 January 1975 9

Aer Ungus is now in the process of repainting
Its fleet of 747s„ 707s, 720Bs, 737s and One-
Elevens in a new livery

Taiwan and Saudi Arabia have held official talks about the

possibility of air links.

Air Canada hopes to start scheduled services to Havana if talks presently underway between the Canadian and Cuban Governments are successful. Air Canada already operates charter nights to Cuba from Montreal and Toronto.

Six prototype H-76s are now flying, development work is continuing on the H-86 and 1975 remains the target year for putting the supersonic Tu-144 into service, according to Letectwi i Kosmonautika. This year should also see the first flight of the Yak-42.

Sabah Air has been prevented temporarily from launching international services. Although it has ordered two 707s (one with a VIP configuration, and the other with high-density seating for Moslem pilgrim flights), the airline can only fly the aircraft between the East Malaysian states of Sabah and Sarawak and Kuala Lumpur.

Royal Air Lao has been given permission to fly into China and plans to begin services between Vientiane and Canton in February. Plans have also been announced to fly on to Kuala Lumpur and Singapore. With the route between Japan and China now open, Hong Kong, the traditional gateway for traffic to China, is expected to decline in importance.

The US Federal Aviation Administration has defined the siting of rubbish dumps and sanitary landfills near airport runways as "an incompatible use of land." The FAA intends to reduce the birdstrike hazard caused by such tips. Administration representatives have been instructed to check that dumps and landfills are not located within 10,000ft of runways used by jets or within 5,000ft of runways used by piston-engine aircraft.

Airbus Industrie says that service experience with the A300 has shown "substantial performance improvements, mainly in specific fuel consumption, compared to initial performance manual expectations." Airbus has also made a number of detailed changes to the aircraft. Minor reinforcements and increases in tolerances are now being incorporated in the automatic cargo loading system to make it easier to handle damaged pallets and containers. The yaw-damper response time has been increased and made responsive to slat and flap settings. This improves cabin ride during severe atmospheric turbulence. The warning microswitch on the plug-type bulk-cargo door has been changed to avoid false alarms.

After CAAC's inaugural service into Tirana, Albania, there are reports that the airline of Communist China will spread its international wings further. It is already flying the Paris service and some domestic routes with 707s. One of the reasons for CAAC's new outlook is thought to result from changes in the chief of civil aviation in China. Ma Jen-hui took over from the long-serving Kuang Jen-ning a year ago. Significantly, Ma was part of the welcoming group for the recent visit by Dr Kissinger, and also attended a banquet with the American Secretary of State. This rare occurrence is interpreted as meaning that civil aviation matters were also discussed; although there was no mention in the official communique, it is thought talks were held on a possible service between the USA and China. It is also suggested that CAAC is interested in buying more 707s.

More Eastern co-operation In a plea for more regional co-operation, Nguyen Tan Trung, chairman of the Oriental Airlines Association (OAA) and president of Air Vietnam, said in Taipei last month that Eastern carriers had already begun by pooling routes, exchanging marketing and security information and working together in data-processing studies. But co-operation would have to be much closer if the regional airlines were to grow, or even to survive, in the current world economic climate. Addressing representatives of the Far Eastern carriers, he made a general reference to squabbles between local airlines, including China Air Lines and Japan Air Lines which are currently at odds over Japan's recognition of mainland China. Said Mr Trung, "Individual airline interests tend to affect regional co-operation to some extent." Although the impact of inter-national problems on the transport industry had been un-commonly severe, Asian carriers could deaden the blow by forgetting minor differences and working together.

UTA is next month to start a three-times-a-week DC-10-30 service linking Paris with Bahrain. Two flights will be direct and one will be routed via Athens.

Richard J. Ferris has been elected president and a director of United Airlines. He will succeed Edward E. Carlson, who will be board chairman and who will continue as chief executive officer. Mr Carlson will retire from United in April 1976.

Sales of the McDonnell Douglas DC-9 up to mid-December had reached 840, about 100 more than the misprinted figure given in the introduction to the Flight World Airliner Census published on December 5, 1974. The McDonnell Douglas twin-jet continues to sell well (see Airliner Market and page 5).

Dan-Air has been awarded a £2-9 million contract by Jetsave to carry out 300 flights between London, Manchester and Prestwick and Toronto, Vancouver, Calgary and Montreal. Jetsave says that the programme, which will occupy the bulk of the airline's 707-321 time, is understood to be the largest charter deal ever signed by a British airline.

British Airways is to help in the formation of an airline for Brunei. The new airline may be launched next April with two jet aircraft linking the capital of Brunei with Bandar Seri Begawan with Singapore, Kuala Lumpur, Hong Kong and Manila. Reports from the Far East suggest that the aircraft under consideration for the service are ex-Court Line One-

Elevens, 737s or possibly ex-British Airways Tridents.

American Airlines has paid Aer Lingus $9 million com-pensation in settlement of an award made almost two years ago. When American took over Trans Caribbean Airways in 1970 it cancelled a prior agreement between Aer Lingus and TCA for the lease of two Aer Lingus 747s, for the sum of $13 million, for five winter seasons from 1970. Aer Lingus was awarded only $9 million because it has started to use the two 747s on its own winter services.

AIRLINER MARKET

Cyprus Airways is close to taking a decision as to the
type of aircraft it will use on services out of Lanarca.
The Viscount 800 appears to be favourite . . . Egyptair
has signed a letter of intent for six DC-9-50s, worth some $43 million. The first aircraft is due for delivery in December next year and will be used on domestic and regional routes. There are reports that the airline may be persuaded to retain its seven Tu-154s as part of the price for obtaining more Soviet arms. The Tu-154s were to have been returned to Russia because they were unreliable and expensive to operate . . . Indian Airlines is to stop leasing Air-India 707s for use on high-density routes because they have proved uneconomic. This may make IAL's requirement for wide-bodied aircraft more urgent. Two more Boeing 737-200s will be bought; subject to the availability of foreign exchange, and the Caravelle 6 fleet phased out over the next couple of years ... Six YS-lls have been bought for $2,550,000 from Korean Air Lines by Philippine Airlines, which already operates four ex-Filipinas Orient YS-lls . . . Monarch Airlines has acquired a single ex-Court One* Eleven 500 on long lease. It will be delivered next month and will be used primarily to operate inclusive-tour nights out of Bristol. Of the 12 Court One-Elevens two have been sold to Transbrasil and one is still lying at Nicosia in the colours of Cyprus Airways. Three are likely to be bought by British Airways' Super One-Eleven Division for use on inclusive-tour services out

of Manchester . . . The latest carrier to opt for 747 freighters is Trans Mediterranean Airways, which has bought two ex-American Airlines -100s for $23 million, plus $12 million for spares and associated equipment. They will be fitted with side freight doors, strengthened floors and inertial navigation equipment. Crew training will be carried out by American . . . Tunisair is looking for replacements for its four 94-seat Caravelles. Among the types being examined is the Boeing 737-200.