AIR TRANSPORT

BA confirms

new fleet

plans
[, LONDON

British Airways confirms that
it has been talking to the ma-
jor airliner manufacturers
about obtaining aircraft to re-
place its remaining Tridents
in 1986 (see Flight last week,
page 1794). But no decision on
types or the kind of financing
deals will be made before the
middle of 1983.

BA says its plans for ob-
taining Boeing 757s have not
changed, but insists that it
has always maintained the
757 does not meet all its short -
and medium-haul require-
ments. So the UK flag carrier
is considering the 737-300 and
the McDonnell Douglas DC-9
Super 80 to take over in 1986
from its remaining Tridents
which may be outlawed by
new noise regulations. The
number of aircraft under con-
sideration is 20.

These discussions with the
manufacturers have taken
place during the annual
presentations of their product
lines to BA; and a BA spokes-
man tells Flight that, while re-
viewing Boeing's product
range, BA talked about the
767ER (extended range) and
the 747-300.
There is little doubt that
BA intends to make the two
US manufacturers compete
hard for the order.
• British Airways remains
under pressure from the UK
Government to take over all
the ground support costs for
Concorde, but no decision has
yet been reached on the
matter. BA has said that it
could stand the costs "subject
to agreement being reached
on several points". This
probably means that the air-
line will submit to Govern-
ment pressure to buy up
spares stocks and pay for
fatigue testing from April
1983 instead of 1984, but that
bargaining over prices and
conditions has now begun in
earnest. Fatigue testing to
cover 15 years of Concorde
service does not need to con-
tinue much beyond the end of
1983.

Air France remains
adamant that it intends to

Delta takes delivery of the Boeing 767 its employees have bought for it by voluntarily forfeiting part of their annual pay rise

keep its Concordes in service
on the Paris-New York run,
but it is still not clear what the
French Government's atti-
tude is to continuing its sub-
sidy. It will be influenced by
what the British do. If the
French do abandon Concorde,
then Aerospatiale-supplied
parts for BA could become ex-
pensive: because although the
French manufacturer is
bound to continue its support
for the aircraft, the bilateral
agreements do not limit
prices. Air France's Concor-
des, however, would have to go
to BA, which would give the
British airline a cheap supply
of parts for a while.

Ethiopian
chooses 767ER

ADDIS ABABA

Ethiopian Airlines has be-
come the first African carrier
to choose the Boeing 767 for
its fleet. The airline is going
to order two extended-range
767-200ERs for delivery in
May and June 1984. The
order will be worth more than

$100 million to Boeing. Ethi-
opian also intends to take op-
tions on two more 767s.

According to Boeing, Ethi-
opian's 767s will be capable of
carrying full passenger pay-
load plus six tons of cargo
from Addis Ababa to Rome.
Boeing says that airport
elevation and temperature
and in-flight winds on the
route pose some of the most
demanding operating condi-
tions in the world.
The manufacturer claims
that Ethiopian chose the
767ER for its ability to per-
form in these conditions, and
for its operating efficiency.

Ethiopian has been a Boeing
customer since 1960, cur-
rently operating a 707, five
720Bs, and three 727-200s.
The 767s will probably re-
place the 720s and the 707 in
the long run.
Ethiopian's order will take
sales of the 767 to 177. The
airline is the 19th customer
for the type and the
second—after Thai Inter-
national—to choose the
767ER. Ethiopian will an-
nounce its engine choice at a
later date.
Thai International and
Ethiopian were the only two
airlines to order the 767 dur-
ing 1982, and they have both
chosen the ER version. The
Airbus A310 has also had a
lean sales year brightened
only by VASP's large order
for nine, Cyprus Airways' for
two and three unannounced.

More time

for Wardair

EDMONTON

Wardair Canada has reached
an agreement with its bankers
to defer a total of C$29 million
in long-term debt repayments
until 1985.
The Edmonton-based car-

rier has also arranged $22 mil-
lion of credit with its major
bankers to meet its working
capital needs until September
1983. The airline plans to sell
two aircraft in 1983 as a part
of its financial restructuring.
Chairman Max Ward says "If
we sell one or two aircraft
next year and the economy
begins to turn around in 1984,
we will be in a good position to
meet that demand with the
A310s we have purchased for
delivery in 1985".

Ward says that short-term
demand for leisure travel has
fallen and he does not foresee
any growth in demand next
year. He says the airline's
1982 results will not show a
profit because of price com-
petition, high interest rates,
and foreign exchange losses.
But, says Ward, "the new
banking arrangements will
help Wardair respond to the
economic challenges of 1983",

Embraer's

lightweight
Bandit

SAO PAULO

Embraer is currently engaged
on a programme designed to
reduce the empty weight of its
twin-turboprop Bandeirante
in the interests of fuel effi-
ciency.
Some changes in manu-
facturing processes are envis-
aged, and some parts will be
made from lighter materials.
This will not compromise
safety at all, says Embraer.
For instance, the nuts and
bolts used in the engine cowl-
ings will in future be made
from a lighter alloy, reducing
weight by 0.29kg a set. The
avionics bay access doors will
be made from composite
materials instead of alumi-
nium, giving a weight saving
of 2.5kg.
A new type of floor carpet-
ing will cut another 16kg from
the aircraft's fitted weight;
and the engine cowlings will
be made from titanium in-
stead of steel, saving another
24kg overall.
In all, Embraer plans to in-
corporate some 60 weight-
saving modifications to the
Bandeirante during the
course of the programme, and
to reduce the type's basic
empty weight by about 250kg.
This should allow operators
to carry three more pas-
sengers or the equivalent in
extra cargo. Alternatively,
their aircraft could carry extra
fuel, allowing longer stages to
be flown.

Embraer hopes to complete
the programme in time to in-
corporate all the mods in air-
craft number 491; more than
400 Bandeirantes have been
delivered to date.

FLIGHT International, 1 January 1982 3