AIR TRANSPORT

Dan-Air

looks at Tay
One-Eleven
LONDON

The promise of a 25 per cent
range increase for the same
fuel burn is leading Dan-Air
towards serious consideration
of Rolls-Royce Tay retrofits
for its One-Eleven 500s. The
engine is likely to become
available around 1986.

The Tay should have a 15
per cent lower specific fuel
consumption than the
Spey—bringing Tenerife and
Cyprus within the One-
Eleven's range from the UK
with a typical inclusive-tour
payload.
The lower fuel consumption
of the derivative engine
should also reduce seat-mile
costs by about 15 per cent,
compared with those of the
standard Spey-powered
aircraft, which already closely
matches the seat-mile cost of
Dan-Air's 737s in IT config-
uration.
The One-Eleven airframe is
extremely durable, and is good
for both 80,000hr and the
same number of landings.
Some Dan-Air One-Elevens
have only 20,000hr to their
credit.
The airline believes that the
Tay conversion should just
about pay for itself in fuel
savings during the remaining
airframe life, based on current

predictions of fuel costs and
interest rates, but it is the
range improvement which is
the major attraction.
The Tay is expected to
deliver the same take-off
thrust as the Spey, but with-
out the necessity for water
injection. Eliminating the
water system compensates for
the slightly higher engine
weight.
• Dan-Air has two BAe 146s
on lease purchase, plus two
options. It says the new
aircraft has superior oper-
ating economics to the re-
engined One-Eleven on short-
haul scheduled operations,
where load factors are lower
than on charter flights.

MARKETPLACE

Air UK is leasing a new
Shorts 330-200 from the
manufacturer for its services
to Amsterdam's Schiphol
Airport from London Stan-
sted and from Humberside.
The aircraft will enter service
early in April, and will,
according to the airline,
almost double its capacity
on the Stansted-Amsterdam
route.

Comair of Cincinnati is
adding two Fairchild Metro
Ills to its fleet in April.
According to Charles Curran,
Comair's vice-president for
marketing, the airline is
obtaining them in antici-
pation of developing markets
with stage lengths longer than
those it currently operates.
Curran says that the airline is
evaluating markets in the

300-500-mile range "where we
have significant passenger
interest from cities in our
current system".

Ghana Airways is putting
its new McDonnell Douglas
DC-10-30 into service this
month after obtaining
financing for the aircraft. The
aircraft has been sitting at
Long Beach for several
months, in Ghana Airways
livery, awaiting the resolution
of its financing. Ghana
Airways will operate the
DC-10 on its routes from
Accra to London, Rome and
Amsterdam. It will seat 274
passengers—24 in first class
and 250 in economy—and has
a maximum take-off weight
of 565,0001b. It is powered
by CF6-50C2s. To date, 391
DC-lOs and KC-lOs have
been ordered, with 377 deliv-
ered. Nearly 50 airlines oper-
ate the DC-10: 365 are in
commercial service, and MDC
claims that it serves more
cities in more countries (210
in 101) than any other wide-
body type.

British Midland Airways
has taken delivery of three
more DC-9-10s, bringing its
fleet of the type to six. The
UK independent carrier
acquired two DC-9-14s from
Finnair and a DC-9-15 from
KLM in its latest fleet expan-
sion. The BMA deal was
worth about $3 million
to KLM. British Midland
also operates five Viscounts,
seven Fokker F.27s, three
Boeing 707s, and a Shorts
330. BMA is operating

The first Airbus Industrie A300-600, the stretched A300 that has learned some lessons from the A310's devel-opment, now has its wings attached. The airframe is No 252 on the Airbus production line at Toulouse

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. FLIGHT International, 5 March 1983

the ex-KLM DC-9-which
was refurbished before
delivery—on its routes from
Teesside Airport.

South African Airways is
negotiating to sell its three
remaining HS. 748s and
suspend its services to
Botswana, Lesotho, and
Swaziland with the proviso
that services may be re-
opened when Gaborone,
Maseru, and Manzini

Airports can take SAA's
Boeing 737s. The decision is
commercial rather than
political says SAA, adding
that it is negotiating with Air
Botswana, Lesotho Airways,
and Royal Swazi Airlines for
these three carriers to take
over its 13 weekly flights. If
they do so, the three airlines
are likely to need extra
capacity. British Aerospace
recently exhibited the BAe
146 to the three countries as
well as SAA, but Lesotho is
believed to be negotiating to
buy a Fokker F.27.

Short hauls ...

Pan American is making a
public offering of $150 million
of 15 per cent of convertible
secured trust notes due in
1998. The trust notes are
priced at 100 per cent of face
value plus accrued interest
from the date of issue. Pan
Am says proceeds from the
sale of the notes would be used
for general corporate pur-
poses.

Kenya Airways has agreed
with the Seychelles to provide
enough seats to Mahe from
London, Frankfurt, Zurich,
and Rome from April 1, to
compensate for the loss of
British Airways' and Luft-
hansa's services from those
destinations. In addition,
Kenya Airways has agreed to
fly direct Nairobi-Seychelles
schedules so that passengers
travelling from Europe will
not have to change aircraft at
Nairobi. Kenya Airways is
also to provide tour operators
with seat allocations to
compensate for the loss of BA
and Lufthansa capacity.

Egyptair is to resume sched-
uled flights to Algeria, Iraq,
and Iran in May. Air trans-
port connections were broken
by the three countries with
Egypt after it signed the peace
treaty with Israel.

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