Healthy PIA plans for
growth
BOMBAY

Pakistan International
Airlines has increased its
profitability by 500 per cent
in less than two years, accord-
ing to PIA managing director
Air ViceMarshal Wiqar Azar.
In the financial year ending
March 31, 1983, PIA re-
ported a Rs433 million (£22
million) net profit, compared
with an £11 million net
income in 1981-1982. Its
profit target for 1983-1984 is
£31 million.

AVM Wiqar Azar said that
the increase in profitability
last year was largely due to a
£20 million or 5-2 per cent
increase in revenue over the
previous year. But he pointed
out that while the carrier's
profitability last year was the
highest in PIA's history, the
airline needed to be further
improved for "self-sustaining
financial operations and re-
ducing dependence on fin-
ancing through borrowings".

Speaking in Bombay,
Wiqar Azar said that
Pakistan International plans
to spend between $400 million
and $500 million over the
next five years on new aircraft
in keeping with passenger and
cargo traffic growth.
PIA has already spent
£16 • 3 million in the past year
to improve its ground

passenger handling, modern-
ising its motor transport fleet
and re-equipping and up-
grading catering facilities.
Wiqar Azar said that the
airline would like to increase
its service to New Delhi and
Bombay, and it would also
like to fly to more desti-
nations in India with the
acquisition of new aircraft.
PIA's services to India are
doing "remarkably well", he
noted, with load factors
exceeding 70 per cent.

Transatlantic

fare agreement
renewed

WASHINGTON ~

Fourteen European aviation
authorities and the US Civil
Aeronautics Board have
agreed to renew the US-Ecac
transatlantic fare agreement.
It has now been in effect for
15 months.

Under the latest renewal,
automatic approval will be
given to North Atlantic fares
filed before April 30, 1984,
and within agreed pricing
zones. The fares will be
applicable until October 31
next year.
The European countries
participating in the agree-
ment are Belgium, Denmark,
Finland, France, West
Germany, Greece, Eire,
the Netherlands, Norway,
Portugal, Spain, Sweden, the
UK, and Jugoslavia.

Aer Arann branches

out
SHANNON ~

Aer Arann, a Republic of
Ireland operator which pro-
vides daily flights between
Galway and the remote
Aran Islands with two
Britten-Norman Islanders, is
now offering scheduled
services between Shannon
and Dublin.

The airline has leased an
18-seat Bandeirante from
Euroair for the 50min service.
Aer Arann is offering three
schedules Monday to Friday
on the route, with timings
arranged to attract business
traffic between the capital
and the rapidly developing
industrial community in
Shannon. At the weekend the
aircraft is available for char-
ter work within the Republic
or to the UK.

A spokesman for Aer Arann
says that the service is just
one part of the airline's
expansion programme. The
airline has licences for routes
from Shannon to Belfast and
Manchester and from Shan-
non through Cork to Bristol
and Cardiff. He says that the
Manchester service could
start up in April next year.

The airline is currently
looking at the possibility of
purchasing its own aircraft,
possibly a Bandeirante or a
type similar in size.

The first Boeing 747-
200 Combi for CAAC
moves through the
final assembly line at
Boeing's Everett,
Washington, plant.
The combination pas-
senger/cargo aircraft
is scheduled for
delivery in December

AIR TRANSPORT

SAFETY UPDATE

US Federal Aviation Admin-
istration chief Lynn Helms
says that his agency is going
as fast as it can go in
upgrading the fire safety rules.
Because there are
"economic trade-offs" to air
safety, the FAA must take
into account the views of the
airline industry as well as
those of other interested
parties in issuing new safety
rules, Mr Helms told a gener-
ally critical House investi-
gations and oversight
subcommittee.

Helms said that it could be
several years before substan-
tially improved fabrics and
other fire retardant materials
are installed on airliners.

Before a regulation
requiring airlines to install
particular materials is issued,
extensive research must be
done, he said.
Citing the continuing
controversy over the use of
fire-retardant materials,
Helms said that if the agency
had bowed to pressure and
forced the use of some of the
early fabrics developed it
would have been extremely
expensive for the airlines,
since the fabrics in question
wore out quickly and would
have had to be replaced
frequently.
The cost to the airlines
would have been upwards of
$400 million a year, which
they would have had to pay for
with massive fare increases.

Recently the FAA issued a
notice of proposed rule
making on fire retardant
cabin fabrics, and the indus-
try has already come to the
agency with more than 190
new materials to be tested.

According to Helms, 90
have already passed the
agency's criteria and Boeing is
now doing wear tests on the
most promising of them.

rFLIGHT International, 12 November 1983

Peopl e
Robert Monroe has been
appointed city manager
London for People Express.
Monroe succeeds Franciska
Maekiewicz, who has been
promoted to city manager at
PE's headquarters at Newark
International Airport.

G. D. "Gert" van der Veer

has been appointed chief
executive of South African
Airways. He succeeds Frans
Swarts, who has retired.

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