AIR TRANSPORT

Profits

dive at

Dan-Air
LONDON

Pre-tax profits at Davies &
Newman Holdings, the parent
company of UK independent
Dan-Air, dived by 28 per
cent in 1984 to £3-1 million
on a turnover of £242-8
million. The company blames
"intensive competition" in its
aviation business which
accounts for some 99 per cent
of group turnover.

Despite Dan-Air boosting
its own turnover by 24 per
cent, profits were squeezed in
both its scheduled and charter
operations. Its scheduled
services division, based at
London Gatwick, carried
more than 1 million
passengers for the first time
and although load factors
were generally high, fierce
competition on some routes,
such as London-Belfast,
forced fares down to
uneconomical levels.

During the financial year
ending on December 31, 1984,
Dan-Air spent some £20
million on aircraft purchases,
buying two 727-200s, one BAe
146, and one BAe One-Eleven
which had been on short-term
lease. This month the airline
took delivery of its first 737-
300 with CFM56-3B power,
which will be used on Euro-
pean charters. The airline
carries 20 per cent of the total
UK passenger charter market.

The signs for the coming
year are not very encouraging.
Pre-season bookings are down
in the depressed UK charter
market and Dan-Air has re-
arranged its flight programme
to utilise aircraft to the full.
Davies & Newman says it is
too early to forecast likely
results for 1985.
• In 1984 Dan-Air started
new scheduled services on the
Gatwick-Belfast, Manches-
ter-Zurich, and Berlin-Saar-
brucken routes. The charter
operator flew to 80 destina-
tions from the UK, operating
450 flights weekly during the
peak season. Dan-Air carried
4-6 million sector passengers
in 1984 and its aircraft flew
120,000hr, both of which rep-
resented an increase of 24 per
cent over the previous year.

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Dan-Air's new 737-300, with a 149-seat configuration, will be used on European charter services

Airmisses

increase in

USA
WASHINGTON D.C.

Airmisses in the United
States increased by 44
per cent in the first quar-
ter of 1985 compared to the
corresponding period last
year.
Of the 141 reports of "near
midair collisions" received
by the Federal Aviation
Administration between

January 1 and March 31, 20
involved at least one commer-
cial airliner.

There was only one inci-
dent in which two com-
mercial aircraft were in-
volved, but there were 15
involving an air carrier
and a general aviation air-
craft and four involving an air
carrier and a military aero-
plane.
Referring to the overall
figures, FAA administrator
Donald Engen says that he is
worried about the number of
incidents in which the aircraft
were less than 500ft apart.
That figure rose from 53 in
the first quarter of last year to
108 in the same period in
1985.

Engen says that one reason
for the increase could be the
improved FAA reporting
procedures.
The number of incidents
involving two general avia-
tion aircraft was 44. There
were 31 incidents reported
between general aviation
and military aeroplanes and
ten between two military
aircraft.

MARKET PLACE

Alitalia is wet leasing a
Boeing 707 freighter from
Ghana-registered West Afri-
can Airways through UK-
based aircraft broker Intavia.
Alitalia plans to fly some
500hr on the aircraft this year
on regular cargo runs from
Rome to Tripoli and Ben-
ghasi. Since Alitalia replaced
727s with MD-80s on sched-
uled passenger services, the
Italian carrier has had to
reduce belly transport of
freight on shorter routes.

This week the Loganair/
British Midland board of
directors is due to make its
decision on whether it will buy
four new Dornier 228-200s to
replace the small Scottish
operator's Twin Otters. If the
order is placed, and it looks
likely, Loganair will be the
West German manufacturer's
first UK customer. Managing
director Scott Grier says that
it will be a sensible
replacement for the Twin
Otters. The 228-200's short
field performance will enable
it to go into Loganair's uncon-
ventional landing sites such
as Tingwall in the Shetlands
and Barra Beach in the
Hebrides. The aircraft would
also be used to develop new
European routes, should
the UK Civil Aviation
Authority decide to award
some to Loganair. Under the
UK Government's White
Paper on Airline Competition
Policy Loganair has applied
for routes from Glasgow to
Brussels and Cologne,
Edinburgh to Brussels and
Copenhagen, and from
Manchester to Rotterdam and
Cologne. Eventually Loganair
would like to rationalise its
fleet to one aircraft type.

Having secured its finance,
French regional Brit Air has
confirmed its order for
two Aerospatiale/Aeritalia
ATR42s. The aircraft will be
configured for 50 seats and
the first will be accepted in
February 1986. No 2 will come
on line in March. Initially the
aircraft will fly on the
Rennes-Lyon route, and Brit
Air will increase its frequency
on the Morlaix-London
Gatwick route offering a
service by both Bandeirantes
and ATR42s.

NEWS SCAN

Aeroflot has introduced
four new routes in its
summer timetable: Moscow-
Lanarca, Moscow-Dusseldorf,
Leningrad-Leipzig, and Kiev-
Salzburg. Tu-134s will oper-
ate on all these routes.

Swissair and Viasa, the
Venezuelan national carrier,
will launch scheduled Zurich-
Caracas services in June.
Both airlines will operate a
weekly flight.

US Air reported a first quar-
ter net profit of $10 million,
down from $27-3 million for
the corresponding period last
year. Passenger revenue,
however, was up by 5-7 per
cent and the load factor rose
from 52 • 9 per cent in the first
quarter of 1984 to 55-7 per
cent in 1985.

The Norwegian Army
chartered two British
Island Airways BAe One-
Elevens for recent military
manoeuvres in the Arctic
circle.

Sabena and Luxair are to
retrofit their 737 with Bendix
PPI-1U colour weather radar
indicators.

FLIGHT International, 18 May 1985 7