Africans

plan new

ENTEBBE

Five African nations are plan-
ning to start a new inter-
national airline.

The transport and com-
munication ministers of
Botswana, Tanzania, Uganda,
Zambia, and Zimbabwe have
signed a declaration of intent
to establish "the Joint
Organisation for Operating
Intercontinental Air
Services". Lesotho, Malawi,
Swaziland, and Rwanda were
also represented at the meet-
ing, and are expected to sign
the document soon.
"It is anticipated that the
airline will jointly utilise
widebodied aircraft and
consolidate their market and
route networks in order to
enhance their performance
and financial ability", they
said.
It is hoped that voluntary
contributions from the parti-

cipating airlines and their
governments will form part of
the funding. Financial assis-
tance from the African Devel-
opment Bank and the East
African Development Bank is
also being sought.

Far East

considers

standardisation

NEW DELHI ~

Nine airlines in the seven
countries around the Indian
subcontinent are studying a
proposal to buy a common
type of aircraft in future to
simplify maintenance and
reduce costs. There are pres-
ently 16 different types oper-
ating in the-area.
An annual growth rate of
about 11 per cent is expected
in the region up to the year
2000, and nearly 300 new
airliners will be needed as
replacements or to meet
expansion plans.
Previous attempts at
putting such policies into
practice have failed in the
Middle East, and met with
limited success in Europe.

SAS invests

in Spanish
charter
COPENHAGEN

Scandinavian flag carrier SAS
has taken a 25 per cent
stake in a new Spanish
charter airline, Spanair.
The remainder is owned by
Viajes Marsans, a subsidiary
of Spanish tour operator
Trapsa.
Spanair will operate four
MD-83s on lease from Irish
Aerospace to Swedish tour
operator Vingresor, and
sublease in turn to
Spanair.
Like most of the young
Spanish charter airlines,
Spanair will be based in
Palma de Mallorca. The
Spanish base means it will
have access to all the
northern European markets
for Spanish holidays. Oper-
ations start in Spring . 1988.
Spanair will be headed by
Carlos Bravo, a former direc-
tor of sales and marketing
with Spantax.

Spanish ATC strike causes delays
The continuing pay dispute by Spanish air traffic controllers resulted in another 24hr strike at the peak of the British holiday season. The strike also affected other European services, with some flights being delayed up to 20hr. Three marquees were erected outside London Gatwick Airport to handle the overflow of waiting passengers.

AIR TRANSPORT

MEWS SCAN

Cathay Pacific has
increased its frequencies
between Hong Kong and
Taipei, Taiwan, to three
flights a week, and plans to
increase it to a daily service on
September 14.

UK based Servisair has been

appointed fourth handling
agent at London Gatwick
Airport, from May 1988. It
claims to be Europe's largest
independent handling agent,
having handled 8-5 million
passengers for 200 airlines at
30 airports in 1986.

British carrier Air UK has
decided against changing its
name because of the high cost
in promoting a new image.
Instead it is to invest more in
promoting Air UK abroad.

Lagos Airport, Nigeria, has
reopened runway 19L/01R.
In less than six months
it has been structurally
improved and resurfaced to
increase its load classification
number from 60 to 100. The
project cost Naira6 million
(about $3 million), and
involved work on about

75,000m2

of runway.

Alitalia has joined with
British Airways, KLM,
Swissair, and United Air-
lines' subsidiary Covia in the
development of a new com-
puter reservation system,
which the airlines have chris-
tened Galileo. Alitalia says
that the name was chosen
because of "the air of science,
knowledge, and uniqueness of
the man". It competes with
the system being developed by
the Amadeus quartet; Air
France, Lufthansa, Iberia,
and SAS. They are still look-
ing for other risk sharing part-
ners among the nonaligned
European flag carriers. The
nonaligned group comprises
smaller European airlines
which are negotiating for a
completely neutral system.

Emery Air Freight Corp
reports a $12-7 million loss
for the second quarter, against
a $70,000 profit for the same
period in 1986. The com-
pany's debt has risen to $400
million following the borrow-
ing necessary to acquire 83 per
cent of the Purolator Courier
Corp's shares and to take on
Purolator's obligations.

FLIGHT INTERNATIONAL, 5 September 1987