AIR TRANSPORT

Air Mauritius

horizons

broaden
PORT LOUIS

Two extended-range Boeing
767s have entered service with
Air Mauritius, bringing new
destinations in Europe and
the Far East within non-stop
reach of the Indian Ocean
holiday island.
The 767-200ERs replace
two 707s previously used on
long-distance routes and sup-
plement two leased 747SPs
which fly non-stop to Paris,
Rome, Munich, Geneva and
Zurich, Durban, Bombay, and
Singapore.
With the introduction of
the 767, Air Mauritius plans
to add non-stop services to
London, Hong Kong, possibly
to Nagoya in Japan, and hope-
fully to Perth in Australia.
The 203-seat aircraft will also
be used on regional routes to
the African mainland and the
islands of Madagascar and
Reunion.

Together worth $122 mil-
lion, the two 767s represent
perhaps the nation's largest
foreign purchase to date, says
Air Mauritius chairman Sir
Harry Tirvengadum. To limit
the national debt, therefore,
the first aircraft is on a
12-year asset-based finance
lease while the second is on an
eight-year operating lease. Sir
Harry hopes to convert the
latter into a 12-year finance
lease within the next two
years. Finance for the deal
was arranged by Spectrum
Bank of the UK, leading a
consortium of banks including
Mitsubishi Trust, Credit
Lyonnais, BNP, and

Barclays.
While major overhaul of the
767s will be performed by
Britannia Airways in the UK,
routine maintenance will take
place in a new hangar at the
island's airport. This has cost
Rsl45 million (£6 million),
partly financed by a long-term
FFr35 million loan from
France's Caisse Central de
Co-operation Economique.
Air Mauritius carried
316,000 passengers in 1987, 53
per cent of total traffic to and
from the country. Two-thirds
of incoming traffic is tourism,
says Sir Harry, with 213,000
tourists visiting the island in
1987. This is planned to
increase to 400,000 visitors a

The advent of the long-range twin allows Air Mauritius a flexibility previously unavailable to such a ca

year over the next four to five
years.
At the same time, air cargo
out of Mauritius, mainly tex-
tiles, is increasing "at a fan-
tastic rate", says Sir Harry.
Typically the 767s will carry
5 tonnes of underfloor cargo.
Air Mauritius operates one
Twin Otter and one ATR42
on its busy inter-island
routes, and plans to replace
the Twin Otter with a second
ATR-type commuter in the
next two years. The airline
also plans to buy a second
JetRanger helicopter for
airport-hotel shuttle services,
tourist excursions, and
seasonal crop-spraying.

London City
146 delayed
LONDON _

The British Aerospace 146
demonstration flights into
London City Airport are to be
rescheduled for a later date
and will not take place on
May 15 as originally planned
(Flight, April 23, page 3).
The London Docklands
Development Corporation
(LDDC) asked Mowlem, the
Stolport owners, to postpone
the demonstration flights "to
allow a wider measure of
consultation", to which
Mowlem agreed. The LDDC
believed that the 146 flight
would be in breach of the
airport's planning consent,
which only allows the opera-
tion of the de Havilland Dash
7. Mowlem believes that it is
not against planning author-
ity to have a demonstration
flight.

"The purpose of the demon-
stration is to seek public
support for the 146, and we

feel it would be better to
rearrange it when agreement
has been reached," airport
director John Douthwaite
says. British Aerospace says
that the flight will definitely
go ahead, and airport staff
are now targeting the end of
June for the public demon-
stration day.

lata plots
radical

new routes
TOKYO

South East Asia and the
Pacific rim need more direct
flights, according to Inter-
national Air Transport
Association director-general
Giinter Eser. Passenger jour-
ney times and airline costs
would be subsequently
reduced, he told Japan's
Research Group for Air
Transport Policy.

"Route improvements have
already been achieved over
the southern part of the Bay
of Bengal, saving millions of
dollars," he said. Traffic
congestion on routes out of
Bangkok and Singapore over
the northern part of the Bay
of Bengal may soon be
improved when new dis-
cussions are completed. Eser
added that "shorter routes
between Japan and Beijing
over Korea could save several
million dollars too, if this can
be agreed".

The opening of routes over
the Soviet Union and China
for flights to and from Europe
is another development about
to be discussed through lata.
"Once achieved, this would
change the whole pattern of
air traffic in the region. Even

flights from Australia and
New Zealand would find it
easier to go this way," Eser
pointed out.
• Iata's director - general
believes that the growing
development of air transport
liberalisation in the European
Community will inevitably
affect the way other European
countries' airlines do busi-
ness. Eser expects other west-
ern European nations outside
the EC to adopt similarly
liberal fares and capacity
measures when the EC com-
pletes its market unification.

GPA raises

more equity
SHANNON

Ireland-based aircraft lessor
GPA has raised $82 • 5 million
in additional equity through
the private placement of
330,000 shares. Six institu-
tions have become new share-
holders in the GPA Group.
The share placement is the
second phase of an equity
enhancement plan following
the $100 million raised in
September 1987. GPA's share-
holding structure remains
about one-third European,
one-third North American,
and one-third Japanese. The
six new shareholding institu-
tions are Allied Irish Banks,
the Bank of Nova Scotia, Irish
Life Assurance, Pacificorp
Credit, J. Rothschild Hold-
ings, and the Toronto
Dominion Bank.

GPA manages 110 aircraft,
valued at more than $2 billion.
It expects to report a substan-
tially increased profit for the
year to March 31, 1988,
compared with the $68 million
reported last year.

FLIGHT INTERNATIONAL, 14 May 1988