Malaysian plans $5 billion expansion
Malaysian Airline System plans
to spend £5 billion in the next
five years on^ aircraft, as it
expands services and promotes
tourism to the country.
Six additional Boeing
747-400s will be bought,
increasing its fleet to nine,
according to MAS managing
director Abdul Aziz Ramhan.
Two 747-400s will be delivered
this year, increasing the

airline's Boeing 747 fleet to five.
MAS also expects to buy 16
new narrow-bodied aircraft, of
which nine are Fokker 50s
already on order to replace its
Fokker F.27s. MAS is also look-
ing at replacing its Boeing 737s
over the next two to three years.
The airline intends to extend
its services to Europe, Pakistan,
Japan, and India over the next
two years.

ORDERBOOK

Puerto Rico-based Executive
Air Charter, part of the Ameri-
can Eagle network, has ordered
two A'erospatiale/Aeritalia
ATR72s. The aircraft, to be
delivered in November and
December 1989, will join three
ATR42s already in service.

Independent Chinese operator
Shanghai Airlines has ordered
three Boeing 757-200s powered
by Pratt & Whitney PW2037
engines. They will be used
initially on domestic routes to
Beijing, Guangzhou, and Xian.

Phoenix-based America West
has ordered 15 more Boeing
737-300s and ten more 757s
together worth about $800
million. America West has also
taken options on ten additional
737-300s and 15 more 757s.
The new CFM56-powered 737s
and RB.211-535E4-powered
757s will be delivered between
1992 and 1995. America West's
original orders for four 757s and
22 737s will be completed in
1989 and 1990 respectively.
The airline also operates six
additional 757s.

Emirates, the United Arab
Emirates international airline,
has ordered three Airbus
A300-600R aircraft in a
contract worth around $330
million. The order follows
Emirates' acquisition of one
-600R in 1987. The aircraft are
due for delivery in the middle of
the vear. Emirates operates two
A310-300s, an A300-600 and
two Boeing 727-200s, serving
12 destinations from Dubai.
The new aircraft will be used to

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TO ALL EXHIBITORS AND VISITORS,

WHO WILL ONCE MORE CONTRIBUTE TO

ANOTHER SUCCESS OF

THE FIRST AIR SHOW IN THE WORLD

IN JUNE 1989

launch new routes to the Far
East and Europe, and will
increase frequencies on existing
routes.

Thai Airways International is
buying two British Aerospace
146-300s for use on internal
routes from Bangkok. The
aircraft, configured with 110
seats, will be delivered in the
first half of 1989. BAe 146
orders now stand at 145.

Venezuelan flag-carrier Viasa
has signed a letter of intent to
order two McDonnell Douglas
MD-11 trijets and take an
option on a third. Delivery of
the first two Viasa MD-lls is
scheduled for April and July
1992, and the third aircraft.in
July 1993. Viasa has not yet
chosen an engine for the type.

China Eastern Airlines, form-
erly operating as part of the
Civil Aviation. Administration
of China, has ordered three
A300-600Rs powered by
General Electric CF6-80C2s.
The airline already has five
A310s, and the new aircraft will
allow growth on regional
routes.

Tyrolean Airways of Innsbruck,
Austria, has bought its third
de Havilland Canada Dash 7,
the last of the type to be built.
The airline will replace one
of its earlier Dash 7s with a
Dash 8 early next year. DHC
has delivered 111 Dash 7s to 35
customers in 22 countries.

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