OPERATIONS: AI R TRANSPOR T

All Nippon confirms 777 order
A

ll Nippon Airways (ANA)
has ordered the new Boeing
777 widebody medium-range
twinjet and the Airbus Industrie
A340 long-range four-jet.
ANA, always seen as a proba-
ble early 777 customer, has
placed firm orders for 15 and
options on ten. The airline is
planning to introduce the air-
craft on its domestic routes in
1995 with high-density seating

for about 400 passengers.
• The Japanese carrier says en-
gines under consideration are
the General Electric GE90-B3,
Pratt & Whitney PW4073 and
Rolls-Royce Trent 871.
The airline has ordered five
236-seat three-class A340-300s
(the larger of the two A340s on
offer) and has placed options on
another five, with first delivery
in 1996. The CFM56-5-powered

A340s are to be used on lower-
density services from Japan
non-stop to Europe and North
America, where a 747's capacity
would not be justified.
Airbus says that the deal al-
lows ANA to switch to A340-
200s or any of the A330 range.
The airline is the first Far East
carrier to order the A340 and is
about to take delivery of the
first of 13 A320s. •

All Nippon Airways was one of the airlines consulted by Boeing on the Ill's basic layout

Route sharing cuts Qantas costs

Qantas is to drop two Boeing

767 domestic ports, and
will share capacity with Air
New Zealand on Trans-Tasman
and some USA routes, in a joint
cost-cutting programme.
Twice-weekly Qantas services
to Asia and Europe from
Townsville (Queensland) and to
New Zealand from Hobart (Tas-
mania) will be discontinued fol-
lowing traffic declines on both
of these routes.
Annual losses of about AS3.3
million ($2.5 million) on
Hobart as well as "several mil-
lion dollars" annually on
Townsville services, prompted
the Qantas move.
Townsville-Auckland pas-
senger use dropped to around
30% and Singapore/Bangkok to
49%. Qantas is the only carrier
servicing either port.
While slashing loss-making
routes, Qantas has increased
services to Hong Kong, Japan
and Bangkok and the two
Townsville services will now
operate from Cairns, 280km

(150nm) to the north, where
traffic has increased by 72%
over the past three years due to
growth in tourism.
Qantas is negotiating with
domestic airlines for connec-
tions to Townsville and Hobart.
Coinciding with the Qantas
announcement, Thai Interna-
tional announced it is to drop
its Bangkok-Cairns services on
1 March — it is not known if
the decisions are linked.

The series of new joint agree-
ments between Qantas and Air
New Zealand are designed to
consolidate against US "mega-
carriers", says Qantas chief ex-
ecutive John Ward. They in-
clude an increase in trans-
Tasman code/capacity sharing,
rationalisation of Boeing 747/
767 engine overhauls, and
closer commercial ties.
Air New Zealand will also
buy capacity on Qantas' Sydney-
Los Angeles direct service, and
Qantas will share Air New Zeal-
and's Melbourne-Auckland-Los
Angeles operations. •

Sinking schedule
hits Kansai

J

apan's Kansai International
Airport company has con-
firmed that the project is now
15 months late and will not be
in operation before 1994.
The man-made island in
Osaka Bay, on which the airport
is being built, is sinking. The
company started work on the
project in January 1987, and has
completed nearly 70% of the
land reclamation. The terminal
site alone, however, is sinking
at about 10cm a month.

At ¥1.5 trillion ($1,145 mil-
lion), the first phase of Kansai's
construction cost 50% more
than the original estimate, and
interest at 6% on a loan of ¥00
billion tots up another ¥120mil-
lion a day — ¥42billion a year.
The company had planned to
make a profit in the fifth year of
the airport's operation and pay
dividends in the ninth. It is now
seeking loans, principally from
the Japanese Finance Ministry,
to keep its head above water. P

ILFC adds three

new customers

to portfolio
I

nternational Lease Finance
Corporation (ILFC) has won
lease contracts from three new
customers — THY Turkish Air-
lines, Mexicana and Cayman
Airways —among new agree-
ments covering a total of 28
aircraft valued at $806 million.
The business involves six new
Airbus A320-200s, eight new
Boeing 737-400s and a new
767-300ER, as well as used air-
craft, including nine Boeing
737-300s, a 737-200, a Mc-
Donnell Douglas MD-83 and
two BAe One-Eleven 300s. ILFC
owns 107 aircraft valued at
$4,000 million.
THY has contracted to lease
six new 737-400s, one for de-
livery in May 1992, two in early
1994 and the remainder 12
months later. The contract runs
for ten years.
Mexicana is scheduled to re-
ceive two leased Airbus A320-
200s in November 1992 and
April 1993, replacing 727s. The
seven-year lease includes a spare
1AE V2500 engine. Cayman Air-
ways has taken a 12-year lease
on a Boeing 737-400 for deliv-
ery in January 1992.
Canadien Airlines Interna-
tional is leasing four A320-200s
and two spare CFM56-5 en-
gines. The aircraft are scheduled
for delivery between March
1992 and June 1993. Until the
A320s arrive, Canadien has
leased Boeing 737-200s.
Four used Boeing 737-300s,
delivered to Spain's Viva Air in
November 1990, have been
leased for four years. Chile's
Ladeco Airlines has leased a
Boeing 737-200 for five years,
with delivery set for October
1991 and has taken delivery of
two BAe One-Eleven 300s previ-
ously leased to Dan-Air Serv-
ices.
Fiji-based Air Pacific is to
lease a Boeing 767-300ER from
September 1994. It will join a
-200ER leased from ILFC joint-
venture company Pacific Qcean
Leasing.
Two used Boeing 737-300s
have been leased by America
West for ten years. p

FLIGHT INTERNATIONAL 2 - 8 January, 1991