

Delta substitutes 767s for its long-haul L-1011s

GRAHAM WARWICK/ATLANTA

DELTA AIR LINES is to replace Lockheed L-1011s used on transatlantic services with additional Boeing 767-300ERs. The airline has also cancelled all its outstanding orders and options on Boeing 737-300s. The carrier says that its capital expenditures "...do not materially increase, but delivery schedules and aircraft types will change" under its amended agreement with Boeing.

Delta operates 16 767-300ERs and already has five more on order

and seven on option. The airline has agreed to order a further 12 -300ERs, for delivery in 1997 and 1998, and to take another seven options, making a total of 17 on order and 14 on option. Delta's existing -300ERs are powered by Pratt & Whitney PW4000s, but an engine for the new aircraft has yet to be selected.

The 767 twinjets will replace 19 L-1011 tri-jets used on transatlantic routes. These aircraft will be reconfigured and re-allocated to replace older L-1011s in Delta's 55-strong domestic fleet. Delta is

evaluating the types and number of aircraft which will replace the domestic L-1011 fleet, but will give no timescale for a decision.

The airline has cancelled orders for 52 737-300s scheduled for delivery over the next ten years, plus options on a further 56. Delta operates 13 -300s, plus 54 -200s which will remain in service for the foreseeable future. The carrier also operates 11 McDonnell Douglas MD-90s (which it points out are similar in capability to the 737s) with 20 more of the aircraft on order, plus 86 on option. □

Ryanair rebuffed by Irish Government

RYANAIR, THE independent low-fare Irish airline, is to reassess its expansion plans for Dublin following the rejection by the Irish Government of its plan for a second city airport at Baldonnel's Casement Aerodrome, now used by the Irish Air Corps.

Chairman Tony Ryan had proposed the move to counter what he claims are "the exorbitant charges" being levied at Dublin by airport operator Aer Rianta.

Irish transport minister Michael Lowry considers, however, that it "...would not be in the interests of the aviation sector or of the economy generally".

While Ryan may have lost the argument, he nevertheless secured a significant concession. Shortly before the minister's announcement, Aer Rianta outlined a partial restructuring on landing charges, which include 90% reductions for aircraft on new routes for the first two years, and the waiving of overnight parking charges.

Nevertheless, while Ryanair remains firmly committed to Ireland, it plans to review its expansion of Dublin services may place increased emphasis on UK and European routes from Stansted. □



The most famous airline name could soon be back in the air

Pan Am plans to rise from the ashes

MARTIN SHUGRUE, the ex-chief operating officer of Pan American World Airways, plans to relaunch the airline. Shugrue and former US Undersecretary of Commerce for Travel and Tourism Charles Cobb have lined up \$30 million in start-up capital from a consortium of investors.

The airline, the world's most illustrious carrier for most of its 65-year history until forced into bankruptcy in 1991, plans to operate three leased Airbus A300s on low-fare, full-service, flights linking New York, Los Angeles, San Francisco, Chicago and Miami. San Juan and other destinations will be added later. The airline plans to operate eight A300s by the end of its first year.

Shugrue will be president of the new airline. He was also vice-chairman of the original Pan Am, is a former president of Continental

Airlines and oversaw the liquidation of Eastern Airlines. Cobb's company acquired the Pan Am name, logo and related assets in 1993 for \$1.3 million.

Vital to the plan is a series of the "Pan Am Alliance" — marketing and scheduling agreements with medium-to-small foreign carriers which do not already have links with US airlines. The plan calls for advance purchases of seat blocks on Pan Am flights by Alliance members, providing an international feed to bolster the airline's domestic traffic. Shugrue says that foreign carriers have already agreed to buy \$25 million worth of tickets in the first year.

Shugrue says that the new Pan Am will offer first-class service at coach fares, coach-class service at fares 25-30% below standard fares, and a frequent-flyer programme. □

NEWS IN BRIEF

■ APIC PICKED

Air Jamaica has selected Auxiliary Power International's (APIC) APS 3200 auxiliary power unit for four Airbus A320s on order.

■ JORDAN APPROVED

Jordan has been re-assessed as fully compliant with international safety-oversight rules (Category 1 status) after making improvements suggested by the US Federal Aviation Administration's International Aviation Safety Assessment programme.

■ BWIA TO BRAZIL

BWIA international Airlines has launched a weekly McDonnell Douglas MD-83 service from Trinidad and Barbados to Sao Paulo, Brazil, fulfilling a primary goal of its privatisation plan. It will use larger aircraft, or add frequencies for the new market.

■ MIDWEST EXPANSION

Midwest Express is studying the addition of 30-seat regional turboprops to its fleet of 19-seat Beech 1900s and larger McDonnell Douglas DC-9s and MD-88s. The Milwaukee, Wisconsin-based airline is due to add two MD-88s this year.

■ HONEYWELL/CMC DGPS

Canadian Marconi (CMC) has teamed with Honeywell to develop airborne and ground-based global-positioning-system (GPS) receivers for the latter's SLS-2000 satellite landing-system. CMC will provide airborne differential GPS sensors and ground-based remote satellite-measurement units.

■ CAL/CAL CODE SHARE

Continental Airlines has signed a codesharing deal with Taiwan's China Airlines providing services between the USA and Latin America and Asia, via Houston, San Francisco and Taipei.