

## MARKETPLACE

**++ British Airways** regional partner **Maersk Air** has ordered two additional **Bombardier Canadair Regional Jet (CRJ) Series 200LRs** for delivery in early 1999. The move marks a continuation of the company's BAC One-Eleven replacement programme, which began late last year with an order for three CRJ-200s. **++ Alaskan carrier Taquan Air** will this month take delivery of two 19-seat Jetstream 32EPs from **British Aerospace Asset Management - Turboprops**, for a new scheduled airline operation, AirOne. It plans to start a regional service in south-east Alaska on 1 May. AirOne will serve Juneau, Ketchikan and other large communities in the area. **++ Southwest Airlines** has agreed to acquire three Boeing 737-300s formerly operated by the now defunct **Western Pacific Airlines**. The aircraft will be acquired from two lessors. **++ United Express** regional carrier **Atlantic Coast Airlines (ACA)** has confirmed five conditional orders for Bombardier CRJs, taking the number on firm order to 23. The new aircraft will be delivered in 1999. **++ Tulsa, Oklahoma-based charter carrier Omni Air International** has purchased two 370-seat McDonnell Douglas DC-10-30s from **Condor**, for delivery in November 1998 and June 1999. **++ Kitty Hawk** has leased two Boeing 747-200 combis acquired from **Middle East Airlines (MEA)** back to the Lebanese carrier for passenger service because of delays in converting them to freighters. Boeing should complete conversion of the first of three ex-MEA 747s in April, rather than February as planned. Others will follow in June and September. **++ Thai Airways International** has sold its fleet of three McDonnell Douglas DC-10-30ERs to **Fortis Aviation**. The aircraft are believed to be destined for **Northwest Airlines**. **++ Malaysia Airlines** has sold its last Airbus Industrie A300B4 to an undisclosed purchaser, and the airline is also seeking buyers for its four DC-10-30s.

## R-R studies -535 derivative

IAN SHEPPARD/LONDON

**ROLLS-ROYCE (R-R)** is studying the development of a major RB.211-535 derivative which it believes could offer an 8% reduction in specific fuel consumption (SFC) by incorporating the core being developed for the new Trent 500.

The -535 is available on the Boeing 757 and Tupolev Tu-204. The new version would be available on these airframes and also for future twin engine aircraft.

The engine manufacturer is believed to have informed existing -535 powered 757 operators that it could introduce the core of its Trent 500 into the existing engine in the same way that the Trent 700 core has been used and certificated for the RB.211-524G/H-T to power the Boeing 747-400. The 236-276kN (53,000-62,000lb)-

thrust Trent 500 is being developed for the Airbus A340-500/600 and is due to enter service in early 2002. R-R says that it is unlikely to offer a reworked -535 earlier than this.

A source at British Airways, which has a large fleet of 757s, says: "There is much interest from our side," although it is sceptical that an 8% SFC reduction is possible.

R-R is yet to decide whether to develop a new fan system. R-R's director of engineering at the Derby, UK-based commercial engines division, Mike Howse, speaking at a Royal Aeronautical Society lecture at Cranfield University following the launch of the R-R-backed university technology centre in early March, said the core could be used "...with or without a new fan system".

Howse also re-affirmed the company's commitment to the three spool concept upon which all

of its large engines now revolve. He thinks, however, that the concept is not applicable "below about 30,000lb thrust".

He continued: "I believe our future large engine will be a conventional three-spool."

Howse also rejected the idea that ultra high bypass engines are the way forward. He outlined "further developments" which were still possible, including an overall pressure ratio of 60 (compared with 40 now) and a 360°C higher turbine-entry temperature - with a bypass ratio of 10:1 - and "innovative" containment and mounting systems to give airlines "a 15% benefit in operating cost".

Howse added that the company was aware of the need to introduce new technology slowly.

"The skill will be applying it when and where the customer requires," he said. □

## Maersk takes Europe's first Boeing 737-700

**MAERSK AIR** is in talks with Boeing over contractual penalties after taking delivery of its

first Boeing 737-700 five months later than originally scheduled, on 2 March. The US manufacturer

met problems in certification of the type, including unexpected snags with the horizontal stabiliser.



European first: Maersk's 737-700 has arrived, but five months late

The Copenhagen airline is expecting to take delivery of a further two -700s "in the next two months", with the remainder of its 12 aircraft to follow between 1999 and 2002. Maersk apparently intends to take its six options, as well as the six aircraft on firm order, but has yet to decide when.

The new aircraft will be based in Copenhagen and are to be used to operate charter flights "primarily for Danish tour operators". □

## UPS develops people carrying package for charter companies

**UPS** AIMS to double the number of weekend charter passengers it carried last year under contract to US cruise lines, tour operators and professional sports organisations.

The carrier, better known for transporting parcels than people, is conducting charter flights with five Boeing 727-100 freighters, modified to accept a quick conversion kit for passenger flights.

The carrier says that freighters

can be converted to carry 113 passengers in as little as 4h. The kit was developed by UPS, Boeing and Pemco Aeroplex, which holds the supplemental type certificate.

Many UPS aircraft only fly for 2h daily, and the charter initiative is one of several being undertaken to further make use of its assets.

UPS carried more than 54,000 passengers on 300 trips last year, despite a strike which shut down flight operations for two weeks and

a four month delay in beginning the passenger service. It aims to double the number of trips this year, keeping the 727-100s flying throughout the weekend. UPS has 46 additional 727s that could be converted for passenger flights.

Flight attendants are provided by Denver's Inclusive Solutions. UPS officials say several other cargo carriers may begin similar operations using passenger-only leased aircraft. □