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This photo:
Sunset Departure.
(Wouter Plaetinck)

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THE TEAM

Tony Dixon
Editor

Barry Woods-Turner
Assistant Editor

Craig West
Assistant Editor

Mark Nicholls
Contributing Editor

Steve Donovan
Group Art Editor

Andy O'Neil
Art Editor

Andy Mason
Advertising Manager

Danielle Tempest
Production Controller

Sue Blunt
Production Editor

Carol Randall
Norman Wells
Sub-Editors

This month's 'Welcome' is actually a farewell from me as Editor. After more than 14 years at the helm of *Airliner World*, I am going into semi-retirement and handing over to the 'new' team. From the June issue, Mark Nicholls (Editor of our sister magazine *Airports of the World*) becomes Brand Editor, Craig West steps up to the Associate Editor spot and Barry Woods-Turner moves into the News Editor hot-seat. They will be aided by Richard Benedikz, a qualified pilot and aviation writer. But it is not quite 'over and out' from me as I'll still be involved with the magazine producing regular articles and other features – as Contributing Editor.

I would like to say a big thank you to all of our contributors over the years who have helped establish *Airliner World* as – in my humble opinion – the world's best commercial aviation magazine. My gratitude also goes to past editorial

members – Chris Penney and Richard Maslen – and, of course, the current team mentioned above.

I look forward to joining the *Airliner World* stand at upcoming shows – including the enthusiast events at Gatwick and Manchester. Who knows, that person next to you taking pictures at the end of the runway may just be me!

Tony Dixon
Editor



Cover photo: Ethiopian Airlines Boeing 787-8 Dreamliner, ET-AOR (c/n 34746).
(AirTeamImages.com/Noam M)



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PRODUCTION
Production Manager Janet Watkins

MARKETING
Marketing Manager Martin Steele

EXECUTIVE CHAIRMAN
Richard Cox

MANAGING DIRECTOR & PUBLISHER
Adrian Cox

EDITORIAL & ADVERTISING OFFICES
Airliner World, PO Box 100, Stamford, Lincs,
PE91XQ, UK. Tel: +44 (0)1780 755131
Fax: +44 (0)1780 757261

EMAIL: airlinerworld@keypublishing.com
WEB: www.airlinerworld.com

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SUBSCRIPTIONS
Subscriptions Manager Roz Condé
Subscriptions Department,
Airliner World (ISSN: 1465-6337), is published monthly by, Key Publishing Ltd, PO Box 300, Stamford, Lincs, PE9 1NA, UK. Telephone: +44 (0) 1780 480404 (0900 - 17.30 GMT Mon - Fri)
Fax: +44 (0) 1780 757812.
E-Mail: subs@keypublishing.com

Airliner World is distributed in the USA by Mail Right Int., 1637 Stelton Road B4, Piscataway, NJ 08854. Periodicals Postage Paid at Piscataway, NJ and additional mailing offices.

Readers in USA can place subscriptions by visiting www.airlinerworld.com or by

calling toll free 800 676 4049 or fax 757 428 6253 or by writing to *Airliner World*, 3330 Pacific Ave, Ste 500, Virginia Beach, VA 23451-9828

POSTMASTER: Send address changes to: *Airliner World*, Key Publishing Ltd C/o Mail Right International Inc. 1637 Stelton Road B4, Piscataway NJ 08854

DISTRIBUTED (UK) BY: Seymour Distribution Ltd, 2 Poultry Avenue, London EC1A 9PP. Tel: 020 7429 4000 Fax: 020 7429 4001

PRINTED IN ENGLAND BY: Warners (Midland) plc, Bourne, Lincs. UK



The average sale for the period Jan - Dec 2013 was 35,724 copies monthly

Malaysian Airlines MH370

The Story So Far

THAI SATELLITE operators had detected 300 objects in the Southern Indian Ocean during the search for a missing Malaysian Boeing 777-200ER, as *Airliner World* went to press.

Flight MH370 was carrying 227 passengers and 12 crew when it disappeared without trace on March 8. Twelve days later, unidentified items floating in the ocean were spotted by international satellites – still with no confirmation they were from the missing airliner. The cause of the airline's disappearance remains a mystery although terrorist links have been discounted following background checks into passengers and crew. Malaysian Prime Minister Najib Abdul Razak said in a statement on March 24, based on new data from the UK Air Accidents Investigation Branch and British satellite telecommunications company Inmarsat: "[We] have concluded that MH370 flew along the southern corridor, and that its last position was in the middle of the Indian Ocean west of Perth". He went on: "This is a remote location, far from any possible landing sites. It is, therefore, with deep sadness and regret that I

must inform you that, according to this new data, flight MH370 ended in the southern Indian Ocean."

The aircraft departed Kuala Lumpur at 12.41am local time on March 8 for Beijing. It last made contact with air traffic control at 1.19am local time before the transponder – a device that identifies aircraft on air traffic control radar – signal was lost at 1.22am.

Australian-led search efforts – supported by New Zealand, the United States, Japan, China and the Republic of Korea – to find the missing aircraft were hampered at times by deteriorating weather.

Earlier analysis of the last communication had placed the aircraft on one of two "corridors" – a northern route from Thailand through to the border of Kazakhstan and Turkmenistan, and a southern course from Indonesia to the southern Indian Ocean.

Several "pings" from the aircraft's ACARS (Aircraft Communications Addressing and Reporting System) – a digital system for transmitting short messages between aircraft and ground stations via satellite – were picked up by satellites four hours after the aircraft



Satellite imagery provided to Australian Maritime Safety Authority (AMSA) of objects that may be possible debris of the missing Malaysia Airlines Flight MH370 to the south east of the original search area. (Australian Maritime Safety Authority)

disappeared. The last confirmed signal between the aircraft and a satellite came at 8.11am Malaysian time – 7.5 hours after take-off.

Malaysian authorities confirmed the aircraft turned back, flying in a west-

erly direction back over the Malaysian Peninsula before turning northwest. The search expanded to the South China Sea and Strait of Malacca and was initially focused on the Gulf of Thailand. (Photo Seth Jaworski)



THE UK Government has outlined plans to simplify its controversial Air Passenger Duty (APD) from 2015. The tax, which applies to all flights departing from the UK, is currently divided into four bands and is calculated per passenger based on the distance flown, ranging from £13 for those travelling less than 2,000 miles in Economy Class to £188 for Premium Class passengers flying more than 6,000 miles.

Chancellor of the Exchequer George Osborne announced in his 2014 Budget Statement that this duty will be simplified and reduced for long-haul destinations in an effort to boost trade with countries such as China. The changes, which enter force on April 1, 2015, will cap the tax at the equivalent of Band B - £71 for Economy and £142 for Premium. However, the duty will rise six-fold for passengers flying on private business jets. The change has been broadly welcomed by British carriers, with a statement from Virgin Atlantic reading: "A two-band APD rate is a very welcome simplification to remove some of the biggest distortions of the current system, which the Chancellor himself admitted is crazy and unjust. The government has rightly recognised the damage APD is having on exporters



and the travelling public alike."

However, International Airlines Group (IAG), parent of British Airways and Iberia, dismissed the simplification as "window dressing" while International Air Transport Association senior vice president for

airport, passenger, cargo and security Thomas Windmuller told *The Telegraph*: "APD remains an ugly beast that is a menace to the UK's competitiveness. It needs a drastic haircut, not a trim to its outer extremities." (Photo Key - Craig West)

ETS Revision Planned

THE EUROPEAN Union (EU) has outlined provisional arrangements to exempt long-haul flights from its Emissions Trading Scheme (ETS) until 2016. The 'cap and trade' system, which was introduced on January 1, 2012 and is intended to reduce carbon emissions, was strongly opposed by China, Russia and the US among others, leading to its temporary suspension for international flights to and from the EU (see *Airliner World*, January 2013).

With this "gesture of good faith" due for review, moves are now afoot to extend the arrangement until 2016 though the provisional changes have already been rejected by the European Parliament's environment committee. However, the proposal was expected to be presented to the main parliament for vote in early April. Without approval, the original law would apply, reinstating the requirement for operators to monitor, report and verify emissions, and surrender carbon allowances for all international and intra-community flights - which risks a new outbreak of trade threats.

Etihad Suspends Cambridge Ops

SWISS REGIONAL carrier Etihad Regional has suspended its services from Cambridge Airport, UK, just months after they were launched. The airline, a subsidiary of Abu Dhabi-based Etihad Airways, had linked the

east of England facility with Amsterdam and Geneva until March 30, with connections to Milan and Paris having been axed a month previous due to poor demand. Etihad Regional will, however, introduce

a new service to Verona from May 2014 in partnership with an unnamed UK tour operator.

Meanwhile, the Swiss airline had recently taken delivery of the first of four ATR

72-500s, HB-ACB (c/n 662), on lease from Nordic Aviation Capital. The former Air Dolomiti aircraft is expected to operate on routes from Geneva to Bordeaux, Rome and Toulouse.

Gatwick Expansion Gathers Momentum



LONDON'S GATWICK Airport is to hold a six-week consultation process with local communities as part of the planning process for a future second runway. Expansion of the facility, which lies around 30 miles (48km) south of the capital, was one of three options shortlisted by Sir Howard Davies in the Airports Commission's recent interim report on future capacity in the south-east (see *Airliner World*, February 2014). Gatwick was expected to have launched

its public consultation on April 4 and will seek views on the three options it submitted to the Commission last year. All three options are based around building a new runway, either 0.36 miles (585m) or 0.65 miles (1,045m) south of the existing facility with differing arrangements for either simultaneous or independent arrivals and departures. Gatwick CEO Stewart Wingate has also outlined a proposal to compensate households affected by the planned

expansion, with the airport offering to pay around £1,000 a year. Wingate highlighted that environmental issues "are at the centre of the debate about runway capacity in the South East and noise reduction, mitigation and compensation are therefore at the heart of our expansion plans." He added: "Under the scheme, we are pledging £1,000 towards Council Tax for qualifying households [estimated to be 4,100] in the local area, if and when a second runway became operational."

Meanwhile, the airport has launched its 'Gatwick Obviously' promotional campaign with the support of leading architect planner Sir Terry Farrell who said: "I have no doubt that with a second runway, Gatwick will deliver more balanced, and more widely spread, economic growth for London and the South East. Expansion at Gatwick could do for South London and the wider region what the Olympics did for East London and give a huge boost in terms of jobs, housing and regeneration." (Photo Farrells via Gatwick Airport)

Right on Time

BMI REGIONAL has picked up the award for 'most punctual scheduled airline in the UK' for the ninth consecutive year. Data provided by independent website *flightontime.info*, which is used by the Civil Aviation Authority (CAA) to assess punctuality, shows that the carrier achieved an on-time performance of over 92% during 2013.

"As we continue to develop and expand our network, punctuality is an enduring priority for us," bmi regional CEO Cathal O'Connell remarked. "Being named for the ninth consecutive year as the most punctual scheduled airline in the UK is testament to the commitment and hard work of our teams on the ground and in the air who never lose sight of our customers' needs."

Texas Calling

BRITISH AIRWAYS (BA) has launched a new direct flight from its London/Heathrow-base to Austin, Texas. The US destination is the third to be served by the carrier's new Boeing 787 Dreamliners after Toronto and New York/Newark. It

plans to introduce the type on links to Calgary, Chennai, Chengdu, Hyderabad and Philadelphia later this year.

Speaking at the launch of the Austin service, Texan supermodel Jerry Hall said: "I live in London but a piece of my heart will

forever be in Texas. Austin is a wonderful city, full of culture and life and I'm delighted that there is now the opportunity for visitors to fly there in style with BA and to discover for themselves how wonderful Austin is." (Photo British Airways)



GERMAN NATIONAL carrier Lufthansa has launched a Premium-Economy product, its first wholly-new offering in 35 years. The concept, which will be available from November initially on the airline's Boeing 747-8 Intercontinentals, was unveiled at the recent ITB tourism fair in Berlin and is part of a wider €3 billion service investment.

"Our Premium Economy Class will create a completely new travel experience that combines affordability with greater comfort. The seats offer up to 50% more room than Economy Class and will position us in a premium segment within the international competitive environment," said Lufthansa's head of sales, product and marketing Jens Bischof.

The new seats, which are 1in (3cm) wider than the standard Economy offering, include a large centre console with individual armrests and have a seat pitch of 38in (97cm), giving passengers around one and a half times more space than in Economy. Lufthansa plans to install 3,600 of these seats on all 106 long-haul aircraft by the end of next year, starting initially with the 747-8i, followed by the Airbus A340 and A380 fleets. (Photo Lufthansa)

Lufthansa Expands Premium Offering



Stobart Lands Flybe Deal

FLYBE HAS agreed a five-year franchise contract with newly renamed Irish carrier Stobart Air (formerly Aer

Arann – see 'In Brief'). The deal, which enters force on June 5, will see the latter repaint two of its ATR turboprops into

the Flybe livery and operate the aircraft from London/Southend to destinations across mainland Europe.

in brief

British Airways has reached a deal with Humberside-based JetXtra to operate the virtual carrier's scheduled flights to Alicante and Palma de Mallorca this summer. The airline, which leased a Boeing 717 from Spanish carrier Volotea last year, will use one of BA CityFlyer's Embraer E-Jets from May 24.

Irish regional carrier Aer Arann has been renamed **Stobart Air** to better reflect the identity of its controlling shareholder, the Stobart Group. The airline is aiming to become a specialist in franchise and contract flying on behalf of major European carriers and, in addition to its operations as Aer Lingus Regional, has recently agreed a deal with Flybe (see related news story).

Warsaw-based **EuroLOT** is reportedly on the verge of agreeing a wet-lease deal for LOT Polish Airlines' newest Boeing 787-8 Dreamliner, SP-LRF (c/n 35942). According to local news reports, the national carrier has been actively marketing the aircraft to other operators, believed to include Turkish Airlines. It is anticipated a deal with EuroLOT will see the Polish regional carrier launch services to South East Asia as part of a larger restructuring of the state-owned airline. (Photo LOT Polish Airlines)



Scottish carrier **Loganair** has taken delivery of its first Saab 2000. The former Braathens Regional aircraft, G-LGNO (c/n 13), is one of three examples due this year and will be used on services from Aberdeen to Sumburg in the Shetlands.

Borajet has concluded a deal to acquire five Embraer 190s (with options on a further three) on lease from GE Capital Aviation Services. The agreement is believed to include the three former flynas E-Jets currently stored in Riyadh.

UK air traffic control provider **NATS** handled 146,005 flights during February, an increase of 1.9% over the same period in 2013. It added that domestic traffic fell by 4.7%, though 'Non-Transatlantic Overflights' and 'Non-Transatlantic arrivals/departures' grew by 3.8% and 3.6% respectively.

Airliner World

is looking for additional regular contributors from around the globe, so if you have photographs, news stories or articles covering modern or historic commercial aviation subjects, we would love to hear from you. Please contact the editorial team at **airlinerworld@keypublishing.com**

Another Saab for Eastern

EASTERN AIRWAYS has acquired another Saab 2000, increasing its fleet to nine examples. The turboprop, G-CIEC (c/n 037), was previously flown by Swiss carrier Darwin Airline as HB-IZU.

"The Saab 2000 is an extremely flexible aircraft that can operate on both short and longer runways, and is ideally suited to our charter services for the oil and gas industry," Eastern Airways managing director Paul Alcock said. He added that the type will also be used on scheduled and ad-hoc services.



Irish low-cost carrier Ryanair has repainted Boeing 737-8AS logojet, EI-DCL (c/n 33806), into this revised 'Boeing Dreamliner' livery. It is pictured at Manchester in early March. (Nik French)

Romeo, Romeo...

easyJet has repainted Airbus A319-111, G-EZBI (c/n 3003), in special William Shakespeare-inspired markings. The aircraft has also been appropriately renamed 'Romeo Alpha Juliet'.



Blue Bird



Bucharest-based Blue Air has added much-travelled Boeing 737-4Q8, YR-BAR (c/n 25371), to its fleet. The 1992-vintage aircraft, which wears the Romanian low-cost carrier's new livery, had most recently served with Sky Airlines of Turkey. (Fabrizio Berni)

A Bleak Future for Manston?

TROUBLED MANSTON Airport has informed its staff that it could be facing closure. The facility, marketed as Kent's International Airport, was acquired by Stagecoach Group founder Ann Gloag for a nominal £1 last October but, according to CEO Charles Buchanan, now has daily losses in excess of £10,000.

A spokesman for Manston said: "Following a meeting with staff today, Wednesday March 19, we can confirm we have commenced a process of consultation over the possible orderly closure of the airport." The 45-day consultation is believed to have been prompted in part by the

recent collapse of talks with Irish low-cost carrier Ryanair. Meanwhile, sole passenger operator KLM Cityhopper will suspend its twice daily services from April 10, barely a year after they were launched, citing "continuous uncertainty surrounding the future of the airport."

However, a potential buyer may be in the pipeline with Roger Gale, Conservative MP for Thanet North telling the BBC: "I have met the potential buyer, but in order for there to be a deal, there has to be a willing buyer, an agreed price, agreed terms and a willing seller."

Italian Promotion



Alitalia's Airbus A320-216, EI-DSM (c/n 3362), now wears these eye-catching markings to promote Calabria. The image on the rear fuselage is of one of the two Riace Warrior bronze sculptures, widely considered to be symbols of the Italian region. (Karl Nixon)



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Many of the aircraft made more than one trip to Edinburgh, returning empty to France to collect more supporters. Europe Airpost Boeing 737-73V, F-GZTD (c/n 32418) is pictured departing to Paris/Charles de Gaulle. (Chris Melaisi)



Snapshot French Rugby Invasions

Two away games for the French rugby union team and their fans brought an influx of visitors to Cardiff and Edinburgh airports in February and March



Most of the aircraft involved were Airbus A320 or Boeing 737 sized. However, French carrier Corsair did send Airbus A330s to both matches. (Phil Woods)



Supporters came to Edinburgh from all over France. This Air Explore Boeing 737-4Y0, OM-CEX (c/n 25178), arrived from Pau Pyrénées Airport. (Chris Melaisi)



Boeing 737-86J, SP-ENW (c/n 28073), of Enter Air brought supporters to a wet Cardiff. The aircraft was acquired from airberlin in July 2012. (Phil Woods)



Founded in 2003, Calima Aviación is a Gran Canaria-based charter and ACMI lease carrier using this Boeing 737-436, EC-LTC (c/n 25349). (Phil Woods)



Palma-based Spanish charter carrier Alba Star used this Boeing 737-408, EC-LAV (c/n 24352), on a flight to Edinburgh from Lyon/Saint Exupéry Airport. (Chris Melaisi)



SmartLynx of Latvia leased this Airbus A320-214, YL-LCL (c/n 0533), to new charter carrier Windavia in October 2013, with operations starting in December. (Phil Woods)



One of the few operators of the type in Europe, Spanish low-cost carrier Volotea flew this Boeing 717-2BL, EI-FBJ (c/n 55177), to Edinburgh from Bordeaux-Mérignac Airport. (Chris Melaisi)



Ukraine Crisis Hits Air Services



Atlasjet Ukraine, a new subsidiary of Antalya-based Atlasjet, is planning to start services from Ukraine to Turkey on May 1, but has said it may delay its launch in light of the current political unrest. The carrier has, however, recently taken delivery of former Donbassaero Airbus A320-233, EI-FBA (c/n 733). (Tamás Martényi)

UKRAINE INTERNATIONAL Airlines has scaled down its domestic operations amid political unrest in the country. It is one of several carriers to have reduced its presence in the crisis-stricken nation as tensions between Ukraine and Russia continue to escalate with both Scat Airlines and Air Astana having also reduced the frequency of services. Meanwhile, Kiev-based Wizz Air Ukraine has blamed the disruption

for its decision to delay delivery of its fifth Airbus A320. The low-cost carrier was proceeding with plans to launch a new base at Lviv in late April and has continued to operate a full schedule during the unrest. General Manager Akos Bus told *Airliner World*: "The airport at Zhuliany [Kiev] was stretched to capacity with many passengers trying to leave the city. This was compounded by an increase in immigra-

tion and security checks. The main issue for us was not at the airport but getting to and from Zhuliany, which is only [5 miles] 8km from the centre of the protest. Despite the turbulence in the city, my team did an excellent job in ensuring the safety of our passengers and staff. I am proud to say Wizz operated a full service during this crisis and I am proud of my crew." (Martin Foley)

Yamal Opts for Airbus

YAMAL AIRLINES has outlined plans to replace its ageing Boeing 737s with Airbus A320 Family aircraft. The Russian carrier currently operates seven of the European-built jets (with two A321s on order) but will increase its fleet to 20 examples as the 737s are phased out.

Yamal Airlines CEO Vasily Kryuk noted the Airbus aircraft were more efficient than their US counterparts but were not ideal for the carrier's operations in northern Russia: "Unfortunately Airbus airliners also have some weaknesses. These aircraft encounter some problems at low temperatures," he said, adding that the extreme cold was "a serious test for the jet's electronic devices, water system and other equipment."

The carrier is also believed to be considering an order for the domestically-produced Irkut MS-21 twinjet.

Superjet Redeliveries



Another of the former Aeroflot 'light specification' Superjet 100s, RA-89003 (c/n 95011) has recently been delivered to the Russian Ministry of the Interior. It carries the new registration RF-89151. (AirTeamImages.com/Artyom Anikeev)

RUSSIAN OPERATOR Centre-South Airlines has acquired the first of two Sukhoi Superjet 100s (SSJ100). The former Aeroflot aircraft, RA-89004 (c/n 95012), is configured in an 87-seat, two-class layout and will operate under a lease agreement for AtlasJet, performing private and corporate charter flights to destinations across Russia and Europe. The jet was ferried from the manufacturer's delivery centre

at Zhukovsky to nearby Moscow/Sheremetyevo Airport on March 21 with a second example expected by the end of the month. The SSJ100s are part of an initial batch of ten delivered to Aeroflot from 2011 and configured in a 'light specification'. The aircraft, which are being replaced by 'full specification' examples, are now being returned to Sukhoi for upgrade and then remarketing.

New Carrier for Kazakhstan

AIR KAZAKHSTAN is the name of a new domestic airline planning to launch services early next year. The Almaty-based company, which will acquire an eventual fleet of ten Bombardier Dash 8-Q400s, is expected to operate alongside flag carrier Air Astana.

Speaking after a meeting with Bombardier CEO Pierre Beaudoin, Kazakh President Nursultan Nazarbayev said that his nation was pursuing a contract with the Canadian manufacturer to supply planes for the new carrier. The joint venture will also cover local pilot training as well as maintenance, repair and overhaul specialists.

Umirzak Shukeyev, head of Samruk-Kazyna, the sovereign wealth fund, told Reuters: "We must register the

new company by May, attract an operator – and we already know who it will be – buy these planes and deliver them by the end of this year. We will probably start flying early next year."

Air Astana President Peter Foster added: "We have been involved in discussions about the formation of a regional airline with our majority shareholder, Samruk-Kazyna, since we retired the Fokker 50 fleet last January. Many domestic airports cannot accommodate our all-jet fleet and the company needed to take steps to serve these cities with modern turboprops operating to internationally compliant standards." He added that both airlines would collaborate to develop the local market to each other's mutual benefit.

New Russia-US Links

BALTIA AIR Lines is a US-based start-up planning to launch services from New York to points in Russia, Belarus and Ukraine. The carrier – the brainchild of Latvian-born entrepreneur Igor Dmitrowsky – claims it is close to securing its Federal Aviation Administration

Part 121 Air Carrier Certificate. It is expected to ferry its sole aircraft, former Kalitta Air Boeing 747-251B, N706BL (c/n 21705), to New York/John F Kennedy imminently ahead of the introduction of direct flights to St Petersburg later this year.

Growth at Vnukovo

Moscow/Vnukovo Airport handled 722,500 passengers during February, an increase of 23.8% over the same period in 2013. The strongest growth was

from international traffic, which rose by 68.1% to 339,900. This was attributed to expansion by home-based carriers UTair Aviation and Transaero Airlines.

Turkmen Triple



Boeing 777-22KLR, EZ-A778 (c/n 42296), departs from Paine Field, Washington on delivery to Turkmenistan Airlines. The jet is the carrier's second example with the first, EZ-A777, configured in a VIP layout and operated on behalf of the Turkmenistan Government. (Joe G Walker)

Europa Charter

Rusjet's eye-catching Yakovlev Yak-42D, RA-42387 (c/n 4520424016436), was an unusual visitor to Brussels in early March. The aircraft transported the FC Anzhi Makhachkala football team to a Europa League game against FC Genk. (Michiel De Roeck)



Grozny Avia Deliveries Delayed

CHECHEN CARRIER Grozny Avia is to turn its attention to the Airbus A319 after a deal to acquire two Sukhoi Superjet 100s collapsed. The aircraft, originally destined for Laos Central Airlines, had been due for delivery to

the Russian carrier this spring. However, Grozny Avia told local press that talks had terminated because the price of the jets was too high and the manufacturer had refused to accept roubles as payment

"We had to refuse to sign the documents, because even at very low interest rates, the price for each plane was too high when paying in US dollars," the carrier's financial adviser Vladimir Burak, said.

Roaming Yak



Russian firm Belogorye has repainted its Yakovlev Yak-40, RA-88236 (c/n 9640551), in this attractive livery. The aircraft is pictured at Verona/Villafranca shortly after arriving from Chisinau, Moldova. (Fabrizio Berni)

in brief

Air Armenia was expected to have launched a new service from Yerevan to Athens from April 3, its first European destination. The twice-weekly link – operated by the flag carrier's fleet of Boeing 737-500s – will be followed by a new route to Paris later the same month.

UTair Ukraine has been awarded traffic rights to operate to destinations across Europe. The carrier – a subsidiary of Russian firm UTair Aviation – now has permission to link the Ukrainian cities of Kiev, Odessa and Donetsk to points including London, Milan, Naples and Prague.

Figures released by **Russia's Federal Air Transport Agency**, Rosaviatsia, reveal the country's airlines carried a combined 11 million passengers during the first two months of 2014, an increase of 9.7% over the same period last year.

Russian carrier **UTair Aviation** has taken delivery of its first two Airbus A321s equipped with fuel-saving Sharklet wingtip devices. The CFM56-5B-powered jets, VQ-BRT (c/n 5966) and VQ-BRS (c/n 6016), are part of the 20-aircraft order placed in 2012 with a further five examples due for delivery this year. (Photo UTair Aviation)



Aeroflot's Russian Far East-based subsidiary **Aurora** has outlined plans to acquire de Havilland Canada DHC-6 Twin Otters to serve some of the region's more remote settlements that are unable to accommodate the carrier's larger Bombardier Dash 8s. At the time of writing, the size of the order and timescale for deliveries were not clear.

Azerbaijan's air safety rating has been upgraded from category 2 to 1 following an International Aviation Safety Assessment by the US FAA. The new certification is confirmation that the Azerbaijani State Civil Aviation Authority is effectively fulfilling its safety oversight obligations as a member state of the International Civil Aviation Organisation (ICAO) in all eight critical elements. These include airfields, air traffic control, communications, personnel licensing and flight operations.

Russian flag carrier **Aeroflot** posted a profit of 7.3 billion roubles (\$203.3 million) for the year ending December 31, an increase of 41.9% against 2012. This was attributed in part to an 18.4% rise in passenger traffic to a record 20.9 million.



Qatar Logojet

Following the announcement of a new alliance between Qatar Airways and FC Barcelona, the carrier has painted one of its Boeing 777-3DZER, A7-BAE (c/n 36104), in this special colour scheme. (Marcel Vöse)

Comair Goes For The MAX



SOUTH AFRICAN carrier, Comair has ordered eight Boeing 737 MAX 8s, in a deal valued at \$830 million at list prices, marking the first of the variant to be ordered by an airline from the continent. "This investment in a fleet upgrade is fundamental to our business

strategy and is a critical component in managing our exposure to volatile fuel prices and thus minimising the impact of the fuel price on air fares," said the carrier's CEO Erik Venter. As well as being a franchise partner for British Airways, Comair controls low-

cost carrier, kulula.com, and operates on local and regional southern African routes. It currently has an all-Boeing fleet of 25 Classic and Next-Generation 737s. The new order (according to the carrier) "will support future fleet renewal and expansion." (Photo Boeing)

Seawings Expands Flights

DUBAI-BASED seaplane tour operator Seawings has launched a new air taxi service from Dubai World Central - Al Maktoum International Airport (DWC), flying clients in a nine-seat Cessna 208 Caravan seaplane to locations such as the Park Hyatt hotel next to Dubai Creek. In collaboration with fixed base operator (FBO) Jetex, the 20-minute flights will save at least half an hour travelling on the often-congested Dubai road system.

Improved Angolan ATC

AIR TRAFFIC Control services in the skies over Angola have been improved following the implementation of a new system by avionics provider SITA. The Luanda flight information region (FIR) will support aircraft using a future air navigation system (FANS) data link. The technology is being implemented by Empresa Nacional de Exploração de Aeroportos e Navegação Aérea (ENANA), the company that controls civil air traffic in Angola. The announcement heralds a new era

of air traffic management in the region in line with ICAO recommendations for improving communication, navigation and surveillance in the Luanda oceanic FIR. Signals from aircraft will result in a more accurate way for air traffic controllers and pilots in this region to communicate during flight. In addition, Automatic Dependent Surveillance - Contract (ADS-C) tracking will send aircraft positions with greater precision, in particular when radar coverage is unavailable.

flynas to the UK

SAUDI ARABIAN carrier flynas, which promotes itself as a budget carrier with added value – 'Low Cost Carrier Plus' – has announced the launch of three times weekly non-stop flights from Jeddah to two destinations in the UK. It will serve Gatwick (from April) and Manchester (from May) as part of its 'Global Flight Routes Programme'. The airline has acquired Airbus A330s, with 12 Business Class seats, to operate the services.

"The expansion of our network to include destinations that are seen as high-growth markets is a key element of our strategy to lead the airline into a new chapter of aggressive development," said Raja Azmi, flynas CEO. The UK is the first country in Europe to be served by the carrier, with planned expansion to include Paris, France; Kuala Lumpur, Malaysia; Jakarta, Indonesia; Karachi, Pakistan and Casablanca, Morocco.

Dreamliner For Kenya Airways

THE FIRST of six Boeing 787-8 Dreamliners for Kenya Airways was scheduled for delivery on April 4 – the other five are due to join the fleet in 2014. The carrier will also receive a new 777-300ER in May, with all the acquisitions forming a key part of its 'Project Mawingu' ten-year growth strategy. "Routes to Paris, Amsterdam and Beijing are among the destinations earmarked for direct flights, as we continue exploring new markets that will be instrumental in helping us achieve our objective, to contribute toward the sustainable development of Africa," Kenya Airways' CEO Titus Naikuni said.

6,000th Airbus Delivered



MIDDLE EASTERN low-cost carrier Air Arabia has acquired its 37th Airbus A320 – the 6,000th aircraft in the A320 family to be delivered by the manufacturer.

The airline has been continually expanding since it was founded and now operates from four hubs – Sharjah (UAE), Alexandria (Egypt), Amman (Jordan)

and Casablanca (Morocco) – serving 90 destinations in the Middle East, northern Africa, Europe and on the Indian subcontinent. (Photo Airbus)

Flying Hospital



Pictured at Ouagadougou, Burkina Faso in February, the Canguro Flights Aid Association operates this Fokker F27-500F, XT-AID (c/n 10615), as a flying European 'Air Hospital' in poorer African countries. (Benoît Denet)

Zambian Start Up

MAHOGANY AIR Charters (Lusaka) is a new Zambian start-up carrier that started scheduled operations on March 1. Flying from its Lusaka hub, the carrier links to Ndola, Solwezi, Livingstone, Mfuwe and Chipata using two Embraer EMB.120s – including ZS-TJB (c/n 120267).

"We are here because we feel that

Livingstone is a hub of tourism," said CEO Jim Belemu after the first flight. "We feel that we can offer another alternative or a complement to what is already here in terms of air transport." He added that the airline would partner with tour operators in Livingstone to ensure that local and international tourists were given the best services.

Growing Biofuel Crops

BOEING HAS launched an initiative with South African Airways (SAA) and the Roundtable on Sustainable Biomaterials (RSB) to expand opportunities for 'small-hold' farmers in southern Africa to grow crops that produce sustainable fuels.

"We seek to drive development of sustainable biofuel supply chains in a way that enhances our region's economic opportunity from local agriculture and energy production," said Ian Cruickshank, SAA Group Environmental Affairs Specialist. "Our joint project is a first step toward the goal of ensuring that our efforts benefit farms with not much land."

in brief

UAE-based **Etihad Airways** will increase its Abu Dhabi-Moscow services from seven flights per week to double daily on June 1, 2014, and then to triple daily from October 1, 2014. The flag carrier began operations to the Russian capital's Domodedovo airport (DME) in December 2008, and since then has carried more than 400,000 travellers. In 2013, passenger volumes rose by 36% over 2012, achieving double-digit growth for the fourth consecutive year.

As this issue went to press, the new low-cost subsidiary of Kenya Airways, **Jambojet**, was due to start operations on April 1, using a fleet of Boeing 737-300s. Initial routes from its hub at Nairobi are to Eldoret, Kisumu and Mombasa, flying under its parent's 'KQ' code.

Flag-carrier **Air Namibia** and **Lufthansa Technik** (LHT) have agreed on a Total Technical Support (TTS) contract valid until 2018, with the German maintenance, repair and overhaul specialist. In addition, LHT will take over the complex support of the customer's lease returns of its former A340 fleet.

Abu Dhabi-based **Falcon Aviation Services** has signed a Letter of Intent (LOI) to acquire a single Bombardier CSeries CS300 and has placed an option for another – becoming the first customer for the type in the UAE. The company is based at Al Bateen Executive Airport and operates corporate jets on VIP charter flights, as well as a fleet of helicopters serving the offshore oil and gas industry. (Photo Bombardier)



Korongo Airlines of the Democratic Republic of the Congo has wet-leased a Boeing 737-400, ZS-JRD (c/n 24917), from South African ACMI specialist, Safair, while its own 737-300, 00-LTM (c/n 25070), is undergoing heavy maintenance in Europe.

Qatar Airways revealed the First Class seat for its new Airbus A380 at a major tourism show – ITB Berlin – in March. "It is a landmark moment to see this fantastic new seat displayed here," said the carrier's CEO Akbar Al Baker. The unit can transform into a fully flat bed and also features a 90in (228cm) seat pitch, with a 19in (48cm) television monitor.

Honeywell's ground-based precision landing system 'SmartPath' will be installed at St Helena's first airport, which is due to open in 2016. The system augments GPS signals to aid aircraft approaches in poor weather conditions, ultimately avoiding diversions that could be extremely costly in terms of time and additional fuel burn.

First Delivery



Irish airline CityJet has sold one of its BAE Systems Avro RJ85s, EI-RJS (c/n E2365), to Air Annobón of Equatorial Guinea. The aircraft was painted at Shannon Airport, Ireland and flown to Dublin prior to delivery, at which point it will be registered 3C-MAA and named 'Mebana'. (Michael Kelly)



BVI Airways Sold

TORTOLA, BRITISH Virgin Islands-based carrier BVI Airways has been sold to a New York merchant bank, a move that has considerably bolstered the airline's capital in advance of a planned expansion of both its fleet and route network. Under the agreement's terms, the identity of the new owner was not disclosed. However, experienced industry executive Jerry Willoughby has been appointed as the airline's President

and CEO – he will join BVI Airways' co-founder and COO, Luke Smith, on the leadership team. Willoughby noted: "BVI Airways presents a unique opportunity to fund the expansion of a well-run carrier with a superb safety and compliance record, along with a reputation for excellent on-time performance and customer service." BVI Airways was founded in 2009 and launched flights in May 2010 between

the islands of the eastern Caribbean. From its hub at Terrance B Lettsome International Airport (EIS) the carrier provides scheduled passenger links to/from Antigua & Barbuda, Dominica and St Maarten using a 19-seat British Aerospace Jetstream Super 32 twin-turboprop. BVI is expanding its fleet for this summer season with the arrival of a second J32, while its existing example is in the US undergoing a comprehensive

refit programme. This includes fitting new engines, an upgraded interior and a fresh livery which will be revealed when the turboprop returns to service in April. "New aircraft will also mean more destinations," Willoughby added. "We've got exciting plans to better connect the eastern Caribbean in the coming months." (Photo AirTeamImages.com/ Jonathan Zaninger)

Western Canadian Start-up

CANADA JETLINES is the name of a proposed ultra low-cost carrier (LCC) being established by a group of aviation veterans. The company will be modelled along the lines of established LCCs such as Ryanair and Spirit Airlines and proposes to offer fares that are 40 to 60 % cheaper than those charged by legacy carriers. It is planning to launch operations in the autumn using two Airbus A319s and will focus on routes it believes are underserved in western Canada initially, before expanding eastwards and then southwards into the US. Jetlines is currently engaged in raising finance and acquiring the necessary regulatory approvals prior to its official launch.

Avianca Turboprop

Noted undergoing pre-delivery tests at the manufacturer's Toulouse facility is the latest ATR 72-600 for Colombian flag carrier Avianca. The aircraft, which is wearing its construction number 1142 and test registration F-WWEG on the rear fuselage, will be re-registered HK-5000 when it is handed over to the carrier shortly. (Key – Tony Dixon)



National Airlines Becomes a Domestic Carrier

ORLANDO, FLORIDA-based National Airlines became the United States' newest flag/domestic air carrier following approval from the Federal Aviation Administration (FAA) on February 28.

It started flying in December 1986 and has a long history of supporting government and military contracts

around the world, as well as being a charter passenger provider. Being granted US flag/domestic status authority will enable National to expand its services to include scheduled passenger flights throughout the US and across the world.

"This is nowhere more important than in the Middle East, which has

been a significant market for National Airlines in the past," commented Glen Joerger, National's president. "This is a tremendous addition to National Airlines's operating certificate reinforces our corporate commitment to serve every facet of transportation and logistics for our key customers around the world."

Southwest Benefits from Law Repeal

SOUTHWEST AIRLINES will add 15 more direct services from its Dallas Love Field (DAL) base during 2014 after the Wright Amendment is officially repealed in October. The Wright Amendment is a US federal law, in place since 1979 that restricts airlines from operating long-distance flights from DAL. This has meant that for the last 34 years Southwest has only been able to serve airports in Texas and neighbouring states, while links to the remaining 41 states were banned. All Wright Amendment restrictions are now set to expire on October 13. The new destinations will expand Southwest's network from its DAL base to 31. "The official repeal of the Wright Amendment federal flight restrictions signifies a turning point for the Southwest brand, not just in Dallas, but from coast-to-coast," said the airline's president, chairman and CEO Gary Kelly.

Panamanian Combi

Air Panama has recently repainted its first Boeing 737-3B3QC (Quick Change), HP-1796PST (c/n 26851), in the carrier's red and white livery. The aircraft is pictured at Panama City's Albrook Airport in between charter flights. (Sebastian Schmitz)



Ryan International Revival

A NEVADA-BASED company, American West Jets (AWJ) is seeking to re-launch the operations of defunct Ryan International Airlines which ceased flying in January 2013 after it had filed for Chapter 11 bankruptcy protection. AWJ was awarded ownership of Ryan International in a Nevada bankruptcy hearing on February 11 and it is now asking the US Department of Transport (DOT) to review an order it issued before the hearing revoking Ryan's air operator certificate (AOC).

Initially, the carrier wants to launch three times weekly services from Las Vegas to San Bernardino, California and to Cabo San Lucas, Mexico using Boeing 747-400s and four Lockheed L-1011-500 TriStars. In its presentation to the DOT, AWJ said its TriStar would be configured with 250 seats, while the 747s would have up to 460. The older generation types, will be flown at "very low cycle" rates, while the airline builds up its finances to upgrade to 777 airliners in two to three years' time.

JetBlue Slot Gains

JETBLUE AIRWAYS' bid for 12 slot pairs at Washington National Airport (DCA) has received provisional approval. The slots became available following the American Airlines and US Airways merger settlement with the US Department of Justice last November,

which saw both carriers agreeing to divest 52 slot pairs at DCA. In a statement JetBlue said: "The airline plans to introduce non-stop services to cities it doesn't currently fly to from DCA as well as adding more frequencies on some existing

routes." In addition to the new slot pairs, JetBlue and American have reached a separate agreement on a further eight slot pairs at DCA that the carrier has been operating on a temporary basis since 2010. (Photo JetBlue Airways)



in brief

Toluca-based **Interjet** took delivery of its sixth Sukhoi Superjet 100, XA-OAA (c/n 95038), on March 17. The aircraft departed Superjet International's Venice facility the same day and was ferried to Mexico via technical stops in Keflavik (Iceland) and Bangor (Maine, US). According to Interjet the five SSJ100s already in service are performing well, dispatch rates are over 99% and daily utilisation is nine hours each.

Air France Industries KLM Engineering & Maintenance (AFI KLM E&M) is to take full control of Florida-based Barfield Inc from current owner Sabena technics. Terms of the deal were not disclosed but the transaction is expected to be completed by mid-year. The US aircraft maintenance, repair and overhaul (MRO) provider specialises in component support, offering services ranging from repairs to flight-hour solutions.

United Airlines has opened a new \$35 million widebody aircraft maintenance hangar at Newark/Liberty International Airport. The 90,000sq ft (8,361m²) facility increases the carrier's capabilities by 33% as well as helping to support United's growing fleet of Boeing 787 Dreamliners. (Photo United Airlines)



Conviasa is again leasing Meridiana fly's Airbus A330-223, EI-EZL (c/n 802), to operate its long-haul services from Caracas/Simón Bolívar International Airport to Madrid/Barajas and Buenos Aires/Ezeiza. The aircraft had been returned to the Italian carrier in early February after it developed hydraulic problems and was replaced by an Air Italy Boeing 767-200ER, I-AIGH (c/n 23973), while repairs were carried out.

DHL Express is expanding its multi-year service agreement with US cargo carrier Southern Air that will see five Boeing 737-400s being made available for DHL's flights in North and South America. Two aircraft will be based in Venezuela and three in the US, with the first jet due to arrive in early April, - deliveries are due to be completed by August 1. The additional jets will help to boost the carrier's fleet operations on key expanding trade routes across the Americas.

United Airlines will start a new non-stop service between Bangor International Airport and Chicago/O'Hare International starting on June 5. The flights will operate daily until July 2; then a second rotation will be added through to December 2. Rotations will be flown by its United Express affiliate carrier GoJet Airlines using 70-seat Bombardier CRJ700 regional jets.



AirAsia India Takes-Off

AIRASIA INDIA took delivery of its first aircraft, Airbus A320-216, VT-ATF (c/n 6015) on March 21. The Chennai-based carrier, a joint venture between AirAsia Group, Tata Sons and Telstra Tradeplace, will take delivery of nine more exam-

ples to serve India's rapidly growing domestic air transport sector. The jets are powered by CFM56-5B6 engines and are configured in a 180-seat all-economy layout.

"Indian domestic traffic is growing at

an impressive rate, and our well-established and successful business model suits the market," commented AirAsia India's CEO, Mittu Chandilya. "We are very confident that with our new A320 fleet we will provide the Indian pas-

senger with the service and convenient travel options already offered by the AirAsia Group elsewhere in the region. Our fleet will be drawn from the 475 A320 Family aircraft that the AirAsia Group had on order." (Photo Airbus)



CAAC Approves MA60 Flights

XIAN AIRCRAFT Company and the Civil Aviation Administration of China (CAAC) have approved the return to service of six MA60s belonging to JoyAir and Okay Airways on March 10 after they were grounded following a series of incidents involving the type's landing gear assembly and indication system. They formed part of a larger group of 15 turboprops that were grounded on February 28. The remaining nine aircraft involved, belonging to Lao Airlines, Air Zimbabwe and TAM Bolivia, were all inspected before they were returned to service. The grounding resulted from two inci-

dents in February – the first, involving JoyAir MA60, B-3455 (c/n 803), which suffered a nose wheel retraction during its roll-out after landing at Zhengzhou, causing substantial damage to the airframe. In the second incident Okay Airways' B-3710 (c/n 510), was forced to circle Shenyang airport for two hours while its crew tried to establish if aircraft's landing gear was down and locked. It landed without further incident. A statement issued by Xian said it had decided to ask the relevant airworthiness authorities to temporarily ground the type until comprehensive inspections could be completed.

Bangladesh Start-up



Launched late last year, Garuda Indonesia has applied its sub-brand 'Explore' to its new ATR 72-600s, while 'Explore Jet' is being used on the carrier's Bombardier CRJ1000 NextGen fleet. The airline's third ATR 72, PK-GAD (c/n 1140), was seen wearing the new titles at Toulouse at the end of March. (Key – Tony Dixon)



Initial Asiana Airbus A380

The first of six Airbus A380 for Korean carrier Asiana Airlines has been rolled out of the manufacturer's painting facility in Hamburg. The aircraft will now undergo final completion and testing before it returns to Toulouse for preparation for its delivery to the airline in the second quarter of this year. (Airbus)

Tigerair Orders Neos

SINGAPORE-BASED Tigerair has signed a Memorandum of Understanding with Airbus to purchase up to 50 A320neos. The final deal, which is still being negotiated, will be for 37 firm, plus 13 options, and is valued at \$3.8 billion at current list prices. The airline said the new neos will be delivered from 2018 through to 2025 and will be used to replace aircraft already in operation as well as to expand its route network. Tigerair has also revealed that an existing order for nine A320ceo, part of a larger contract signed in 2007, has been cancelled. These jets were originally scheduled for delivery in 2014 and 2015.

Skymark Receives Airbus A330s

JAPAN'S THIRD largest carrier, Skymark Airlines has taken delivery of its first two Airbus A330-343s, JA330A (c/n 1483) and JA330B (c/n 1491), and in doing so became the nation's first operator of the type. Both will be flown under long-term leases from Intrepid Aviation and will be

joined by eight more leased examples. The A330s, configured with 271 seats, were due to start services from Tokyo/Haneda to Fukuoka during April. As more aircraft are delivered the carrier aims to expand the type's network to Sapporo and Naha.

"We are confident that with these cost-efficient, reliable A330-300s in our fleet, we will grow our business and win market share by attracting passengers who demand only the highest levels of comfort," said the airline's President, Shinichi Nishikubo. (Photo Airbus)



Change of Plan for Garuda

GARUDA INDONESIA is to make Amsterdam its European hub and has dropped plans to serve London with direct flights. The carrier will launch its first non-stop rotation between Jakarta and Amsterdam on May 30. Garuda, which joined the SkyTeam alliance on March 5 (see pg 22-23 this issue), says the change reflects its commitment to the alliance and will allow its passengers to make maximum use of the benefits this brings. Currently, it flies to the Dutch capital via a technical stop in Abu Dhabi using Airbus A330s. As a consequence of this move, Garuda is abandoning an earlier plan to start direct flights to London in May; these will now be operated via a stop at its Amsterdam hub instead. The new five times per week Jakarta-Amsterdam-London-Amsterdam-Jakarta service will start on September 8, almost a year later than originally intended. The airline says the delay is due to the difficulty in obtaining landing and take-off slots at Gatwick Airport during the peak summer season.

Taiwanese Aerotropolis

TAIWAN'S AMBITIOUS plans to become a regional air hub finally look set to become a reality following government approval for the construction of an 'aerotropolis'. The plan to transform the area surrounding Taoyuan International Airport will help to meet increasing capacity demand from improving relations with mainland China, plus the rapid growth of low-cost carriers in the region. The development will attract foreign investment and transform the current facility – creating what will be the country's largest infrastructure

project for more than three decades. The ambitious plan will include a free trade zone, a third terminal at the facility as well as a huge industrial park that will house a variety of distribution and aviation-related industries. The project will generate more than 260,000 jobs and will also help to kick-start the nation's economy. However, opponents of the project say that the compulsory purchase of more than 7,413 acres (3,000ha) of land will mean that around 8,000 households or 30,000 people would be displaced.

SpiceJet Upgrades to MAX 8s

GURGAON-BASED low-cost carrier SpiceJet confirmed its order for 42 Boeing 737 MAX 8s at the India Aviation Exhibition – held between, March 12-16 in Hyderabad. The deal, which was previously noted on the Boeing website as an unidentified customer, is valued at \$4.4 billion at current list prices. "The Boeing Next-Generation 737 has been the mainstay of our fleet since

SpiceJet launched in May 1993, and has vindicated our choice in its endurance, reliability and cost-effectiveness," commented S L Narayanan, Group CFO for the Sun Group, the airline's owner. "The induction of the 737 MAX will further modernise our fleet, improve customer experience and ensure that we operate the most efficient fleet well into the future." Its first 737 MAX 8 is due to be handed over in 2018.

in brief

Qantas Airways and Atlas Air have extended their successful ten-year aircraft, crew, maintenance and insurance (ACMI) relationship. Under the terms of the agreement the US carrier will continue to operate two of its Boeing 747-400 freighters on behalf of the Australian national airline on transpacific routes linking Australia and Asia with the US.

China Eastern Airlines is ordering 70 Airbus A320neos, it has been revealed through a Shanghai Stock Exchange release. The deal, valued at \$6.7 billion at current list prices, is subject to Chinese Government approval. China Eastern is the first Chinese carrier to select the type, with initial deliveries starting in 2018 and running through to 2020. Separately, the carrier Eastern has signed a deal with Airbus to sell back seven of its A300-600s, which are being retired during 2014.

China Southern Airlines took delivery of the first of ten Boeing 777-31BERs on February 25. The aircraft, B-2099 (c/n 43219), is configured to carry 309 passengers in a four-class cabin layout and is planning to introduce the type on its new non-stop Guangzhou to New York service starting on August 6. (Photo Boeing)



Lao Skyway, formerly Lao Air has launched four more flights from its home base in Vientiane to four northern provinces: Luang Prabang with three weekly rotations, while Bokeo, Oudomxay and Luang Namtha will be served twice a week. The new rotations will be operated by the carrier's 56-seat Xian MA60s. (Tom Singfield)

Singapore Airlines (SIA) and **Turkish Airlines** are expanding their code-share agreement with effect from May 1 – subject to gaining regulatory approvals. The Star Alliance partners have been code-sharing since February 2009 on flights between Istanbul and Singapore. Under the extension, SIA will add its SQ designator code to Turkish domestic services, as well as points in Africa, Europe, the Middle East and North America. While, Turkish Airlines will add its TK code to SIA-operated rotations to cities in South East Asia and the Southwest Pacific.

Taipei-based **TransAsia Airways** is creating a new low-cost subsidiary called **V air**; it will be the country's first budget airline. The carrier, which will commence operations in September, is expected to focus its network on destinations in Northeast Asia. It has announced plans to acquire an Airbus A321-200 for delivery in April, while a second example will be leased prior to its launch.

Garuda's 'Explore' Brand



The first of two Bombardier Dash 8-Q400s that have been acquired by new Bangladesh domestic carrier, US-Bangla Airlines returns to Eindhoven after a pre-delivery test flight. The aircraft, S2-AGU (c/n 4041), previously flown by Lufthansa Regional carrier Augsburg Airways (ex D-ADHR), will be configured in a two-class layout with six Business and 70 Economy Class seats. (Jacek Gorczynski)

Four Flying A350s



AIRBUS A350 XWB flight test aircraft MSN2 and MSN4 both made their first flights at Toulouse, France, at the end of February, doubling the

number of test aircraft. At the time, the first two of the type to fly, MSN1 and MSN3, had already performed close to 1,100 flight test hours out

of the programme's total of 2,500 planned for certification. MSN2 wears a special 'carbon-inspired' livery and will be the first A350 XWB

test aircraft to feature a full passenger cabin. MSN4 wears the partial colours of launch customer Qatar Airways. (Photo Airbus)

Electric Taxiing System

HONEYWELL AND Safran have signed a Memorandum of Understanding with Indian carrier GoAir to support the advancement of the electric green taxiing system (EGTS) for Airbus aircraft. The innovation uses electric motors attached to the main landing gear to enable the aircraft to push itself back from the gate and taxi to the end of the runway without using its main engines – reducing both fuel

burn and emissions. Under the agreement, GoAir will provide data on its taxiing operations to Honeywell and Safran to help mature the system and define the precise fuel and other operational benefits it would see by using the technology across its fleets. The carrier will also help establish standard operational procedures for EGTS-equipped aircraft.

Improved E175 Rolled Out

BRAZILIAN MANUFACTURER Embraer has rolled out its first E175 to feature aerodynamic improvements that, it claims, reduce fuel burn compared to the previous production model. They include a new wingtip, systems optimisation and the streamlining of other aerodynamic surfaces. The first customer delivery of the E175 with the

complete package of modifications is expected in the coming weeks. The modified aircraft has reportedly recorded impressive results during several months of ground performance trials. Fuel consumption on a typical flight is 6.4% lower than on the original E175, exceeding earlier reported savings of up to 5%.

BOEING DELIVERIES



Canadian carrier Sunwing took delivery of this Boeing 737-81D, C-GNCH (c/n 39438), at the end of February. (Joe G Walker)

Boeing delivered the following aircraft in February:

737-700	1	China Eastern Airlines
737-800	26	Air China, ALC, American Airlines, AWAS, BBAM, BOC Aviation, Ceiba Intercontinental, China Southern Airlines, flydubai, GECAS (2), Gol Linhas Aéreas (2), Hainan Airlines, Lion Air (2), Norwegian, Shenzhen Airlines (2), SilkAir, SMBC Aviation Capital (2), TUI, TUI Travel, Turkish Airlines (2)
737-800A	1	US Navy
737-900ER	7	Alaska Airlines, Delta Air Lines (2), United Airlines (4)
747-81	2	Lufthansa (2)
777-300ER	6	Aeroflot, Air Canada, American Airlines, Biman Bangladesh Airlines, China Southern Airlines, Emirates Airline
777F	2	Korean Cargo, Lufthansa Cargo
787-8	5	All Nippon Airways (4), private customer
Total	50	

Fiftieth Twin Otter Series 400

VIKING AIR of Victoria, British Columbia, has completed its 50th production Series 400 Twin Otter, having sold the type to 18 different customers. Including outstanding orders, the biggest are CAVU Aviation Finance of the US with 14 the Peruvian Air Force with 12, Vityaz Avia of Russia with 11 and

Global Aerospace Logistics of the UAE with eight. Currently, the largest commercial operator is MASwings, a subsidiary of Malaysian Airlines, which has already received four of six aircraft on order. The carrier will receive the 50th production unit as its fifth delivery in early April. (Photo Viking Air)



Good Results For LHT

AT THE company's annual press conference in Hamburg in March, Dr Peter Jansen, Lufthansa Technik (LHT) Group's Chief Financial Officer, announced a 4.2% year on year increase in revenue to €4.2 billion for 2013. "It was, above all, the significant cost reductions resulting from our SCORE programme's measures that made our excellent result possible," he said. "There was also an increase in business with external customers, whose share of the total revenue rose by 1.7% to reach 62.2%." (SCORE is a Lufthansa Group restructuring initiative.) Dr Jansen added: "We're now halfway through the SCORE programme and have achieved almost 50% of the planned impact on earnings, but sustaining improvements in efficiency in the long term is more difficult."

Larger Engine Test Centre

ROLLS-ROYCE is to expand its aerospace research and technology capabilities in Dahlewitz, near Berlin, Germany, by building a new test-bed for power gearboxes for next-generation aircraft powerplants. Around a fifth of the €65 million cost of the expansion will be funded by the federal German and regional Brandenburg governments. One of the company's next-generation plans – UltraFan – includes a geared engine design which will be trialled and tested at the new German facility.

AIRBUS DELIVERIES



Almost two years since the last delivery of the type, Lufthansa has received another Airbus A330-343X, F-WWTO/D-AIKS (c/n 1497). (Toulouse Family Spotting Group JP/YP)

Airbus delivered the following aircraft in February:

A319	3	germanwings, TACA International, private
A320	22	Aeroflot (4), Air Arabia, Air Astana, Air New Zealand, British Airways, Capital Airlines, China Southern Airlines (2), easyJet, Go Air, IndiGo, LATAM, Lufthansa, Pegasus Airlines, Qantas, Thai AirAsia, Thai Smile, Volaris (2)
A321	12	American Airlines (3), China Eastern Airlines, Finnair, JetBlue Airways, TACA International, TAM Linhas Aéreas, Thomas Cook Airlines, US Airways, UTAir Aviation, Vietnam Airlines
A330-200	1	Hawaiian Airlines
A330-300	5	Air China, China Southern Airlines, Cebu Air, Skymark Airlines (2)
A380-800	1	Emirates Airline
Total	44	

Airbus A320 with Vortex Generators

LUFTHANSA HAS taken delivery of its first Airbus A320 with noise-reducing vortex generators – claiming to be the first airline in the world to use the modification. It says all new A320s in its fleet will be equipped with the attachments as standard while the current fleet will be retrofitted with them to reduce noise on approach to land. The devices are fitted under the wing next to fuel vent holes and cut out the 'whistling' noise produced when

the aircraft is flying.

"This will enable us to implement a key aspect of the 'Noise Protection Alliance' initiative [comprising Lufthansa, Fraport, the Board of Airline Representatives in Germany, German air traffic control, the Airport and Region Forum and the state government of Hesse] and will particularly benefit local residents near our hubs in Frankfurt and Munich," said Lufthansa German Airlines board member Kay Kratky.

in brief

Emirates Airlines has contracted **Lufthansa Technik** (LHT) to overhaul the landing gear of its Boeing 777-300ER fleet. All the required maintenance, repair and overhaul work will be carried out at LHT's landing gear business unit in Hayes, near London.

Aircraft lessor **International Lease Finance Corporation** (ILFC) says it has secured more than 50 lease transactions for the new Boeing 787 Dreamliner. ILFC has the largest order book for the 787 with a total of 74, of which five have already been delivered.

Airbus is to increase production of its single-aisle A320 Family to 46 a month from the second quarter of 2016, up from the current rate of 42. The higher rate will be achieved gradually, with an intermediate step at 44 per month in the first quarter of 2016. Over the past five years, the rate has increased from 36 at the end of 2010 to 38 in August 2011, then up to 40 in 2012 and will reach 42 by the end of that year.

GKN Aerospace's new executive jet engine integration facility in Phoenix, Arizona, has made the first delivery of an HTF7250 engine, the powerplant for a Gulfstream G280 super mid-sized business jet. This comes just six months after construction of the facility started. At full capacity, up to 50 people will be employed at the complex and will assemble 28 complete power systems per month, says the firm. (Photo GKN Aerospace)



A new composite wing construction centre for the **Boeing 777X** programme will be built at the company's Everett, Washington, alongside the current production facility. The announcement follows successful talks with the International Association of Machinists & Aerospace Workers (IAM) and approval of an eight-year contract extension.

Aircraft completion and servicing company **Comlux America** has launched a new supplemental type certificate (STC) procedure for the Bombardier Challenger. The project installs and certifies equipment required for operation in airspace requiring controller/pilot data link communications (CPDLC) and incorporates equipment from Universal Avionics Systems Corporation (UASC), International Communications Group (ICG) and L-3 Aviation Recorders.

The third **Bombardier CSeries** has made its maiden flight. The aircraft took off from the company's factory in Mirabel, Canada, in March – two months after the second prototype took to the air and nearly six months after the type's first flight. Two more aircraft are scheduled to enter the flight test programme later this year.

First A320neo in Production



FINAL ASSEMBLY of Airbus' first production A320neo is under way at the Final Assembly Line (FAL) in Toulouse (France) with the join-up of the forward and aft fuselage sections – which recently arrived from St Nazaire in France and Hamburg in Germany respectively. The next stage is to join the wing to the fuselage. The new variant's first flight is scheduled for the fourth quarter of this year. Airbus has orders for more than 2,600 neos from 50 customers since the programme was launched in 2010. (Photo Airbus)



Garuda Indonesia became SkyTeam's 20th member on March 5. (SkyTeam)



Garuda Joins S

Craig West travels to the Indonesian island of Bali to witness the inauguration of the glob

SkyTeam Members

Aeroflot
Aerolíneas Argentinas
Aeroméxico
Air Europa
Air France
Alitalia
China Airlines
China Eastern Airlines
China Southern Airlines
Czech Airlines
Delta Air Lines
Garuda Indonesia
Kenya Airways
KLM
Korean Air
Middle East Airlines
Saudia
TAROM
Vietnam Airlines
Xiamen Airlines



The lavish inauguration event took place at the five star Mulia resort on the Indonesian island of Bali. (All photos Key – Craig West unless stated)

GARUDA INDONESIA joined the ranks of the world's leading airlines on March 5 after being officially inaugurated into SkyTeam. The Jakarta-based carrier becomes the 20th member of the global alliance and its second in Southeast Asia, after Vietnam Airlines.

At a lavish event at the five star Mulia resort in Bali, SkyTeam Managing Director Michael Wisbrun told the assembled crowd of guests, dignitaries and media representatives: "Garuda's entry into the alliance will give its customers access to our 1,064 destinations covering more than 90% of the most

relevant traffic flows in the world." Garuda President and CEO Emirsyah Satar remarked: "Today is a significant and historic event for us as we officially become the 20th member of SkyTeam. For the past three years, we have been actively forging co-operation with the other 19 member airlines with this objective in mind and it has been an incredible journey. Joining SkyTeam is part of our progressive transformation programme and marks a momentous occasion in our airline's 65-year history." He added: "Ever since we marked our commitment to become

a fully-fledged member of SkyTeam back in 2010, we have never rested on our laurels; furthermore we persistently strived together, not only to fulfil all of the necessary requirements, but also to fortify our position as a world-class airline at the forefront of the global airline industry. I sincerely hope that we will be able to contribute significantly for the benefits of not only Garuda but also SkyTeam as a whole."

Why SkyTeam?

Speaking to *Airliner World*, Satar explained why Garuda had chosen

to join SkyTeam: "We considered all three global alliances, but the choice was relatively easy – Star [Alliance] has Singapore Airlines and Thai Airways International while oneworld has Qantas and Malaysian Airlines so both of them are well represented in Southeast Asia. Meanwhile, SkyTeam only has Vietnam Airlines so we felt there was a space within its network that we could address. We have also worked closely with [other member carriers] China Airlines and Korean Airlines and have historical links with KLM so this alliance really was the best fit for us."



SkyTeam

alliance's 20th member.

One of the biggest challenges faced by Garuda was the upgrade of its IT systems to ensure compatibility with the technology of SkyTeam's other members. The carrier has invested heavily to replace its 25-year old 'ARGA' Passenger Service System (PSS), which covers many critical operational aspects including sales, reservations, ticketing, flight scheduling, inventory, seat allocation, fare and pricing management, baggage management and Interline code-share management, with a new 'Garuda Altea' system supplied by Amadeus.

For the Indonesian carrier the benefits of joining the alliance are significant – SkyTeam has a strong presence in China, an area in which Garuda expects strong growth in the coming years. Elsewhere, the airline's existing partnership with Saudia, forged through the joint opera-

tion of Hajj pilgrimage flights, is expected to expand further. Satar claims that working with its alliance partners will "drive up Garuda's standards". However, he played down the short-term impact of joining SkyTeam, noting that it is expected to drive up passenger traffic "by 3 to 5% this year, but it's a slow process – we must educate potential travellers about the alliance and what our partnerships offer".

Quality, not Quantity

The addition of Garuda has increased SkyTeam's complement to 20 carriers, though while other alliances are actively seeking new members, Managing Director Michael Wisbrun told *Airliner World* that the Amsterdam-based group has now shifted its focus to enhance quality.



Representatives from all 19 SkyTeam members were present at the official signing ceremony.

"Carriers are continuing to consolidate or merge while others go bust so there are no guarantees [that our membership will not change]. At the moment we have no new members in the pipeline and our priority will be to improve our quality and to increase the level of co-operation between our members. Our focus is very much moving from scale to network – by its very nature, overlaps in our network are inefficient so we will look to address this." He continued: "SkyTeam is a living platform – the only reason we survive is because of consolidation within the industry. [Alliances are] the perfect way for airlines to find synergies, particularly where legal constraints prevent increased ownership or buyouts. We offer the next best level of co-operation."

What's Next?

Going forward, Satar confirmed Garuda will become increasingly reliant on its alliance partners to expand its presence in markets such as the US and Europe while its own international development will focus on regions with the strongest growth. "We expect China to be one of our strongest markets so we are now looking beyond [our current destinations at] Beijing, Guangzhou and Shanghai to some of China's secondary cities." Supporting this growth is the carrier's ever-increasing fleet – it expects to

Garuda will axe its current stopover in Abu Dhabi, bringing into question the airline's codeshare agreement with UAE national carrier Etihad Airways. "It is a position that we are considering," Satar told *Airliner World*.

Closer to home, Garuda is expecting significant growth in the region over the next ten years and is now considering potential aircraft to fulfil its future capacity requirements. The airline is expected to reveal details of its 2025 Fleet Plan later this year though Satar dismissed earlier claims that this would include the A380 and 747-8 Intercontinental. "While the capacity [these aircraft would offer] is much needed for the Hajj and Umrah pilgrimages to Mecca [Saudi Arabia], we would struggle to operate such aircraft economically over the remainder of the year." He added that Garuda preferred the economics of twinjets and is considering both the 777X and the A350 XWB to meet its future wide-body requirements.

However, it was not all good news for Garuda, which has again delayed introducing its new London route. Originally due to launch last November as a non-stop connection, the service has been dogged with problems with the carrier attributing an original six-month delay to the runway surface at Jakarta/Soekarno-Hatta Airport being unable to



SkyTeam Managing Director Michael Wisbrun (right) joined Garuda CEO Emirsyah Satar.

take delivery of 27 new aircraft this year including Airbus A330s, Boeing 737s, ATR 72-600s and Bombardier CRJ1000s. However, it is the new 777-300ER that is to spearhead Garuda's long-haul expansion, with the airline expected to add to its four-strong fleet by two examples per year up to 2016.

New routes are due to open to Mumbai and Manila in the coming months though the decision to develop a European hub at Amsterdam is arguably the most significant with the Indonesian carrier upgrading its connection to non-stop from May 30. However, this means

accommodate a fully loaded 777. The airline has now announced a further delay – to September – after failing to secure suitable slots at London's Gatwick Airport. Garuda had originally planned to serve nearby Heathrow, which has dedicated SkyTeam facilities in Terminal 4 and would have offered the Indonesian carrier a high degree of connectivity with its alliance partners, but was unable to acquire landing slots. The airline will instead downgrade the five-times weekly London connection to one-stop and operate the link as an extension to its Amsterdam service.

From All-American

The Improbable Success Story of **US Airways**

When you look back at the history of the US airline industry, it is sad to observe that so many of the famous company names have been consigned to the history books. When this writer first fell in love with the industry back in the early 1960s, carriers, such as Pan American World Airways (Pan Am) and Trans World Airlines (TWA) ruled the airways, while Eastern Air Lines and Braniff Airways were strong domestic competitors. To some people, it would have been unthinkable that by 1991 three had failed, and the fourth, TWA would be bought by American Airlines (AA) ten years later.

The local level

During the heyday of airline travel during the mid-1950s, the US Civil Aeronautics Board (CAB) officially recognised 13 regional brands: Allegheny Airlines, Mohawk Airlines, Piedmont Airlines, Southern Airways, North Central Airways, Lake Central Airways, Ozark Air Lines, Frontier Airlines, Central Airlines, Trans-Texas Airways, Bonanza Air Lines, Pacific Air Lines, and West Coast Airlines – as 'Local Service Carriers' (LSCs). These operators linked hundreds of smaller communities to the route structures of the majors, although the services, frequencies, fares and even aircraft types were highly regulated by the CAB. Over the years, all

In the first of a two-part article, **Steven Douglas** traces the history of US Airways through a labyrinth of mergers and acquisitions.



ean to American

of the LSCs lost their identities through a series of mergers and acquisitions.

By 1990, it could be said that there was just one survivor from the original 13, USAir – later becoming US Airways. However, even this name will soon be confined to the history books following the carrier's recent merger with American Airlines, forming the new American Airlines Group.

US Airways has had a long, somewhat chequered, but extremely interesting history. It experienced initial success under deregulation, but suffered from a number of questionable mergers and financial woes before ultimately returning to success under the leadership of Doug Parker.

US Airways can trace its history back to the late 1930s, but following a merger with American Airlines in 2013 the airline's name will shortly be confined to the history books. (AirTeamImages.com/Tom Kool)

In the beginning

US Airways can trace its history back to March 12, 1939, and the formation of All-American Aviation by Richard C du Pont and Alexis Felix du Pont, Jr. The fledgling airline procured airmail contracts from the US Postal Service covering the Allegheny Mountain region of Pennsylvania, West Virginia and Eastern Ohio. All-American started operations using a Stinson Reliant fitted with a tail hook which hung beneath the aircraft to pick up the mail bags.

The company continued to operate air mail services throughout the duration of World War Two. However, at the end of hostilities, hundreds of surplus transport planes became available and >>

“These operators linked hundreds of smaller communities to the route structures of the majors.”



Above • Pacific Southwest Airlines (PSA) was created by Kenny G Friedkin and operated its inaugural service between San Diego and Oakland via Burbank on May 6, 1949 using a leased Douglas DC-3. (AirTeamImages.com Serge Bailloul)

Right • Allegheny Airlines' first Convair CV-580, N5811 (c/n 459), the aircraft was a converted CV-340 equipped with Allison 501 turboprop engines. (All images author unless stated)

numerous carriers formed a queue to snap them up. All-American was one of them and even changed its name (to All-American Airways) to reflect its ambition of becoming a passenger carrier. It was eventually awarded the coveted certificate to carry passengers, and flights started on March 7, 1949, using a newly-acquired 24-seat Douglas DC-3. In late 1949, All-American decided to move its home base to Pittsburgh and focus on serving this industrial region. Its route structure grew across the Allegheny Mountain area, and on January 1, 1953, changed its name to Allegheny Airlines.

Growth and new aircraft

Allegheny continued to grow and soon had a requirement for an airliner that offered greater range than its DC-3s. This was met by second-hand Martin 2-0-2s with the first example entering service on June 1, 1955. The 2-0-2's



wider cabin and greater range was an immediate hit with passengers and crews.

Around this time, US airlines were starting to introduce turboprop aircraft, such as the British-built Vickers Viscount, into their fleets. The UK-based Napier Engine Company recognised the strengths of the Convair CV-340 airframe, and embarked on a project to replace the original piston engines with its Eland turboprops. Renamed the CV-540, the pressurised airliner flew considerably faster and higher than its predecessors,

offering a vast improvement in comfort and reliability. So dramatic were these advantages that Allegheny began an aggressive programme of acquiring additional CV-340s and CV-440s with the intent of converting them. However, Allegheny's plan failed when Rolls-Royce acquired Napier in 1961 and immediately stopped Eland production. With only five conversions completed and no alternatives available, the CV-540s were re-fitted with piston engines.

The Napier experiment did not go





unnoticed by the Allison Engine Company. In 1965, in a joint venture with Pacific Airmotive, Allison began converting CV-340/CV-440 airframes with its Allison 501 D13D/H turboprop engines, along with four-bladed propellers. The first modified aircraft, which was renamed the CV-580, entered service with Allegheny in late 1965, alongside the carrier's initial turboprop Fairchild F27J, a licence-built variant of the Fokker F-27 Friendship.

A busy-scene at Atlanta/Hartsfield Jackson International Airport, as passengers and baggage are being loaded aboard Piedmont Airlines Martin 4-0-4, N40414 (c/n 14118). (AirTeamImages.com/Bob O'Brien)

Mohawk Airlines introduced its first British Aircraft Corporation One-Eleven in 1965 and eventually the carrier operated 24 of the type.

Enter the Jets

By the mid-1960s, the LSCs began to spread their wings and set out to acquire jet airliners. Turboprops remained the most efficient types for the short-haul routes, but there was growing demand for jet services from passengers. In July 1966, Allegheny leased DC-9-14, N6140A (c/n 47049), from Bonanza Airlines - the first of more than 90 of the type operated by the carrier. The British Aircraft Corporation One-Eleven also joined the fleet after Allegheny took

over Mohawk Airlines in 1972, and later on purchased additional examples from Braniff.

In 1970, the airline acquired a pair of Boeing 727-200s for a short period; however the economics of flying only two of the type resulted in their disposal within the year, while it focussed on making the DC-9 the backbone of its fleet. It was not until 1978 that the carrier again acquired 727s, this time the smaller -100 model, and enough were purchased to make them viable. >>

“By the mid-1960s, the LSCs began to spread their wings and set out to acquire jet airliners.”





Growth by Acquisition

On March 14, 1968, the CAB approved the first of a series of mergers, when Allegheny acquired Lake Central Airlines, adding the important cities of Indiana, Illinois and Missouri to its network. Lake Central's history dated back to 1940 and initially, the company focused on flight training and air charter work. But it had grander plans to become an LSC, serving cities across five states of the Midwest. It was granted CAB approval in February 1948, but it was a further 21 months before Turner Airlines officially launched passenger services on November 12, 1949 using two DC-3s and three single-engine Beech Bonanzas. The following year RTAC was renamed Lake Central Airlines.

The company continued to expand its network by taking over uneconomic

In 1963, Lake Central Airlines started looking for a DC-3 replacement and in March of that year signed a deal with the French Government for eight Nord 262 turboprops, plus 13 options. (AirTeamImages.com/Bob O'Brien Collection)

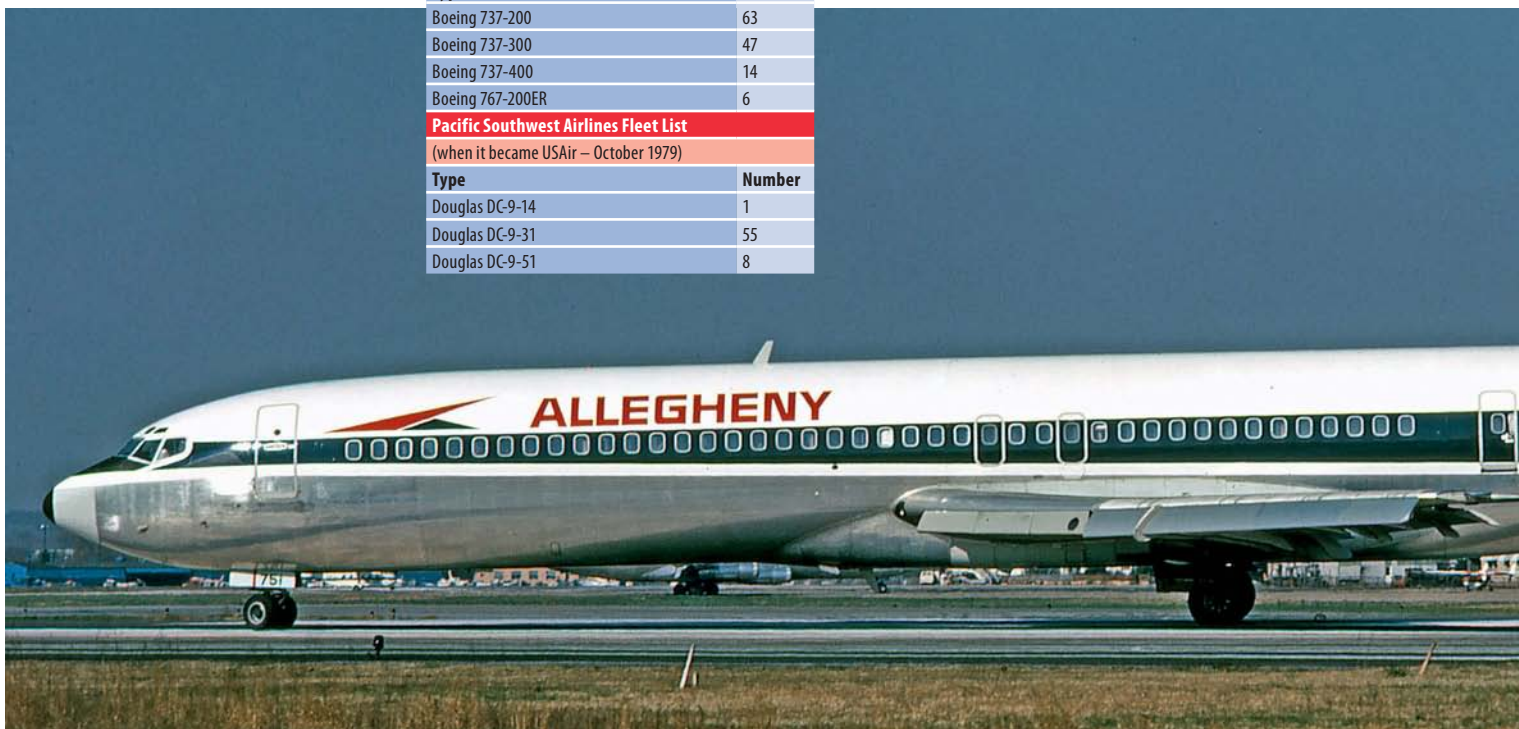
PSA ordered five Lockheed L-1011 TriStars for its San Francisco to Los Angeles link, however the carrier quickly discovered the type was a poor fit for its commuter operations.

routes from larger carriers, such as Capital Airlines, allowing Lake Central to step in with its smaller aircraft and lower overheads. In 1963, it began looking for a DC-3 replacement and in March of that year signed a deal with the French Government for eight Nord 262 turboprops, and took options on 13 more. The 27-seat twin-turboprop, on paper, seemed the perfect replacement, but it could be argued that the type was the first nail in the company's coffin.

The initial Nord arrived two years later and quickly proved to be a major headache for the airline. The Turbomeca Bastan turboprop engines were unreliable, and constant mechanical problems led to costly cancellations. Then, in mid-1966, engines on three separate aircraft disintegrated in-flight within weeks of each other, causing numerous injuries and extensive damage – though fortunately no fatalities. The airline had no choice but to ground the Nord 262s, and return to service several DC-3s that had been up for sale. By early 1967, French engineers finally discovered that the problem lay with the water-methanol system used to boost take-off power. In February, the type returned to the skies, albeit with reduced take-off power.

Meanwhile, Lake Central had seen the advantages of the engine conversions being undertaken by Allegheny, and decided to convert its own CV-340s to turboprops. By mid-1967, the carrier was operating a single CV-340, 11 CV-580s and a dozen Nord 262s, but was now facing serious financial problems. In October, the company announced that it was in merger talks with Allegheny Airlines, four months later the CAB approved the deal, and soon after Lake Central ceased to exist.

FLEETS	
Lake Central Airlines Fleet List	
(at merger with Allegheny Airlines – July 1968)	
Type	Number
Convair CV-340	1
Convair CV-580	11
Nord 262	12
Mohawk Airlines Fleet List	
(at merger with Allegheny Airlines – April 1972)	
Type	Number
British Aircraft Corporation One-Eleven	23
Fairchild/Hiller FH227	16
Allegheny Airlines Fleet List	
(when it became USAir – October 1979)	
Type	Number
Douglas DC-9-14	1
Douglas DC-9-31	55
Douglas DC-9-51	8
Piedmont Airlines Fleet List	
(when it became USAir – August 1989)	
Type	Number
Boeing 737-200	63
Boeing 737-300	47
Boeing 737-400	14
Boeing 767-200ER	6
Pacific Southwest Airlines Fleet List	
(when it became USAir – October 1979)	
Type	Number
Douglas DC-9-14	1
Douglas DC-9-31	55
Douglas DC-9-51	8





The Grandfather of Codesharing

In 1967, Allegheny Airlines' President Edwin Colodny, realised that if smaller cities could be served by other airlines feeding into its network, this would give it a distinct advantage over its rivals. After intense discussions and reviews, regulatory approval from the CAB was received allowing Allegheny to create a series of marketing agreements with several smaller commuter companies. The deals included one-stop check-in for seamless travel from the commuter network through to mainline flights, while the aircraft operated by the other carriers in the marketing agreement were painted in liveries similar to Allegheny's.

Colodny next approached Richard Henson, who owned Henson Airlines, a

“If smaller cities could be served by other airlines feeding into its network, this would give Allegheny a distinct advantage over its rivals.”

Boeing 727-22, N7046U (c/n 18853), taxis away from its gate at Toronto International Airport wearing its new USAir colours, but still retaining its Allegheny titles. (AirTeamImages.com/Caz Caswell)

small commuter airline flying between Hagerstown, Maryland and Washington DC. Together they forged an agreement creating the first Allegheny Commuter operation and one of the first code-shares in the world. The new carrier launched services between Hagerstown and Washington National Airport using a Beech Queen Air, which was quickly replaced by a turboprop Beech 99, one of the first turbine-powered aircraft specifically designed for the up-and-coming commuter airline industry.

Allegheny continued to forge alliances with commuter operators, replacing mainline services to some cities, while adding many smaller communities to its route system. This model has since been followed to one extent or another by virtually every major carrier in the United States, and has spread to many airlines around the world. As the success of Allegheny Commuter and other code-sharing agreements flourished under deregulation, commuter operators themselves have evolved into today's regional carriers, using larger aircraft built specifically to serve this sector.

Turning onto the main runway at Philadelphia International Airport is Boeing 727-2B7, N751VJ (c/n 20303). The aircraft was delivered to Allegheny Airlines in April 1970 and sold to Braniff Airways 18 months later.



Merger with Mohawk Airlines

Mohawk Airlines, another of the original LSCs, can trace its history back to 1945 and the formation of Robinson Aviation, which was awarded a government contract to carry out aerial photography. Its first passenger flight occurred on April 6, 1945. Three years later, the CAB awarded Robinson's a three-year temporary certificate to operate as an LSC on routes across New York State. As the carrier was now predominantly serving cities in what was known as the Mohawk Valley, it changed its name to Mohawk Airlines in 1952.

Mohawk expanded, as competitor airlines either ceased flying or dropped routes. However, internal and external labour issues created problems for >>

Mohawk, and these ultimately led to its demise. A significant percentage of the carrier's business travellers were lost during a large-scale strike at General Electric in 1968, which also affected several of its suppliers. Mohawk's finances continued to spiral out of control, compounded by a strike by its pilots in the autumn of 1970, which shut the carrier down until the following April. It tried hard to find new backers, but with no success, and it finally approached Allegheny which agreed to buy the ailing company. The deal was completed in April 1972 and added a significant part of New England to the airline's expanding network.

Growth and a New Name

Throughout the 1970s, Allegheny concentrated on streamlining its operations, expanding as much as possible under the regulated environment, while growing its Commuter subsidiary's network to a dozen carriers, providing services to communities that would have otherwise been without. The Airline Deregulation Act of 1978 was the ultimate game-changer for the entire industry. Allegheny approached deregulation cautiously, but did take advantage of second-hand 727-100s put up for sale by United Airlines. With the company continuing to expand its route system well out of its traditional operating region, it decided to change its name, becoming USAir on October 28, 1979.

As it entered the next decade it began to restructure its networks by creating hubs in Pittsburgh and Philadelphia, shifting its mainline emphasis to longer flights, and utilising the Allegheny Commuter system to provide feeder services into these hubs. By the end of

This McDonnell Douglas DC-9-32, N707PS (c/n 47023), was one of four former Air Canada examples acquired by Pacific Southwest Airlines in 1982. The aircraft were eventually transferred to US Air following its buy-out of PSA in 1988.

The Fokker F28 was used to good effect by Piedmont Airlines, which employed the type on its intra-Florida network under the 'Piedmont Commuter' banner.

Piedmont Airlines acquired six Boeing 767-201ERs, including N603P (c/n 23897), to pioneer its long-haul transatlantic services from Charlotte to London's Gatwick Airport.



1980 USAir was operating a fleet of 11 727-100s, two 727-200s, 55 McDonnell Douglas DC-9-30s and 27 BAC one-Elevens. In the five years following deregulation USAir added 25 destinations in 11 different states to its network, the highlight of which was the new transcontinental routes from Pittsburgh to San Francisco and Los Angeles.

West Coast Expansion

In 1945, San Diego resident Kenny G Friedkin founded Friedkin Aeronautics to help train veterans returning from the war to fly under the US Government's National Rehabilitation Act. However, within four years, student numbers were falling, so Friedkin realised that to survive, a change of direction was required, so he decided to start an

airline. After receiving the necessary permissions, Pacific Southwest Airlines (PSA) flew its inaugural service using a leased DC-3 from San Diego to Oakland via Burbank on May 6, 1949.

During the 1950s, PSA stuck to keeping its fares low, while adding more DC-3s and the larger DC-4s to its fleet. In 1958 it began flying from Los Angeles International Airport, launching flights on the lucrative Los Angeles-San Francisco link. By the end of the decade PSA was using its first turboprop airliner, the Lockheed Electra, which proved ideal for the average sector length of 400 miles (644km). The Electra brought a high level of comfort that was unmatched by its competition on its route network.

In a bold move, PSA the first of five Lockheed L-1011 TriStars on its San



Francisco-Los Angeles link on August 1, 1974. The airline quickly discovered the TriStar was a poor fit for its commuter operations – it was taking longer to board passengers than the actual flight. However, a recessionary economy and government enforced fuel quotas resulted in the new generation aircraft being grounded in early 1975. The type's acquisition was widely regarded as a big mistake. When the jets were ordered fuel was 9 to 11 cents a gallon but even before the aircraft had been delivered it had risen to 33 cents per gallon. The whole deal had been based on the original fuel prices and the increase meant that the carrier could not make a profit operating short-haul flights with the type. With PSA refusing to accept the remaining three jets ordered, a legal battle ensued between the manufacturer and the airline, which only contributed to PSA's financial woes.

Eventually, a deal was struck with Lockheed and buyers were found for the three outstanding jets. The company started to sell-off its hotel and broadcasting interests to help ease financial pressures. More 727s were added to the fleet during 1976 and 1977 to support the start of new routes.

Following deregulation, PSA was able to expand its services outside of California and by the end of 1978 was operating

“By the summer of 1986, merger-mania was sweeping across the US.”



a fleet of 25 727-200s, six 727-100 and four Electras. The carrier was the launch customer for the new McDonnell Douglas MD-80, which promised huge fuel savings over the 727, as well as the ability to meet upcoming Stage III noise requirements. PSA continued to expand aggressively throughout the US southwest and the west coast. In 1983 it ordered 20 British Aerospace 146-200s with options for 25 more. As an early export customer of the type, there were a number of teething problems, including the cramped six-abreast seating configuration. Eventually, the layout was rearranged by the company to five-abreast, while the UK manufacturer addressed recurring maintenance issues.

By the summer of 1986, merger-mania was sweeping across the US. TWA had

purchased Ozark Airlines; Northwest Airlines merged with Republic Airlines; Texas Air Corporation (parent of Continental Airlines) bought People Express Airlines; while Western Airlines and Air California (AirCal) were acquired by Delta Air Lines and AA respectively. Shortly after the AirCal/AA deal was announced, PSA revealed that it was being acquired by USAir. In May 1987, PSA became a wholly-owned subsidiary of that carrier, and its operations were fully integrated just 12 months later. >>

PSA was an early export customer for the British Aerospace 146-200, though the type was dogged with teething problems including unreliability and a cramped cabin. The manufacturer addressed the recurring maintenance issues while the cabin layout was reduced from six-abreast to five. (AirTeamImages.com/Keith Blinckow)



Meanwhile, back East

Piedmont Airlines can trace its roots back to 1940, when Thomas Davis, a pilot and entrepreneur, purchased Camel City Flying Services of Winston-Salem, North Carolina, and immediately changed its name to Piedmont Aviation. During its early days it operated as an aircraft repair service and training school, part of the War Department's Civilian Pilot Training Program. In 1944 Davis filed an application to run passenger flights. After several years of lobbying, Piedmont received authorisation to fly on January 1, 1948. The company's first flight departed on February 20, 1948 from Wilmington, North Carolina to Cincinnati, Ohio using a DC-3.

Piedmont grew modestly, gradually adding Martin 4-0-4s, Fairchild F27s, Fairchild-Hiller FH227s, Japanese-built NAMC YS-11s, and 737-200s to its fleet. It was one of the strongest opponents of deregulation, fearing it would be smothered by larger carriers operating bigger aircraft. Ironically, it was one of the winners; it was able to build hubs in Charlotte, North Carolina; Baltimore, Maryland and Dayton, Ohio, while the larger airlines concentrated on longer-haul routes abandoning smaller markets.

In 1984, Piedmont bought second-hand F28-1000s and used them to add services to new markets, as well as non-stop flights between non-hub cities. But perhaps the most notable use of its F28s came in October 1985. After studying the Florida market for some time, the 'Piedmont Shuttle' was created, flying to ten intra-Florida cities with a dedicated fleet of nine F28s with up to 68 rotations per day. Also that month, after much

Founded in Maryland, Henson Aviation was one of the first to use code-shares when it reached a deal with Allegheny Commuter (later USAir) in 1967. A subsequent buyout from Piedmont led the carrier to rebrand itself as 'Henson, The Piedmont Regional Airline' and sever its links with USAir though, ironically, they were reinstated after Piedmont itself was bought out.



speculation, Piedmont announced it was acquiring the Utica-based Empire Airlines. Empire's strong northeast route network and larger 75-seat F28-4000s were a perfect fit for its operations.

In early 1986, Piedmont filed a petition with the US Department of Transportation to establish Charlotte as an international gateway for flights to London's Gatwick Airport. In anticipation of starting this route, it ordered six 767-200ERs. At the same time, it became the launch customer for the new 737-400. Services from Charlotte to Gatwick started on June

15, 1987, but by then, the company was focused on a more significant goal.

In January 1987, Norfolk & Western Railroad, which had been a 25% shareholder in Piedmont Airlines, announced its intentions to purchase the carrier outright. This kicked off a bidding war with interested parties including corporate raider Carl Icahn as well as USAir. Piedmont finally accepted USAir's offer and, on March 9, 1987, the merger was announced. Full integration took over two years to complete as USAir was also consolidating PSA at the same time. Finally, on August 4, 1989, Piedmont Airlines ceased to exist, although the name was resurrected in 1993 as Henson Airlines in order to protect the Piedmont brand name. **W**

Below • This McDonnell Douglas DC-9-31, N934VJ (c/n 48114), served with Allegheny Airlines for just two months before the carrier was rebranded as USAir. It is pictured in the latter's original red livery.

“After studying the Florida market for some time, the ‘Piedmont Shuttle’ was created, flying to ten intra-Florida cities.”

Next month we continue the US Airways' story, with more mergers, financial woes and the remarkable story of Flight 1549 and the 'Miracle on the Hudson'.



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LONG HAUL

Kiwi Style!

Craig West samples Air New Zealand's Business Class on a flight from London to Los Angeles.

The advent of air travel has dramatically reduced the amount of time it takes to circumnavigate the globe while various bilateral and open skies agreements mean it is now commonplace to see airlines carrying fare paying passengers to destinations well outside of their home market. This is perhaps best illustrated by Air New Zealand (ANZ) and its daily service – flight number NZ1 – from London to Los Angeles, one of its most successful international routes.

The airline originally launched the connection in late August 1982 as part of its Auckland – Papeete – Los

Angeles – London service. The initial twice-weekly link – operated by Boeing 747-200s – proved popular with the travelling public and was soon upgraded in both frequency and equipment with the carrier eventually using its flagship 747-400s on the route. The service has been particularly lucrative for Air New Zealand – it has carried almost five million passengers on the route in the 32 years since its introduction – including Queen Elizabeth II on her very first commercial flight.

The Boeing 777-300ER has been in service with Air New Zealand since 2010 and is now the mainstay of the carrier's long-haul fleet. This particular example, ZK-OKN (c/n 38406), carried the author from London/Heathrow to Los Angeles. (AirTeamImages.com/Darryl Morrell)

“For its 5,600 mile (9,000km) route from Heathrow to Los Angeles, it uses the largest variant, the series -300ER.”

Boeing Twins

The four-engined 747 formed the backbone of Air New Zealand's long-haul fleet for almost three decades but in the mid-2000s, driven by a desire to cut costs and improve efficiency, the carrier selected the 777 twinjet to fulfil its widebody needs. For its 5,600 mile (9,000km) route from Heathrow to Los Angeles (LAX), it uses the largest variant, the series -300ER. The five-strong fleet (with two more on order) is configured in a 332-seat layout allocated to 44 in Business Premier, 44 in Premium Economy and 244 in Economy. It was one of these examples, ZK-OKN (c/n 38406), which was to be my ride to California on February 17.

Out of London

It was the opportunity to visit the new Tom Bradley International Terminal (TBIT) that led me to Los Angeles and a trip with ANZ. Having never flown with the carrier previously, I was keen to discover whether it would live up to its growing reputation for high quality and excellent service. However, the airline is very much in a period of transition, at least in regard to its London/Heathrow-based operations – its flights currently operate out of the ageing Terminal 1 but are expected to transfer to Heathrow's >>





new T2 – The Queen’s Terminal in October. That said, the check-in was relatively straight forward with passengers channelled initially to self-service counters – a process complicated only by the US Department of Homeland Security stipulation that travellers provide an address for the first night of their stay.

Access is provided to the Star Alliance lounge but it is around a further 15-minutes’ walk to the T1 satellite from which the flight departs.

Passengers were invited to board the waiting jet at 14:45 with those travelling in Premium class expedited via a dedicated airbridge connected to door 1L (front left) and leading directly into the Business Premium cabin. The initial impression is striking, with the white leather seats contrasting sharply with the silver trim and black carpets, while Boeing’s signature mood lighting casts a pink and purple hue over the high ceiling.

The cabin crew were particularly warm with their welcome and, once seated, I was offered a choice of orange juice, water or sparkling wine from New Zealand along with a selection of daily newspapers. The now industry-standard Oshibiri hot towel service soon followed as I surveyed my surroundings.

ANZ has opted to configure its Business Premium cabin in a four abreast, herringbone 1+2+1 layout, giving it an appearance more akin to a First Class product. The single window seats are angled inboard while those in the centre are angled outboard, an

“Onboard dining is one area in which Air New Zealand has invested heavily in recent years.”

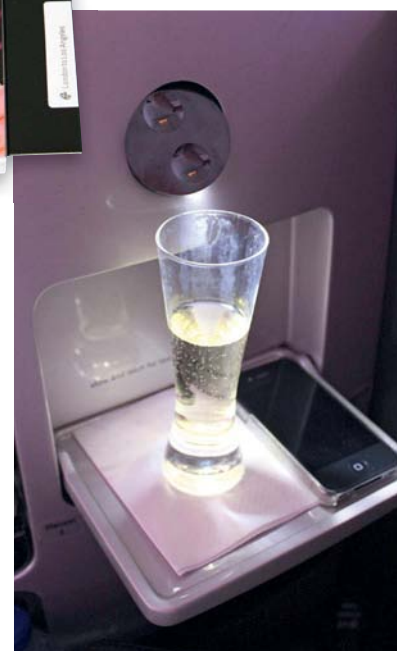


Air New Zealand has arranged its cabin in a distinctive 1+2+1 herringbone arrangement.



The carrier has invested heavily in its onboard product and has recruited chef Peter Gordon and wine judges John Belsham and Jim Harre to develop its menu and wine list. (All photos Key – Craig West unless stated)

arrangement which is more open than some other offerings available today, but providing direct aisle access for all passengers and offering a good compromise between spaciousness and privacy. The 22in-wide (55.9cm) seats, complemented by a black ottoman, fold forward to create a 6.6ft (198cm), fully flat bed, while the carrier also provides a separate mattress, duvets and full-size pillows, if required. Passengers also benefit from ample stowage space with designers having cleverly



incorporated a variety of recesses to hold personal items – the seat also features a USB port plus various sockets from which to charge personal devices such as phones, laptops and tablets.

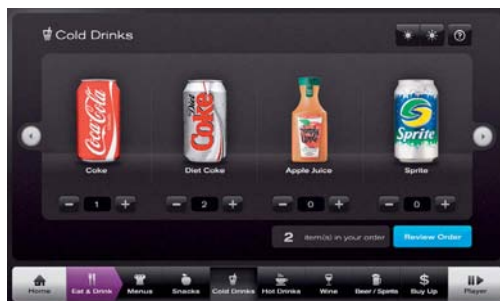
Meanwhile, placed on the adjacent ottoman was an amenity kit that included a pair of socks, eye-mask, ear plugs, toothbrush and toothpaste, lip balm and moisturiser. This was accompanied by a menu card and ANZ's extensive wine list, compiled by chef Peter Gordon and wine judges John Belsham and Jim Harre respectively.

Next Stop California

With the 15:35 departure time edging closer, boarding was completed and the aircraft doors closed. A quick look around the cabin revealed very few empty seats on my flight while the crew's familiarity with several of the passengers in the Premium cabins suggested a high level of repeat business, reflecting Air New Zealand's growing reputation in this market. The very attentive cabin crew took the time to engage with each passenger, taking drink orders for after departure and delivering a personalised briefing on the various functions of the seat.

With the cabin secure, the flight pushed back at 15:55 following a brief Air Traffic Control delay. The high level of traffic passing through Heathrow means such holdups are inevitable with many carriers – including ANZ – factoring such delays into their schedule, so although the planned block time (gate to gate) is 10 hours 40 minutes, the actual flying time is slightly less.

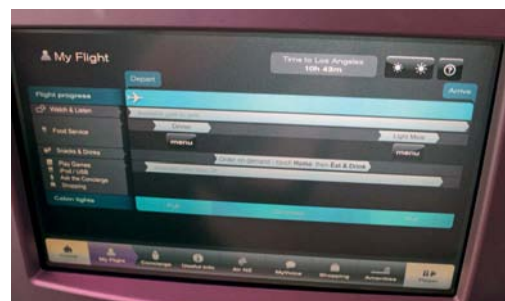
The aircraft taxied towards the northerly Runway 27R with the entertaining safety video being the highlight of the pre-departure routine. The hobbit-themed briefing, which can be viewed on various video-sharing websites, builds on the carrier's strong



Flight Test	
Aircraft:	Boeing 777-319ER, ZK-OKN
Flight:	NZ1, London/Heathrow (LHR) to Los Angeles (LAX)
Seat:	7B, Business Premier
Planned flight time:	10 hours 40 minutes (Actual flight time 10 hours 20 minutes)
Scheduled departure:	15:35 (Actual departure: 15:55)
Scheduled arrival:	19:15 (Actual arrival: 19:15)
Meal served:	Dinner
Global alliance:	Star Alliance
*All times are local	

links to the *Lord of the Rings* movie franchise (filmed in New Zealand) and includes a cameo from director Sir Peter Jackson!

At 16:12, ZK-OKN lined up on Heathrow's 12,795ft-long (3,900m) northerly runway before starting the take-off run with its twin General Electric GE90-115BLs providing brisk acceleration, despite the aircraft's heavy weight (the certified maximum take-off weight is



Above • The excellent Kia-Ora in-flight entertainment (IFE) system contains a huge selection of movies, programmes and music, along with innovative features such as 'My Flight', which provides a synopsis of the flight against a moving timeline, and an on-demand snack service.

352 tonnes). After departure, the 777 turned initially onto a northerly heading, passing overhead Nottingham and then Manchester before tracking up the Irish Sea abeam of Stranraer and on towards Iceland.

The Dining Experience

Onboard dining is one area in which Air New Zealand has invested heavily in recent years with its current menu developed by world-renowned chef Peter Gordon. The cabin crew set to work around 20 minutes after take off offering passengers an aperitif and snacks including nuts, olives, mozzarella

and salami. An appetiser of smoked halibut with asparagus tips, new potato and baby caper salad followed with green olive dressing, while a dedicated onboard chef – wearing a black tunic emblazoned with the company logo – prepared the made-to-order main courses. For the service to Los Angeles, the menu consisted of: cod with parsley mash potato, nam phrik num dressing (a Thai spiced mango dressing) and glazed gai lan and bok choy; roasted chicken breast with semolina spinach gnocchi, roasted confit

tomatoes and tarragon sauce with rocket salad; slow braised lamb with green peas, pancetta and Savoy cabbage served with creamy celeriac potato gratin and mint jelly; and a gourmet beef burger with salad greens, red onions, cheese and bacon served with beetroot and horseradish chutney. I opted for the latter in what proved to be a delicious twist on the classic American dish.

The restaurant-quality experience was rounded off with Belgian chocolate and raspberry cream ice cream, >>>

“Air New Zealand's standard of service is extremely high and has earned the carrier many awards.”

Air New Zealand's cabin crew were particularly warm with their welcome and offered a personal touch which is often missing with other carriers. (Air New Zealand)



warm banana sticky toffee pudding with clotted cream and maple sauce or a cheese platter featuring Cornish English brie, Cropwell Bishop Stilton blue and Butlers Secret Cheddar with fig relish and crackers. The full repast, which concluded with tea or coffee, was completed around two hours after take off, leaving passengers to enjoy ANZ's excellent in-flight entertainment (IFE).

Onboard Features

With more than eight hours of flying time remaining until we arrived in Los Angeles, I spent some time getting to grips with ANZ's IFE system. Known as Kia Ora (which translates as an informal Māori greeting), it offers a comprehensive selection of programmes, movies (both new releases and modern classics), news, sports, games and other mobile applications. Initially opening onto the 'My Flight' page, a synopsis of the flight against a moving timeline, it covers aspects such as meal times, IFE system features available and even the status of the cabin lighting. Kia Ora is displayed on a highly adjustable 12.1in (30.7cm) touchscreen TV, and Premium Class passengers are given excellent noise cancelling headphones, significantly improving the sound quality. Some of the more innovative qualities of the system are iPod synchronising, enabling personal music selections to be heard via the aircraft systems, and the on-demand food function that allows passengers to order a range of snacks and drinks between meal services – from the comfort of their seat.

Customer Service

Having initially routed towards Iceland, flight NZ1 arced over the southern tip of Greenland before heading southwest across Hudson Bay and dropping down over Manitoba and Saskatchewan. It



After the dinner service was completed, the cabin lights were dimmed and changed to a relaxing purple hue.

Air New Zealand's five-strong fleet of Boeing 777-300ERs is expected to increase to seven by October. (AirTeamImages.com/Andy Martin)

climbed from an initial altitude of 30,000ft (FL300) to an eventual FL360 as it burnt off fuel, travelling at Mach 0.815 with an average ground speed of

Air New Zealand Boeing 777-300ER Fleet				
Registration	c/n	Delivered	Comments	
ZK-OKM	38405	Dec 22, 2010		
ZK-OKN	38406	Feb 15, 2011		
ZK-OKO	38407	Mar 21, 2011	'Smaug' cs	
ZK-OKP	39041	Nov 7, 2011	'The Hobbit' cs	
ZK-OKQ	40689	Jan 10, 2012	'All Blacks' cs	
ZK-OKR	44546	On Order		
ZK-OKS	44547	On Order		
Fleet	On Order	Configuration	Average Age	Average Daily Utilisation
5	2	C44W44Y244	2.6 years	15hrs 06mins

*Data correct as of December 31, 2013.

466kts (864km/h). As the jet crossed the border from Canada into the US the crew began a high tea service, offering passengers a fresh fruit salad followed by warm toasted brioche bread filled with ham, cheese and dijon mustard, then freshly baked fruit and plain scones with strawberry jam and clotted cream. Between high tea, dinner and the range of snacks offered through its on-demand service, Air New Zealand has an offering that suits most tastes while its standard of service is extremely high and has earned the carrier many awards. Justification for such accolades was ably demonstrated by the Flight Service Manager, David Way, who passed through the cabin on numerous occasions engaging with passengers, in particular giving them a personalised briefing about the arrival process in Los Angeles or the transit and onward connection to Auckland.

Los Angeles Calling...

The final leg of the flight took ZK-OKN over Montana and south towards Salt Lake City before starting its descent into Los Angeles. The jet passed between Riverside and San Bernardino and then turned west for a straight-in approach on the southernmost Runway 25L, touching down at 18:58 local time. It was then a ten-minute taxi, across the parallel 07L/25R before crossing the airfield on taxiway S past the new TBIT and around to Terminal 2.

Air New Zealand's investment into its long-haul product is one that is paying dividends with the London and Los Angeles links among its most lucrative.

Now the stage is set for the carrier's service standards to rise still higher later this year when its flights move to Heathrow's new T2 and LAX's TBIT – extending quality beyond the confines of its aircraft. **W/W**





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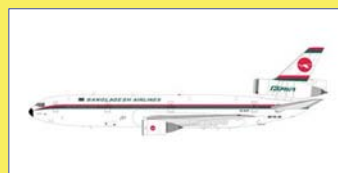
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Jet Asia Airways

Bangkok, Thailand



Bangkok Base: Jet Asia Airways operates six Boeing 767s out of BKK Airport.

Bangkok, Thailand Suvarnabhumi International Airport

Jet Asia Airways continues growing its market share in China and Japan where it currently operates 34 flights a week to more than 10 cities in China and Tokyo's Narita International Airport. In most cases, Jet Asia Airways is the only carrier offering direct service from cities in China to Bangkok and Phuket. The current cities being operated in China include; Beijing, Shijiazhuang, Guiyang, Harbin, Shenyang, Urumqi, Tianjin, Nanjing, Zhengzhou, Jinan and Hohhot.

With the latest addition of the Boeing 767-300ER to its fleet, Jet Asia Airways plans to increase seat capacity on its most popular routes.

The delivery of the sixth is in line with the 2014 expansion plan that is set to increase the fleet to twelve B767s and allows for two B767-300ER's to be offered on Wet Lease (ACMI) basis.



Jet Asia Airways Takes Delivery of Sixth Boeing 767

BANGKOK, Jan. 01, 2014 - Jet Asia Airways has accepted the delivery of its sixth Boeing 767 aircraft, registered HS-JAS at its main base in Bangkok Suvarnabhumi Int'l Airport.

The Rolls Royce powered Boeing 767-300ER is the first of its series to join the fleet. Painted in a special livery, HS-JAS is configured with 268 seats. The introduction of the 300ER series is aimed at increasing the seat capacity on Jet Asia's popular Tokyo route.



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Advertising Feature

Destruction at Don Mueang

The southern end of the huge ramp at Don Mueang International Airport (DMK), Bangkok's increasingly busy 'second' hub since it re-opened to scheduled traffic in 2007, has also become an airliner graveyard. (See panel for airport history.) Many have already passed through to be made into aluminium cans, some are about to be cut up, while others are stored with a high chance of succumbing to the same fate. The scrapping compound is always active, as one after another, the chosen inmates are towed from the adjoining apron into the yard. At the time of the author's visit in late 2013, an original Japan Airlines (JAL) Boeing 747-246B, HS-UTR (c/n 22479) ex-JA8150, still wearing the colours of its most recent operator Orient Thai, was noted making its final movement courtesy of a sturdy tug. Considering the size of the aircraft

There are a total of five ex-Phuket Air NAMC YS-11As at DMK, including HS-KVA (c/n 2133). (Keith Burton)



Lockheed L-1011 TriStar in faded Thai Sky Airlines' livery, HS-AXE (c/n 1097), with former Sands Hotel example, N388LS (c/n 1249), in the background. (Keith Burton)

Paul Howard visits Bangkok to see airliners that are being parted out at the city's 'old' airport.





and the somewhat compact yard, it's a tight squeeze for this giant, but the driver was very accomplished and manoeuvred the aircraft successfully to its final resting place.

About the only upside of this sad spectacle is that the aircraft are dismantled in sections and not clawed to destruction with hydraulic grabs as in many similar facilities around the world. This means that occasionally their fuselages live one more life as

“Many of the aircraft are awaiting their fate following their immersion in water after the extensive flooding during 2011.”

Already sectioned at the back of the compound were the fore and aft fuselage plugs of another pair of MD-80s – formerly of low-cost carrier 1-2-GO and Orient Thai respectively.

Aircraft are cut up in sections to allow possible future use as training aids or as bars/restaurants.

instructional airframes at a technical school or perhaps are converted into bars or restaurants. An all-white 747-2U3B with Phuket Air titles faintly visible – HS-VAK (c/n 22249) – seemed set to be the next in line, with another Orient Thai example waiting to take its turn.

Inside the satellite scrap compound nearby was former El Al 767-258, 4X-EAB (c/n 22973), wearing its last registration N570JH (lessor delivery serial) and about to be dismantled. An engineless pair of former Japan Air System McDonnell Douglas MD-87s, N820TH and N880TH, are also in the queue. Already sectioned at the back of the compound were the fore and aft fuselage plugs of another pair of MD-80s – formerly of low-cost carrier 1-2-GO and Orient Thai respectively. Many early-model Thai Airbus A300s have already undergone the process, with another one set to join them, engineless as of now.

Three Lockheed L-1011 TriStars are stored on this ramp. These comprise >>

NAMC YS-11A, HS-KAO (c/n 2152), wears Phuket Air colours but no titles. (All photos author unless stated)





a pair of former Delta Air Lines examples in fading Thai Sky livery – HS-AXA (c/n 1147) and AXE (c/n 1097) – plus the Sands Hotel example N388LS (c/n 1249). The facility does not just process jets, however, and waiting their turn are five former Phuket Air NAMC YS-11s that have survived thus far, with some still retaining their Rolls-Royce Dart engines. They join an ex-Air Andaman BAe Jetstream 3102, HS-KLA (c/n 638), which is also complete with engines.

Many of the aircraft are awaiting their fate following their immersion in water after the extensive flooding that rural Thailand experienced during 2011. Don Mueang Airport was underwater with many stranded aircraft up to their cargo doors in water. Those left were unable to fly out prior to the flooding for one reason or another, and their structures have paid the price.

The Airports of Thailand (AOT)

Above • Thai Sky Airlines Lockheed L-1011 TriStar, HS-AXA (c/n 1147), is now devoid of engines.

Top • Engineless One-Two-Go Airlines (Orient Thai) McDonnell Douglas MD-82, HS-OMC (c/n 49479), in January 2013. (AirTeamImages.com/TT)

Ex-Air Andaman BAe Jetstream 3102, HS-KLA (c/n 638), complete with engines, survives in the shadow of a Boeing 747.

All-white Boeing 747-2U3B with the Phuket Air titles faintly visible – HS-VAK (c/n 22249) – was the next in line for scrapping.

Don Mueang History

The facility is considered to be one of the world's oldest international airports, with commercial flights by KLM Royal Dutch Airlines beginning in 1924. With a growing number of people travelling to Bangkok, the facility became overcrowded and a new airport – Suvarnabhumi – opened in 2006, with Don Muang (old spelling) closing at the same time. At its peak, it was the world's 14th busiest serving 80 airlines and handling over 38 million passengers and 700,000 tons of cargo (in 2004).

However, the higher charges at the new airport prompted low-cost carriers to put pressure on operator Airports of Thailand to reopen the old facility, and flights recommenced in 2007. Don

Mueang is now the main hub for Nok Air, Thai AirAsia, Thai Lion Air and Orient Thai Airlines. Terminal 1 is currently capable of handling 18.5 million passengers annually – and reached 16 million in 2013. This prompted the airport operator to announce a plan to renovate and reopen Terminal 2 to raise annual passenger capacity to 30 million. This facility should open later this year. After Suvarnabhumi opened for commercial flights, it took the airport code BKK. The spelling of the original airport was changed to Don Mueang – using a new airport code – DMK – though still retaining the ICAO airport code VTBD. The traditional spelling of the name is still used by many airlines and by most Thais.

authority at DMK has stated that the accelerated removal of airframes from the southern ramp is because space is needed for anticipated expansion at the airport. As the adjoining infrastructure to this ramp was used purely for cargo

operations when the facility was the main airport for Bangkok, prior to the opening of the new facility at Suvarnabhumi, one wonders if a resurgence in cargo operations is on the horizon. **AWW**



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Interview
with a senior
executive in
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Ukraine International Rises to the Challenge

Pictured taxiing at Dubai International Airport is Ukraine International Boeing 737-548, UR-GBF (c/n 24919), still wearing the colourful livery of its previous operator Aerosvit. (AirTeamImages.com/BaoLuo)

Far right • Some of the airline's cabin crew pose in front of the first Boeing 737-9KVER, UR-PSI (c/n 41534), after its delivery to the carrier's Kiev/Boryspil base. (AirTeamImages.com/Oleg Belyakov)



Airliner World: Ukraine International Airlines (UIA) is one of the few East European success stories, how have you managed it?

Yuri Miroshnikov: Right from the start we set out to build a modern, customer-oriented and financially viable airline. Our inaugural service was to London in 1992 and we realised immediately that we needed to be as good, if not better than the airlines we saw there, if we were going to succeed. In the Soviet-era, the state dictated that ticket prices had to be low and were kept unchanged for decades. This created a rather complacent attitude within the nation's civil aviation industry. We quickly discovered this wasn't the right foundation for building a new commercial airline from scratch, in what was an extremely competitive market environment. We took a step-by-step approach, building as we learned. I have to say that our international shareholders and partners, including: Guinness Peat Aviation, Austrian Airlines, Swiss International Air Lines and the European Bank for Reconstruction and Development (EBRD) have been invaluable in this process as they were able to keep us on a course of best practice. In addition to very tight cost controls we also had to understand the psychology of our core market. As a result of independence

in 1991 it was only natural for Ukrainians to turn to the quality and style of all things Western, clothes, cars, gadgets and home appliances, etc, in many ways rejecting anything that was home grown, and that included domestic airlines.

Ukrainians opted to fly with the Western legacy carriers, so to compete, we not only had to match their standards, but we had to do a lot better, and not just on price. This was a massive undertaking as it not only meant we had to train all our staff to international standards, but we also had to educate our customers too, many of whom were flying for the first time. On Western airlines my countrymen would simply sit and wait to be told what to do, while on Ukrainian carriers they could become extremely demanding and sometimes highly critical!

In 20 years a lot has changed, and since the start of the new millennium we have been profitable every year bar two, these coinciding with major restructuring of the company, necessary action that has taken us to a position today, where we are very proud to be the national flag carrier.

ALW: Ukrainian aviation has recently been going through turbulent times, what happened and what has the industry learned?

YM: Losing airlines is never good for the industry as it costs a lot of jobs, a lot of prestige and left thousands of passengers suffering. The reasons behind the recent demise of several Ukrainian airlines are complex, but in principle it comes down to a combination of weak domestic and international markets, corporate conflicts and frequent management changes.

Our approach is to be lean, financially prudent and totally customer focussed. We work out the real expenditure of everything in advance, strive to keep overheads in check, while watching closely the unit cost dynamics keeping them below industry averages, and we always prefer intensive development to simple expansion. Our baseline target has never been to just break-even, but to make a big profit. Competitors on the other hand adopted a more aggressive style of expansion resulting in spiralling debts from which there was simply no escape.

I think what the Ukrainian airline industry has learned is that running a modern carrier is all about funding, planning, tight cost management and marketing. There is no point launching a new service that looks good on paper, if you don't have the right product or people with the right attitude to sell it. Today, you need all of these.

Interview with a senior executive in the airline industry.

Ukraine International's Chief Executive Yuri Miroshnikov spoke about the turbulent times the country's airline industry has been experiencing. (Ukraine International)



The Ukrainian airline industry is going through some turbulent times. In 2013 two carriers collapsed, putting considerable pressure on Ukraine International Airlines. **Chief Executive Yuri Miroshnikov** talks to **Martin Foley** about what this has meant for one of Eastern Europe's most successful airlines.

ALW: Losing two domestic carriers must have created opportunities for UIA?

YM: For all the wrong reasons it did, it has enabled us to bring some of our expansion plans forward. We met with our shareholders to review our growth plan in the wake of the collapse of Aerosvit, and decided to adjust our model to fill the domestic and regional void. In total, we launched 27 new routes in 2013 which was a lot of additional capacity. The majority of our expansion was to the East in the post-Soviet Asian states and the Persian Gulf. This growth has helped us to reinforce our concept of Kiev becoming an international hub. It was a fairly traumatic experience at the time, with many long hours for everybody concerned, but one year on, everything seems to have fallen into place and we have settled back into our normal calm regime.

ALW: You have also moved from being a regional carrier into long-haul operations. How did this come about?

YM: With our reasonably well-developed Kiev-based network, it is only logical for us to look further afield, particularly at strategically important destinations such as Beijing, Seoul, Tokyo, Hanoi, Hong Kong, Bangkok, Singapore, Kuala Lumpur and North America. We have been looking at the economics of long-haul services for some

time and I had a team working on feasibility studies based on using Boeing 767s, 777s or Airbus A330s. The most cost-effective solution for us, as a toe-in-the-water, is the 767-300ER.

The failure of Aerosvit accelerated our plans as we were able to negotiate very good terms for the transfer of the leases on three 767-300ERs. All the airframes have been completely refurbished, one for the charter market using a two-class cabin layout, while the other two offer a three-class configuration of Economy, Premium Economy and Business Class, and these are being used on scheduled flights. Our first route was to Bangkok using the charter-configured aircraft which has proven to be very popular, while our next destinations in Asia will most likely be Beijing, Hong Kong and Tokyo.

In May, we launch our inaugural North American link with non-stop flights to New York. For this we have to thank the Ukrainian Civil Aviation Authorities who managed to persuade the Federal Aviation Administration (FAA) to raise Ukraine up from a Category two country to Category one, this was based on our excellent service and safety record. We have looked at additional rotations to Canada, but decided to postpone these for now, as most of the traffic is seasonal. We are also looking at adding a couple more US destinations in 2015.

ALW: To meet this expansion you have had to grow rather rapidly, what will this mean in terms of your regional fleet?

YM: In 2013 we doubled our fleet to 41 airliners. Initially, the gap was filled by former Aerosvit aircraft, but most of these have now been replaced by 17 new-generation jets. We have introduced eight 737-800s and four -900s all of which are proving to be very effective. Our forward modelling indicated that we were going to have to either increase our frequencies or use larger aircraft. These new-generation jets fit perfectly into our model as the cost per passenger mile flown has gone down, whilst the capacity has risen. In addition, we have also acquired five Embraer 190s. Whilst initially thinking these might not be ideal in terms of seating capacity, they have made operational sense and solved a short-term capacity issue on our domestic network.

ALW: With your diverse fleet, will you be making use of locally manufactured aircraft, such as the Antonov AN-148?

YM: The An-148, whilst being a good airliner, doesn't fit into our current economic model which is for the higher capacity such as that offered by our 737-800s and -900s. It may be that in the future we will have a need for a lower capacity aircraft, especially on certain domestic routes, but at the moment we really need all the seats we can get, so as yet there are no long-term decisions regarding the An-148.

ALW: How many additional staff have you had to take on?

YM: This has been the hard part, in that while you can always solve aircraft issues, getting the right staff has proved to be a real headache. We have had to grow around 30%, taking on more than 500 extra people in a year. Of course, we had a social responsibility to help our colleagues from Aerosvit, but not all of them satisfied our criteria.

“Ukrainians opted to fly with the Western legacy carriers, so to compete, we not only had to match their standards, but we had to do a lot better, and not just on price.”

Ukraine's national carrier operates a fleet of four leased Boeing 767-300ERs which it inherited following the demise of Aerosvit. (AirTeamImages.com/Christian Galliker)



Interview with a senior executive in the airline industry.

“We looked hard at the economics of a classic low-cost model on our domestic routes, but it simply didn't stack up.”

In reality around 66% of the intake came from the failed carrier as well as from other Ukrainian airlines, whilst the other 33% was made up by new recruits. All the additional staff had to undergo rigorous induction courses with even experienced cabin crew treated almost like new recruits, while pilots had to undergo three weeks of intensive training in our procedures. Despite the expansion, we have still managed to keep our staff ratio to around 70 people per aircraft (this compares with 127 at Lufthansa, 140 at Singapore Airlines and 178 at British Airways) which is well within our business model.

ALW: You have described UIA as a low-priced legacy carrier, why have you not followed the low-cost model?

YM: We are a low-cost airline in terms of our operating costs and this is one of the reasons for our success, while at the same time

we are a low-priced carrier because of our geographic location. We looked hard at the economics of a classic low-cost model on our domestic routes, but it simply didn't stack up. We have to compete domestically and to some extent regionally with state-run railways where tickets are massively subsidised for both historical and political reasons. When the cost of a ticket on an overnight sleeper train is less than the taxi fare to the airport, how can an airline compete? We have concentrated on providing a high standard of service both on the ground and in the air for those who can afford to fly and need something faster than overnight travel.

Most of the low-cost carriers in the west

are based on the principle of outsourcing. In Ukraine there are very few companies we can use, so we have had to develop our own supply chains and in many cases that has meant using monopoly suppliers. In many ways we are the opposite of the classic European model in that all of our maintenance is done in-house including the heavy checks on our 737 fleet, and there are no in-country flight simulators, so we have to carry the cost of crew training abroad. Our catering and fuel comes from monopoly suppliers and only recently have we been able to outsource our handling services.

Of course we plan to change this but there are two hurdles to cross before this can happen, firstly, we need a large increase in passenger numbers to warrant competition, and secondly, the right investment and partners have to be found. It would be far more cost-effective for us to have our maintenance done at a regional centre with other carriers, rather than operating our own service centre. It will happen, but until then we just have to carry the costs.

ALW: Are you planning to increase your domestic routes?

YM: We currently fly to most of the major cities in Ukraine and don't plan to increase our domestic destinations for the time being. We have increased our frequency to meet demand particularly from the business community as this fits in well with our aircraft optimisation on our short-haul and now long-haul services. We are looking at some expansion of our point-to-point short-haul operations from Donetsk and Odessa, but these will be demand led.

ALW: How do you see your future expansion and what new destinations do you envisage?

YM: Much slower than it was in 2013! We are going to be adding Stockholm, Minsk and Chisinau to our network this year, as well


as a number of the 'stan countries. However, as the reconstruction of Boryspil airport is now almost complete, and our route map is very much a radial operation with Kiev as the regional hub, we can offer competitively priced services to people wishing to travel between Asia, the Middle East and Europe. We certainly have competition from Helsinki, Moscow and Istanbul, but our geographic location right on the principal east-west air corridor makes Kiev an obvious choice. I think our growth over the short-term will be a process of consolidation, very much in the way we have traditionally expanded in the past.

ALW: What are your favourite destinations and your favourite aircraft?

YM: My favourite airliner is a profitable one! The ideal jets for UIA at this time are those with a capacity of around 180 seats, such as the 737-800 or the Airbus A320/321 as they have the capacity, range, reliability and economy to fit our business model. As for my favourite destinations, personally I like the UK and Spain, so cities like London, Madrid and Barcelona would be my favoured gateways.

ALW: Where do you expect the airline to be in the next five years?

YM: Our growth plan is to continue building our hub in Kiev feeding traffic both eastwards from Europe and westward from Asia. Kiev sits on one of the busiest air corridors in the world and it is only logical that we should combine our geographic advantage, with our route map to enable greater optimisation.

I think we can say that by 2020 our fleet will be not less than 50 new-generation aircraft, we will be carrying ten million passengers per year and our turnover will be definitely in excess of \$2.0 billion a year. It is our intention to remain the flag carrier for Ukraine and become one of the dominant carriers in this part of the world. 

The airline has introduced eight Boeing 737-800s, four 737-900 and five Embraer 190s to its fleet in the last four years, with the jets showing good economic returns. (Ukraine International)



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MAY 2014

Biman Bangladesh Airlines undertook a series of pleasure flights in late February to mark the retirement of the last remaining passenger variant of the McDonnell Douglas DC-10 (see page 53).

Photo • Evert Keijzer
and Laurens van der Graats





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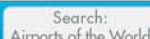
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Tri-jet Bows Out

In the age of glass cockpits, fly-by-wire and an increasing drive towards efficiency, many of the second-generation jet liners that were so instrumental in developing the international trunk routes used today were consigned to the history books without much fanfare. It was therefore refreshing that Biman Bangladesh Airlines took the unusual, but highly welcome measure, of flying McDonnell Douglas DC-10-30, S2-ACR, (c/n 48317) – the last remaining passenger example in service – to the UK to conduct a series of pleasure flights before its retirement.

This farewell tour – operated from Birmingham – was arranged in response to strong public interest in the type's withdrawal. The West Midlands facility was originally intended to be just a refuelling stop for the DC-10 on its final flight to Seattle, Washington State where it was due to be displayed at the Museum of Flight. However, even after tickets for the pleasure flights went on sale, the aircraft's ultimate fate had started to look less than certain – though provisional plans had been agreed with the museum, a lack of space at Boeing Field meant it would initially be stored at nearby Everett. This raised the issue of how the aircraft would be moved again at a later date, particularly given that it is due a major overhaul in the coming months and

With strong public interest in the retirement of the McDonnell Douglas DC-10, Biman Bangladesh Airlines flew S2-ACR (c/n 48317), to Birmingham in late February to operate a series of pleasure flights. (All photos Key – Craig West unless stated)

Craig West and Barry Woods-Turner were among the hoards of aviation enthusiasts who flocked to Birmingham, UK in late February to fly on a McDonnell Douglas DC-10 for the final time.

Biman's last DC-10-rated crews have already begun converting onto other types. For a short while there were even rumours that it would remain in the UK and be flown to Bruntingthorpe for preservation, but then it was decided that the aircraft would instead fulfil its commitments in the UK and then return to Bangladesh to await its fate.

It was against this backdrop that S2-ACR, aptly named *New Era*, departed from Dhaka on February 20 as flight BG1015 bound for the UK. On board was a team of 20 – two full cockpit crews (comprising four pilots and two flight engineers), eight cabin crew and five ground engineers, all supervised by Captain Ishrat Ahmed, Biman's Head of Flight Operations. They were joined by a host of media representatives along with 25 passengers, and another Biman crew positioning to Kuwait.

The aircraft arrived at Birmingham shortly before 18:00 on the Thursday with the team enjoying a rest day before beginning the farewell >>





tour in earnest on the morning of February 22. Demand for tickets was such that Biman had scheduled nine one-hour sorties; three per day leaving at 09:00, 12:00 and 15:00. However, it was a programme that was loose at best, with photo opportunities for passengers before and after the flights invariably delaying proceedings.

The Biman Experience

For *Airliner World*, the opportunity to fly on the DC-10 one last time was too good to miss and so it was that two-thirds of the editorial team found themselves bound for Birmingham during the early hours of February 22 with tickets for the lunch-time departure. This particular DC-10 – one

of eight operated by Biman – rolled off the Long Beach, California production line in late 1988 as the penultimate example from a production run that spanned almost two decades and 446 aircraft. The interest in the jet was immediately obvious – the queue for check-in snaked across Birmingham's terminal, while a large crowd was assembled at the end of the airport's northern pier hoping to catch a glimpse of the aircraft as it returned from its first pleasure flight. Meanwhile, Biman had also established a shop inside the airport, selling memorabilia including models, clothing and now-redundant technical material, such as DC-10-specific load sheets, charts and safety cards.

Passengers were given the opportunity to photograph the tri-jet both before and after the flight.

Below • This eye-catching air-to-air study of Biman's DC-10 was taken from the open door of a Beech 99 cameraship. (Evert Keijzer and Laurens van der Craats)

With the aircraft parked on the remote Stand 86, we were initially invited into the departure lounge before being bussed out to the waiting jet. With no cargo and a load of passengers eager to experience the McDonnell Douglas tri-jet, boarding was brisk though a few of the more eager photographers took advantage of the all-too-rare opportunity to spend some time on the apron of a busy regional airport.

It was immediately apparent upon entering the DC-10 that the interior had seen very little in the way of upgrades since its delivery in 1988, though for many, this was one of the main reasons they were happy to pay up to £200 for a seat. With everyone strapped in, the crew started one of the aircraft's three General Electric CF6-50C2 engines on stand (the auxiliary power unit [APU] was unserviceable so the jet was plugged into a ground power unit), before taxiing out to Birmingham's Runway 33. The type's imminent retirement meant the crew dispensed with the usual operational restrictions and a maximum-power take-off followed, before turning towards Anglesey and the Irish Sea. The appearance of a Beech 99 cameraship in close formation shortly after departure was a welcome bonus for those on board the DC-10 with the turboprop, equipped with a large door for parachuting, having been chartered by a group of photographers to conduct an air-to-air session with the Bangladeshi jet.

Passengers used the hour-long flight to examine the interior up close while cabin crew were on-hand to answer



“The type's imminent retirement meant the crew dispensed with the usual operational restrictions and a maximum-power take-off followed”

questions and provide refreshments. However, the sortie was over all-too-quickly as the jet turned back towards the West Midlands before conducting a 'sporting' arrival back into Birmingham. With the aircraft full of enthusiasts, the usual rush to de-plane was replaced with a general reluctance to leave, as the cockpit was opened for pictures and passengers loitered to prolong their experience of the Californian classic. The beaming smiles and near-constant clicking of cameras suggested it was one that will not be forgotten any time soon.

Homeward Bound

After completing its nine pleasure flights, including its last to a water cannon salute from Birmingham Airport's fire section, the DC-10 left the UK on the evening on February 25 bound once again for the Bangladeshi capital, but now facing an uncertain future. Upon landing in Dhaka, S2-ACR had accumulated 85,563 flying hours across 22,590 flights. Sadly, it is expected that any assets of value will be removed and the aircraft eventually scrapped. However, the farewell tour was a fitting send-off for what is an historically significant type, while Biman should be applauded for giving enthusiasts the opportunity to sample the DC-10 one last time. **WV**

After landing, passengers were afforded one last look of the flight deck. The plethora of analogue gauges is a far cry from the modern glass cockpits.

Below • All passengers were given a certificate signed by the crew to commemorate their flight. (Biman Bangladesh)



Right • The retro interior was just part of the appeal of flying on Biman's ageing classic.



International by Nature, European by Vocation

EuroAirport Basel-Mulhouse-Freiburg is one of a small number of facilities around the world that either sits across, or is located close to national borders. It is built on French soil, 2.5 miles (4km) north of the town of Blotzheim, but has a Swiss customs area directly connected to Basel via a border road. Situated 3.7 miles (6km) north-east of the city, the airport promotes itself as bi-national, but serves a tri-national community. This region, known as the Regio TriRhena, has a catchment area of more than four million people within a 60-minute drive.

Passenger numbers grew during the 1990s leading to the decision to expand the terminal's capacity. However, the knock-on effects of the terrorist attacks on the US on September 11, 2001, the collapse of national carrier Swissair, as well as the transition of Crossair into Swiss International Air Lines, led to a sharp drop in people flying resulting in the slowing down of the expansion plans. The advent of low-cost carriers, such as easyJet, and the sector's rapid

Right • Today, easyJet is the largest airline operating at EuroAirport Basel-Mulhouse-Freiburg, and is currently offering services to 36 business and leisure destinations. (EuroAirport)

growth has seen EuroAirport's fortunes change again, and now it is busier than ever, with record numbers of passengers passing through.

History

The city of Basel and surrounding regions were served by Sternenfeld (Field of Stars) aerodrome from 1920. But, by the mid-1930s, the airfield was becoming too small to handle the latest generation of airliners being introduced, so a larger facility was needed. Initially, sites close to the city were evaluated, but the topography proved unsuitable. This led city officials into discussion with their counterparts in the French region of Alsace, just over the border, where a flat area had been identified. However, before any construction work could begin, the project was interrupted by the outbreak of World War Two. As hostilities in Europe were coming to an end, discussions restarted between the Swiss and French Governments in May 1945. These led to a basic agreement for the new airport, with France providing the land and the Swiss canton of Basel-Stadt

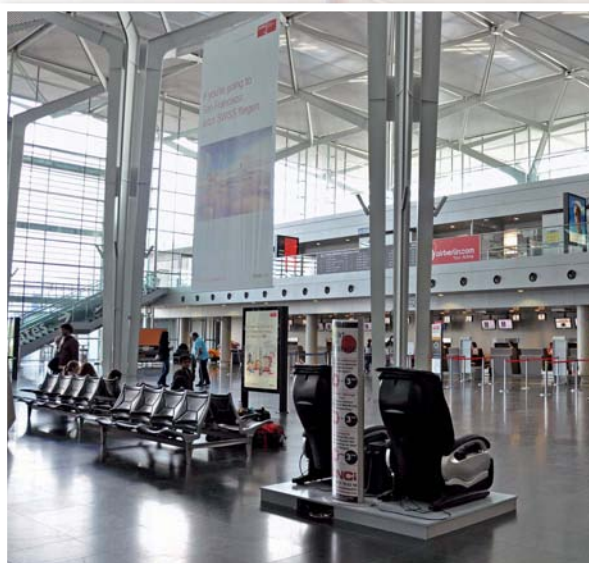
Below left • The airport was officially opened on May 8, 1946 and has undergone regular upgrades to keep pace with capacity requirements. (All images author unless stated)

Below • EuroAirport has four check-in halls, all of which are connected to the facility's 'Y' shaped pier.

Luigi Vallero reviews the development of Basel's EuroAirport, which serves the tri-border regions of France, Germany and Switzerland.

Facts and figures

IATA Code:	BSL, MLH, EAP
ICAO Code:	LFSB
Elevation:	885ft (270m)
Location:	47°35'24"N 007°31'45"E
Runways:	15/33 12,795ft (3,900m) 08/26 5,971ft (1,820m)
Website:	www.euroairport.com



responsible for its construction. Without waiting for the official signatures on the Swiss-French treaty (which finally happened on July 4, 1949) the local authorities started work. The basic layout and infrastructure of Basel-Mulhouse (BSL) was completed in just two months, with a temporary metal-plate runway (supplied by the victorious Allied forces) and a number of wooden buildings. The first commercial flight, from London, arrived on May 2, 1946, and the airport was officially opened six days later.

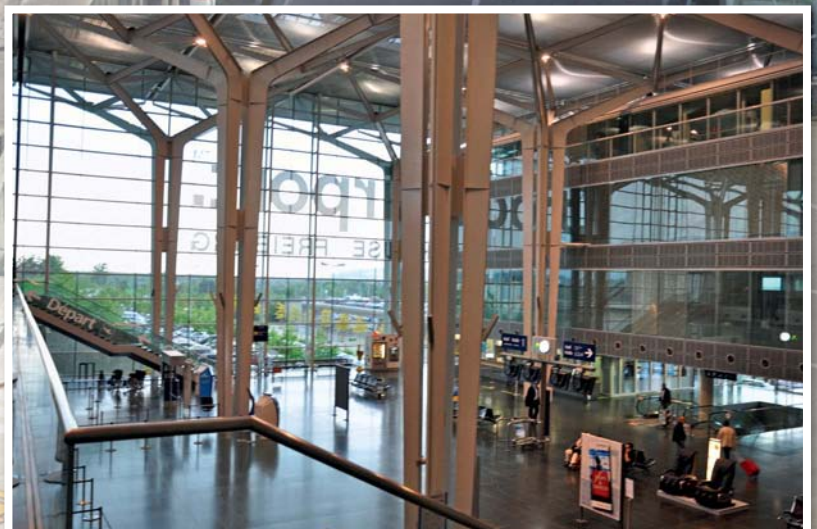
A permanent 5,249ft (1,600m) east-west runway was completed in December 1952; this was followed a year later by a 7,546ft (2,300m) north-south concrete strip. The latter quickly became the primary runway and it



“Now classified as a medium-sized airport, it is an efficient and pleasant gateway into this region of Europe.”



Left • EuroAirport is classified as a medium-sized facility and is handling record numbers of passengers, with 5.9 million people passing through it during 2013.



Right • The glass-fronted terminal building allows plenty of natural light to flood-in.

Spotting Spot

For aviation enthusiasts, EuroAirport Basel-Mulhouse-Freiburg offers great ramp view opportunities thanks to its two long visitor viewing terraces, available on both the Swiss and French sides. Photography is limited due to the large glass screens that run along the edge of the terrace. Admission is free of charge and without having to go through security checks. The terraces are accessible on the 5th floor of the terminal next to the restaurant.



was extended to 12,795ft (3,900m) in 1978. The airport continued to expand during the early 1970s. A new cargo terminal became operational in May 1970 followed, a month later, by the opening of the terminal building with the capacity to accommodate one million passengers per year. Planners thought this would be adequate for the next 20 years. However, by the 1990s renewed growth, notably due to the increase in regional services, resulted in a small pier being added raising capacity to 1.8 million passengers. This was later increased to 2.7 million in 1997 through the addition of more waiting areas and departure gates. By the end of the decade, passenger numbers had risen to 3.6 million and a major re-development programme was needed to cope with this faster-than-anticipated growth.

One reason behind the significant increase in passengers using the facility can be attributed to the expansion of local carrier Crossair. The airline created 'Eurocross' – a system of efficient connections through its home base – which saw the carrier linking smaller airports and transferring passengers to larger hubs, offering short transit times (often around 20 minutes). This helped to strengthen the airline's link with its partners, particularly the Swissair flights from Zurich. In 1987 BSL was re-branded EuroAirport Basel-Mulhouse-Freiburg (EAP/BSL) to better reflect its tri-national operations.

Further modernisation work was launched at the end of the 1980s, with the terminal's departure hall being completely redesigned. Additional aircraft gates were constructed via a new finger pier, this was extended during 2000/01 to form a 'Y' shape capable of serving up to 25 airliners at a time. To accommodate the increasing passenger numbers, the terminal was enlarged and modernised on the land side. By the end of 2002 the North Passenger Terminal (French-side extension) had been opened, followed by a similar enlargement to the South Passenger Terminal (Swiss-side), completed in 2005. The original central area of the terminal is now undergoing refurbishment and being brought up to the same standard and style as the others.

A major blow for the airport was the bankruptcy of Swissair in 2001, which followed in the wake of the 9/11

Right • Future expansion at the facility will include a rail link connecting to the main Basel-Mulhouse line and a hotel complex which will be built within walking distance of the terminal. (EuroAirport)

Scheduled/Regular Charter Airlines (Summer 2013)

Aegean Airlines
Aigle Azur
Air Algérie
Air Arabic Maroc
airberlin
Air France
Air Méditerranée
Air Transat
Air VIA
ArkeFly
Austrian Airlines
Belair
British Airways
Brussels Airlines
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Lufthansa CityLine
Pegasus Airlines
SunExpress
Swiss International Air Lines
TUIfly
Travel Service
Tunisair
Turkish Airlines
Twin Jet
VIM Airlines
Wizz Air

Above right • Former national flag-carrier Swissair operated regular services from the airport until its demise in 2001. (AirTeamImages.com/ATI Collection)

Right • Crossair was established at Basel-Mulhouse in 1975, the airline expanded quickly to become the dominate carrier here. (AirTeamImages.com/Carl Ford)



terrorist attacks in the US and the subsequent downturn in the numbers of people flying. This was compounded by Crossair's transformation into Swiss International Air Lines and the closure of its 'Eurocross' operations at EAP/BSL. The void left by these losses was plugged in 2004 when low-cost carrier easyJet opted to establish a base at the airport, and passenger figures began to grow quickly again, reaching four million in 2006.

EuroAirport Today

EuroAirport boasts four check-in

halls, with two catering to Swiss traffic and two for French passengers, all are interconnected and linked to the Y-shaped pier. Now classified as a medium-sized airport, it is an efficient and pleasant gateway into this region of Europe. It continues to handle record numbers of passengers. In 2013, 5.9 million people passed through, an increase of 10% compared to the previous year's figure of 5.3 million. The total number of take-offs and landings (87,319 movements) and the amount of freight handled (94,000 tonnes) remained close to those in 2012. The growth in passenger numbers, the airport's management explained, is due to four main factors: use of larger aircraft, better seat occupancy, more destinations and increased frequencies on certain routes. Five destinations were added last year – Calvi, Kraków, Figari, Seville and Tuzla – as well as charter links to Antalya, Palma and Tel Aviv.

Throughout 2013 the management team has worked hard to continue improving the airport for its customers. Work has included the renovation of the Skyview Lounge as well as the opening of a 2,153sq ft (200m²) Business Centre with ten meeting rooms, located on the fifth floor of Hall 1. The food and beverage concessions throughout the terminal areas have been retendered with three companies – Canonica, Elixor and Relay – awarded contracts to provide a variety of restaurants, bars and cafés catering to all tastes. Building work has also started on a €40 million project to build a new Cargo Terminal in the southeast corner of the airport. The facility, which is due to be completed during the fourth quarter of 2014, covers an area of 226,042sq ft (21,000 m²), and will help to strengthen the region's logistics handling prowess.

To assist with the future expansion,





Left • An Air Inter Fokker F27-500 Friendship, F-BPNA (c/n 10366) parked on Basel-Mulhouse's apron awaits its next load of passengers. The terminal building has since been extended with departure halls added to both ends as well as the 'Y' shaped pier. (AirTeamImages.com/ Bob O'Brien Collection)



Below left • A new €40 million Cargo Terminal is under construction and when it opens later this year it will help to strengthen the region's logistics handling prowess. (AirTeamImages.com/ Oliver Corneloup)

Schedule/Regular Cargo Airlines (Summer 2013)

Air Contractors (Fed EX)
Atlantic Airlines (DHL)
Bluebird Cargo (DHL)
DHL Aviation
Farnair (UPS)
Korean Air Cargo
TNT Airways

a link from the airport to the French/Swiss rail network is currently being planned. This will see the creation of a section of track approximately four miles (6km) long, constructed as a diversion from the existing Mulhouse-Basel line, with a station built in 'direct contact' with the terminal. The project received the backing of the French Government at the beginning of 2010, with the

connection expected to be completed by the end of the decade. Associated with the rail extension, there are also plans to build a 2- and 3-star hotel complex with up to 200 rooms positioned close to the terminal. This should substantially increase its appeal to travellers wishing to visit this region of Europe.

Since the early days of BSL, and later through its EuroAirport guise, the

facility has developed as a centre of excellence for aircraft maintenance and custom outfitting. Locally-based companies like Jet Aviation, AMAC Aerospace and Air Service Basel, provide leading maintenance, repair and overhaul (MRO) and conversion services for top-end business and private aviation users. The airport supports more than 20 different airlines, providing an average of 80 to 100 daily scheduled flights, and all three major airline groupings, Star Alliance, SkyTeam and oneworld are well represented with connections to their primary hubs. The main carrier operating at EAP/BSL today is easyJet, with both its domestic subsidiary easyJet Switzerland and UK-based aircraft. The carrier's fleet of Airbus A319s and A320s are deployed to most of the markets flown from the airport and, between them, currently serve 36 business and leisure destinations. The two 'local' flag carriers are Swiss International Air Lines, which operates five routes with its BAE Systems Avro RJ100s, and Air France employing its A320 Family aircraft linking Basel to the French capital as well as Amsterdam and its regional subsidiary HOP! flying to Lyon using Embraer E-Jets. **W**

The author would like to thank Vivienne Gaskell, Press & PR Manager, EuroAirport Basel-Mulhouse-Freiburg for her help in the preparation of this article.

Below • Aerial view of the 'Y' shaped pier which is capable of handling up to 25 airliners at a single time. (EuroAirport)

“To assist with the future expansion, a link from the airport to the French/Swiss rail network is currently being planned.”





After a turbulent 20 years, Austria's national carrier is showing improving fortunes under CEO Jaan Albrecht.

Ron Kuhlmann reports from Vienna.

Changing time

The carrier operates five Boeing 777-200ERs for long-haul services with a sixth due in the next few weeks.

Founded in 1957 as the nation's flag carrier, Austrian Airlines (IATA Code OS, ICAO Code AUA) began operations in 1958 with flights between Vienna and London. In the half-century since, the airline has undergone many transformations, but has primarily focused on routes in western and central Europe, capitalising on Vienna's location and its relative neutrality, which made it an important player in 'Cold War' politics. The airline's first long-haul service

was to New York in 1969, operating under a codeshare with Belgian airline Sabena and routing via Brussels; but it was relatively short-lived and some time before the carrier re-entered the intercontinental arena.

Through much of its history, Austrian has also collaborated closely with Swissair, co-operation that generated rumours of a takeover by the Swiss firm. The airlines ordered similar aircraft and many Austrian long-haul passengers connected via Zurich. While an actual

merger never occurred, Austrian was one of the founding members of the Qualifyer alliance and close co-operation continued until Swissair's demise.

Out of the neighbourhood – again

In the 1990s and early 2000s, Austrian Airlines once more ventured afar, driven mainly by the acquisition of Lauda Air which, founded by Grand prix racing driver Niki Lauda, had routes to Southeast Asia and Australia



of the consequences, employee unions remained intransigent and at the end of April 2012 Austrian transferred its flights to Tyrolean Airlines, its short-haul, privately-held affiliate.

Since EU law prohibits such transfers without also moving staff, the employment conditions of Austrian's employees were then superseded by those of Tyrolean, resulting in significant cost reductions – about €45 million. Most staff grudgingly accepted the changes but 324 left.

Still Austrian, but with a disclaimer

As a result, the familiar Austrian logo on the forward fuselage now has a small disclaimer near the passenger door which states 'Austrian Airlines operated by Tyrolean'. The situation is similar to the re-emergence of Swiss through the use of Crossair – a solution that also allowed for the imposition of new employee contracts, though under quite different circumstances.

But the recent events and positive »

but had failed to produce positive results. Following the takeover, Austrian continued to operate these sectors but also failed to make a profit on them. As losses mounted, it had no choice but to institute a programme of massive cutbacks in 2006.

By 2008 the situation had worsened – losses for the year amounted to more than €429 million – and the government was actively seeking a buyer for the airline. German carrier Lufthansa was chosen as the preferred option and, following the requisite European Union investigations, OS became a fully-owned part of the Lufthansa Group in September 2009, with its shares being delisted on the Austrian Stock Exchange some months later.

Former competitors all under one roof

But Lufthansa's ownership did not stem the losses. While other members of the group receive mandates from the Lufthansa board, their implementation was left to the individual carrier's management. However, in the case of Austrian, the mandate was simply to move into the black. In 2011, Jaan Albrecht, then CEO of the Star Alliance, was chosen to lead the airline back into profitability – a substantial challenge.

However, as with many other legacy carriers, labour agreements were a major source of out-of-control costs because of guaranteed salary and benefits increases – whether or not the airline was profitable. Despite tough negotiations and a clear delineation

“For the first time in nearly half a decade, the airline is on a growth track and is a totally different company from the one that was inherited.”

Jaan Albrecht, CEO
Austrian Airlines.

nes at Austrian

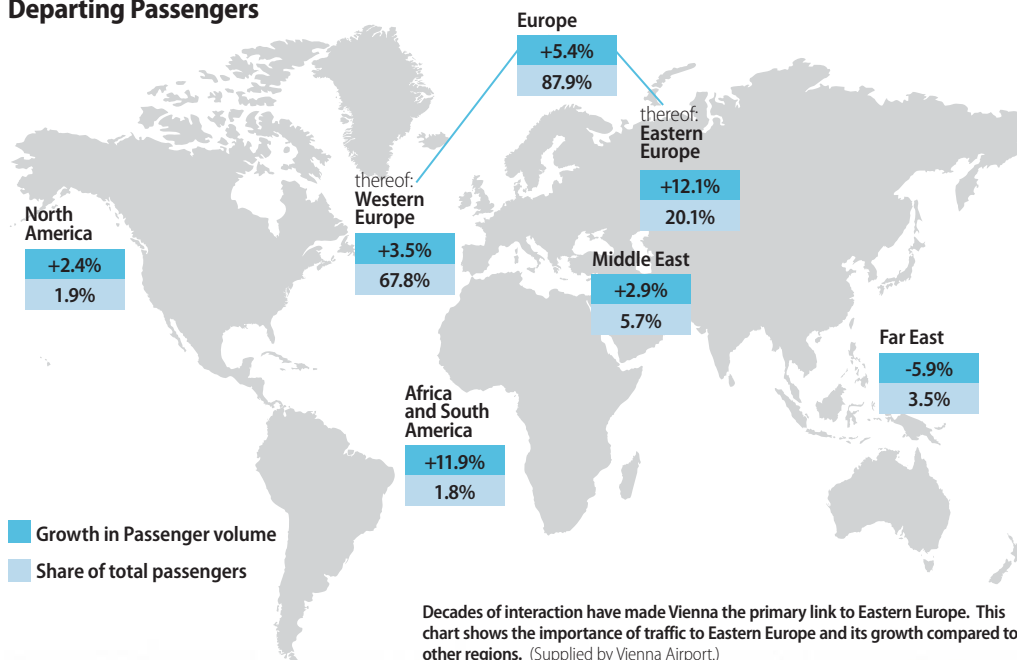
Right • Austrian has recently upgraded the Business Class offerings on its long-haul fleet.
(All photos via Austrian Airlines unless stated)

Far right • In 2011, Jaan Albrecht, then CEO of the Star Alliance, was chosen to lead the airline back into profitability.



Development and Share of Passengers by Region

Departing Passengers



developments since April 2013 have done a lot to ease the scepticism and Albrecht notes that, for the first time in nearly five years, the airline is on a growth track, and he views today's Austrian as a "totally different company" from the one he inherited.

Austrian has always been smaller and less prominent than either of its larger Germanic neighbours – Lufthansa and Swissair (and now Swiss International Air Lines). Its network has not been as comprehensive and until recently Vienna did not have the hub status of Frankfurt, Zurich or Munich.



The CEO's perspective

Airliner World asked Jaan Albrecht about the role he envisaged for a renewed Austrian Airlines. He was quick to reply that the carrier continues to be the strongest with its links to central and Eastern Europe, noting that because of lingering Cold War repercussions, investment money in the latter is Austrian. Banks, construction companies and other infrastructure builders were modernised, with Austrian firms being awarded the majority of the contracts due to their long-standing alliances with the countries.

But some aspects of the operation have seen even more changes. For instance, the airline has negotiated a new agreement with Vienna Airport, resulting in significant cost savings at its hub. It also renegotiated contracts with around 60 of its suppliers, further reducing costs and bringing new efficiencies to the various partnerships.

Jaan also cited the contribution Vienna brings to the Lufthansa Group's multi-hub strategy which gives passengers the option to connect via Frankfurt, Munich, Zurich, Vienna or Brussels – providing an array of timings that present the traveller with choices unavailable from any other group. And Vienna Airport is an excellent inclusion, ranking among the top airports in Europe for winter operations and giving OS an on-time performance of 90% in 2013 – a vital parameter for an airline that counts on connectivity for success.

Vienna is also regularly ranked as one of the world's most popular cities, its rich cultural heritage attracting visitors from across the globe. The International



Congresses and Convention Association cites Vienna as the world's number one choice, attracting thousands of participants every year to its meeting facilities.

And the fleet...

To streamline the fleet, the Boeing 737s inherited from Lauda have been retired – but with 767-300ERs (six) and 777-200ERs (five) for long-haul, Airbus A319s, A320s and A321s (29) as its medium-haul staple, Fokker 70s and F100s (23) flying short-haul routes and Bombardier Dash 8s (14) on regional flights, it remains a diverse collection. One more 777 is on the way and a replacement for the Fokkers is also being considered.

The decision over the choice of a new aircraft is more complex than it would first appear. While the central and Eastern European network points are important inclusions for Austrian, they are far from being familiar to most travellers: few dream of a trip to Ashgabat, Turkmenistan. So the airline needs modestly-sized aircraft that still offer comfort to the predominantly Business Class traveller.

For the future, OS is considering the Bombardier CSeries, offerings from Embraer or an expansion of the A319 fleet. A decision is expected in 2014 and the Fokkers will all be gone by 2017.

Spreading wings

The expansion of long-haul services is less complex. The airline's return to Chicago (in May 2013) has been very successful and the service will soon be daily. Austrian also flies to New York/JFK and Washington/Dulles, and in



Austrian's fleet of Boeing 737s is progressively being replaced by the Airbus A320 Family.

A replacement is being sought for the carrier's Fokker 70s with a new aircraft due to be in place by 2017.

Far left • Austrian's onboard product remains of a very high standard.

Long-haul operations are split between the Boeing 767 and 777 fleets.

2014 will add five weekly flights to New York/Newark. Much like the multi-hub philosophy used by the Lufthansa Group in Europe, Austrian will serve three of its Star Alliance partner United Airline's major hubs, providing multiple connecting points for United's domestic network. In Canada, alliance partner Air Canada offers connections. A joint-venture with All Nippon Airways (ANA)

provides similar advantages on routes to Asia.

Enthusiasm can be a rare trait among airline CEOs, yet Jaan Albrecht is decidedly optimistic when discussing Austrian's future. Since its inception, it has been an airline in search of a comfortable and profitable niche in the global industry. It appears that quest has finally ended – successfully. **7/11/14**



“The Lufthansa Group's multi-hub strategy provides passengers with the option to connect via Frankfurt, Munich, Zurich, Vienna or Brussels.”

United Kingdom **Hybrids**

After the European images featured in the January 2014 issue of *Airliner World* **Chris Doggett** adds some more, this time of aircraft operated by one carrier while wearing the livery of another.



Orion Airways' Boeing 737-2T5, G-BJBJ (c/n 22632), was leased to America West Airlines (AWA) in 1986. On return it went to Britannia Airways for five months – still in AWA colours – before being further leased to Royal Air Maroc.



McDonnell Douglas MD-83, OH-LMV (c/n 49904), was leased from Finnair to Airtours International Airways for the summer seasons of 1993 and 1994.





Dan-Air London Airbus A300B4-2C, G-BMNA (c/n 169), at London/Gatwick in 1986. The aircraft had been on lease to Hapag Lloyd of Germany.



Caledonian Airways Lockheed L-1011-100 TriStar, G-BBAF (c/n 1093), was leased to Irish carrier Aer Lingus for the summer seasons of 1996 and 1997 to provide extra capacity on popular routes.



British Aircraft Corporation One Eleven 304AX, G-BPNX (c/n 110), was repossessed from Airways International Cymru by Havelet Leasing in 1988 before a lease to Dan-Air London for the summer holiday season.



Leased from American Trans Air (ATA) by British Airways for two months in the summer of 1988, Boeing 727-22, N284AAT (c/n 19151) operated mainly domestic UK services.



Previously used by Air Europe and Air Holland, Boeing 757-236, G-IEAD (c/n 24771), carried the colours of Air Aruba when it was leased to Inter European Airways in April 1992 for seven months.



Delivered to Air 2000 in April 1987, Boeing 757-28A, G-OOOB (c/n 23822), was leased to British Airways in November of that year for five months before returning to the inclusive tour operator.

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Image: Jérôme Mervelet

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What's new
in flight
simulation
software.

FlightFactor 757 Professional The Flying Pencil

Below right • The 757-200 has become the backbone of the Icelandair fleet since it took delivery of its first aircraft in 1990.

Publisher: FlightFactor

Price: \$59.95

Website: www.flightfactor.aero/

Developer: Abacus

System requirements: 64bit X-Plane 10, Windows Vista/7/8 64bit or Mac OSX 10.7/10.8/10.9 or Linux Ubuntu 12.04 LTS or compatible, 8GB RAM/1GBVRAM (2GB VRAM recommended).

The Boeing 757-200 was designed as a replacement for the ageing 727. It entered service in 1983 and was commonly used on high-density routes in Europe and transcontinental US flights. When it was certified for Extended Range Twin Engine Operations (ETOPS) in 1986, the aircraft became a popular choice on medium- and long-haul transoceanic routes. It quickly became known as one of the more versatile airliners made by Boeing as it was capable of the longer flights, and its single-aisle configuration enabled it to operate out of airports that couldn't accommodate twin-aisle jets. The 757 was developed concurrently with the 767 and, in order to lower costs, Boeing designed a number of components to fit both types such as the Auxiliary Power Unit (APU), air conditioning packs and electrical system components. The two

types also had an identical flight deck layout, enabling pilots to obtain a common type rating.

The last 757 rolled off the production line on October 28, 2004, after a total of 1,050 had been built, and operated by 54 airlines worldwide. The -200 series was the most popular model accounting for a total of 913 aircraft.

A new airliner for X-Plane

The 757 Professional for X-Plane has been developed by FlightFactor, the team behind the popular 777 Worldliner. This is its second high-fidelity airliner and is based on the 757-200 that was one of the first from the manufacturer to be fitted with a glass cockpit.

The base package comes with four liveries: Air France, Boeing house-style, British Airways (retro) and Lufthansa (other

Right • The base package comes with a choice of four liveries, with others available for download.

Far right • The overhead panel is crisp and clear with almost every system modelled.





liveries are also available for download). The external model is highly detailed and includes reflective surfaces, high-definition textures and moving parts, such as control surfaces, flaps, spoilers and undercarriage. The engines are similarly accurate with rotating fan blades and heat blur from the exhaust ducts. The cabin is modelled to a high standard and includes galleys, lavatories and an impressive passenger interior configuration.

The 757 comes with a 3D cockpit with a fully functional main instrument panel, overhead panel and centre console, as well as a pop-up window for the Flight Management Computer (FMC).

Systems

The simulator package uses an external plug-in that simulates approximately 90% of the systems in the real aircraft, including electrical, hydraulic and fuel. Other features include realistic triple inertial reference systems with source switching, dual Air Data Computers (ADC) with custom failures and a triple channel autopilot allowing you to perform full auto-lands. The Captain's and First Officer's instruments work independently with separate analogue gauges, Primary Flight Displays (PFDs) and Navigational Displays (NDs), an operational weather radar and two independent FMCs.

Checklists

The package includes interactive checklists for normal, operational and amplified procedures as well as tutorials on how to apply power to the aircraft. Both the tutorials and the interactive checklist are a great way to learn about this complex airliner, even for experienced users, and if you go through them a few times it is going to take a big chunk out of the learning curve.

Flight test

Although the 757 is a fairly detailed aircraft, the cockpit layout is in typical Boeing style and should be familiar to seasoned virtual airline fliers. In terms of the flight modelling, the dynamics are excellent. The flight model is very stable and the handling feels close to what you would expect in an aircraft in this category. It has a few quirks; for example, the ILS box that is located at the rear of the centre console, can be hard to find if you are not used to the aircraft. Similarly the spoilers automatically deploy when applying reverse thrust, which is a feature of the 757-200.

The simulation comes with a number of very innovative features. For example, if you forget to turn the air conditioning packs on, the temperature will drop in the cabin; if it is raining, you need to engage the wipers, and in icing conditions you

have to turn on the anti-ice or suffer the consequences. The aircraft even has a simulated oxygen mask and during the night you will see reflections (of internal lights) on the instruments, while the Visual Display Units (VDUs) flicker when the main engine generators come online.

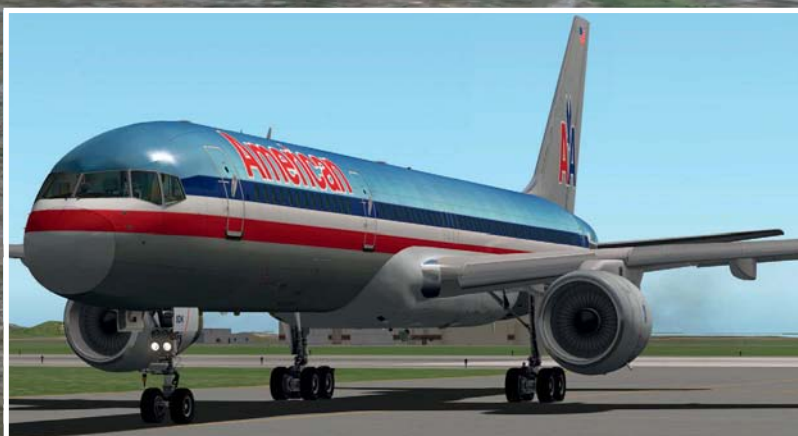
Summary

Following the release of its 777, FlightFactor continues to push the boundaries of desktop simulation with its 757 follow-up. As a result, it would be fair to say this is probably one of the best airliners currently available for X-Plane. The aircraft is superbly rendered and the systems are modelled in detail, with a fully functional virtual cockpit and a very reasonable price tag considering the complexity of the passenger aircraft.

The interface that is used for the checklists and the aircraft set-up could be more refined, but apart from that, everything is first rate. The 757 is a firm favourite among its pilots and FlightFactor has managed to capture the spirit of this popular aircraft.

A full complement of ground vehicles, including a pushback truck, custom failures and cabin announcements, all add to the appeal of this excellent aircraft. If you like flying complex airliners, but prefer a more hands-on approach, this one is for you.

Richard Benedikz.



Far left top • A functional weather radar is just one of the many features that make this one of the best airliners currently available for X-Plane.

Far left bottom • The flight deck is almost fully functional with every button and knob able to be turned on and off.

Left • American Airlines operated 757s on transatlantic routes from the US to London.

Norwegian Boeing 787-8 Dreamliner Blu-Ray



This programme covers Norwegian's Asian routes from Oslo and Stockholm to the Thai capital of Bangkok on-board its new Boeing 787 Dreamliner. We've gathered some great pilots who take their time to present the aircraft in full detail as you enjoy a great flight with striking scenery and great approaches thanks to 6 cameras in the cockpit! t
Region-free Blu-Ray disc,
Running time 202 minutes.

NEW

Code: BR032

ONLY £19.49

Air France Airbus A380 Blu-Ray



For the very first time you can take a detailed look inside the Airbus A380 and discover what makes this aircraft so special. Air France's long-haul Airbus Fleet Manager personally presents the "Super" to you from the time the crew reports at the airport to prepare the flight to the arrival at the destination gate so you witness first-hand what is involved to operate such a large and advanced aircraft.

Region-free Blu-Ray disc,
Running time 277 minutes.

BESTSELLER

Code: BR029

ONLY £19.49

Nature Air Twin Otter Blu-Ray



This is what aviation is all about - flying low and slow so you can discover this beautiful country! For the first time, Just Planes travels to Costa Rica and welcomes Nature Air to its series! We fly from San Jose to 10 destinations onboard the carrier's de Havilland Twin Otters and Cessna Caravans and enjoy some great pilot presentations!
Region-free Blu-Ray disc,
Running time 239 minutes.

Code: BR030

ONLY £19.49

Ethiopian Airlines Short-Haul Blu-Ray



This 4 and a half hour programme takes a look at the Ethiopian Airlines' domestic and regional routes operated by the Boeing 737-700 & Bombardier Dash 8-Q400. We join both types on flights to destinations across Ethiopia while we also follow the larger 737-800 to points in Kenya, Malawi, Tanzania and DR Congo. This episode features a total of 15 in-the-cockpit flights
Region-free Blu-Ray disc,
Running time 274 minutes

Code: BR015

ONLY £19.49

Air Canada Embraer 175 USA Blu-Ray



For the first time in the World Air Routes series, Just Planes bring you Denver International and Washington/Reagan National as well as New York/La Guardia! This programme follows Air Canada's E175 across the USA with some amazing airport and city views.
Region-free Blu-Ray disc,
Running time 270 minutes.

Code: BR003

ONLY £19.49

Sri Lankan Airbus A330 Blu-Ray



Just Planes are delighted to welcome Sri Lankan Airlines to its cockpit series. You'll discover this excellent airline as you fly the Airbus A330 to Frankfurt, Bangkok, Hong Kong and to the fantastic Maldives. You'll also join an A320 flight to Singapore and operate four domestic sectors in Sri Lankan Air Taxi's de Havilland Twin Otter.
Region-free Blu-Ray disc,
Running time 275 minutes.

Code: BR031

ONLY £19.49

Avianca Airbus A319 & Fokker 100 Blu-Ray



Just Planes is very happy to welcome to its series one of the oldest airlines in the world and 2nd largest in South America. In this program we present the Brazilian operation of Avianca which operates a fleet of more than 30 aircraft to 25 destinations.
Region-free Blu-Ray disc,
Running time 273 minutes.

Code: BR004

ONLY £19.49

Brussels Airlines Airbus A319/330 Blu-Ray



On this programme you'll get four flights on the A319 with two very interesting destinations. Geneva with its nice approach surrounded by mountains and Eskişehir, our first visit to this Turkish destination, where we'll be landing on a taxiway!! Our viewers also appreciated Captain Coupez's work on the A330 so we're delighted to have him back for the A319. Region-free Blu-Ray disc,
Running time 273 minutes.

Code: BR012

ONLY £19.49



Blu-Ray discs offer an enhanced viewing experience with high definition video and audio. Please check that your player is Blu-Ray compatible before ordering. For our full range of Blu-Rays visit www.keypublishing.com/shop

Miami Airport – 20 Years DVD



Filmed during 20 years, from 1993 onwards this superb DVD features a variety of rarely seen airlines and aircraft including many which no longer exist.
Region-free DVD
Running time 580 minutes

Code: DVD563

ONLY £19.49

British Airways 747-8F Cargo DVD

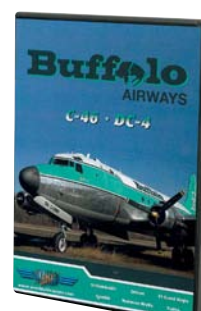


Be a part of history as AirUtopia becomes the first to release the full 747-8F cockpit experience with their new 'Magic of Flight' series. With detailed commentary by Director of Operations, Captain Steve Monaghan.
Region-free DVD,
Running time 120 minutes

Code: DVD559

ONLY £14.49

Buffalo Airways DC-4/C-46 DVD



Buffalo Airways was established over 40 years ago and is based in Yellowknife. The airline has become famous through the TV Show "Ice Pilots" and World Air Routes is honoured to be welcoming Buffalo to their ever growing Flight in the Cockpit series!
Region-free DVD.
Running time: 246 Minutes.

Code: DVD438

ONLY £18.49

The latest commercial aircraft deliveries from manufacturers and lessors.

Emirates' latest Boeing 777-31HER, A6-ENM (c/n 41359), at Manchester on March 4 on one of its first visits to the UK. (Karl Nixon)

Shandong Airlines' Boeing 737-85N, B-9131 (c/n 39935), passed through Honolulu on February 16 on its delivery flight to China. It was the second aircraft to be delivered in these colours – a third has since followed. (Ivan Nishimura)



AIRBLUE [ED/ABQ]				
AP-EDU	A320-214	5943	ex F-WWDR, dd 24.01, lsd fr AWAS	

REAL TONGA AIRLINES [RLT]				
A3-PAS	BN-2A 26	159	ex 5W-JUN, dd 10.13, lsd fr Samoa Air	

EMIRATES AIRLINE [EK/UA]				
A6-ENM	B777-31HER	41359	dd 24.01.14	

ETIHAD AIRWAYS [EY/ETD]				
A6-AQA	A330-202	825	ex VT-JWF, dd 08.12.13 Delhi – Abu Dhabi, lsd fr Jet Airways	

A6-AQB	A330-202	831	ex VT-JWG, dd 08.12.13 Delhi – Abu Dhabi, lsd fr Jet Airways	
A6-EIW	A320-232	5924	ex F-WWIU, dd 22.01.14	

FLYDUBAI [FZ/FBD 'SKY DUBAI']				
A6-FEL	B737-8KN	40263	st SMBC Aviation Capital on dely	

GULF HELICOPTERS				
A7-GHO	AW139	31523	dd 12.11.13	

A7-GHP	AW139	31527	ex I-EASS, dd 18.02.14	
QATAR AIRWAYS [QR/ATR 'QATARI']				

A7-AHO	A320-232	4810	ferried Shannon – Doha 19.01.14 after paint into 'oneworld' colours	
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AIR CHINA [CA/CCA]				
B-1942	B737-89L	40023	dd 13.01.14	

B-1947	B737-89L	41314	dd 20.01.14, lsd fr Air Lease Corp	
B-2046	B777-39LER	41442	dd 14.01.14	

CHINA EASTERN AIRLINES [MU/CES]				
B-5941	A330-243	1484	ex F-WWKJ, dd 27.01.14	

B-6451	A319-132	5826	ex B-513L, dd 27.01.14	
CHINA SOUTHERN AIRLINES [CZ/CSN]				

B-1803	A320-214	5945	ex F-WWUD, dd 27.01.14, lsd fr China Aircraft Lease	
B-1805	A320-232	5817	ex B-512L, dd 21.01.14	

B-1806	A321-231	5949	ex D-AZAD, dd 27.01.14, lsd fr Air Lease Corp	
B-1916	B737-81B	41315	dd 16.01.14, lsd fr Air Lease Corp	

B-1920	B737-86N	41265	dd 14.01.14, lsd fr GECAS	
B-1921	B737-86N	41245	dd 27.01.14, lsd fr GECAS	

HAINAN AIRLINES [HU/CHH]				
B-1927	B737-84P	39207	dd 23.01.14	

KUNMING AIRLINES [KY/KNA]				
B-1926	B737-87L	41111	dd 16.01.14, lsd fr Shenzhen Airlines	

SHANGHAI AIRLINES [FM/CSH]				
B-1949	B737-89P	39933	dd 14.01.14, lsd fr China Eastern	

SHENZHEN AIRLINES [4G/CSZ]				
B-1926	B737-87L	41111	dd 16.01.14, lsd to Kunming Airlines	

B-1935	B737-87L	39140	dd 23.01.14	
SICHUAN AIRLINES [3U/CSG]				

B-1822	A320-232	5937	ex F-WWIZ, dd 22.01.14, lsd fr CIT Aerospace	
SPRING AIRLINES [9S/CQH 'AIR SPRING']				

B-1807	A320-214	5816	ex B-511L, dd 10.01.14	
XIAMEN AIRLINES [MF/CXA]				

B-1911	B737-85C	39907	dd 15.01.14	
ADVANTAGE HELICOPTERS				

C-GRIL	Bell 212	31111	ex XC-DIG, reg'd 04.02.14	
AIR CANADA ROUGE [RV/ROU]				

C-FZUG	A319-114	0697	ex D-AVYT, reg'd 27.02.14, ferried Trois-Rivières – Toronto same day	
C-GARO	A319-114	0757	ex D-AVYQ, entered service 01.02.14	



C-GBHO	A319-114	0779	ex D-AVYT, reg'd 13.02.14, ferried Trois-Rivières – Toronto 15.02.14	
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ALPINE HELICOPTERS				
C-GAHV	Bell 212	30699	ex N90221, reg'd 11.02.14	

CHC HELICOPTERS INTERNATIONAL [HMB 'HUMMINGBIRD']				
C-GXIK	AS365N2	6423	ex G-CHCR, reg'd 18.02.14	

ENERJET [EG/ENJ]				
C-FYEJ	B737-73A	28498	ex N715DB, dd 13.02.14, lsd fr AWAS	

FIRST AIR [7F/FAB]				
C-FFNF	B737-406	25412	cnvtrtd to B737-406 Combi by PEMCO	

KENN BOREK AIR [4K/KBA 'BOREK']				
C-GEAL	DC-3C Turbo	16305	repaired after accident 20.12.12 in Antarctica, ferried back to Canada	

NORTH CARIBOO AIR [NCB]				
C-FGNJ	Dash 8Q-402	4028	ex D-ADHA, reg'd 27.02.14	

C-GDLR	Dash 8Q-402	4281	ex D-ADHT, reg'd 27.02.14	
C-	Avro RJ85	E2235	ex OY-RCD	

WASAYA AIRWAYS [WT/WSG]				
C-FFFS	HS748 Srs.2A	1663	repaired after accident & rts 19.11.13	

ECOJET				
CP-2850	Avro RJ85	E2277	ex D-AVRJ, dd 01-02-12.13 Cologne – Cochabamba, lsd fr FlairJet	

LUZAIR [LUZ 'LISBONJET']				
CS-TMR	L-1011-500	1241	st TriStar History & Preservation Inc, rr N91011	

WHITE AIRWAYS [WI/WHT 'WHITEJET']				
YL-LCL	A320-214	0533	ex El-DDL, dd 10.12.13 Riga – Lisabon, wet-lsd fr SmartLynx, ops for Windavia with their titles & 'white' engine titles	

CUBANA [CU/CUB]				
9M-XAB	A340-313X	273	ex C-GDVW, dd 12.12.13 Kuala Lumpur – Havana, wet-lsd fr AirAsia X	

BOB LÍHAS AÉREAS [5Q]				
CX-POS	ATR 72-212A	636	named 'Obdulio Jacinto Varela'	

JUPITER AIRLINES [JUA]				
CS-	CRJ100	7162	ex F-GRJU	

AIRBERLIN [AB/BER]				
D-ABDU	A320-214	3516	repainted into special 'airberlin ETIHAD moving forward' colours & ferried Norwich – Berlin SXF	

BLUE DART AVIATION [BZ/BDA]				
VT-BDQ	B757-28A(F)	26276	ex N391LF, dd 23.01.14, lsd to Blue Dart Aviation	

EAT LEIPZIG [QY/BGS 'EUROTRANS']				
D-AEAF	A300B4(F)	836	ex A6-SUL, reg'd 18.10.13	

D-AEAM	A300B4(F)	797	ex A6-NIN, dd 20.12.13 Dresden – Leipzig	
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GERMANWINGS [4U/GWI]				
D-AGWI	A319-132	5941	ex D-AVWD, dd 27.01.14	

D-AIPX	A320-211	0147	ex F-WWDN, dd 31.01.14 Shannon – Cologne, lsd fr Lufthansa	
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LUFTHANSA [LH/DLH]				
D-AIUA	A320-214	5935	ex D-AUBI, dd 15.01.14	

OFD OSTFRIESISCHER FLUGDIENST				
ZK-MSF	BN-2A 26	2037	rr D-IOLM	

AIR EUROPA [UX/AEA]				
EC-LYR	B737-85P	36595	dd 13.01.14	

IBERIA [IB/IBE]				
EC-LZJ	A330-302	1490	ex F-WWTJ, dd 24.01.14, named 'Miami'	

VUELING [VY/VLG]				
EC-LZF	A320-232	5940	ex F-WWDP, dd 23.01.14, lsd fr Qantas	

EC-LZN	A320-214	5925	ex D-AUBE, dd 23.01.14, lsd fr ACG	
AER ARRAN [RE/REA]				

EI-REH	ATR 72-201	260	ferried Toulouse Francalaz – Cork & ret to service	
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MAHAN AIR [WS/IRM]				
EX-35011	A300B4	838	rr EP-MMO	

UR-CJO	A320-231	0354	rr EP-MML	
ETHIOPIAN AIRLINES [ET/ETH]				

ET-APY	B777-36NER	42102	dd 24.01.14, lsd fr GECAS	
AIR CORSICA [XK/CCM 'CORSIKA']				

D-ANFC	ATR 72-202	246	ex SP-LFA, dd 23.01.14 Sønderborg – Figari, lsd fr Avanti Air	
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AIR CALÉDONIE [TY/TPC 'AIRCAL']				
F-ONCL	ATR 72-212A	759	ex F-WNLC, dd Singapore XSP – Nouméa 30-31.01.14	

AURIGNY AIR SERVICES				
SE-MGT	ATR 72-201	145	ex F-GVZG, dd 15.01.14, lsd fr West Air Sweden	

BRITISH AIRWAYS [BA/BAW 'SPEEDBIRD']				
G-EUYS	A320-232	5948	dd 30.01.14, part of Iberia order	

G-STBI	B777-336ER	43702	dd 28.01.14	
G-XLED	A380-841	144	ex F-WWAK, dd 16.01.14	

EASYJET [U2/EZY 'EASY']				
G-EZWP	A320-214	5927	ex D-AUBF, dd 17.01.14	

MONARCH AIRLINES [ZB/MON]				
G-ZBAP	A320-214	1605	ex G-RAFF, dd 14.02.14, lsd fr RPK Capital	

THOMAS COOK AIRLINES [MT/TCX 'KESTREL']				
G-TCDB	A321-211	5603	ex D-AIAB, reg'd 03.02.14, lsd fr Air Lease Corp	

ETIHAD REGIONAL [DARWIN AIRLINES] [DD/DWT]				
D-ANFC	ATR 72-202	237	ex F-WWEG, dd Sønderborg – Geneva 30.01.14, lsd fr Avanti Air	

TAME LÍNEA AÉREA DEL ECUADOR [EQ/TAE]				
HC-CPB	A320-233	1500	ex OE-ICR, dd 01-02.02.14 Woensdrecht – Quito, lsd fr AerCap	

Key to Abbreviations

a/c	aircraft
als	airlines
awys	airways
bf	bought from
b/u	broken up/scrapped
cans	cancelled
cls	colours
cn	manufacturer's construction/serial number
cnvtrd	converted
dbf	destroyed by fire
dbf	damaged beyond repair
dd	delivery date
ex	previous reg'n
ff	first flight
frtr	freighter
lrf	last revenue flight
lsd fr	leased from
lsd to	leased to
msn	see cn
ntu	not taken up
oo	on order
op	operated
pax	passenger
pwfu	permanently withdrawn from use
reg'd	registered
reg'n	registration
ret fr	returned from
ret to	returned to
rr	re-registered
rts	return to service
sb	sold by
scr	scrapped/broken up
std	sold to
std	stored
tba	to be advised
unk	unknown
wfu	withdrawn from use
w/o	written off/destroyed



We welcome any feedback on this listing.

(The listing is alphabetical with reference to the registration of the country of origin. Columns indicate the registration, type, construction number and notes.)

JEJU AIR [7C/JJA]			
HL8295	B737-8Q8	30694	ex VT-SJG, dd 06.02.14, lsd fr ILFC
THAI AIRASIA [FD/AIQ 'THAI ASIA']			
HS-BBK	A320-216	5918	ex F-WWDV, dd 13.01.13, lsd fr AirAsia
THAI AIRWAYS INTERNATIONAL [TG/THA]			
HS-TKU	B777-3D7ER	42110	dd 21.01.14
THAI SMILE [TG]			
HS-TXG	A320-232	5951	ex F-WWDZ, dd 31.01.14, lsd fr AWAS, named 'Nong Khai'
FLYNAS [XY/KNE]			
VP-CXG	A320-214	1965	ex G-DHJZ, dd 20.01.14, lsd fr GECAS, ferried Manchester – Jeddah
SAAD AIR			
VP-CSS	A320-232	3402	rr HZ-HY2
ALITALIA [AZ/AZA]			
EI-DIR	A330-202	272	repainted into 'SkyTeam' colours, named 'Filippo Brunelleschi'
ANA – ALL NIPPON AIRLINES [NH/ANA]			
JA824A	B787-8	42247	dd 07.01.14, Charleston #19
JAPAN AIR COMMUTER [3X/JAC 'COMMUTER']			
JA8642	Saab 340B	365	purch off lease 13.12.13
NEW CENTRAL AVIATION			
JA35CA	Do 228-212	8304	ex D-CIAP, dd 08.01.14 ex-Oberpfaffenhofen
PEACH AIR [MM/APJ 'AIR PEACH']			
JA811P	A320-214	5874	reg'd to ANA Trading Bouquet Note Leasing 09.01.14, still lsd to Peach
STAR FLYER [7G/SFJ]			
JA23MC	A320-214	5931	ex F-WWIG, dd 20.01.14
VANILLA AIR [JW/VNL]			
JA02VA	A320-216	5901	reg'd to Fuyo General Lease Co 13.12.13, still lsd to Vanilla Air
JA03VA	A320-216	5926	ex F-WWID, dd 14.01.14, lsd fr AWAS
BRISTOW NORWAY AS			
LN-ONE	S-92A	920213	ex N213BS, reg'd 30.01.14 to BrLLog Leasing Ltd
CHC HELIKOPTER SERVICE AS			
LN-OHG	AS.332L2	2493	owner changed to Heli-One Leasing (Norway) AS
LN-OQN	S-92A	920057	owner changed to Lobo Leasing SPV A Ltd
LN-OGO	S-92A	920060	owner changed to Wilmington Trust SP Services (Dublin) Ltd
LUFTTRANSPORT AS [LTR]			
LN-OLR	AS332L1	2332	ex N332CT, reg'd 02.01.14 to Skandinaviska Enskilda Banken AB
NORWEGIAN AIR SHUTTLE [DY/NAX 'NORSHUTTLE']			
LN-NGR	B737-8JP	41121	dd 13.01.14, reg'd to Geirangerfjorden Ltd

LN-NGS	B737-8JP	39029	ex N5515X, dd 28.01.14, reg'd to Geirangerfjorden tail 'Regine Normann – Norwegian author'
AEROLÍNEAS ARGENTINAS [AR/ARG]			
LV-FQY	B737-8TD	39436	dd 24.01.14, lsd fr AWAS
LV-FRK	B737-8BK	41560	dd 21.01.14, lsd fr CIT Aerospace
LUXAIR [LG/LGL]			
LX-LGV	B737-8C9	41190	dd 21.01.14
AIR LITUANICA [LT/LTU]			
ES-AEB	E170-100STD	0106	ret to Estonian Air 27.11.13
DOT LT [R6/DNU 'DANU']			
LY-ARI	ATR 42-300	012A	ret fr Sky Express
SMALL PLANET AIRLINES [SS/LIC]			
LY-SPC	A320-231	0415	wet lsd to Fly Olympic
BH AIR [8H/BGH 'BALKAN HOLIDAYS']			
LZ-BHG	A320-232	2844	ret fr RAK Airways
AIR FLAMENCO			
N9415U	BN-2A-27	789	rr N917GD
ALASKA AIRLINES [AS/ASA]			
N453AS	B737-990ER	36354	dd 13.01.14
AMERICAN AIRLINES [AA/AAL]			
N106NN	A321-231	5932	ex D-AZAS, dd 23.01.14, lsd fr CIT Aerospace
N107NN	A321-231	5938	ex D-AZAW, dd 24.01.14, lsd fr CIT Aerospace
N108NN	A321-231	5946	ex D-AVZB, dd 30.01.14
N944NN	B737-823	31185	dd 10.01.14, st AerCap & lsd back, reg'd to Wells Fargo Bank Northwest
N945NN	B737-823	33233	dd 28.01.14, st Avolon Aerospace & lsd back
AMERIFLIGHT [A8/AMF 'AMFLIGHT']			
N152AF	SA227-AC	AC-520	Key Equipment Finance
N257AS	Emb.120ER	126	Key Equipment Finance
sN529AF	SA227-AC	AC-752	Key Equipment Finance
N698AF	SA227-AC	AC-698	Key Equipment Finance (all st UAS Transervices Inc 02.12.13, still op by Ameriflight)
N801AF	SA227-AC	AC-701	as N529AF
N838AF	SA227-AC	AC-738	as N529AF
BRISTOW USA			
N227K	S-92A	920227	reg'd 30.01.14
N877AL	S-76C++	760618	ex 9Y-TJT, reg'd 28.01.14
N7619P	S-76D	761019	rr N723BG
N7626H	S-76D	761044	reg'd 30.01.14
N7646L	S-76D	761046	reg'd 24.01.14
DELTA AIR LINES [DL/DAL]			
N813DN	B737-932ER	31925	dd 17.01.14
N814DN	B737-932ER	31924	dd 16.01.14
N675MC	DC-9 51	47651	lrf 26.11.13 & pwfu at Atlanta, for display at Delta Air Heritage Museum
N767NC	DC-9 51	47724	lrf 05.01.14, ferried Detroit – Minneapolis MSP 08.01.14 & pwfu, to be used as fire trainer

N779NC	DC-9 51	48101	lrf 22.01.14, ferried Atlanta – Charlotte 23.01.14 & pwfu, donated to Carolinas Aviation Museum
N782NC	DC-9 51	48107	lrf 13.01.14, ferried Atlanta – Thief River Falls 23.01.14 & pwfu, donated to Northland Community & Technical College
ENDEAVOR AIR [9E/FLG 'FLAGSHIP']			
N146PQ	CRJ900	15146	st Delta Air Lines 08.01.14, still lsd to ExpressJet
N186PQ	CRJ900	15186	st Delta Air Lines 15.01.14, still lsd to ExpressJet
N195PQ	CRJ900	15195	st Delta Air Lines 21.01.14, still lsd to ExpressJet
N232PQ	CRJ900	15232	st Delta Air Lines 10.01.14, still lsd to ExpressJet
N300PQ	CRJ900	15300	ex C-GIBQ, dd 23.12.13, sd fr Delta Air Lines
N301PQ	CRJ900	15301	dd 24.12.13, lsd fr Delta Air Lines
N302PQ	CRJ900	15302	dd 13.01.14, lsd fr Delta Air Lines
N303PQ	CRJ900	15303	dd 16.01.14, lsd fr Delta Air Lines
ERA HELICOPTERS			
N911GH	S-76A++	760108	ex N300JW, reg'd 16.01.14
HAWAIIAN AIR [HA/HAL]			
N596HA	A330-243	1488	ex F-WWYZ, dd 29.01.14, named 'Keoke'
ISLAND AIR (HAWAII) ISLAND AIR [MKU 'MOKU']			
N342AT	ATR 72-212	355	ferried Quebec City – Honolulu 11-14.01.14
N420AT	ATR 72-212	402	to be rr N943WP
N425MJ	ATR 72-212	425	to be rr N942WP
N434AT	ATR 72-212	434	to be rr N945WP
MESA AIRLINES [YV/ASH 'AIR SHUTTLE']			
N243LR	CRJ900	15064	Bombardier Capital st Falko Regional Aircraft 02.14 & lsd back to Mesa, op for US Airways Express
MOKULELE AIRLINES [MW/BUG 'SPEEDBUGGY']			
N847MA	Ce 208B/EX	5075	dd 20.12.13
N852MA	Ce 208B/EX	5081	dd 27.12.13
N856MA	Ce 208B/EX	5084	dd 27.12.13
N6059K	Ce 208B	2335	rr N835MA
'OHANA BY HAWAIIAN			
N801HC	ATR 42-500	629	ferried Coeur D'Alene – Honolulu 15-20.01.14
N804HC	ATR 42-500	623	ferried Coeur D'Alene – Honolulu 09-13-01.14, named Holo Kaomi'
PHI INC [PHM 'PETROLEUM']			
N210FD	S-92A	920210	rr N941PH
N794P	S-76C++	760737	reg'd 30.01.14
N797P	S-76C++	760742	reg'd 27.01.14
PSA AIRLINES [US/HIA 'BLUESTREAK']			
N709PS	CRJ701	10165	AFS Investments 68 LLC to AeroCentury Corp 29.01.14, still lsd to US Airways/PSA Airlines
N716PS	CRJ701	10171	AFS Investments 68 LLC to AeroCentury Corp 21.01.14, still lsd to US Airways/PSA Airlines
N720PS	CRJ701	10178	AFS Investments 68 LLC to AeroCentury Corp 17.01.14, still lsd to US Airways/PSA Airlines
SEABORNE AIRLINES [BB/SBS]			
N327SA	Saab 340B	166	PL2 LLC st Montceito New York LLC 09.12.13, still op by Seaborne

In recent months, Aerolíneas Argentinas has received a mix of ex-airberlin aircraft (LV-FQB and LV-FQC) – leased from GECAS – as well as factory fresh examples, such as LV-FRK – leased from CIT – and LV-FQY – leased from AWAS. This example, LV-FQC (c/n 37744), was delivered in December 2013. (Rafael A Reca S BAIRES Aviation Photography)



Air China's newest Airbus A330-343X, F-WWTM/B-5912 (c/n 1493), just about to take off on a test flight at Toulouse on February 11. (Toulouse Family Spotting Group/JYP)

RwandAir's first Bombardier Dash 8-Q400 NextGen was delivered at the end of February. It is pictured on a test flight using the Canadian test registration C-GXKR (c/n 4464), and became 9XR-WL on delivery.
(Andrew Cline)



Avianca A321-231, N693AV (c/n 6002), at Toronto's Lester B Pearson International Airport in Canada on March 6. The aircraft arrived on delivery from Hamburg/Finkenwerder via Reykjavik, Iceland, before departing for San Salvador.
(Paul Giannico)



Key to Abbreviations	
a/c	aircraft
als	airlines
awys	airways
bf	bought from
b/u	broken up/scrapped
canx	cancelled
cls	colours
cn	manufacturer's construction/serial number
cnvrt	converted
dbf	destroyed by fire
db	damaged beyond repair
dd	delivery date
ex	previous reg'n
ff	first flight
frtr	freighter
lrf	last revenue flight
lrd fr	leased from
lrd	leased to
msn	see cn
ntu	not taken up
oo	on order
op	operated
pax	passenger
pwfu	permanently withdrawn from use
reg'd	registered
reg'n	registration
ret fr	returned from
ret to	returned to
rr	re-registered
rts	return to service
sb	solid by
scr	scrapped/broken up
st	solid to
std	stored
tba	to be advised
unk	unknown
wfu	withdrawn from use
w/o	written off/destroyed

N334CJ	Saab 340B	334	ex N312CE, see last month under Endeavor Air
N336SA	Saab 340B	336	as N327SA,
N341CJ	Saab 340B	341	ex N341SB, see last month under Endeavor Air
N343CJ	Saab 340B	343	ex N315CE, see last month under Endeavor Air, ferried Bangor – Mena 14.02.14
N350CJ	Saab 340B	350	ex N350CF, see last month under Endeavor Air, ferried Mena – Springfield SGF 31.01.14 then Springfield SGF – St Croix 06.02.14 as N327SA
N353SA	Saab 340B	353	SKYWEST AIRLINES [OO/SKW]
N408SW	CRJ100	7055	purch off lease fr Bombardier 28.01.14
N658CT	Emb.120ER	328	rr N298SW
N965SW	CRJ200	7871	seen 31.01.14, now in new United Express colours
SOUTHWEST AIRLINES [WN/SLW]			
N559WN	B737-73V	30249	ex C-GZEJ, dd 05.02.14, lsd fr AWAS
SPIRIT AIRLINES [NKS/SPIRIT WING]			
N625NK	A320-232	5954	ex F-WWIC, dd 31.01.14, reg'd to Wells Fargo Bank Northwest same day
UNITED AIRLINES [UA/UAL]			
N68811	B737-924ER	42175	dd 21.01.14
N67812	B737-924ER	43530	dd 24.01.14
N530UA	B757-222	25043	purch off lease fr Wells Fargo Bank Northwest
N538UA	B757-222	25222	purch off lease fr US Bank Trust 05.02.14
N539UA	B757-222	25223	as N538UA
N549UA	B757-222	25397	purch off lease fr Wells Fargo Bank Northwest
N26909	B787-8	34827	US AIRWAYS [HP/AWE 'CACTUS']
N573UW	A321-231	5939	ex D-AZAX, dd 23.01.14
ATSA – AERO TRANSPORTE [AMP]			
OB-1770-T	Fokker 50	20280	was not ret to lessor but on major overhaul, dep Maastricht 18.01.14 on ret to Peru
BRUSSELS AIRLINES [SN/BEL 'BEELINE']			
OO-SNG	A320-214	1885	ex F-GKXF, dd 07.02.14 Toulouse – Brussels, lsd fr BBAM
JETTIME [J4/JTG]			
OY-JTJ	B737-301(F)	23741	ex EC-JUV, dd 19.02.14 Dinard – Copenhagen & reg'd to Mint Aero Ltd same day
OY-JTK	B737-4Y0(F)	24903	ex N451KA, dd 04.02.14 Coventry – Copenhagen, reg'd 14.02.14 to European Turboprop Management
SUN-AIR OF SCANDINAVIA [EZ/SUS 'SUN SCAN']			
D-CIRP	Do328-120	3006	ex TF-CSD, lsd fr MHS Aviation in BA colours
CHC HELICOPTERS NETHERLANDS			
PH-EUH	AW139	31431	reg'd 12.02.14
KLM CITYHOPPER [WL/KLC 'CITY']			
PR-EXA	E190-100STD	0655	ex PR-EDY, dd 24.01.14, lsd fr CIT Aerospace
WINDWARD EXPRESS AIRWAYS			
PJ-WAE	BN-2A 26	2153	ex PZ-TBL
PJ-WEA	BN-2A 8	659	ex N659CM
ASIALINK CARGO EXPRESS [KPI]			
PK-KRA	F27-500	10632	named 'Lara'
GARUDA INDONESIA [GA/GIA]			
PK-GND	B737-8U3	41794	dd 23.01.14, lsd fr ILFC

LION AIR [JT/LNI 'LION INTER']			
PK-LOG	B737-8GP	38745	dd 08.01.14
PK-LOH	B737-8GP	38744	dd 22.01.14
AVIANCA BRASIL [06/ONE 'OCEANAIR']			
PR-ONR	A318-121	3642	ex CC-CZS, reg'd 20.12.13, lsd fr Airbus
CRUZEIRO TAXI AÉREO			
PP-IAS	Emb.120ER	111	st Hammer Aircraft Leasing LLC, rr N120HL
GOL TRANSPORTES AÉREOS [G3/GLO]			
PR-GXN	B737-8EH	39631	dd 08.01.14, reg'd to JSA Aircraft 39631 LLC
PR-GXO	B737-8EH	39632	dd 21.01.14, st Celestial Aviation Trading 13 Ltd (GECAS) & lsd back
PR-GXP	B737-8EH	41163	dd 29.01.14, st BOC Aviation & lsd back
PR-GXQ	B737-8EH	39633	st SMBC Aviation Capital & lsd back
OMNI TAXI AÉREO			
PR-OHO	S-92A	920208	ex N208Y, dd 14.01.14
RIMA – RIO MADEIRA AEROTAXI			
PR-RMB	Ce 208B/EX	5063	lsd fr Textron Aviation Finance
TAM LINHAS AÉREAS [JJ/TAM]			
PT-MXL	A321-231	5947	ex D-AVZJ, dd 28.01.14, st SMBC Aviation Capital & lsd back
UNAPU FREIGHT SERVICES			
P2-KNB	BN-2B 26	2197	ex VH-KQM
AEROFLOT RUSSIAN AIRLINES [SU/AFL]			
VP-BZA	B737-8LJ	41198	dd 17.01.14, lsd fr Avia Capital Leasing
VQ-BPU	A320-214	5921	ex F-WWDX, dd 16.01.14, lsd fr ICBC Leasing, named 'D Likhachov'
VQ-BPV	A320-214	5970	named 'A Stolelov'
VQ-BQB	B777-3M0ER	41687	dd 29.01.14
VQ-BRT	A320-214	5967	named 'A Butlerov'
AK BARS AERO [2B/BGM 'BUGAVIA']			
RA-67175	Ce 208B	2420	ex N9540J
AURORA AIRLINES [HZ/SHU]			
VP-BUN	A319-111	3298	ex D-AVYI, dd 05.12.13 Ostrava – Novosibirsk, lsd fr GECAS
NORDWIND AIRLINES [N4/NWS]			
VP-BPI	B737-83N	28244	ex N308TZ, dd 02.02.14 Shannon – Moscow SVO, lsd fr ILFC
ROYAL FLIGHT			
VQ-BTB	B757-28A	28835	ex G-FCLF, dd 23.01.14, lsd fr ILFC

SARAVIA – SARATOV AIRLINES [6W-SOV 'SARATOV AIR']			
VQ-BRX	E190-200AR	0169	ex VQ-CQR, dd 12.12.13 Exeter – Saratov, lsd fr GECAS
S7 AIRLINES [S7/SBI 'SIBERIAN AIRLINES']			
VQ-BQJ	A321-211	2076	ex CN-RNY, dd 13.12.13 Casablanca – Ostrava
TATARSTAN AIRCOMPANY/AIRLINES [U9/KAZ]			
RA-67175	Ce 208B	2420	trf to Ak Bars Aero
UTAIR AVIATION [UT/UTA 'TJUMAVI']			
VP-BCD	ATR 42-300	042	trf to UTair Ukraine 09.11
CEBU PACIFIC AIR [5J/CEB]			
RP-C3277	A320-214	5934	ex F-WWIT, dd 27.01.14
FIL-ASIAN AIRWAYS			
RP-C3585	YS-11A 500	2149	seen std at Manila 24.01.17, intact & clean, tied to concrete blocks seen at Manila 24.01.14, active
RP-C3591	YS-11A 500	2147	
PHILIPPINE AIRLINES [PR/PAL]			
RP-C8786	A330-343E	1482	ex F-WWCM, dd 21.01.14
FLY OLYMPIC			
LY-SPC	A320-231	0415	ex EI-ETM, dd 02.14, wet lsd fr Small Planet Airlines
NEXTJET [2N/NTJ]			
SE-KXI	Saab 340B	176	reg'd to Erik Thun AB 27.12.13, still op by NextJet as SE-KXI
SE-LJS	Saab 340B	215	as SE-KXI
SE-LJT	Saab 340B	221	as SE-KXI
SAS SCANDINAVIAN AIRLINES [SK/SAS]			
LN-RGH	B77-86N	41286	dd 29.01.14, lsd fr GECAS, reg'd to Celestial Aviation Trading 17 Ltd 30.01.14 ferried Shannon – Copenhagen 31.01.14, entered service 03.02.14, named 'Gulfair Viking'
OY-KAS	A320-232	3335	reg'd to Merx Aviation Ireland 2 Ltd 31.10.13, still lsd to SAS
SE-RJE	A320-232	1183	as SE-RJE
SMALL PLANET AIRLINES POLAND [P7/LLP 'SKYPOL']			
SP-HAE	A320-214	0883	ex OE-ICP, dd 01.02.14, lsd fr CIT Aerospace
AIR GO EGYPT [EO/AGY]			
SU-GBF	A320-231	0351	ex F-WWDM, dd 12.13, entered service 05.12.13
ELINAIR			
SX-EMI	Avro RJ85	E2305	ex G-CHPB, dd 12.12.13
TURKISH AIRLINES [TK/THY]			
TC-JDR	A330-243F	1344	named 'Gediz'
TC-JNZ	A330-303	1457	ex F-WWYY, dd 14.01.14



We welcome any feedback on this listing.

(The listing is alphabetical with reference to the registration of the country of origin. Columns indicate the registration, type, construction number and notes.)

TC-JPS	A320-232	3718	named 'Burdur'
TC-JUG	A320-232	2395	ex 9V-JSC, named 'Alanya'
TC-JUE	A320-232	2156	named 'Akhisar'
TC-JUK	A320-232	2602	named 'Palandöken'
AFRIJET BUSINESS SERVICE [ABS]			
OY-RUB	ATR 72-202	297	ex F-WQNS, lsd fr Danish Air Transport
DNIPROAVIA [Z6/UDN 'DNEPRO']			
UR-DNY	ERJ 145LR	282	rr F-HFKC to Enhance Aero Maintenance SAS 30.01.14
UTAIR UKRAINE [QU/UTN]			
UR-UTF	ATR 42-300	042	ex VP-BCD
AIR PHOENIX INTERNATIONAL			
VH-XMM	PA-31 350	52020	ret fr Slingair
AVIATION TOURISM AUSTRALIA			
VH-LNI	Ce 208	0298	st Petes Parachuting (NW) Pty Ltd 08.04.13 & reg'd 17.02.14
BARRIER AVIATION			
VH-BSL	BN-2A 20	302	ret to/st Westpac Banking Corp 03.02.14
VH-BSO	BN-2B 26	2129	as VH-BSL
VH-BWO	BN-2A 26	2042	as VH-BSL
VH-SKG	BN-2A 27	609	as VH-BSL
VH-URJ	BN-2A 21	402	as VH-BSL
BOND HELICOPTERS AUSTRALIA PTY LTD			
VH-NWC	EC-225LP	2826	restored to reg 07.02.14 & reg'd to Wells Fargo Bank Northwest NA as VH-NWC
VH-NWG	EC-225LP	2879	as VH-NWC
BROOME AIRLINES			
VH-TLZ	Ce 208B	0789	ex N307TC, reg'd 18.01.14, lsd fr Partridge Nominees Pty Ltd
JETSTAR AIRWAYS [JQ/JST]			
VH-XHN	A320-232	5928	ex F-WWIE, dd 16.01.14, lsd fr Qantas
SKYTRANS AIRLINES [Q6/SKP]			
VH-QQA	Dash 8-102	005	st Aircraft Solutions LUX
VH-QQB	Dash 8-102	004	as VH-QQA
VH-QQC	Dash 8-102	008	st Aircraft Solutions LUX
VH-QQD	Dash 8-102	036	as VH-QQC
VH-QQN	Dash 8-311	276	as VH-QQC
VH-QQP	Dash 8-311	232	as VH-QQC
VIRGIN AUSTRALIA REGIONAL AIRLINES [XA/OZW 'OWWEST']			
VH-FSL	Fokker 50	20249	purch off lease 06.12.13 & reg'd 30.01.14
VH-FSQ	Fokker 100	11450	as VH-FSL
VH-FXF	Fokker 100	11494	as VH-FSL
JETSTAR PACIFIC [BL/PIC PACIFIC EXPRESS]			
VN-A559	A320-232	3012	ex EI-EYD, dd 23.01.14, lsd fr ILFC
AIR-INDIA [AI/AIC]			
VT-ANB	B787-8	36279	dd 28.01.14
BLUE DART AVIATION [BZ/BDA]			
VT-BDQ	B757-28A(F)	26276	lsd fr EAT Leipzig

INDIGO [6E/IGO 'IFLY']			
VT-IFY	A320-232	5923	ex D-AUBD, dd 22.01.14
SPICEJET [SJ/SEG]			
VT-SZJ	B737-8GJ	41397	dd 28.01.14
LIAT [LI/LIA]			
V2-LIF	ATR 42-600	1008	ex F-WWLQ, dd 12.13, dep Toulouse 24.01.14
AEROMAR [VW/TAO 'TRANS-AEROMAR']			
XA-UTF	CRJ200	7851	ex EC-IRI, dd 14-16.01.14 Valencia – Mexico City
INTERJET [40/AIJ]			
XA-GAC	A320-214	5933	ex D-AUBH, dd 17.01.14, lsd fr Aviation Capital Group
TAR TRANSPORTES AERÉOS REGIONALES (LINK CONEXIÓN AEREA)			
XA-	ERJ 145LR	507	ex N846MJ, dd 10-11.01.14 Centralia – Queretaro, bf AVI Sales & Leasing
VOLARIS [Y4/VOI]			
N508VL	A320-233	5940	named 'Erik'
XA-VON	A320-233	3672	named 'Adriana'
XA-VOT	A319-132	3317	ferried Mexico City – Munich 07-08.01.13 & ret to CIT Aerospace
AIR KBZ [K7/KBZ 'JADE AIR']			
XY-	ATR 42-500	602	ex OY-CGD, dd 01.14, reg'n canx 08.01.14, lsd fr ?
ASIAN WINGS AIRWAYS [YJ/AWM 'ASIAN STAR']			
XY-	ATR 72-212A	634	ex I-ADLS, dd 14.01.14
MANN YADANARPON AIRLINES [7Y/MYP]			
XY-AJO	ATR 72-600	1127	ex F-WKVG, dd 28.01.14
AFGHAN JET INTERNATIONAL AIRLINES [AJA]			
YA-AJH	CRJ200	7431	ex EK20017, dd 15.12.13 Yerevan – Karachi
YA-AJK	CRJ200	7499	ex EK20018, dd 13.12.13 Yerevan – Karachi
AIRBALTIC [BT/BTI]			
OK-OER	A319-112	3892	ex D-AVWK, dd 15.12.13 Prague – Riga, sub-lsd fr CSA Czech Airlines
TEN AIRWAYS [OTJ 'TENDER AIR']			
YR-OTH	MD-83	49620	ex YR-HBH
AIR SERBIA [JU/JAT]			
YU-APF	A319-132	3317	ex XA-VOT, dd 16.01.14 Munich – Belgrade, lsd fr CIT Aerospace
ASERCA AIRLINES [R7/OCA 'AROSCA']			
YV	MD-83	53473	ex N982AS, dd 12.02.14 Victorville – Caracas, bf Air Capital Group, reg'n canx 18.02.14
CONVIASA [VO/VCV]			
YV2966	E190-100AR	0485	ex PT-TPJ, dd 10.12.13
COSTA AIRLINES [COT 'COAIR']			
YV550T	CRJ200	7172	ex N27172, dd 25.11.13
SUNDANCE AIR			
YV537T	JS 3102	755	ex N743PE

YV547T	JS 3102	721	ex N310SA
AIRLINK (SA AIRLINK) [4Z/LNK 'LINK']			
ZS-	ERJ 135LR	356	ex N731BE, dd 27.01.14, lsd fr ECC Leasing, dd ex-Ft Lauderdale FLL 20.01.14 on ferry flight
CEMAIR [SZ/KEM]			
ZS-KEM	CRJ100	7297	ex N720SW, reg'd 27.01.14
GLOBAL AVIATION OPERATIONS [GBB]			
ZS-GAO	A320-231	0067	ex N628AW, reg'd 31.01.14, bf Aircraft Support Group
NATIONAL AIRWAYS [NF/NTN 'NATCHAIR']			
ZS-PPM	B1900D	UE-150	st Money Aviation (Pty) Ltd & reg'd 13.01.14
SRILANKAN AIRLINES [UL/ALK]			
4R-ABQ	A321-231	3397	ex A7-ADX, dd 15.02.14, lsd fr CIT Aerospace
AIR PEACE			
5N-BQV	Do 328-310	3200	dd 03.12.13 ex-Altenthein
MALAWIAN AIRLINES			
ET-ANW	Dash 8-Q402	4320	ex C-GEUN, dd 02.14, lsd fr Ethiopian Airlines
ET-AQB	Dash 8-Q402	4419	ex C-GNKT, dd 29.01.14, lsd fr Ethiopian Airlines
FLY540 GHANA			
EC-LNR	ATR 72-212	428	ex I-ATRO, dd 01.14, wet lsd fr Hellit Lineas Aéreas
AIRASIA [AK/AXM 'ASIAN EXPRESS']			
HS-BBK	A320-216	5918	ex F-WWVD, dd 13.01.14, lsd to Thai AirAsia
AIRASIA X [D7/XAX 'XANADU']			
9M-XXP	A330-343E	1481	ex F-WWYX, dd 09.01.14
MALAYSIA AIRLINES [MH/MAS]			
9M-MTO	A330-323E	1489	ex F-WWTI, dd 30.01.14
9M-MXQ	B737-8H6	40154	dd 14.01.14, st GECAS & lsd back
9M-MXR	B737-8H6	40155	dd 31.01.14, st GECAS & lsd back
SIMRIK AIRLINES			
9N-AIE	Do 228-202	8165	ex 9M-VAA, seen at Kathmandu 16.12.13
9N-AJH	Do 228-212	8198	ex VH-ATZ, seen at Kathmandu 16.12.13
CAA – COMPAGNIE AFRICAINE D'AVIATION [BU]			
9Q-	Fokker 50	20205	ex TF-JMO, dd 14.01.14 ex-Reykjavik
SINGAPORE AIRLINES [SQ/SIA]			
9V-SSA	A330-343E	1485	ex F-WWVK, dd 17.01.14, lsd fr AerCap
BRISTOW CARIBBEAN			
9Y-	S-76D	761015	ex N721BG
MANUFACTURERS			
AIRBUS [AIB]			
EI-TLP	A320-232	0760	ferried Dublin – Bangor 01.02.14, continued to?, still in Windrose colours
OE-ICR	A320-233	1500	ferried Chengdu – Woensdrecht 20.12.13 in TAME colours
EI-ERH	A320-232	2157	ferried Dublin – Montpellier 01.14, painted into VivaAerobus colours, ret to Dublin 25.01.14
OE-ICT	A320-214	2620	D-AAAL permit to fly issued to Lufthansa Technik Manila 14.10.13
VP-CJG	ACJ319-115	4353	Mjet GmbH
D-ALAB	A330-223	939	rr OE-LJG 01.14 ferried Schwerin – Hamburg 28.11.13 for maintenance after storage

Austrian Airlines has acquired Boeing 777-2Q8, OE-LPE (c/n 27607), from Vietnam Airlines. It visited Manchester in March for maintenance work in this partially-stripped colour scheme prior to a full repaint.

(Keith Wignall)

Thai Lion Air ATR 72-600, F-WWEW/HS-LFH (c/n1134), lands after a test flight at Toulouse, France on March 5.

(Toulouse Family Spotting Group/JPYP)



Wearing special markings to commemorate the carrier's 25th anniversary, the first Boeing 737-8SA, 9V-MGA (c/n 44127), for Silk Air of Singapore was delivered in February. (WT Liew)



A long-term Maltese resident with Medavia, CASA 212-100 Aviocar, 9Q-CSR (c/n 009) ex-9H-AAP, is now awaiting delivery to the Congo. (Malcolm Bezzina)



Key to Abbreviations

a/c	aircraft
als	airlines
awys	airways
bf	bought from
b/u	broken up/scrapped
canx	cancelled
cls	colours
cn	manufacturer's construction/serial number
cnvrt'd	converted
dbf	destroyed by fire
dbf	damaged beyond repair
dd	delivery date
ex	previous reg'n
ff	first flight
frtr	freighter
lrf	last revenue flight
lsd fr	leased from
lsd to	see cn
msn	not taken up
ntu	on order
oo	operated
op	passenger
pax	permanently
pwfu	withdrawn from use
reg'd	registered
reg'n	registration
ret fr	returned from
ret to	returned to
rr	re-registered
rts	return to service
sb	sold by
scr	scrapped/broken up
std	stored
tba	to be advised
unk	unknown
wfu	withdrawn from use
w/o	written off/destroyed

Thanks to Dave Richardson and LAASI Aviation for the above

D-ANJB	A330-223	946	ferried Malta – Châteauroux 17.12.13, repainted into Vietnam Airlines colours, ferried to Hamburg 03.01.14
EC-340	A330-202	1379	cnvrt'd to A330-202 MRTT by Casa
EC-336	A330-243	1390	cnvrt'd to A330-243 MRTT, ferried Getafe – Brize Norton 29.01.14, rr G-VYGH 30.01.14 to Air Tanker Ltd in special 'Carbon' colours in hybrid 'Airbus / Qatar Airways' colours
F-WWCF	A350-941	002	ferried San Antonio SAT – Keflavik – ? 20-21.12.13, reportedly for Thai Regional
F-WZNW	A350-941	004	rr ZS-DJD to Polkadots Properties 185 (Pty) Ltd
N304ML	A320-231	0373	st AeroTurbine, rr N192AT to Bank of Utah 03.01.14
N268AT	A320-212	0395	st AeroTurbine 16.12.13, rr N191AT to Bank of Utah trustee 30.12.13
EI-FDG	A320-232	0932	rr El-FDN to Q Aircraft Leasing 2475 Ltd 18.12.13
EI-FDH	A320-232	0943	rr OE-ICT to Celestial Aviation Trading 56 Ltd (GECAS), ferried Manila – Ostrava
F-GKXD	A320-214	1873	rr El-FDK to AWAS Aviation Trading Ltd 05.12.13
VH-VQV	A320-232	2338	st Minth Group Ltd, rr B-77777, seen at Taipei TSA 30.11.13 in blue/grey striped colours with small 'Minth Group' titles
JA01MC	A320-214	2620	ex F-WWYT, dd 09.12.13 to Airbus Military, for MRTT conversion for Royal Saudi Air Force
PR-MHN	A320-214	3240	rolled out 02.01.14 in special 'carbon' signature livery
9H-AFL	ACJ318-112	3363	
2405	A330-202	1478	
F-WWCF	A350-941	002	
ATR			
SP-EDE	ATR 42-500	443	rr F-WKVE
I-ADCC	ATR 72-212A	662	rr OY-CKO
M-IBAE	ATR 72-212A	759	reg'n canx – 27.01.14, rr F-WNCL
F-WKVH	ATR 72-600	1120	ex F-WWEI, dd 12.13 to Nordic Aviation Capital
F-WKVI	ATR 72-600	1131	ex F-WWET, dd 12.13 to Nordic Aviation Capital
BEECHCRAFT [HKB]			
D-IEXE	Beech 99	U-46	reg'n canx 10.12.13 as wfu, but st Skydive Empuriabrava and rr EC-LZK
BOEING [BOE]			
N165W	B737-247	19605	owner changed to 'sold to military' 04.02.14
VP-BOH	B737-59D	25038	rr N409RS to Rising Sun Aviation LLC 28.01.14
PR-WJH	B737-341	26856	rr N147WJ to Wilmington Trust 28.01.14
N284CH	B737-43Q(F)	28492	ferried Dothan – Miami dd 10.01.14 to Boeing IDS, for US Navy as 168755
N740DS	B737-8FV	42251	reg'd 06.02.14 to Boeing, for US Navy as 168760
N768DS	B737-8FV	42256	dd 31.01.14 to ILFC, lsd to Jet Aviation Flight Services
N28MS	B787-8	35309	SASOF TR-43 Aviation Ireland, rr N23922 to Wells Fargo Bank Northwest 18.12.13
PR-WJD	B737-3Y0	23922	rr N240JT to Jetran LLC rr N144WJ to Wilmington Trust Co 08.01.14
EI-ETT	B737-4K5	24125	
PR-WJA	B737-322	24663	

N451KA	B737-4Y0	24903	cnvrt'd to B737-4Y0(F) at Dothan 12.13
PR-WJB	B737-341	25050	SASOF TR-43 Aviation Ireland, rr N250WF to Wells Fargo Bank Northwest 18.12.13
N431LF	B737-4Q8	25372	st Kahala US-25372 LLC
N339LF	B737-4Q8	25375	cnvrt'd to B737-4Q8(F) by Coopesa in San José SJO
SP-LKE	B737-55D	27130	rr N188PP to Bank of Utah
G-GFFE	B737-528	27424	st AerSale 13.12.13, rr N541AS
N281AG	B737-476	28151	st Aero Acquisitions 01.14, ferried Victorville – San José SJO 23.01.14 for cargo conversion by Coopesa
N288KG	B737-49R	28882	rr M-ABGN to KG Aircraft Leasing Co 04.12.13
N279CS	B737-33V	29337	ferried Lasham – Al Ain 17.12.13, reportedly for Aero Nusantara
N649AC	B737-8AS	29918	ferried Shannon – Miami in AnadolJet colours
N737ER	B737-7CJ	30754	st ILAM JBB Inc 13.12.13
G-CICL	B737-7JW	38408	dd 16.12.13 to Boeing Business Jets, reg'd to Strategic Aircraft Leasing
N763DS	B737-8FV	40616	reg'd 07.01.14 to Boeing
N736DS	B737-8FV	42250	reg'n canx 27.12.13, to US Navy as 168754
N713JM	B737-8LZ	42510	ferried Georgetown – Tulsa for interior outfitting
N504BJ	B737-8Z2	60686	reg'd 16.01.14 to Boeing
N808BA	B747-8KZF	37393	reg'd 16.12.13 to Boeing, for Nippon Cargo Airlines as JA16KZ
N770BA	B747-87UF	37564	repainted into special 'Seattle Seahawks' NFL team colours for 2014 Super-bowl
N769QT	B767-241ER(F)	23801	owner changed to Bank of Utah 24.12.13
N586HA	B767-3G5ER	24259	Wilmington Trust Co st Bank of Utah 18.11.13, still owned by ILFC
VH-ZXD	B767-336ER	24342	N793JM res'd
VH-ZXG	B767-336ER	25443	st KMW Leasing VIII LLC, rr N254MY & reg'd 17.01.14, st JetMidwest Group
N768QT	B767-241ER(F)	25803	20.11.13, reg'd to Bank of Utah trustee 02.12.13
EI-EED	B767-31AER	27619	rr N195AT, st AeroTurbine
A6-PFC	B787-8	35303	dd 30.12.13 to ILFC & st UAE Royal Flight
CANADAIR [CDR]			
G-GXVF	CI-415	2091	reg'd 02.14 to Bombardier
C-FWSC	CRJ100	7120	ferried Calgary – Keflavik 22.01.14, cont'd to ?, restored to register
			05.02.14 to Avmax Aircraft Leasing
			rr N720AV to Wells Fargo Bank Northwest 29.01.14

C-GVSW	CRJ200	7460	reg'n canx 29.11.13, rr ST-NVF, new operator unknown
CASA [AED]			
N460ES	CN235-00	C-186	rr N506KM
DE HAVILLAND CANADA [DHC]			
9Y-WIT	DHC-8-314	487	rr C-GYCV to Avmax Aviation Services 19.02.14
C-FGNJ	Dash 8-Q402	4028	ferried Maastricht – Trois-Rivières 08-09-01.14
D-ADHB	Dash 8-Q402	4029	rr C-FDGP, ferried Maastricht – Rome RME 05.02.14 in basic Lufthansa Regional colours
D-ADHC	Dash 8-Q402	4045	rr C-GDLR to DR PPJ Aircraft Leasing Ltd 30.01.14, ferried Maastricht – Trois-Rivières 16.01.14
D-ADHT	Dash 8-Q402	4281	reg'd 06.02.14
C-GXRE	Dash 8-Q402	4465	
DORNIER/RUAG			
D-CALI	Do 228-212	8155	upgraded to Do.228-212NG as 8155
D-CAAZ	Do 228-212	8212	st Gordon Brothers Commercial 20.12.13
N405FJ	Do 328-300	3155	st Ultimate Jet Charters as 3155
N419FJ	Do 328-300	3173	
N317HB	Do 328-310	3179	
DOUGLAS/MCDONNELL DOUGLAS			
C-FAZO	DC-3C Turbo	13439	rr C-GGSU
ZS-OJM	DC-3C Turbo	14101	ferried Ottawa – Villavicencio 28-29.12.13
N510AM	MD-82	49804	Wilmington Trust Co st Bank of Utah, trustee 28.10.13, believed st Swift Air cargo Pte Ltd
N7536A	MD-82	49990	GA Telesis placed in trust with Bank of Utah 23.12.13
I-DACU	MD-82	53055	ex-Alitalia, rr N530SV to Bank of Utah 15.01.14
I-DATS	MD-82	53235	ex-Alitalia, rr N532SC to Bank of Utah 15.01.14
N681AL	VC-9C	47668	ferried Mesa – Merced 16.10.13, for display at Castle AFB museum
LV-BHH	MD-83	49741	rr N959PG to Pacific Aircorp 49741 04.11.13
N989PG	MD-83	49845	ferried Opa Locka – Miami
N991JM	MD-83	53122	Jet Midwest Group, reg'n canx 28.10.13, exported to Georgia
N6161C	DC-8F 55	45856	to be displayed at Yankee Air Museum at Oscoda
N430AA	MD-82	49342	ferried Salttillo – Miami for cargo conversion

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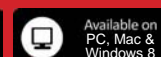
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The latest training aids available for the aviation professional

Chinese Pilot Training

Hainan Airlines has announced a five-year pilot training agreement with Boeing to support the carrier's recent introduction of the 787 Dreamliner to its fleet. Boeing Flight Services will extend the airline's existing contract for flight training at the manufacturer's Singapore and Shanghai training campuses on three models — the Next-Generation 737, 767 and 787. "The option of training campuses close to our headquarters and the training quality were the deciding factors in continuing our partnership, as is Boeing's specialist knowledge and its ability to provide full training solutions," said Captain Xing Tao, 787 fleet manager, Hainan Airlines. "When I look back to our earlier experiences with Boeing in Seattle and Kunming, I realise how the business and technology has changed and how together, we have forged a great and enduring relationship."

Successful Year For Monarch Students



Monarch Aircraft Engineering Training Academy (MAETA) has celebrated its first year with close to 1,650 engineers – 1,000 in the UK and 650 globally – being trained since it opened in January 2013. It is one of just five centres worldwide that provide B1/B2 type engineering training for the Boeing 787 Dreamliner, and is a Boeing GoldCare (engineering) provider. The London/Luton-based Academy features a well-equipped learning centre, classrooms, student study areas and

access to online libraries and IT facilities. MAETA allows apprentices and engineers to undertake real time training on aircraft in Monarch Aircraft Engineering's nearby hangar facilities enabling students to build up practical and theoretical knowledge. The academy can deliver Part 147 approved training on Boeing and Airbus types from general familiarisation to B1/B2 level and Part 147 approval for the Cat 'A' Licence embedded into the MAEL apprenticeship scheme. (Photo MAEL)

Australian Simulators

Pilot and cabin crew training has begun at the CAE centre in Perth, Australia. The complex houses three full-flight simulators (FFS) a Fokker 50, F100 and an Embraer Phenom 100 and at full capac-

ity will handle approximately 2,000 crew members and cadets per year. Its facilities include briefing rooms, a multi-use classroom, offices and workshops. The two Fokker units were relocated from

other facilities in CAE's global network to bring the training closer to customers. The Embraer Phenom 100 FFS is owned by a CAE joint venture flight school with China Southern Airlines in Australia.



A350 Simulators For Cathay

Asian carrier Cathay Pacific Airways has acquired two Airbus A350 XWB Full Flight Simulators (FFS), two Pilot Transition (PT) trainers and multiple Flight Management System (FMS) trainers from L-3 Link Simulation and Training (L-3 Link) in the UK. All the units will be installed at the airline's Flight Training Centre at Hong Kong International Airport and are scheduled to be fully operational during the third quarter of 2015 (to support fleet introduction the following year). Prior to training on the simulators and PT trainers, aircrew will undergo classroom instruction on specialised equipment to familiarise themselves with FMS operation and flight plan generation.

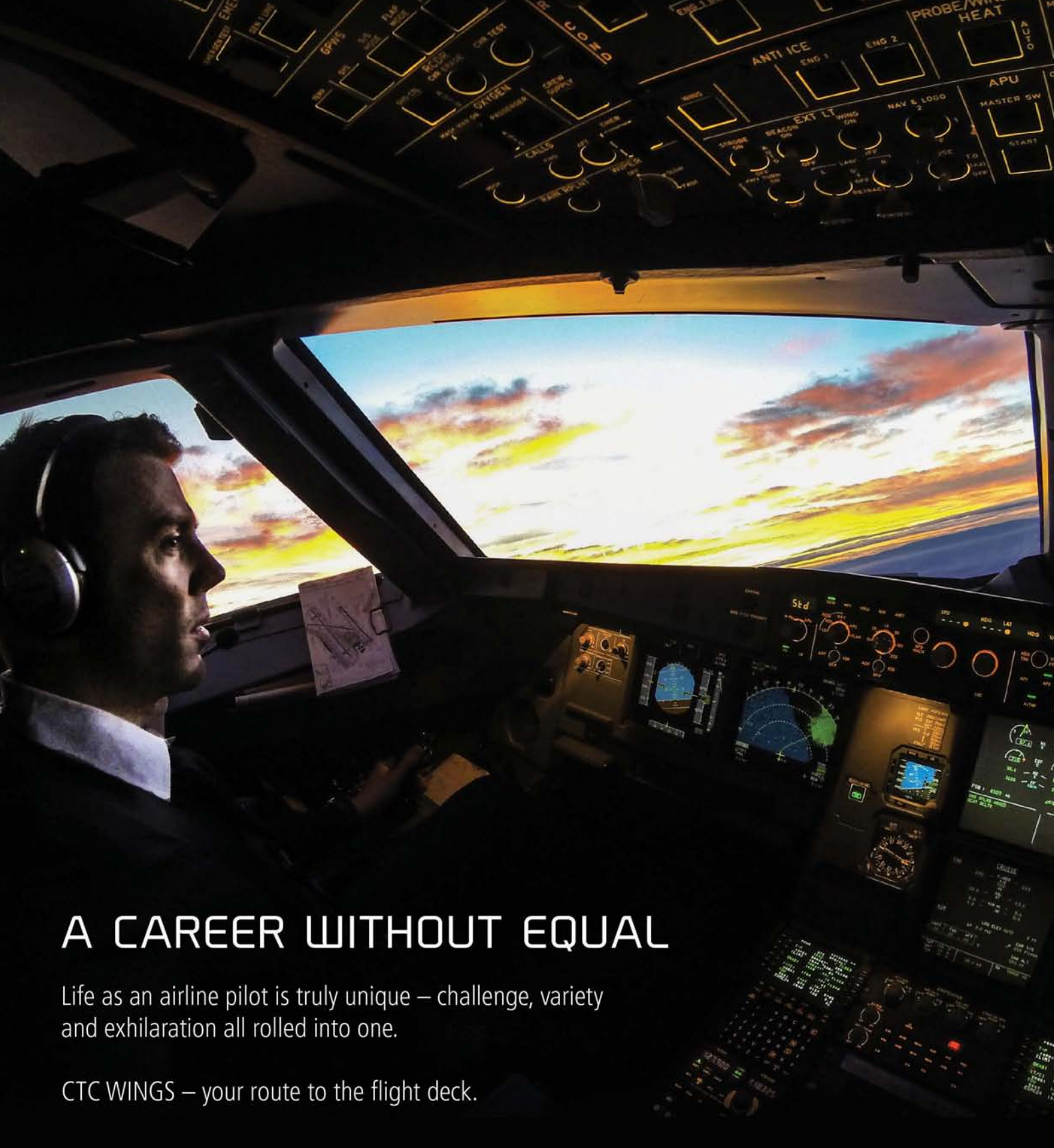
L-3 Link has also been awarded Level D certifications from the European Aviation Safety Agency and the Taiwan Civil Aviation Authority on an Airbus A320 Full Flight Simulator (FFS) delivered to EVA Airways' Flight Training Academy near Taiwan/Taoyuan International Airport. (L-3 Link)

More Flybe Engineering Qualifications

The technical training team at Flybe Aviation Services in Exeter, in the south-west of England, has increased its theoretical and practical training qualification courses for its engineers.

The UK's Civil Aviation Authority (CAA) has approved upgrades to Flybe's current courses on Bombardier Dash 8-Q400s turboprops and CRJ100/200 and 700/900/1000s plus Embraer ERJ 135/145s and E170/190s.

The Flybe Technical Training team can provide a full array of theoretical and practical programmes for students delivered on these types plus the British Aerospace BAe 146 and ATR 42s and ATR 72s. Meanwhile, European Aviation Safety Agency-approved courses that are currently available include the B1, B2 and B1/B2 combined theoretical and practical programmes.



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Phoenix Expansion For CTC

Global pilot training company CTC Aviation is launching a new airline pilot training centre at Phoenix/Goodyear Airport in Arizona, USA in co-operation with Lufthansa Flight Training (LFT). It is investing \$7million to equip the new facility for up to 200 trainee airline pilots per year.

The novice pilots will work alongside students of the Airline Training Center Arizona (ATCA) – a LFT company – represented by a new 'training alliance' between the two organisations. ATCA will also supply maintenance and instructor training support to CTC Aviation. The first course was scheduled to begin in April.

"The airline industry has been predicting a pilot shortage for some time and the world's airlines require pilots of all experience levels to help crew expanding fleets," said Rob Clarke, Group CEO of CTC Aviation. "We have a reputation for supplying experienced and cadet pilots to our client airlines and we are seeing an unprecedented increase in demand for our well-trained, high-quality pilot graduates."

Apprenticeship Awards



Marshall Aviation Services has honoured four apprentices in an awards ceremony at the company's Broughton, North Wales facility. After completing their three-year Modern Apprentice Programme with the company, Ben Worrall, Rhys Edwards and Andy Thomas (who completed a dual apprenticeship in electrical and airframe) along with Tom Griffith (who served an airframe apprenticeship) were presented with certificates by Steve Fitz-Gerald, Chief Executive Officer of Marshall Aerospace

and Defence Group.

"The company has run an unbroken apprenticeship programme since the 1920s and we recognise the value it brings in providing young people with the skills they need to develop and add value to the workplace. It is vital that we continue to provide opportunities for young people to get on in life," said the CEO.

All four apprentices have secured permanent employment at the Broughton site.

(Photo Marshall Aviation Services)

Contract Extension for Pilot Courses

The Singapore-based ST Aerospace Academy (STAA) has been awarded an extension contract to train a further 60 cadet pilots for regional operator Xiamen Airlines of China.

Prospective students will undergo a three-month intensive English language enhancement course in China, before starting a 14-month integrated Commercial Pilot Licence (CPL) programme, which

has been certified by the Civil Aviation Administration of China, in Ballarat, Australia. The first two batches of cadets – following the first contract that started in 2012 – will graduate this year.

More Omani Pilots



Gulf carrier Oman Air has seen a major upswing in the number of Omani trainees preparing to fulfil a range of flight-deck roles, across the whole aircraft fleet. Over the last 12 months, ten candidates have joined the Air Transport Pilot's License (ATPL) courses at the École Nationale de l'Aviation Civile (ENAC) – French Civil Aviation University – in Toulouse, France. A further 17 have completed the ATPL course offered by training provider Jeppesen and conducted by Boeing. In addition, seven candidates have been enrolled on the 737 type rating course at CTC Aviation's training school in the UK, two are undergoing training for Embraer 175 rating with Flight Safety International in Paris and two are starting their ATR type rating at Toulouse.

Many of the trainees have taken up an offer by Oman Air to Omani citizens of scholarship programme places that assist with the personal costs of pilot training. (Photo Oman Air)

AIR SERVICE TRAINING

Approvals Reference: UK.147.0002 GBR.ATO-0106

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Information for the traveller.

Finnair at 90

On March 20, 1924, a Junkers F13 D-335 seaplane transported 357lb (162kg) of mail from Katajanokka in Helsinki to Tallinn, Estonia. The founding documents of Finnair, then known as Aero Oy, had been signed on November 1 the previous year.

Nine decades later, the airline operates 43 aircraft to more than 60 destinations around the world, employing nearly

6,000 people. In 2013, the carrier transported 9.3 million passengers, which represents 60% of all passengers who passed through Helsinki Airport.

"Our operations have expanded substantially since our modest beginnings," said the airline's chief operating officer Ville Iho. "Over time, we have also increased cooperation with partners such as Flybe operating regional services." (Photo Finnair)



Sir Freddie's Legacy

Hundreds of files chronicling the development of Sir Freddie's Laker Airways and its 'Skytrain' operations have found a new home at Loughborough University, thanks to East Cheshire councillor and retired financier Peter Hayes. He met Sir Freddie's widow, Lady Jacqueline Laker, and negotiated for the entire collection of more than 120 binders of records and documents to be shipped back to Britain from the Bahamas. The archive includes revealing documents relating to Sir Freddie's historic legal battles with the UK Government and other state authorities to obtain licences to take on the big carriers and bring about an end to costly air travel, which was then largely accessible to the wealthy alone.

"Lady Jacqueline told me she was about to move house and wanted a place of safe keeping for her late husband's papers, files and valuable documents, which filled her very large garage," Peter said. "I offered to help and made contact with the university." All the files are now safely stored in Loughborough's School of Civil and Building Engineering, Transport Studies section where the collection will be used for research purposes.

Laker Airways began in 1966 with short-haul low-cost travel to the Mediterranean and the Canaries operating out of Gatwick and Manchester airports. In 1977 it became the first long-haul, low-cost airline to fly travellers across the Atlantic to New York and Los Angeles – the lowest fare was £32.50!

Toulouse Museum

One of the first Aerospatiale/British Aircraft Corporation Concorde built at Toulouse in France made its final 'sortie' by ground transfer to the new, Airbus-supported, Aeroscopia museum site at Blagnac Airport. The aircraft, F-WTSB (c/n 201), first flew in December 1973 and touched down for the last time in April 1985, returning to Toulouse after a career that included a full range of test and development activity. With the benefit of funding from Airbus, the Aeroscopia museum collection will also include one of the initial A300s as well as the first flight test A400M military airlifter. (Photo Airbus)



The End of the Line?

Some 20 months after Boeing 737-2L9(A), 9Q-CLG (c/n 22071), of Lignes Aériennes Congolaises (LAC), arrived at Perpignan Airport, it has been moved to the facility's long-term storage (scrapping) area. The 34-year-old airframe had been housed in the EAS (resident maintenance, repair and overhaul area) of the airport in the

South of France since September 2012. It started its flying career with Maersk Air in Denmark in 1979 before operating with carriers in Egypt, the USA, Hong Kong, Costa Rica, South Africa along with UK companies Monarch Airlines and Orion Airways. It arrived with LAC in 2009. (Brian Nichols)





Information
for the
traveller.

Events

Organisers of enthusiasts' shows and events worldwide are invited to submit relevant details for inclusion in this listing, free of charge - address correspondence to the editorial department or visit our website at www.airlinerworld.com

Apr 27

LGW 2014, Gatwick International Aircraft Enthusiasts' Fair, K2 Centre, Crawley, UK.

LGW2014@gatwickaviation.society.org.uk

May 17

Paris Airliners Show, Marriott Hotel, Paris/Charles de Gaulle Airport, Roissy-en-France. frochcwajg@aol.com

May 17

Vienna Aircraft Enthusiasts' Show, Terminal Check-in 2, Marketplaza, Vienna Airport, Austria. Contact: Martin Dichler, obmann@flughafenfreunde.at

May 18

Heathrow Aircraft Enthusiasts' Fair, Kempton Park Racecourse, Sunbury on Thames, Middlesex, TW16 5AQ, UK. Keith Manning Tel: +44 (0)1423 862256 keith768@btinternet.com www.aircraftenthusiastfair.co.uk

Jul 9-12

Airliners International 2014, Los Angeles, USA. www.2014lax.com

Shows/Displays

May 20-22

EBACE, Palexpo Centre, Geneva International Airport, Switzerland. www.ebace.aero

May 20-25

ILA 2014, Berlin/Brandenburg Airport, Berlin, Germany. www.ila-berlin.de

Jul 14-20

Farnborough International 2014, Farnborough, Hampshire, UK. www.farnborough.com

Sep 20-23

World Routes 2014, Chicago, Illinois, USA. www.routesonline.com

Sep 30-Oct 2

European Regions Airline Association (ERAA) Conference, Barcelona, Spain. www.eraa.org

Oct 7-9

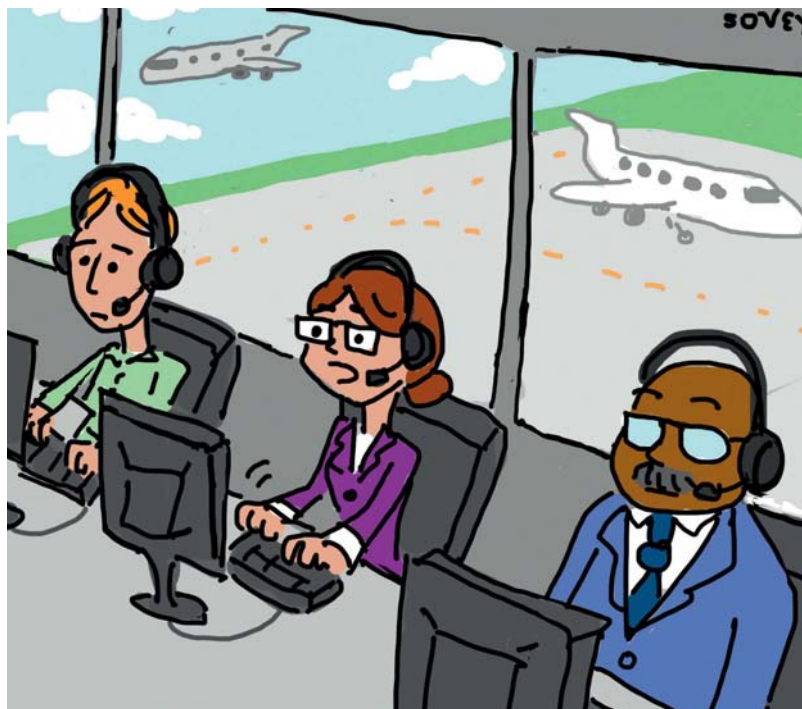
MRO Europe, Feria de Madrid, Madrid, Spain.

Oct 21-23

NBAA, Orlando, Florida, USA. www.nbaa.org

ILA Berlin Air Show Highlights

Future aviation technology will be showcased at the 2014 ILA Berlin Air Show which will be held between May 20-25. German Aerospace Center DLR's Airbus A320 ATRA and Eurocopter EC135 ACT/FHS test platforms will be among the types on show. Each is presently engaged in advanced aerodynamic and avionics-based research programmes, results from which could help shape next-generation aircraft design. 'Operation Willfire 2014', a 20-minute German Armed Forces role demonstration, will be a flying display highlight. Participating assets include German Air Force EF-2000s, Tornados, CH-53, C-160D and A310 MRTT, joined by German Army Tigers. Among the other flying display highlights are the Patrouille Suisse and Turkish Stars teams, An A380, A400M and A350 XWB and numerous historic types, such as the Flying Bulls' Douglas DC-6 and the Messerschmitt Foundation's Me 262 and Me 109.



I understand your frustration, Sir, and I'm happy to put my supervisor on the line, but I still can't give you the phone number of the "cute flight attendant" from your last flight.

Airborne Fashion Show

Celebrating 85 years of operations in Chile, LAN Airlines hosted its first-ever fashion show in the sky onboard flight LA 634 between Santiago, Chile and Lima, Peru. During the trip, models wore uniforms used by the carrier's flight crew over the last 60 years. Captain Arturo Merino Benitez founded LAN on March 5, 1929, and the airline trans-

ported 762 people in its first year - considered a great success at the time. Today, LAN is a member of the LATAM Airlines Group providing passenger flights for approximately 66 million per year to around 135 destinations in 22 countries. Cargo services extend to 144 destinations in 27 countries. (Photos LAN Airlines)



Emirates to Sponsor RWC

Emirates Airline has agreed to sponsor the next two Rugby World Cups (RWC) to be held in England next year and Japan in 2019. The airline is also extending sponsorship of the International

Rugby Board's (IRB) match officials until the end of 2019, which includes giving Emirates the right to brand shirts worn by officials during matches - a first in RWC history.



Departure Gate

Information for the traveller.

International Jet Management's VIP-configured Fokker 100, OE-IIB (c/n 11403), at Nice France in March. Originally delivered to American Airlines in 1992, it was converted to a VIP interior in 2005/06. (Ton Jochems)



Panair do Brasil

The TAM Museum near São Paulo in Brazil displays Lockheed L-049 Constellation, 'PP-PDD/N86533 (c/n 2071), wearing Panair do Brasil colours. It was brought to the museum at the end of 2000 and after being fully refurbished, became part of the permanent collection of around 80 aircraft.

Formed in 1929 as Nyrba do Brasil, the company was merged into the extinct Pan American World Airways (Pan Am), with a name change to Panair do Brasil the following year. During 35 years of activities, it was one of the top companies in the Brazilian commercial aviation sector, until its flights stopped in the 1960s. (Photo TAM Museum)



Airbus A321-211, F-WTDG (c/n 0674) ex OK-CEC, was ferried through Wiltshire, UK in March. It was being moved from St Athan to Cotswold Airport where it will be parted out by Air Salvage International. (Liam Daniels)

Standing Room Only

Spring Airlines is considering selling standing tickets for its flights – if the idea is approved by the Civil Aviation Administration of China (CAAC). Its chairman Wang Zhenghua said tickets would be 30% to 40% cheaper on

flights of less than two hours and only if Airbus is willing to retrofit its A320 aircraft with standing-room cabins. The carrier and manufacturer have not yet received CAAC approval owing to a number of safety concerns.

Düsseldorf Airport Viewing

A rooftop aviation view point in Düsseldorf has been closed for "security reasons", according to the city's airport authorities. Enthusiasts can no longer access the area on the roof of the railway station at the eastern end of the city.

The other viewing area on top of concourse B at the main terminal remains open, but will undergo "reconstruction work" in the next

few weeks. Visitors will pass through a security checkpoint to access the new area and 'standard' restricted items (on flights) will be banned although drinks, suntan lotion and hand creams will be allowed. Again the airport authority blames increased security measures for the changes. The viewing area is open during the summer months between 09:00 and 20:00.

The terminal building at Tenerife Norte Airport (Los Rodeos) has a wall dedicated to aviation photographs taken at the airport by members of the 'Canary Islands Spotters' enthusiasts group. It is good to see an airport supporting such activity. (Brian G Nichols)



Photographic Display

Final Call.....

A Skymark 'Reveal'

Female cabin crew at Japanese carrier Skymark say a temporary uniform – featuring a very short skirt – is too revealing. Introduced as part of publicity for new routes and types, the skirt is an open 'invitation to sexual harassment', they claim. Although only intended for a six-month promotion, the length of the skirt has drawn criticism from the Japan Federation of Cabin Attendants. It says the uniform is unsuitable for the work performed by female cabin attendants, especially when they need to stretch up high or kneel down.

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Drop an email to list owner Paul J. Hooper at civil_spotters+owner@googlegroups.com for further information and to receive an invitation to join or send a blank mail to civil_spotters+subscribe@googlegroups.com to join directly. We look forward to hearing from you.



Events

THE HEATHROW AIRCRAFT ENTHUSIASTS' FAIR returns on Sunday 18th May 10.30/15.00. Kempton Park Racecourse, Staines Road East, Sunbury, Middlesex, TW16 5AQ. This event will once again offer thousands of collectable aviation items from dozens of stalls. 21st Year. Tel 01423 862256 Evenings. www.aircraftenthusiastfair.co.uk

Events

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The observation deck gives a 270-degree panoramic view of general activity and close-ups of movements on the southern runway.



The area is available to all passengers at Terminal 4. Unfortunately, the facility is airside so there is no access for the general public.

It is a long time since there has been an official, terminal-based, viewing area at London/Heathrow Airport. Older readers will remember the excellent facilities at the Queen's Building from where most of the aircraft movements could be seen at close quarters until it closed in the late 1960s. Another area was made available on the roof of Terminal 2 until the early 2000s, but again this was withdrawn 'for security reasons'.

However, the airport authorities are aware of the interest in aircraft – from both aviation enthusiasts and the general public – and have recently opened an observation deck at Terminal 4 on the south side of the airfield.

Called 'View Heathrow', it is located air-



side between Gates 15 and 16 and is therefore only available to passengers. Free to enter, it is positioned at the eastern end of the building and being on the top floor, it offers a 270 degree panorama of the airport – from west through

Terminal 4

north to south – and gives good views of aircraft operating from Heathrow's southerly runway – although from behind glass. There are three fixed iPads (sponsored by Dixons) that are preloaded with FlightRadar24 – a virtual radar system that displays all movements at the airport giving aircraft type, registration, flight number and routing. There are also a couple of pairs of binoculars for general use. Although the area is enclosed, good photographs can be taken as the sun is generally behind any views of the runway. *Airliner World* visited 'View Heathrow' and spoke to its 'creator' Paul Springthorpe, Terminal Space Manager at Heathrow. "This used to be part of an airline's Business Lounge, but was vacated when a new facility was built," he said. "We had a very short timeframe to put something together as one of the stipulations [from the airport authority] was that it had to open before Christmas 2013 – and [it] opened on December 23." According to the View Heathrow section of the airport's website: "This isn't the only initiative we've been working on for all our aviation enthusiasts. We are looking at some exciting new things for 2014, including multiple photo competitions, better non-airside venue access and more."

Relatively close shots of aircraft parked on the stands can be taken.

(All photos

Key - Tony Dixon)



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**Caption
Comp ?**



Thanks to everyone who entered the January 2014 competition. It proved very popular, with many of the entries keeping the judges amused for quite some time. Congratulations go to R S Hirtle who was selected as the winner:

"Just one day a year...and we miss our slot!"

Other notable entries:

"Ryanair offloads passenger for breaching rules on carry-on baggage and failing to print a boarding card."
(P Lyon)

"Typical, just when you need it, the sleigh goes tech!"
(Mike Doherty)

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Closing dates for entries is 15:00 GMT on July 18, 2014. The winner will be notified no later than July 31, 2014.



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Reports and details of recent incidents.

Honeywell Aerospace has signed a memorandum of understanding with Air India enabling the airline to explore how Honeywell's SmartRunway/SmartLanding software upgrade can help it increase safety, improve pilot situational awareness and lower cockpit workload across its Boeing 777 fleet. "At Air India we are constantly looking for innovative ways to bring our passengers new levels of safety and comfort when they fly with us," said A K Mathew, executive director

of engineering for the carrier. "As we expand our network, our pilots are required to fly into an ever-increasing number of airports, many of which are continually changing in terms of layout. SmartRunway/SmartLanding uses GPS location information and airport and object data stored in an Enhanced Ground Proximity Warning System (EGPWS) database to determine if the aircraft is configured properly for landing, taxiing and take-off.

SmartLanding, which is primarily concerned with mitigating runway excursions, monitors for potentially unstable approaches, including if the aircraft is flying too high, too fast, has incorrect flap settings, long landings and accidental taxiway landings. SmartRunway mitigates runway incursions by informing pilots which runway they are entering, confirming runway length, monitoring for insufficient length remaining and ensures proper aircraft configuration prior to take-off.

New Accident Reporting Rule

The European Parliament has introduced a new accident/incident-reporting rule. The legislation is intended to accelerate the flow of relevant accident/incident information, thereby speeding up the analysis and adoption of new procedures to reduce accidents. The system is a modern approach to

safety policy and learns not only from accidents, but also from small incidents even if they had no serious consequences in themselves. It is designed to gather and exchange incident information with the involvement of airlines, manufacturers, air traffic controllers, aircrew, mechanics, national authorities and the European

Aviation Safety Agency (EASA). The new rule will start to be implemented in May and will be in full force 18 months later. In the meantime, preparations will be made to bring in the necessary regulations and develop guidance material and IT applications for the recording, exchange and analysis of information.

Runway Safety

The International Civil Aviation Organization (ICAO) – in collaboration with a large number of similar agencies worldwide – has released a new Runway Safety Implementation Kit (iKit). It aims to consolidate many of the resources developed by ICAO and its Runway Safety Programme partners in recent years, as well

as include latest guidance updates. "The programme is one of global aviation's best examples of how collaborative efforts on behalf of the countries of the world and leading aviation organisations can deliver practical, cost-effective results on the very complex, multi-disciplinary challenges facing

our sector," remarked ICAO Council President, Dr Olumuyiwa Benard Aliu. The organisation and its partners will also be launching a Runway Safety GO-Team programme which will help establish focused teams at world airports, as well as conducting further Regional Runway Safety Seminars.

DATE	REG'N	C/N	TYPE	OWNER	FATALITIES	LOCATION	NOTES
Feb 25	D2-FFZ	212	EMB.120	Guicango	-	Angola	Damaged in forced landing after engine problems
Feb 26	N483VA	52124	Pa-31-350	Maui Island Air	3	USA	Impacted terrain after take-off
Feb 27	N677MF	0421	Ce 404	Inter Coastal Air	-	Dominica	Overran runway after brake failure
Mar 2	1177	6507	An-26	Yemen Air Force	-	Yemen	Damaged in landing accident
Mar 3	EP-FIC	334	Falcon 20E	Iran Civil Aviation	4	Iran	Crashed on calibration sortie
Mar 4	LV-BET	1854	A320-233	LAN Argentina	-	Argentina	Ground collision with 737
Mar 4	PR-GGD	34275	737-8EH	GOL Linhas Aéreas	-	Argentina	Ground collision with A320
Mar 8	9M-MRO	28420	777-2H6ER	Malaysia Airlines	239	Indian Ocean	Disappeared on flight to Beijing
Mar 9	C-FJYV	216	ATR 42-300	Calm Air	-	Canada	Left main wheel collapsed on taxi after landing
Mar 10	CC-CGB	01941	Ce 337H	Línea Aérea Costa Norte	-	Chile	Landed with unsafe nosewheel
Mar 11	N606PP	0416	Ce 414	Andriopulos Salguero	-	USA	Landed with wheels retracted
Mar 12	HK-4921	LJ-721	B90 King air	Ambulancias Aéreas de Colombia	5	Colombia	Crashed while attempting emergency landing
Mar 13	G-LBAL	31421	AW139	Haughey Air	4	UK	Crashed on night landing in poor weather
Mar 13	N113UW	1141	A320	US Airways	-	USA	Overran runway after aborted take-off
Mar 14	N419AR	0805	Ce402B	Mardon	-	USA	Damaged during forced landing
Mar 19	HD.21.10	2068	AS332B	Spanish Air Force	4	Spain	Ditched on night exercise
Mar 22	N18VV	0619	Ce402C	Cape Air	-	USA	Skidded off runway after landing gear malfunction

The sole operational Flight Check Dassault Falcon 20E, EP-FIC (c/n 334) of the Iranian Civil Aviation Organization crashed on March 3 at Kish Island, killing all four people on board. The aircraft had played an important calibration role checking navigational aid systems at Iranian airports for over 40 years. (Via Babak Taghvaei)





A review of the most recent books, DVDs and models.

British Airways Superjumbo

(Gemini Jets, 1:200 scale, Airbus A380-841, British Airways G-XLEA, Item No G2BAW422, £132.00, www.isca-models.co.uk, www.airspotters.com, www.aviationretaildirect.com)

This much anticipated model was in great demand even before its release. It depicts the first of 12 examples of the Superjumbo to be delivered to British Airways. The carrier introduced the A380 on its long-haul services to Los Angeles on September 24. The model is supplied with a stand and the option to display the undercarriage in the up or down position via interchangeable magnetic parts.



Airbus A350 Plastic Model Kit

(Revell, 1:144 scale, Skill Level 4, Product ID 80-3989, \$34.95, www.revell.com)

The Airbus A350 XWB family of long-range, twin-engined widebody airliners is currently being developed by the European manufacturer. It is the company's first aircraft with both the fuselage and wing structures constructed from carbon fibre-reinforced polymer. This model, which replicates the first prototype A350, is 18 inches (453mm) long and features 120 detailed parts as well as decals.



Corsair Sunglasses

(Randolph Engineering, \$179.00 to \$199.00, www.randolphusa.com)

The latest stylish, high-specification sunglasses from US manufacturer Randolph, the Corsair design is available with frames finished in Almond Gold (CS8A434-PC), Antique Silver (CS8S434-PC) and Antique Bronze (CS8B434-PC). The lenses are a lightweight grey polarized polycarbonate. Each pair of glasses is supplied with Randolph's standard maintenance kit.



Nature Air Blu-Ray

(Justplanes.com, Ref BR030, www.keypublishing.com/shop, £19.49)

Costa Rican carrier Nature Air operates a mix of scheduled services and scenic charters using de Havilland Canada DHC-6 Twin Otters and Cessna 208 Caravans that fly at low level allowing passengers to enjoy the country's spectacular scenery. This Blu-Ray presentation includes 18 flights from the carrier's San José base, and throughout 239 minutes of action there are spectacular images from externally mounted cameras on the aircraft's tails, wings, landing gear and belly.



Norwegian Boeing 787 Dreamliner Blu-Ray

(Justplanes.com, Ref BR032, www.keypublishing.com/shop, £19.49)

The first Norwegian long-haul service follows the carrier's recently introduced Boeing 787 Dreamliner on a journey from Oslo to the Thai capital of Bangkok then back to Stockholm. During the 202 minutes of this Blu-Ray presentation the flight-deck crews on both flights describe the aircraft's operation in great detail, while the six cockpit cameras capture all the action as it happens.



Air France Airbus A380 Blu-Ray

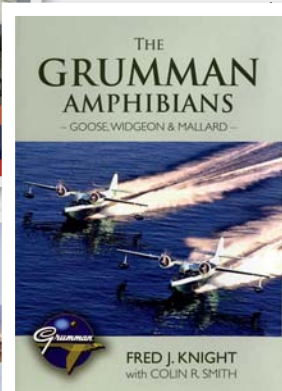
(Justplanes.com, Ref BR029, www.keypublishing.com/shop, £19.49)

Air France was Europe's launch customer of the Airbus A380 and for the first time this Blu-Ray presentation takes a detail look around the Superjumbo. During nearly five hours of action, using seven cameras, Air France's long-haul Airbus fleet manager, Benoît Laurent, describes the action from the moment the crew reports at the airport, through the flight's preparation, to the service from Paris Charles de Gaulle to Tokyo/Narita and back.

The Grumman Amphibians

(Fred J Knight with Colin Smith, Air Britain, hardback, illus, 480 pages, £34.95 (Air-Britain members) or £49.95 (non-members), www.air-britain.co.uk/sales, ISBN: 978-0-85130-440-3)

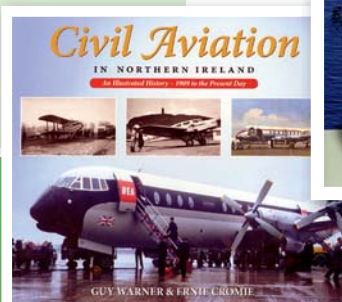
Grumman's first amphibian aircraft, the Goose, proved a complete success gaining civil and military orders from around the world. It was later followed by the smaller Widgeon and the Mallard. All three types are treated to Air-Britain's renowned detailed research, with in-depth histories of all 721 airframes built. The book is illustrated with more than 625 photographs, including 75 in colour, plus drawings, maps, advertisements, brochures, and timetables.



Civil Aviation in Northern Ireland

(Guy Warner and Ernie Cromie, Colourpoint Books, soft back, illus, 128 pages, £8.99, www.colourpoint.co.uk, ISBN: 978-1-78073-048-6)

This book looks at Northern Ireland's extensive and often unappreciated role in aviation history. It focuses on a century of pioneering ventures and the people who played their part in them. Illustrated with 200 images, the authors take a chronological look at the development of civil aircraft, airports and operations. Written by two experts on the subject, and drawing on the archive and collection of the Ulster Aviation Society, the book contains a lot of previously unpublished material.



Smartphone and Tablet Mounts

(RAM Mount UK, www.ram-mount.co.uk)

RAM Mount UK has introduced its brand new range of mounts for the iPhone 5C, 5S, iPad mini retina and the iPad Air. Built from durable composite plastics, the mounts attach to a variety of surfaces via a number of interchangeable bases that securely connect your device to wherever it is needed.



ETHIOPIAN AIRLINES



With orders for both the Airbus A350 XWB and the Boeing 787 Dreamliner – with some of the latter already in service – Ethiopian Airlines has one of the most modern fleets in Africa, registering an average growth in passenger numbers of 25% over the past seven years. It is currently implementing a 15-year strategic plan, 'Vision 2025', which aims to see it become one of the leading aviation groups in Africa and this is repeated in the company slogan – 'The New Spirit of Africa'.

Current operations

With a principal hub at Addis Ababa/Bole International Airport on the outskirts of the country's capital, Ethiopian carried 5.6 million passengers in 2013, up from 4.6 million in 2012. It currently has a fleet of 63 aircraft including 787s, 777-300ERs, 777-200ERs, 767-200s, 757-200s, 737-700s, 737-800s and 757-200 freighters. Its regional arm operates eight Bombardier Dash 8-Q400s on (primarily) domestic

“Our vision for 2025 is to be the leading airline group in the African continent with a \$1 billion profit and serving 90 international and 26 domestic destinations.”

Henok Teferra, Vice President Corporate Strategy and Alliances.

Above • Ethiopian acquired its first Boeing 787 Dreamliner in August 2012. (AirTeam Images.com/Yochai)

The Business Class interior of the Boeing 787 Dreamliner has a two-plus-two-plus-two layout. (Ethiopian Airlines)



The New Spirit of Africa

Tony Dixon visits the carrier's base at Addis Ababa to see how it's implementing its ambitious expansion plans.



flights, some flying to 'unprepared' strips with gravel runways.

In the next ten years the fleet will continue to grow with the addition of at least four more 737-800s, two 777-300ERs (plus four -200LR Freighters), eight more 787s and 14 A350-900s – plus an as-yet undecided type to replace/augment operations on its

Below right • A fleet of eight Bombardier Dash 8-Q400s are kept busy on domestic routes throughout the country.

regional routes.

In 2013, available capacity grew by 15% and passenger numbers by 13%. As a result, revenue was 50% higher and profit grew by 165% year on year. The carrier operates 1,030 weekly flights and extended its capabilities by becoming a full member of the Star Alliance in December 2012.

Current strategies

The Ethiopian group is split up into seven business entities: international airline; regional and domestic carrier; cargo; maintenance, repair and overhaul (MRO); aviation academy; in-flight catering services; and ground services.

To find out more about Ethiopian's operations, *Airliner World* met the >>



“We want to play a leadership role in promoting Ethiopia as a destination. The airline needs a strong tourist board and vice versa.”

CEO Tewolde Gebremariam





Above • The entrance hall at the company's Bole headquarters displays the current fleet in model form.



Above right • The small but practical terminal building at Gonder Atse Teodros Airport.



Left • There are normally two cabin crew on each Dash 8 flight.

Right • For pilot training the airline has a small fleet of Diamond DA40 Stars and DA42 Twin Stars operating from its Bole base.



airline's CEO, Tewolde Gebremariam, and the rest of the airline's board at the company's headquarters at Bole International Airport.

"Although 100%-owned by the government, successive regimes, starting from the 1930s, have all allowed us to be managed by professional aviation experts," said

The carrier's Boeing 777s are used on busier routes. (AirTeamImages.com/ Derek Pedley)

Tewolde. "Management and ownership is completely different and that's one reason for our success. We also believe in investing in human resources and infrastructure development. In the last seven years we have grown seven-fold and this consumes a lot of investment. We have to be profitable."

Tewolde is also head of the country's

tourist board. "We want to play a leadership role in promoting Ethiopia as a destination. The airline needs a strong tourist board and vice versa, so the dual role works well."

"Around 85% of the country's working population is involved in agriculture with most of the rest in industry. Enough infrastructure



has now been developed to promote tourism. We operate to 15 airports in the country with asphalt runways – plus three others with gravel strips – and with improved access to clean water we're working on improving the quality provided to hotels."

Henok Teferra, Vice President Corporate Strategy and Alliances, explained: "We have the largest route network in Africa and it is rapidly expanding. Our regional subsidiaries have hubs in Lomé and Lilongwe in West Africa – plus our cargo hub at Liège in Belgium – and this means we serve 79 international and 18 domestic passenger destinations, plus 24 for freight. Cargo is generally flowers and perishables outbound and 'high end' goods back." He added that the number will increase in the future with the construction of a new two million tonne-capacity cargo terminal at Bole.

Regional operations

Ethiopian's regional services are based at the domestic terminal at Bole Airport, a separate building to west of the International Terminal.

"The Dash 8 is the right size for us and for our market. It's a very good aircraft," said Hailemelekot Mamo, Managing Director Ethiopian Regional Services. "We aim to start more domestic services to new airports that are either being built or are in our plans. These will initially be operated by the Q400s but we're looking at larger aircraft in the future. We have a request for proposals for narrowbody expansion that encompasses all types in the market." This includes Airbus, Boeing, Bombardier, Embraer, Mitsubishi and Sukhoi products.



Commercial aviation started in Ethiopia in the late 1920s with mail flights in the country. During the Italian occupation of the 1930s, a limited number of flights were operated to and from Rome. Following World War Two, Ethiopian Air Lines was formed in December 1945 using crews trained on Lend-Lease aircraft (provided to countries that did not necessarily have the finances following the conflict), which were supplied and supervised by American instructors and helped by personnel from Trans World Airlines (TWA) who created a managerial structure.

The initial fleet consisted of six Douglas C-47/DC-3s and international flights started in April 1946 linking Addis Ababa with Aden, Asmara, Cairo, Djibouti and Khartoum.

Domestic services began in 1951 and included flights connecting Addis, Dire Dawa, Gondar and Jimma. Pilots did not simply fly the aircraft but also acted as ticket-sellers, loadmasters and baggage handlers. If flying to a remote location, aircraft would only land if someone on the ground held up a white shawl or sheet – to act as a windsock – and indicated there was a passenger waiting to be picked up.

Starting in 1947, the carrier undertook what was probably the longest sector for a DC-3 – a link to Bombay, and a total of 11 hours flying time! It was flown in co-operation with British Overseas Airways Corporation (BOAC), which delivered the passengers to Addis from Nairobi in Kenya.

International services were extended in 1950 with the acquisition of two

Convair CV-240s, a third arriving in 1955. TWA donated an ex-USAF Lockheed C-121A Constellation to the Emperor of Ethiopia in 1957 as a gift from the US Government for use as a VIP transport. But he presented it to the airline, which put it into service on June 10 flying the twice-weekly service to Athens via Khartoum and Cairo. However, it made a forced-landing in the desert the following month – with no loss of life – and was destroyed.

Ethiopia the country

Ethiopia is the most populous landlocked country in the world, with around 93 million inhabitants, covering a total area of 420,000sq miles (1,100,000km²) – five times the size of Great Britain – and borders Sudan, Eritrea, Djibouti, Somalia and Kenya. Regarded as 'the cradle of mankind' – one of the most famous exhibits at the national museum in Addis Ababa is 'Lucy', a 3.2 million-year-old partial skeleton of a hominid, an early human ancestor. This is also the second-oldest Christian nation, after Armenia, and has the oldest Muslim settlement in Africa, at Negash. Ethiopia is also the 'home' of coffee – Arabica – which was first cultivated more than 1,000 years ago, and is the spiritual homeland of the Rastafarian movement.

As a replacement, a number of DC-6s were acquired and these took over the longer flights from 1958 starting 'Trans-Africa' routes to Monrovia in Liberia via Khartoum and Accra. New destinations followed to Lagos and Kano in November 1960, Madrid in January 1963, and Rome in June 1964.

With the planned acquisition of jets in the early 1960s, the airline had outgrown the small Lidetta Airport at Addis and moved to the newly-opened Bole International. Two Boeing 720s were delivered in December 1962, starting services to Nairobi and Asmara (and onwards to Athens and Madrid).

The carrier made a slight name change – to Ethiopian Airlines – in 1965 and in February 1967 ordered brand new 707-360Cs, which could be converted to a cargo configuration (or a mix of passengers and cargo). Paris and London were added to the route network in the early 1970s and growth continued throughout the decade.

Domestic flights still operated to unprepared strips with the DC-3s and DC-6s – the latter not exactly suited to this kind of operation. Two de Havilland Canada DHC-5A Buffalos were ordered in 1980 for cargo work and six DHC-6 Twin Otters operated passenger flights from 1985. Long-haul fleet renewal in the 1980s included the 727 and 767-200 with 737-200s added for regional routes. ATR turboprops, and ultimately Fokker 50s, were used on domestic services. The airline also operated two Lockheed L100 Hercules from 1988 on cargo routes before obtaining both passenger and freighter 757-200 variants at the end of the 1980s.

Above • This Douglas DC-3 stands proudly outside the company headquarters at Addis Ababa's Bole Airport.

Subsidiaries

For many years, east-west links across Africa have been difficult, if not impossible, to operate due in part to unstable political situations in many countries in the middle of the continent. It was not unknown for businessmen in West Africa to fly to destinations in Europe before picking up a second flight

back to a different African destination in the east.

However, following a conference of the Economic Community of West African States (ECOWAS) and the West African Economic and Monetary Union (UEMOA) in Niger in January 2004, a new regional carrier, ASKY Airlines, was started by a multinational group of >>



Ethiopian uses the 757-200 for freighter operations. (AirTeamImages.com/BaoLuo)

private investors, with approval from their governments – although it was not until January 2010 that flights began. Ethiopian Airlines has a 40% stake in ASKY, providing all its aircraft (737-700s and Dash 8s) and is also the technical and strategic partner under a management contract for its first five years from 2010.

Operating as a subsidiary to the larger carrier, ASKY has its hub at Lomé/Tokoin Airport in Togo, where it links to 21 destinations in West Africa and connects

to the main airline's passenger services to Addis Ababa and links to flights to South America and its cargo network.

A second subsidiary for Ethiopian, announced in mid-2013, is Malawian Airlines. Based at Lilongwe it started flights in February 2014, again using the Dash 8. And this summer, a third entity should start flights, this time in the Democratic Republic of the Congo (DRC), using a 767-200 and operating medium/long-haul services to South Africa and, possibly, Europe.

Training

Ethiopian undertakes staff training from schools next to its headquarters at Bole airport. Opened in 1956, the Ethiopian Aviation Academy has separate sections for pilots, cabin crew, engineers, marketing and ground operations. It currently trains around 1,000 students per year across all trades – and has plans to increase this to over 4,000, with foreign students making up a third of the total. A large building programme is under way at the airport will include living accommodation and leisure facilities for the students.

For pilots, the airline has a small fleet of four Diamond DA40 Stars for initial training. These were delivered in 2010, followed a year later by two DA42 Twin Stars for multi-engine work. Its Pilot Training School has courses for students from the whole central African region, and graduation leads to a Multi-Crew Pilot Licence (MPL) qualification before they move to passenger flights.

The Cabin Crew Training Centre conducts initial and recurrent training for the airline's and other carriers' staff. In early March, a course of French-speaking students (destined for the West African subsidiary) had just graduated, which was to be followed by a group of Mandarin speakers for the carrier's routes to China. Linking in to this school is an emergency training facility which includes a simulator complex with 737, 757, 767 and Dash 8 trainers. A new Dreamliner simulator is expected to be operating by the summer.

The Engineering Training School

DESTINATIONS (From Addis Ababa)

Africa				Cargo Destinations
Abidjan	Kinshasa	London	Riyadh	Accra
Abuja	Lagos	Milan	Sana'a	Beirut
Accra	Libreville	Paris	Seoul	Brazzaville
Bahir Dar	Lilongwe	Rome	Singapore	Bujumbura
Bamako	Lomé	Rio de Janeiro	Tel Aviv	Cairo
Bangui	Luanda	São Paulo	[Coming soon: Ho Chi Minh Singapore]	Chennai
Berbera	Lubumbashi	Stockholm		Delhi
Blantyre	Lusaka	Toronto	Domestic destinations	Dubai
Brazzaville	Malabo	Washington	Addis Ababa	Entebbe
Bujumbura	Malakal	Gulf Middle East & Asia	Arba Minch	Hong Kong
Cairo	Maputo	Bahrain	Assoso	Jeddah
Cotonou	Mekele	Bangkok	Axum	Johannesburg
Dakar	Mombasa	Beijing	Bahar Dar	Juba
Dar es Salaam	N'Djamena	Beirut	Dire Dawa	Khartoum
Djibouti	Nairobi	Dubai	Gambella	Kigali
Douala	Ndola	Delhi	Gonder	Kinshasa
Entebbe	Niamey	Demmam	Gode	Lagos
Enugu	Ouagadougou	Guangzhou	Humera	Liege
Harare	Pointe-Noire	Hangzhou	Jijiga	Lusaka
Hargeisa	Seychelles	Hong Kong	Jimma	Luxembourg
Johannesburg	Zanzibar	Jeddah	Kabri Dar	Mumbai
Juba	Europe & America	Kuala Lumpur	Lalibela	Nairobi
Khartoum	Brussels	Kuwait	Mekele	N'Djamena
Kigali	Frankfurt	Mumbai	Semera	Pointe Noir
		Muscat	Shilavo	



“Although 100%-owned by the government, successive regimes, starting from the 1930s, have all allowed us to be managed by professional aviation experts.”

CEO Tewolde Gebremariam.

takes technical college and university graduates and provides an apprenticeship course leading to fully-authorised technician qualifications. Students work on all aspects of engineering training and have engines and airframes – a 737 and a Piper Aztec – for practical training.

MRO Facilities

At the western end of the airport are the airline’s MRO facilities plus the cargo area. While most of the aircraft worked on are from Ethiopian, third-party work is also taken on.

“In the past, we simply have not had

enough trained engineers to undertake any more work, but now, with the increase in staffing, we plan to supply to other MROs in the region on a contract basis,” said Zemene Nega, Managing Director MRO. “We can do work on all of our types (except the 787 at present) plus the Fokkers.” Ethiopian’s Fokkers were replaced with Dash 8s in 2010, and two are in storage at the facility awaiting further sale.

“Our capabilities include avionics installation, structural repair, modification work and composites,” added Zemene. “For the last few years we have achieved Boeing GoldCare >>

A Boeing 767-200ER in the carrier’s old livery.
(AirTeamImages.com/
Ralf Meyermann)





Level standard in maintenance. We can undertake work up to a 'C' Check for all Boeing types, but we don't do 747s. We will do that level of maintenance for the 787 in-house in about three years' time when the aircraft become due."

Construction is about to start on three new hangars to the west of the current building complex, all capable of handling an aircraft up to the size of a 747. The first one will be for dedicated maintenance and will be completed within a year. The second will be for aircraft painting and the third for maintenance; both are expected to be completed in two years.

The future

"Our vision for 2025 is to be the leading airline group in Africa around the core airline business with a \$1 billion profit, 90 international and 26 domestic destinations," said Henok Teferra. "We'll have a fleet of 120 aircraft [63 now], carry 18 million passengers,

"We aim to start more domestic services to new airports that are either being built or are in our plans. These will initially be operated with the Dash 8-Q400s."

Hailemeleket Mamo,
Managing Director Ethiopian
Regional Services

The main hangar of the MRO complex can easily accommodate the carrier's largest aircraft – a McDonnell Douglas MD-11 Freighter.

Ethiopian can service all the types of engines it uses in its fleet as well as auxiliary power units.



820,000 tonnes of cargo and have 17,000 employees." These figures were set in 2010 and the board is confident it will achieve the targets and improve on some of them.

"We're looking at new aircraft with around 100 seats, but are also interested in the 150-seat market," added CEO Tewolde Gebremariam. "We'll make the decision in the next two or three months. Airbus and Boeing are the preferred options for the new aircraft as we use similar engines at present, but we're looking at acquiring aircraft for a 2016/17 delivery. That rules out the new A320neo and 737 MAX variants as they are sold-out for that period.

"Price, availability and fitness for mission are all factors in our decision-making and we have to take into account we are at more than 7,000ft (2,133m) above sea level here at Addis, which places performance limitations on aircraft when the temperature is high." **AWA**

For shorter routes and for operations by ASKY in West Africa, the carrier uses the 737-700 and 737-800. (AirTeamImages.com/Europix)



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key

Acronyms and abbreviations have become an intrinsic part of business speak. In the commercial aviation business their usage has become unavoidable and in the following table we try to guide you through some of those most commonly-used examples in the pages of Airliner World. This list will be regularly updated.

AAIB	Air Accidents Investigation Branch (UK)
ACAS	Airborne Collision-Avoidance System
ADR	Accident Data Recorder
ALPA	Air Line Pilots Association (US)
ANS	Airborne Navigation System
APU	Auxiliary Power Unit
ATC	Air Traffic Control
ATP	Advanced Turbo-Prop (BAe)
ATS	Air Traffic Service
BAe	British Aerospace (now renamed BAE Systems)
CAA	Civil Aviation Authority (UK)
CDA	Continuous Descent Approach
CEO	Chief Executive Officer
CIS	Commonwealth of Independent States (formerly Soviet Union)
c/n	Construction number
combi	Aircraft that routinely carry passengers and cargo on the main deck at the same time
CVR	Cockpit Voice Recorder
dB	Decibel
DFT	Department for Transport (UK)
DME	Distance-Measuring Equipment
EADS	European Aeronautic Defence and Space Company
EASA	European Aviation Safety Agency
ERAA	European Regions Airline Association
EROPS	Extended-Range Operations

ETOPS	Extended-range Twin-engine Operations
FAA	Federal Aviation Administration (US)
FAI	Fédération Aéronautique Internationale (France)
FAR	Federal Aviation Regulations (US)
FBO	Fixed Base Operator
FDR	Flight Data Recorder
FL	Flight Level (usually expressed in hundreds of feet)
FOD	Foreign Object Damage
GA	General Aviation
GAPAN	Guild of Air Pilots And Navigators (UK)
GDP	Gross Domestic Product
GE	General Electric
GEICAS	GE Capital Aviation Services
GMT	Greenwich Mean Time
GNS	Global Navigation System
GPS	Global Positioning System
GPU	Ground Power Unit
IACA	International Air Carrier Association
IAP	International Airport
IATA	International Air Transport Association
ICAO	International Civil Aviation Organization
IFALPA	International Federation of Air Line Pilots Associations
IFR	Instrument Flight Rules
ILFC	International Lease Finance Corporation
ILS	Instrument Landing System
IMC	Instrument Meteorological Conditions
INS	Inertial Navigation System
JAA	Joint Aviation Authorities (European)
LCC	Low-Cost Carrier
LCD	Liquid Crystal Display

LED	Light-Emitting Diode
localiser	Steering guidance element of an ILS system
LORAN	Long Range Aid to Navigation
MD	Managing Director
MLS	Microwave Landing System
MLW	Maximum Landing Weight
MoD	Ministry of Defence (UK)
MoU	Memorandum of Understanding
MRO	Maintenance, Repair and Overhaul
MTOW	Maximum Take-Off Weight
NASA	National Aeronautics and Space Administration (US)
NATO	North Atlantic Treaty Organization
NBAA	National Business Aircraft Association (US)
OFT	Office of Fair Trading (UK)
PAPI	Precision Approach Path Indicator
PAR	Precision Approach Radar
pax	Passenger
P&W	Pratt & Whitney
PPL	Private Pilot's Licence
PR	Public Relations
RFP	Request for Proposals
RVR	Runway Visual Range
SARS	Severe Acute Respiratory Syndrome
SID	Standard Instrument Departure
STAR	Standard Terminal Arrival Route
STOL	Short Take-Off & Landing
TCAS	Traffic alert and Collision-Avoidance System
TWR	Tower — airport control tower
VASI	Visual Approach Slope Indicator
VFR	Visual Flight Rules
VMC	Visual Meteorological Conditions
VOR	VHF omni-directional range (radio beacons)

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