

Around the industry

FAA may tighten rules

The FAA wants to tighten use requirements at the four capacity-controlled airports: LaGuardia, JFK, O'Hare, and Washington National, to make it easier for new entrants to gain access there (*Air Transport World*, 2/89). Under a proposed rule, airlines which control 10 or more landing/takeoff rights (slots) must use these slots 90 percent of the time—the current minimum is 65 percent—or return them to FAA for redistribution. Airlines with five to nine slots must use them 80 percent of the time or lose them. Airlines with less than five must use their slots 65 percent of the time.



Alarms for commuter planes

The FAA recently said it would act on a safety recommendation made four times in the last three years and order small commuter planes to carry alarms to warn when they are too close to the ground (*Washington Times*, 2/15/89). The device gives two warnings: a red light and a simulated voice telling the pilot to pull up.

Trump gets green light

Donald Trump is the proud owner of Eastern Air Lines Air Shuttle, now known as the Trump Shuttle. A U.S. district court judge refused to block the sale despite claims by Eastern's unions that the sale would strip the airline of its only profitable asset (*Air Transport World*, 2/89).

Transportation Secretary nominated

President George Bush has sworn in Samuel Skinner as Secretary of Transportation. Skinner was chairman of the board of directors of the Regional Transportation Authority of Northeastern Illinois and is an instrument-rated pilot. In addition, the President has nominated Elaine Chao as Deputy Secretary of Transportation.

America West orders jets

America West Airlines ordered 15 Boeing 737-300s and 10 Boeing 757s valued at about \$800 million. It optioned 10 B737s and 15 B757s. Aircraft will be delivered between 1992 and 1995.

CRS partnership formed

American and Delta have announced that they plan to form a partnership to market a global computerized reservations system to strengthen their competitive positions (*The New York Times*, February 6, 1989). About 17,000 travel agents, or 43 percent of the U.S. total, are expected to use the combination of American's Sabre and Delta's Datas II systems. Initially, the two carriers will each own 50 percent of the new company and each will contribute its own CRS to the partnership. Delta, whose system only serves about 5 percent of the U.S. travel agents, will pay American \$650 million for access to the Sabre system, which already serves about 38 percent of U.S. travel agents.

Last year USAir became a participant in the Covia Partnership, which owns and operates the Apollo (United) computerized reservations system. In addition, USAir recently established an automated marketing sales force to market the Apollo system, with emphasis on the Eastern United States.

Indianapolis to get new hangar

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checks," said Jack Wissler, base maintenance manager-PIT, "We've done well with the old hangar during the seven years we've performed DC-9 checks here. But we're looking forward to the new facility with better work stands, better lighting, and more storage."

USAir and Piedmont also occupy maintenance-hangar facilities in PIT, DCA, BUF, BOS, GSO, INT, SAN, SFO, and LAX. A CLT facility, currently under construction, will be completed in early 1990.

USAir recently completed several other facilities projects at the Indianapolis airport terminal, including renovations of the baggage make-up room, commuter passenger lounge, ticket counters and the interiors throughout Concourse D. In addition, on January 16, a USAir Club opened on Concourse D.

USAir is the largest carrier at Indianapolis International Airport. USAir, Piedmont, and the Allegheny and Piedmont Commuter affiliates provide 87 daily departures with nonstop service to 28 cities.



Mechanic Norman Shelton, one of 60 employees at the IND hangar, bleeds a DC-9 brake at the brake and tire shop.