

Around the industry

TWA contract awarded to Airbus Industrie

Trans World Airlines will buy up to 40 Airbus Industrie jetliners for more than \$3.6 billion. TWA said it has placed firm orders for 20 A330-300 wide-body aircraft, with options to buy 20 more of the twin-engine planes. TWA, the nation's eight largest airline, also says it plans to buy narrow-bodied planes in the future.

American to purchase Fokkers

American Airlines is to purchase 75 Fokker 100 fanjets with options for 75 more, for delivery starting in 1991. American's F100s will seat 95 passengers in a dual-class configuration, with eight in first class and 87 in coach. The aircraft will be powered by two uprated Tay 650 fanjet Rolls Royce engines. The first 11 F100s



will be delivered in 1991, with 24 in 1992, 29 in 1993, and at least 11 in 1994. Option aircraft would be scheduled for the period 1994-1998.

USAir has 20 F100s on order with options for an additional 20 and will be the first U.S.-based carrier to operate the new Fokker when USAir's first F100 is delivered in June 1989. The F100 was introduced into service in April 1988 by Swissair and has also been ordered by

Braniff, Wardair, Inter-Canadian, International Lease Finance Corp., KLM, GPA Fokker 100 Ltd., TAT, Air Europe, and Air Gabon.

Aviall and Braniff F100s

Aviall, a Ryder System Aviation company, was awarded a three-year maintenance agreement by Braniff to overhaul and maintain Rolls-Royce MK650-15 Tay engines which will power Braniff's fleet of Fokkers. Braniff has ordered 12 F100s for delivery at the rate of one each month beginning later this year.

American orders TCAS II

Allied-Signal Aerospace Company's Bendix/King TCAS II (Traffic Alert and Collision Avoidance System) has been selected by American Airlines for its entire fleet. The systems, worth more than \$100 million, will be installed between late 1989 and the end of 1991.

Eye on the competition

American inaugurated three IAD-RDU nonstop jet roundtrips on February 17 replacing its American Eagle commuter affiliate. On April 2, American inaugurated three RDU-MYR nonstop jet roundtrips, also replacing commuter service. Piedmont serves DCA-RDU with three nonstop roundtrips and competes with American for MYR traffic through BWI and CLT.

Continental discontinued its two CLE-FNT nonstop jet roundtrips, while its commuter affiliate, Britt, recently increased service from one to four nonstop roundtrips. Additionally, Continental reduced its CLE-LAN jet service from three to one nonstop roundtrip, while Britt continues service with three nonstop roundtrips. Piedmont offers three nonstop roundtrips each in the DAY-FNT and DAY-LAN markets.

USAir's regional carriers

from page 1

is time to bring all of the elements of USAir Group under one name—USAir Express.”

More than 100 communities will receive USAir Express service with frequent daily flights linking them to major hubs. Flights are operated with aircraft specifically sized to local market demands, which range in capacity from 19 to 50 seats.

Four of the regional airlines that will operate USAir Express service are subsidiaries of USAir Group. They are Suburban Airlines, Pennsylvania Airlines, Henson Aviation, and Jetstream International. Independent regional airlines operating under contract with USAir are Air Kentucky, Chautauqua Airlines and Crown Airways. CCAir and Brockway operate under Piedmont.

Collectively, these nine carriers boarded approximately six million passengers in 1988, an estimated 60 percent of which connected to USAir and Piedmont flights at the various connecting hubs.

Piedmont, U.K. try new entry program

Piedmont Airlines is working with Her Majesty's Immigration Service in a pilot program that began March 29 to determine ways to expedite entry into the United Kingdom by permitting airline passengers to pre-clear immigration formalities prior to departure from the United States.

During the one-week trial period, U.S. citizens departing on Piedmont's daily Charlotte-London flight were inspected by U.K. immigration officials at the departure gate and received a U.K. entry stamp in their passports.

On arrival at London's Gatwick airport, pre-cleared passengers presented their stamped passports to inspectors and were free to depart the clearance area without additional immigration procedures.