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AIR TRANSPORT

leased show them at about 45°. They are obviously not built for use at high speed and appear to fold backwards and lie flush with the three-quarter top sides of the fuse-lage, aft of the cockpit and outside the pressure hull. If this is the case the units would appear to need to rotate nearly >90° around their spanwise axes during movement and thus tend to provide massive airbrake-type surfaces as they start to deploy, probably generating a nose-up trim change. The hydraulic forces for deployment and the structural strength required in the high-aspect-ratio sur-faces to withstand the dynamic pressures must be great. BAG and Aerospatiale rejected fixed canard surfaces for Concorde during the design phase, because the weight and cruise-drag penalties out-weighed those associated with airfield performance.
Aerospatiale president Henri Ziegler. who recently visited

ATLANTIC FARES AGREEMENT

A GROUP of North American and European airlines have worked out a provisional Atlantic fares structure to take effect from April 1, following a meeting in Zurich last month. The major airlines involved are Pan American, TWA, Swissair, KLM, Sabena, Air France and Air Canada. British, West German and Italian airlines did not partici-pate.
The new arrangement announced by Swissair in associa-tion with TWA and Air Canada (subject to approval by the governments concerned) is based on three seasons and between seven and nine fares categories, according to the season.
The main new categories are first class, economy, 14- to 45-day excursion, an advance payment excursion fare, a 14- to 21-day individual inclusive tour fare, youth fares and affinity fares.
An important new feature of the plans is to abolish the present distinction between 14- to 21-day and 22- to 45-day excursion fares, leaving one fare for any trip of between 14 and 45 days.
• lata has welcomed the US and British Government initiatives designed to prevent a price war on the Atlantic once an open rate situation develops on February 1. The US Civil Aeronautics Board has said uneconomic fares will be prevented from becoming effective. The British Civil Aviation Authority "expects that the existing fares will be maintained during February and March."

LUFTHANSA ORDERS A300Bs

THE long-awaited Lufthansa order for the A300B was placed just before Christmas, when the airline signed a contract for three B2 variants, for delivery in 1976-77, and took options on a further four aircraft. The basic price is about DM59 million (£7-5 million) per aircraft, but spares will cost an extra DM166 million (£21 million) and other items, including ground equipment, will cost another DM28 million (£3-6 million).
Lufthansa is a member of the Atlas group of European airlines—the others being Air France, Alitalia, Sabena and Iberia. These airlines have a common equipment policy and contributed a great deal to the detailed design of the European Airbus.
The B2 is the 269-seat, short-range variant of the aircraft, as ordered by Air France. Iberia has ordered the medium-range B4 version. Orders for the A300B now stand at 16, plus 22 options, from: Air France, 6 plus 10; Iberia, 4 plus 8; Sterling, 3; and Lufthansa, 3 plus 4.
Lufthansa has also converted five options for McDonnell Douglas DC-10-30s into firm orders worth nearly DM376 million (£48 million). The aircraft will be delivered in 1975. Lufthansa now has nine DC-lOs on order.
Completing a major fleet expansion worth DM835 mil-lion (£106 million) Lufthansa has bought three Boeing

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the Tupolev Veronezh factory, reports that at least three Tu-144s have flown, including the first production aircraft. He says production aircraft have logged 500 flying hours, which indicates considerable activity since last April when only 200hr had been achieved in total (see Flight for May 4, page 612). Ten production aircraft are said to be on the assembly line. Service entry will be in late 1974 or 1975. It is reported that the second production aircraft is due to fly this month, that number three is in final assembly and that the fourth such aircraft is at the wing-mating stage.

It remains to be seen whether the Tupolev design bureau has fitted canard surfaces to the Tu-144 as a means of obtaining a genuine performance gain, or whether they have proved to be the only way out of a not unique prob-lem with SSTs—that of balancing a gross-weight (climbing in search of an adequate payload-range) performance with a reasonable airfield performance.

Advanced 727-200s, costing DM87 million (£11 million). Lufthansa's total capacity offered during 1972 increased by 13 per cent over that for 1971 to 2,925 million ton-km, while total ton-km performed (at 1,710 million) showed an increase of 22 per cent. The highest single increase for 1972 was in revenue freight ton-km which at 690 million is 26 per cent more than in 1971, reflecting the use of the single 747F on Frankfurt-New York scheduled services. Passenger-km flown in 1972 increased 21 per cent to reach a total of 10,690 million. Of these, first-class passenger-km increased by 3 per cent to 480 million. Seat load factor reached 55 per cent, three points better than in 1972, while total load factor moved up four points to 59 per cent.

FIRST STRETCHED F.28 ORDER

THE first order for the Fokker-VFW F.28 Mk 2000 has been placed by Nigeria Airways, which has been operating the 79-seat aircraft on lease since last October.
• Garuda has placed a repeat order for three F.28s for delivery in April, May and December this year. The Indonesian airline already has six F.28s and, following the latest order, will be the biggest operator of the type.
• Pelita/Pertamina, the Indonesian oil and transport company, has ordered a second executive F.28 for delivery in October 1973. Firm orders for the F.28 now stand at 60.

CANADIAN YAK-40S

THE Quebec Government is negotiating with the Soviet Government for the establishment of a Montreal factory to build the Yak-40. An announcement may be made by March. The Minister for Industry and Commerce, M Guy Saint-Pierre, said in a recent interview that the Quebec Government will consider buying a number of the Yak-40s for its own use if a plant is set up in Montreal. He said the Soviet aircraft would cost about $1-2 million a copy.

Concorde hot-and-high trials are due to start on January 22, when 002 arrives at Jan Smuts airport, Johannesburg, for a 20-day period. The airport is at an elevation of 1,800m.

Concorde noise was the topic for two days of talks last month between US, British and French Government officials and representatives of BAC/Aerospatiale. The SST is at present exempt from the FAR Part 36 noise regula-tions.

Air transport course The 21st Royal Aeronautical Society air transport course is being held at Oxford from March 19 to April 6. The residential course costs £200. Applications for places to Miss E. B. Croad, Air Transport Courses, The Royal Aeronautical Society, 4 Hamilton Place, London W1V 0BQ.