AIR TRANSPORT

A320

tries again
PARIS

The Airbus A320 has a new
engine offer. Not the brand
new one the airlines had
sought, but the very
latest derivative of General
Electric/Snecma technology.
General Electric and its
French partner Snecma have
unveiled plans for a new
version of the CFM56 to
power Airbus Industrie's
150-seat A320 by 1988.
The 25,0001b-thrust engine,
known as CFM56-4, is a
derivative of the CFM56-2
used in the Boeing 737-300
and for re-engining the DC-8s
and KC-135s of the US and
French Air Forces, Snecma
president Jacques Benichou
says.
Benichou says that an A320
fitted with a CFM56-4 will
consume 19 per cent less fuel
than a Boeing 727-200, which
it is destined to replace at the
end of this decade.

Maintenance will be easy
and cheap because the
proposed engine will have
only 10 per cent new parts
compared with the CFM56-2
(see page 10).
Airbus Industrie is launch-
ing a major A320 sales drive
early in the new year, mainly
in the USA, where Delta Air
Lines, United Airlines, and
other American carriers have
said they want to replace their
old narrowbody aircraft with
more efficient 150-seaters.
The on-off-on-off A320 is
said to be on again. But
whether it is actually
launched depends on winning
sufficient orders. These must
exceed 100 aircraft, and
orders must come from
several airlines.
This time Airbus Industrie
chairman Bernard Lathiere
seems determined to get his
new baby into service by 1988
at the latest. Design work on
the $25-$30 million aircraft is
virtually complete, though
one year behind schedule.
Negotiations among the
Airbus partners on funding
and work sharing are
nearing completion. British
Aerospace and France's
Aerospatiale are expected
to take 30 per cent
each, Messerschmitt-Bolkow-

Blohm of West Germany 20
per cent, Canada's de
Havilland 20 per cent, Spain's
Casa and Belgium's Belairbus
the remaining 10 per cent.
The $2,000 million pro-
gramme for the twin-engined
mini-Airbus is planned for
formal announcement at next
summer's Paris International
Air Show. Metal cutting, hope-
fully, may start soon after.
The Airbus people regard
their A320 entry as the right
weapon for a second assault
on the North American
market.

US aerospace
sales fall

WASHINGTON D.C.

US aerospace industry sales
will drop below the previous
year's level in 1982 for the
first time in more than a
decade, reports Bob Burk-
hardt.

According to Karl G. Harr,
Jr., president of the US Aero-
space Industries Association,
preliminary industry figures
show that the sales total for
1982 will be $63,300 million,
down from $63,500 million in
1981.
He said that the decline is
due to a sharp decrease—more
than 40 per cent in real
terms—in sales of civil
aircraft. This decline was
"occasioned by the recession
and the financial difficulties
of the world's airlines".

The industry in general will
post substantial gains in mili-
tary and space sales, while
non-aerospace sales will
remain at approximately the
1981 level.

"The plunge in civil aircraft
sales, particularly of commer-
cial transports, had a marked
effect on the industry's export
sales, which will drop overall
despite an all-time high level
of military exports," said
Harr.

Total exports, at $15,200
million, are down $2,400
million from the 1981 figure.
The US aerospace balance of
trade is estimated at $10,700
million, also down $2,400
million. Harr said that this
international trade per-
formance is "a complete
reversal of its record-setting
levels of exports and trade
balance in every year since
1977".

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In December the fifth Airbus A310, a Pratt & Whitney-powered aircraft

for Swissair, made its first flight at Toulouse. The A310 has now accumlated over 900hr of test flying and lOOhr of demonstration flights

Air Canada's

transatlantics

upgraded
IN a major bid to increase its
share of transatlantic traffic
Air Canada is substantially
upgrading its inflight services
this year.
From February 1, 1983, the
airline is offering three
"Intercontinental" classes-
First, Executive, and Hospi-
tality (economy) class—on its
Boeing 747 and Lockheed
TriStar 500 fleet.

Spearheading the new look
is a completely restyled first
class cabin offering pas-
sengers fully reclinable 61 in
sleeperettes with bedding; and
they are offered a seven-
course hot meal. In the new
executive class first class seats
have been installed offering
39in of legroom and in the
hospitality class Air Canada is
offering complimentary

services such as headphones,
and drinks.
The ten aircraft, which
have been reconfigured at a
total cost of $2 million, will
provide the new service
on all routes from
London, Paris, Frankfurt, and
Zurich with the exception
of London/Prestwick-Gander
and Prestwick-Toronto.
These routes will feature
executive and hospitality
class only.
Air Canada predicts
increasing its share of the
UK-Canada market by 5 per
cent in the first year. It also
expects to draw passengers
away from some US airlines
who may have flown to
Canada or off-line US desti-
nations via a US gateway.

Short hauls...

Iran Air has introduced a
weekly Boeing 747 service
between Tehran and Dubai.
The aircraft, which was
recently on loan to Nigeria
Airways, has been returned
for the medium-range haul to
this United Arab Emirates
city. The service is one of the
few widebodied flights oper-
ated from Tehran to an Arab
state, and will go some way to
solving the logistic problem
the airline faced using its
long-range fleet to operate
inter-city shuttle services
inside Iranian borders.

US Air is to extend its route
network to the West Coast
during the spring of 1983,
when it introduces non-stop
schedules Pittsburgh-Los
Angeles and Pittsburgh-San
Francisco. California will be
the 27th State to become part
of US Air's network, which
also includes the D.C. and two
Canadian provinces. The
airline set new records for
revenue passenger miles flown
and passengers boarded on
scheduled services in Novem-
ber. A total 520,988,000
RPMs were flown in the
eleventh month, topping its
previous record set in 1979 by
18-5 per cent. A total of
1,271,705 passengers flew US
Air in November, beating the
1979 record by 16 per cent.

Air New Zealand is intro-
ducing weekly Boeing 737
schedules from Christchurch
to Hobart, Tasmania, on
January 8, 1983. The service
will be ANZ's 18th inter-
national destination and its
fifth route into Australia,
others being Sydney,
Melbourne, Brisbane, and
Perth.

FLIGHT International, 1 January 198