USA approves BA/American deal
American Airlines says that the
US Department of Trans-
portation has approved its
proposed exchange of data with
British Airways as part of the
carriers' deal on computer
reservation systems. The DoT
turned down an earlier agree-
ment, and its permission was
critical to the success of the new
deal {Flight, December 3, 1988,
page 96).
American declared itself
"ecstatic" at the news. It allows
the Sabre system to issue BA
tickets worldwide, and ensures
non-discriminatory treatment
for US carriers in BA's own
system—Babs. Sabre will now
have an alternative screen
which shows all non-stop flights
first, followed by direct flights

which stop en route, and then by
connecting flights.
Sabre president Kathy
Misunas said American would
be better able to compete in the
UK, and she hoped that other
European carriers would agree
similar terms.
Meanwhile, American has
purchased a worldwide licence
to use the Automator software
developed by Direct Tech-
nology of the UK. The system
can be incorporated into a
Sabre agent's workstation
to automate functions such as
searching for the cheapest
flights, updating with cancel-
lations, and checking fully-
booked flights. However,
American's exact plans are
unknown.

German carrier buys A330sandMD-lls
West German charter carrier
LTU International Airways has
ordered three Airbus A3 30s
with options on three more,
and three McDonnell Douglas
MD-lls with an option on a
fourth.

LTU operates nine TriStars,
while its sister company in
southern Germany, LTU Sud,
has five Boeing 757s, and
Majorca-based LTE flies two

Boeing 757s.
By next year LTU will also
have three Boeing 767-300s,
followed by the MD-lls in
1991. Deliveries from Airbus
Industrie begin in 1994, and in
the same year the carrier plans
to start selling the TriStars.
LTU says that the Airbuses
are effectively TriStar replace-
ments, but adds that some
TriStars could stay until 1996.

Snecma catches up

French aero engine manufac-
turer Snecma is making good
serious production delays
caused by last spring's ten-
week strike, but deliveries
were still 23 engines short of
target for 1988. The company
had hoped to catch up by the
end of the year.
The 1988 production target,
set in January at roughly 500
engines for the year, will be
met late, with an average of 50
engines a month on working
days, Snecma officials say.
"We hope to fully catch up
and revert to full normal prod-
uction, wiping out all delays
early in the new year," a senior
official tells Flight.
Despite the crippling strike
at Snecma's three plants in

France, and a lesser work stop-
page at General Electric's
factories in the USA, CFM
International engines for
Boeing and Airbus have never
really failed to reach the client
on time. At one stage, towards
the end of the French strike,
Boeing was down to its last
engines, and complained to
the manufacturers.

Snecma, a 50:50 partner with
GE in the CFM 56 engine
family, and with a 15 per cent
stake in GE's CF6 engine, had
to step up production after the
strike ended last May, includ-
ing overtime at the home
plants and giving more work
to subcontractors, "We are
satisfied the way things are
now going," the official says.

A340 windtunnel tests

A 1 / 19th-scale model of the long-range Airbus A340 is prepared for low-speed windtunnel tests at the Royal Aircraft Establishment, Farnborough. The tests are aimed at finalising details such as optimum engine placement, fairing shapes, slat and flap settings, and wingtip-device profiles.

BAe sells in Canada
Canadian regional carrier Air
BC has ordered two British
Aerospace 146-200s and five
BAe Jetstream 31s, and taken
options on three more twin-
turboprop Jetstream 31s.
Air BC is an affiliate of Air
Canada, and flies out of
Vancouver to serve commu-

nities throughout British

Columbia, Alberta, the Yukon,
and north-western USA. It
already operates three 146s.
The new 146s are due for
delivery this month, and the
Jetstreams, configured to 19
seats, start arriving in March.
Jetstream 31/Super 31 orders
now stand at 235 and 146 orders
total 145.

Skinner named for US DoT
President-elect George Bush's
choice of Chicago attorney
Samuel Skinner to be his new
Secretary of Transportation is
meeting with general approval
from aviation groups.
Skinner is particularly
admired for taking over as
chairman of the loss-ridden
Chicago Regional Trans-
portation Authority and
returning it to profitability. He
has also been a close- political
advisor to the president-elect,

and headed his Illinois
campaign in 1980 and 1988.
He is no stranger to aviation,
holding a private pilot licence
with multi-engine and instru-
ment ratings.
As the new transportation
Secretary, Skinner faces a host
of problems, not the least of
which is a court decision block-
ing the Department's effort to
impose drug tests on all key
workers in the transportation
industry.

Belize airline expands

Tropic Air Commuter, based in
the Central American Country
of Belize, seems set to ord^r a
second Twin Otter.
The airline currently has
six Cessnas of various types, as
well as its first Twin Otter,
which fly ten daily scheduled
flights throughout the country.

Tropic Air Commuter is the
first airline in Belize to be
issued with an air operator's
licence.
Managing director John
Greif plans to increase the
number of routes and to create a
Central American commuter
airline.

FLIGHT INTERNATIONAL, 14 January 1989 II