AIR TRANSPORT

CIS authorises new

operator licences
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he Commonwealth of Inde-
pendent States' (CIS) new
Inter Republic Aviation Com-
mittee, which also covers other
states, has issued operating au-
thority licences to 68 companies
in its first months. Some of the
carriers have begun operations.
The first category of airline
receiving licences comprises the
old divisions of Aeroflot. New
titles, such as Air Ukraine,
Uzbeki Airways, Krasnoyar-
skavia and Azerbaijan Airlines
are appearing alongside the Aer-
oflot titles — although Uzbeki
has begun to introduce a new
livery with no mention of Aero-
flot on some charter aircraft.

The second category com-
prises the "daughter companies"
being established by the divi-
sions: these will use fleet assets
and personnel transferred from
Aeroflot. Uzbeki Airways, which
is based in Tashkent, has set up
four such companies to cater for
tourism, passenger and cargo
charters and business aviation.

The tourist company has been
named Sun Ray, and expects to
begin services to western Europe
in mid-1992. It will use Ilyushin
Il-62s on these routes initially,
and, as currency is generated,
will begin to repaint its fleet in
Sun Ray liver)7

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In another development, for-
eign partnerships are joining

with one or more divisions of
Aeroflot to establish new com-
panies. One of the first of these
companies is Aeroliht, formed
by Aeroflot's Vnukovo division
and a Lichtenstein company,
mainly to fly emigrants to Israel
using Ilyushin U-62s.
Transaero is regarded as the
first of the new generation ol
carriers, however. It was set up
by Aeroflot's PKO and an amal-
gam of other partners, including
the Ilyushin and Yakovlev de-
sign bureaux, and is already
flying a fleet of Tupolev Tu-
154s, as well as 11-76s and ll-86s,
on domestic and international
charters. It has also begun
scheduled services from
Moscow, Kiev, Minsk, Kishinev
and St Petersburg, using aircraft
leased from Aeroflot.

A fourth sector contains op-
erators established from the avi-
ation assets of former industrial
concerns. An example is Yak
Air, formed from Yakovlev's own
resources, and using more than
six Yak-40s on passenger and
business charters from Moscow's
local airport at Bykovo. Many-
companies have been provided
over the years with Yak-40, Il-
ls, 11-76, Tu-134 and Antonov
aircraft to transport their own
staff and products, and these
will form the base of a cargo and
passenger charter industry. •

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Losses constrain Canadian industry
Despite discounting, Canadian
saw yields grow almost 6% dur-
ing 1991. PWA's positive cash
position of C$165.9 million has
yet to touch a C$300 million
credit line, and Eyton projects a
1992 break-even on cash flow.

Canadian has already held ex-
ploratory talks with American
Airlines over a possible tie-up.
Canadian's rival, Air Canada,
which itself lost CS218 million
last year, is opposed to such a
link with the USA. Instead, it is
mobilising public and political
support for a merged Canadian
flag-carrier. •

eavy losses at Canadian Air-
lines have further increased
pressure to restructure among
Canada's carriers (Flight Interna-
tional, 4-10 March).
Losses at PWA, Canadian's
parent, soared to C$161.7 mil-
lion ($136 million) in 1991,
while revenues rose 4.6% to
C$2.87 billion.The 1990 loss
was held at $14.6 million,
thanks to C$76.6 million from
the sale of aircraft and securities.
PWA chairman Rhys Eyton
says that 1992 will be another
difficult year, with no strong
signs of an end to recession.

splits regional operations from big broil

BA curtails regional costs
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ritish Airways has set up a
new business, British Air-
ways Regional, in an attempt to
reduce losses on operations from
Birmingham and Manchester
and airports in Scotland.
The airline had explored the
idea of establishing a joint ven-
ture with Danish carrier Maersk
Air, but this was rejected by
employees, who feared whole-
sale job cuts. They have agreed
instead to accept lower wages
and other changes in the new
company, which is expected to
save more than £8 million of the
present £32 million staff costs.
British Airways Regional will
operate 23 British Aerospace

One-Elevens from the two Eng-
lish airports, and 13 BAe ATPs
from Scotland. The One-Elevens
are likely to be replaced by
Boeing 737s. The airline has also
avoided letting carriers such as
Air UK or British Midland on to
routes that might have been
sacrificed in the drive for lower
costs — especially if the Maersk
venture had gone ahead.
BA flies almost 800 flights a
week from the regional airports,
and employs 1,000 people.
Heathrow shuttle services to Bel-
fast, Manchester, Glasgow and
Edinburgh and scheduled flights
to Newcastle and Aberdeen are
unaffected by the move. n

Meridiana improves its operations
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he Italian branch of the
southern European regional
airline Meridiana is to spend
LI20 billion (£55 million) on
improvements to its fleet and
sites at Florence's Amerigo
Vespucchi Airport.
The airline is to carry out its
own maintenance on the four
BAel46-200s it has on order,
and is building a hangar and
technical operations department
for the aircraft.
Meridiana says it is "very sat-
isfied" with its new domestic
flights from Florence to Catania
and Palermo, which began oper-
ations in July 1991. This fol-
lowed an agreement with the
Italian Government reconfirm-
ing Meridiana's original routes
and giving the airline permission
to expand its Florence and Ver-
ona operations. It is now flying
services from Florence to Barce-

lona, Paris, Zurich, Frankfurt,
London and Munich.
Meridiana also operates the
Rome-Milan and Rome-Venice
routes on a concession from
Alitalia. The airline will replace
Alitalia on Verona-Rome and is
awaiting permission to develop
international connections from
Rome and Verona.

Cargo operations are "ex-
tremely good business," says
Meridiana, which intends to fly
McDonnell Douglas DC-9s and
MD-82s from Verona. "There is
a lot of freight going to Venice
and Milan that should be able to
come to Verona."
Meridiana and its sister com-
pany in Spain say they intend to
create the largest private airline
in southern Europe — although
the Spanish arm is finding it
difficult to win the routes it
needs from Iberia. n

w FLIGHT INTERNATIONAL 11 - 17 March. 1992