

NEWS IN BRIEF

■ HELSINKI CODE-SHARE

Delta Air Lines has agreed a code-share/block space agreement with Finnair, following its decision to discontinue its New York (JFK)-Helsinki service on 29 October. Under the agreement, Delta will purchase seats on Finnair's MD-11 service to New York. The deal gives Finnair access to Delta and Delta Connection destinations beyond New York. The two carriers are to discuss other areas of co-operation, including scheduling opportunities, frequent-flyer programmes and passenger handling.

■ CIMBER CO-OPERATION

Danish regional airline Cimber Air has joined with Scandinavian Airlines System (SAS) to offer additional flights between Copenhagen and Karup and Aarhus and Aalborg from 29 October. The increased frequencies will be flown by a mix of SAS and Cimber Air aircraft, with the latter using 46-seat ATR 42-300 turboprops.

FedEx may buy United DC-10s

FEDEx, THE US-based overnight-cargo specialist, is believed to be negotiating the purchase of United Airlines' (UAL) fleet of McDonnell Douglas DC-10s.

FedEx already operates 35 DC-10s (22 -30s and 13 -10s), and in addition plans to run a fleet of 34 MD-11s by the end of 1998.

The talks are believed to centre around the purchase of up to 36 of United's surviving 39 DC-10s for conversion into freighters. Of those under consideration by FedEx, 32 aircraft are in service and four are in storage.

UAL has declined to comment on the fate of its DC-10 fleet which is being replaced by Boeing 777-200s. □

TWA to drop regional

TRANS WORLD Airlines (TWA) regional subsidiary Trans World Express (TWE) is to cease operations on 6 November. Its services will be taken over by independent carrier Trans States Airlines. TWE employees will be laid off and its fleet of 11 leased ATR 42s disposed of, along with the airline's maintenance base at Philadelphia.

TWA acquired the former Ransome Airlines from Pan

American World Airways in December 1991. TWE was restructured in September 1994 in a bid to make it profitable, but its board has decided that the carrier could not sustain profitability in the long term and should cease operations.

Trans States is TWA's code-sharing feeder partner at the carrier's St Louis, Missouri, hub, under a five-year agreement signed in October 1994. It operates 350

daily flights with a fleet of 42 ATR 42s and 72s, Embraer EMB-120s and Jetstream 31s and 41s.

Trans States will take over TWE's services at TWA's New York Kennedy hub on 7 November with 60 flights a day using eight Washington, DC-based Jetstream 41s. TWE serves nine markets in the eastern USA and expects Trans States to take over operations in all of them. □

Cathay moves its simulators

CATHAY PACIFIC Airways is to relocate most of its flight-simulator capability from Hong Kong to an Australian site yet to be decided. The move follows an A\$15 million (\$11.2 million) concession from the Australian Government against tax which would have been due on the company's five simulators. The first will be operational within 18 months.

Cathay's decision, prompted by the coming closure of Kai Tak Airport, was made after intense competition from the UK, Canada, China, Hong Kong and New Zealand. The new site will house one Boeing 777, one 747-400 and one 747-200; and two Airbus Industrie A330/340 simulators. An additional two 747-400 simulators will be relocated to the UK.

Two Australian state govern-

ments are now competing for the business, but Cathay's deputy director of flight operations, Capt Mick Toller, says that the location will be based on factors such as flight frequency, the availability of crew accommodation and land costs. Melbourne and Sydney are the most likely selections for the final decision, due in mid-October.

Lured by a similar tax concession worth about A\$25 million on its computer equipment, Cathay has already spent A\$250 million moving its computer reservations centre to a location near Sydney, due to open this month.

The carrier also trains its pilot cadets at a South Australian flying college and has crews in Australia. Toller says that by 2002, about half the carrier's technical crew will be based outside Hong Kong. □

AAR wins cargo-system work on 747s and DC-10s

CONVERSION specialist CAAR Advanced Structures has received contracts for cargo-system modifications to convert both Boeing 747s and McDonnell Douglas DC-10s to full-freighter configuration.

GATX/Airlog has contracted the Livonia, Michigan-based company to supply kits to convert two Boeing 747-200s from combi to full-freighter configuration. The aircraft will be delivered to American International Airways after conversion by Mobile Aerospace.

Evergreen International Airlines has ordered a kit to convert a Civil Reserve Air Fleet (CRAF) 747 to a full freighter. The aircraft will be converted from 26-pallet to 29-pallet configuration by Hong Kong Aircraft Engineering.

AAR has previously supplied conversion kits for 23 747-100s, one -200 and ten CRAF 747s to GATX/Airlog.

AAR has also received an order from Heller Financial to design and produce a cargo-system kit to modify a DC-10 convertible freighter to a full freighter by adding a 23rd pallet position at the rear of the aircraft.

The new 4,500kg-pallet position will be centred behind two rows of 11 positions in the existing convertible configuration. □



Kiwi Travel runs inaugural service

KIWI TRAVEL INTERNATIONAL Airlines became New Zealand's second scheduled international carrier on 23 August when it ran its inaugural service between Hamilton in New Zealand's North Island and Sydney, Australia, using a Boeing 727 leased from Av Atlantic in the USA. Operating under the new Tasman open-skies policy agreed between the two countries, Kiwi will operate scheduled services from Hamilton to Brisbane and Sydney, and from Dunedin in the South Island to Brisbane.