

# American Eagle to provide TWA's feeder service at LAX

GRAHAM WARWICK/WASHINGTON DC

**T**RANS WORLD AIRLINES (TWA) has selected American Eagle to provide a feeder service at Los Angeles International (LAX) as it finalises plans to expand operations at the Californian city.

From 1 October, TWA will add its code to American Eagle regional services between LAX and seven California destinations, using Saab 340s.

Under its "focus city" initiative, TWA has been expanding services at Los Angeles since May, when it

began non-stop flights between LAX and Kona, Hawaii. A non-stop service to San Juan was added last November, when the Puerto Rican capital was established as TWA's first focus city.

This month, the airline increased the number of transcontinental non-stops between LAX and New York Kennedy from three to four a day, and it plans to add a fifth daily round trip later this year. TWA hopes the increased frequency will attract more business travellers to the route.

On 10 September, the airline

plans to begin a daily service between LAX and Washington National. This non-stop service will be exclusive to TWA and will be augmented by seven daily flights between LAX and National via the airline's St Louis, Missouri, hub. TWA was awarded the only service to LAX when the US Department of Transportation allocated six additional slots at Washington National earlier this month.

By early September, the airline says, it will have increased service at LAX by 70% year-on-year. The new services will use Boeing 757s and 767s. Capacity will be made available by redeploying aircraft from other markets.

TWA has already announced that services from Cincinnati, Ohio, and Shreveport, Louisiana, to St Louis will be transferred to regional jets, freeing up mainline aircraft. Other routes will be transferred over the next two years as Trans World Express carrier Chautauqua Airlines takes delivery of 30 Embraer ERJ-145 regional jets on order. The first aircraft arrives in August, TWA says. □



American Eagle Saab 340s will carry TWA passengers from LAX

## European open skies expansion faces delay

ANDREW DOYLE/MUNICH

**T**HE SIGNING of a long-awaited deal to integrate 10 more countries into the European Union's (EU) liberalised single aviation market is likely to be delayed until at least September.

The hold-up has been caused by the failure of two of the nations involved to agree terms with the EU on the period of time over which liberalisation will be phased in.

"We have an agreement but there are two small problems to be resolved," confirms EU head of air transport economic policy Frederik Sorensen. He declines to comment on specific details of the outstanding issues or name the countries concerned.

Sorensen says he sees little hope of resolving the problems before the summer break, pushing any deal back until September or October at the earliest. Some of the countries have agreed to liberalise their air markets as soon as the agreement comes into effect, some time in 2001, while others are pushing for a phased introduction over several years.

The 10 nations that intend to join the "common aviation area" are Bulgaria, the Czech Republic, Estonia, Hungary, Latvia, Lithuania, Poland, Romania, Slovakia and Slovenia. Already participating are the EU members, plus Iceland and Norway.

Members of the common aviation area must agree to liberalise

international routes between themselves, open their domestic markets and relax rules governing foreign ownership. Once an agreement has been reached with the EU, the terms must be ratified by the parliaments of each of the 10 nations.

Meanwhile, European commissioners are to meet in September to discuss the issue of government "golden shares", which in theory could prevent EU domiciled companies taking controlling interests in flag carriers such as Lufthansa and KLM.

The EC is concerned that these provisions, designed to protect "national interests", run contrary to the principle of the single European market. □

### WORKSHOP

#### ++ Dunlop Aviation Services

(DAS) has been selected by **Cyprus Turkish Airlines**, national carrier for the Turkish-controlled northern Cyprus, to maintain the wheels for its Boeing 737-800s. The work will be carried out by DAS in Coventry, UK. ++ **GE On Wing Support** has opened its latest centre, near Phoenix Sky Harbor International Airport in Arizona.

The **General Electric** subsidiary plans at least 20 on-wing engine maintenance centres worldwide. It now has six in the USA, two in the UK and one each in China, Malaysia and South Korea. ++ **Air Inmar** has signed a five-year agreement with **BAE Systems**

providing a component overhaul and repair service supporting BAe 146, Avro RJ and RJX, Jetstream 31/32/41, ATP and BAe 748s offered to customers under the aircraft company's support and spares exchange programme. ++ **South African Airways** has signed an exclusive \$300 million, 10-year contract with **Snecma Sabena Engine Services** covering maintenance, repair and overhaul of the airline's 36 Pratt & Whitney JT9D-7R4G2 engines. ++ **Spar Aerospace** is to provide lap-joint repairs for eight of **Alaska Airlines'** Boeing 737-200s under a contract which could be extended to cover heavy maintenance on the airline's 737 fleet. The work will be performed at Spar's Edmonton City Centre Airport site in Canada, beginning in September.

++ **China's Guangzhou Aircraft Maintenance Engineering** has received approval from the Macau civil aviation authority to provide heavy maintenance on Airbus A320/A321 aircraft up to C3 checks. ++ **Japan Airlines (JAL)** has signed a \$140 million, 10-year maintenance and overhaul agreement with **GE Engine Services Malaysia**

to maintain and overhaul CFM56-3C1 engines. The turbofans power 737-400s that are operated by JAL subsidiary, **Japan TransOcean Air**.

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