



What's Up

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Industry

According to a study done by AIR, Inc. of Atlanta, nearly two-thirds of new pilots came from a civilian rather than a military background. The survey, which looked at almost 2,000 pilots hired in June 1999-2000, indicated that the civilian new hire at major airlines averaged 33.5 years and 5,554 total hours.

(Aviation Daily, Oct. 2)

The Senate Commerce Committee has extended to cockpit video recorders the same protection of confidentiality that now exists for cockpit voice recorders. With the language of the Commerce Committee's bill virtually identical to that approved by the House, the prohibition on public disclosure of cockpit video should not be an issue during the House-Senate conference on the National Transportation Safety Board reauthorization bill. The FAA is expected to follow the NTSB recommendation and establish a technical standard for video cameras in the cockpits of commercial airliners.

(Aviation Daily, Sep. 1)

A report prepared for the Regional Airline Association by Fairchild Dornier states that regional jets with 65 to 85 seats will capture the greatest portion of regional passenger opportunities during the next decade. The company predicts a need of about 800 such aircraft, and notes that these new planes will hit the market over the next two to four years.

(Aviation Daily, Aug. 22)

NASA

Next week the government agency will begin flight tests on a Synthetic Vision System (SVS) that would provide pilots with "clear skies all the time." According to SVS Chief Scientist Russell Parrish, the \$100 million program aims to provide technologies that will "eliminate low-visibility conditions as a causal factor in civil aircraft accidents and replicate the operational benefits of flight operations in a bright, clear sunny day regardless of the outside weather condition." The technology will demonstrate a flight deck integrated with evolving ground-based runway avoidance technologies, including an advanced taxi map. Parrish said that the "idea is to get Category 3 capabilities on runways equipped only for Cat 1 operations. This would loosen up runway ends in marginal weather . . . and cut down on a lot of delays and bottlenecks." Among the tests to be conducted on NASA's B-757 at Dallas/Fort Worth Airport will be an evaluation and demonstration of computer-generated terrain presented within candidate approach and landing displays, surface operations displays consisting of guidance symbology on a Heads-Up Display, and taxi map plan-view or perspective views of computer-generated terrain, airport maps, obstacles, and traffic on navigation displays.

(Aviation Daily, Sept. 21)

Accessair

The Des Moines, Iowa-based carrier, which stopped flying in November, 1999, expects to resume scheduled service by the end of September. Local businessman John Ruan III has pledged \$13 million to get the airline, recovering from a Chapter 11 bankruptcy filing, flying again, hoping that new management, a revised business plan, and fresh marketing initiatives will lead to solid growth. The airline plans to start flying three daily trips between Des Moines and Chicago Midway, before adding service to Phoenix and Los Angeles in its second and third months of operation. Future plans look toward expansion to Baltimore/Washington, Las Vegas, Norfolk, and Orlando.

(Aviation Daily, Aug. 23)

America West

The carrier started daily nonstop service between Phoenix and Washington National on September 26. America West will expand the service to twice daily flights on October 14, and will start daily a daily flight from Las Vegas to Washington National on October 24.

(Aviation Daily, Sept. 27)

America West is facing increased surveillance by the FAA after an audit found significant shortcomings in America West's maintenance record-keeping. Among the programs that the FAA has asked the airline to overhaul is its continuous analysis and surveillance (CASS) effort, which helps airlines spot maintenance trends that can assist them in making needed improvements to maintenance practices. The audit was part of an effort by the FAA to ensure that the other major U.S. airlines didn't have shortcomings similar to those found at Alaska Airlines during an audit after the January crash of an Alaska MD-83.

(Aviation Daily, Aug. 29)

American

The carrier announced that it has exercised the rights to purchase six additional aircraft, two B-777-200 IGWs and four B-737-800s, for delivery in 2002. American Chairman and CEO Don Carty said, "Our plans for growth are guided by demand and economic conditions, coupled with profitable opportunities and our ability to properly staff the airline."

(PRNewswire, Oct.2)

Beginning on April 1 of next year, American will launch daily nonstop flights from San Jose, Calif. to both Paris and Taipei. The Paris service will utilize B-767-300s and the Taipei trips will be flown in B-777s, with both aircraft configured for three classes.

(Aviation Daily, Sept. 28)

The Allied Pilots Association will most likely have to trade higher wages and benefits for a liberalized agreement on regional jets after rejecting a tentative one-year contract extension, according to analysts and consultants. American's salary offer of 2.5 percent installments paled in comparison to provisions in United's tentative offer. Jerry Glass, president of J. Glass & Associates, said United's "deal has created almost a bravado at the table . . . Everyone now has the expectation that they will get United-type deals—huge increases well beyond what would be considered the norm or reasonable."

(Aviation Daily, Sept. 22)

American said that it will begin operating one daily round-trip flight between Tulsa and Los Angeles on November 1. The flights will be offered in newly reconfigured Super 80 aircraft with a 129-seat, entirely-coach cabin.

(PRNewswire, Sept. 19)

The airline will try to raise the level of competition on one of the most heavily traveled U.S. routes when it launches six daily roundtrips between Washington National and Boston on November 1. The new service will be flown in Fokker 100 jets, offering 87 seats in a two-class configuration. American may not reduce service at the slot-controlled Washington airport because of an "arsenal of slots," according to a company spokeswoman. The carrier has slot leases expiring with other airlines at National, and also plans to "modify" existing service from Washington to both Chicago O'Hare and Miami.

(Aviation Daily, Aug. 30)

American plans to discontinue daily nonstop service between New York JFK and Frankfurt, Germany on November 1. The airline, which began flying the route in May, 1999, says the termination is due to disappointing traffic performance. American will continue to serve Frankfurt with daily nonstop flights from both Chicago and Dallas/Fort Worth.

(PRNewswire, Aug. 24)

American Eagle

The regional affiliate is advancing plans to acquire 70-seat Canadair Regional Jets for its fleet, and will be the launch customer for Embraer's 44-seat Regional Jet. Despite these changes, the company pilot union says that it is being shortchanged. "A 44-seat jet does not provide the pay or opportunity commensurate with a career airline," said American Eagle Air Line Pilots Association Master Executive Council Chairman Cevin Kehm.

(Aviation Daily, Sept. 28)

American Eagle will begin regional jet service between Chicago O'Hare and Greensboro, N.C. on December 15. The carrier will offer three daily roundtrips with 50-seat Embraer ERJ-145 regional jet aircraft.

(PRNewswire, Sept. 25)

The regional carrier will expand its Caribbean island flying into three new markets in October. The airline will launch one daily roundtrip between St. Vincent and St. Lucia and between St. Thomas and Anguilla on October 1. The third debut will be a daily roundtrip between St. Kitts and St. Maarten on October 29. All of the new flights will be operated in 46-seat ATR-42 turboprops.

(Aviation Daily, Aug. 30)

Atlantic Coast Airlines

The Washington Dulles-based United Express carrier will upgrade service between Buffalo and Dulles on October 31. Of its seven daily roundtrips between the two airports, four will be flown with 50-passenger Canadair Regional Jets.

(PRNewswire, Sept. 20)

The Washington Dulles-based United Express carrier announced upgrades to its service at Dulles beginning on October 1. On that date four of its five flights each day to Cleveland will be offered in the 50-passenger Canadair Regional Jet. On the same day, Atlantic Coast Airlines will begin flying four of its seven daily roundtrips between Dulles and Greensboro, N.C., in the Canadair RJs.

(PRNewswire, Aug. 24)

**Atlantic Coast
Jet**

The Delta Connection carrier will begin daily nonstop round-trip service between Burlington, Vt., and New York LaGuardia on October 1. The four daily flights will be flown in 32-passenger Fairchild 328JET aircraft.

(PRNewswire, Sept. 28)

The Delta Connection will begin daily round-trip service between Columbus, Ohio and New York LaGuardia on November 15. Using the Fairchild 328JET, a 32-passenger regional jet, ACJet will operate three daily nonstop flights. This new service will follow by two weeks the launch by ACJet of service between Raleigh/Durham, N.C., and LaGuardia on November 1. That service will also consist of three daily roundtrips in the Fairchild 328JET.

(PRNewswire, Aug. 31)

**Boston-Maine
Airways**

The Department of Transportation found the carrier, doing business as Pan Am Services, fit to operate scheduled service with aircraft having fewer than 60 seats. Having operated charter and on-demand flights since June of last year, the carrier plans to be offer a "commuter supplement" to Portsmouth, N.H.-based Pan Am Airways' operations, but it may also conduct separate, stand-alone service. Boston-Maine Airways intends to start flying three daily roundtrips between Bangor, Maine, and Portsmouth this month, and two daily and five-times-weekly roundtrips between Fort Myers and Sanford, Florida, in March with 19-seat Jetstream aircraft.

(Aviation Daily, Sept. 21)

Continental

In light of Delta's decision to reduce its schedule out of Portland, Oregon, Continental will launch a second daily flight to Newark on April 2. The new flight will be in a B-737-700, and will complement the airline's three daily flights from Portland to Houston.

(Aviation Daily, Sept. 20)

Continental has converted deliveries of two B-767-400ERs, scheduled for 2004, into two B-777-200ERs for delivery in early 2002, to be used on recently announced nonstop New York-Hong Kong service. The airline also placed an order for five B-737-800s to be delivered in the second half of 2002.

(Aviation Daily, Sept. 18)

The airline takes delivery today of the first of this year's four B-767-400ERs, the first part of a planned acquisition of 26 of the aircraft through 2005. Continental plans to use the planes to replace DC-10-30s that will be retired on routes to Europe and Latin America. The aircraft will be operated in a two-class configuration carrying 235 passengers. The carrier has also ordered ten 174-seat B-767-200ERs, with options for 11 more; three will be delivered this year, the first in November.

(Aviation Daily, Aug. 31)

Delta

Delta Express will move its two daily Washington Dulles-Fort Lauderdale roundtrip flights to Washington National on November 2. The Delta Shuttle plans to replace the three Comair regional jet flights between National and Boston with B-727s on November 1.

(Aviation Daily, Sept. 29)



Delta will begin seasonal nonstop service between Atlanta and Montego Bay, Jamaica on December 15. The daily nonstop B-757 flight, which will continue until April 30, will also be marketed by Air Jamaica under a codesharing agreement with Delta.

(PRNewswire, Sept. 21)

The carrier plans to add a fourth daily nonstop between Buffalo and Atlanta on October 2, using B-727s. Delta will also introduce two daily nonstop flights between Tampa and New York LaGuardia on November 1.

(Aviation Daily, Aug. 21)

Delta Connection

Delta Connection carriers Atlantic Southeast Airlines and Comair will start regional jet service between the United States and Mexico on September 1. Comair will offer three daily roundtrips between Dallas/Fort Worth and Mexico City and one between DFW and Puebla. ASA will offer two daily roundtrip flights between DFW and Monterrey and two between Atlanta and Monterrey. All of the new service will be flown on Canadair regional jets.

(PRNewswire, Aug. 31)

Frontier

The airline announced a lease agreement with International Leasing Finance Corporation for an additional 136-seat B-737-300, to be available for service on September 15. The new aircraft brings the company's fleet to 18 B-737-300s and seven B-737-200s. Frontier President Sam Addoms said, "We look forward to adding Ronald Reagan Washington National Airport to our route structure on September 7, as well as increasing the number of frequencies in some of our key markets."

(PRNewswire, Aug. 22)

Hawaiian

The airline plans to add a seventh gateway to Hawaii with daily nonstop service from San Diego set to start on June 15 of next year. Hawaiian will use DC-10-30 aircraft on the new route, offering 28 First Class and 254 Coach seats. Currently, Hawaiian has six other daily round trips from California to Hawaii—four from Los Angeles and two from San Francisco.

(Business Wire, Aug. 30)

Legacy

The startup airline temporarily withdrew its application for certification at the Department of Transportation this week, in order to revise it and include new financing and business plan information. Originally known as Oneida Airlines and planning to initially fly DC-9s, the Utica, N.Y.-based carrier plans to change its corporate name on its application to Legacy and to include the names of additional executives who will be in leadership positions.

(Aviation Daily, Aug. 24)

Midway

The airline announced the closing of a private sale of nearly \$200 million aggregate principal amount of Enhanced Equipment Pass Through Certificates. The proceeds will be used to finance the lease or purchase of eight new B-737-700 aircraft, all scheduled for delivery before the end of next August.

(PRNewswire, Sept. 29)

National

The carrier plans to start flying a fifth daily nonstop between New York JFK and its Las Vegas hub on January 25, 2001. On the same day it will inaugurate service between Chicago O'Hare and Las Vegas with two daily nonstop roundtrips.

(Aviation Daily, Aug. 24)

Northwest

The airline will increase service between Nagoya, Japan and Manila, the Philippines from four flights a week to daily service on April 1. The flights will be an extension of Detroit-Nagoya nonstop service, which will also grow from four weekly flights to daily service on the same date.

(Associated Press, Sept. 29)

The airline and its Northwest Airlin affiliate, Mesaba Airlines, announced new nonstop jet service to Charleston, S.C. from Detroit with three daily flights. Two will be operated by Northwest's DC-9-30s with a two-class cabin, and one will be flown by Mesaba in the 69-passenger Avro Regional Jet. The RJ85 is currently the only regional jet with a two-class cabin, accommodating 16 passengers in first-class and 53 in the main cabin.

(PRNewswire, Sept. 1)

Northwest plans to expand its nonstop flying between Detroit and Nagoya, Japan from four times weekly to daily on April 1. The current service, launched in June, 1998, has performed well because it links two of the largest automobile manufacturing centers.

(Aviation Daily, Sep. 1)

Pam Am

Pan American Airways will begin jet service between Allentown, Pa., and Portsmouth, N.H. in mid-November with B-727-200 aircraft.

(Aviation Daily, Sept. 27)

Potomac Air

US Airways plans to launch a fourth wholly-owned subsidiary airline in November. The airline, to be established with the purchase of the operating certificate of a defunct small airline, is slated to become DC Air if the United-US Airways merger gains regulatory approval. Potomac Air was incorporated on August 18 and is based at US Airways' corporate headquarters in Arlington, Va. Potomac Air was born when US Airways entered a purchase agreement with Gulfstream International Airlines to buy its holding of Paradise Island Airways, which ceased service in May, 1999. Potomac will operate as a US Airways Express carrier from Washington National, providing short-haul service in the Northeast and Mid-Atlantic regions using de Havilland Dash 8-200Qs. While this may be a shrewd business move that shows confidence in the merger approval, some analysts wonder what other scenarios US Airways is contemplating. George Hamlin, senior VP of Global Aviation Associates, noted that the formation of Potomac Air may be a "way of compartmentalizing US Airways so other mergers or other transactions could be approved. There may be less objection to sell the airline in pieces than a complete entity."

(Aviation Daily, Sept. 20)



Pro Air

After a “focused investigation” in mid-June, the FAA revoked the carrier’s operating certificate on September 18. The FAA, in grounding Pro Air and its three B-737s, alleged that the carrier showed that it “lacks the qualifications required of an air carrier certificate.” Nick Lacey, FAA director of flight standards, described alleged violations as “continuing maintenance, oversight, quality control, and record-keeping problems.”

(Aviation Daily, Sept. 20)

Southwest

The airline will expand flying at Salt Lake City on December 10 when it adds a new daily nonstop flight to Baltimore/Washington and an additional daily nonstop flight to Oakland. “This new service makes it easier and more affordable for Southwest Customers to travel to Salt Lake City for a ski vacation, or to go west for a fun-filled get away to the Bay,” said Blair McGrain, Southwest’s manager of marketing planning.

(PRNewswire, Aug. 31)

Southwest did not anticipate any flight disruptions over the Labor Day weekend despite media reports of an intentional work slowdown by its ramp workers. The airline is in talks with the Transport Workers Union, which represents 5,000 ramp, operations, and other employees, over a contract that became amenable on December 31. “I want to assure you that neither Southwest, nor the leaders of TWU, are expecting or supporting any type of service disruption this weekend,” said Colleen Barrett, executive VP of customers, in a message to employees. “In fact, the TWU has advised its members that any such disruption would negatively affect the outcome of negotiations.”

(Aviation Daily, Sep. 1)

Tower Air

The airline, which filed for bankruptcy on February 29, has gotten a purchase bid and will auction its operating certificate and other assets. Tower has three B-747-200s and 120 employees. Spokesman Rob Kulat said that the bid for the operating certificate, route authority, and existing charter contracts will begin at \$3.25 million.

(Aviation Daily, Sept. 22)

TWA

Starting December 21, the airline will add a second daily flight between St. Louis and its San Juan focus city. TWA will also add Trans World Connection service from Los Angeles to Bakersfield, Fresno, Monterey, Palm Springs, San Diego, San Luis Obispo, and Santa Barbara on October 1.

(Aviation Daily, Sept. 29)

TWA has filed four applications with the DOT to serve Caribbean points, seeking exemptions to serve Aruba, the Dominican Republic, Jamaica, and Turks & Caicos. If granted the authority, TWA would begin weekly Saturday nonstops on December 23. Among the routes TWA is looking at are Boston to Kingston and Montego Bay in Jamaica, Providenciales and Turks & Caicos from Boston and Newark, Aruba from Boston and New York, and Boston to Puerto Plata in the Dominican Republic.

(Aviation Daily, Sept. 20)

The airline plans to cut unprofitable service from New York JFK to the Florida cities of Fort Lauderdale, Tampa, and West Palm Beach in October. TWA plans to reallocate the aircraft to some of its new transcontinental service from JFK to California, set to begin in October.

(Aviation Daily, Aug. 28)



TWA will launch its fifth daily nonstop between New York JFK and Los Angeles on October 30. On the same day the carrier will start its third daily flight between JFK and San Francisco. The airline will also launch its first and only nonstop between JFK and Orange County, Calif. on October 29. All of the flights will operate with B-757s and B-767s.

(Aviation Daily, Aug. 25)

United

The airline plans to start daily nonstop service from New York JFK to Hong Kong on April 1. The 7,339 nautical mile route will be the longest nonstop passenger service in the world, outstretching Continental's planned Newark-Hong Kong route by two miles. The 15-hour, 40-minute flight will be offered in a three-class B-747-400 with a maximum gross takeoff weight of 833,000 pounds.

(Aviation Daily, Sept. 28)

Vanguard

The airline will launch new nonstop service between Los Angeles and Kansas City on October 12 with two daily roundtrip flights.

(PRNewswire, Sep. 1)

Vanguard plans to start flying two new routes from its Kansas City hub on October 1. Pending final airport approval, the airline will fly twice daily to New York LaGuardia. On the same day Vanguard will start flying one daily nonstop to Pittsburgh.

(Aviation Daily, Aug. 30)
