

The Business Daily of the Global Scheduled Airline Industry Since 1939

July 27, 2020

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REGULATORY/LEGISLATIVE

Regulators Order Inspections After Downtime Is Linked To 737 Engine Incidents

SEAN BRODERICK, sean.broderick@aviationweek.com

WASHINGTON—Storage-related corrosion of Boeing-supplied valves on certain CFM56 engines has been linked to four engine shutdowns, prompting regulators to order inspections before the 1,140 aircraft are returned to service after extended downtime.

“Corrosion of the engine bleed-air fifth-stage check-valve internal parts during airplane storage may cause the valve to stick in the open position,” the FAA said in an emergency airworthiness directive issued late July 23. “If this valve opens normally at takeoff power, it may become stuck in the open position during flight and fail to close when power is reduced at top of descent, resulting in an unrecoverable compressor stall and the inability to restart the engine.”

The directive requires any aircraft that has not “operated in flight” for at least seven consecutive days must be inspected. The check includes manually rotating valve flapper plates, checking bushings for cracks and ensuring certain parts are not rubbing together. Other regulators, including Australia’s Civil Aviation Safety Authority and EASA, immediately adopted the U.S. directive.

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The Daily Memo

Ascending The Demand Plateau

BEN GOLDSTEIN, ben.goldstein@aviationweek.com

The U.S. airline industry couldn't survive another quarter like the 2020 second quarter (Q2).

Taken together, the country's four largest carriers lost around \$10.3 billion in Q2, compared to combined profits of close to \$12 billion in all of 2019. Even deducting the \$2.5 billion in one-time expenses included in Delta's quarterly figure, we're left with a staggering \$7.8 billion combined loss, by far the sector's worst performance ever.

Fortunately, there probably won't be another quarter like the last one any time soon. Passenger data tracked by TSA shows

throughput currently hovering between 20% and 25% of last year's level—far from a recovery—but a substantial improvement from April, when throughput declined by 90%.

Still, demand growth has leveled off in July, and with coronavirus cases surging in many states across the country, it is likely the nascent recovery hit its highwater mark for the peak summer period in June. Most carriers have already admitted as much, and virtually all have indicated plans to reduce their schedules during the remainder of the third quarter,

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The FAA directive applies to Boeing 737-300s, -400s, -500s, -600s, -700s, -800s and -900s powered by CFM International CFM56-3s and CFM56-7s. Boeing provides the bleed-air system for the engines, which directs air from the engine compressor to support other aircraft systems. Boeing alerted operators of the issue on July 9.

Beyond involving aircraft that were out of service for an extended period of time, the FAA directive does not provide details on common links between the in-service incidents. The agency does not say when the incidents took place.

Aviation Week Intelligence Network Fleet Data shows that operators have 1,140 737s that meet the FAA definition for needing inspections because they have been on the ground for at least seven days. Operators in the U.S. have 25% of these aircraft. Another 1,005 are in long-term storage.

The sudden removal of thousands of aircraft for extended periods during the COVID-19 pandemic-triggered downturn has created numerous challenges for operators and manufacturers.

Typical storage guidance from airframe and engine OEMs assumes aircraft will be parked for months at a time and in conditions conducive to minimizing corrosion. But airlines have been forced to park aircraft at airfields all over the world—not just in dry, arid storage facilities—while waiting out the pandemic's demand variations.

In many cases, airlines realized guidance provided by suppliers did not cover the middle ground of parking aircraft for short periods. Manufacturers have been working to fill that gap and remind operators that environmental conditions—from humidity to failure to protect openings on aircraft from wildlife—can affect airworthiness.

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with more cuts likely coming after Labor Day.

So, where does that leave the prospects of an air travel recovery? In a July 22 quarterly earnings call, United CEO Scott Kirby predicted that throughput will gradually recover to around half of 2019 levels, at which point it will essentially plateau, unable to advance further until the mass production and distribution of an effective vaccine or treatment for COVID-19 is achieved.

American Airlines chairman and CEO Doug Parker, speaking on his company's earnings call the next day, agreed with Kirby's assessment: "I don't think any of us believe that we're going to get anything close to the old demand until there is a vaccine that's widespread," Parker said.

These comments are very revealing, for several reasons. For one, Kirby cast doubt on whether a vaccine would be available before late 2021, at the earliest, indicating a view that the industry is likely to remain, at most, half its former size for at least another a year—and possibly longer. That means airlines will be competing over a vastly smaller pool of travelers for the foreseeable future, an unsustainable situation for an industry that is already leveraged to the hilt.

What's more, Kirby's 50% ceiling assumes that half the country will not return to the skies until COVID-19 is eliminated. This likely changes the demographic composition of the remaining pool of travelers; until a vaccine is available, it's safe to assume that travelers will be younger—and have less discre-

tionary income—than before the pandemic, a change that could benefit low-cost operators that target cost-conscious and infrequent travelers.

Spirit Airlines president and CEO Ted Christie said his ULCC is already seeing a downward shift in the average age of its customers. "Directionally, the ages of people on our aircraft have come down during the pandemic, so the traveling consumer on average is becoming younger on board," Christie said on Spirit's Q2 earnings call. "As you'd expect with a younger average age, household income has come down a little bit as well."

If the industry is going to be contending with weakened demand for an extended period, airlines will have no choice but to downsize. The U.S. Congress may choose to kick the can down the road another six months through an extension of the Payroll Support Program. But beyond March 31, 2021, carriers may well be met with a similar situation if still no vaccine has been rolled out.

Airlines and their employees are currently hammering out the details on how to downsize with minimal pain for their workforces through the use of voluntary leave and early retirement packages. Still, Kirby's prediction concedes that a true recovery is largely out of the industry's control. And while airlines currently have no shortage of liquidity, the odds of a large U.S. airline going bankrupt will continue to increase over time in the absence of a COVID-19 vaccine.

AIRLINES

Wizz Air Breaks Ranks On Airline Industry's Slot-Waiver Stance

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Central European ULCC Wizz Air has called for an end to the slot-waiver stance being pursued by many airlines to preserve their positions at airports during the COVID-19 pandemic.

Airlines and their representative body, IATA, have argued they should not have to fulfill the long-standing "use it or lose it" rule for airport slots when they have been forced by the COVID-19 pandemic to slash services.

The slot-waiver procedure is in operation until the end of the northern summer timetable in late October, but there have been calls for it to be continued through the winter timetable period.

However, in a move that pits it against most of its fellow airlines, Budapest, Hungary-based Wizz says the waiver should be scrapped, arguing that to extend it into the winter would be "irrational and anti-competitive."

"I call on the European Commission to end the 80-20 slot-waiver regulation for all airlines in Europe as of Oct. 25 and support the recovery of the aviation sector and the associated industries by

allowing genuine market conditions to prevail," Wizz Air Group CEO Jozsef Varadi said July 23. "The current plan to prolong the waiver until March 2021 is against free competition and protects incumbent airlines with weak business models while airlines like Wizz Air are ready to take up new market opportunities."

The airline said it was "willing and able to expand" but would be prevented from doing so if the slot-waiver situation remained in force. The ULCC argued the slot waiver extension would assist poorly run airlines.

"Furthermore, this would adversely affect the economies of the cities served by those airports, as the airports would suffer a shortfall in passenger numbers, reducing everything from their own employment requirements to local supply chains," Wizz Air said. "It would also influence the economic recovery of the EU, by restricting air connectivity and it would come at a high cost to the already hard-hit economies. For example, some of London Gatwick Airport's existing airlines have publicly stated they believe it could take years until the levels of demand get back to normal. Wizz Air believes allowing such airlines to block slots without operating them is genuinely not in the interest of airlines like Wizz Air, airports, or the economic recovery of the European Union."

REGULATORY/LEGISLATIVE

European Aviation Bodies Push Uniform Pandemic Regulations

ALAN DRON, alandron@adepteditorial.com

Several European aviation groups have combined with EASA in an effort to strengthen assurance of a consistent travel experience for passengers during the COVID-19 pandemic.

As the continent seeks to reestablish air services, the process has been hampered by a patchwork of passenger safety regulations and quarantine regimes across nations.

EASA and the European Center for Disease Prevention and Control (ECDC) have developed protocols for the measures airports, airlines and operators should adopt to ensure a safe return to normal operations. To strengthen the implementation of these measures, Airlines for Europe (A4E), the European Business Aviation Association (EBAA), the European Regions Airline Association (ERA) and IATA have signed an agreement with EASA to promote the harmonized and coordinated implementation of the EASA/ECDC protocols by industry, governments and travelers.

EASA has established a complementary program to monitor implementation of the guidelines and provide feedback. More than 60 organizations have signed up.

"The aviation industry has worked closely with health authorities

and regulators worldwide to develop protocols to safely restart operations," IATA VP for Europe Rafael Schwartzman said. "The ICAO Takeoff guidelines set an international framework for safeguarding public health and in Europe, the EASA/ECDC Protocols are similarly aligned. This mutual cooperation agreement with EASA will promote a coordinated implementation of the operational guidelines in order to facilitate the recovery of air travel."

"This crisis has revealed the importance of cooperation, communication and a harmonized approach," A4E MD Thomas Reynaert said. "The latter continues to prove challenging both for airlines and our passengers, as member-states implement differing health and travel measures," "Building on the EASA/ECDC guidelines and the wider Return to Normal Operations project initiated by EASA, this cooperation agreement is another step forward in ensuring that harmonized and robust protocols and processes are delivered across Europe," ERA director general Montserrat Barriga said.

"The endorsement of our guidelines by IATA, A4E, EBAA and ERA establishes these procedures as the standard for the European aviation industry," EASA executive director Patrick Ky said. "Consistent implementation of the guidelines is critical to rebuilding passenger confidence, which is in turn fundamental for a decision to travel by air, whether for leisure or for business."

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AIRLINES

Capacity Gap Narrows Among U.S. 'Big Three' Carriers

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The disparate capacity strategies pursued by the three large U.S. network airlines are converging, reflecting a new consensus about the path of demand and the most rational way to serve it.

American Airlines has operated a much larger schedule than Delta Air Lines and United Airlines through the COVID-19 pandemic, in an attempt to gain market share by capitalizing on the strength of its two largest hubs: Dallas-Fort Worth (DFW) and Charlotte, North Carolina (CLT). With COVID-19 cases spreading across the U.S. southern states, including the regions surrounding both airports, American's pace of growth has stalled. Management now expects third-quarter (Q3) capacity to be just 40% of last year's amount, indicating no immediate plans to expand the schedule beyond levels seen in July.

American Airlines chairman and CEO Doug Parker, speaking during the Fort Worth-based company's second-quarter (Q2) earnings call, expressed no regret about the decision to restore capacity earlier than Delta or United, and said the increased flying helped American achieve a six-fold increase in unit revenues between April and June.

"Our network team did a phenomenal job of seeing that while connectivity had been reduced throughout the country, by focusing on our DFW and Charlotte hubs we could ... have more connectivity than others," Parker said. "That gave us an advantage in going after the limited demand that was out there."

American's chief revenue officer Vasu Raja said DFW and CLT both produced revenue per available-seat-mile between 11 and 12 cents in June, which he called "a really good result for many of the airlines all around the world." The company deployed roughly 60% of total June capacity across the two hubs, as it looked to consolidate capacity in areas that were less affected by COVID-19 at the time.

"It was really a one-time thing that we did, knowing that June and July would be months where there were discretionary leisure travelers," Raja said.

United, by contrast, took the most cautious approach among its peers. The Chicago-based carrier operated just 12% of its year-ago capacity in Q2, less than half of what American flew. Management now expects capacity to reach 35% in Q3, more than double the previous quarter's amount and just shy of American's 40%.

Mirroring the attitude at American, United's executives credit their disciplined approach to capacity during the early stages of the pandemic with helping the company realize the smallest net loss among the Big Three.

"Our network peers flew more capacity than United, and we believe our careful management of capacity ... is the primary driver of our good results relative to our network peers in terms of absolute losses and cash burn," United chief commercial officer Andrew Nocella said on the company's latest earnings call.

Delta, on the other hand, now plans to operate the least capacity of the three airlines, which CEO Ed Bastian predicts will only be 20-25% of last year's level, when factoring in 60% fleet-wide load-factor caps. Excluding the caps, Atlanta-based Delta will operate 35-40% of original capacity in the quarter, roughly in line with its peers.

AIRLINES

Emirates To Cover COVID-19 Costs For Passengers

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Dubai-based Emirates Airline is offering passengers free insurance coverage for COVID-19 medical expenses and quarantine costs incurred while traveling, in a bid to boost customer confidence.

Passengers can claim medical expenses of up to €150,000 (\$174,000) and quarantine costs of €100 per day for 14 days after their flight should they be diagnosed with COVID-19 while away from home.

Announcing the plan July 23, Emirates said its “industry-leading initiative” would cover its passengers whenever they fly, to any destination and in any class of travel. This coverage is in effect for customers flying outbound on Emirates until Oct. 31, 2020. It is valid for 31 days from the moment they fly the first sector of their journey. The airline explained that passengers still will be covered even if they travel onward to another city after arriving at their Emirates destination.

“We know people are yearning to fly as borders around the world gradually reopen, but they are seeking flexibility and assurances should something unforeseen happen during their travel,” Emirates Chairman and Chief Executive Ahmed bin Saeed Al Maktoum said. “Emirates has worked hard to put in place measures at every step of the customer journey to mitigate risk of infection, and we have also revamped our booking policies to offer flexibility. It is an investment on our part, but we are putting our customers first, and we believe they will welcome this initiative.”

The CEO said the move to offer cover to passengers came directly from Dubai’s ruler, Sheikh Mohammed bin Rashid Al Maktoum.

Customers do not need to register or fill out any forms before they travel, and they are not obligated to use the coverage. Any customer who has been diagnosed with COVID-19 during his/her travel is instructed to contact a dedicated hotline to receive assistance and coverage.

Emirates serves over 60 destinations from its Dubai International Airport hub.

AIRLINES

British Airways Pilots’ Deal Includes 270 Compulsory Job Cuts

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LONDON—British Airways’ (BA) will vote on a proposed labor deal that includes around 270 compulsory redundancies, 20% pay cuts and a holding pool of retained pilots.

After three months of negotiations with BA management, pilots’ union BALPA said it planned to consult its 4,300 BA members on a “job protection package.” The ballot will close July 31.

The union said BA had initially proposed up to 1,255 pilot redundancies, along with new terms and conditions.

Under the latest agreement, BA is planning around 270 compulsory redundancies, although this total could be offset by voluntary measures, such as voluntary severance, part-time working and external secondments.

A pool “equivalent to 300 pilots” receiving reduced pay will be created in preparation for returned demand.

These measures will be funded by 20% pay cuts among BA’s remaining operational pilots, reducing to 8% over the next two years, before dropping “toward zero over the longer term,” BALPA said July 22.

BALPA said the package was “the best that can be achieved” amid current circumstances.

“It is hugely disappointing that during our extensive negotiations British Airways would not accept the full package of mitigations we put forward which would have avoided any job losses at all, and at no cost to BA. As a result, there will be some compulsory redundancies amongst the pilot community and that is a matter of huge regret,” BALPA general secretary Brian Stratton said.

BA parent company International Airlines Group (IAG) CFO Stephen Gunning acknowledged the union consultation and said a further update would be provided once the ballot has been completed.

Former IAG strategy director Robert Boyle shared his analysis of the package via his GridPoint Consulting website. Boyle retired from IAG in May 2019 after 25 years with BA and IAG.

Boyle said around the beginning of July, BA was originally rumored to be considering cutting 650 pilots, including 350 permanent job losses and 300 via the holding pool.

BALPA’s latest figures suggest that the 350 compulsory redundancies have been cut to 270, but Boyle said the lower figure could be compensated for by voluntary measures. “The

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AIRLINES

India Grants SpiceJet Rights To Begin U.S., UK Operations

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LCC SpiceJet has been awarded designated-carrier status by the Indian government to serve the U.S. and the UK, a first step toward launching long-haul, low-cost routes to these countries.

In regulatory filings with the BSE (formerly the Bombay Stock Exchange), the Gurugram-based airline first told investors it has been approved to fly India-U.S. routes as per the air services agreement between the two countries. A second filing confirmed a similar designation between India and the UK.

"This designation would help us plan for our international expansion in a much better and calibrated manner," SpiceJet chairman and MD Ajay Singh said. "I have always maintained that there is an opportunity in every adversity, and the present crisis situation has seen SpiceJet rise to the occasion and play a pivotal role."

As a designated carrier, the airline will be able to start the process to comply with regulations in the U.S. and UK, as well as securing slots at the airports it intends to serve.

The approvals come as the Indian government continues to

negotiate bilateral agreements, or "air bubbles," with various countries to help rebuild connectivity that was lost during the COVID-19 crisis. Last week, bubbles with the U.S., France and Germany were announced, although tight controls remain in place guarding who is permitted to depart and arrive in India.

Most scheduled international flights from India have been suspended since March to help curb the spread of virus, although domestic flights were given approval to resume in June.

While news of SpiceJet's approval to serve the U.S. and UK has been welcomed, with the company's share price climbing following the announcements, the LCC faces a number of hurdles before flights can begin.

According to Aviation Week Intelligence Network Fleet Data Services, the airline flies only Boeing 737s and de Havilland Canada Dash 8s, meaning it would have to lease aircraft that can operate India-U.S. and India-UK services.

The carrier also would have to receive foreign-carrier approvals from U.S. and UK regulatory bodies and secure slots to make the routes viable.

However, with lower fuel prices and no long-haul low-cost services operating from India to the UK or U.S., the economic environment could be right for SpiceJet to test the waters.

BRITISH AIRWAYS, From P. 5

overall reduction in operational pilots may in fact be unchanged," Boyle said July 23.

The holding pool also appears to have remained a steady part of the plan. "It was rumored that any pilot in the holding pool would take a 50% pay cut," he said, although BALPA have not confirmed the size of the cut.

However, Boyle said the 20% pay cut for existing pilots was "perhaps the most surprising thing" in the package, as this figure is higher than the anticipated 15%.

"I don't have any inside knowledge, but if I had to guess, it might be linked to the silence on the size of the wage reduction for pool pilots. Perhaps that has been scaled back and an increase in pay cuts for operating pilots was the quid pro quo. That sort of fine-tuning of how the pain is shared is the sort of thing I would have expected to come out of the informal consultation that I'm sure BALPA has been doing with its members over the last few weeks," Boyle said.

He also saw a difference in the duration of the pay cut for remaining pilots. Originally, the initial pay cut was scheduled

to reduce when the pilot pool was "fully drained," but this has now been fixed at two years. "Maybe BALPA was worried that management would game the system," Boyle observed.

"It is unclear exactly what mechanism sits behind the commitment to reducing pay cuts 'towards zero over the long term.' Maybe there are some triggers linked to profitability. Certainly, BALPA will not want pilots to be left sharing the pain if and when there is no more pain to be shared," Boyle said.

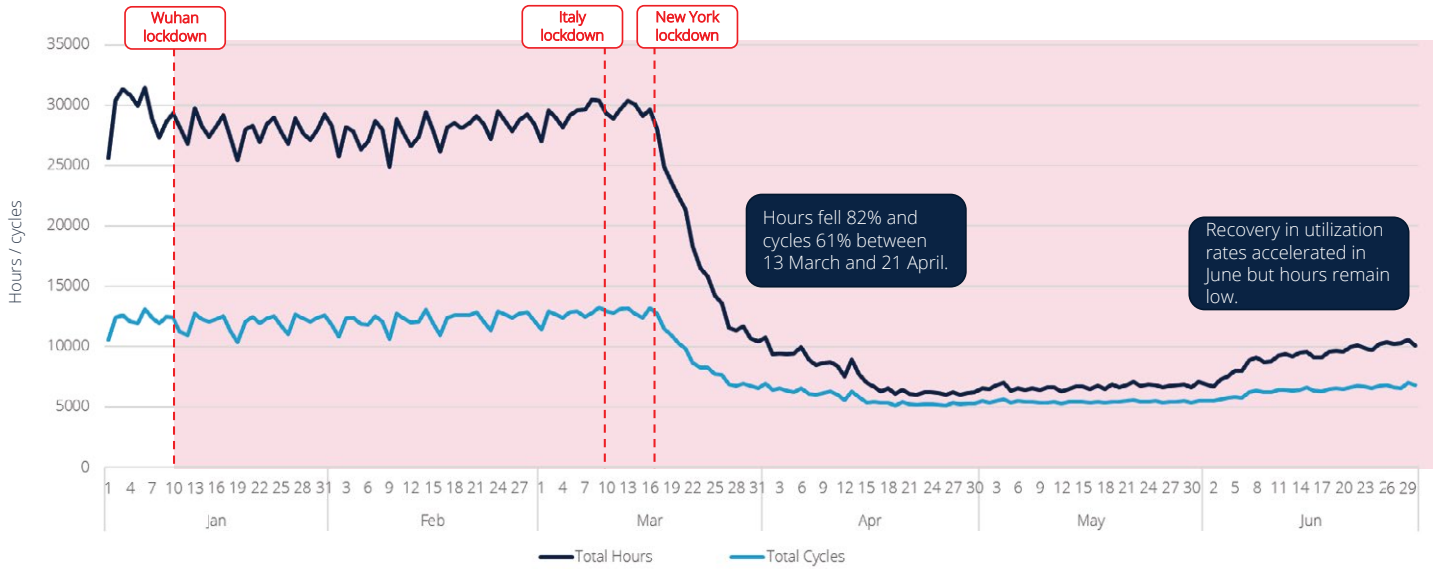
Overall, Boyle said the deal looks "very similar" to what was rumored at the start of July.

"It should allow BA to align its pilot numbers to reduced capacity over the next few years and, more importantly, see pilot costs come down proportionately, too. From the pilots' perspective, BALPA seems to have achieved a key aim that pay cuts should only last as long as they are needed. The focus will now shift to talks with the unions representing the cabin crew and the ground staff. As well as being an important milestone in itself, getting the pilots over the line is an important step to making progress with these other groups too," Boyle concluded.

Industry Data

COVID KPIs: Utilization – Major U.S. Airlines

Utilization Rates In Hours And Cycles At American, Delta, Southwest And United – January To June 2020



Source: Aviation Week Fleet Discovery

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Industry Data

Overall Number And Percentage Of Flight Cancellations By Reporting Operating Carrier

Carrier	April 2020				
	At All US Airports				
	Number of Airports Reported	Flight Operations Scheduled	Flight Operations Canceled ¹	% Of Operations Canceled ¹	Rank
Spirit Airlines (NK)	52	5,543	1,099	19.8	1
Hawaiian Airlines (HA)	8	1,408	288	20.5	2
Alaska Airlines (AS)	71	5,964	1,426	23.9	3
Delta Air Lines (DL)	123	26,002	6,894	26.5	4
SkyWest Airlines (OO)	244	39,382	11,116	28.2	5
ExpressJet Airlines (EV)	76	4,656	1,334	28.7	6
Endeavor Air (9E)	93	6,283	1,916	30.5	7
JetBlue Airways (B6)	62	6,886	2,464	35.8	8
Envoy Air (MQ)	141	14,310	5,563	38.9	9
American Airlines (AA)	101	42,362	16,574	39.1	10
Mesa Airlines (YV)	97	9,157	3,691	40.3	11
Republic Airways (YX)	75	12,100	4,885	40.4	12
Frontier Airlines (F9)	96	2,736	1,304	47.7	13
PSA Airlines (OH)	91	18,155	8,657	47.7	14
United Airlines (UA)	84	17,820	8,862	49.7	15
Southwest Airlines (WN)	89	94,362	48,707	51.6	16
Allegiant Airlines (G4)	119	6,256	5,298	84.7	17
Total	350	313,382	130,078	41.5	

Source: Air Travel Consumer Report.

¹ On April 17, 2020, the Department issued a notice stating that it would be acceptable for flight delays and cancellations that are directly related to government actions to mitigate the spread of COVID-19 in the United States to be coded in the "security" category for the purposes of categorizing

Industry Data

SpeedNews Commercial Aircraft & Engines Marketplace

COMPANY	COMMERCIAL AIRCRAFT FOR SALE OR LEASE	PHONE	E-MAIL	CONTACT
ALTAVAIR LTD	6- A330-300 (TRENT 772-60/19), DOM 2009-2011, 8F/32C/191Y, FOR SALE OR LEASE 16- A330-200 (TRENT 772-60/16), DOM 2005-2014, 22C/240Y, FOR SALE OR LEASE 2- A330-200 (CF6-80E1A4B), DOM 2008, MSN 947/956, FOR SALE OR LEASE, AVAILABLE NOW 1- 737-800 (CFM56-7B26), DOM 2000, MSN 27985, FOR SALE, AVAILABLE NOW	(44)20-7535-1602	clive.bowen@altavair.com	CLIVE BOWEN
ARENA AVIATION CAPITAL	1- 737-83N (CFM56-7B26), 189Y, DOM 2002, MSN 30643, FOR LEASE, AVAILABLE NOW	(31)629-713769	jjudagalvis@arena-aviationcapital.com	JONAS JUODAGALVIS
AVENTURE AVIATION	1- 757-200 (RB211), MSN 27971, STORED IN ARIZONA, FOR SALE OR LEASE, AVAILABLE NOW	(1)770-632-7930	talha@aventureaviation.com	TALHA FURUQI
DORIC	2- 777-300ER (GE90-115B), DOM 2009, MSN 35592/36158, FOR SALE OR LEASE, AVAILABLE 2Q21	(49)69 247559931	maurick.groeneveld@doric.com	MAURICK GROENEVELD
JET MIDWEST	1- 777-200ER (TRENT 892), DOM 1997, MSN 28410, AIRCRAFT AND/OR ENGINES FOR SALE OR LEASE 1- 767-300ER (PW4056), DOM 1991, MSN 24953, AIRCRAFT AND/OR ENGINES FOR SALE OR LEASE	(1)913-706-2517	aircraft@jetmidwest.com	MARIZA BROWNING
JETRAN LCC	1- 757-200F (-S35E4), MSN 24235, DOM 1988, FOR SALE OR LEASE, AVAILABLE MAY 2020	(1)210-269-3471	blowers@jetran.aero	NICK BLOWERS
KAHALA AVIATION	1- A319-100 (CFM56-5B5/P), MSN 2843, WHOLE AIRCRAFT OR AIRFRAME ONLY, FOR SALE/LEASE, AVAIL DEC 2020	(353)870677466	mgarland@kahalaaviation.com	MIKE GARLAND
PRESIDIO AIRCRAFT LEASING	2- A330-200 (CF6-80E1A3), DOM 2002/2005, MSN 472/700, 345Y, FOR ACMI LEASE, AVAILABLE NOW 1- A330-200 (CF6-80E1A3), MSN 871, DOM 2007, FOR ACMI/DRY LEASE, AVAILABLE NOW 1- A330-200 (PW4168A), MSN 970, DOM 2008, FOR LEASE, AVAILABLE NOW	(1)312-772-1613	shaire@aelfinc.com	STEPHEN HAIRE
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ALPHA AVIATION PARTNERS	1- PW4060/4056-1C, SERVICEABLE, FRESH 8130, FOR SALE OR LEASE, AVAILABLE NOW	(1)601-421-7844	mark@alphaaviationpartners.com	MARK WALENCZYK
ALTAVAIR LTD	8- TRENT 772-60/16, ESN & ESPR/CSPR TIMES AVAILABLE ON REQUEST, FOR SALE OR LEASE, AVAILABLE NOW 2- GE90-115BL1, ESN & ESPR/CSPR TIMES AVAILABLE ON REQUEST, FOR SALE OR LEASE, AVAILABLE NOW 2- CFM56-7B26, ESN & ESPR/CSPR TIMES AVAILABLE ON REQUEST, FOR SALE OR LEASE, AVAILABLE NOW 4- CF6-80E1A4B, FOR SALE/LEASE/EXCHANGE, AVAILABLE NOW	(44)20-7535-1602	clive.bowen@altavair.com	CLIVE BOWEN
ASI AERO	1- CFM56-7B24, ESN 890198, SERVICEABLE, FOR SALE OR LEASE, AVAILABLE NOW	(1)561-931-6650	daves@asiaero.com	DAVID SILVERS
CROSS OCEAN PARTNERS	1- CFM56-7B26 / 1- CF6-80C2B5F / 1- V2524-A5: FOR SALE OR LEASE, AVAILABLE NOW	(353)874-586-347	tm@crossoceanpartners.com	TIM MULLIGAN
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GECAS ENGINE LEASING	CF34-8C1/-8C5/-8E/-10E - CF6-80C2/-C2Bx/-80E - GE90 - GENX-1B - CFM56-3/5/7 AE3007 - RR TRENT 800 - P&W & RB211 PRODUCTS: AVAILABLE FOR SALE OR LEASE	(1)513-604-1210	engine.leasing@gecas.com	SHERRY RILEY
GLOBAL ENGINE MAINTENANCE, LLC	3- CFM56-3C1, AVAILABLE JULY/AUGUST 2020	(1)305-717-0951	jamie.d@global-engine.com	JAMIE DEVIN
GRYPHON AVIATION LEASING	2- CFM56-7B26, ESN 889376/889377, SERVICEABLE, FOR SALE/LEASE/EXCHANGE, AVAILABLE NOW 1- CFM56-5B3/3, ESN 697576, SERVICEABLE, FOR SALE/LEASE/EXCHANGE, AVAILABLE NOW	(1)786-468-6789	peter@gryphonleasing.com	PETER CURBELO
SKY LEASING	1- PW4060-3, SERVICEABLE, FOR LEASE	(1)415-860-9390	twiley@skyleasing.com	TRAVIS WILEY
WILLIS LEASE	GErx / LEAP / CFM56 / IAE / GE / P & W ENGINES AND APUS FOR LEASE, PLUS ENGINE STANDS	(1)415-408-4742	leasing@willislease.com	JENNIFER MERRIAM
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COMPANY	ENGINE STANDS AVAILABLE	PHONE	E-MAIL/WEB ADDRESS	CONTACT
NATIONAL AERO STANDS	ENGINE TRANSPORT STANDS FOR LEASE: GE90, TRENT 700/800/1000, CF6-80, RB211-535, CF6-80, CFM56, LEAP-1A/B, PW1100, V2500, PW2000, CF34 & PW4000. BOOTSTRAP KITS FOR LEASE: CFM56-3/-7, TRENT 1000, CF6-80 & RB211-535	(1)305-558-8973	support@stands.aero	ALLEN JONES

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AVIATION WEEK NETWORK



Calendar

To list an event, send information in calendar format to Amy Hardcastle at amy.hardcastle@aviationweek.com. For a complete list of Aviation Week Network's upcoming events, and to register, visit www.aviationweek.com/events (Bold type indicates new calendar listing.)

[In Person and Virtual] Aug. 5-6—CAPA Australia Pacific Aviation Summit, Adelaide Convention Centre, Adelaide, Australia, <https://apas20.capaevents.com>

[Canceled] Aug. 11-13—Latin American Business Aviation Conference & Exhibition (LABACE), São Paulo, Brazil, <http://www.labace.com.br/en/labace-2020-en>

[Canceled] Aug. 16-21—The Association of Air Medical Services (AAMS), Medical Transport Leadership Conference, Oglebay National Training Center, Wheeling, West Virginia, <https://aams.org/events>

[Virtual Event] Aug. 11-13—Aviation Week Urban Air Mobility Virtual, <https://uam.aviationweek.com/en/home.html>

[In Person and Virtual] Aug. 5-6—Aug. 23-25—25th International Aviation Forecast Summit, Hyatt Regency Cincinnati, Cincinnati, Ohio, <https://web.cvent.com/event/d19a1f7c-68ea-486c-a8bf-e9fe0dce258b/summary>

[Virtual Event]—Aug. 25-26—SpeedNews Aerospace Manufacturing Conference, <https://amc.speednews.com>

[Virtual Event]—Aug. 25-26—Bombardier Safety Standdown 2020, <https://safetystanddown.com/en>

[Canceled] Sept. 1—Triple Tree Aerodrome Nall in the Fall, South Carolina, <https://www.tta.aero>

[Postponed] Sept. 1-2—Helicopter Technology Central And Eastern Europe 2020, Novotel Budapest Centrum, Budapest, Hungary, <https://www.smi-online.co.uk/defence/europe/Future-Helicopter-Technology>

[Virtual Event] Sept. 3—Investing In Aviation Finance: Japan, Tokyo, Japan, <https://www.ishkaglobal.com/Events/Event/86/Investing-in-Aviation-Finance-Japan-Virtual-Event>

[Virtual Event] Sept. 15-16—SpeedNews Commercial Aviation

Industry Suppliers Conference, <https://ace.speednews.com>

[Virtual Event] Sept. 16-17—Aero-Engines Europe, <https://www.aeroengineconference.com/en/home.html>

[Virtual Event] Sept. 22-24—Aviation Week MRO Asia-Pacific, <https://mroasia.aviationweek.com/en/home.html>

[Virtual Event] Sept. 23-25—World Aviation Festival, <https://www.terrapinn.com/conference/aviation-festival/index.stm>

[Virtual Event] Sept. 26—Girls in Aviation Day, <https://www.wai.org/giad>

Sept. 28-30—Airline Economics Growth Frontiers Dubai, Ritz Carlton Dubai, Dubai UAE, <https://www.aviationnews-online.com/conferences/dubai>

[Postponed until Nov. 30] Oct 6—Airport Cities Development Conference 2020, Manchester, UK, <https://www.built-environment-networking.com/event/airport-cities-development-conference>

[Canceled] Oct. 6-8—NBAA Business Aviation Convention & Exhibition (NBAA-BACE), Orange County Convention Center, Orlando, Florida, <https://nbaa.org/events/2020-nbaa-business-aviation-convention-exhibition>

[Postponed until 2021] Oct. 8-10—Routes Asia 2020, Chiang Mai, Thailand, <https://www.routesonline.com/events/211/routes-asia-2020>

Oct. 19—Aviation Week Network's 63rd Annual Laureate Awards, The Ritz-Carlton Tysons Corner, McLean, Virginia, <https://laureates.aviationweek.com/en/home.html>

Oct. 20-21—DefenseChain Conference, McLean, Virginia, <https://defensechain.aviationweek.com/en/home.html>

Oct. 20 - 22—Regional Air Cargo Carriers Association (RACCA) 2020 Spring Conference, Hilton Scottsdale Resort, Scottsdale, Arizona, <https://www.raccaonline.org/racca-spring-conference-registration>

Oct. 26-27—CAPA Airline Leader Summit: Making Money 2020. Dublin, Ireland, <https://ait20.capaevents.com>

[Virtual Event] Oct. 27- 29—MRO TransAtlantic, <https://mroamericas.aviationweek.com/en/home.html>