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CARGO

Atlas Air Sees Profit Doubling In 2020 On Strong Cargo Demand

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Atlas Air management predicts the company will double its profits in 2020 from a year ago, driven by continued high demand for air cargo during the COVID-19 pandemic.

The New York-based cargo and charter operator now expects an adjusted full year EBITDA of \$750 million, on revenues of over \$3 billion, which would leave it with a full year net income “being more than double that of 2019,” Atlas president and CEO John Dietrich said on the company’s 2020 second quarter (Q2) earnings call Aug. 6.

Atlas Air’s prospects have been boosted by a lack of passenger aircraft belly capacity and increased demand for e-commerce resulting from the pandemic. The company expects to fly more than 330,000 block hours in 2020, compared to 319,000 block hours in 2019. Cargo charter yields were up 22% in Q2 due to higher demand for air freight, and while yields have come down from their peak, management expects them to remain elevated through year-end.

“It’s a good time to be in cargo right now,” Dietrich said.

Atlas reactivated three 747-400 converted freighters and operationalized a 777 freighter from its dry leasing business during Q2, which enabled it to better serve the

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The Daily Memo

COVID-19 Slows The Progress Of FAA’s NextGen Program

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During an online meeting of the NextGen Advisory Committee (NAC) on Aug. 6, FAA leaders affirmed what came as no surprise—the precautions taken to prevent the spread of the novel coronavirus that causes COVID-19 will delay programs underpinning the NextGen air traffic control (ATC) modernization effort dating to 2003.

Even against the backdrop of dramatically reduced aircraft movements, the FAA has been challenged just to maintain daily ATC operations since the first coronavirus infections appeared in the tower at Chicago Midway International Airport (MDW) on March 17. Leaders of the agency’s Air Traffic Organization and controllers’ union have said the FAA developed its own protocol for responding to the pandemic after initially receiving little support from public health authorities.

Guidelines from the federal Centers for Disease Control and Prevention at the time called for people who had traveled internationally to stay at home for 14 days upon returning—closing

a major airport tower for that amount of time would have been disruptive. “There really was no playbook on what to do,” said Paul Rinaldi, president of the National Air Traffic Controllers Association. The initial plan “was actually to shut Midway down for 14 days.” The FAA eventually reopened the tower in seven days.

As infections spread, the FAA activated contingency plans to shift air traffic services to adjacent ATC facilities while affected towers, terminal radar approach-control and enroute centers were cleaned. Some facilities were reduced to “ATC Zero” status, for a time providing no service within their assigned airspace. Controllers directed pilots from airline ramp towers and parking garages, wore face masks and segregated into crews that stay together during the duty week to prevent randomly spreading the virus.

Still, the coronavirus has proliferated across the national airspace system. An FAA-updated website that lists ATC “facilities affected” by confirmed COVID-19 cases or suspected exposure to

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strong demand for air freight. The company also secured longer-term charter contracts at attractive rates with several large freight forwarders to ensure they have available capacity when needed, including DHL Global Shipping, Apex Logistics and DB Schenker.

“For prospective customers and existing customers who may be thinking about more aircraft, it’s an attractive proposition for them to fix their rates and do so on a market competitive basis,” Dietrich said of the new long-term charter deals.

Atlas saw a pick-up in payroll costs in Q2, owing to a deal

reached with pilots in May providing a 10% increase in pay rates, as well as an interim agreement offering them premium pay to operate in certain foreign COVID-19 hotspots. Maintenance costs were also higher, as the company is accelerating engine overhauls and heavy maintenance events to capitalize on vendor pricing discounts and slot availability resulting from the downturn in commercial aviation.

Revenues from the U.S. military softened during Q2, as the various armed forces took precautionary measures to limit

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the disease counted 35 facilities in early April, 50 in June, more than 80 in July and 127 as of Aug. 7.

“We have taken actions to increase social distancing to make sure that we [can] keep the air traffic operations running,” FAA Administrator Steve Dickson told the NAC, an airline-dominated advisory committee of aviation operations and technical executives.

“Travel is extremely limited and non-existent in many cases,” Dickson advised. “Access to our Tech Center [is limited] and we’ve also had a maintenance moratorium. We have stopped some of the system upgrades that would normally be taking place, to make sure that our controllers and our technicians are able to keep themselves and their families healthy.”

The long-term objectives of the NextGen program portfolio are of secondary concern.

“Unfortunately, this latest resurgence in positive test results has upended most of our assumptions as to when we might be able to complete the tasks. A lot of it does require face-to-face interaction with our FAA and industry experts in the field,” said FAA Deputy Administrator Dan Elwell. “I assure you that we have used every bit of our operational engineering and program expertise to innovate and adapt our way in an effort to prevent and mitigate delays. Unfortunately, a growing number of our FAA and industry programs are now showing delays, some into 2022.”

The Terminal Flight Data Manager (TFDM) program to improve the efficiency of surface operations by integrating electronic flight data in airport towers has been delayed. “The TFDM program has been greatly impacted by the inability to travel and access the facilities, which includes the Tech Center and the [ATC] academy,” said work group leader Rob Goldman, of Delta Air Lines. “TFDM Build 1 IOC (initial operational capability) in Phoenix is postponed until 2021 and the other milestones contingent upon that are all TBD [to be determined].”

The FAA’s largely successful Data Communications program

to roll out text messaging between controllers and pilots—which was running ahead of schedule after equipping 62 airport towers—now is paused after deployment to three of the 20 planned regional enroute centers (Indianapolis, Kansas City and Washington, D.C.). The reason: the FAA has suspended on-site controller training.

Also delayed are projects planned under the NAC-initiated Northeast Corridor initiative to improve air traffic flows and reduce flight delays in the region between Boston and Washington, the nation’s most congested for air travel.

“Unfortunately, due to COVID-19 and other impacts, we will see significant delays in the implementation milestones in 2020,” said Ralph Tamburro, representing the Port Authority of New York and New Jersey. “Most notably, the [redesign of] Atlantic Coast routes will be delayed for over a year. This project was set to make largescale changes to the high-altitude route structure along the eastern U.S., from the southeast to New England, connecting the routes already implemented in Florida,” he explained.

Progress toward the NextGen modernization vision has not completely stopped. FAA executives said activities such as software development by vendors and virtual planning meetings are ongoing. Halted, however, are implementation steps that require people to be on site to both train on and operate new systems.

Because of the pandemic, the FAA has revised the schedule milestones contained in its annually updated NextGen Implementation Plan (NGIP), Elwell said.

“What we discovered is that some of our joint [schedule] milestones are reliant on things like access to the FAA field facilities and experts, which will result in delays that we just can’t determine now,” Elwell said. “What you will see in the 2020 NGIP update are a list of successes, a list of milestone-changes and in some cases TBDs until we can determine an effective [completion] date. We decided to publish the update with the best information that we have.”

AIRLINES

Death Toll Rises After Air India Express 737-800 Overshoots Runway

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Casualty figures were reportedly rising the evening of Aug. 7 after an Air India Express Boeing 737-800, en route from Dubai to Calicut, overshoot the runway while on landing at Kozhikode-Calicut International Airport (CCJ) at 7:41 pm local time, according to media reports.

The *Times of India* said that India's civil aviation minister Hardeep Singh Puri tweeted that 16 had died and that the aircraft 'overshot the runway in rainy conditions & went down 35 ft. into a slope before breaking up into two pieces.'

India is in the midst of its monsoon season and the runway at Kozhikode-Calicut, in the southern Indian state of Kerala, was reportedly very wet when the aircraft landed.

Video from the crash site showed rain falling heavily as rescuers and large crowds of airport personnel surrounded the stricken aircraft.

Preliminary images showed the aircraft fuselage split into two pieces just aft of the forward doors, with debris spread widely around the wreckage.

In a Twitter message, Air India Express said Flight 1344 carried "174 passengers, 10 infants, two pilots and four cabin crew." No fire was reported at the time of landing, the airline said, adding "as per the initial reports, rescue operations are on and passengers are being taken to hospital for medical care."

The airport has a 'tabletop' runway built atop a plateau, with steep slopes both to the sides and the ends of the landing strip. The airport has a single runway, 10/28, at a length of 2,860 m (9,300 ft.).

The *Hindustan Times* reported the Air India Express flight, AXB1344, was part of the Vande Bharat Mission, meant to bring home stranded people from other countries amid the COVID-19 pandemic.

It is the second fatal crash for Air India Express. On May 22, 2010, a 737-800 crashed at Mangalore-Bajpe Airport, India, inbound from Dubai, during landing. Total number of fatalities in the accident was 158, from 166 on board.

REGULATORY/LEGISLATIVE

Rise In Safety Incidents Points To Grounded Plane Risk, EASA Says

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EASA has warned that the pitot tubes of aircraft returning to service after grounding during the COVID-19 pandemic should be carefully checked, following an upsurge in safety incidents.

In an Aug. 5 safety information bulletin, EASA said it had noticed "an alarming trend in the number of reports of unreliable speed and altitude indications during the first flight(s) following the aircraft leaving storage, caused by contaminated air data systems. This has led to a number of Rejected Take-Off and In-Flight Turn Back events."

The cause of most of these events, EASA said, had been a build-up of foreign objects, such as insect nests, in pitot probe and static probe orifices. In some cases, obstructions had been found in multiple systems, even when the appropriate covers had been fitted during the aircrafts' grounding.

EASA said that the situation had not yet reached the point where it felt it was necessary to issue an airworthiness directive, or safety directive.

However, it urged continuing airworthiness management organizations (CAMOs) and maintenance organizations (MOs) "to carefully follow the maintenance instructions for cleaning and inspecting the pitot static system during the return back to service of aircraft."

EASA said if contamination of the air data system/pitot static probes is suspected, CAMOs and MOs should assess the orifices if the maintenance instructions are adequate to the situation. Contacting the aircraft's type certificate holders and/or design approval holders for further instructions was also recommended.

Thousands of airliners around the world have been grounded for several months during the pandemic. EASA is concerned that personnel overseeing the return to service of these aircraft may assume that no contamination of pitot probes or static probes could have occurred if the appropriate covers had been installed.

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non-essential travel. Those restrictions have since eased, however, allowing military passenger and cargo flights to begin returning to pre-pandemic levels. Military operations typically comprise half of the company's charter revenues, with the other

half coming from commercial charter operations.

Atlas recorded an adjusted Q2 net income of \$123 million, compared to just \$4.5 million in Q2 2019. Total revenues rose to \$825 million, from \$663 million in 2019.

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REGULATORY/LEGISLATIVE

UK May Impose Quarantine On Arrivals From France

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The UK government is considering adding France to a list of countries requiring a 14-day quarantine for arrivals, UK media reported.

The news comes after the government said it was re-introducing the quarantine requirement for arrivals to the UK from Andorra, the Bahamas and Belgium.

In an Aug. 7 update, the UK government said Andorra, the Bahamas and Belgium would be removed as of Aug. 8 from the “travel corridors” list of countries from which arrivals are exempt from a 14-day self-isolation period. The move demonstrates the rapid evolution of the COVID-19 crisis in different European countries.

Additionally, the government was considering removing France from the travel corridors list as the number of confirmed COVID-19 cases spike, according to the UK media.

The UK Department for Transport did not immediately reply to a request for comment.

A requirement for arrivals from France to quarantine will be unwelcome by airlines attempting to persuade leisure travelers to book air tickets as they ramp up their schedules during the busy summer holiday period in Europe.

The UK’s quarantine list has already sparked controversy after the government abruptly removed Spain from the travel corridors list on July 26. As a result, many holidaymakers already in Spain faced problems and LCCs in particular said a lack of confidence about travel rules among consumers would harm the travel industry’s recovery plans.

In its latest report, Eurocontrol said 15,662 flights took place within the region, up 12% and 1,710 flights compared to July 21 and equal to 46% of 2019 levels. Additional capacity was mainly being added by LCCs, but traditional carriers were also increasing their offering to and from southern Europe.

“The change in growth rates from one week to another underlines the volatility in airlines’ operations and shows the challenge they face trying to keep pace, especially with changes in travel restrictions,” Eurocontrol said Aug. 5.

Separately, in an Aug. 6 update, Norway’s foreign affairs ministry said the country was changing its recommendations to advise against non-essential travel to the Czech Republic, France, Monaco and Switzerland—meaning that starting in August, travelers arriving to Norway from those four countries would be required to quarantine for 10 days. The changes to travel rules came a week after Europe’s airline and airport associations wrote to ministers across the region warning that inconsistent COVID-19 travel restrictions were hampering consumer confidence.

The letter, sent jointly from Airports Council International Europe (ACI EUROPE), Airlines for Europe (A4E) and IATA to prime ministers and those in charge of transport, health and home affairs in the EU, the UK and the Schengen zone, criticized new restrictions on selected countries, which the associations said were inconsistent with the principles established by the World Health Organization (WHO) and the European Centre for Disease Prevention and Control (ECDC).

“The aviation sector has been dealt a crippling economic blow by the pandemic,” the associations said. “Despite repeated calls for a science-based, harmonized and coordinated approach to new restrictions, differing national approaches have emerged.”

AIRLINES

Delta Sees Flight Attendant Surplus, Urges 3,000 To Take Voluntary Leave

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Delta Air Lines urged at least 3,000 more flight attendants to participate in voluntary leave programs to stave off furloughs this fall, as airlines look to rein in labor costs following the end of federal payroll support on Sept. 30.

Delta CEO Ed Bastian said Aug. 6 that 20% of the Atlanta-based carrier's pre-pandemic workforce—representing around 17,000 employees—has already accepted buy-outs or early-retirement plans. Still, management says it expects a surplus of 3,000 flight attendants in October, meaning the workgroup will still require involuntary furloughs unless more workers opt for unpaid leave or schedule reduction programs, including a slate of new options that management hopes will boost participation.

"Based on our current network schedule, we are overstaffed, but by working together we'll continue to get creative with innovative staffing options and do all we can to preserve jobs," Delta spokeswoman Lisa Hanna said in an emailed statement. "Involuntary furloughs continue to be an absolute last resort."

Delta is offering flight attendants a variety of unpaid leave programs, with durations ranging from just one month to a full year, as well an option to work a reduced schedule over an eight-month period. The company is also allowing a limited amount of flight attendants to temporarily transfer to catering roles at Delta's Atlanta hub, as well as a smaller number of roles ranging from baggage service to reservations at other locations.

"We know our road to recovery will be choppy, and we'll continue to see a lot of variability, just as we have over the last five months," Delta's SVP for inflight service Allison Ausband told flight attendants in an Aug. 5 memo. "Having said that, I'm confident if we continue to work together and remain resilient as you do every day, coupled with participation in our new programs, we will get through this."

The situation facing Delta flight attendants mirrors that of many other airline employee workgroups, as unions and executives scramble to mitigate the scope of involuntary furloughs on Oct. 1. American Airlines pilots, for example, reached agreement with management this week related to a handful of new schemes aimed at mitigating the scope of job losses. Fort Worth-based American previously put 2,500 pilots on notice to expect furloughs, unless more participate in the voluntary measures.

As part of the enhanced initiatives, American will allow pilots to work alternate months on and off duty, or to take up to a year without pay while still receiving training. Pilots with 10 or more years of service will also be able to bid for a buy-out that would see them depart the company in exchange for a lump sum and travel and health benefits.

"Since the beginning of this pandemic, we have expressed a goal to avoid involuntary furloughs," American SVP-flight operations Kimball Stone told the company's pilots in an Aug. 4 memo. "We remain committed to our goal, and as such have spent the last two weeks working with the Allied Pilots Association to identify ways to limit the number of involuntary furloughs."

REGULATORY/LEGISLATIVE

U.S. State Department Rescinds Blanket 'Do Not Travel' Warning

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WASHINGTON—The U.S. State Department has lifted its broad "do not travel" warning for U.S. citizens that had been in place since March, instead moving to a country-by-country warning system.

"The COVID-19 pandemic continues to affect countries differently," the State Department said in a statement issued Aug. 6. "Challenges to any international travel at this time may include mandatory quarantines, travel restrictions, and closed borders. Foreign governments may implement restrictions with little notice, even in destinations that were previously low risk. If you choose to travel internationally, your trip may be severely

disrupted, and it may be difficult to arrange travel back to the United States."

The move means most countries are now listed as "reconsider travel" on the State Department's website. China, Egypt, India, Indonesia, Iran and Iraq are among the countries that remain under a "do not travel" warning. Macau and Taiwan are the only destinations given a level one "exercise normal precautions" label. A number of countries, including New Zealand, are labeled "exercise increased caution."

The change, which may loosen some hurdles for traveling abroad for people based in the U.S., may not make a difference for many U.S. travelers, who remain banned from traveling to the European Union, for example. The borders between the U.S. and its North American neighbors, Canada and Mexico, remain closed to "nonessential" travelers.

AIRPORTS

Chongqing Awaits Central Government Nod On Second Airport

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BEIJING—The southwestern Chinese city Chongqing has approved construction of a second airport, as the project awaits backing from Beijing's central authorities.

Operation should begin by 2035, the municipal government said, noting the facility's construction may be included in the next national five-year economic plan. This is a matter for the central government.

The current facility, Chongqing Jiangbei International Airport, is among the fastest growing in China. In 2019, the airport

reached its design capacity, handling 45 million passengers. Construction to expand capacity at Jiangbei to 80 million passengers a year by 2023 is underway.

Traffic at the current airport is expected to reach 75 million in 2025, meaning that either further expansion will be needed at Jiangbei or the new airport will have to be completed well before 2035.

The new airport will be in the Zhengxing township 40 km (40 mi.) southwest of central Chongqing; Jiangbei is 20 km to the north of the center. Chongqing Zhengxing airport will be located near two high-speed rail lines, to which it will presumably be connected. Chengdu, a rival city 260 km to the northwest, has already begun building its second airport.

SUPPLIERS

Safran Fast-Tracks Cabin Interiors Business Restructuring

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LYON, France—Safran is taking the opportunity of the ongoing COVID-19 crisis to accelerate the reorganization of its cabin interiors activity, aiming at making it stronger than before the pandemic.

"We are adapting our industrial system, and implementing the plan is taking us one year instead of three," CEO Philippe Petitcolin said, speaking recently at the equipment manufacturer's half-year earnings media conference call. "We will be in a very comfortable position to restart." The effort is part of the wider goal of lowering the group's breakeven point.

Safran has cut 11,000 jobs globally at group levels. Its cabin interiors sector has not been excepted. A number of production sites are being closed or transferred. A seat manufacturing facility in the UK will cease operations by year-end. Another one, in charge of building Boeing 737 galleys in California, will be transferred to Mexico, Petitcolin said. Inserts, such as coffee makers, normally assembled in Sterling, Virginia, and are about to be assembled in Thailand. In Germany, the activity at one factory will be moved to a second, existing plant. Some other work is being sent to existing Safran facilities in Morocco and Tunisia.

"The brutality of the crisis is forcing us to make things very fast," Petitcolin said. When production was at a high level, it would have been difficult to make such swift moves; they would have been progressive, he added.

Safran had managed to make cabin interiors activities—under

Zodiac Aerospace's control until the latter company was taken over by Safran—profitable since the end of 2019, Petitcolin said. "Then this enormous crisis hit ... When it ends, we will have transformed them into winners."

At €1.1 billion (\$1.3 billion), cabin interiors revenues decreased by 35% in the first half—by 55% in the 2020 second quarter (Q2) alone. The recurring operating margin fell into negative territory, at minus 9.4% (from a positive 5.2% in the first half of 2019). Strong exposure to widebody aircraft orders and deliveries was a significant factor in the downturn.

Group level adjusted data show revenues stood at €8.8 billion (down 28%) and the recurring operating income was in the black, at €947 million (down 50%).

Based on a recovery scenario that would see commercial traffic picking up gradually and intensifying from September, Petitcolin expects Safran will end 2020 with a 35% drop in revenues. The recurring operating margin would be close to 10% of sales. Safran is one of the few companies giving guidance for the full 2020 year; at a similar conference call, Airbus did not.

A key ingredient will be LEAP engine deliveries. Entry into service of the recertified Boeing 737 MAX is now predicted in the fourth quarter and Safran estimates that LEAP deliveries will stand at around 800 this year.

CFM International (a GE-Safran joint venture) delivered 450 LEAPs in the first half, compared to 861 in the same period a year ago. In the aftermarket, revenues were down by 34% (by 66% for Q2 alone) a result of lower spare parts sales for CFM56 engines and, to a lesser extent, to slower MRO activities.

The decrease in Safran's civil aftermarket is estimated at around 50% in 2020.

AIRLINES

Ryanair Increases Capacity, Rebuffs Italy Flight Ban Threat

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Ryanair will increase flights to more than 60% of its normal schedule throughout August following the “successful resumption” of services at the end of June.

Passenger figures totaled 4.4 million in July with capacity at about 40%. The group had offered 6.5 million seats across its network of ULCC carriers for the month, data provided by OAG Schedules Analyser shows, compared with 15.1 million during July 2019.

The passenger figure for July 2020 was 70% down on the same month last year when 14.8 million passengers boarded a Ryanair flight.

During August, Ryanair intends to fly more than 1,600 routes and in excess of 11,000 weekly flights. The latest schedules suggest about 10.8 million seats are on offer, which would be the equivalent to around 70% of August 2019's capacity, although operations are still subject to change amid ongoing COVID-19-related travel restrictions.

“Since the resumption of our schedule in late June, passenger numbers have continued to grow and as a result, we're delighted to announce that our flight schedule is set to increase

to more than 60% in August,” Ryanair CEO Eddie Wilson said.

Earlier this week rival Wizz Air said it carried 1.8 million passengers in July and offered 74% of its normal capacity, while easyJet flew “just over” 2 million passengers last month.

Ryanair's planned capacity increase during August comes as Italy's civil aviation authority ENAC threatened to suspend the airline's permit to fly to the country citing non-compliance with COVID-19 safety regulations. ENAC claimed that Ryanair “systematically fails” to observe measures designed to prevent the spread of the novel coronavirus.

The organization has written to the airline, warning that if “violations of the rules” continue it could limit Ryanair's aircraft capacity to 50% on Italian routes or else “impose the suspension of all air transport activities at national airports.”

In a statement, Ryanair rebuffed the allegations, saying the claims made by ENAC are “factually incorrect” and insisted it is “committed to the highest level of safety for our passengers and crew at all times.”

“Ryanair complies fully with the measures set out by the Italian government and our customers can rest assured that we are doing everything to reduce interaction on both our aircraft and at airports to protect the health of our passengers,” the airline's statement said.

AIR NAVIGATION

Air New Zealand Gains Approval For RNP Approaches On ATR 72s

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AUCKLAND—Air New Zealand has begun operational use of required navigation performance (RNP AR) approaches with its ATR 72-600 fleet, the first time the technology has been employed on this aircraft type.

The carrier has received full approval from New Zealand's Civil Aviation Authority (CAA) to use RNP on its ATRs for approaches and departures at Queenstown, New Zealand. Until now RNP has been used on a trial basis, as the airline worked through a pilot training program with oversight from the CAA.

Queenstown is one of New Zealand's most popular tourist destinations, but the airport is surrounded by mountainous terrain that complicates approaches, particularly in low visibility conditions. Narrowbody jets already use RNP AR approaches into Queenstown, but until now turboprops have not.

RNP AR will allow the ATRs to fly more precise, automated

approaches and departures to/from Queenstown, reducing the chances of diversions to other airports during adverse conditions.

All of Air New Zealand's 27 ATR 72-600s have been equipped for RNP. The ATRs will initially only use RNP AR at Queenstown, although they will begin using it “in due course” for RNP approaches at other key domestic airports, such as Auckland and Christchurch, the airline said.

In 2016 the airline entered into a partnership with manufacturer ATR to equip the aircraft for RNP AR. This work was completed on the ATR 72s in 2019, and the project has now reached the “major milestone” of full CAA approval. Air New Zealand's chief operational integrity and safety officer David Morgan said.

The carrier “worked in close collaboration with ATR on the equipment necessary to make RNP AR possible” on the ATR 72s, Air New Zealand said. “This work has required the development and testing of new technologies which has taken time.”

Industry Data

**Low-Cost Airlines Full-Time Equivalent Employees*
By Month 2018-2020**

	2018	2019	2020	Percent Change 2019-2020
January	88,502	93,307	98,040	5.1
February	89,096	93,888	98,650	5.1
March	89,593	94,303	98,531	4.5
April	90,372	94,718	98,621	4.1
May	90,927	95,125	98,641	3.7
June	91,038	95,668		
July	91,305	95,776		
August	91,703	96,085		
September	92,326	96,784		
October	92,890	97,282		
November	92,863	97,523		
December	92,789	97,713		
Jan-May Average	89,698	94,268	98,497	4.5
12-Month Average	91,117	95,681		

Source: Bureau of Transportation Statistics

* Full-time Equivalent Employee (FTE) calculations count two part-time employees as one full-time employee

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COMPANY	COMMERCIAL AIRCRAFT FOR SALE OR LEASE	PHONE	E-MAIL	CONTACT
ALTAVAIR LTD	1- A319-100 (CFM56-5B6/P), DOM 1999, AVAILABLE OCTOBER 2020 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 2- 737-800 (CFM56-7B26), DOM 2000, MSN 27985/28382, FOR SALE, AVAILABLE AUGUST/OCTOBER 2020	(44)20-7535-1602	clive.bowen@altavair.com	CLIVE BOWEN
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
JETTRAN LCC	1- 757-200F (-535E4), 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
COMPANY	ENGINES FOR SALE OR LEASE	PHONE	E-MAIL	CONTACT
ALTAVAIR LTD	8- TRENT 772-60/16, ESN & ESPR/CSPR TIMES AVAILABLE ON REQUEST, FOR SALE OR LEASE, AVAILABLE NOW 2- GE90-115B/1, ESN & ESPR/CSPR TIMES AVAILABLE ON REQUEST, FOR SALE OR LEASE, AVAILABLE NOW 4- CFM56-7B26, ESN & ESPR/CSPR TIMES AVAILABLE ON REQUEST, FOR SALE OR LEASE, AVAILABLE NOW 2- CFM56-5B6/P, 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
FOUR CORNERS AVIATION	1- CF6-80C2B6F / 1- CF6-80C2B1F, FULL QEC, FOR SALE OR LEASE, AVAILABLE NOW 1- CFM56-7B QEC NEUTRAL KIT, SERVICEABLE, FOR SALE, AVAILABLE NOW	(31)6-5289-0484	tvdlinden@4caviation.com	TOM VAN DER LINDEN
GE CAS ENGINE LEASING	CF34-8C1/-8C5/-8E/-10E · CF6-80C2/-C2Bx/F/-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 AUGUST/SEPTEMBER 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	GEEnx / LEAP / CFM56 / IAE / GE / P&W ENGINES AND APUS FOR LEASE, PLUS ENGINE STANDS	(1)415-408-4742	leasing@willislease.com	JENNIFER MERRIAM
COMPANY	AIRCRAFT/ENGINES WANTED	PHONE	E-MAIL/WEB ADDRESS	CONTACT
NORTHERN AVIATION SERVICES	SEEKING 767-300F AIRCRAFT & CF6-80C2B6 ENGINES OR NORTHERN AIR CARGO OPERATIONS SEEKING 737-300F/400F AIRCRAFT & CFM56-3C1 ENGINES OR NORTHERN AIR CARGO & ALOHA AIR CARGO OPS		solson@naservices.aero	SCOTT OLSON
COMPANY	ENGINE STANDS AVAILABLE	PHONE	E-MAIL/WEB ADDRESS	CONTACT
NATIONAL AERO STANDS	ENGINETRANSPORT STANDS FOR LEASE: GE90, TRENT 700/800/1000, CF6-80, RB211-535, CFM56-3/-5/-7, LEAP-1A/B, V2500, PW1100, PW2000, PW4000 & CF34, PLUS T800 ROS. BOOTSTRAP KITS FOR CFM56-3/-7, TRENT 1000, CF6-80 & RB211-535	(1)305-558-8973	support@stands.aero	ALLEN JONES

SpeedNews

Commercial Aviation Industry Suppliers Conference – Europe

A VIRTUAL EVENT / SEPTEMBER 15-16, 2020 • 15:00 CET / 9:00 EDT



Register and Learn More at:
Conf.Events/ACE



Calendar

To list an event, send information in calendar format to Amy Hardcastle at amy.hardcastle@informa.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.)

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

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

[Postponed until Oct. 11] 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. 25-27—Bombardier Safety Standdown 2020, <https://safetystanddown.com/en>

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

[Postponed until May 19 -20, 2021] 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] Sept. 2—CAPA Australia Pacific Aviation Summit, Adelaide Convention Centre, Adelaide, Australia, <https://apas20.capaevents.com>

[Virtual Event, New Dates To Be Announced] Sept. 2-3—Aviation Week 2020 Military Aviation Logistics & Maintenance Symposium (MALMS). For more information go to <https://mroamericas.aviationweek.com/en/military-symposium.html>

[Virtual Event] Sept. 3—Investing In Aviation Finance: 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—Aviation Week 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>

[Postponed until 2021] 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—Airports Development Conference, Concorde Conference Centre, 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—Aviation Week DefenseChain Conference, The Ritz-Carlton Tysons Corner, McLean, Virginia, <https://defensechain.aviationweek.com/en/home.html>