

The Business Daily of the Global Scheduled Airline Industry Since 1939

August 13, 2020

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AIRLINES

S&P Global Sees Just Three Investment-Grade Airlines Left

BEN GOLDSTEIN, ben.goldstein@aviationweek.com

EasyJet, Ryanair and Southwest are the only three airlines that retain investment-grade ratings from S&P Global Ratings, after the credit rating agency downgraded a host of carriers and slowed the pace of its air travel recovery forecast.

A team of S&P analysts said in a report published Aug. 12 that the three airlines kept their superior ratings because they are all low-cost operators with "robust liquidity" and greater relative exposure to healthier short-haul and leisure markets.

Prior to the pandemic, roughly a third of S&P's global airline portfolio held a speculative-grade rating of B+ or lower, but that amount has since ballooned to two-thirds of the total. The rating agency continues to review its airline portfolio, and cited cost reductions, fleet right-sizing and liquidity preservation as among the key measures it looks for to evaluate a carrier's future viability.

"The more negative global traffic outlook increases pressure on all airlines' credit quality, and ratings are likely to remain under pressure until a vaccine or effective treatment is widely available, or until airlines find a more widely accepted way to operate under a 'new normal,'" the analysts wrote.

S&P, P. 2



Chinese Domestic Capacity Almost At 2019 Level

BRADLEY PERRETT, perrett@aviationweek.com

Chinese domestic airline activity has virtually recovered to its 2019 level as airlines have laid on more capacity than is profitable, apparently to promote a revival in tourism and business travel.

Although Chinese carriers' international activity remains very low, it has picked up notably since June, when the Civil Aviation Administration of China (CAAC) allowed more flights.

No specific government directive appears to be driving the current level of domestic activity, though in mid-February the government ordered the whole country, including the airlines, back to work, after less than four weeks of strenuous national

lockdown to fight the coronavirus epidemic.

The airlines responded. Capacity jumped to about 60% of 2019 levels in early March, held there until late April, resumed growth, slumped again in June when Beijing suffered a COVID-19 outbreak, and has climbed since.

Now the airlines are planning to offer 17.5 billion available-seat-km (ASKs, or 10.9 million available seat-miles) of domestic capacity in the week beginning Aug. 10, according to data collected by OAG and CAPA – Centre for Aviation. This is 98% of the 17.9 billion ASKs run a year earlier.

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Software for Hangars, Lines, and Shops
Mobile-enabled and in the Cloud

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S&P recently slowed its forecast for a global recovery in air travel demand, and now sees passenger traffic declining by 60-70% in 2020 from the prior year, compared to earlier estimates of dropping 50-55%. By 2023, the rating agency predicts global passenger demand will be 10-15% lower than 2019 levels, compared to previous estimates of being down 5-10%.

Built into that forecast is an assumption that long-haul international traffic will take longer than short-haul and domestic to recover, given more severe border restrictions and a weakening

global macroeconomic backdrop. These conditions will make flying long distances and crossing borders impractical or unaffordable for many.

The firm also noted that corporate travel “has not yet shown signs of recovery,” and expects adoption of remote working and virtual meetings—in combination with corporate cost-cutting—to have a “lingering impact” on the sector’s ability to recover. These factors could greatly harm legacy airlines that depend on

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For the following week, intended capacity will be higher than in the corresponding week of 2019: it will be 18.1 billion ASKs, up from 17.6 billion.

The airlines are planning to run 1.16 billion ASKs of international capacity this week, 8% of the year-earlier level of 14.4 billion ASKs. The current capacity is typical of levels seen since the end of June, before which time activity was usually only around 5% of the corresponding period of 2019.

The lift followed the CAAC’s early-June decision to allow more international flights. This notably included frequency increases for services that were consistently free of infected passengers.

However, the unprofitability of current domestic capacity is evident from weak load factors and the airlines’ heavy discounting, which since June has extended to selling cheap all-you-can-fly passes.

Although load factors for each airline are unavailable, travel agency Ctrip has published them for airports, calculated on the basis of airport throughput and the capacity of arriving and departing aircraft. For none of the 15 busiest airports in China in July was the average flight load above 80%.

Flights to and from Beijing Capital International Airport were the emptiest: only 65% full, on average, depressed by the city’s June coronavirus outbreak. Moreover, Capital handled only 27% as many passengers in July as it had a year before. It was merely the 13th busiest airport in the country, fallen from its long reign in top spot.

The country’s busiest airport in July, Guangzhou Baiyun, operated at 84% of its prior year level, but flights were only 69% full. Next was Chengdu Shuangliu Internationals, with 90% of last year’s traffic and flights 74% full.

Shanghai Pudong, usually heavily dependent on international flights, ranked only ninth; before the epidemic it was the country’s second-busiest airport. In July its traffic was 79% of its 2019 level and flights were only 67% full.

Even these loads are being achieved by extraordinary discounting.

Flights were already cheap when China Eastern Airlines in mid-June started an industry-wide craze for all-you-can fly passes, analogous to buffet restaurant tickets. The carrier offered packages to personal buyers (not companies) for CNY3,322 (\$468) that entitled customers to travel domestically on every weekend for the rest of 2020, with a maximum of three sectors on each trip. The main limitation was a need to book five days in advance.

With the major exception of Air China, the rest of the industry followed, often with ever more generous and less restrictive offers, undermining revenue from business as well as leisure travelers.

The current leader in this race may again be China Eastern, which is selling all-you-can-fly passes of six-month validity for Monday-to-Friday flights between major mainland cities before 8 a.m. or after 8 p.m. The price of the passes is CNY3,456. Companies can buy them.

The government has announced no policy requiring the airlines to run so much capacity unprofitably, and industry sources know of no unpublicized directive for them to do so. Rather, it seems that they are simply choosing to do what they regard as national service: rebuilding a normal air transportation system with the aim of promoting business and leisure travel and thereby helping economic recovery.

To some extent, airlines must be copying each other in this. Not all would feel the same initial motivation, but none would want to be seen dragging its heels.

Managers expect the government to somehow compensate the industry for this effort, perhaps helping them with capital or tax breaks. But there is no known agreement with the authorities for this. The industry is already getting some support in the form of reduced government charges.

AIRFRAMERS

Lessors Account For 737 MAX Cancellations In July

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Boeing's most recent round of official 737 MAX cancellations was led by lessors, while former Canadian startup candidate Jetlines saw its five-aircraft order wiped off the books, an Aviation Week analysis shows.

Boeing reported 43 cancellations in July—all of them MAXs. Lessors ALAFCO and AerCap accounted for the majority, removing 20 and 15 from their order books, respectively, an Aviation Week Intelligence Network Fleet Data Services analysis showed. Lessor Avolon canceled two orders, while Jetlines' cancellation and a single Boeing Business Jet/VIP order comprise the rest of the adjustments.

Jetlines placed its five-aircraft MAX order in 2014 as part of a plan to launch with 737-800s in 2015. In late 2019, Jetlines

became part of U.S.-based startup Global Crossing, which is working on launching charter service using Airbus A320s.

Boeing's updated MAX backlog of unfilled orders stood at 4,129 as of July 31, the company's website said. Included in that total are more than 450 MAXs that have been built but not delivered to customers during the model's global grounding. Boeing's official MAX program figures show 5,258 gross orders and 387 deliveries, leaving 742 gross orders as no longer being accounted for in either the backlog or delivered fleet.

The company's official figures also list an additional 635 737 MAX orders as being at risk under the ASC 606 accounting standard.

Boeing's year-to-date figures through July 31 include 441 cancellations—430 of them MAXs—and 59 gross orders.

Airbus reported no cancellations in July and has 67 through 2020's first seven months, against 369 gross orders.

—Data analysis by Bo-Goran Lundkvist and Brian Bostick.

CARGO

Cargo Sector, Pharmaceutical Shippers Prepare For Vaccine Transport

ALAN DRON, alandron@adepteditorial.com

Most airline industry analysts and CEOs agree that consumer confidence will not start to return until a COVID-19 vaccine is readily available.

With that in mind, two of the main organizations involved in transporting pharmaceuticals around the globe are assembling a plan to ensure a vaccine is distributed globally as quickly as possible.

The International Air Cargo Association (TIACA) and Pharma.Aero, which brings together pharmaceutical shippers, airport operators and other cargo community bodies, are teaming to develop global guidance for the air cargo industry to enable an optimized transportation system for the COVID-19 vaccine whenever it appears.

The guidance will be developed through a joint working group to ensure feedback from all stakeholders in the air cargo and pharmaceuticals supply chain.

"COVID-19 vaccine delivery will be one of the biggest logistical challenges in modern history," TIACA board member and global head of airfreight at Flexport Neel Jones Shah said. "No one company can own the end-to-end vaccine supply chain. We need to start working together now to ensure the industry is prepared when the time comes."

The move comes on the back of possibly the busiest period ever seen for air cargo, with dedicated freight operators joined by hundreds of temporary freighters as airlines attempted to compensate for the loss of belly-hold capacity, as well as seeking to raise desperately needed revenue following the collapse of passenger services. Essential medical supplies have been at the top of the list of goods being ferried around the globe. TIACA and Pharma.Aero said it remains unclear what impact the vaccine would have on the global supply chain and, specifically, on logistics requirements and the air cargo industry.

"To address these concerns, the joint working group will bring to the table all the key industry stakeholders, including pharmaceutical manufacturers and logistics businesses," the organizations said in a joint statement.

The aim of the collaboration, TIACA and Pharma.Aero said, "is to provide the air cargo industry with more clarity of the demands, expectations and quality supply chain requirements, including but not restricted to critical trade lanes, air cargo capacity, handling and storage, track and trace requirements, for the transportation of the vaccines."

The working group will consist of members from both organizations and will seek to involve other international groups. The group will share results with the industry through white papers and webinars in later stages of the program, which aims to be completed by the end of 2020.

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Published daily except Saturdays, Sundays and holidays by Aviation Week, 2121 K Street, NW, Suite 210, Washington, DC 20037. (ISSN No. 0193-4597).

Gregory Hamilton, President, Aviation Week.

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Vol. 421 • No. 28

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AIRLINES

Air France Domestic Shake-Up Progresses With Transavia Deal, HOP! Talks

HELEN MASSY-BERESFORD, helen.massy-beresford@aviationweek.co.uk

PARIS—Air France-KLM Group said it has received the green light from pilots on plans for its low-cost unit Transavia to operate domestic routes, while detailing job cuts and base closures planned for its regional subsidiary HOP!

The group said it had signed an amendment to its Air France-Transavia pilot agreement, allowing Transavia France to operate on domestic routes within France.

Making better use of Transavia is a key part of Air France-KLM's plans to rationalize its short-haul operations to help improve overall profitability. The group had already brokered a deal with unions allowing the carrier to expand Transavia nearly a year ago.

But restructuring the domestic network has become even more urgent since the COVID-19 crisis hit, and the airline's domestic network has also undergone increased environmental scrutiny since the French government attached emissions reduction conditions to a bailout aimed at helping the carrier through the crisis.

The group said Air France and Transavia France's management and the Air France-Transavia branch of the SNPL pilots union—the majority union of Air France pilots—had signed the agreement after the union held a referendum of its members, who voted overwhelmingly in favor of it.

"This network has been loss-making for several years despite continuous restructuring since 2000 and is subject to strong competition faced with the constant growth of low-cost airlines and the TGV high-speed train network," the airline group said.

The new amendment allows for Transavia France to operate routes on the domestic network and changes the medium-haul activity guarantees in line with the levels of activity expected on the domestic network in the coming years, the group added.

The announcement came on the same day that Air France management set out more details about planned job cuts and base closures to employee representatives of HOP!, the Air France regional subsidiary.

At a meeting at HOP! headquarters in Nantes, management confirmed plans to cut 1,007 jobs at HOP!—over 40% of its workforce—and close its bases at Paris Orly, Lille and Morlaix.

Air France had already said July 3 that it planned to cut 6,560 jobs by the end of 2022, with over a thousand more to go from HOP! out of the unit's total workforce of around 2,420, with natural departures only accounting for part of the reduction in headcount. That announcement sparked protests from unions.

Since the COVID-19 crisis hit, Air France-KLM Group CEO Ben Smith has pledged to speed up an existing multi-year plan targeting improved profitability for the group.

Air France has the support of the French government to help it weather the coronavirus crisis, in the form of state loans and guarantees worth €7 billion (\$8.2 billion) but as a condition for obtaining that funding the airline had to promise to step up its environmental efforts. These efforts included reducing CO2 emissions from flights within metropolitan France by 50% by the end of 2024, part of a broader target of cutting CO2 emissions per passenger kilometer by 50% by 2030 versus 2005 levels.

The government has said that when rail alternatives of under two and a half hours to domestic flights exist, the internal flights should be limited to hub transfers.

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SAFETY

Editorial: Accidents That Shouldn't Happen

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Two fatal airliner crashes this year are a sober reminder that commercial air travel safety is not all about reducing virus transmission; the pre-pandemic industry definition of safety first remains true.

The May crash of Pakistan International Airlines (PIA) flight 8303, an Airbus A320, in Karachi, and the August runway excursion of an Air India Express flight IX1134, a Boeing 737, in Kozhikode, Kerala, had different origins and causes. But they share a common factor—the crashes, and loss of 116 lives, were totally avoidable.

That is unacceptable in 2020.

The India crash occurred on what is referred to as a “tabletop” airport, one of three such airports in India that feature runways atop flattened hills. Another, Mangalore International Airport, was the site of another Air India Express fatal accident, in May 2010, when a 737-800 ran off the runway end following continuation of an unstable approach.

There were lessons from the 2010 crash that could have prevented this year's crash, including eliminating downward slopes beyond runway ends and installing Engineering Material Arresting Systems (EMAS), which were recommended by investigators of the Mangalore accident. The sad irony of the Kozhikode crash

is that it was a pandemic repatriation flight from Dubai. The passengers were returning home in a world made dangerous by a virus, only to be endangered by their mode of transport.

The Karachi crash is even more shocking in its needlessness and for the discoveries that have emerged as part of the investigation. Inexplicably, PIA 8303's pilots continued with an unstable approach and forgot to extend the landing gear before scraping the runway and going around. The aircraft then lost engine power and crashed in a residential area as it was circling. Worse, the investigation has indicated that 30% of Pakistan's 860 commercial pilots may have falsified their licenses by getting others to take their written tests.

FAA has responded to that discovery by downgrading Pakistan's International Aviation Safety Assessment (IASA) status from Category 1 to Category 2, meaning airlines from Pakistan are banned from flying into the U.S. Other regional aviation authorities, including Europe's EASA, have taken similar action.

That's a good start. IASA downgrades typically have the effect of focusing a country's aviation regulators on urgently reassessing their oversight processes and addressing deficiencies.

The safety failures of Pakistan and India's air transport systems will, as always, be better addressed by collaborative industry initiatives. That will be harder to do in a pandemic world with quarantines, border closures and virus mitigation measures.

But safety—whether it's keeping aircraft clean or avoiding crashes—remains this industry's credibility currency.

LESSORS

Lessors Report Decline In Airline Payment Deferral Requests

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Airlines continue to seek short-term relief from lessors, but the number of requests is dwindling, and most are meeting payment obligations, senior leasing executives report.

“We are starting to see limited requests for another round of deferrals from certain customers,” Air Lease Corp. CEO John Plueger said. “So far, I can tell you the volume of those inbound requests is much lower than it was for the initial requests. Of course, the impacts of COVID are evolving real-time, and therefore, the status of deferrals can change day by day.”

As of Aug 6., Los Angeles-based Air Lease had deferral agreements in place with 59% of its approximately 105 customers, covering \$190 million in payments. Most of this—\$125 million touching 46% of the customer base—was in place by early May.

“The lower level of deferrals granted over the past three months speaks to the slower pace at which we received additional requests and reflects the amount of time we spend to diligence each request and understand which customers really need our help,” Plueger said.

Most of Air Lease's deferrals cover partial payments, with repayment periods from four-to-12 months.

For Dublin-based AerCap, which had deferral agreements covering \$429 million in payments as of June 30, the situation appears to be stabilizing. “The level of request for deferrals has slowed down as traffic has begun to recover,” AerCap CEO Aengus Kelly said.

GE's GECAS lessor arm within its GE Capital unit has received deferral requests from 80% of its 225 customers and helped 60% of them.

Perhaps most importantly, airlines are making good on the modified payment plans, suggesting their financial posi-

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SUPPLIERS

Gogo Looking To Sell Commercial Aviation Division; Workforce Cuts Set

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Inflight entertainment provider Gogo has begun talks to sell its commercial aviation (CA) business, president and CEO Oakleigh Thorne revealed on an Aug. 10 earnings call.

Formal talks to sell the CA business are in progress with a service provider, a satellite operator or an avionics company, although none were named, Thorne said.

COVID-19's negative effects on the industry—especially commercial aviation—have “accelerated consolidation discussions as industry players look to emerge from the crisis with the strongest portfolio of assets they can to capture future industry growth,” Thorne said.

The move comes after the company reported a 2020 second-quarter (Q2) consolidated net loss of \$86 million, widened from a net loss of \$84 million in Q2 2019. Consolidated revenue of \$96.6 million declined by 55% from Q2 2019 because of the impact of COVID-19 on demand for both domestic and international air travel.

Gogo's Commercial Aviation-North American division posted total revenue of \$30 million, down 72% from Q2 2019. Service revenue decreased to \$25.5 million, down 74% from Q2 2019, because of lower average revenue per aircraft caused by the

pandemic on North American air travel and, to a lesser extent, to the “full impact of American Airlines switching to the airline-directed model and the deinstallation of Gogo equipment from certain American Airlines aircraft during 2018 and the first half of 2019.”

Revenue for Gogo's Commercial Aviation-Rest of World division was \$12 million, down 67% from Q2 2019.

The company's Business Aviation business fared much better in the second quarter, reporting a 23% year-over-year (YOY) decline in revenue to \$54.6 million, driven by a drop in both service and equipment revenue caused by COVID-19. Service revenue decreased to \$44 million, down 20% YOY.

“While COVID-19 has significantly impaired global commercial aviation travel and our results for the second quarter, we are encouraged by the strong recovery in business aviation as well as the beginnings of a recovery in global commercial aviation, which has continued into August,” Thorne said. “Going forward, we are focused on maintaining the strength of our franchise and realizing the value of CA through a potential sale of the division.”

In response to COVID-19, the company on Aug. 14 plans to initiate a reduction in force of 143 full-time positions, predominantly in the CA business, which follows a fourth-month furlough of over 50% of the workforce, or more than 600 employees; ongoing compensation reductions for nearly all personnel not impacted by the furlough, including 30% for the CEO and board of directors and 25% for the executive leadership team.

AIRLINES

Mesa Airlines Posts Q2 Profit; Eyes Cargo As 'Good Bet Long Term'

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Mesa Airlines managed to eke out a \$3 million net profit in the 2020 second quarter (Q2), as fixed payments from major airline partners helped the carrier overcome a historic air travel slowdown caused by the COVID-19 pandemic.

Phoenix-based Mesa is the only publicly traded U.S. airline to record a positive result in the three-month period ending June 30, boosted by its capacity purchase agreements with American Airlines and United Airlines, under which the two major airlines compensate the regional carrier at fixed rates.

“Given the difficult operating environment, we are extremely pleased to be reporting both a profit and positive cash flow,” Mesa chairman and CEO Jonathan Ornstein said in a statement. “We believe this is the result of our relentless focus on low costs and reliable operations, the construct of our agreements with our major partners, and the dedication and hard work of all our employees.”

Mesa is scheduled to receive 20 new Embraer E175s from United Airlines, with deliveries set to begin in September and run through June 2021. The 20 new jets will replace its current fleet of Bombardier CRJ-700 aircraft, which Mesa will then return to United to be leased out to another regional carrier. As of June 30, Mesa operated 60 E175s and the 20 CRJ-700s in its 80-aircraft United Express fleet.

Discussions are ongoing between Mesa and American Airlines to extend the 51 Bombardier CRJ-900s that are set to expire under their current CPA between 2021 and 2025, including 31 jets that are due to retire in 2021. The carrier currently operates 64 CRJ-900s under the American Eagle regional brand.

Mesa COO Brad Rich said on an Aug. 10 earnings call that management is confident American will choose to renew, although he acknowledged that “a return to normal demand levels would offer the highest likelihood of a contract extension.”

“While we don't know the size, scope or duration of the extension, we do remain convinced that American believes we are a

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lucrative corporate customers for a large portion of their total revenues.

"Airlines that rely heavily on intercontinental business traffic

are likely to face greater headwinds than those that mostly serve domestic leisure passengers, which should see earlier and more substantial improvements," the S&P analysts wrote.

AIR FRANCE, From P. 4

The group described Transavia France, which has bases at Lyon, Montpellier, Nantes and Paris-Orly and carried 7.4 million passengers in 2019, as "a major strategic asset for the group, notably enabling it to take advantage of the buoyancy of the leisure market in France and to respond to competition from international low-cost operators in an efficient and appropriate way."

Setting out plans for the next three years for its operations at Orly, Paris's second airport, the group said Air France would continue to operate frequent La Navette flights to Toulouse, Nice and Marseille, as well as routes to Corsica, while also strengthening long-haul offerings to the French Overseas Departments and Territories and to New York-JFK. In parallel, Transavia France would start operating domestic routes while continuing to expand its European routes.

Transavia France will also continue to expand from its Lyon, Montpellier and Nantes bases, while HOP! will only continue to

develop services from Lyon and operate regional flights to the group's Paris Charles de Gaulle hub, the group said.

"The development of Transavia France on the French domestic market is a key step in Air France's strategic plan to improve its financial performance. With this new offer, the Air France group will be competitive in each sector where it operates and is using the right tools in each sector, with an adapted product and model," the group said.

The group said Transavia France would shortly be announcing details of its planned route launches.

"The rapid endorsement of this agreement is a major step forward in the Air France-KLM Group's recovery strategy," Smith said. "At a time when our sector is experiencing an unprecedented crisis and is entering a phase of profound change, we have taken an essential step towards achieving sustainable improvements in our economic and environmental performance."

LESSORS, From P. 5

tions are improving as they slowly begin to recover from the COVID-19 pandemic-triggered decline in demand.

"We're starting to see customers pay on these deferral plans," GE CEO Larry Culp said.

"The amount of the payback of these short-term deferrals is now far in excess of any new requests for some small deferrals," Air Lease executive board chairman Steve Udvar-Hazy said. "It's now flipped into a positive, where the repayment of deferrals that we made in Q1 and early part of Q2, cash flow is coming back in, and those amounts significantly exceed any new requests that are quite limited in the last several weeks."

While airlines in key regions, notably North America, continue to push for government financial support, leasing execu-

tives point to market dynamics as the primary driver behind new lease-deferrals requests.

"I think the main reason that a few airlines are coming back for an additional, say, 30 days of partial deferment has to do with government restrictions on travel. It's not so much related to the lack of government support," Udvar-Hazy said. "It's not related to the airline's ability to perform or their willingness to make their lease payments, it has more to do with these random government orders that come out every few weeks, changing the rules of who can travel internationally to and from a particular country ... Hopefully, as we look forward to a vaccine or a series of vaccines, a lot of this activity and sort of overreaction will begin to taper off from the regulators."

MESA, From P. 6

valued part of the portfolio," Rich said.

Mesa recently signed a five-year contract with DHL to operate two Boeing 737-400F freighters beginning in October, becoming the first U.S. regional carrier to enter the narrowbody cargo business. Ornstein said the new partnership should initially perform "slightly better than breakeven," adding that management hopes it will become more profitable over time as additional aircraft are added to the contract.

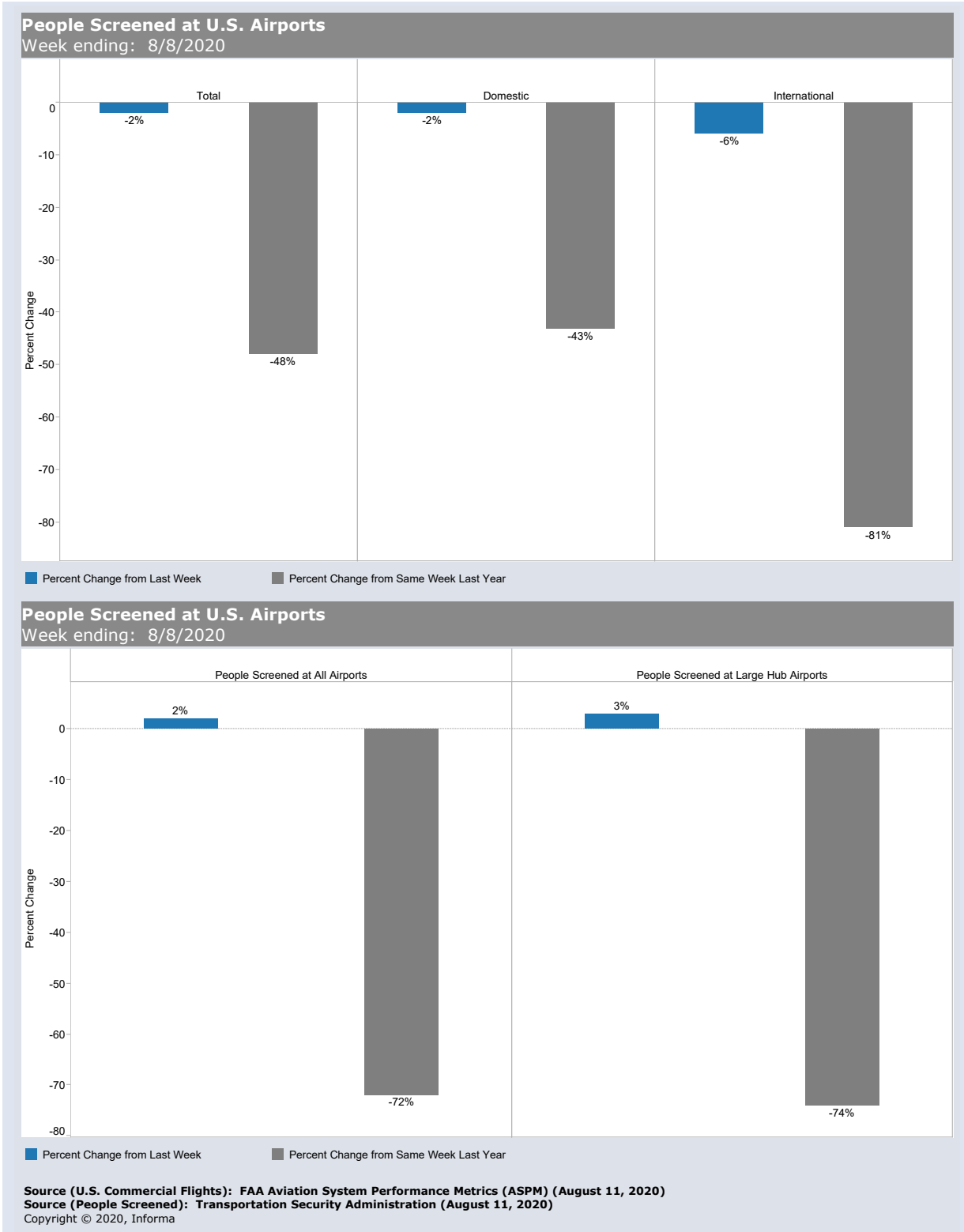
"This is the start of what we hope will be a long-standing suc-

cessful relationship with DHL," Ornstein said. "Given the environment ... We clearly now feel that being in the cargo business is probably a pretty good bet long term."

Block hours slumped by 70% year-over-year in Q2, while the company forecasts block hours to improve to about 54% of pre-COVID-19 levels in the third quarter. If those estimates prove to be accurate, management believes the company can completely avoid involuntary furloughs after CARES Act payroll support expires on Sept. 30.

Industry Data

Variations In U.S. Total Commercial Flights; U.S. Airport TSA Screenings Week Ending August 8 Vs. Previous Week And Year-Ago Week

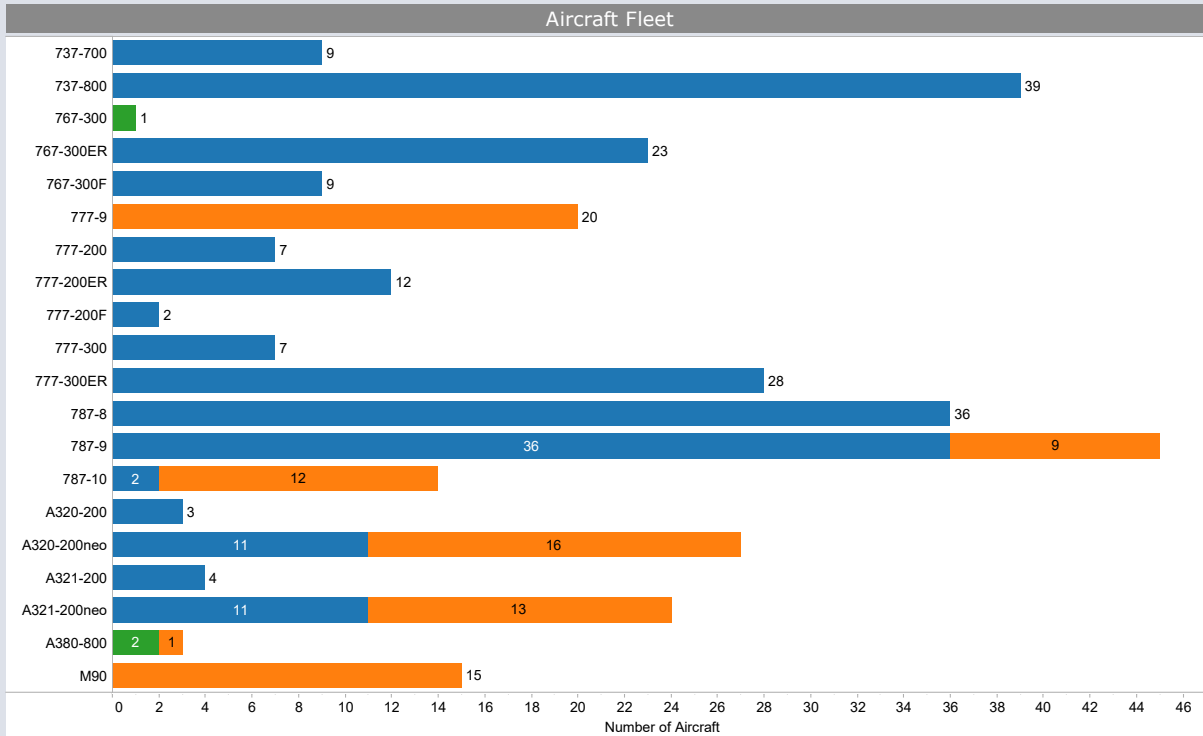


Airline Snapshot

All Nippon Airways Co., Ltd.

Company Name: All Nippon Airways Co., Ltd.
Acronym: ANA
Year Founded: 2012
Website: www.ana.co.jp

Company Description: Scheduled & charter passenger & cargo carrier
Business Types: Major and National Air Carriers
IATA Code: NH
ICAO Code: ANA
Alliance: Star Alliance



Status: In Service (Blue), Stored (Green), On Order (Orange)

ANA Holdings Financial Results for the Three Months Ended June 30, 2020

Consolidated Financial Performance (billion yen)	1Q/FY2020	1Q/FY2019	Difference	% Comparison
Operating revenues	121.6	500.5	-378.9	-75.7
Operating expenses	280.6	484.3	-203.6	-42.0
Operating income	-159.0	16.1	-175.2	
Ordinary income	-156.5	17.0	-173.5	
Special gain	0.3	0.3	0.0	4.7
Net income attributable to owners of the parent	-108.8	11.4	-120.2	
Other income (expenses)	2.5	0.8	1.6	191.4

Domestic Traffic				International Traffic			
Domestic Passenger Operations	1Q/FY2020	1Q/FY2019	% Comparison	International Passenger Operations	1Q/FY2020	1Q/FY2019	% Comparison
Available Seat Km (million)	3,939	14,781	-73.3	Available Seat Km (million)	2,365	17,137	-86.2
Load Factor (%)	29.9	67.1		Load Factor (%)	26.2	75.4	
Passengers (thousand)	1,278	10,840	-88.2	Passengers (thousand)	91	2,507	-96.3
Revenue Passenger Km (million)	1,176	9,913	-88.1	Revenue Passenger Km (million)	619	12,917	-95.2

Data for 1Q/FY2020 (April 1, 2020 - June 30, 2020)

Source (aircraft fleet): Aviation Week Fleet Data Services (Fleet Update - August 7, 2020)
Source (financial, operating data): ANA Holdings Financial Results for the Three Months Ended June 30, 2020 (July 29, 2020)
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