

The Business Daily of the Global Scheduled Airline Industry Since 1939

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## Inside:

### AIRPORTS

SITA Rolls Out 'Most Extensive' Biometric Project At Beijing Airport.....PAGE 3

### AIRLINES

Qantas Wants Consistent Rules For State Border Closures.....PAGE 3

Southwest Trims Capacity Despite 'Modest Improvement' In Bookings.....PAGE 6

LATAM Gradually Adds Back Service, Works To Slash Fleet.....PAGE 6

### REGULATORY/LEGISLATIVE

UK Adds Portugal To Travel Corridor Safe List, Removes Austria, Croatia.....PAGE 4

FAA To Enhance Compliance Program Management, Analysis.....PAGE 5

### AIRLINES

## Breeze Airways Withdraws Application For Compass Certificate

BEN GOLDSTEIN, [ben.goldstein@aviationweek.com](mailto:ben.goldstein@aviationweek.com)

**Breeze Airways has canceled plans to purchase defunct Compass Airlines' operating certificate, marking the latest twist in the startup's plan to launch domestic scheduled service in the U.S. in 2021.**

Salt Lake City, Utah-based Breeze, the latest startup from JetBlue Airways and Azul founder David Neeleman, announced plans in July to obtain an operating certificate from Minneapolis-based regional carrier Compass, which ceased operations in April after the COVID-19 pandemic cratered demand.

But on Aug. 18, the two companies formally withdrew their joint application for the transfer of certificate authority. Breeze spokesman Gareth Edmonson-Jones told Aviation Daily the company will instead pursue a standalone certificate. Plans for a commercial launch in 2021 remain on track, Edmonson-Jones said.

The joint application did receive some objections, although it's not clear whether they factored into Breeze's decision to pursue its own certificate. The Air Line Pilots Association objected to what it called a "naked certificate transfer," and said it would only support the deal under the condition Breeze recall laid-off Compass pilots.

BREEZE AIRWAYS, P. 2

## The Daily Memo

## The Drones Have Not Gone Away

BILL CAREY, [bill.carey@aviationweek.com](mailto:bill.carey@aviationweek.com)

**Concern over the threat of rogue drones disrupting airport operations seems almost quaint now during the COVID-19 pandemic.**

The pandemic has stunted air traffic activity and presented more pressing and consequential challenges to the airline industry than the still-inconclusive threat that a wayward drone poses to an aircraft with people on board. But trepidation over the potential of crashes and airport disruptions has not disappeared, nor have drones gone away.

At the latest count, nearly 1.2 million hobbyists have registered with the FAA to fly drones for recreation in the U.S. Agencies, companies and commercial pilots have registered 485,488 drones for business purposes.

The FAA receives more than 100 reports of drone sightings by pilots, citizens and police each month; it lists more than 400 sightings in its latest report for the April-June period. The NTSB counts a total of six confirmed or probable midair collisions of drones

with manned aircraft in the U.S. since September 2017—they involved four helicopters, one Cessna 170 and a Lindstrand 105A hot-air balloon carrying sightseers. There have been no major crashes or fatalities.

Of note recently, multiple journalists traveling on a U.S. Air Force C-32A (Boeing 757-200) as it ferried President Donald Trump from his golf club in Bedminster, New Jersey on Aug. 16 reported seeing what looked like a drone pass under the aircraft as it approached Joint Base Andrews, Maryland. The incident was "under review" by the Air Force's 89th Airlift Wing.

Gatwick Airport is the benchmark for what can happen when a drone—or what appears to be a drone—presents itself unexpectedly at an airfield. A series of drone sightings forced the airport south of London to close twice from Dec. 19-21, 2018, causing 1,000 flight cancellations that affected some 140,000

DAILY MEMO, P. 2

## BREEZE AIRWAYS, From P. 1

Leisure carrier Sun Country Airlines, on the other hand, had urged the U.S. Transportation Department (DOT) to delay green-lighting the move unless Breeze provided additional evidence of its financial fitness. If approved, the transfer would have subjected Sun Country to heightened competition at its main base in Minneapolis-St. Paul, where Breeze was planning to operate out of Compass' former base of operations.

Breeze still plans to lease 15 used Embraer E190s from Nordic Aviation Capital, as part of a deal reached with the Denmark-based lessor in June. The carrier also has an order

for 60 Airbus A220s, which it will begin receiving in August 2021, after previously pushing back deliveries because of the COVID-19 pandemic.

Breeze envisions operating charter services for six months beginning this October, before launching scheduled commercial flights in May 2021. The original DOT filing outlined a plan to build a network around north-south leisure routes east of the Mississippi River and expand as its fleet size ramps up. "Breeze's initial markets will be underserved city-pairs that are currently without nonstop service," the earlier filing said.

## DAILY MEMO, From P. 1

passengers. No perpetrator was ever found. Sussex Police spent £790,000 (\$1 million) on the response and investigation of the incident; in June, the force paid £55,000 in damages to a couple it mistakenly arrested.

"This is a very timely issue; we've had a lot of work going on in this area," said John Dermody, director of the FAA Office of Airport Safety and Standards. Dermody spoke Aug. 19 during the agency's annual Unmanned Aircraft Systems (UAS) Symposium, which was held on-line this year because of the COVID-19 pandemic. "We're here to make sure that we don't have a Gatwick-like situation in the U.S.," he added. "We share the overall concern about the security and safety risks raised by malicious and errant use of UAS."

UAS have begotten counter-UAS technology designed to detect, track and in some cases, euphemistically "mitigate" or disable drones in flight. Congress has authorized the Departments of Defense, Energy, Justice (DOJ) and Homeland Security (DHS) to deploy such systems under certain conditions domestically, but federal laws and regulations prevent civilian airport operators from easily buying and installing them.

Wrongly applied, a counter-UAS system could cause more harm than the problem it seeks to resolve. "We understand a lot of the UAS mitigation technologies are very effective for military purposes, but we need to ensure there are no unintended consequences in the civilian environment," Dermody said.

"Whether they are kinetic or directed-energy or other types of mitigation, [they] could create collateral damage to the national airspace system," he added. "They have the potential to disrupt signals and electronic devices, to create an impact on manned aircraft in the vicinity, avionics systems in the aircraft [and] GPS."

Dermody acknowledged that some U.S airports have deployed counter-UAS systems, but he declined to say which ones. Four years ago, the FAA and other agencies tested drone-detection sys-

tems at New York's JFK and the Atlantic City, New Jersey (ACY), Denver and Dallas-Fort Worth international airports. FAA reauthorization legislation passed in 2018 requires the agency to test and evaluate systems at five airports. One of those will be ACY, the home airport of the FAA Technical Center, and a solicitation is pending to choose four other airports.

Federal agencies, with the involvement of the White House, in 2019 developed a concept of operations for the nation's "Core 30" airports serving major metropolitan areas; it outlines a federal response to stopping drone disruptions at those critical facilities. This month, the FAA, DOJ, DHS and Federal Communications Commission jointly issued a guidance document to assist all non-federal entities that may be interested in acquiring counter-UAS systems for their airports.

The latter document "essentially tells you to speak to your counsel's office," said Elizabeth Soltys, UAS security advisor to the FAA deputy associate administrator of security and hazardous materials safety.

Joining Dermody for the discussion, Soltys made the point that other tools are available in the drone-deterrence toolbox short of deploying a counter-UAS system. The FAA since December 2015 has required the owners of drones weighing more than 250 grams to register online, providing authorities with a way to trace back custody of a drone to an errant or malicious operator. It has pledged to issue a regulation by the end of 2020 that will require drones to be capable of signaling their identity and position to the ground. For now, the agency is treading carefully on counter-UAS technology.

"Does the FAA agree with the expansion of mitigation capabilities and some detection capabilities? The answer is, no we don't right now," Soltys said. "There is a lot of testing that needs to happen, and [systems need] to be safely deployed."

## AIRPORTS

## SITA Rolls Out 'Most Extensive' Biometric Project At Beijing Airport

CHEN CHUANREN, [chuanren@purplelightvisuals.com](mailto:chuanren@purplelightvisuals.com)

**Airport technology manufacturer SITA has deployed its most comprehensive biometric project to date at Beijing Capital International (PEK), allowing a fully automated counter-to-aircraft experience supported by facial recognition technology.**

Using the SITA Smart Path product, passengers need to “enroll” just once by registering their facial token during check-in. Subsequent touch points such as at a bag drop point, security and boarding can then be contactless and automated. The system is also employed when paying for duty-free, doing away with the need to present a boarding pass.

SITA said the technology has added benefits in the COVID-19 era, allowing shorter queuing times and removing any form of contact between staff and travelers. A test also showed the system can process and board 400 passengers on an Airbus A380 flight in less than 20 min., according to SITA.

Six hundred biometric checkpoints were set up across PEK, including 250 lanes of automatic gates, 80 kiosks and 30 self-bag drop stations.

“The ability to leverage existing infrastructure is vital in the

post-COVID era, as it allows airports and airlines to easily adapt their existing kiosks and boarding gates to biometric or low-touch passenger processing,” SITA Asia Pacific president Sumesh Patel told Aviation Daily. He added that SITA has seen growing demand for biometric and automatic solutions to improve passenger processing, a requirement “that is more important than ever” due to the challenges posed by the coronavirus.

“An important element of this work is managing the highly sensitive data efficiently, securely, and ethically—in line with local and international regulations such as GDPR,” he said.

China is known for its facial-recognition capabilities for homeland security purposes. However, Geneva-based SITA said its Smart Path technology is an algorithm-agnostic system, thus not relying on Chinese algorithms. The project period was initially planned over six months at the end of 2019 but was interrupted by the outbreak of COVID-19 in China.

Smart Path is currently undergoing various stages of deployment at various airports including Miami Airport (MIA), Orlando (MCO) and Qatar Hamad International (DOH).

SITA has worked with Chinese airports since 1981, including Guangzhou Baiyun International (CAN), Shanghai Hongqiao (SHA) and Shanghai Pudong (PVG), as well as with China’s big three state-owned airlines.

## AIRLINES

## Qantas Wants Consistent Rules For State Border Closures

ADRIAN SCHOFIELD, [adrian.schofield@informa.com](mailto:adrian.schofield@informa.com)

**Qantas estimates there is a strong underlying demand for domestic travel in Australia, but it is being constrained by multiple intra-state border closures.**

The airline was ramping up domestic services before a second wave of novel coronavirus cases caused most Australian states to impose varying domestic travel restrictions. During the carrier’s fiscal 2020 year-end earnings briefing Aug. 20, CEO Alan Joyce expressed frustration at the inconsistent approach to such closures by the state governments.

“Just as we thought domestic flying was in recovery mode, we’ve been hit by another set of border closures,” Joyce said. “It shows how important it is to have a national framework for domestic borders—so that there is clarity and consistency.”

Joyce said there do not appear to be fact-based rules for opening or closing a border between states. The closures in some cases appear to be politically driven rather than based on scientific or medical advice, Joyce said.

While few would dispute that the state of Victoria should be closed off because of its high infection numbers, some states with no cases are blocking travelers from other states with no cases, Joyce noted. Qantas believes there is major “pent-up demand” for domestic travel once state border restrictions begin to ease, Joyce said. The carrier’s surveys indicate 95% of its customer base intend to fly within the next 12 months if allowed.

The state border closures have caused a surge in demand for flights within states. Routes such as Brisbane-Cairns in Queensland and Perth-Broome in Western Australia are experiencing higher traffic than before the pandemic, Joyce said. Brisbane-Cairns is currently in the unlikely position of Qantas’ busiest domestic route.

The popularity of these intra-state flights is further proof of latent domestic demand, Joyce said. Leisure demand will be buoyed by the unavailability of international vacations for the foreseeable future. Qantas estimates that its international network—aside from New Zealand routes—will not return until July 2021. This would mean essentially a full fiscal year with very little international revenue for Qantas.

Joyce believes flights to the U.S. will probably not resume until

QANTAS, P. 5

## Staff

### EDITORIAL

2121 K Street, NW, Suite 210, Washington, DC 20037  
+1-202-517-1100 [awin.aviationweek.com](http://awin.aviationweek.com)

### EDITORIAL STAFF

**Managing Editor** Mark Nensel

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**Contributing Editors** Sean Broderick, Michael Bruno, Bill Carey, Chen Chuanren, Alan Dron, Thierry Dubois, Ben Goldstein, Kurt Hofmann, Helen Massy-Beresford, Polina Montag-Girmes, Victoria Moores, Guy Norris, Tony Osborne, Bradley Perrett, Adrian Schofield, Graham Warwick

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Fax: +1-800-455-3145

Email: [tech\\_assistance@aviationweek.com](mailto:tech_assistance@aviationweek.com)

### INTELLIGENCE AND DATA SERVICES

**Managing Director** Anne McMahon

Tel: +1-646-291-6353, [anne.mcmahon@aviationweek.com](mailto:anne.mcmahon@aviationweek.com)

**Senior Director, Business Development** Thom Clayton

Tel: +44 (0) 20 7017 6106, [thom.clayton@aviationweek.com](mailto:thom.clayton@aviationweek.com)

[aviationweek.com](http://aviationweek.com)

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**User Engagement** Laurie Grossman, Tel: +1-646-233-4434

[laurie.grossman@aviationweek.com](mailto:laurie.grossman@aviationweek.com)

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### ADVERTISING

**Sales Director** Tom Davis

Tel: +1-469-854-6717, [tom.davis@aviationweek.com](mailto:tom.davis@aviationweek.com)

### REPRINTS

**Wright's Media**

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**Gregory Hamilton**, President, Aviation Week.

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### REGULATORY/LEGISLATIVE

## UK Adds Portugal To Travel Corridor Safe List, Removes Austria, Croatia

HELEN MASSY-BERESFORD, [helen.massy-beresford@aviationweek.co.uk](mailto:helen.massy-beresford@aviationweek.co.uk)

**The UK has added Portugal to a safe list of “travel corridors,” exempting arrivals from a 14-day quarantine, but removed Austria and Croatia in the latest update to British COVID-19-related travel restrictions.**

In an update on its website, the UK government said that travelers arriving from Austria, Croatia and Trinidad & Tobago after 4 a.m. local time on Aug. 22 would have to self-isolate for 14 days. Arrivals from Portugal after that time will not need to.

After the update, Ryanair launched a sale on tickets to Portuguese destinations, saying: “Ryanair welcomes the decision by the UK government to place Portugal on its ‘safe list’ of countries UK travelers can visit. This will no doubt be welcome news for millions of UK customers.” The Dublin-based LCC had said Aug. 17 that it was cutting September and October capacity by 20%, blaming weak forward bookings related to uncertainty over COVID-19 restrictions.

The UK has already taken France, the Netherlands and Spain off its safe list of “travel corridors” with little warning in recent weeks, meaning arrivals from those destinations have had to self-isolate for 14 days, drawing condemnation from the UK aviation industry.

Across Europe, airlines and airports alike have condemned inconsistencies in travel restrictions put in place by individual governments, which they say are hampering a recovery in demand for air travel.

### CARGO

## UPS Set For Major Expansion At Kansas City Airport

SEAN BRODERICK, [sean.broderick@aviationweek.com](mailto:sean.broderick@aviationweek.com)

**UPS and the Kansas City (Missouri) Aviation Department have agreed to long-term leases that will see the air-cargo titan expand its Kansas City International Airport (MCI) operation.**

The deal is built upon a 30-year lease extension with Aeroterm, which provides space at the airport to UPS. Under the agreement, UPS will renovate its sorting facility, increasing its package-handling capacity from 1,500 packages per hour to 5,000, the company said. UPS also will expand its ramp to 534,000 ft.<sup>2</sup>, adding three parking spots, each capable of handling a Boeing 767 freighter, for a total of five.

Work on the new ramp is expected to begin later in 2020 and wrap up in late 2021.

UPS launched air cargo operations from MCI in 1986 and now operates six flights per day. The expanded facility is expected to require 60 new jobs, UPS said. The company did not provide details on an expanded flight schedule.

UPS's planned expansion is a bit of good news for MCI amid the historic demand drop-off caused by the novel coronavirus pandemic. Passenger enplanements at MCI for the year through July 31 declined 59.4% compared to 2019, airport statistics show. For the month of July, enplanements were down 71.1%, year-over-year.

Cargo is fairing much better. MCI has seen an 8% drop in air cargo tonnage through July. Air freight, which comprises the majority of cargo, is down 6.8%. Air mail is down 48.9%.

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NETWORK

## REGULATORY/LEGISLATIVE

## FAA To Enhance Compliance Program Management, Analysis

SEAN BRODERICK, [sean.broderick@aviationweek.com](mailto:sean.broderick@aviationweek.com)

**WASHINGTON—FAA's shift to emphasizing corrective actions over civil penalties for unintentional regulatory violations needs more centralized oversight and data analysis to determine its effectiveness, a Government Accountability Office (GAO) review of the program shows.**

The FAA, which believes the program is delivering as intended, plans to adopt the GAO's three recommendations.

Rolled out steadily over the last decade under the Compliance Philosophy name as part of a broader shift to risk-based oversight, the since-renamed Compliance Program emphasizes combining self-disclosure and corrective actions to mitigate safety risk, rather than punitive enforcement actions. The program's basic philosophy: aviation will be safer if violations traced to flawed processes or mistakes are corrected via training or other improvements, rather than met with punishment. A collaborative approach will encourage more mistakes to be disclosed, while punitive responses will discourage airlines and other certificate holders from admitting their mistakes.

Each office was allowed to implement the program on its own schedule, based on such factors as data-collection ability and existing processes. While a working group had oversight during the initial roll-out, it has disbanded, leaving each office responsible for managing and evaluating the program.

"As a result, FAA is not positioned to identify and share best practices or other valuable information across offices," the GAO found. "FAA established goals for the Compliance Program—to promote the highest level of safety and compliance with standards and to foster an open, transparent exchange of data. FAA, however,

has not taken steps to evaluate if or determine how the program accomplishes these goals."

While the FAA lacks a holistic view of its Compliance Program's performance, the agency points to several pieces of evidence that suggest it is working. The volume of annual enforcement actions has been decreasing while compliance actions has jumped, particularly in Flight Standards, which conducts more oversight than any other FAA program office. In some areas, such as airport safety, common issues that trigger compliance actions are not being repeated, suggesting that certificate holders are learning from their mistakes.

Absent a more comprehensive review process, however, the FAA is relying too much on empirical evidence, GAO said.

"FAA officials generally believe the Compliance Program is achieving its safety goals based on examples of its use," the GAO report said. "However, without an evaluation, FAA will not know if the Compliance Program is improving safety or having other effects—intended or unintended."

The program has come under scrutiny in several specific cases. A 2019 U.S. Transportation Department (DOT) Office of Inspector General (OIG) audit report faulted an FAA plan giving Southwest Airlines two years to conduct needed inspections on some of its Boeing 737s after the airline discovered the checks were overdue. The OIG pointed to the FAA's own Compliance Program philosophy goal of achieving "rapid compliance" as justification for its objection.

Another DOT OIG report faulted the FAA for not factoring in the outcome of a mistake in determining whether an enforcement action is more appropriate, even if the mistake is unintentional. The FAA rejected the OIG's suggestion.

In response to the latest OIG report, the FAA plans to set up oversight of the Compliance Program, collect data from across the agency on its use, and regularly evaluate its effectiveness. Each action would address an OIG recommendation.

### QANTAS, From P. 3

there is a vaccine widely available in the U.S. Assuming such a development occurs by mid-to-late 2021, Qantas could restart trans-pacific flights by the end of 2021, Joyce said.

Looking further ahead, Joyce said Qantas is still hoping to expand its international network "when our balance sheet allows." This would include "picking up where we left off" with its ultra-long-haul Project Sunrise routes to London and New York.

The carrier predicts its position in the domestic market will be bolstered by the expected contraction of rival Virgin Australia. Qantas estimates its domestic market share will lift from 60% to around 70% as the market recovers.

The Qantas Group reported a net loss of A\$2 billion (\$1.4 billion)

for its fiscal year through June 30, compared to a net profit of A\$840 million in the prior year. The carrier stressed that some of the major drivers of the loss were an A\$1.4 billion write down of assets, including its Airbus A380s, and A\$642 million in redundancy costs and other restructuring items. Despite the effects of the COVID-19 pandemic, the group achieved an underlying pre-tax profit of A\$124 million. This was mainly due to an underlying pre-tax profit of A\$771 million in the first half.

Joyce said Qantas was on track for an underlying profit of more than A\$1 billion before the pandemic struck. "The fact that we still delivered a full year underlying profit shows how quickly we adjusted when revenue collapsed," Joyce said.

## AIRLINES

## Southwest Trims Capacity Despite 'Modest Improvement' In Bookings

BEN GOLDSTEIN, [ben.goldstein@aviationweek.com](mailto:ben.goldstein@aviationweek.com)

**Southwest Airlines revised down its estimated capacity for the third quarter (Q3) of 2020, despite observing "modest improvement" in revenue and demand trends recently.**

Dallas-based Southwest now expects Q3 capacity to be down 30-35% from 2019 levels, compared to a previously estimated decrease of 20-30%, according to an Aug. 19 market update.

August capacity is now estimated to be 27% lower year-over-year (YOY), compared to prior estimates that were down just 20%. That figure will drop to a 40% reduction in September, compared to a previous estimate of being down 20-25%. October schedules are expected to fall to a range of being 40-50% lower than last year.

To be sure, Southwest's actual seat capacity is roughly a third lower than its published levels, once the 60% load factor cap in place through Oct. 31 across its fleet of Boeing 737s is taken into account.

The airline is seeing improvement in close-in leisure passenger demand and revised its projected operating revenues for August to a range of down 70-75% YOY from 2019, slightly better than previous estimates of down 75-80%. Load factors in August are

now expected to be in the 40-45% range, ahead of the 30-40% initially forecast.

Bookings trends have also improved modestly for September. Operating revenues for the month are expected to advance slightly to a range of being down 65-75% YOY, with load factors edging up to 40-50%.

Southwest's average cash burn in July came to \$17 million per day, slightly better than previously expected losses of \$18 million per day. The company now expects Q3 daily cash burn to be \$20 million per day, compared to \$23 million originally, due to reduced capacity and slightly improved demand trends.

The company also revealed it will not pursue a \$2.8 billion loan it qualified for under the CARES Act, saying it can secure additional liquidity on more favorable terms elsewhere. The \$25 billion pot of air carrier loans is separate from the Payroll Support Program (PSP), which funded most of carriers' labor costs in the second and third quarters and is set to expire Oct. 1.

Southwest remains the only major U.S. carrier to commit to completely avoiding involuntary furloughs through year-end. Still, Southwest president and CEO Gary Kelly has voiced strong support for a union-backed proposal to extend the PSP until March 31, 2021, saying in a late-July video message that he has been "personally involved in delivering that message to our federal leaders."

## AIRLINES

## LATAM Gradually Adds Back Service, Works To Slash Fleet

LORI RANSON, [lori.ranson412@gmail.com](mailto:lori.ranson412@gmail.com)

**LATAM Airlines Group continues to navigate its way through the Chapter 11 reorganization process that includes working with suppliers to shrink its fleet as a recovery in passenger demand remains uncertain.**

Yet at the same time the group is restarting some services as countries in Latin America gradually reopen their borders.

LATAM filed for bankruptcy protection in May as the COVID-19 pandemic sapped demand in Latin America, and governments in the region offered little financial assistance.

Leasing contracts on 23 aircraft have now been rejected, LATAM said, and the group is in the process of rejecting nine more leases out of a fleet that was 340-strong before it filed for Chapter 11 bankruptcy protection.

The company's current fleet plan shows a total fleet of 318 aircraft, and a sizeable portion remains inactive. Of that amount, seven are under sublease: five Airbus A320s, one

Airbus A350 and one Boeing 767-300F. LATAM's latest fleet plan shows that 105 aircraft are classified under operating lease based on IFRS 16 accounting standards. The group said it is in active discussions with "financial and operating lessors regarding interim and long-term solutions."

As it works to rightsize its fleet, LATAM is trying to add back some services as travel restrictions in Latin America are lifted. During the second quarter (Q2) LATAM operated with limited capacity domestically and internationally, primarily from Chile and Brazil.

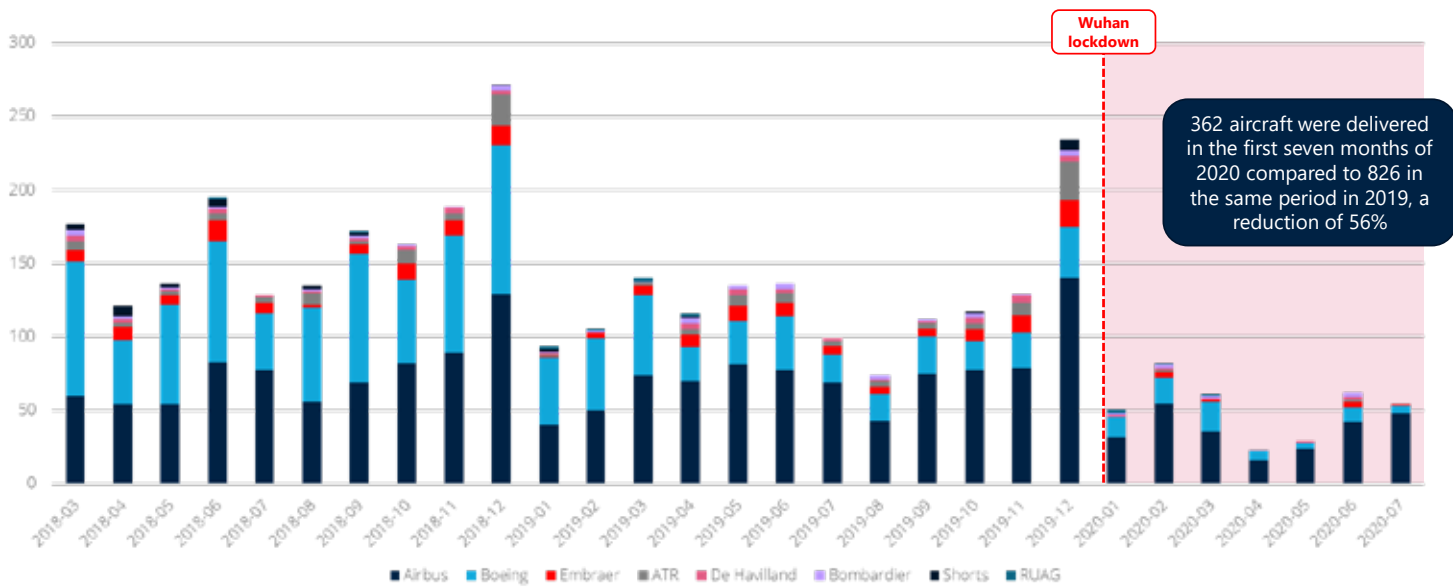
In mid-June LATAM Airlines Ecuador was authorized to restart domestic flights and in mid-July LATAM Airlines Peru re-launched domestic service. Domestic service in Colombia is expected to resume in September.

LATAM's Q2 2020 revenue tumbled nearly 76% year-over-year to \$572 million. The decline in passenger revenue was partially offset by a 18.4% increase in cargo revenue as the company's freight operations grew by 28%. The group's Q2 loss was \$890 million compared with a loss of \$63 million the year prior.

Industry Data

### COVID KPIs: Deliveries – Commercial Aircraft, By OEM

#### Monthly deliveries of commercial aircraft, by OEM



Source: Flight Tracking Data, Aviation Week Intelligence Network, Copyright 2020

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Industry Data

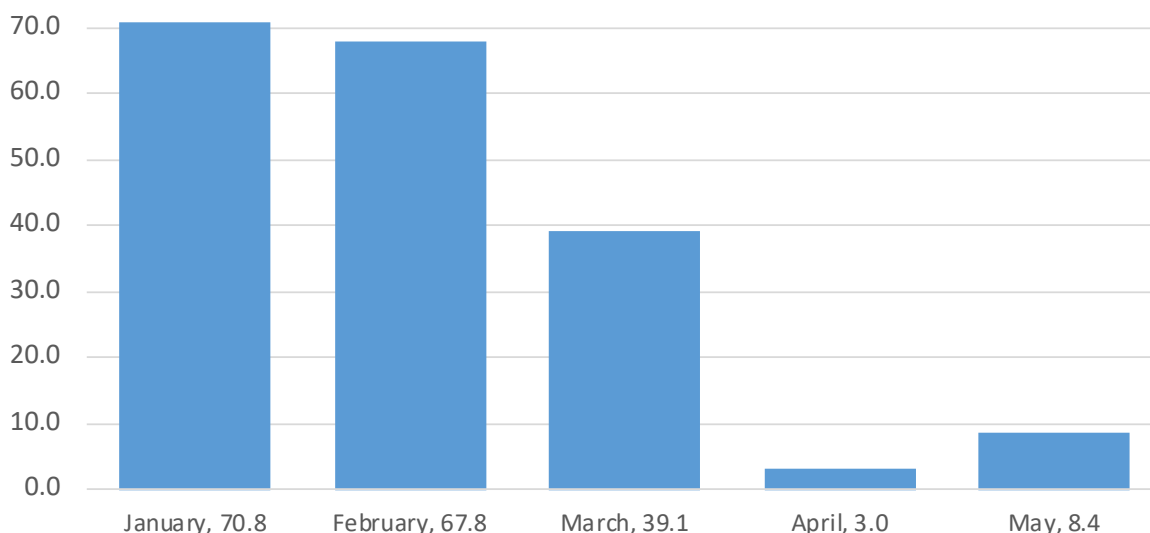
**Systemwide Passenger Enplanements On U.S. Airlines, Unadjusted 2017 - 2020**

**Systemwide (Domestic + International) Passenger Enplanements (Unadjusted) In Millions (000,000)**  
\*Scheduled Service Only\*

	2017	2018	2019	2020
January	62.6	64.4	67.0	70.8
February	58.4	61.7	63.6	67.8
March	73.0	76.3	80.2	39.1
April	70.3	73.6	76.4	3.0
May	73.7	77.3	81.4	8.4
June	77.0	80.9	83.8	
July	79.8	84.0	87.0	
August	77.1	81.0	83.8	
September	64.9	68.7	72.6	
October	72.7	75.5	78.6	
November	69.6	72.7	73.1	
December	70.3	72.9	79.3	
<b>5 Mo. Total</b>	<b>337.9</b>	<b>353.4</b>	<b>368.6</b>	<b>189.1</b>
<b>Yr. Total</b>	<b>849.4</b>	<b>889.0</b>	<b>926.8</b>	

Source: Bureau of Transportation Statistics, T-100 Segment

**U.S. Airlines Seasonally Adjusted ASMs 2020 (Domestic + International)**



Industry Data

SpeedNews Commercial Aircraft & Engines Marketplace

COMPANY	COMMERCIAL AIRCRAFT FOR SALE OR LEASE	PHONE	E-MAIL	CONTACT
ALTAVAIR LTD	1- A319-100 (CFM56-586/P), DOM 1999, AVAILABLE OCTOBER 2020 6- A330-300 (TRENT 772-60/19), DOM 2009-2011, 8F/32C/191V, FOR SALE OR LEASE 16- A330-200 (TRENT 772-60/16), DOM 2005-2014, 22C/240V, 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	<a href="mailto:clive.bowen@altavair.com">clive.bowen@altavair.com</a>	CLIVE BOWEN
DORIC	2- 777-300ER (GE90-115B), DOM 2009, MSN 35592/36158, FOR SALE OR LEASE, AVAILABLE 2Q21	(49)69 247559931	<a href="mailto:maurick.groeneveld@doric.com">maurick.groeneveld@doric.com</a>	MAURICK GROENEVELD
JET MIDWEST	1- 767-300ER (PW4056), DOM 1991, MSN 24953, AIRCRAFT AND/OR ENGINES FOR SALE OR LEASE	(1)913-706-2517	<a href="mailto:aircraft@jetmidwest.com">aircraft@jetmidwest.com</a>	MARIZA BROWNING
JETRAN LCC	1- 757-200F (-535E4), MSN 24235, DOM 1988, FOR SALE OR LEASE, AVAILABLE MAY 2020	(1)210-269-3471	<a href="mailto:blowers@jetran.aero">blowers@jetran.aero</a>	NICK BLOWERS
KAHALA AVIATION	1- A319-100 (CFM56-585/P), MSN 2843, WHOLE AIRCRAFT OR AIRFRAME ONLY, FOR SALE/LEASE, AVAIL DEC 2020	(353)870677466	<a href="mailto:mgarland@kahalaaviation.com">mgarland@kahalaaviation.com</a>	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	<a href="mailto:shaire@aelfinc.com">shaire@aelfinc.com</a>	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- GE90-115B1, 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- CFM56-586/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	<a href="mailto:clive.bowen@altavair.com">clive.bowen@altavair.com</a>	CLIVE BOWEN
ASI AERO	1- CFM56-7B24, ESN 890198, SERVICEABLE, FOR SALE OR LEASE, AVAILABLE NOW	(1)561-931-6650	<a href="mailto:daves@asiaero.com">daves@asiaero.com</a>	DAVID SILVERS
CROSS OCEAN PARTNERS	1- CFM56-7B26 / 1- CF6-80C2B5F / 1- V2524-A5: FOR SALE OR LEASE, AVAILABLE NOW	(353)874-586-347	<a href="mailto:tm@crossoceanpartners.com">tm@crossoceanpartners.com</a>	TIM MULLIGAN
FOUR CORNERS AVIATION	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	<a href="mailto:tvdlinden@4caviation.com">tvdlinden@4caviation.com</a>	TOM VAN DER LINDEN
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	<a href="mailto:engine.leasing@gecas.com">engine.leasing@gecas.com</a>	SHERRY RILEY
GLOBAL ENGINE MAINTENANCE, LLC	3- CFM56-3C1, AVAILABLE AUGUST/SEPTEMBER 2020	(1)305-717-0951	<a href="mailto:jamie.d@global-engine.com">jamie.d@global-engine.com</a>	JAMIE DEVIN
GRYPHON AVIATION LEASING	2- CFM56-7B26, ESN 889376/889377, SERVICEABLE, FOR SALE/LEASE/EXCHANGE, AVAILABLE NOW 1- CFM56-583/3, ESN 697576, SERVICEABLE, FOR SALE/LEASE/EXCHANGE, AVAILABLE NOW	(1)786-468-6789	<a href="mailto:peter@gryphonleasing.com">peter@gryphonleasing.com</a>	PETER CURBELO
SKY LEASING	1- PW4060-3, SERVICEABLE, FOR LEASE	(1)415-860-9390	<a href="mailto:twiley@skylasing.com">twiley@skylasing.com</a>	TRAVIS WILEY
WILLIS LEASE	GE90 / LEAP / CFM56 / IAE / GE / P&W ENGINES AND APUS FOR LEASE, PLUS ENGINE STANDS	(1)415-408-4742	<a href="mailto:leasing@willislease.com">leasing@willislease.com</a>	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		<a href="mailto:solson@naservices.aero">solson@naservices.aero</a>	SCOTT OLSON
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, 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	<a href="mailto:support@stands.aero">support@stands.aero</a>	ALLEN JONES

**SAVE THE DATE**  
*Big Things Are Coming!*



**MRO**  
AMERICAS

**MRO TransAtlantic**

**October 27-29 VIRTUAL**

For details: [events.aviationweek.com](http://events.aviationweek.com)



**MRO**  
EUROPE

## Calendar

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

**[Virtual Event] Biweekly ongoing mini sessions**—Bombardier Safety Standdown 2020, <https://safetystanddown.com/en>

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

**[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, <https://apas20.capaevents.com>

**[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. 14-16**—National Assn. of State Aviation Officials (NASAO) 2020 Convention & Tradeshow, <https://nasao2020.com>

**[Virtual Event] Sept. 15-16**—SpeedNews Commercial Aviation Industry Suppliers Conference, <https://ace.speednews.com>

**[Virtual Event] Sept. 15-17**—COMVEC Digital Summit, <https://www.sae.org/attend/virtual-events/comvec-digital-summit>

**[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>

**[Postponed until April 20-22, 2021] 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. 21**—Aviation Week Program Excellence Awards and Banquet, The Ritz-Carlton Tysons Corner, McLean, Virginia, <https://defensechain.aviationweek.com/en/home.html>

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

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

**[Postponed until 2021] Oct. 27-29**—ap&m Europe, Barcelona, Spain, <https://www.apmexpo.com/en/home.html>

**Nov. 2-4**—Air Medical Transport Conference, Nashville, Tennessee, <https://aams.org/events/amtc>

**Nov. 10-11**—Engine Leasing, Trading and Finance, Park Plaza Victoria, London, <https://www.engineleasingandfinance-europe.com/en/home.html>