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AIRFRAMERS

Union Chief: Boeing Has Not Discussed 787 Plans With Machinists

SEAN BRODERICK, sean.broderick@aviationweek.com

Boeing and the Seattle-area based machinists union that represent thousands of its factory workers have not held talks related to the company's study on streamlining 787 production, including potentially consolidating work into one facility, International Association of Machinists (IAM) District 751 president Jon Holden said.

"We don't have details of what they want from the union," Holden wrote in a public message to his membership posted on the district's website. "In order to be transparent, we are sharing what we know. Aside from being notified that there is a study, there have not been any discussions on this topic between Boeing and the IAM."

Boeing is "engaging with our stakeholders, including the unions, as we conduct this study," the company said in an Aug. 24 statement.

Boeing in July revealed that 787 production will be reduced 40%, to six per month, in 2021, part of a wider package of production cuts linked to lower demand for air travel because of the novel coronavirus pandemic. The reduction triggered a feasibility study into consolidating 787 production into one site.

"On the 787 program, given the planned decrease in production, we will prudently eval-

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The Case Against Extending The U.S. Payroll Support Program

BEN GOLDSTEIN, ben.goldstein@aviationweek.com

Airline industry watchers were broadly supportive of the U.S. government's Payroll Support Program (PSP) when it was passed by Congress as part of the CARES Act, hailing it as a vital lifeline to help U.S. carriers survive what was expected to be a temporary demand shock.

But nearly five months later—and with a return to pre-COVID demand nowhere in sight—calls from airlines and their unions to extend the subsidy seem more like an exercise in delaying the inevitable than a sound use of taxpayer dollars.

In drafting the PSP, lawmakers assumed that funding labor costs for six months would serve as a bridge until demand returned. But with just five weeks left until the aid expires on Sept. 30, demand is still stuck at around 30% of last year's level. The industry consensus is that traffic will struggle to advance beyond 50% until a COVID-19 vaccine becomes widely available, which could potentially take years.

"The CARES Act kicked the workforce rightsizing can down the road for six months," Cowen & Co. analyst Helene Becker wrote in a recent client note. "Voluntary time off and early retirement programs have helped, however ... airlines will inevitably need to downsize their workforce to match the new normal."

Labor unions contend that carriers need to maintain as many workers as possible to be ready for a potential recovery. But if CEOs really bought that argument, they wouldn't have spent the past summer frantically persuading as many workers as possible to leave.

"We committed \$50 billion, and tens of thousands of people lost their jobs anyway," Aviation Agency consultant Bryan Del Monte said. "If these CEOs really believe what their unions are saying, how do they explain showing 60,000 people the door the second that money runs out?"

What's more, the rationale behind another round of bailouts is

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uate the most efficient way to build airplanes, including studying the feasibility of consolidating 787 production in one location," the company said. "We will take into account a number of factors and keep an eye on future requirements as we think through the long-term health of our production system."

Boeing splits 787 production between Everett, Washington and North Charleston, South Carolina but assembles the largest 787-10 variant exclusively at the South Carolina due to the length of the mid-body fuselage section, which is also fabricated there. This supply-chain issue combined with South Carolina's low level of union participation—it has the lowest percentage of union workers among the U.S.'s 50 states, the most recent U.S. Labor Department statistics show—seems to favor the East Coast facility as a single site. However, Boeing insists that it is considering all options.

"I'm not going to jump to that conclusion yet," Boeing CEO Dave Calhoun said when the study was made public in late July. "I want to make sure we do this the right way."

Holden's message, posted Aug. 21, came in response to information gleaned from non-Boeing sources that suggests the company will seek concessions from its workers and factor

them into its decision-making.

"We have been made aware through conversations with elected officials, and notified by the media, that Boeing indicated they want to talk to the IAM about 'further flexibilities and efficiencies' they want from the IAM as the company evaluates its study to consolidate 787 final assembly at one site," Holden wrote. "The question that always comes up is: 'Will Boeing attempt to open up bargaining before the expiration of the contract in 2024?' We will not know until it happens; however, it is something that we need to expect and prepare for, and we believe that we may be facing that threat soon."

IAM workers are among those affected by Boeing's announced 10% workforce reduction in response to reduced demand. The bulk of the cuts are coming from commercial aircraft production and support staff, and Boeing plans at least one more round of voluntary opt-outs that would push the cuts beyond the 10% target. "Boeing remains committed to Washington state and South Carolina," the company said in its Aug. 24 statement. "We understand that our employees have questions and we will communicate details, including any potential workforce impact, as soon as possible."

DAILY MEMO, From P. 1

at odds with the fact that few carriers chose to tap the \$25 billion pot of low-interest loans provided by the CARES Act, which sends a mixed message about how badly they really need more aid. And considering airlines have raised well over \$50 billion in debt and equity since March, the demand that taxpayers subsidize their labor costs for another six months seems out of touch.

"What happens if March [2021] comes around and there's still no vaccine? Do we send them another \$25 billion? What's the end game?" Del Monte said. "Meanwhile, airlines are saying, 'Look, we raised all this money and cut expenses down to the bone.' Well if that's the case, then why do they need another bailout?"

Unlike in March 2020, U.S. carriers currently face minimal near-term bankruptcy risk, thanks to the copious amounts of

public and private financing already funneled into their coffers so far this year. This also puts U.S. carriers at a competitive advantage to their Canadian and Latin American counterparts, who have received little to no government support. The top priority of U.S. carriers remains achieving breakeven cash burn, and their biggest obstacle to doing so is persistently high labor costs.

Back when it was unclear how long the novel coronavirus crisis would last, it made sense to buy carriers a six-month window to wait out the worst of the storm. But now that we know the COVID-19 pandemic will probably be with us until a vaccine is achieved—and air travel will not meaningfully return until that happens—the logic behind treating the PSP as a long-term jobs program for an industry that badly needs to downsize just doesn't add up.

REGULATORY/LEGISLATIVE

Biocide Removal Order Expands To Boeing 747-8s, 787s

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WASHINGTON—Mandates to ensure fuel systems are cleared of a Dupont-made fuel additive are expanding to Boeing 747-8s as well as 787s powered by General Electric (GE) engines.

The FAA on Aug. 25 will issue an airworthiness directive (AD) requiring that aircraft treated with Dupont Kathon FP 1.5 biocide and not flown for at least 30 cycles have the additive removed from fuel systems before further flight.

“Boeing determined that operating the airplane, or any individual engine, for at least 30 flight cycles, while adding only fuel that has not been treated with this biocide, would flush the biocide from the fuel tank system and the engines,” the FAA said in the AD, posted online Aug. 24 ahead of its official release.

The AD is based on service information issued by Boeing in July and is similar to an earlier mandate issued against 737 MAX aircraft.

“The FAA’s analysis of the risks posed by this issue has been ongoing, as has the information available to the agency,” the agency said.

“The engine and aircraft manufacturers also evaluated the po-

tential of Kathon FP 1.5 biocide application resulting in adverse effects on the engines besides GENx-1B model engines installed on model 787 airplanes. Based on this evaluation, the FAA has determined that the unsafe condition also exists on The Boeing Company Model 747-8 and -8F series airplanes powered by GENx-2B model engines.”

Customers can opt for either GENx-1Bs or Rolls-Royce Trent 1000s on 787s, while the GENx-2B is the only engine available on the 747-8.

Dupont removed Kathon from the aviation market in March based on findings that showed the fuel additive can form salt crystals under certain conditions.

A GE GENx-1B-powered Jetstar 787 suffered thrust loss in both engines in a March 2019 incident that was linked to Kathon’s use.

An investigation revealed that improper ratios of biocide to fuel can lead to crystals forming and found seven other incidents where all engines on an aircraft could not be started. In each case, the issue was linked to improper ratios of Kathon to fuel.

Dupont stopped selling Kathon into the aviation market and asked distributors to do the same. GE and its Safran joint venture CFM International recommended that operators not use the product. Several regulators followed up with safety bulletins discouraging Kathon’s use and providing general guidance.

AIRLINES

Ryanair Reaches Deal With Spanish Pilots But Cabin Crew Reject Offer

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ULCC Ryanair has found agreement with its Spanish pilots over pay cuts and improved productivity but has so far failed to reach similar deals with its Spanish cabin crew.

The Ireland-based carrier said that the Spanish pilots’ union, SEPLA, had agreed to a 20% pay reduction that would gradually be restored over the next four years.

The ULCC said that the deal had been approved by more than 80% of SEPLA’s members.

Productivity measures would take the form of changes to duty rosters, together with more flexible work patterns and annual leave. The carrier said that the agreement would help minimize job losses among its Spanish pilot workforce and “gives

Ryanair a framework to flex its operation during the COVID-19 crisis and a pathway to recovery when the business returns to normal in the years ahead.”

The deal had been necessary as it became obvious that Ryanair would carry “significantly less traffic, at much lower fares, for the foreseeable future.”

Earlier this month, Ryanair said that it was making 20% reductions to its September and October flight capacity as forward bookings had notably weakened.

While announcing the pilots’ deal, Ryanair said that it so far had been impossible to reach a similar agreement with Spanish cabin crew unions USO and SITCPLA, “who—uniquely in Europe—continue to obstruct necessary cost savings putting jobs and tourism links at risk ... Sadly USO’s and SITCPLA’s failure to negotiate or meaningfully engage will now mean that Spanish Cabin Crew job losses are now more likely.”

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AIRPORTS

San Francisco, Newark Airports Start Employee Rapid COVID-19 Testing

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San Francisco International (SFO) announced the start of a program to rapidly test airport workers for COVID-19 on Aug. 24, joining other major airports that have introduced on-site employee testing facilities for the disease.

SFO said the facility, managed by Dignity Health-GoHealth Urgent Care at its international terminal, is returning test results in less than an hour. The partners started testing airline flight crews in late July.

The airport, located 13 mi. south of downtown San Francisco, requires visitors to wear facial masks and has established protocols to notify employees who may have come into contact with a person who tested positive for COVID-19. As of Aug. 21, the airport said it was aware of 106 employees who had tested positive for the disease.

"SFO continues to take action to protect the health and safety of both our employees and our travelers," SFO airport director Ivar Satero said. "Thanks to this partnership with Dignity Health- GoHealth Urgent Care, SFO is the first U.S. airport to offer convenient testing for airport employees with rapid results."

The Port Authority of New York and New Jersey and spa services retailer XpresSpa announced on-site employee testing for COVID-19 at New York JFK International's (JFK) Terminal 4 on July 29.

Managed by XpresSpa and Terminal 4 operator JFK International Air Terminal, the modular "XpresCheck" facility in the arrivals hall has now opened to passengers as well as to airport, airline and government employees. There is capacity to test 500 people daily.

On Aug. 20, the port authority announced the expansion of the program with XpresSpa to Terminal B at Newark Liberty International (EWR) in New Jersey. The XpresCheck facility there was screening up to 350 employees daily. Following an initial launch period, the parties planned to make the site available to passengers.

New York City metropolitan-airports have been hit hard by COVID-19 infections. The U.S. Transportation Security Administration, which provides airport security screeners, reported 117 confirmed cases among its employees at JFK—the most of all U.S. airports—and 72 at EWR.

The XpresCheck sites offer both polymerase chain reaction nasal swab and blood antibody testing for COVID-19, with samples sent to outside laboratories for analysis. No turnaround time for test results was specified in the announcements. Persons tested are informed by email when results are available, according to XpresCheck.

The facilities accept all insurance plans out of network and results remain private and compliant with the Health Insurance Portability and Accountability Act, the port authority said.

"We are thrilled to be launching in Newark Liberty International Airport, our second XpresCheck testing facility in the New York metro area," XpresSpa CEO Doug Satzman said.

"We are also hopeful that we can bring XpresCheck to additional U.S. airports over time, leveraging our learnings to date in setting up and administering a testing facility so that we can do our part to keep safe those who work in the airline industries as well as travelers."

AVIATION WEEK
NETWORK

REGULATORY/LEGISLATIVE

FAA Seeks Information On Drone Deterrence, Engine Ingestion

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WASHINGTON—The FAA has issued separate notices seeking information from industry on providing counter-unmanned aircraft systems (UAS) technology for deployment at civilian airports and for testing capacity to determine the risk associated with a large jet engine ingesting a small drone.

The agency published the two notices on Aug. 21. One requests white papers from vendors interested in supplying counter-UAS systems for FAA evaluation, initially at Atlantic City International Airport (ICAO code: KACY) in New Jersey beginning early 2021.

The other is a market survey seeking information from companies that can support a live engine ingestion test involving a small drone, with responses due by Sept. 4.

As required by Congress in 2018 FAA reauthorization legislation, the agency said it plans to evaluate at least 10 counter-UAS systems that can detect and track drones in flight and/or “mitigate,” or disable, them from threatening an airport. Systems must have achieved technology readiness level 7 or higher, meaning they are mature enough to test in an operational environment.

The selected systems will be fielded first at KACY, the host airport of the FAA’s William J. Hughes Technical Center, where they will be evaluated for about 60 days against a variety of drones to develop baseline performance data. Atlantic City International is a commercial and general aviation airport served by Spirit Airlines.

General Dynamics Information Technology is assisting the agency in the vendor selection process.

The objective at KACY is to monitor and protect an air operations area (AOA) of 3.6 sq. mi., with systems reaching out 5 mi. from the center point of the AOA. Following the evaluation period, systems may then “graduate” to field testing at another airport over 14 months. The FAA will issue a separate solicitation seeking proposals to include four other airports in the counter-UAS evaluation.

“Transition from KACY to the one additional airport will be based on the successful ‘graduation’ of any selected offeror’s technology/system from KACY, meaning that the technology/system performed as advertised, generated reliable and accurate data, and warrants further evaluation in another operational setting. ‘Graduation’ is not guaranteed,” the FAA says in the notice.

The FAA emphasizes that it will not compare or rank systems from the selected vendors, nor will it develop a list of approved vendors based on the evaluation.

The agency will require vendors to install their systems, train FAA personnel to use the systems “and then depart the site.” The selected vendors will receive a total of \$150,000 to complete all tasks.

Congress mandated engine-ingestion testing of drones in 2016 FAA reauthorization legislation and reiterated the request in September 2019, according to the agency. The latest request “aligns with FAA’s readiness to conduct the final research phase,” involving a live engine.

Final-phase testing aims to provide data from the actual ingestion of a market-representative small drone into a commercial airline mid- to high-bypass gas turbofan engine with a diameter of approximately 62 in., about the size of an engine for a Boeing 737.

“As small UAS operations become closer in proximity to manned aviation operations, specifically around airports, this effort will investigate the ingestion event representative of incidents occurring during the landing and takeoff phases of flight for a commercial airliner,” a performance work statement says.

With an expected contract period of 24 months, the work will immediately provide direction to the FAA in setting adequate standoff distances to prevent conflicts between aircraft and drones that fly in the vicinity of an airport for operations such as runway inspections, the agency said.

Ultimately, the FAA said the research will help the agency fill several “knowledge gaps,” answering questions such as what actual damage an engine and its supporting structure would sustain when ingesting a drone during the takeoff or landing phases, and whether such an event would breach the engine’s containment safeguards.

The Alliance for System Safety of UAS through Research Excellence (Assure), a consortium of universities that serves as the FAA’s center of excellence for drones, released a study on midair collisions of manned and unmanned aircraft in November 2017.

Assure researchers based their findings on computer modeling of likely impact scenarios involving a business jet and narrowbody airliners with small fixed- and rotary-wing drones, and engine-impact simulations on the fan section of a business jet turbofan engine.

The research concluded that drones made of rigid materials can cause more structural damage to a large manned aircraft in a collision than birds of the same weight.

AIRFRAMERS

Mitsubishi Aircraft Reviews SpaceJet Flight-Test Data

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The Mitsubishi Aircraft SpaceJet regional jet program is focusing on reviewing flight-test data to prepare for an eventual return to flight.

Planned restructuring of the grounded development program continues, a company representative said.

Engineers have data from 3,900 hr. of flying that was conducted before a decision in May to keep prototypes on the ground. The main flight-testing base, at Moses Lake, Washington was closed and the prototypes there mothballed. The data is being validated

and evaluated against targets and expectations, the representative said. The aim is to ensure Mitsubishi Aircraft is “prepared to build the most efficient plan to achieve TC [type certification].”

Under instructions from majority owner Mitsubishi Heavy Industries (MHI) to cut costs, Mitsubishi Aircraft has not announced a schedule for returning to flight. In any case, there is little demand in the wrecked market for commercial aircraft.

“After we complete our restructuring, we will rebuild the plan to achieve TC,” the representative said. “Any personnel changes being made as part of our reorganization are aimed at building an appropriate organizational structure to support our new direction and focus, and to realign resources to help us endure this crisis.”

The personnel changes were not detailed.

AIRLINES

Delta Air Lines Outlines Long-Haul Rebuild

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Delta Air Lines is planning to resume more transatlantic and transpacific services to “top business and leisure destinations” during the winter 2020/21 and summer 2021 seasons, although some routes appear to be suspended indefinitely.

The Atlanta-based carrier said that while pre-COVID level recovery for international flying is likely to continue to lag U.S. domestic, it intends to add more than 50 transoceanic flights next summer, compared to the summer 2020 schedule. The SkyTeam member added it would “focus its strengths in its core markets and with the support of its partners, offer customers a wide array of onward connections.” However, that means some niche destinations like Copenhagen; Dusseldorf, Germany; Mumbai, India; Osaka, Japan and Shannon, Ireland are not currently scheduled to resume.

In addition, all the airline’s long-haul routes from Minneapolis/St. Paul (MSP) and Portland, Oregon are either canceled or suspended during the upcoming winter season. “While significant hurdles remain in the global fight against the pandemic, we are ready to connect customers to the people, places, opportunities and experiences they’re longing for,” Delta SVP network planning Joe Esposito said.

Delta will operate the adjusted schedule with a fleet of Airbus A350-900s, A330-900neos and refurbished Boeing 767s, following the retirement of its Boeing 777 aircraft by the end of October 2020.

In the transatlantic market the carrier plans to resume six long-haul routes in September, adding flights from Atlanta Lagos, Nigeria; Boston to London Heathrow; and New York-JFK to Accra (Ghana), Barcelona, Madrid and Rome.

In October, Delta will add service from JFK to Brussels, Dublin, Frankfurt and Zurich, alongside Seattle to Paris Charles de Gaulle

(CDG). Flights between Boston and CDG will return in November.

Following this resumption of service in the fall, Delta expects to maintain a similar schedule across the Atlantic through winter 2021.

Moving into next summer, the carrier will expand its hub-to-hub flying between the U.S. and Europe, offering nonstop daily service to Amsterdam, CDG and London Heathrow from Atlanta, Boston, Detroit, JFK and MSP.

From Seattle and Salt Lake City (SLC), passengers will have nonstop daily access to Amsterdam and CDG, while Delta’s Los Angeles (LAX) hub will offer nonstop service to CDG. This expansion also marks a restart of transatlantic service for LAX, MSP and SLC.

Additionally, the airline will add back service to CDG from focus cities Cincinnati and Raleigh-Durham, as well as service to Amsterdam from Portland.

In the transpacific market, Delta plans to operate service from Seattle to Seoul Incheon, Shanghai-Pudong and Tokyo Haneda in winter, but Beijing Daxing (PKX) remains suspended until summer 2021 and Osaka Kansai is not scheduled to return.

Other services to east Asia which remain canceled during winter include Detroit-Beijing Daxing, Detroit-Nagoya and Portland-Tokyo Haneda.

Between the U.S. and China, Delta said it was “working closely” with governments in both countries to increase service “in response to high demand.” The airline currently operates 4X-weekly flights to Shanghai-Pudong from Detroit and Seattle.

Subject to approval, the carrier hopes to operate daily service between Shanghai-Pudong and Detroit, Seattle and LAX, plus daily service connecting Seattle with Beijing Daxing.

To Australia, Delta plans to maintain a minimum of 3X-weekly flights between LAX and Sydney before resuming daily service in 2021. The flight will be operated on Airbus 350-900 aircraft beginning in November.

AIRLINES

Brussels Airlines Gets EC Go-Ahead For State Bailout

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Brussels Airlines has received the green light from the European Commission for a €460 million (\$542 million) bailout package partly-funded by the Belgian state that is designed to help the flag-carrier survive the COVID-19 crisis and support its turnaround plan.

The airline said in July that it had agreed to a stabilization package with the Belgian Federal Government and Lufthansa, which are contributing €290 million and €170 million to the airline respectively.

The Belgian state contribution is made up of a €287 million loan and an equity injection of around €3 million.

The proposal got the go-ahead from the German Economic Stabilization Fund (WSF) on Aug. 17 and from the EC on Aug. 21.

"Brussels Airlines plays an important role in terms of jobs and connectivity in Belgium," EC EVP in charge of competition policy

Margrethe Vestager said.

"The airline has been suffering substantial losses as a result of the travel restrictions that Belgium and other governments had to impose to limit the spread of the virus."

The support package would provide the SN Group—a Lufthansa subsidiary which in turn owns Brussels Airlines—with the liquidity it urgently needs to withstand the crisis, Vestager said. "At the same time, Belgium will be sufficiently remunerated for the risk taxpayers assume, and the support will come with strings attached to limit distortions of competition," she said.

Brussels Airlines said the package would partially cover the losses it had incurred due to the crisis while securing tens of thousands of direct and indirect jobs linked to its activities.

"With this news, we finally conclude the three pillars of our survival and long-term competitiveness," Brussels Airlines CEO Dieter Vranckx said.

"We are relieved that the execution of the financial transaction can take place. We will now shift all our focus towards a timely implementation of our turnaround plan Reboot Plus."

AIRLINES

Japanese Carriers Scale Back Domestic Plans

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Japan's two major airlines are continuing to trim down their domestic schedules as a second wave of COVID-19 cases dampens the country's demand rebound.

All Nippon Airways (ANA) and Japan Airlines (JAL) had both been experiencing a strong domestic recovery through July. But a spike in COVID-19 cases caused the carriers to cut back their planned schedule growth in August. Now, they have further reduced their capacity plans for September.

ANA had planned to offer 88% of its pre-COVID-19 domestic schedule in August, but the carrier scaled back to 77% for the

month. This average includes 71% for Aug. 1-6, 88% during Aug. 7-17, and 71% for Aug. 18-31. The airline estimates it will be operating 55% of its domestic network in September.

JAL noted that "the number of incoming reservations is running below the current forecast" for September, as the "new wave of COVID-19 cases" surges in Japan. The carrier intends to operate 68% of its domestic network in September. JAL has already readjusted its plans for August. In July, the carrier estimated it would operate about 90% of its normal domestic network in August. However, the latest update shows JAL operating 72% for Aug. 7-31.

International services continue to lag domestic. JAL's latest update shows it plans to operate just 12% of its normal international schedule in September. The carrier has increased services on six of its U.S. routes and will now offer 28% of its regular U.S. flights in September.

TECHNOLOGY

Phillips 66 To Reconfigure California Refinery To Sustainable Fuels Plant

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Energy company Phillips 66 has announced plans to convert its San Francisco refinery into the world's largest renewable fuels plant, producing 800 million gal. a year of renewable diesel and gasoline as well as sustainable aviation fuel.

The project will reconfigure the refinery's Rodeo facility to produce renewable fuels from used cooking oils, fats, greases and

soybean oils. If approved by local authorities, the Rodeo Renewed project will begin producing fuels early in 2024.

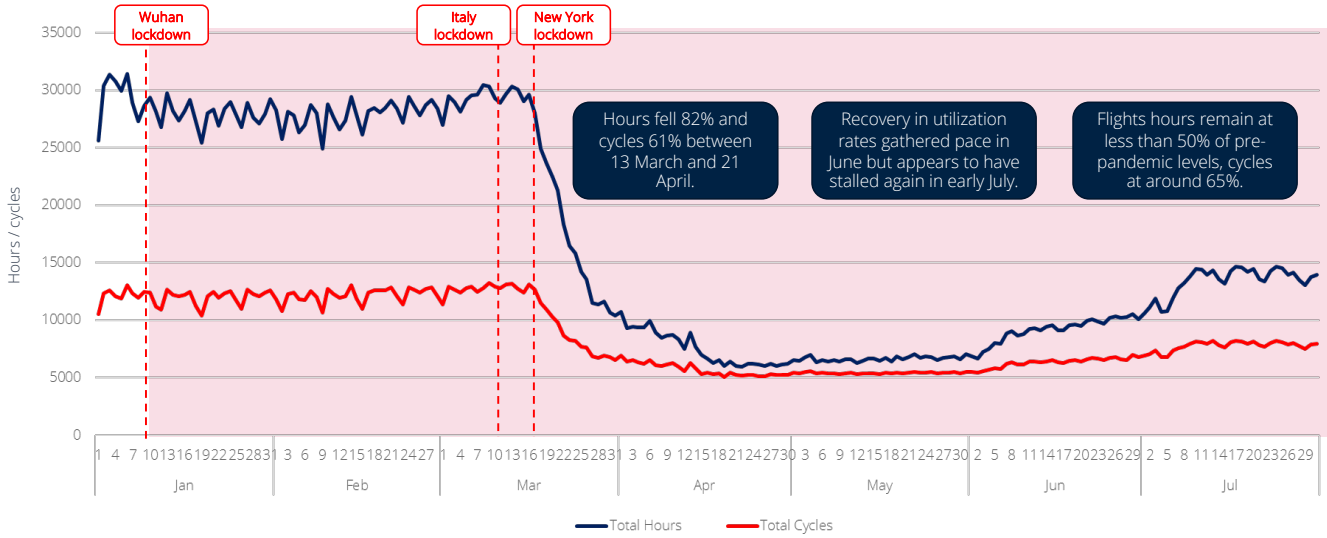
By ending fuel production from crude oil at the facility, the project will help California meet its environmental goals, Phillips 66 said, and enable the company to meet its obligations under the state's low-carbon fuel standard.

Rodeo Renewed will produce 680 million gal. of renewable fuel a year. Another 120 million gal. a year is already being added at the facility through a hydrotreater conversion project set to begin operation by mid-2021. This project will use soybean oil as the feedstock.

Industry Data

COVID KPIs: Utilization – Major U.S. Airlines

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



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Airport Profile

San Francisco International (SFO)

Summary Data (U.S. Flights Only)

	2019**	2020**	%Change	Rank**
PASSENGERS (000) *				
Arrival	20,697	16,192	-21.76%	11
Departures	20,647	16,173	-21.67%	11
SCHEDULED FLIGHTS				
Departures	176,967	149,312	-15.63%	14
FREIGHT/MAIL (LB.) (SCHEDULED AND NON-SCHEDULED)				
Total	466m	385m	-17.37%	31
CARRIERS				
	15	13	-13.33%	

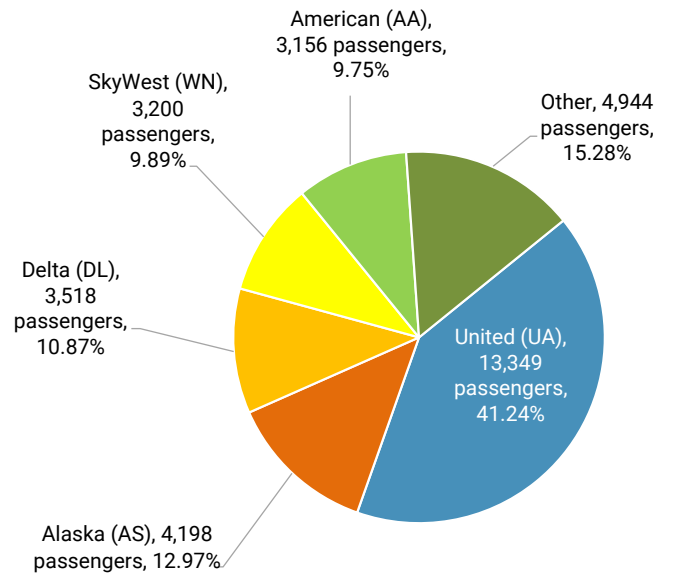
* Scheduled enplaned revenue passengers

** 12 months ending May of each year

** Among 777 U.S. airports, 12 months ending May 2020

**Carrier Shares
June 2019 - May 2020**

Based on enplaned passengers (000) both arriving and departing

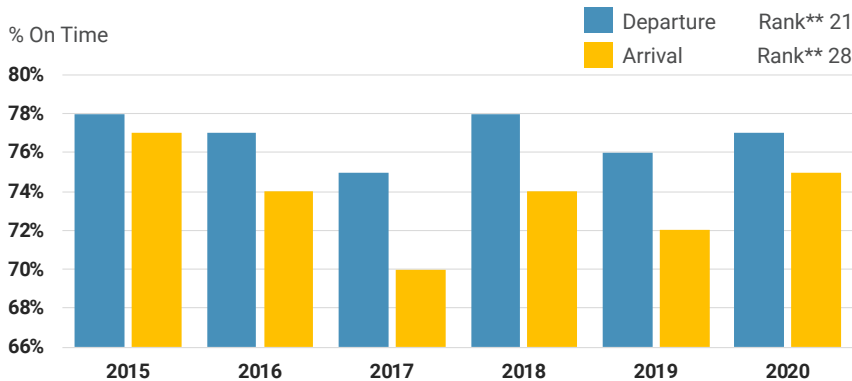


**On-Time Performance Summary (Major U.S. Carriers Only)
Domestic Flights 2014-2019**

	2015	2016	2017	2018	2019	2020*	Rank**
AVG DELAY (MIN.)							
Departure	60.36	63.60	66.45	64.69	71.03	69.39	17
Arrival	63.10	67.98	73.29	69.05	77.16	74.75	22
% CANCELED							
Total	1.36%	1.43%	1.89%	1.37%	2.13%	3.99%	11
NUMBER OF FLIGHTS (000)							
Total	162.2	172.4	174.6	175.8	170.9	162.0	
NUMBER OF REPORTING CARRIERS							
	11	10	10	10	9	9	

* May 2019 - April 2020

** Ranked only for major U.S. airports May 2019 - April 2020



** Ranked only for major U.S. airports May 2019 - April 2020

**Top 10 Destination Airports
(U.S. Only, Passengers, [000])**

Los Angeles (LAX)	1,345
	1,875
Seattle (SEA)	869
	1,132
Chicago (ORD)	844
	1,095
Newark (EWR)	834
	995
New York (JFK)	777
	1,010
Denver (DEN)	756
	872
Las Vegas (LAS)	749
	926
San Diego (SAN)	658
	890
Boston (BOS)	556
	744
Portland (PDX)	509
	695

June 2019 - May 2020

June 2018 - May 2019