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## European Commission Agrees To Slot Rule Waiver Extension

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

**PARIS—The European Commission (EC) has agreed to extend the slot waiver until the end of the 2020/2021 winter season, in a move aimed at helping the aviation sector recover from the devastation caused by the COVID-19 pandemic.**

The EC had initially agreed to waive the 80/20 slot rule back in March as COVID-19 travel restrictions and mass flight groundings took hold.

The 80/20 slot rule requires that carriers use slots at regulated airports at least 80% of the time to avoid losing them in the next equivalent season,

Carriers have since been calling for that waiver to be extended to help them through the winter season.

European commissioner for transport Adina Vălean announced Sept. 14 her intention to extend the rule until March 27, 2021. The industry is expected to abide by the agreed conditions voluntarily during the 2020/21 winter season pending the adoption of fully enforceable conditions.

Vălean's announcement came on the same day Eurocontrol released a more pessimistic forecast for the coming months. Eurocontrol said it now expected that

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## The Alitalia Saga Continues

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### At last, could there be some good news for ailing Italian airline Alitalia?

According to Italian ministers, the newly nationalized carrier is finally set for its long-awaited relaunch, after the European Commission (EC) approved €200 million (\$236 million) of COVID-19-related financial aid.

But as always, it seems, for Alitalia, progress is unlikely to be straightforward.

Three years after it filed for bankruptcy—the first step in what would become a seemingly endless rescue saga, with the fruitless search for a buyer, political delays, then the pandemic and finally nationalization—the Alitalia “newco” is, according to Italy's transport minister Paola De Micheli, only a matter of days away from its official launch.

For the new Alitalia, the work is just beginning. The launch of its new phase is set to take place with a smaller fleet of 70

aircraft—significantly less than the 113 it had before.

The “newco” has been working on an ambitious five-year plan that will rebalance activities between medium- and long-haul operations, alongside a fleet renewal plan that could drastically cut costs, according to De Micheli.

The Italian state does not intend to hang on to ownership of Alitalia indefinitely. Once the first phase of the plan is complete, De Micheli is confident the flag-carrier will be able to seek out industrial and commercial partnerships in the market.

In parallel, the minister has also promised a wider reform of the country's COVID-19-hit air transport sector, from the civil aviation authority to airports. Consultations on how to proceed are set to begin in October.

Revamping and relaunching Alitalia is at the center of the government's plans to revitalize Italy's tourism sector.

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in 2020 the total number of flights in Europe would be down 55% on 2019, compared with a previous forecast of a 45% drop. Eurocontrol also said it expected the region's airlines, airports and ANSPs could now see a loss of revenues of €140 billion (\$166 billion) for 2020, up from the €110 billion loss it predicted in April.

"The coronavirus pandemic has had a tremendous impact on air travel and the aviation sector as a whole. Today's report shows that air traffic levels remain low, and more importantly, they are not likely to recover in the near future," Vălean said. "In this context, the lack of certainty over slots makes it difficult for airlines to plan their schedules, making planning difficult for airports and passengers."

Earlier in September, organizations representing airlines and airports put forth a set of jointly agreed upon conditions which they said would allow for the waiver to remain in place through the winter season. The organization hopes the conditions will encourage the EC to decide quickly on the extension.

Airlines and airports had previously expressed differing views on slot strategy. Airports said that the flexibility the slot waiver granted airlines could lead to lost revenue opportunities for airports.

The conditions they jointly put forth included: applying the waiver only to slots held on Aug. 31 and not to slots newly

allocated for the winter season; excluding operators that permanently ceased operations at an airport; and having carriers quickly return slots that they do not intend to use to allow for reallocation.

Vălean praised that agreement but signaled that the EC would want to take a closer look at slot rules once the crisis has passed.

"The initial slot waiver—adopted in the early days of the crisis—has allowed airlines to make financially sound decisions on whether to run flights, as well as avoid ghost flights," Vălean said. "Nonetheless, our report also highlights certain problems with the current waiver, which are preventing airlines from using airport capacity efficiently." Vălean noted that slots were not always relinquished in time for other users or airports to plan operations as they would like.

Vălean added that competition may also be distorted if airlines seek to benefit by increasing their market presence without using their slots and airport capacity correctly. "Such behavior can hamper competition and can, therefore, harm EU passengers and freight customers," Vălean said. "This must be remedied."

Vălean said the EC was consulting the public and stakeholders on how to return eventually to a normal slot regime. She said she hopes to present a proposal before the end of the 2020.

DAILY MEMO, From P. 1

According to Italian media, Alitalia is already negotiating with Airbus and Boeing with a view to simplifying its fleet to just three types: Boeing 787s for long-haul; and Airbus A320 and A220 family aircraft for medium- and short-haul.

But even if the post-coronavirus environment works in the carrier's favor when it comes to negotiating with airframers, investing in renewing the fleet would still represent a significant outlay.

And how will the carrier revamp its long-haul offering in a post-COVID-19 world in which the transatlantic sector is essentially closed off for an extended period?

Italy's government initially pledged to back the newly re-launched Alitalia to the tune of €3 billion. More recently it has said that the launch phase of "newco" operations will take place with €20 million in initial funding.

Alitalia got one bit of good news earlier this month. The EC approved a €200 million Italian government grant aimed at

offsetting COVID-19-related losses, ruling it was in line with state aid regulations.

But as Alitalia prepares for the next phase in its history, it faces huge challenges, including ongoing travel restrictions and economic weakness leading to limited demand for flying and question marks over its funding. The EC is still investigating two earlier loans totaling €1.3 billion that Italy granted the carrier to keep it flying, not to mention the resistance the airline will face once it starts making the job cuts likely needed in the coming months to match its new smaller fleet.

The Alitalia "newco" will be looking for airline partners after its initial launch phase, but will it manage to attract allies at this time? The flag-carrier did not manage to secure a rescue deal before, and the state had to step in to save it through nationalization. One thing is certain: there will be more turbulence ahead for the Italian carrier.

## AIRLINES

## Delta Taps SkyMiles Loyalty Program To Raise \$6.5B

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**Delta Air Lines became the latest U.S. carrier to tap its frequent-flier program to raise fresh cash, as airlines bulk up on debt to survive the extended demand slump caused by the COVID-19 pandemic.**

The latest fundraising effort—Atlanta-based Delta's largest yet this year—will seek to raise \$6.5 billion through a private-notes offering and new credit facility, both backed by the SkyMiles loyalty program.

Airlines have resorted to mortgaging their loyalty programs as a means of backing new loans in 2020, in addition to unencumbered aircraft, route authorities and slots at constrained airports. United Airlines previously used its MileagePlus loyalty program as collateral to secure a \$6.8 billion debt sale in July, while American Airlines will use its AAdvantage program to back a \$4.75 billion loan from the U.S. Treasury Department. Even smaller airlines are getting in on the action, with Spirit Airlines making use of two fledgling loyalty programs to raise \$850 million in August.

Frequent-flier programs have provided a stable and much-needed source of revenue for carriers during the pandemic, as co-branded credit card spending by customers has largely held up, despite the severe decline in passenger numbers. In Delta's case, it has seen cash received from sales to American Express decline by less than 5% year-over-year during the first

half of 2020, compared to a 60% decline in total passenger revenues. Still, with limited travel options, customers have been holding onto their miles instead of redeeming them, with total redemptions dropping by 78% through the first half.

Delta had around \$16 billion in liquidity at the end of June, while daily cash burn is currently around \$27 million per day, CFO Paul Jacobson reported on a recent conference call. While the company received \$5.4 billion in federal payroll support under the CARES Act, it will not pursue a separate \$4.6 billion loan it qualified for under the law, opting instead for more attractive terms available in the private markets.

During the three-month period ending Sept. 30, Delta's system capacity has declined by 60% year-over-year, with domestic schedules reduced by 50% and international by 80%. The carrier's latest published schedule data shows overall capacity declining by 57% and 50% in September and October, respectively, while domestic cuts will run between 40-45%, according to data from Bloomberg Intelligence. Middle seats remain mostly blocked off through January on all narrowbody aircraft, while widebody jets will be booked to capacity starting Oct. 1.

With the CARES Act payroll support program (PSP) set to expire on Sept. 30, Delta has indicated plans to furlough 1,941 pilots, representing around 13% of the company's total pilot workforce, in addition to 1,800 pilots that have agreed to early-retirement. Aside from those cuts, however, the company has so far not announced mass furloughs affecting its other employee workgroups, in contrast to American and United, which plan to cut around 40,000 combined positions beginning Oct. 1.

## AIRLINES

## Cash Is Running Out At South African Airways

VICTORIA MOORES, [victoria.moores@informa.com](mailto:victoria.moores@informa.com)

**Business rescue practitioners acting for South African Airways (SAA) have warned that the airline is in a "dire financial position" and that funds for operational expenditure are "near depletion."**

"The availability of the requisite funding to the company during the course of next week will determine whether the business rescue proceedings can continue," SAA's practitioners said Sept. 10.

The South African government has already provided ZAR9.3 billion (\$555 million) to repay SAA's creditors, but further short-term funding is needed under a business rescue plan that was

finalized on July 28.

"Government has continued to express its commitment to making this funding available and have undertaken to do so during the course of next week," the practitioners said.

The business rescue practitioners will provide an update on Sept. 17, with a creditor meeting scheduled for the following day if no progress has been made.

SAA has already terminated 33 aircraft-lease agreements, but a further seven are still being negotiated.

"The company has entered into termination agreements in respect of 33 of the 40 aircraft leases. The termination of the remaining aircraft leases will hopefully be finalized at the end of September 2020, failing which the company will have to institute legal proceedings to cancel the onerous aircraft leases," the practitioners said.

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## AIRLINES

# Cathay Pacific Stresses Survival Depends On Restructuring

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**The continued bleak outlook in the international market underlines the need for Cathay Pacific Airways to undertake significant long-term changes and send a large proportion of its aircraft to storage, according to a senior executive at the airline.**

"It is clear that we are facing a long and uncertain road to recovery," Cathay chief customer and commercial officer Ronald Lam said. With demand recovery forecasts being pushed back, "the environment will continue to be extremely challenging for many years."

"We are weathering the storm for now, but the fact remains that we simply will not survive unless we adapt our airlines for the new travel market," Lam said. "A restructuring will therefore be inevitable to protect the company, the Hong Kong aviation hub, and the livelihoods of as many people as possible."

Cathay cleared the way for potential job losses when it opted out of the second round of government wage subsidies last week. Lam's latest comments send another strong signal that the airline will be reduced in size as a result of the strategic review currently underway.

The carrier remains on track to make recommendations to its board in the fourth quarter regarding Cathay's future size and shape, Lam said.

Lam noted that the airline has already taken steps to reduce costs, but it is still burning cash at a rate of HK\$1.5-2 billion (\$194-258 million) per month. A recent government-led recapitalization of Cathay "provides us time and a platform from which to transform our business and continue to operate in the short term."

With the expectation that demand will remain weak "for the foreseeable future," the carrier will continue to send aircraft overseas for storage. Management intends to transfer about 40% of its passenger fleet "to locations outside of Hong Kong in keeping with prudent operational and asset management considerations," Lam said.

Cathay reported its August passenger capacity was down by 92.2% year-on-year, aligning with its previous projection that it would operate about 8% of its capacity for that month. The airline's latest forecast is for 10% capacity in September, and about the same level in October.

New waves of novel coronavirus infections in various international markets have dampened demand, Lam said. The carrier did not resume any additional destinations in August. Passenger traffic was down by 98.1%, and load factor dropped to 19.9%—both at lower levels than in July. Some bright spots were student traffic to the UK, and transit flights from the Chinese mainland from mid-August.

Cargo was also down in August but not as much as the passenger decline. Cargo traffic dropped 30.3% year-on-year, with capacity down 43.5%. Cathay operated 436 pairs of cargo-only flights with passenger aircraft, of which 23 had cargo loaded in the passenger cabins.

The airline is "cautiously optimistic of a reasonably promising cargo peak season," Lam said. However, beyond that "prospects [for cargo] are very unclear."

## AIRLINES

## IATA Calls On Canada To Modify COVID-Prevention Plan

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**IATA is urging the Canadian government to replace mandatory quarantines and other travel restrictions with more stringent testing protocols that could help revive travel demand without putting citizens at risk.**

"There are alternatives to the quarantine measures currently in place that can both keep Canadians safe as well as revive the economy," IATA CEO Alexandre de Juniac said Sept. 14, pointing to ICAO guidance as well as initiatives by the country's largest carriers as examples.

"The work that Air Canada and WestJet are doing on testing adds another dimension," de Juniac added. "It is critical that the Government of Canada acts on these before the economic and social damages become permanent and the public health consequences of mass unemployment become even more apparent."

The airline trade association's call comes amid an historic decline in airline passenger demand due to the novel coronavirus pandemic. Restrictions put in place for many international travelers has practically eliminated all travel to and from Canada and foreign countries. The most updated figures from Toronto Pearson Airport, the country's largest, showed international and U.S. transborder passengers decline 96% and 98%, respectively, in June compared to a year earlier.

Air Canada and WestJet have led Canadian industry's call to adopt more surgical measures than bans and quarantines.

"Air Canada has advocated for the adoption of rational, science-based measures in Canada relating to COVID-19, to allow for the prudent easing of travel restrictions and the mandatory 14-day quarantine, thereby striking a better balance for travelers and for the Canadian economy without adversely impacting public health," said Jim Chung, the airline's chief medical officer.

Air Canada recently teamed up with Pearson and McMaster HealthLabs to study quarantine measures' effect on incoming passengers at the airport. The month-long study aims to put some data behind restrictions, which should support more informed decision-making, the study's organizers said.

WestJet and Vancouver International Airport plan to conduct another study that involves testing outbound passengers. Details of the study and its objective, which the airline said will launch this fall, have not been publicly revealed.

IATA's call comes as WestJet adds six international destinations—three in the U.S. and three in Mexico—to its Winter 2020-21 timetable. Demand on the routes, set to launch Oct. 4, hinges largely on Canada, Mexico, and the U.S. removing joint transborder travel restrictions that have been in place since March 21 and limit non-essential border crossings. The current set of restrictions are set to expire Sept. 21, but they have been extended multiple times, in monthly increments, since the initial set was put into place.

## AIRLINES

## Air New Zealand Extends Grounding Of 777 Fleet

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**AUCKLAND—Air New Zealand plans to ground its Boeing 777-300ERs until at least September 2021, extending its estimate of how long these aircraft will be out of service.**

The reason for the longer grounding is that "the recovery of the airline's international network post-COVID-19 is now looking to be slower than initially thought," COO Carrie Hurihanganui said. The carrier has seven 777-300ERs, which it predominantly operated on long-haul routes.

Air New Zealand stated in May that the -300ERs were likely to be grounded until at least the end of calendar year 2020. The extension of this estimate is no surprise, as the airline reported

on Aug. 27 that long-haul services are not expected to resume during the current fiscal year, which runs through June 30, 2021.

The airline also has a fleet of eight 777-200ERs, which have been parked. They are unlikely to return to service with the carrier and will probably be phased out earlier than originally planned.

With no 777s for the medium term, Air New Zealand will rely on its Boeing 787s and Airbus A320/321neos and A320ceos for short-haul international flights when they resume. These are likely to include flights to Australia and Pacific Island markets, although there is not yet a timeline for these to reopen.

Four of the -300ERs will be stored in Victorville, California, while the remaining three will stay in Auckland where they can be returned to service more quickly if required, Air New Zealand said. The airline's -200ERs will be sent to long-term storage facilities in both Roswell, New Mexico and Victorville.

## AIR NAVIGATION

## Swiss Government Approves Skyguide Funding Injection

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**The Swiss Parliament has approved a CHF150 million (\$165 million) equity contribution to support air navigation service provider (ANSP) Skyguide, which has experienced a “massive decline” in income because of the COVID-19 pandemic.**

In return for the contribution, which Skyguide announced on Sept. 10, the government majority-owned ANSP is required to implement cost-saving measures and raise the retirement age of its air traffic controllers from age 56 to at least 60.

Skyguide provides air navigation services for Switzerland as well as certain adjacent parts of neighboring countries. Skyguide normally manages 1.2 million civil and military flights a year and derived 80% of its income from the fees it charges for landing and overflight services. Since March, the level of air traffic the ANSP handles has fallen by as much as 95% because of travel restrictions and reduced passenger demand resulting from the pandemic.

To offset the decline in income, the Geneva-based organi-

zation has frozen wages, reduced variable salary components by a quarter, converted salary components to annual leave and limited projects to safety-or-efficiency-related efforts. One such project involves combining facilities in Geneva and Dübendorf into a Virtual Center.

Skyguide, which employs 1,500 people at 14 locations in Switzerland, estimates the cost-saving measures will reduce its expenses by CHF90 million to CHF100 million by 2024.

“Despite the cost-saving measures taken, the financial reserves of the company’s nonprofit, federally funded operations will be exhausted in the current year,” the ANSP said. “Given this background, the Parliament approved the Federal Council’s proposal to inject as a capital contribution of CHF150 million today.”

The Federal Council also expects Skyguide’s staff and management to devise a joint plan to raise the controller retirement age by the end of 2021.

“The current operational and financial challenge is unprecedented in the history of aviation. But today’s decision makes me feel confident,” Skyguide CEO Alex Bristol said. “In the future, the Virtual Center will enable us to respond much more quickly and efficiently to rapid changes in air traffic volumes.”

## TECHNOLOGY

## KLM-Backed Flying-V Airliner Concept Makes First Flight

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**With backing from KLM and Airbus, the Technical University of Delft in the Netherlands has tested its Flying-V concept for an ultra-efficient airliner by conducting the first flight of a sub-scale model.**

Built to test low-speed stability and control and powered by two small electric ducted fans, the 4.7%-scale, 10-ft.-span model made the five-minute remotely piloted flight in July at an air force base in Germany.

The Flying-V is a V-shaped concept aircraft that has the same wing span and passenger capacity as the Airbus A350 but is predicted to use 20% less fuel. This is because the aircraft has less surface area, resulting in lower drag.

The design is a tailless flying wing. Instead of a single wide, twin-aisle cabin, the Flying-V has two A320-size single-aisle cabins integrated into the V-shaped airframe along with the cargo holds and fuel tanks.

Despite stability issues which culminated in the model being damaged on landing, “overall, we can say that this was a suc-

cessful first flight test,” said Roelof Vos, Flying-V project leader at TU Delft.

The primary goal of flying the subscale model was “to convince ourselves and the world that this is not just a paper airplane, and can not only fly but also take off and land,” he said. The second goal was to collect data on the flight dynamics of the aircraft for use in the remainder of TU Delft’s Flying-V project.

The concept originated at Airbus in Germany and the manufacturer continues to be involved in the project with an eye to the configuration’s potential as a future sustainable long-haul airliner.

“If we are required to think about disruptive changes in our energy infrastructure for aircraft, something that is not drop-in like sustainable kerosene but a different energy carrier like hydrogen, we would need to architect the aircraft differently,” said Daniel Reckzeh, senior manager for research and technology at Airbus.

“The tanks would look different. They would need to be integrated into the aircraft in a completely different way,” Reckzeh said. “The Flying-V is showing interesting degrees of

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## AIRLINES

## Finnair Halves October Capacity On Weak Demand

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**Finnair has more than halved its capacity plans for October, cutting its schedule from around 200 daily flights to just 70-80, citing a slower-than-expected traffic recovery in light of weak demand and ongoing travel restrictions.**

"The previously published traffic program cannot be implemented in full due to low demand," Finnair said in a Sept. 9 update. "Finnair reduces flights from its traffic program and flies approximately 70-80 daily flights, instead of the previously planned approximately 200 flights."

This marks a sharp decline on the 350 daily flights that Finnair flew in October 2019, before the COVID-19 crisis struck. The breadth of Finnair's network has also been significantly reduced year-on-year. In October, Finnair will serve just 42 destinations, down from more than 100 a year ago.

"Frequencies will be reduced on almost all [42] routes," Finnair said. "Route starts planned for October to destinations

like Bergen, Barcelona, Madrid, St Petersburg and Stuttgart will be postponed, as well as domestic destinations, Turku and Tampere."

Finnair chief commercial officer Ole Orvér said the airline will continue to operate "critical connections" to Europe and Asia. "However, as travel restrictions have a direct impact on demand, operating the traffic program we published earlier is unfortunately not feasible," Orvér said.

Long-haul flights to Hong Kong, Seoul, Tokyo and Shanghai—which are important cargo destinations—will continue to operate. Nanjing, China will also be served during September and October. Finnair will also continue cargo-only flights to New York and Singapore.

In July, Finnair had hoped it would be operating 50% of its normal schedule by the fall.

Other European airlines have already shrunk their capacity plans, with easyJet now expecting to operate "slightly less" than its original 40% capacity target over the period July to September. Ryanair also announced a 20% reduction in planned capacity for September and October.

### FLYING-V, From P. 6

freedom, where a combination of the need to think about the integration of novel energy carriers and disruptive concepts may open up different paths to take."

The Flying-V model proved controllable on the ground and during takeoff. The aircraft took off at 80 kph (43 kt.), rotating to a high angle of attack and climbing steeply at first. "You could see a strong climb. It rotated quite fast, but it never stalled. And that was also something we were wondering about. In the air, it was controllable and responsive to input on the throttle and control surfaces," Vos said.

"But as with any test, not everything goes perfectly. So there were things that could still be further improved," Vos said. The center of gravity of the model proved to be too far rearward. This is important for stability. "You could see that the airplane was neutrally stable or maybe a little bit unstable in pitch. And that meant the pilot had to work hard to keep the airplane flying steadily," he said.

The second issue, predicted by TU Delft's modeling, was that the aircraft "wobbled a bit," a combination of roll and yaw called Dutch roll. "It is not an uncommon phenomenon in airplanes. We predicted it and we saw it in flight. It's also something that we

can cure with system like a yaw damper," Vos said.

"Because of this the airplane was a little bit unstable. The pilot had to put some work in to keep it level, and it was difficult to land," he said. Instead of the main gear, it touched down on its nose gear, which broke off during the landing. The damage will be repaired, and the model is expected to fly again in 2021.

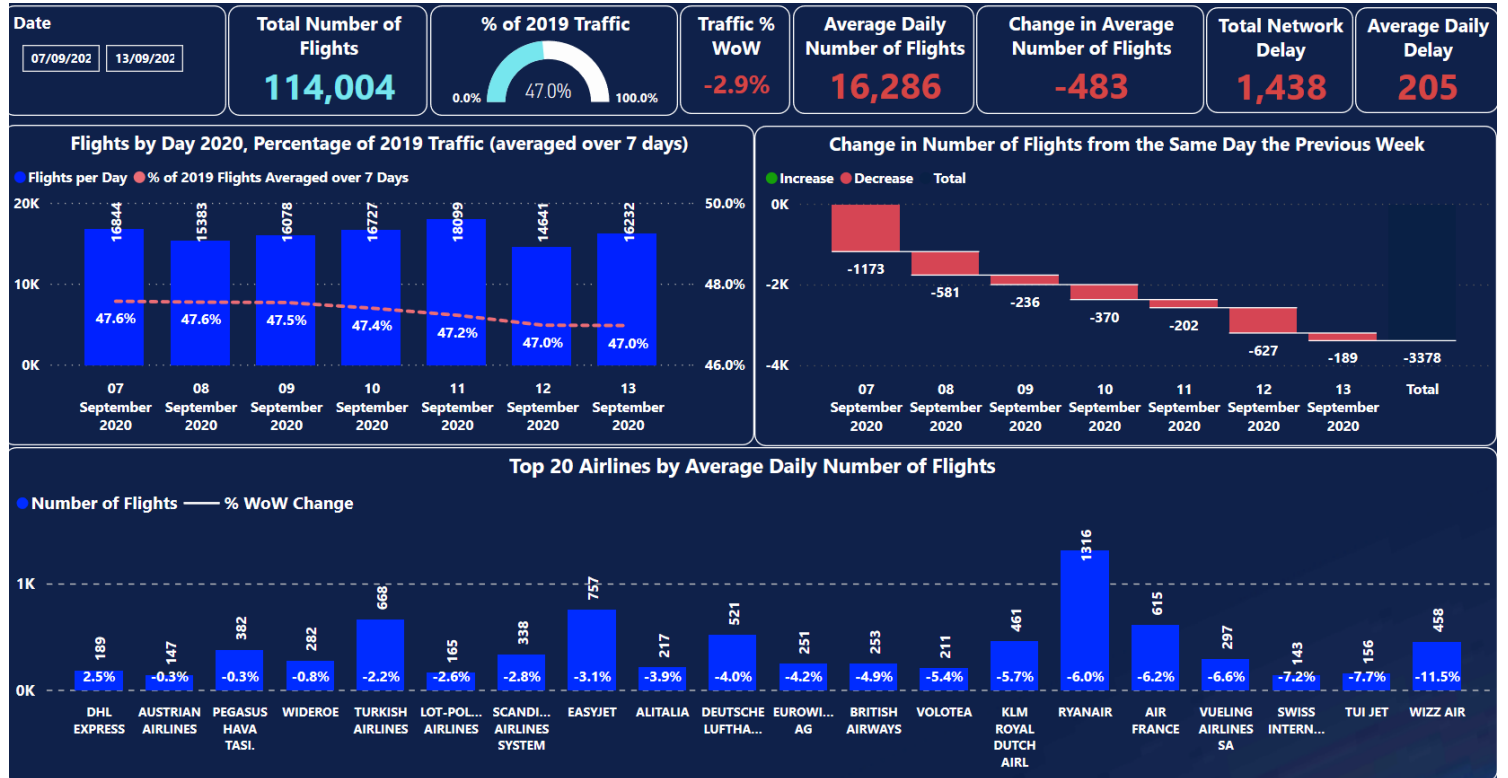
The data collected during the short flight remains to be analyzed and incorporated into TU Delta's flight dynamics model for the unconventional Flying-V. "The good thing about this flight is that the amount of controlling the pilot put into this airplane means that we have a lot of data to work with," Vos said.

"But the first thing we see immediately is that the central gravity position needs to be shifted forward. The second thing is that the landing gear probably also needs to shift forward a bit," he said.

"This is a very unconventional airplane, so we cannot rely on any of the statistical data that we have from tube-and-wing airplanes to predict how this will behave in the air," Vos said. "We are quite confident that even with this five-minute test we can already build a decent flight dynamics model."

Industry Data

Eurocontrol – Network Overview For 2020 Week 37



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Arrivals	29,300	25,957	-11.41%	4
Departures	29,333	25,877	-11.78%	4
<b>SCHEDULED FLIGHTS</b>				
Departures	291,087	282,158	-3.07%	3
<b>FREIGHT/MAIL (LB.) (SCHEDULED AND NON-SCHEDULED)</b>				
Total	1,165m	1,256m	7.79%	9
<b>CARRIERS</b>				
	24	23	-4.17%	

\* Scheduled enplaned revenue passengers

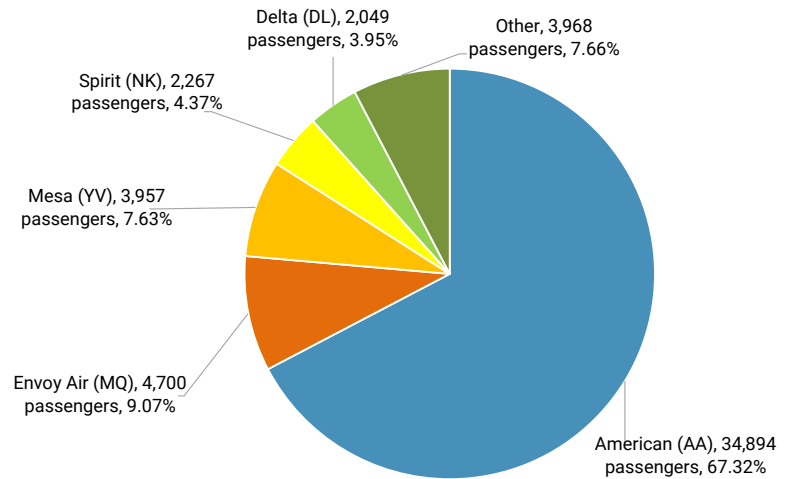
\*\* 12 months ending May of each year

\*\*\*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

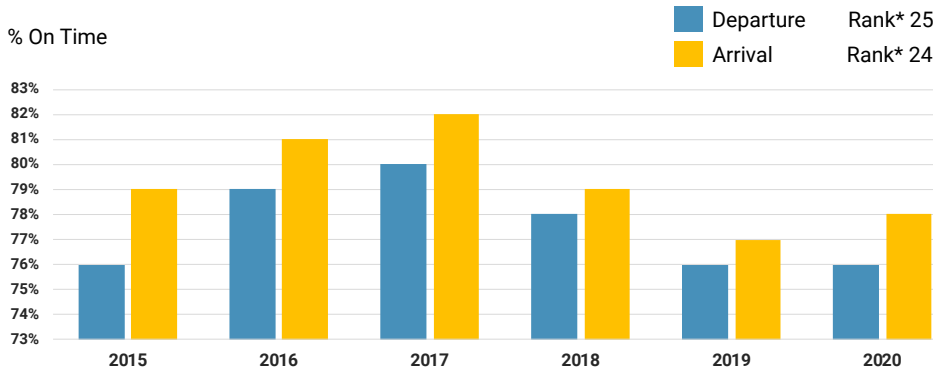


**On-Time Performance Summary (Major U.S. Carriers Only)**  
Domestic Flights 2015-2020

	2015	2016	2017	2018	2019	2020*	Rank**
<b>AVG DELAY (MIN.)</b>							
Departure	58.11	64.84	63.69	66.67	66.06	64.40	11
Arrival	69.70	74.29	73.40	72.92	76.78	75.90	24
<b>% CANCELED</b>							
Total	2.56%	1.17%	1.03%	1.92%	2.59%	5.35%	25
<b>NUMBER OF FLIGHTS (000)</b>							
Total	260.6	196.0	181.2	279.3	304.3	284.7	
<b>NUMBER OF REPORTING CARRIERS</b>							
	11	9	9	13	14	14	

\* June 2019 - May 2020

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



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

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

Los Angeles (LAX)	1,017
	1,179
Chicago (ORD)	922
	1,063
Atlanta (ATL)	743
	884
Denver (DEN)	699
	783
Las Vegas (LAS)	683
	785
New York (LGA)	672
	796
Phoenix (PHX)	596
	670
Orlando (MCO)	572
	644
Miami (MIA)	529
	633
Seattle (SEA)	515
	639

June 2019 - May 2020

June 2018 - May 2019