AviationDaily

AVIATION WEEK Intelligence NETWORK

The Business Daily of the Global Scheduled Airline Industry Since 1939

June 26, 2024

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AIRLINES

Volotea, GOL, Avianca Unite In Bid For IAG-Air Europa Slots

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Spanish LCC Volotea has teamed up with Abra Group, the parent company of Avianca and GOL, in a new joint venture agreement that could see the partners take over slots to allow for competition authorities to approve the proposed International Airlines Group (IAG) purchase of Air Europa.

Abra and Volotea said their partnership, announced June 25, would allow them to explore commercial and operational opportunities together via their complementary networks and expand connectivity between Europe and the Americas via a fully integrated network solution.

"The complementary nature of Volotea's short-haul operations in Europe and the long-haul and intra-Americas operations of Abra Group ... make this alliance an optimal and integral solution to act as a 'remedy taker' in the merger between IAG and Air Europa," Abra and Volotea said.

The European Commission (EC) is investigating IAG's plans to buy Air Europa to help expand its Madrid hub, where around two-thirds of traffic is connecting traffic.

The EC has expressed concerns about the effect of competition on certain routes.

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The Daily Memo

Is Lufthansa's Environmental Cost Surcharge A Sign Of Things To Come?

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Lufthansa is saying it "will not be able to bear the successively increasing additional costs resulting from regulatory requirements in the coming years on its own."

That was the German airline group's reasoning when it announced June 25 that it would be introducing an Environmental Cost Surcharge (ECS) to its flights to help offset the growing costs of complying with environmental legislation against a backdrop of already high costs elsewhere.

The charge will apply on flights departing European Union countries as well as the UK, Norway and Switzerland and comes into force starting Jan. 1, 2025, on all tickets issued from June 26 onward for all flights sold and operated by Lufthansa Group airlines.

The move is hardly surprising amid increasingly urgent warnings from European airlines in recent years about the cost of complying with environmental measures.

But the decision raises questions: Will the additional charge put off passengers? Post-pandemic demand has been strong, with consumers seemingly prioritizing travel even amid tight economic conditions, but the move could add a significant cost on some routes. And will other European airlines choose to—or have to—follow suit?

Europe's airlines argue that the sustainable aviation fuel (SAF) mandate due to come into force starting Jan. 1, 2025—coupled with high SAF prices and still limited availability of the fuels—put them at a disadvantage to carriers in other regions, in particular the U.S., which has an incentive-based scheme to help boost SAF volumes.

In March, at the Airlines For Europe (A4E) summit, Lufthansa Group CEO Carsten Spohr said European airlines needed global solutions, a sentiment echoed by other industry executives at

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As part of remedies already submitted to the EC, IAG set out the names of potential remedy takers—airlines to which slots could be ceded to ease those concerns, with both Avianca and Volotea on the list.

IAG—the parent company of Aer Lingus, British Airways, Iberia, Level and Vueling—said at the end of May it was working with the EC to decide which remedy taker or combination of remedy takers would best address the EC's concerns.

Asked if the two companies had decided to form their partnership specifically because of the possibility of taking slots as part of the IAG/Air Europa deal, Adrian Neuhauser, CEO of Abra Group, said, "The IAG/Air Europa transaction and the possibility of being a remedy taker accelerated our conversations. When we saw that a critical issue in IAG/Air Europa ... is the ability to provide a full network solution, we set about finding a way to do that."

If Volotea and Abra Group are designated as remedy takers, Volotea, which currently has 20 bases around Europe, would establish a base in Madrid, with approximately 20 aircraft to service all short-haul routes.

"We've come at this from a connectivity standpoint," Volotea CEO Carlos Munoz said. "We've concluded that we're actually in agreement with the European Union that a point-to-point short-haul with a point-to-point long-haul alone are not up to the task in competing. You need to have a fully integrated network."

"We are going to develop it, and optimize it from a joint viewpoint, [and] see what creates the biggest value to the whole connecting market," Munoz said, noting that 20 aircraft on the short-haul side and 8-10 on the long-haul side for Abra Group would be needed.

"This alliance will optimize connectivity options to benefit millions of passengers by integrating Volotea's European routes with Abra's destinations in Latin America, North America, and the Caribbean," the two groups said.

Munoz said the EC had not indicated to Volotea and Abra Group when it would make a decision, or when any agreement would go into effect, but during meetings with the EC the airlines had made clear they would be ready to begin from the IATA winter season.

"We have had many meetings with the European Union, and they asked us whether we were ready—the answer is, 'definitely yes,'" Munoz said. "We told them we were ready from winter 2024. I cannot say for sure what they will decide, but they were very interested in knowing that."

Munoz said he did not know whether the EC would choose one or several remedy takers but that in his view a split award "would be a bit defeating the object—we are playing on the connectivity card so if I lose a lot of points in which I can feed

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the event. "I know there are local solutions like in the U.S. where SAF production is highly incentivized. We need similar solutions here in Europe to make sure we maintain a level playing field one way or another," Spohr said. "We're at huge risk of falling behind here in Europe."

Lufthansa's move aims to partially offset the costs not only of the SAF mandate, but also for adjustments to the EU Emissions Trading System (EU ETS) and environmental costs associated with the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA).

Lufthansa is not the only airline having to pass on part of its environmental costs to its passengers. Air France-KLM has already introduced SAF surcharges to its tickets. And other airlines may well follow suit as the SAF mandates start to bite into their profitability.

However, with already increased ticket prices, the extra cost could make a big difference to travelers—Lufthansa said it could add between a barely noticeable €1 ($1.07) and a rather more painful-for-passengers €72 per flight.

Lufthansa said the amount of the surcharge would vary, depending on the flight route and fare.

Will that put off passengers? It remains to be seen. Airlines have already noticed that, even if consumers say they are concerned about the environmental impact of their choices, that doesn't necessarily mean they want to pay for them. Many report that voluntary schemes such as the option to pay for SAF when booking tickets have a surprisingly low uptake, even if demand is growing.

Air France-KLM has sought to use the forthcoming Olympic and Paralympic Games being held in Paris—of which it is a partner—to boost customer interest in buying SAF, by pledging to match customers' voluntary SAF contributions made when purchasing a ticket, with the funds dedicated to the purchase of SAF.

For Lufthansa, the priority, the airline group says, is offsetting part of its environmental cost through the ECS and continuing with its decarbonization strategy. Like the rest of the industry, Lufthansa is aiming for net zero in 2050, including by accelerating its fleet modernization, optimizing flight operations and using more SAF.

AIRLINES

Lufthansa City Airlines Launches Operations With Flights From Munich

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Lufthansa City Airlines is making its debut starting June 26, with its first scheduled flight between Munich Airport (MUC) and Birmingham Airport (BHX) in England.

The newest Lufthansa Group subsidiary, founded as a company in 2022, will use an Airbus A320neo to operate its first set of routes. Other than BHX, initial routes from MUC include service to German cities Cologne, Düsseldorf and Hanover.

Lufthansa City Airlines MD Jens Fehlinger said in a statement that the carrier "is committed to successfully positioning itself in the European short- and medium-haul segment from Munich and Frankfurt."

Starting July 27, a second aircraft—an A319—will be used to add flights from MUC to Berlin, Frankfurt and Bordeaux, France. "Lufthansa City Airlines will add further destinations in Europe to its network and gradually expand it," the carrier said.

Five A320 family aircraft will comprise the airline's initial fleet as it ramps up operations. The carrier said it plans to add "at least eight more A320neo" aircraft, as well as additional A319s, in the future.

A Lufthansa Group order for 40 A220-300 aircraft is slated to go to Lufthansa City Airlines, with deliveries expected to start in 2026, according to the airline.

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my partner's long-haul flights, it's going to make us as a remedy less powerful."

"IAG has offered up about 52% of Air Europa's network and we're interested in all of that," Neuhauser said. That is made up of around 10 long-haul routes and 25-30 short-haul ones, mostly European routes as well as some domestic ones.

The deadline for the EC to decide is Aug. 20; the deadline has been pushed back as scrutiny of the deal has dragged on.

"We can confirm that on June 10, 2024, the parties submitted commitments aimed at addressing the preliminary competition concerns arising from the proposed transaction," an EC spokesperson said June 25. "We are now carefully assessing them. We have no further comment to make at this stage."

The airlines said, "The solution proposed by both companies is an efficient and flexible plan that ensures Volotea's passengers can arrive at Madrid Airport from the airline's various bases and operational cities across Europe and the Middle East, providing them with access to intercontinental flights marketed by Abra's airlines, along with their extensive networks in the Americas and the Caribbean."

The partnership would also consolidate the airport's position as a connecting hub, they added.

Overall, Volotea expects to transport around 12 million passengers in 2024, offering more than 450 routes across 18 European countries, while Abra Group transports more than 62 million passengers annually with a fleet of over 250 aircraft to more than 130 destinations in over 25 countries across the Americas and Europe.

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informa@wrightsmedia.com

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

Vol. 436 • No. 61

AVIATION WEEK NETWORK
an informa business

AIR NAVIGATION

ATC Practicalities, Costs Will Limit eVTOL Operations, Panel Says

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LONDON—It is no surprise that professionals in the emerging advanced air mobility/electric vertical takeoff and landing (AAM/eVTOL) sectors would find safety an essential topic of discussion.

What may not have been expected are the linkages many of them make between safety and the creation of robust business cases. Yet this was a key takeaway from a panel discussion on safety at the Revolution.aero conference in London on June 19.

"If we want to achieve the densities that many of the UAM operators promise—the operational frequencies—we're going to have a large number of aircraft in the sky," said Fabrice Kunzi, chief product officer of uncrewed flight management system developer SkyGrid. "We're going to have many, many more than what [air navigation service providers (ANSP)] provide today. The 3 nm, or 5 nm, separation standards that we have today will be insufficient. We'll need to figure out ways to reduce separation standards, increase density, [and] increase operational frequency."

"It's not just about vehicle frequency. It's about how do you manage that airspace once the frequencies increase," said Richard Ellis, director of new airspace users at NATS Services, the commercial division of the UK's ANSP. This has significant implications for ANSPs and their customers.

"If you start to increase the volume of [AAM], that's likely to be in and out of the urban environments, and for more populated areas, traditional air traffic control [ATC] can't take that on without significant incremental costs to the industry," he said. "You have to have an ability to digitally manage that, and then, in an off-nominal situation—where there's a fault with the vehicle or the route, or something goes out of what it should be doing—to be able to hand back to the more traditional way. Because you've got to keep everyone else safe, not just the new vehicles."

"We need to start somewhere, and from day one we might start with the helicopter procedures that are flying today," said Juliana Kiraly, head of business development in Europe at Embraer's eVTOL spinoff Eve Air Mobility. Citing a recent visit to observe helicopter operations in and around Sao Paolo, she noted that "only seven helicopters can fly at the same time because at ATC, it's all based on voice communication." Helicopter operations there are a success, with passengers paying $470 per seat and flights frequently booked. But expansion is impossible because of the limits imposed by ATC capacity.

The implied result is that the dreams and visions of some eVTOL OEMs are unlikely to be realized in the short term. Solving the many deal-breaking challenges may be possible but will be difficult and time-consuming.

"I work this realm every single day; we've been at it for years now," says Alex McCord, global aviation lead for Skyports Infrastructure, a division of the vertiport developer. "I think people don't realize how difficult it is."

He points out that several OEMs have taken orders for hundreds of aircraft. But in the ongoing absence of urban vertiports, widespread charging infrastructure and sufficient ATC capacity, those aircraft will be limited to occasional operations from existing airports and heliports.

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AIRPORTS

Japan Task Force Says Airport Fuel Shortages Are A Workforce Issue

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SINGAPORE—A severe workforce crunch is among the key reasons for the fuel shortage at numerous Japanese airports, a public-private task force charged with investigating the matter has found.

Although jet fuel production is holding up despite an overall reduction in oil refining through 2028, the scale of the impact on air transport development has yet to be determined.

The task force—made up of government and private agencies such as Japan's Land, Infrastructure and Transport Ministry, Narita Airports and oil producer Eneos—was convened June 18 in Tokyo after reports that airlines were scrapping plans to expand capacity into Japan due to jet fuel shortages.

Data from the Japan Civil Aviation Bureau (JCAB) indicates that international aircraft movements at Tokyo Narita and Osaka Kansai have surpassed 2019 levels, but those on the island of Hokkaido remain at 60% of pre-COVID levels, primarily due to an inability to secure fuel contracts.

Japan's Maritime Bureau added that while sea freight takes up 85.4% of petroleum transport, consolidation of oil refinery operations has meant that the average distance traveled to deliver petroleum products has increased from as low as 434 km (270 mi.) in 2012 to around 492 km in 2022. It added that 99.7% of these shipping companies are small to medium-sized enterprises with weak business foundations—60% own just one ship. This is also paired with the issue of the aging seafarer community, although that has improved in recent years.

Japan's total petroleum production will decrease at an average rate of 1.6% annually from 2023 to 2028, or 7.6% in total. Jet fuel will be steadier, slipping from 4.39 million kiloliters (1.16 billion gal.) in 2023 to 4.33 million kiloliters in 2028, according to the Land, Infrastructure and Transport Ministry.

Nikkei reported that Qantas and Singapore Airlines were evaluating their future new services into Hokkaido. However, both airlines tell Aviation Week that current routes are unaffected.

Another Southeast Asia-based airline has told Aviation Week that a number of its routes to Japan are affected, without providing clarity on when the issue will be resolved.

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"It takes a little bit of imagination to believe there's going to be 200 aircraft flying in urban environments anytime in the next 10-20 years," he said. "There has to be a dramatic change in several things—not just in aircraft technology or airspace integration, but places for them to go, a demonstrated market, and use cases."

"We've got to design for volume, but start small," Ellis said, suggesting that digitized, automated, and therefore less expensive ATC systems will be necessary to permit the kind of increased frequencies many eVTOL OEMs and their operator customers appear to want.

"What we build now, and how we build it, has to be done in a way that it can scale in a nontraditional fashion," he added. "I can't sit there and say, 'In 20 years time I'm going to have another Swanwick or Prestwick [the UK's two ATC centers, together employing around 1,850 people] for NATS to operate these kinds of vehicles.' It would just be cost-prohibitive. But I've got to keep the airspace safe."

Digitizing ATC processes will be essential—but it will not in itself be a panacea. The gap between OEMs' aspirations and achievable operational reality remains wide.

"There's a difference between what we're doing today—what we're seeking approval for today from the regulators—and where we're expecting, or at least promising, this would go," Kunzi said. "What I don't know is how we get from [operational frequencies achieved by helicopters] today, to what it is that we are envisioning. If we could release airspace and just have it be a non-constraint overnight, physics still matters. And getting these vehicles up and down and turned over, passengers in and out, and cleaned—these are real constraints that all of a sudden start to bite in ways we can't get rid of with digitization."

REGULATORY/LEGISLATIVE

EASA Launches Certification Readiness Levels

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The European Aviation Safety Agency (EASA) has introduced its certification readiness level concept, developed to help aircraft, engine and system developers guide new technologies through the certification process.

Introduction of the nine-step scale, being developed in collaboration with Europe's Clean Aviation research program, is part of a revamp of the regulator's Innovation Services, technical advice services available to industry prior to or outside of the certification process.

Similar in structure to technology readiness level (TRL), the certification readiness level (CRL) scale is designed to assess the future certifiability of an innovative concept of operations (conops), business model or product/system, while enabling industry to engage progressively with aviation authorities.

The scale is being developed, and will be further detailed, in partnership with the Dassault-led consortium working under Clean Aviation on the four-year, €20 million ($21.4 million) Concerto project to develop novel certification methods and means of compliance for disruptive technologies.

Developed by NASA, the widely used TRL scale has nine levels of maturity from observing basic principles at TRL 1 through prototype demonstration in a relevant environment at TRL 6 to a flight-proven system in operation at TRL 9. For CRL, the nine main steps are:

CRL 1 – regulator familiarization with the technology and conops

CRL 2 – confirmation of conops assumptions and safety objectives

CRL 3 – gap-analysis identification of the key regulations affected

CRL 4 – identification of principles for technical standards and road map for rulemaking required

CRL 5 – identification of the action plan for comprehensive aviation framework readiness

CRL 6 – availability of the first draft of rulemaking material

CRL 7 – draft elements of a certification basis including special conditions or means of compliance

CLR 8 – design organization approval granted and product certified

CRL 9 – system proven in an operational environment

EASA is encouraging certification applicants, technology developers, and systems suppliers to familiarize themselves with the CRL scale and use it when measuring the growing maturity level of a product incorporating innovations, technologies or conops.

The regulator expects the CRL to help companies engage with its Innovation Services to seek technical advice. EASA offers three levels of services contract outside certification. Category 1 supports projects whose feasibility needs to be confirmed and for which an adequate regulatory framework does not exist. Category 2 supports products for which the concept is feasible and mature, but regulations do not exist, or regulations are mature but certification is expected to take longer than allowed under the rules. Category 3 covers technical advice for a specific matter.

AIRLINES

Air Incheon Named As Successful Bidder For Asiana Freighter Unit

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Korean Air has confirmed that Air Incheon has been selected as the preferred bidder for Asiana's freighter operation, representing an important step toward the proposed Korean Air-Asiana merger.

The Korean Air board approved the choice at a June 17 meeting. The sale is aimed at easing concerns from European Commission (EC) regulators about the effect of the Korean-Asiana merger on competition. Korean Air previously reached an agreement with the EC to split off the Asiana freighter unit, among other measures.

There were three remaining bidders for the freighter operation: Air Incheon, Air Premia, and Eastar Jet. Korean said it based its decision on key criteria including "the certainty of completing the transaction, the ability to maintain and enhance long-term competitiveness of the air cargo business, and the capability to mobilize funds through a competent consortium."

Air Incheon was the only one of the bidders that is an all-cargo airline. The carrier currently serves Asian destinations with four Boeing 737-800 freighters, according to the Aviation Week Network Fleet Discovery database.

Korean Air noted that the proposed deal will allow Air Incheon to "strengthen its competitiveness by utilizing Asiana Airlines' long-haul network to the Americas and Europe, and fleet of larger cargo aircraft."

The sale price has not been confirmed yet, as it will be finalized through negotiations with the preferred bidder, Korean Air said. Korean plans to sign a framework agreement with Air Incheon in July, after the contract conditions are agreed.

The buyer must still be screened and approved by the EC. Kore-

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AIRLINES

WestJet To Lease 737-8s Previously Flown By Lynx Air

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DUBAI—Three aircraft WestJet has agreed to lease from BOC Aviation were operated by Canadian upstart Lynx Air before it ceased operations in February.

Calgary-based ULCC Lynx Air, which flew for just 22 months, operated nine Boeing 737-8s at the time it ceased operations.

WestJet CEO Alexis von Hoensbroech told Aviation Week during the recent IATA Annual General Meeting that the narrow-bodies were jets Lynx was flying before it was grounded, and the airline was currently looking at a few more aircraft previously flown by the airline.

Von Hoensbroech said WestJet is sourcing aircraft from the used market due to aircraft delivery delays from Boeing. The Aviation Week Network Fleet Discovery database shows WestJet has 47 737-10s and 15 737-8s on order. The original delivery date for the airline's first 737-10 was September 2024.

The availability of used aircraft is tight, "but that's where the Lynx aircraft actually come in quite handy," since WestJet already operates 737-8s and the Lynx jets are already registered in Canada, von Hoensbroech said. Fleet Discovery shows Calgary-based WestJet has 30 737-8s in operation, six parked and one aircraft in storage.

Additionally, WestJet has a "sizeable fleet of [737]-700s" that the airline had planned to start retiring, a process it is now delaying to combat delivery delays. The airline's 737-700 fleet comprises 38 aircraft in operation and one jet parked/in reserve.

REGULATORY/LEGISLATIVE

United Requests Re-Do Of Presque Isle EAS Award Granted To JetBlue

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Calling the decision "arbitrary," "capricious" and giving undue consideration to a City Council's preference, United Airlines is calling for the reversal of JetBlue Airways' first Essential Air Service (EAS) contract.

The U.S. Transportation Department (DOT) on June 4 selected JetBlue to operate the subsidized route—to Presque Isle, Maine from Boston Logan—as a once-daily service, September 2024-August 2026, using a 100-passenger Embraer E190 in its first year, and a 140-passenger Airbus A220-300 thereafter.

United previously operated the route from Newark, 12-times-weekly, using a 50-seat United Express-branded CRJ550 aircraft, and had applied to continue the EAS for another two-year term using the same frequency and aircraft.

In its award to JetBlue, DOT acknowledged that the New York-based LCC's proposal had less than the minimum standard EAS frequency required outside of Alaska but granted the City of Presque Isle's request to waive that requirement. A selection of JetBlue was supported by the City, and provided savings for the federal government, DOT stated in its selection.

"The decision of the department is erroneous in at least three respects," United wrote in a June 24 filing, pointing to a reduction in service frequency, a reliance on the preference of a City Council, and what it described as a moving of the goalposts for EAS selection criteria.

"The Department requested proposals for a particular level of service that would be judged on a specific set of criteria and then the department granted an unusual and a historic waiver to change the service requirements," United said. It also noted amendments to EAS selection criteria made through the FAA Reauthorization Act while applications were pending, including the addition of a new consideration—the total compensation proposed by an air carrier for providing the service in question.

In its January order requesting proposals to provide the EAS, DOT lists five factors for consideration, noting the revised criteria in its selection announcement six months later.

United argues that it was "given no opportunity to submit a proposal based on the criteria and level of service used in the selection order."

In making its case for continued operation of the EAS, United received the near-unanimous support of the Presque Isle community's Airport Advisory Committee in a 7-1 vote, the airline said, downplaying the City Council's position. Taking issue also with connectivity opportunities from Boston versus Newark, United calculated DOT's award as providing the LCC with a profit margin it deemed unreasonable "for a company that is not profitable in an industry that averaged just 4% margins."

DOT could fund multiple additional EAS contracts "for what it has granted JetBlue in profit alone," United said.

In its February proposal, JetBlue requested a total subsidy of $21,648,284—compared to United's $26,242,608—projecting profits of $1.8 million the first year, and $2.1 million in the second. It marked the first time the LCC had applied for an EAS, as JetBlue seeks creative ways to drive additional trough revenue.

In its own February proposal, United projected annual revenue from the EAS of $5.6 million.

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AIRLINES

New Airline Aims To Fill Gaps In UK-Pakistan Services

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LONDON—A UK-based startup aims to remedy the current shortage of nonstop UK-Pakistan flights.

IPS Airways plans to start flights on Aug. 23. Based in West Drayton, near London Heathrow Airport, the airline will be a "virtual airline," handling ticket sales, marketing and administrative functions, while flights will be performed by Germany's Universal Sky Carrier (USC) on a wet-lease basis using Airbus A340-600s.

IPS' initial route will be Manchester, northwest England, to the Pakistani capital Islamabad. IPS marketing and HR manager Humza Siddiqui said the company's target market is the large Pakistani diaspora that lives in Birmingham, in the English Midlands, and northward. Initially, IPS initially plans a 3X-weekly service, increasing to 5X-weekly. A second service, from Birmingham to Lahore, is planned, with a start date "perhaps three months later," Siddiqui said.

Services are expected to cater largely to visiting friends and relatives (VFR) traffic, together with students traveling to the UK to further their education. IPS will operate as a full-service airline, with the A340s being operated in a two-class configuration, offering a 42-seat business-class cabin with lie-flat seats and 275 seats in the economy-class cabin.

"We have plans to acquire our own aircraft, but it is too early to commit," Siddiqui added. The main mover behind IPS is Ansar Ali, who Siddiqui described as having more than 25 years' experience in the aviation industry, mainly with American Airlines, where he worked in the security department.

USC's managing director Klaus-Dieter Martin confirmed that IPS had chartered an aircraft, noting, "We are in the process of obtaining traffic rights" from the UK and Pakistani authorities.

IPS will be seeking to help fill the gap in UK-Pakistan services that has emerged in recent years since Pakistan International Airways (PIA) was barred from European Union (EU) and UK airspace.

At present, the only nonstop UK-Pakistan services consist of a British Airways 3X-weekly rotation between London Heathrow and Islamabad. Other services are offered from London Gatwick to Karachi and Lahore, but require a change of aircraft in Doha, Qatar.

The ban on PIA followed the May 2020 crash of PK8303 in Karachi, the investigation into which cast doubt on the qualifications of many Pakistan-licensed airline pilots.

PIA, which is slated for privatization, together with the Pakistan government has been anxious to have the ban rescinded. Pakistani officials have been talking up the chances of restoring services to the EU and UK in recent months, with Pakistan's foreign minister Ishaq Dar stressing the need to resume flights in a March telephone call with his UK counterpart David Cameron.

However, a November 2023 visit by EASA officials to conduct an audit on the Pakistan CAA's capabilities returned a negative verdict.

In a report issued May 30, the European Commission said, "With regard to PCAA's safety oversight functions, a noticeable lack of depth of scrutiny was observed, namely as regards the closure of findings based on proposed corrective action plans instead of actual evidence provided, or a lack of proper assessment of the proposed corrective actions."

As a result, "the [European] Commission considers that at this time there are no grounds for amending the list of air carriers, which are subject to an operating ban within the Union with respect to air carriers certified in Pakistan."

The negative decision has been met with dismay in Pakistan, which had hoped for a resumption of services to the EU and UK, which are among the most lucrative in PIA's portfolio.

UNITED, From P. 7

Asking DOT to rescind the award and issue a revised RFP, United says it "would have considered a substantially different proposal," had it known of DOT's willingness to accept one flight per day, potentially changing its proposed gauge and frequency, and thereby enabling a lower subsidy request.

JetBlue did not immediately respond to requests for comment but confirmed in an earlier statement its intent to launch the service on Sept. 5. "We are excited for the opportunity to bring Boston flights back to the county while also offering the community access to their top destinations around the U.S., Caribbean, and beyond through our large focus city at Logan International Airport," said Dave Jehn, JetBlue vice president, network planning and airline partnerships, on June 14.

Presque Isle International Airport serves northern Maine and northwestern New Brunswick and is located in Maine's northernmost county, Aroostook.

AIR INCHEON, From P. 6

an Air said it intends to close the transaction after the EC's review.

With the EC's conditional approval, the U.S. is now the only jurisdiction still to give clearance to the Korean Air-Asiana merger. Korean Air CEO Walter Cho has said that U.S. final approval is likely to occur by the end of October.

Industry Data

Leisure Fares

Week Of June 17 Vs. Previous Week And Year-Ago Week

LEISURE FARES (ONE WAY)

		Last Year		This Year			
Airline	Route	12-Jun-23	19-Jun-23	10-Jun-24	17-Jun-24	% WoW	% YoY
UA	ATL-EWR	$39	$39	$53	$53	0%	36%
DL	ATL-TPA	$54	$54	$43	$53	23%	(2)%
AA	BOS-WAS	$64	$69	$54	$54	0%	(22)%
DL	CHI-MSP	$69	$69	$37	$35	(5)%	(49)%
UA	CHI-NYC	$68	$54	$35	$33	(6)%	(39)%
UA	DEN-LAX	$58	$54	$47	$33	(30)%	(39)%
AA	DFW-LAX	$130	$130	$54	$54	0%	(58)%
UA	EWR-ATL	$39	$39	$53	$53	0%	36%
DL	EWR-ORL	$75	$75	$53	$53	0%	(29)%
UA	LAX-DEN	$58	$54	$47	$33	(30)%	(39)%
AA	LAX-DFW	$130	$130	$54	$54	0%	(58)%
AA	LAX-NYC	$113	$88	$132	$116	(12)%	32%
DL	MSP-CHI	$69	$69	$37	$35	(5)%	(49)%
UA	NYC-CHI	$68	$54	$35	$33	(6)%	(39)%
AA	NYC-LAX	$113	$88	$132	$116	(12)%	32%
DL	ORL-EWR	$75	$75	$53	$53	0%	(29)%
DL	TPA-ATL	$54	$54	$43	$53	23%	(2)%
AA	WAS-BOS	$64	$69	$54	$54	0%	(22)%

Source: Harrell Associates, LLC — Fares as filed by the airlines.

LEISURE COST PER MILE

		Last Year		This Year				Length	% Thru	Current
Airline	Route	12-Jun-23	19-Jun-23	10-Jun-24	17-Jun-24	% WoW	% YoY	Type	Range	Quintile
UA	ATL-EWR	$0.05	$0.05	$0.07	$0.07	0%	36%	M	28%	2
DL	ATL-TPA	$0.13	$0.13	$0.11	$0.13	23%	(2)%	S	32%	2
AA	BOS-WAS	$0.16	$0.17	$0.13	$0.13	0%	(22)%	S	33%	2
DL	CHI-MSP	$0.20	$0.20	$0.11	$0.10	(5)%	(49)%	S	22%	2
UA	CHI-NYC	$0.09	$0.07	$0.05	$0.05	(6)%	(39)%	M	9%	1
UA	DEN-LAX	$0.07	$0.06	$0.05	$0.04	(30)%	(39)%	M	3%	1
AA	DFW-LAX	$0.11	$0.11	$0.04	$0.04	0%	(58)%	L	26%	2
UA	EWR-ATL	$0.05	$0.05	$0.07	$0.07	0%	36%	M	28%	2
DL	EWR-ORL	$0.08	$0.08	$0.06	$0.06	0%	(29)%	M	17%	1
UA	LAX-DEN	$0.07	$0.06	$0.05	$0.04	(30)%	(39)%	M	3%	1
AA	LAX-DFW	$0.11	$0.11	$0.04	$0.04	0%	(58)%	L	26%	2
AA	LAX-NYC	$0.05	$0.04	$0.05	$0.05	(12)%	32%	T	24%	2
DL	MSP-CHI	$0.20	$0.20	$0.11	$0.10	(5)%	(49)%	S	22%	2
UA	NYC-CHI	$0.09	$0.07	$0.05	$0.05	(6)%	(39)%	M	9%	1
AA	NYC-LAX	$0.05	$0.04	$0.05	$0.05	(12)%	32%	T	24%	2
DL	ORL-EWR	$0.08	$0.08	$0.06	$0.06	0%	(29)%	M	17%	1
DL	TPA-ATL	$0.13	$0.13	$0.11	$0.13	23%	(2)%	S	32%	2
AA	WAS-BOS	$0.16	$0.17	$0.13	$0.13	0%	(22)%	S	33%	2

Fares above are the lowest levels for fare types generally used for leisure travel.

Sample data from the Harrell Associates H100 Airfare Report

WoW = week over week; YoY = year over year.
Airline Codes: AA: American; DL: Delta; UA: United; US: US Airways
Airports: Fares are for the airport with the most non-stop flights.
Most fares are filed city specific rather than airport specific.
CHI = O'Hare; NYC = LaGuardia/Kennedy; WAS = Reagan/Dulles

Leisure Fares: Lowest fare generally used by the leisure traveler. These fares are highly restricted in terms of advance purchase, penalty, minimum stay, etc. All fares shown are one way.
Cost per mile (CPM) is based on DOT route mileage.
CPM % Through range shows the relative position of the cost per mile as compared to the Min and Max levels for the trip length type, Short, Medium, Long, etc.
Trip Length Type Detail: S = Short: 650 miles or less
M = Medium: 651 - 1,000 miles; L = Long: 1,001 - 1,750 miles
T = Transcon: 1,751 miles or more.

Industry Data

Business Fares

Week Of June 17 Vs. Previous Week And Year-Ago Week

NORMAL BUSINESS FARES (ONE WAY)

		Last Year		This Year			
Airline	Route	12-Jun-23	19-Jun-23	10-Jun-24	17-Jun-24	% WoW	% YoY
UA	ATL-EWR	$234	$234	$323	$323	0%	38%
DL	ATL-TPA	$522	$527	$326	$346	6%	(34)%
AA	BOS-WAS	$178	$499	$214	$214	0%	(57)%
DL	CHI-MSP	$452	$462	$341	$341	0%	(26)%
UA	CHI-NYC	$259	$259	$319	$319	0%	23%
UA	DEN-LAX	$1,024	$1,024	$433	$433	0%	(58)%
AA	DFW-LAX	$509	$549	$453	$373	(18)%	(32)%
UA	EWR-ATL	$234	$234	$323	$323	0%	38%
DL	EWR-ORL	$524	$524	$583	$583	0%	11%
UA	LAX-DEN	$1,024	$1,024	$433	$433	0%	(58)%
AA	LAX-DFW	$509	$549	$453	$373	(18)%	(32)%
AA	LAX-NYC	$324	$549	$518	$518	0%	(6)%
DL	MSP-CHI	$452	$462	$341	$341	0%	(26)%
UA	NYC-CHI	$259	$259	$319	$319	0%	23%
AA	NYC-LAX	$324	$549	$518	$518	0%	(6)%
DL	ORL-EWR	$524	$524	$583	$583	0%	11%
DL	TPA-ATL	$522	$527	$326	$346	6%	(34)%
AA	WAS-BOS	$178	$499	$214	$214	0%	(57)%

Source: Harrell Associates, LLC — Fares as filed by the airlines.

NORMAL BUSINESS COST PER MILE

		Last Year		This Year				Length	% Thru	Current
Airline	Route	12-Jun-23	19-Jun-23	10-Jun-24	17-Jun-24	% WoW	% YoY	Type	Range	Quintile
UA	ATL-EWR	$0.31	$0.31	$0.43	$0.43	0%	38%	M	19%	1
DL	ATL-TPA	$1.29	$1.30	$0.80	$0.85	6%	(34)%	S	33%	2
AA	BOS-WAS	$0.44	$1.23	$0.53	$0.53	0%	(57)%	S	11%	1
DL	CHI-MSP	$1.31	$1.34	$0.99	$0.99	0%	(26)%	S	43%	3
UA	CHI-NYC	$0.36	$0.36	$0.44	$0.44	0%	23%	M	20%	2
UA	DEN-LAX	$1.19	$1.19	$0.50	$0.50	0%	(58)%	M	27%	2
AA	DFW-LAX	$0.41	$0.44	$0.37	$0.30	(18)%	(32)%	L	24%	2
UA	EWR-ATL	$0.31	$0.31	$0.43	$0.43	0%	38%	M	19%	1
DL	EWR-ORL	$0.56	$0.56	$0.62	$0.62	0%	11%	M	40%	2
UA	LAX-DEN	$1.19	$1.19	$0.50	$0.50	0%	(58)%	M	27%	2
AA	LAX-DFW	$0.41	$0.44	$0.37	$0.30	(18)%	(32)%	L	24%	2
AA	LAX-NYC	$0.13	$0.22	$0.21	$0.21	0%	(6)%	T	18%	1
DL	MSP-CHI	$1.31	$1.34	$0.99	$0.99	0%	(26)%	S	43%	3
UA	NYC-CHI	$0.36	$0.36	$0.44	$0.44	0%	23%	M	20%	2
AA	NYC-LAX	$0.13	$0.22	$0.21	$0.21	0%	(6)%	T	18%	1
DL	ORL-EWR	$0.56	$0.56	$0.62	$0.62	0%	11%	M	40%	2
DL	TPA-ATL	$1.29	$1.30	$0.80	$0.85	6%	(34)%	S	33%	2
AA	WAS-BOS	$0.44	$1.23	$0.53	$0.53	0%	(57)%	S	11%	1

Fares above are the lowest levels for fare types generally used for normal business travel.

Sample data from the Harrell Associates H100 Airfare Report

WoW = week over week; YoY = year over year.
Airline Codes: AA: American; DL: Delta; UA: United; US: US Airways
Airports: Fares are for the airport with the most non-stop flights.
Most fares are filed city specific rather than airport specific.
CHI = O'Hare; NYC = LaGuardia/Kennedy; WAS = Reagan/Dulles

The full Harrell H100 family of reports tracks:
- Nearly 300 major routes every week for most major airlines
- 40 top routes for each airline
- Over 30,000 business and leisure data elements per month

Normal Business Fares: Lowest fare generally used by the business traveler. These fares are highly restricted in terms of advance purchase, penalty, minimum stay, etc. All fares shown are one way. Cost per mile (CPM) is based on DOT route mileage. CPM % Through range shows the relative position of the cost per mile as compared to the Min and Max levels for the trip length type, Short, Medium, Long, etc.
Trip Length Type Detail: S = Short: 650 miles or less
M = Medium: 651 - 1,000 miles; L = Long: 1,001 - 1,750 miles
T = Transcon: 1,751 miles or more.

Harrell data capabilities:
- Year-over-year detailed pricing data that is hard to find
- Financial planning models — pricing, yield, investing
- Custom reporting available