

EPISODE 21

[INTERVIEW]

[0:00:05.5] IP: Hello and welcome to episode 21 of AvTalk. Our final new episode of the year. I am Ian Petchenik and here for the 21st time with –

[0:00:16.4] JR: Jason Robinowitz, hello.

[0:00:20.2] IP: It's the middle of December, we're recording our 21st episode. How do you feel?

[0:00:26.4] JR: Tired but not for travelling reasons, for I guess, a change. I've just been here going to work every day and surprisingly that's more tiring than traveling like usual.

[0:00:36.5] IP: Who would have thought?

[0:00:37.4] JR: Yeah, who knew?

[0:00:41.2] IP: This episode is our last new episode of the year. The good folks who put up with listening to the raw cuts of this...

[0:00:50.2] JR: You have no idea.

[0:00:52.4] IP: Are going on holiday at the end of the month. We're going to bring something a little bit different in the next episode but in this episode, it's also a little bit different because we put together a brief survey and sent it out there on the social's media.

Let's see, we ended up with over 120 responses which is I think pretty respectable considering how the trends worked out. We're going to go through what we thought, what Jason and I thought was – what you all sent in, the biggest aviation stories of 2017 and then we're also going to talk about what's coming up next year and what we think is going to make a big difference there.

Let's just dive in, shall we?

[0:01:38.5] JR: How do we do this?

[0:01:39.4] IP: Well, that's a good question, very carefully, the answer is always very carefully. We sent out the survey and asked, what were the biggest aviation events, stories, things that made you stop and really look at it over the last year? There were some themes that really developed over the – well, we gave you kind of three options, I guess we'll call it 300 responses but the first was, and the largest was obviously the C Series Airbus tie up. That was a good one. The most mentioned and I think kind of the biggest news of the year and that was at the top of my list.

[0:02:22.7] JR: Biggest and definitely the most surprising and unexpected. I don't think many people in 2016 called that happening in 2017.

[0:02:30.3] IP: No, I think if anyone had had that in their bingo card for 2017, I would have been very surprised.

[0:02:39.1] JR: Very impressed. But I don't think many people even – maybe inside Airbus and Bombardier saw that one coming. It's a big deal but we still don't really know where that's going, the whole thing is just, they're engaged, they're not married yet.

[0:02:53.6] IP: Yeah.

[0:02:54.3] JR: We have to see if they'll actually open up that plant and will be allowed at Alabama some point in the future and start churning out C Series aircraft for Delta, so there's still a lot more unanswered questions than we have answers at this point.

[0:03:09.0] IP: But you're skipping ahead to what's going to happen next year.

[0:03:11.7] JR: We'll get there.

[0:03:12.7] IP: Exactly. Some of the other big stories or big themes that kind of came along this year, let's see, all of the bankruptcies and kind of the end of a number of long storied airlines. Monarch and Air Berlin being two of the biggest and well, in the last week, Niki which folded because Lufthansa – ended up not being able to absorb that.

[0:03:41.1] JR: Monarch and Air Berlin could not have been any different of an end of operations. I guess Monarch was just a ripping a band aid off overnight, it's like they were just gone, while Air Berlin was a slow burn over the course of a couple of months where they slowly ramped up their long operations and then slowly ramp down rather their short haul operations until one day it just stopped.

It was kind of weird to see how the laws and regulations for bankruptcy in the UK were so drastically different than they are in the EU.

[0:04:13.8] IP: Yeah, I mean, it was such a strange thing to watch because I mean, Monarch had been back in 2016, Monarch had been on – we'll call it the precipice of oblivion and it got pulled back and landed up even ordering planes and then –

[0:04:32.7] JR: That will save them.

[0:04:34.1] IP: Yeah. Then it all kind of came to a head this year and just overnight, they were gone and this huge repatriation effort. Which is another one of my big stories of the year by how many different operators and airlines and aircraft got involved in bringing back all of the Monarch customers who ended up overseas when Monarch went belly up.

[0:05:01.0] JR: That was something.

[0:05:01.9] IP: I mean, it was just a ton of work to get that all done. And really impressive. Then Air Berlin just kind of announced that you know, eventually, in the fall, we're just not going to exist anymore.

[0:05:16.0] JR: Oops, that was a quite a stark contrast.

[0:05:19.0] IP: Yeah.

[0:05:19.9] JR: Let's read down this list some more. Someone says Qantas' nonstop to London is pretty amazing. Well that actually hasn't happened yet. The plans have been announced but that's not actually a thing and honestly, I think that sounds more like torture than it does pretty amazing.

I don't want to be in economy at a 787 for what is it? Like 15 hours?

[0:05:39.0] IP: It's a long time.

[0:05:40.2] JR: No thank you. Pass. Next on the list, retirement of the Fokker with KLM. The Fokker was phased out of a couple of airlines in Europe, wasn't it?

[0:05:49.8] IP: Austrian I think? KLM and were there others?

[0:05:55.2] JR: There were Avros too, not necessarily the Fokker but others, Avro of Brussels were phased out as well. It was kind of a ramp down year for the oddball aircraft.

[0:06:06.0] IP: A big ramp down year for not-so-oddball aircraft. Today was the – I feel like we keep finding, it's like, if you're a baseball fan, you'll know that there's like random statistics about pitching on left-handed pitchers on Tuesdays, if the pitcher's chewing gum then the batter can hit balls. I feel like we keep coming up with ways to say goodbye to the 747.

[0:06:30.3] JR: Well, we said goodbye for real, maybe, sort of for real this time.

[0:06:34.9] IP: Exactly. It's like these couched – today, the 19th of December, Delta operated their last regular revenue service of the 747. It's not the last Delta 747 flight because they're going to keep operating charters throughout the college football bowl season and I think they've got some military charters in there too.

But, it was the last flight that you could, you know, go online, buy a ticket, get on the plane and fly it. We keep ending up with these weird milestones just because there's so many ways to say goodbye to the 747?

[0:07:12.4] JR: Wasn't the last commercial flight on Delta out of the US canceled and pushed back a bit?

[0:07:17.5] IP: Yeah.

[0:07:21.0] JR: They ran out of pilots.

[0:07:22.0] IP: Yeah, they had three out of four that they needed to get to Seoul. I guess they just couldn't scrounge up a fourth pilot. They pushed it back a day and put everybody up in hotels overnight and then sent it out the next day. They sent a 747 and an A350 a few hours apart from each other.

[0:07:39.6] JR: Oops.

[0:07:40.5] IP: It all worked out.

[0:07:42.6] JR: Scrolling right down this list, Airbus A330neo first flight. Yeah it was fun, I was there, not much to speak of there, it flew. Air France 66, that was a thing wasn't it?

[0:07:54.5] IP: That was a thing, it recently concluded. Well, you know, nearly concluded.

[0:08:00.3] JR: Is it back in commercial service yet?

[0:08:02.1] IP: I don't think so. I haven't seen it flying yet. If it is, it snuck by me. I don't believe that it's flown yet.

[0:08:08.8] JR: All right, right on top of that, the phase out of the first A380 from Singapore Airlines, that was the first commercial A380, 9V-SKA was withdrawn from the Singapore Airlines fleet. It is I think being transitioned to HiFly, am I correct?

[0:08:27.9] IP: I mean, we thought it was high fly then it wasn't high fly, then it was high fly again but it was going to operate through either Royal Air Morocco or Garuda Indonesia.

[0:08:37.6] JR: Or something.

[0:08:38.5] IP: Or something and now they're also saying it could be just scrapped. I don't think anything's been decided.

[0:08:46.0] JR: Stay tuned.

[0:08:47.0] IP: We'll move that down to the 2018 list.

[0:08:49.1] JR: Let's see, last 747 from KLM to SXM, that took a sad turn after that but the KLM 74 actually did make another appearance in Saint Maarten. Not for good reasons but it was.

[0:09:02.9] IP: Well, that was another thing is all the – I mean, not just aviation specific but things that had a huge impact on aviation where the hurricane season was just –

[0:09:13.8] JR: Brutal.

[0:09:14.5] IP: Yeah, brutal, I mean, it was Maria, Irma and just Harvey in Houston, I mean, just three brutal hurricanes plus all of the other ones that you know, also caused damage but didn't receive the major attention that these three did.

[0:09:30.8] JR: What's next? Qatar Ban, that's still going on isn't it?

[0:09:34.2] IP: It is still going on. We mentioned a few – well, more than a few episodes ago now. About how they were flying in cows to Qatar. Because of the ban, they've been flying in food stuffs and things like that but they've been flying in cows for milk production.

I came across another story the other day about how they now have thousands of cows in Qatar that are domestically producing milk.

[0:10:04.3] JR: That's a weird sentence, I don't know I like that.

[0:10:07.5] IP: That's –

[0:10:08.2] JR: Domestically producing milk.

[0:10:09.3] IP: Well, you know, instead of flying it in.

[0:10:11.9] JR: I got you, okay. Next on the list. Joon! Thank you for putting that out on the list, whoever did that. I'm not going to say anymore about it because it's ridiculous. A380 loses an engine nacelle over the arctic. That happened didn't it? And they found it.

[0:10:26.1] IP: They did find it, yeah. An Air Greenland helicopter crew went out and found it. It was more than a nacelle. You know.

[0:10:35.3] JR: This comment says, "Iran Air", I assume that means their delivery of new A330's and some ATR's. I actually saw in Iran Air A330 in Stockholm when I went out for the Flightradar24 holiday party. That was cool.

[0:10:50.6] IP: Yeah, I think both this year and the next year to see what happens with that. I think the Iran Air, new aircraft situations belongs on both lists.

[0:11:03.5] JR: Yeah. Let's see. Launch of level, just like June, I don't care, this comment just says "New flights", cool story bro. Hearing the AN-22. I haven't heard it in person, I wish I have but go watch the video we posted a while back because it sounded, even just on YouTube, kind of amazing.

[0:11:25.4] IP: It's worth revisiting, the AN-22 for sure.

[0:11:28.2] JR: Let's see, computer failures at many airlines. BA had a huge issue earlier this year so the Delta, just two days ago, Delta had a massive issue in Atlanta not a computer issue but a complete power failure in Atlanta for something like 11 hours.

They recovered pretty quickly which is good.

[0:11:47.3] IP: Yeah. That wasn't just Delta, that was everybody that operates in Atlanta. You know, it's delta, southwest, were the two major airlines that had bad impacts there.

[0:12:00.9] JR: Yeah, Air Canada near miss at SFO, that was crazy.

[0:12:06.2] IP: Yeah. I saw something today that somebody sent me about a legislator has introduced some pieces of legislation to maybe stop that or get to the bottom of it or something. It was unclear to me what they were trying to do with that but I think those investigations are still ongoing.

[0:12:24.3] JR: Yeah. Here's a good one. 737 MAX introductions. I kind of forgot that happened this year because it's been so routine and uninteresting.

[0:12:31.9] IP: It happened, the ramp up has happened so quickly.

[0:12:36.1] JR: Yeah. A bunch of airlines, Air Canada, West Jet, a bunch of Chinese airlines have it already. Norwegian, that's right.

[0:12:45.3] IP: China Southern, Ryan Air, I mean, all sorts of –

[0:12:48.2] JR: They're all over.

[0:12:50.4] IP: They're all over.

[0:12:51.5] JR: This comment says "MH370", wasn't that like four years ago?

[0:12:55.9] IP: Yes?

[0:12:56.6] JR: Come on guys. A350-1000, that was not this year, that was last year. Come on guys.

[0:13:03.5] IP: Well, it got certified this year.

[0:13:04.7] JR: It did, it got certified and the first delivery with it now.

[0:13:09.7] IP: Yeah, any minute now. We'll give him that one.

[0:13:12.5] JR: Okay, partial credit. Let's see, Massive Airlines, we did that.

[0:13:19.2] IP: Let's do two more, I'm going to go with the Dubai Air Show for the kind of the sea change in the order book of middle east airlines with Fly Dubai taking 200 and change 737 max and once again, stealing Gen Australia's, you know, Emirates express line. The big change there and then you know, Emirates itself taking the 7710, realizing that you know, not everything deserves a triple Zen 300R and A380.

[0:13:51.1] JR: I mean, they have to learn that the hard way I think. Let's see, lastly, 20 of you replied, "Other."

[0:13:59.0] IP: There you go.

[0:14:00.2] JR: Just "Other." Something else, even though you were writing in your answers, thank you.

[0:14:05.9] IP: All right. Should we take a really quick break and then move on to what's going to happen next year?

[0:14:12.3] JR: Sure.

[0:14:13.9] IP: All right, we'll be right back.

[BREAK]

[0:14:25.9] IP: Okay, let's get back into what's going to happen in 2018.

[0:14:27.0] JR: The future.

[0:14:28.2] IP: The future, let's predict the future. Then, next year, at the end of 2018, we'll look back on this particular episode and realize just how wrong we were.

[0:14:36.7] JR: Or right? I think more right than wrong but let's see.

[0:14:40.3] IP: All right, I'll take the under on that particular bet.

[0:14:44.0] JR: All right, well this first one I think has been you know, a possibility, 2018, 2017, 2016 and so on. Alitalia ceases operations. That one can happen any day or maybe never at all.

[0:14:57.3] IP: A surprising number of people suggested that that would happen.

[0:15:01.1] JR: It's a solid bet but it's also a terrible bet because Italy's never going to let that happen or maybe they do, you can never be sure.

[0:15:09.7] IP: yeah, I mean, we'll see. One of the biggest kind of pro and cons that everyone wrote in was the C Series tariffs will either be implemented, put in place, upheld, various language or the exact opposite. They will be completely wiped away, there will be no tariffs.

A pretty even split on that particular event. It will be interesting to see who is right or who is – I think it will end up being who is more right or who is more wrong.

[0:15:41.1] JR: Yeah, to some degree or another.

[0:15:43.0] IP: Yeah.

[0:15:43.6] JR: Let's see, we just talked about the Singapore A380 turning into beer cans. Someone's pretty sure they're just going to chop that one to pieces and I'm not so sure they're wrong.

[0:15:54.1] IP: I feel like something's going to happen, you know, someone's got to have a use for them somewhere maybe.

[0:15:59.7] JR: Maybe.

[0:16:00.6] IP: Probably.

[0:16:01.5] JR: This one we got a bunch of replies for the Boeing 797 or whatever will be announced.

[0:16:08.6] IP: The MOM.

[0:16:09.2] JR: The MOM, the 797, the whatever it is, the thing that airlines want that Boeing should have done a couple of years ago will be revealed in 2018. I think there's a strong chance to that. They've been hinting pretty heavily at that in 2017.

[0:16:24.2] IP: Yeah, I would say it's a good chance that we'll finally see exactly what they've got planned or at least close to exactly what they've got planned. So hopefully, that actually happens and they come up with a great airplane.

[0:16:39.8] JR: Yeah. Space X falcon nine heavy flies, sure, I don't know, we don't track.

[0:16:45.1] IP: If they put ABS-B on it?

[0:16:46.6] JR: Yeah, we don't track rocket ships, that would be cool though.

[0:16:49.7] IP: I wish we did. I mean, I think that's another podcast.

[0:16:53.9] JR: Yeah. On the opposite end of I guess, related to Singapore's A380, someone suggested the A380 program will get a timeline for the wind down of production. Feasible? I don't think we're quite there yet but that's something to chew on.

[0:17:10.1] IP: I mean, discussions about moving down to six a year.

[0:17:14.2] JR: Yeah.

[0:17:14.7] IP: I mean, I don't know.

[0:17:18.1] JR: I don't like this prediction at all, volcanic ash again, I could do without any major north Atlantic disruptions.

[0:17:25.7] IP: I mean, you know, that's yes. We'll see what that as they come.

[0:17:30.5] JR: Launch of new airlines in the middle east, that's an interesting one because it's already kind of happening, we're getting a couple of low cost carriers in the middle east, fly a deal in Saudi Arabia was one of them.

A couple, Qatar's failed operation, Al-Maha also in Saudi Arabia, that's something to keep an eye on.

[0:17:49.7] IP: Yeah, a new aircraft, don't know what that means but sure, why not.

[0:17:53.5] JR: All right. Further development of a new Concorde. Fat chance, I don't think so.

[0:18:01.2] IP: I mean, there's been a lot of – what was it? Last week, Japan airlines wrote a 10 million dollar check to Boom, right?

[0:18:10.9] JR: Yeah, the tiny little super sonic thing.

[0:18:13.9] IP: Right, I mean, I know that got a lot of people excited and I know that 10 million dollars is nothing to sneeze at in the grand scheme of things. I mean, if somebody wants to write.

[0:18:23.7] JR: Also, something to sneeze at when it comes to –

[0:18:25.8] IP: If somebody – I just want to put this out there, if somebody wants to write me a 10 million dollar check, I'm not going to say no.

[0:18:33.0] JR: No, but you're not building a supersonic aircraft, are you?

[0:18:35.5] IP: Yet. No, I mean, it's certainly nothing to sneeze at, however, I can't get my head around the fact that you know, this is actually going to be a thing. I mean, there just seems to be so many technical impediments to the way that the development is happening around the new supersonic flight but then also, what does 10 million dollars get you? I guess is my question there.

[0:18:59.9] JR: Not much.

[0:19:01.5] IP: Not much.

[0:19:02.9] JR: Let's keep scrolling down the list. Frontier and Spirit merge.

[0:19:06.4] IP: God, please no.

[0:19:07.5] JR: No, unlikely. I can't say this one because it will bump us up to explicit on iTunes. No more Joon. That's a little quick don't you think? I mean, their marketing is dumb as hell but I mean, they're not going to disappear in less than a year.

Let's see, the recovery of MH370. Also just it's not going to happen, I'm sorry.

[0:19:34.1] IP: Yeah. I feel like eventually, it will accidentally be found.

[0:19:37.7] JR: Exactly, in 200 years from now, accidentally by James Cameron's descendants. What else?

[0:19:46.7] IP: Some good news or you know, some actual news that will happen that I'm looking forward to. The GE9X is going to get test – it was supposed to fly the end of this year but I haven't heard whether or not that's actually going to happen.

I'm pushing my expectation to next year. They've already got it under the wing of GE's 747 test bed.

[0:20:09.8] JR: Yup.

[0:20:10.9] IP: That's something to get ready for. Hopefully, getting ready for the 777X.

[0:20:15.7] JR: Yeah, let's see. More predictions JetBlue announces transatlantic routes. We've only been saying that for five, 10 years now. I don't see why 2018 would be the year but who knows, they're buying the A321 Neo LR but that's not due for quite a number of years still.

MRJ cancellation, that's an interesting one. I could see that happening.

[0:20:38.9] IP: It would surprise me but would it really? It would surprise me, it wouldn't shock me.

[0:20:44.4] JR: No, I mean, that thing is just – there's no point at this, in this stage of the game, it's just not needed.

[0:20:51.5] IP: Yeah, I don't know. The Beluga XL will fly.

[0:20:55.2] JR: Yes, that will fly in assembly isn't it?

[0:20:57.9] IP: Yeah. I mean, I've got – I mean, most of the body together as far as I know. They had a rather – a stirring musical accompaniment to the main cargo door being added to the – It was one of those things where you click play on the video and all of a sudden you feel like you've been transported to some sort of action movie or something like that and really, I'm just watching a crane lift a large piece of aluminum but I guess that's what gets things going.

[0:21:30.1] JR: Yup. This one just says, Airbus new plane. The answer to that is no, there is no new plane at Airbus, they're done with that for a little while, got to be something else interesting here. Another big airline ceases to operate.

Who would be your guest that we haven't mentioned already?

[0:21:47.4] IP: God, I don't know.

[0:21:49.5] JR: Here's a good one. Petchmo Air buys an airplane.

[0:21:52.7] IP: I mean, it's entirely possible that I will buy an airplane next year. It's 902,000% possible that that will be a model airplane but I'll probably buy one.

[0:22:04.4] JR: Small scale airplane. Here's one that was off by a few days. Ryan Air accepts some pilot unions, that actually just happened there.

[0:22:13.0] IP: There you go. Our first prediction came true.

[0:22:17.1] JR: There we go. AA retires the MD-80 ahead of schedule, I don't think that's going to happen. No, unfortunately.

[0:22:25.3] IP: Unfortunately?

[0:22:26.6] JR: Yeah. I want them done, they're terrible.

[0:22:30.0] IP: They are not terrible. Take that back sir.

[0:22:31.4] JR: Nope, I will do no such thing. No such thing, they are awful airplanes to fly on American, they break all the time.

[0:22:41.9] IP: Setting that aside.

[0:22:43.5] JR: Setting aside that they don't do the thing that they're supposed to do.

[0:22:47.1] IP: They are fantastic airplanes and the fact that they forgot to put the compass somewhere that the pilot could see it so they had to put a mirror in is the best thing to ever happen.

[0:22:58.6] JR: That's a pretty big mistake.

[0:23:00.7] IP: Yeah.

[0:23:01.3] JR: I'm just not a fan.

[0:23:03.5] IP: We'll put a link to the show notes what we're talking about.

[0:23:06.5] JR: More merger premonition. Alaska and Jet Blue announce plans to merge. Alaska's still in the middle of their merger with Virgin America, that's not going to happen but I like where your head's at.

[0:23:19.2] IP: Okay, let me pose the question you posed to me, if another airline goes out of business, who do you think that's going to be?

[0:23:27.1] JR: Who do I think that's going to be? Air Koryo, does that count?

[0:23:32.9] IP: I don't think that counts.

[0:23:33.6] JR: Damn, well, I'm sticking with it.

[0:23:35.4] IP: All right, well, how about this? If you think, and I'm throwing this question out to everybody, if you think of an airline that you think is going to go out of business in the coming year, drop us a note at podcast@fr24.com and let us know why you think that's going to happen. Don't say Air Koryo because it doesn't count.

[0:23:53.7] JR: It so counts.

[0:23:55.4] IP: Okay, we'll talk about who is going to go out of business, who is going to merge?

[0:23:59.6] JR: Who's going to merge?

[0:24:01.3] IP: If anybody, or are we kind of at the end of the consolidation cycle?

[0:24:05.7] JR: We have seen so much consolidation that like we're the bottom of the barrel here, who's left that isn't partially owned by Qatar or Etihad or IAG or something.

[0:24:18.8] IP: Etihad kind of went on their reverse acquisition spree this year.

[0:24:25.6] JR: It's funny because I have highlighted another comment, a prediction for 2018 that Etihad invests in yet another airline. That's not going to happen. They just fired their CEO for acquiring all of these airlines that ended up being actually a terrible disaster.

[0:24:39.3] IP: Yeah, I mean, what? Alitalia, Air Berlin.

[0:24:44.6] JR: Air Serbia.

[0:24:45.2] IP: Air Serbia, that's right.

[0:24:46.5] JR: Etihad regional, Darwin Airways.

[0:24:49.5] IP: Yeah, I mean. Hold on, they went out of business this year too didn't they?

[0:24:53.5] JR: Yeah, we forgot about them.

[0:24:56.9] IP: Basically, everybody except Alitalia that Etihad had an investment in went out of business.

[0:25:03.1] JR: Air Serbia is still doing okay, they also had a – they have a stake in Air Seychelles which is alive and kicking with all like four airplanes.

[0:25:12.7] IP: But I mean, who wouldn't want to go there?

[0:25:14.0] JR: Exactly. Qatar snapped up a big chunk of Meridiana for some unknown reason

[0:25:20.2] IP: You have to put your cash somewhere.

[0:25:22.2] JR: I guess, they think Alitalia is going to go out of business and Meridiana is just going to swoop in and take that market share.

[0:25:28.6] IP: I mean, that would be interesting to see. I mean, their long haul flying is not – I mean, they don't have the same route network that anywhere near Alitalia does.

[0:25:37.8] JR: No, I'll tell you, that's like JFK and that's about it, maybe the Caribbean. I mean, that will be interesting to see.

[0:25:47.1] IP: It will be. It's kind of wow, what a big backfire of strategy.

[0:25:51.7] JR: Yeah. That did not work out for Etihad. It turns out you can't just dump money on a burning fire and expect somehow your money to survive and make more money. Just kind of burns and disappears.

[0:26:07.3] IP: A very visual metaphor from Jason.

[0:26:08.8] JR: Yeah, that's what I'm here for.

[0:26:10.8] IP: Is anything else going to happen next year?

[0:26:14.3] JR: Let's see. This one literally says, "Something to do with the German market as Lufthansa will have the most domestic flights in Germany." I mean, tons did scoop up most of air Berlin's remains, I don't know. Weren't they denied somewhere, they couldn't pick up Nikki and that's why Nikki kind of disappeared?

[0:26:33.9] IP: Yeah.

[0:26:35.5] JR: Good insight.

[0:26:37.6] JR: Well, we'll see. A380 Neo. Not happening.

[0:26:40.3] JR: Definitely not happening. They can't even sell the A380 plus because nobody wants to do that.

[0:26:47.8] IP: What if they called it the plus Neo?

[0:26:48.3] IP: Then I'm buying a hundred of them.

[0:26:52.2] JR: Yeah, of course from Petchmo airlines. See? You said you'd be buying airplanes.

[0:26:55.8] IP: I did.

[0:26:59.5] IP: The E190 E2's, well, I mean, the 190 and 195 I guess. That's less of a prediction and more of a scheduled event. That will be interesting to see.

[0:27:12.7] JR: Right. Here's another one, the Sukhoi Super Jet will sell no aircraft in 2018, did they sell any in 2017?

[0:27:22.0] IP: I am not up on my Super Jet sales figures.

[0:27:27.4] JR: Damn, I don't think so. Maybe they did but not many if they did. Newest, longest passenger flights regularly. We kind of did that this year. Didn't Qatar and Emirates have a little battle back and forth with the longest flight in the world?

[0:27:43.1] IP: Yeah. Emirates had the record for, I want to say, it was like a couple of months or something like that, the Dubai-Auckland and then Qatar came in with their Doha-Auckland and beat that one out. Then next is 2018 or 2019 when the A350ULR comes online?

[0:28:03.2] JR: I think that might be 2019 but I'm not sure.

[0:28:05.3] IP: Okay. That will take over as the longest one, Singapore goes back to trying to make money flying from Singapore to New York.

[0:28:12.9] JR: Yup. This one says scope cause issues especially with the E190 E2 that you just mentioned. That's already a thing that they've delayed it back a couple of years because it just doesn't make scope clause of requirements in the US. I don't see that change now.

[0:28:28.2] IP: That's one of the big issues with the MRJ as well.

[0:28:30.3] JR: Right, I don't see that changing any time soon. Especially in this coming year.

[0:28:37.0] IP: Yeah, that's kind of been just not even up for discussion.

[0:28:41.4] JR: No, that's not going anywhere unfortunately but they'll, I think I just read an article about how they grudgingly extending the current production of the E190.

[0:28:52.0] IP: Yeah.

[0:28:53.4] JR: Decreasing popularity of four engine jets. That's been a trend for like a decade.

[0:28:59.8] IP: Yeah. And will continue to be a trend. It's a safe prediction. I think that's a safe prediction.

[0:29:05.9] JR: I think of the whole list.

[0:29:07.5] IP: Let's stop here a second and what is your prediction for 2018?

[0:29:12.6] JR: You put me on the spot.

[0:29:14.0] IP: I am putting you the spot.

[0:29:15.2] JR: I think I'm going to go with the opposite of what some of these say and we're going to see the proliferation of airlines like Level and Joon, albeit, with less stupid marketing than Joon, I think that's going to be the upcoming future, these well-known established airlines, off shooting into these maybe not ultra-low cost carriers but lower cost carriers to better compete with Norwegian and WOW Air and all that. I would not expect the US airlines to do it but I'd expect to see a little more of that in Europe and maybe even in Asia.

[0:29:53.6] IP: You don't think we'll see Ted 2 and Song the reprise.

[0:29:57.9] JR: If Song were to come back and fly long haul, I'd be totally onboard with that. Maybe not Ted because that would be terrible but I could totally see it happening in Europe. I mean, we have Level is the IAG version, you've got Eurowings which is the Lufthansa Group version.

Joon, which is the Air France KLM version, who's left in Europe even actually? Now that I think of it, Alitalia, LCC long haul, that would be fun.

[0:30:28.7] IP: God. No, that would not be fun.

[0:30:31.3] JR: No, that would be terrible.

[0:30:32.0] IP: That would be the opposite of fun.

[0:30:32.9] JR: That's what I'm going with, how about you?

[0:30:35.1] IP: The return of Malev. No. I will go out there and I will say, the Chinese actually bring back production of the AN225.

[0:30:47.7] JR: That's a gamble.

[0:30:48.8] IP: That is my big gambling prediction for 2018.

[0:30:53.3] JR: There's already rumors and speculation about that so it's not outlandish.

[0:30:56.9] IP: Well, they announced plans but I'm predicting that it will actually happen.

[0:31:01.5] JR: Right, they have reason to, it's the heaviest of the heavy lift aircraft out there and China's got a lot of heavy crap to lift I guess.

[0:31:10.1] IP: We might get a lot of shouting down of this one but my honest prediction for 2018 is that the C919 will get a large order from a non-Chinese airline.

[0:31:21.6] JR: What region at least?

[0:31:24.1] IP: I will say, somewhere in Europe.

[0:31:27.6] JR: I don't see it happening but good luck.

[0:31:30.0] IP: That's my prediction.

[0:31:31.5] JR: Good luck with that one. We'll revisit exactly in one year and see how bad these folks –

[0:31:37.3] IP: Just to see how wrong we were.

[0:31:37.9] JR: Yeah. And if Alitalia is still around.

[0:31:42.3] IP: I think we might be able to revisit that one in the next episode. If any of this actually happens or if none of it happens whatsoever, we'll be talking about it all next year. We're going to say goodbye for the year now, this will be our last episode for 2017. Our first episode in 2018, because our wonderful editors are taking a holiday, much deserved.

I mean, the things that they have to go to, to cut us down, to listenable size, they deserve more than they're taking.

[0:32:18.2] JR: A task I do not envy.

[0:32:19.5] IP: We're going to revisit a couple of the great interviews that we had with people in the first 20 episodes. I hope everyone enjoys that and then we'll be back later in January with a brand new episode to see if Alitalia is still in business and to see what happens in the intervening period.

Thank you so much everyone who has been listening since the beginning or discovered us along the way. I'm having a ton of fun and I think Jason is too. Whether or not he'll admit it.

[0:32:49.4] JR: You can't prove anything.

[0:32:51.8] IP: I can't prove anything. I just want to say thank you to everyone. If you like the podcast, and you like what we're doing, we love hearing that but more importantly, we love hearing suggestions, if you've got comments, criticisms, anything. podcast@fr24.com is our email address and we read all of those.

You can leave us a review on iTunes especially is super helpful for people finding this podcast and listening to it. Thanks again, happy holidays and happy new year. Episode 21 of AvTalk, in the books, Jason, how do you feel?

[0:33:27.6] JR: I'm feeling good, tired, I'm going to go to bed but I'm excited to see which of these predictions come true in 2018 and looking forward to another year of doing this.

[0:33:37.1] IP: Everyone, thanks so much for listening, we'll talk to you soon.

[0:33:40.3] JR: Bye-bye.

[END]