

767 market active

A few years ago airlines had no plans for phasing out their 767-200s or -300s. The supply of aircraft increased over the past three years, but has recently diminished again with the development of strong demand in the aftermarket. A large number of single-unit lease transactions have been completed in the past six months.

There has been a lot of activity in the 767-200/-300 in the past six months, with 116 aircraft in the fleet being stored, converted to freighter or leased. The variety of transactions not only indicates a secondary market developing for the 767, but also that demand for widebody aircraft is increasing again.

ABX has acquired 26 ex-All Nippon Airways and ex-Marubeni 767-200s which are being converted or are due to be converted to freighter.

A number of -200s and -200ERs have been stored by Delta Airlines, United Airlines and American Airlines. This is commensurate with these airlines taking the policy of downsizing to smaller aircraft and operating at higher frequencies in the domestic US market.

Nine -200s have also been stored by HSBC, AAR Corporation, United Technologies, Republic, Boeing, GECAS and SAS.

Several aircraft have also been reactivated and put back into operation. These include aircraft owned by GECAS

and Rolls-Royce Capital Corporation and -300s operated by SAS and British Airways. Delta also reactivated a 767-300.

The majority of the 116 aircraft have been involved in lease transactions. Some of these are aircraft operating in Russia and the CIS. In September 2003 Transaero leased a -200ER from bank of America and Aerosvit Airlines of the Ukraine leased a -300ER from Nordea Bank. Hawaiian Airlines cancelled an order for a -300ER, but Boeing has delivered this aircraft Uzbekistan Airways.

The majority of remaining lease transactions are small groups of aircraft in single or double units. Mexicana leased a -300ER from Fleet Capital in December 2003, Holland Exel leased three -300ERs from SAS, East African Safari leased a -300ER from Airplanes Ltd and Volare Airlines leased a -300ER that was previously leased to Icelandair from CIT.

Numerous other small transactions include single units being leased to United Airlines from United States Airlease, to

Lauda Air Italy from ILFC, to Icelandair from Nissho Iawi, Avianca from Morgan Stanley, Nationwide Air Charter from Airplanes Ltd, to Excel Airways from Air Atlanta Europe, to Southern Winds from Euro Atlantic Airways, to VARIG from Euro Atlantic Airways, to Lan Chile from ILFC, to Alitalia from Pegasus Capital, to Zoom Airlines from ILFC, to All Nippon Airways from Mitsui, to Blue Panorama from Sumitomo, to Air China from ILFC, to Global Jet Luxembourg from Wells Fargo, to Aeroflot from Lease Investment, to Australian Airlines from Qantas,

The airline to have leased the largest number of aircraft, however, is Garuda Indonesia. Garuda has acquired six 767-300ERs from a variety of lessors that have had aircraft returned to them. Garuda has also directly sub-leased aircraft from airlines, including UK charter airline Britannia Airways.

There have also been a few sale and leaseback transactions. Japan Airlines has sold and leased back three -300ERs from Mitsui. **AC**



A secondary market has now developed for the 767-200 and -300. There have been a large number of single-unit lease transactions in the past six months, but Garuda Indonesia has leased six -300ERs that were returned to lessors.