Boeing in Latin America

The Boeing Company has a strong aviation and aerospace presence in Latin America, the world’s fourth-largest aviation market. Boeing predicts that airlines there will need 3,050 new airplanes valued at $350 billion in the next two decades, tripling the region’s existing fleet size.

Boeing mainly does business with the Latin American countries of Argentina, Brazil, Chile, Columbia, Mexico and Panama.

Boeing has been involved with a wide variety of airlines in Latin America from the early days of commercial aviation. Boeing designed a new generation of satellites for the Mexican geomobile system known as Mexsat and provided the Latin American commercial and defense sector with products, systems, services and support. Boeing is also working with Latin American engineers and scientists to develop the technology to make aviation more sustainable in the 21st century.

In Latin America, Boeing invests in global engagement projects that support local communities in need and strengthen the science, technology, engineering and math (STEM) curriculum in schools.

In 2014, Boeing appointed Donna Hrinak president of Boeing Latin America. In that role, she leads the company’s strategy to grow regional market opportunities and coordinates companywide activities throughout the hemisphere.

Boeing in Argentina

Boeing Commercial Airplanes in Argentina

Boeing and Argentina’s flag carrier, Aerolíneas Argentinas, have worked together since the era of the Douglas DC-3. Aerolíneas has 42 737-700s and -800s that fly domestic and regional flights. In late 2017, Aerolíneas was the first Latin American carrier to receive the 737 MAX. Aerolíneas took delivery of the airplane, a MAX 8, in late November and flew the first commercial flight about a week later from Buenos Aires to Mendoza. It was the first delivery of an order for five 737 MAX. The fifth aircraft was delivered in June 2018.

Boeing Defense, Space & Security in Argentina

On November 21, 2000, a Boeing Delta II rocket launched Argentina’s first Earth-observing satellite, the Satelite de Aplicaciones Científicas-C, into orbit. The satellite, launched by the Argentine Commission on Space Activities, studied terrestrial and marine ecosystems, measured space radiation and determined variability in the atmospheric structure, supplied measurements of the geomagnetic field and measured the long-wavelength component of the gravity field.
**Boeing Global Engagement in Argentina**

Argentina is one of four countries in the region where Boeing works with the Pan-American Development Foundation (PADF). PADF increases teachers’ ability to teach STEM, improve curriculum and engage students in project-based learning challenges through the STEM Academies. In Argentina, the academies are implemented in partnership with Fundación Ciencia Joven in 12 schools in the city of Buenos Aires. Students develop the ability to use STEM competencies in a research context, identify scientific issues, explain scientific phenomenon, use scientific evidence and develop an understanding of science and engineering methods.

**Boeing in Brazil**

When Boeing established an office in Brazil in October 2011, it began a new cycle in a relationship that started more than 80 years ago with the delivery of F4B-4 fighters to the Brazilian government. In 1960, Boeing delivered its first commercial airplane to Brazil.

Boeing’s two largest commercial customers in Brazil are GOL Airlines, the fifth-largest 737 operator in the world, and LATAM Brazil, part of the Santiago, Chile–based LATAM Airlines Group, which operates 777s and 767s. Boeing has also been involved with the Brazilian satellite communications industry since the early 1970s.

Boeing is committed to expanding its presence in Brazil through industrial participation, research and development and community engagement.

**Embraer partnership**

In December 2018, Embraer and Boeing approved the terms of a joint venture comprising the commercial aircraft and related services operations of Embraer. Under this agreement, which remains subject to regulatory approvals and customary closing conditions, Boeing will acquire an 80 percent ownership stake for $4.2 billion, and Embraer will hold the remaining 20 percent.

The companies also agreed to create a KC-390 joint venture to promote and develop new markets for the multimission medium airlift KC-390. Embraer will own a 51 percent stake in the joint venture and Boeing will own 49 percent.

Once the transaction has closed, the commercial aviation joint venture will be led by Brazil-based management. Boeing will have operational and management control of the new company, while Embraer will retain consent rights for certain strategic decisions, such as transfer of operations from Brazil. Assuming the approvals are received in a timely manner, the transaction is intended to close by the end of 2019.

Boeing and Embraer have collaborated since 2012 in several areas, including supporting both companies’ customers by improving efficiency and safety in commercial
aviation. In 2016, the two companies completed three weeks of flight tests as part of Boeing’s ecoDemonstrator program aboard an Embraer E170. The two airplane manufacturers worked together to flight-test five emerging technologies that will improve the environmental performance and safety of airplanes in the future.

In 2015, and separate from the current 2019 commercial and KC-390 joint ventures, Embraer and Boeing signed a teaming agreement to collaborate on worldwide sales and support of the KC-390 medium-lift military transport.

Under the new agreement, the companies will together pursue new business opportunities, both for the aircraft itself and for aircraft support and sustainment. Embraer will provide the aircraft while Boeing will be responsible for in-service support.

The manufacturers are also working together to improve aviation safety. Both companies separately studied ways to reduce runway excursions, but quickly recognized the value of jointly offering tools to provide effective solutions to customers and the industry. Starting in 2012, Boeing and Embraer jointly developed Runway Situational Awareness Tools, which include new approach and landing procedures, a training aid video and flight-deck technology to help pilots make decisions and increase their situational awareness during approach and landing.

**Boeing Commercial Airplanes in Brazil**

Brazil is an important commercial airplane market for Boeing. The country’s commercial aviation market accounts for about 40 percent of the overall market for Latin America.

Boeing delivered its first commercial airplane to Brazil on June 7, 1960 — a 707 to VARIG. Since then, Boeing has delivered more than 100 commercial airplanes, including cargo airplanes, to 13 operators.

Boeing Commercial Airplanes has worked in close partnership with its Brazilian airline customers to bring product improvements and services to their fleets. Examples include the Short Field Performance package for the Next-Generation 737, the Boeing Sky Interior, spare-part pilot projects with GOL and TAM Airlines, and the airplane performance monitoring and consulting solution and toolbox remote for GOL.

**Boeing Defense, Space & Security in Brazil**

Since the 1932 delivery of F4B-4 fighters, Boeing Defense, Space & Security has maintained a productive relationship with Brazil.

Boeing products acquired by the Brazilian military and government include Harpoon missiles and Stearman A75L3 biplane trainers for the Brazilian Army; KC-137 tanker transport; 737-200 commercial jetliners purchased for presidential transport in 1975; A-4 Skyhawk light-attack bombers delivered to the Brazilian Navy in 1990; and 767-300 converted tankers purchased to replace the KC-137 in 2015.
Boeing Satellites in Brazil

Boeing has been involved with the Brazilian satellite communications industry since its inception in the early 1970s. In 1974, Boeing heritage company Hughes contracted to build a ground station near Rio (Tanguá) for Embratel to resell Intelsat capacity, connecting Brazil to the Intelsat satellite network.

In 1982, Boeing, in partnership with SPAR Aerospace of Canada, contracted with Embratel to build two 376 satellites (designated Brasilsat A1 and A2) plus an operations control center in Guaratiba. The satellites were launched in 1985 and 1986.

Brazil’s second generation of communications satellites are the result of joint engineering and manufacturing efforts in the United States and Brazil. The Brasilsat B series are widebody, more powerful versions of Hughes Space and Communications Company’s popular 376 model. In 1990, Brazil’s leading telecommunications company at the time, Embratel, signed a contract for two satellites (Brasilsat B1 and B2) and ordered two more by 1998. All four B-series satellites were in orbit by 2000 Brasilsat B and provide telecommunications services including telephone, television, facsimile and data transmission and business networks. All are still active except B1.

Boeing Research & Technology Brazil

Recognizing the talented and growing base of technology expertise and research capability in Brazil, Boeing Research & Technology Brazil (BR&T-B) established operations in the country in June 2012, opening its own research center in June 2014 in São José dos Campos, Brazil’s aerospace hub. Boeing Research & Technology Brazil focuses on strengthening its relationship with Brazil’s research and development community in ways that grow Brazil’s capabilities and meet the country’s goals for economic and technology development. The goal is to conduct groundbreaking research in sustainable aviation biofuels, sustainable materials and other technologies important to aviation.

BR&T-B works in a collaborative research model and has partnerships with the National Space Research Institute (INPE), Federal University of Minas Gerais (UFMG), University of São Paulo (USP), State University of Campinas (UNICAMP), University of Brasília (UnB) and Embraer.

It is Boeing’s sixth advanced research center outside the United States.

Boeing, Brazil and Sustainable Biofuels

Boeing is serving as a catalyst for the Brazilian aviation biofuels sector, including recruiting Brazilian airlines into the global Sustainable Aviation Fuel Users Group (SAFUG).

In 2011, Boeing, Embraer and the São Paulo State Research Foundation (FAPESP) led the development of a detailed report outlining the unique opportunities and challenges

In March 2012, Boeing, Airbus and Embraer signed a memorandum of understanding to work together on the development of drop-in, affordable aviation biofuels. In 2015, Boeing and Embraer opened a joint sustainable aviation-biofuel research center in São José dos Campos, Brazil.

**Boeing Global Engagement in Brazil**

Boeing has been investing in Brazilian communities since 2008 and has contributed more than $3.3 million in total. Currently, Boeing is working with two nonprofit partners in Brazil:

- Educando (formerly WorldFund), which offers training to public high school math and science teachers.
- Ayrton Senna Institute (IAS), which brings innovation to the classrooms of Brazilian public schools through the practice of coding.

**Boeing in Chile**

**Boeing Commercial Airplanes in Chile**

Boeing commercial products in the fleet of Chilean airlines include 707s, 737s, 767s, 777s and 787s.

Chile’s principal airline and its flagship carrier is [LATAM Airlines](#), part of LATAM Airlines Group, based in Santiago. Founded in 1929, it has served passengers and cargo clients all over the world and is a member of the One World Alliance.

On November 11, 2007, Boeing and LATAM airlines completed a deal for 32 **787 Dreamliner** airplanes and four **777 Freighters**, marking the largest 787 acquisition to date for Latin America. LATAM received its first 787 in September of 2012.

In March 2012, a 787 Dreamliner touched down in Santiago for a weeklong visit as the centerpiece at the FIDAE 2012 International Air and Space Fair.

LATAM Airlines was the first airline in the Americas to receive the 787-8 as well as the first carrier to offer 787-8 service to South America from Miami International and Los Angeles International airports.

In March 2018, **LATAM Cargo** and Boeing signed a contract to convert three of LATAM’s 767-300ER (Extended Range) aircraft into freighters. The first of the three freighters will be delivered in November 2018, while the other two jetliners will follow in 2019 and 2020.
**Boeing Defense, Space & Security in Chile**

The Chilean government purchased three KC-135E Stratotankers on July 8, 2009, for Chilean Air Force refueling missions and humanitarian assistance. The first Chilean Air Force KC-135 was delivered on February 18, 2010, a week before an 8.8-magnitude earthquake hit Chile. The aircraft was immediately put into use to conduct humanitarian missions. Delivery of the second aircraft took place on August 30, 2011, one day before the KC-135 marked its 55th anniversary of first flight. Boeing delivered the last aircraft on March 9, 2012.

Other Boeing products in service with the Chilean armed forces include variants of 707, 737 and 767 commercial transports, Harpoon anti-ship missiles and MD350F helicopters.

**Boeing Global Engagement in Chile**

Boeing works with **Educación 2020**, which trains teachers to improve STEM teaching and increase 5th- to 8th-grade student interest in STEM careers. A total of 450 students engage in mathematics through design and completion of curriculum-based “real-life math” projects and learn 21st century skills such as motivation, critical thinking, self-management, problem solving, creativity, collaboration and teamwork.

Chile is one of four countries in the region where Boeing works with the **PADF** to increase teachers’ ability to teach STEM, improve curriculum, and engage students in project-based learning challenges through the STEM Academies. The academies are implemented in partnership with **Fundación Ciencia Joven** in 20 schools in the Valparaiso area.

**Boeing in Colombia**

**Boeing Commercial Airplanes in Colombia**

Boeing and the Colombian commercial aviation sector have a shared history going back many decades. Boeing’s current commercial airplane portfolio in the country comprises aircraft in the 707, 727, 737, 767 and 787 families.

Boeing and **Avianca**, Colombia’s largest airline and the second oldest commercial airline in the world, have worked together for more than 70 years. Avianca, Colombia’s flagship carrier, operated its first jet, the Boeing 707-120, in 1960. In the following eight years, the Boeing 720B, 727-100/200 and 737-100 were incorporated into the fleet. In 1976, Avianca became the first Latin American airline to operate the **747 jumbo jet**.

On March 28, 2007, Avianca announced it had ordered 10 **787s**, making it the first South American carrier to order the 787. It later upped the order to 12 and in 2012, ordered 3 more, totaling 15 787s. Boeing and Avianca celebrated the delivery of the first 787 Dreamliner in December 2014. In December 2016, Avianca’s 10th 787 made history.
as Boeing’s 500th 787 to be delivered, setting a record for the fastest a twin-aisle has reached 500 deliveries.

**Boeing Defense, Space & Security in Colombia**

Boeing defense products in service in Colombia range include Boeing subsidiary Insitu’s ScanEagle long-endurance autonomous unmanned air vehicle; commercial airplanes 707, 727 and 737; and 767 commercial derivative aircraft, which perform a variety of airlift, tanker and VIP mobility missions.

**Boeing Global Engagement in Colombia**

Boeing works with the government of Colombia in its efforts to support displaced populations in remote mountainous areas who have been greatly affected by prevailing violence. Boeing project funds have had an impact on about 1,000 families through programs that design strategies for self-employment and effective use of productive land for income generation.

Colombia is one of four countries in the region where Boeing works with the PADF to increase teachers’ ability to teach STEM, improve curriculum and engage students in project-based learning challenges through the STEM Academies. Through a partnership with Jada Foundation, the academies focus on students in rural areas, many of whom have been subject to years of violent conflict. Beyond strengthening STEM skills, the project encourages dialogue and sharing of experiences among all participants to help them process what has happened in their communities.

**Boeing in Mexico**

Boeing maintains an office in Mexico City. In partnership with Aeroméxico, Boeing has a Flight Services training campus in Aeroméxico’s facility at the Mexico City International Airport and a Boeing Field Service office. Boeing Supplier Quality representatives are located in Chihuahua and Sonora. Through its facilities in Mexico, Boeing and its suppliers spend about $1 billion annually with Mexico’s aviation manufacturing industry.

**Boeing Commercial Airplanes in Mexico**

Mexico has been a Boeing customer for nearly 60 years, and there are approximately 270 Boeing aircraft in service across the country. The country’s largest airline, Aeroméxico, operates an all-Boeing fleet for airplanes larger than 100 seats.

In August 2006, Aeroméxico became the first Latin American carrier to order the 787-8.

In November 2012, Aeroméxico announced a firm order for 60 737 MAX 8s and 9s, which included reconfirmation rights for an additional 30 MAXs. The airline started to receive its first 737 MAX 8s in 2019.
In the autumn of 2016, Aeroméxico received its first 787-9, a plane that will add to its network of long-haul routes. It currently flies 9 787s and plans to build its 787 fleet to 19 between direct-purchase and leased airplanes.

In 2016, Aeroméxico signed a contract to implement Boeing’s Maintenance Performance Toolbox Records records-keeping module on its Next-Generation 737s and on its 767, 777, 787 and non-Boeing fleets.

Boeing Defense, Space & Security in Mexico

Boeing is proud of its longstanding collaboration with Mexico, developing and expanding a satellite system that serves the country’s security, communication and social needs. Boeing’s satellite support to Mexico dates back to 1985 when Boeing provided two Boeing 376 satellites, Morelos-1 and Morelos-2. Both were retired after exceeding the contract design life.

The Solidaridad-1 and Solidaridad-2 satellites, launched in 1993 and 1994, respectively, provided C-, Ku- and L-band satellite telecommunications services. Solidaridad-1, a Boeing 601HP satellite, was retired after meeting its contracted service life, and Solidaridad-2, which has exceeded its contract life, is still in service. Satmex-5, a Boeing 601HP satellite launched in 1998, is providing C- and Ku-band fixed satellite services and reached its contracted service life in 2013.

On December 20, 2010, Boeing announced it had received a contract for approximately $1 billion from the government of Mexico to deliver an end-to-end satellite communications system providing secure communications for Mexico’s national security needs, as well as enhanced coverage for the country’s civil telecommunications. The system, known as Mexsat, consists of two satellites, two network and satellite control stations, associated network operations procedures and prototype user terminals.

On January 7, 2014, Boeing completed the first of two 702HP (high power) geomobile satellites, Centenario, for the Mexsat system; however it was lost during launch on May 15, 2015, because of a Proton launch vehicle failure. The second Mexsat 702HP (high power) geomobile satellite, Morelos-3, launched on October 2, 2015, and sent first signals from space in December. After Boeing and Mexico completed all field testing of the system, the government of Mexico accepted the system on August 25, 2016. Together with the two Mexsat ground stations, the satellites form Mexsat, one of the most advanced satellite-based telecommunications systems in the world.

Defense, Space & Security has also supplied a variety of products to the Mexican armed forces. In December 2015, the Air Force signed a contract for two 737-800s to be delivered in October and November 2016. The Air Force also bought a new 737-800 from German Aviation Capital in November 2015.

Mexico retired its fleet of F-5 fighter jets and currently operates no fighter jets.
**Boeing Global Engagement in Mexico**

Boeing has partnered with local organization **Enactus** on a STEM challenge in which secondary-school students develop concepts for a new venture. With Enactus, the students develop STEM-driven solutions to social challenges, receive training and mentorship and compete for launch grants in a national competition. Top teams earn actual funding to launch and scale their ventures.

Mexico is one of four countries in the region where Boeing works with the **PADF** to help teachers increase their ability to teach STEM, improve curriculum and engage students in project-based learning challenges through the STEM Academies.

The teacher-training program that focused on science and math began with a two-day training offered to the staff of the state Secretary of Education in Campeche.

The first phase of **STEM México** will span two years and aims to impact 12,000 students. The state of Campeche is matching Boeing's funds for the implementation of the program in 10 schools.

**Boeing in Panama**

Boeing and **Copa Airlines** go back together to the company’s founding in 1947 as Compañía Panameña de Aviación SA, operating Boeing heritage-company Douglas aircraft.

In April 2015, Copa and Boeing announced an order for 61 **737 MAX 8** and MAX 9 airplanes. The order, valued at $6.6 billion at list prices, is the largest commercial transaction ever between a Panamanian and a U.S.-based company.

Based in Panama City, Copa Airlines connects travelers through North and South America and the Caribbean. Its fleet of Next-Generation 737s flies to 69 destinations in 30 countries. Copa operates **737-700s** and **-800s** and was the first airline in Latin America to offer the 737 Sky Interior, to implement the internet-based Boeing Maintenance Performance Toolbox, to operate Required Navigation Performance (RNP) procedures, to add the blended winglets to its fleet and to install the Split Scimitar Winglet, developed by Aviation Partners Boeing, on a 737-800.

**Boeing Global Engagement in Panama**

Panama is one of four countries in the region where Boeing works with the **PADF** to help teachers teach STEM, improve curriculum and engage students in project-based learning challenges through the **STEM Academies**. Local partner **FUNDESTEAM** implements the academies, which reach 50 public schools and include setting up STEM labs and hosting a national robotics contest.

# # #
Contacts:

Ana Paula Ferreira
+1 425-324-7030
+1-786-265-4714
ana.p.ferreira@boeing.com

Joe Loeffler
+1 425 237 0554
+1 425 306-2145
joseph.o.loeffler@boeing.com

Last revised April 2019.