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 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 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.

*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 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 TAM, 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*

Boeing and Embraer have collaborated since 2012 in several areas, including support for 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. Boeing and Embraer have also announced two areas of cooperation in the defense market: collaboration on Embraer’s KC-390 aircraft program through knowledge sharing and market evaluation, and weapons integration on the A-29 Super Tucano.

The manufacturers are 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; 767-300 converted tankers purchased to replace the KC-137 in 2015; 737-200 commercial jetliners purchased for presidential transport in 1975; and A-4 Skyhawk light-attack bombers delivered to the Brazilian Navy in 1990.

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, remote sensing, 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 Brasilia (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 of creating a cost-effective bio-derived, sustainable jet-fuel production and distribution industry in Brazil. The report, “Flightpath to Aviation Biofuels in Brazil: Action Plan,” was published in June 2013.

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 believes that enabling and inspiring the pursuit of education, particularly science and mathematics, is a global concern. In Brazil, Boeing invests in projects that will ensure children are ready to learn and that teachers and caregivers are prepared to support the development of students throughout their school years. The outcome expected from the investment Boeing makes in Brazil is to create the desire in students of all ages to learn about science and to pursue careers in science, technology, engineering and mathematics (STEM) areas. Boeing Brazil focuses on projects that strengthen mathematics and science education in schools — particularly in public schools — by improving teachers’ knowledge as well as implementing motivating programs for students.

*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**

In March 2010, Boeing, in partnership with AmeriCares, Fundación Educativa para el Desarrollo Económico y Social (FEDES) and LAN Airlines, responded to a devastating earthquake by delivering more than 11,500 pounds of relief supplies onboard a Boeing Business Jet that was scheduled to be a part of the FIDAE 2010 International Air and Space Fair. The cargo included medical supplies, including bandages and masks to protect against dust and debris; personal hygiene items, such as soap, toothpaste and toothbrushes, lip balm and diapers; and flashlights and water containers to carry safe drinking water.

In April 2014, the Valparaiso region was devastated by wildfires that destroyed at least 2,500 homes and left 11,000 people homeless. The fires also affected approximately 1,600 entrepreneurs and their businesses, 70 percent of which are owned by women. Boeing supports a project that involves workshops and one-on-one consultancies to women micro-entrepreneurs in the area, with a focus on improving skills and knowledge of business and micro-enterprise management.
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 to 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 from Boeing subsidiary Insitu’s ScanEagle long-endurance autonomous unmanned air vehicle to 707, 727, 737 and 767 commercial derivative aircraft, performing 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 terrain that have been greatly affected by the prevailing violence. Boeing project funds have had an impact on 1,000 families and are used in programs that design strategies for self-employment and for the effective use of productive land for income generation.

Another area of focus for Boeing is providing job training to disabled veterans, police and to the widows and orphans of veterans killed in action. These populations receive two months of training in preparation for employment.

Boeing in Mexico

Boeing maintains an office in Mexico City. In partnership with Aeroméxico, the Boeing Flight Services training campus is located in Aeroméxico’s facility at the Mexico City International Airport. A Boeing Field Service office is also located at the airport. Boeing Supplier Quality representatives are located in Chihuahua and Sonora.
**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. 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. Aeroméxico also has 60 737 MAX airplanes on order.

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.

In early 2016, the Mexican government received a new 787-9 to serve as its presidential airplane, replacing the 757-200 it used for 28 years.

Boeing and its suppliers spend about $1 billion annually with Mexico’s aviation manufacturing industry.

**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**

Through the Heartland Alliance, Boeing supports local programs that provide social services for young victims of commercial sex exploitation. Through Youthbuild, Boeing supports a learning program that helps teenagers develop technical skills to get a job.

**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.

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