AIRBUS: OCTOBER 2015 IN REVIEW

News / Manufacturer



Contracts logged during **October** for 35 A350 XWB, A330 and A320 family aircraft raised Airbus' total net bookings to 850 so far in 2015, and already above the company's net order target for the entire year, while the month's 49 deliveries involved jetliners from across its in-production product lines.

Included in the October order book were four A350-900s for Singapore Airlines, reaffirming its confidence in the Xtra Wide Body aircraft – which was further underscored by this international carrier's selection of the newly-launched A350-900 Ultra-Long Range version for non-stop flights from Singapore to the U.S.

Also in October's transactions were widebody orders for 30 A330-300s covered in a General Terms Agreement with China Aviation Supplies Holding Company (CAS) that firmed up a commitment signed in June.

Completing the month's new business was Aviation Capital Group's order for an A321neo from the new engine option product line of Airbus' best-selling single-aisle jetliner series.

Overall, **Airbus**' net orders during the first 10 months of 2015 for the A320, A330 and A350 XWBfamilies reached 850 aircraft, composed of 39 A319/A320/A321s in the current engine option (CEO) configuration; 687 NEO variants of the A319/A320/A321; 92 A330ceo and 25 A330neo jetliners; along with seven A350 XWBs.

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The month’s 49 aircraft deliveries comprised 37 A320 Family aircraft, six A330s, four A350 XWBs and two A380s. This activity brings Airbus’ total deliveries so far this year to 495 jetliners, received by 81 customers.

Notable deliveries during the month included the initial A350 XWB to Finnair, positioning the airline as Europe’s first operator with this aircraft type. Also provided in October was the first of three A330-300s for Indonesia’s Lion Air. Seating 440 passengers in a single-class layout, Lion Air’s A330s are to be used on long-range pilgrimage flights to Saudi Arabia, as well as on selected high-density domestic routes.

Taking the month’s orders and deliveries into account, Airbus’ backlog stood at 6,741 aircraft at the end of October, corresponding to some 10 years of production. Since its creation, Airbus has logged more than 16,000 orders from across its jetliner families.

07 NOVEMBER 2015

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