OPINION: ARE BOMBARDIER'S WOES GETTING CSERIOUS?

News / Manufacturer



Until the late hours of 6 October, matters seemed relatively under control in Montreal, where a new leadership team at cash-strapped **Bombardier** seemed to have opened some financial breathing space.

With $3.1 billion in the bank and no major debt payments due until 2018, the transformation plan looked to be working, leaving management to focus on getting the **CSeries** through entry-into-service. Meanwhile, a revamped sales team redoubled efforts to secure elusive orders from marquee airlines and lessors.

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Bombardier

Then came news that Airbus and Bombardier had broken off secret discussions – a revelation all the more stunning for showing that they had even met in the first place. After all, if Bombardier is

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not facing any imminent technical or financial threat within the CSeries programme, why did it now seek help from Airbus – a company that has spent the last several years bad-mouthing and conniving to defeat the CSeries?

And, if Airbus spurned an offer, what options does Bombardier have left?

But perhaps this is a case of smoke without fire. A planned stock market sale of a minority stake in the rail transportation division may save the day, financing the CSeries production ramp-up, paying off debt and, with luck, hauling in a new raft of major orders.

Or perhaps not. In either case, the next several months look to be a very eventful period in Montreal.

Will Bombardier Aerospace survive on its own? Have your say with our poll here

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