



AIRBUS AND BOEING AUGUST 2015 O&D ROUNDUP

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Airbus' year-to-date [order book](#) for commercial aircraft soared to a gross total of 748 as of Aug. 31; Boeing has booked orders for 462. Boeing, however, retains the lead in the total value of its commercial aircraft gross orders year-to-date, with sales of approximately \$116.39 billion, compared to Airbus' year-to-date total of \$94.86 billion.

Indian low-cost-carrier [IndiGo's](#) Aug. 14 order for 250 A320neos, valued at \$26.55 billion, is by far the largest single-customer commercial aircraft order either Boeing or Airbus has seen thus far in 2015.

Airbus booked [firm orders in August](#) from four identified customers and five undisclosed customers for a total of 343 commercial aircraft, valued at \$41.51 billion. Boeing secured firm orders in August from four customers (one unidentified) for a total of 39 commercial aircraft, valued at \$4.38 billion.

Airbus' other major orders from the month came from an undisclosed customer, which on Aug. 14

ordered 32 A320neos valued at \$3.4 billion. A separate order from an undisclosed customer was logged on the same day for 18 A330-300s, valued at \$4.57 billion. On Aug. 6, both British Airways and Vueling placed orders for ten A320neos (20 total), valued at \$2.12 billion. On the same day, Iberia firmed an order for 11 aircraft – eight A350-900 XWBs and three A330-200s – valued at \$3.13 billion.

Boeing's standout transaction for the month was the Aug. 28 confirmation of a \$3.3 billion order from China's [Ruili Airlines](#) for 30 737 MAX 8s, originally announced at the Paris Air Show in June. Additionally, Singapore's SilkAir ordered six 737 MAX aircraft on Aug. 13, valued at approximately \$660 million.

Boeing delivered 72 commercial aircraft to 41 customers in August, compared to Airbus' delivery of 48 commercial aircraft to 35 customers. As of August 31, Boeing has delivered 488 commercial aircraft year-to-date; Airbus has made 393 commercial aircraft [deliveries year-to-date](#).

Boeing's August deliveries included four aircraft to China Eastern Airlines (two 737-800s, one 777-300ER and a 737-700) and three aircraft each to Dutch lessor AerCap (a 787-9, a 787-8 and a 737-800), Air China (two 737-800s and a 777F to Air China Cargo), American Airlines (two 787-8s and a 737-800), Lion Air (all 737-800s), United Airlines (a 787-9 and two 737-900ERs) and Xiamen Airlines (all 737-800s). Additional Dreamliner deliveries were made to CIT Leasing Corporation (a 787-8), Scoot (a 787-8), Air Canada (a 787-9), Air New Zealand (a 787-9), All Nippon Airways (a 787-9), LATAM (a 787-9) and Vietnam Airlines (two 787-9s).

Airbus' August deliveries included three A321ceos to Turkish Airlines and two aircraft each to American Airlines (both A321ceos), Chinese lessor CALC (A320ceos bound for Air India and Shenzhen Airlines), China Southern Airlines (both A320ceos), Etihad (an A380 and an A321ceo), Hainan Airlines (both A330-300s), Canadian lessor ICBC (an A320ceo bound for Tigerair Taiwan and an A321ceo bound for Transaero) and LATAM Airlines Group (both A321ceos). Emirates also took delivery of an A380 during the month.

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