



26-11-2008

#### Airbus / EADS

- **Financial results:** EADS reports a €679 million profit in the third quarter, reversed from €776 million loss in the year-ago period.
- **A400M:** Airbus does not expect the first flight before the second half of 2009 as "software development (for the engine) is taking longer than anticipated".
- **Orders:** Airbus is expecting 800 net orders in 2008, exceeding earlier predictions but says it is "under no illusions" that the financial crisis will cause some of its backlog to "disappear".
- **A380:** workers in Spain will stop production for thirteen days in December in order to reduce stocks of parts and generate savings under the plan Power 8.
- **EADS:** media report that it has agreed to keep for three years a majority stake in the three German plants it had planned to sell and not to cut jobs until 2013.
- **A320:** Airbus starts offering a modification to increase maximum take-off weight, through a software upgrade to its flight-control system. The upgrade raises the MTOW to 78t, providing around 150nm additional range.

#### Boeing

- **Job cuts:** Boeing warns that it will lay off an undetermined number of employees next year as part of an effort to slash costs to contend with a "challenging business environment."
- **747-8:** the first 747-8 Freighter will be delivered in the third quarter of 2010 instead of late 2009 and the first 747-8 Intercontinental will be delivered in the second quarter of 2011 instead of late 2010, due to "design changes, limited availability of engineering resources and the recent machinists' strike".
- **737:** Boeing confirms a delivery delay to replace fasteners that were manufactured without a required anti-corrosive cadmium coating. Three wide-bodies - 747, 767 and 777 – also face production disruptions caused by the same quality control issue.
- **787:** media report that final assembly start for Dreamliner Five - the first General Electric GENx-powered 787- is pushed into 2009 due to the on-going replacement of fasteners.

#### Other Manufacturers

- **Rolls-Royce:** will cut as many as 2,000 jobs worldwide next year as economies slow and programmes at Boeing and Airbus suffer delays.
- **Bombardier:** pushes back its entry-into-service calendar for the CRJ1000 NextGen regional jet from the fourth quarter of 2009 to the first quarter of 2010.
- **Embraer:** 20-year forecast: global demand of 6,750 jets with a 30- to 120-seat capacity; the 30- to 60-seat segment to be under pressure over the next five years, due to the economic crisis.
- **Russia:** United Aircraft Corporation says it plans to sell 60 new Superjet-100 by 2010 and 70 more by 2012, under a program to encourage civilian aircraft production. It also plans to sell a total of 20 Tu-204 and their modified Tu-214 versions, and another 33 by 2012.
- **China:** AVIC unveils a new engine under development, a "high bypass-ratio turbofan engine" that can power commercial aircraft.
- **Safran:** French media report that Thales and Safran are in talks to swap some assets to cut duplication.

## Airlines

- **Alitalia:** formally accepts the €1.05 million offer from investment group CAI for the purchase of “the assets and contracts relating to the flight activities of the companies in the Alitalia group”.
- **Austrian Airlines:** Lufthansa has been chosen as the exclusive bidder for the 41.6 per cent stake holding.
- **Lufthansa:** will reduce the workforce, including management, at its CityLine subsidiary by 20% (500 positions) by 2010 and cull 14 CRJ200s from the regional's fleet of 72 aircraft.
- **TUIfly:** media report that a possible merger with Air Berlin is on the point of collapsing.
- **Vueling:** Iberia, Clickair and Vueling issue formal notification to the European Commission of the plan to merge the two budget airlines. Clickair's corporate equity will be transferred to Vueling, resulting in Clickair's "extinction".
- **ILFC:** Aircraft lessor ILFC is reportedly to be sold to a group of investors including its management, by early next year. ILFC's parent is the insurance group AIG.

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