

1: Wide-body aircraft - Wikipedia

The Airbus A is a double-deck, wide-body, four-engine jet airliner manufactured by Airbus. [6] [7] It is the world's largest passenger airliner, and the airports at which it operates have upgraded facilities to accommodate it.

Orders have slowed to a crawl in the past few years, forcing Airbus to reduce production by more than half. Indeed, Airbus has just firm orders left for the A In theory, that represents nine years of production at the new planned production rate of 12 per year. In reality, the situation is much worse than that. As many as 47 of the remaining orders are likely to fall through. Of the other 63 outstanding A orders, 50 are for a single customer: Middle Eastern airline giant Emirates. Singapore Airlines became the first airline to fly the A in Furthermore, it is the second-largest customer for the A -- albeit a distant second -- with 24 total orders. Singapore Airlines ordered more As than any airline other than Emirates. Singapore Airlines still has five As on order with Airbus. However, the leases for its first five As are expiring soon. The first expiration will occur later this year, and the carrier has already announced that it will return the plane rather than renewing the lease. Most analysts expect Singapore Airlines to return the other four as well. That would keep its A fleet steady at 19 aircraft. Singapore Airlines is one of the most highly regarded airlines in the world, so its fleet decisions can be influential among other carriers. As one of the first airlines to order the A, Singapore Airlines paved the way for others to follow. If its new X order indicates that it is moving away from the A, other airlines might follow its lead once again. Boeing says that it will hold seats in a standard configuration, compared to for the A A real-world configuration for Singapore Airlines would have significantly fewer seats, though. However, Singapore Airlines has been struggling with steep fare declines in many of its markets recently, driven by slow economic growth and overcapacity. Many analysts expect this overcapacity -- and the resulting fare pressure -- to linger. In this environment, Singapore Airlines might be perfectly happy to move away from the enormous A The will be smaller than the A, but far more fuel-efficient. Last year, Boeing was rumored to be working on a slight stretch of the that would boost its capacity by seats. This would be even closer to the A in terms of seating capacity, with much lower unit costs -- giving carriers like Singapore Airlines even less reason to remain committed to the A Can the A find a new market? However, this had already been foreshadowed last year when the carrier announced that it would not renew its first A lease. As these carriers remove mid-aged As from their fleets in the coming years, a large supply of cheap used As will hit the market. This is a double-edged sword. On the one hand, these used planes may cannibalize some orders for new As from Airbus. On the other hand, bringing the cost down could encourage long-haul low-cost carriers and other smaller airlines to experiment with the A That could lead to orders later on, assuming that the A became a profitable tool for those carriers. Most A operators have already ordered the X, and they may find that those planes have plenty of capacity for their needs. However, the A still has an outside chance at survival if it can develop a completely new market among low-cost carriers looking to pack as many people as possible onto a single plane. After all, the newsletter they have run for over a decade, Motley Fool Stock Advisor, has tripled the market. Click here to learn about these picks! The Motley Fool has no position in any of the stocks mentioned. The Motley Fool has a disclosure policy.

2: Superjumbo Jet Makes First U.S. Landings - CBS News

The double-deck A is the largest commercial aircraft flying today. With air traffic continuing to double every 15 years, the A is the perfect aircraft to meet the needs of the passengers of today and tomorrow while also delivering the level of efficiency necessary to protect the environment for future generations.

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3: Emirates Rescues the Airbus A Jumbo Jet, Again

Air France plans to begin flying the super jumbo Airbus A jet from Atlanta to Paris starting next spring. As of March 31, , Air France will operate one of its two daily flights from.

Boeing , the first wide-body passenger aircraft, operated by Pan American World Airways Following the success of the Boeing and Douglas DC-8 in the late s and early s, airlines began seeking larger aircraft to meet the rising global demand for air travel. Engineers were faced with many challenges as airlines demanded more passenger seats per aircraft, longer ranges and lower operating costs. Early jet aircraft such as the and DC-8 seated passengers along either side of a single aisle, with no more than six seats per row. Larger aircraft would have to be longer, higher such as a double deck , or wider in order to accommodate a greater number of passenger seats. Engineers realized having two decks created difficulties in meeting emergency evacuation regulations with the technology available at that time. During the s, it was also believed that supersonic airliners would succeed larger, slower planes. Thus, it was believed that most subsonic aircraft would become obsolete for passenger travel and would be eventually converted to freighters. As a result, airline manufacturers opted for a wider fuselage rather than a taller one the , and eventually the DC and L By adding a second aisle, the wider aircraft could accommodate as many as 10 seats across, but could also be easily converted to a freighter and carry two eight-by-eight freight pallets abreast. The McDonnell Douglas DC right and MD left wide-body trijets The wide-body age began in with the entry into service of the first wide-body airliner, the four-engined, partial double-deck Boeing The first wide-body twinjet , the Airbus A , entered service in This period came to be known as the "wide-body wars". In the "jumbo" category, the capacity of the Boeing was not surpassed until October , when the Airbus A entered commercial service with the nickname "Superjumbo". The proposed Comac C and C may also share this new wide-body market. Cross-section comparison of Airbus A double-deck the full length and Boeing double-deck only in the front section The production of the large Boeing and Airbus A four-engine, long-haul jets is being cut back as airlines are now preferring the smaller, more efficient A , B and B twin-engine, long-range airliners. Larger cabin space for passengers, giving a more open feeling Lower ratio of surface area to volume, and thus lower drag per passenger or cargo volume. The only exception to this would be with very long narrow-body aircraft, such as the Boeing and Airbus A Twin aisles that accelerate loading, unloading, and evacuation compared to a single aisle wide-body airliners typically have between 3. Greater under-floor freight capacity Better structural efficiency for larger aircraft than would be possible with a narrow-body design British and Russian designers had proposed wide-body aircraft similar in configuration to the Vickers VC10 and Douglas DC-9 , but with a wide-body fuselage. The British Three-Eleven project never left the drawing board, while the Russian Il wide-body proposal eventually gave way to a more conventional wing-mounted engine design, most likely due to the inefficiencies of mounting such large engines on the aft fuselage. Engines[edit] Mechanic working on a Rolls Royce Trent engine during testing. The Trent is a typical type of high bypass turbofan used in wide-body airliners. As jet engine power and reliability have increased over the last decades, most of the wide-body aircraft built today have only two engines. A twinjet design is more fuel-efficient than a trijet or four-engined aircraft of similar size. The increased reliability of modern jet engines also allows aircraft to meet the ETOPS certification standard, which calculates reasonable safety margins for flights across oceans. The trijet design has been effectively dismissed due to higher maintenance and fuel costs compared to a twinjet. The vast majority of wide-body aircraft designs today have two engines, although the heaviest wide-body aircraft are built with four engines the Airbus A , Boeing and Airbus A As a result, GE90 engines can only be air freighted in assembled form by outsize cargo aircraft such as the Antonov An , presenting unique problems if, due to emergency diversions, a were stranded in a place without the proper spare parts. If the fan is removed from the core, then the engines may be shipped on a Freighter. An interesting design constraint of the Trent engines is that they are designed to fit into a Boeing F freighter for relatively easy transport by air cargo. Today, between one and four classes of travel are available on wide-body aircraft. Bar and lounge areas which were once installed on wide-body aircraft have mostly disappeared, but a few have

returned in first class or business class on the Airbus A , [28] Boeing ER , [29] and on the Airbus A Due to current economic pressures on the airline industry, high seating densities in the economy class cabin are likely to continue. A comparison of interior cabin widths and economy class seating layouts is shown below under wide-body specifications. Further information can be found under external links.

4: The King Of Private Jets: Airbus A Superjumbo Details And Price

Emirates Rescues the Airbus A Jumbo Jet, Again Last week, Emirates announced that it will place a firm order for 20 more Airbus As, giving the struggling jumbo jet an extra lease on life.

In fact, between and , Airbus captured zero net orders for the A As a result, it ended with a backlog of just 95 orders, roughly half of which are likely to be canceled. However, Middle Eastern airline giant Emirates -- already the largest A customer by far -- threw Airbus another lifeline last week, placing a firm order for 20 additional As. More turbulence for the A For several years, it has been clear that Emirates is the only airline that really likes the Airbus A Nevertheless, last fall, it demanded guarantees that Airbus would continue building the model for at least a decade as a precondition of ordering up to 36 additional As. BA Dreamliners just as the Airbus sales team thought they were closing in on a deal. Given the lack of interest from other airlines, retiring Airbus sales chief John Leahy declared last week that without another order from Emirates, Airbus would be forced to shut down A production. Publicly pressuring Emirates in this way represented a bold gamble. Emirates caves in -- or did Airbus blink? On Thursday, just a few days after Leahy made his threat, Emirates announced that it plans to place a firm order for 20 additional As, with options for 16 more. Deliveries are set to begin in , and will be used for a combination of growth and replacement needs. Including the new Emirates firm order, Airbus has 68 solid orders i. Singapore Airlines is set to receive its last three As this year; Qatar Airways will also receive one. Next year, ANA will take delivery of the three As it has ordered. The other 61 solid orders are all for Emirates. Airbus seems willing to build as few as six to eight As annually after That means the program probably could survive for the next 10 years without any other customers signing on -- especially if Emirates exercises the 16 options. However, things might be different a decade from now. The main reason why Emirates needs the A is that its hub at Dubai International Airport is operating near capacity. This airport will have more than twice as much capacity as Dubai International, which will remain open as a reliever airport. As a result, Emirates would be able to operate more frequent flights pleasing business travelers rather than using ever-larger aircraft to meet demand growth. The other reason for operating the A is that customers love its unique amenities, like onboard showers for first-class passengers and a lounge area for business class travelers. The X will be much more efficient than the A, giving airlines including Emirates a compelling reason to switch. More From The Motley Fool.

5: End of the A superjumbo? Airbus warns future of plane at risk | Business | The Guardian

Airbus has found an inexpensive way to reduce the cost per seat of operating an A jumbo jet by 13%, but it won't be enough to revive demand for this model.

6: Emirates hands Airbus A superjumbo a lifeline with \$16 billion order | Reuters

The Airbus A superjumbo is the largest commercial airliner in history.; The A was once thought to have the potential to revolutionize air travel. Instead, the Airbus superjumbos sold now play more of a niche role for flights operating in high-congestion areas.

7: Airbus A - Wikipedia

The A jumbo jet program certainly isn't doing well. Orders have slowed to a crawl in the past few years, forcing Airbus to reduce production by more than half.

8: Emirates throws Airbus A a lifeline with \$16 billion deal | Chicago Sun-Times

PARIS - Airbus said Monday it will stop making the costly A superjumbo jet if the European multinational corporation

doesn't land a long-term deal with the Emirates airline for a steady.

9: Airbus cuts production of A super jumbo

Airbus SE's latest order for the A superjumbo has reached an impasse amid drawn-out talks involving the engines, according to people familiar with the matter, possibly imperiling a crucial.

Healing anxiety and depression A blind date with God : Richard Stearns Art of pixar 25th anniversary Kalitan, Our Little Alaskan Cousin (Dodo Press) Ibn Battuta and the Tatar princess Atonement (Matthew 13:31-33 and Lk. 13:18-21) Reform, reaction, and resources Treaty with Venezuela The War to End War Woodrow Wilson and World Politics Modern abc of chemistry class 12th Lg rebel lte manual The way to concrete realization. The Best Ever American Cookbook Over 200 Step-by-step Recipes with Over 800 Color Photographs The 100 sporting events you must see live Api 560 5th edition On the nature of formative stimulation (artificial parthenogenesis) A People That Shall Dwell Alone Mata the magician Chess in ten lessons. Machias sons of liberty Fall 2009 : Afghanistan agonistes Jonsons humanistic tragedies Tom Cain Computer Concepts Illustrated Essentials Joint resolution of the Territory of Washington, relative to making Vancouver a port of delivery. Storytellr Robinsx Frank answers questions on practical Christianity The Humiliation Of Sinners Prayer in Pastoral Counseling A Little Joy, A Little Oy 2004 Day-To-Day Calendar Transportation forecasting and travel behavior. Sylvia Robinson Jones, see Amina The real coke the real story Self report delinquency scale elliott Witches and Whatnot (Images Series) A brief account of the third anniversary exercises of the Montana University at University Place, Helena, Getting a bit of the other: the pimps of postmodernism Suzanne Moore Physics practical book class 11 Laws, orders ordinances established by the mayor, recorder, aldermen and assistants of the City of New-Yo The avenging chance Anthony Berkeley