

Welcome to Airbus Document 1

Airbus

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This article is about the European aircraft manufacturer. For the band, see Airbus (band). For the former London bus operator, see London Buses Airbus routes.

"EADS" redirects here. For other uses, see Eads.

Airbus SE (/ˈɛərbʌs/; French: [ɛʁbys] ⓘ; German: [ˈɛːɐ̯bʊs] ⓘ; Spanish: [ˈejɾβus]) is a European^[8] multinational aerospace corporation. The company's primary business is the design and manufacturing of commercial aircraft but it also has separate defence and space and helicopter divisions. Since 2019, Airbus has been the world's largest manufacturer of airliners as well as the leading helicopter manufacturer.^{[9][10]}

The company was incorporated as the European Aeronautic Defence and Space Company (EADS) in the year 2000 through the merger of the French Aérospatiale-Matra, the German DASA and Spanish CASA. The new entity subsequently acquired full ownership of its subsidiary, Airbus Industrie GIE, a joint venture of European aerospace companies originally incorporated in 1970 to develop and produce a wide-body aircraft to compete with American-built airliners. EADS rebranded itself as Airbus SE in 2015. Reflecting its multinational origin, the company operates major offices and assembly plants in France, Germany, Spain, and the United Kingdom, along with more recent additions in Canada, China, and the United States.

Airbus' headquarters are legally registered in Leiden, Netherlands, but daily management is conducted from the company's main office located in Blagnac, France.^[11] The SE in its corporate name stands for Societas Europaea.^[12] The company is led by CEO Guillaume Faury and is a component of the EURO STOXX 50 stock market index.^[13] Since its inception in 2000, the company's shares have been listed on the Paris Stock Exchange, the Frankfurt Stock Exchange and the four regional Spanish stock exchanges (including the Bolsa de Madrid).^[14]

History

The current company is the product of consolidation in the European aerospace industry, tracing back to the formation of the Airbus Industrie GIE consortium in 1970. In 2000, the European Aeronautic Defence and Space Company (EADS) NV was established. In addition to other subsidiaries pertaining to security and space activities, EADS owned 100% of the pre-existing Eurocopter SA, established in 1992, as well as 80% of Airbus Industrie GIE. In 2001, Airbus Industrie GIE was reorganised as Airbus SAS, a simplified joint-stock company. In 2006, EADS acquired BAE Systems' remaining 20% of Airbus.^[15] EADS NV was renamed Airbus Group NV and SE in 2014 and 2015, respectively.^{[16][17][18]} Due to the dominance of the Airbus SAS division within Airbus Group SE, the executive committees of the parent and subsidiary companies were aligned in January 2017, but the companies were kept as separate legal entities. The holding company was given its present name in April 2017.^[19]

The logos of Airbus Industrie GIE and Airbus SAS displayed a stylized turbine symbol, redolent of a jet engine, and a font similar to Helvetica Black. The logo colours were reflected in the standard Airbus aircraft livery in each period. The EADS logo between 2000 and 2010 combined the logos of the merged companies, DaimlerChrysler Aerospace AG (a four-ray star) and Aérospatiale-Matra (a curved arrow), after which these elements were removed and a new font with 3D shading was chosen. This font was retained in the logos of Airbus Group NV (2014–2015) and Airbus Group SE (2015–2017), then Airbus SE:

Products

The Airbus product line started with the A300 in 1972, the world's first wide-body, twinjet aircraft. The aircraft greatly benefited from the 1976 introduction of the ETOPS 90 rule, which allowed twinjet aircraft to operate up to 90 minutes (increased from 60 minutes) away from the nearest airport. Under the new rule, the A300 was able to operate over the North Atlantic, the Bay of Bengal, and the Indian Ocean more efficiently than the trijets and four-engined jet aircraft offered by competitors. A shorter, re-winged, re-engineered variant of the A300, known as the A310, followed in 1982. The aircraft would remain in production until 2007.

Building on its success with the A300, Airbus worked to develop a narrow-body aircraft along with additional wide-body aircraft based on the A300.

The narrow-body efforts led to the launch of the A320 in 1987, which was and continues to be a major commercial success. The A320 was the first commercial jet to use a digital fly-by-wire control system. All Airbus aircraft developed since then have cockpit systems similar to the A320, making it easier to train crew. The success led Airbus to introduce a lengthened version, the A321 in 1993, along with the shorter A319 in 1995 and the even shorter A318 in 2002. In 2016, Airbus re-engineered the narrow-body family, in a programme called the A320neo (new engine option).

The wide-body programme led to the introduction of the four-engine A340 in 1991 and the twinjet A330 in 1992. At that time, Airbus wanted to offer four-engined jet aircraft to allow for longer transatlantic and transpacific flights. However, during the aircraft's development, new rules extended twinjet operations to 120 minutes in 1986, and 180 minutes in 1989. Although the new rules hurt sales of the A340, they greatly benefited the A330. Production of the A340 ended in 2011, while the A330 would be re-engineered as the A330neo (new engine option) in 2018.

The world's largest passenger airliner was introduced by Airbus in 2005; the A380 was a four-engine aircraft with two full-length passenger seating decks. Intended to challenge the dominance of the Boeing 747 in the long-haul market, the A380 was EADS 3 Sigma – a Hellenic company focused on the design, development, production and services provision of airborne and surface target drone systems.