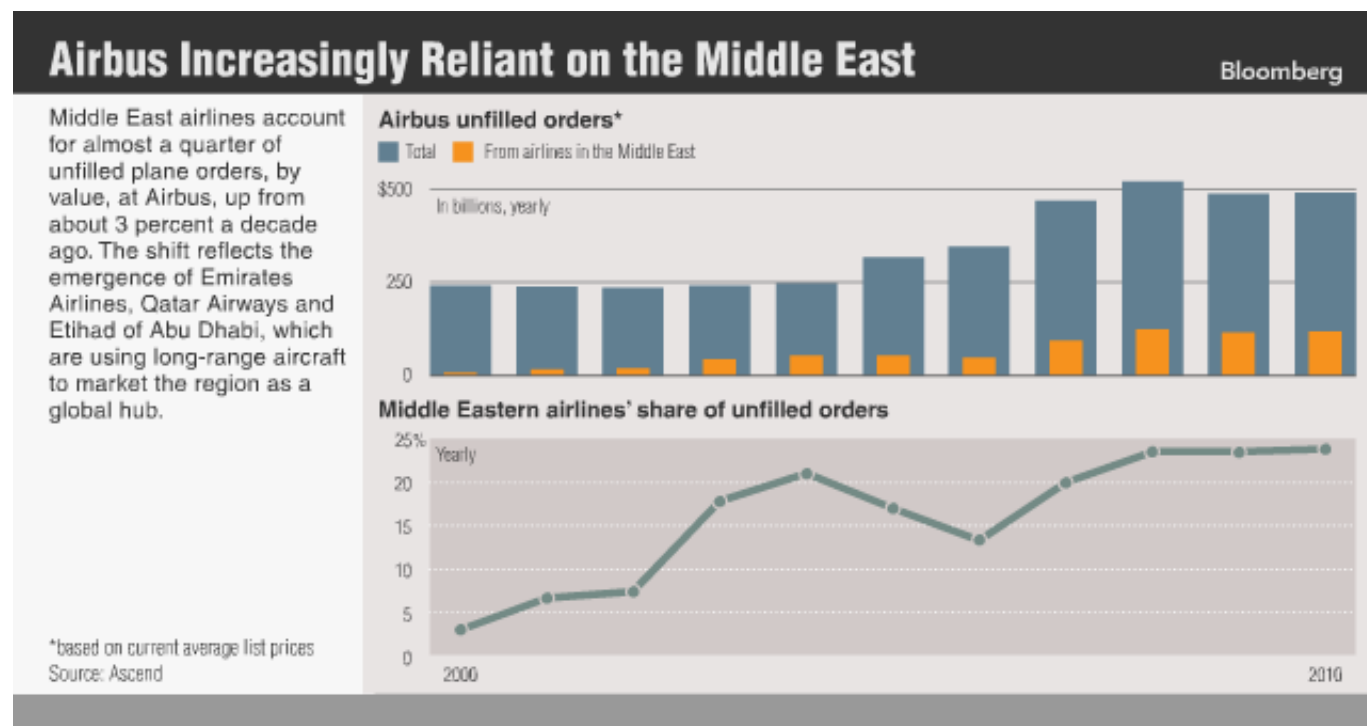


## Airbus Has Order Backlog Bias to Middle East: Chart of the Day



By Andrea Rothman and Douglas Rothacker - Mar 31, 2011

Airbus SAS, the world's biggest commercial-plane maker, has become increasingly reliant on airlines from the Middle East for its order book of aircraft.

The CHART OF THE DAY shows carriers from the Middle East now account for about a quarter of the value of Airbus planes on order, worth a total of \$492 billion at list price. A decade earlier, the region barely registered on the company's books.

The regional shift is borne out of the rise of Emirates, Qatar Airways Ltd., and Etihad of [Abu Dhabi](#), the largest customers for wide-body and superjumbo Airbus aircraft. The airlines are using long-range aircraft to market the Middle East as a global hub, often luring passengers with discounts.

“Emirates and others have managed to attract people to fly with them over two legs to get where they want in the world,” says Paul Sheridan, head of risk management at London-based Ascend Ltd., which collects aviation data. “As they continue to fill those dots it gets harder and harder for other airlines to compete.”

Emirates is the biggest buyer of the 525-seat double-decker Airbus A380, and among the largest

customers of the long-range A350 slated for [service](#) in 2013. The three state-owned airlines make up almost three quarters of Airbus's Middle East backlog.

Airbus is a subsidiary of European Aeronautic, Defence & Space Co. The company leapfrogged [Boeing Co. \(BA\)](#) as the largest maker of commercial aircraft in 2003.

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