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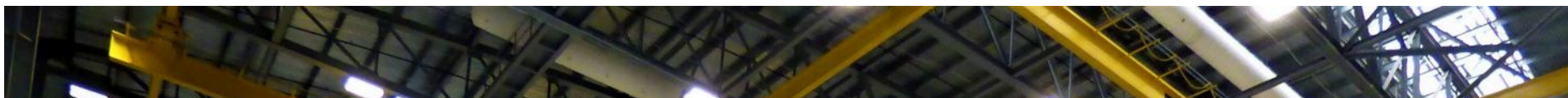
COMMERCIAL AVIATION

Will Airbus be able to deliver 820 aircraft by 2025? July figures raise doubts

The European manufacturer recorded a 13% year-over-year decline in deliveries, increasing pressure to ramp up production in the remaining five months of 2025.



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Airbus US Manufacturing Facility in Mobile, Alabama (Photo: Pablo Diaz- Aviacionline)



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with this result, the total cumulative deliveries so far this year stand at **575 aircraft**. To meet the annual target, Airbus must now deliver the remaining 447 aircraft in the five months remaining in 2025. This implies maintaining a monthly average of approximately **89 deliveries**, a production rate the company has never achieved on a sustained basis in its history.

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The main cause of Airbus delivery delays is a shortage of engines and other key components. Engine manufacturers such as Pratt & Whitney and CFM International are struggling to increase production at the pace Airbus demands, creating a bottleneck. This leads to the existence of "gliders": finished aircraft that cannot be delivered to airlines due to the lack of their engines.

The pressure intensifies with the arrival of August, a traditionally slow month for Airbus' European final assembly lines (FALs) due to the summer holiday period. This planned break, which in a normal year would not pose a problem, now reduces the effective time to recover lost ground.

AirInsight Group's analysis [highlights the complex situation](#), noting that the pace required for the second half of the year is "daunting." Engine suppliers' ability to resolve their backlogs and accelerate their own deliveries will be the determining factor in Airbus' ability to approach its target.

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AUTHOR**Pablo Diaz (Diazpez)**

Since 2017, he's been a journalist in aviation. Award-Winning Journalist: Winner of the 2023 edition of "Altitude Journalism," awarded by ALTA. Facts don't care about your feelings.

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