

Airbus Update



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Airbus A319/A320s have now been on our property for more than five months. At the end of April, we had 10 A319s and one A320 operating on our route system. By the end of this year, we will have an additional 18 A319s and 11 A320s. Next year, new aircraft arrivals will come at the rate of almost one per week. Currently, 51 additional A319s and A320s are scheduled for delivery in 2000.

The Airbus integration at US Airways is one of the most successful new airplane programs ever. Dispatch reliability for the A319 is over 96 percent, and the A320 has enjoyed a dispatch reliability of 99 percent.

Cities with Airbus service currently include PHL, CLT, TPA, RDU, PIT, SEA, and LAX. Additional cities scheduled for Airbus service this year are SNA and LGA on May 4, SAN on May 25, BWI and SFO on June 2, DEN on July 3, and DCA, JAX, and PHX to begin in September.

Next year the Airbus A330 will be introduced into the US Airways fleet. Although no firm delivery dates are set as of this writing, the first three airplanes should arrive during March and April of 2000. After these first deliveries, future deliveries should be one per month in May, June, and July, with a seventh delivery in December of 2000. The balance of the 14 confirmed orders will probably occur during 2001, however there is a chance that some of those airplanes could arrive during the third and fourth quarters of 2000. The probability right now is that each of these first 14 A330s will be –300s, however the optional aircraft (15-30) could be anything including A340s.

Seating configuration for the A330 will be six first class, 36-ency class, and 234 coach. The Pratt & Whitney 4168A engine, which produces 68,000 pounds of thrust, will power the initial aircraft. This airframe/engine combina-

tion will be the first of its kind.

Our first A330 simulator should arrive in CLT near the end of June 1999, and should be approved by the FAA by August 1. Line pilot training for the A330 should begin around January 1 of next year.

US Airways is currently planning to operate seven Airbus A330s and 91 A319/320 aircraft by the end of 2000. If all of these plans materialize, we will be one of the largest Airbus operators in the world.



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