

## Airbus in Taiwan

Airbus' relationship with Taiwan dates back to July 1980, when China Airlines placed an initial order for the A300, the world's first wide body twinjet airliner. With the efficiency of the A300 contributing to the success of its regional route network, China Airlines subsequently expanded its fleet with additional aircraft, including the A300-600.

In mid-1999, China Airlines announced that it had selected the A340 to meet its long-range requirements, with a firm order for six aircrafts. All these have since been delivered and are operated on flights linking Taipei with destinations in North America, Europe and Australia. The carrier subsequently placed firm orders for the twin engine A330 in 2002. Altogether the carrier has ordered 14 A330-300s, all of which have been delivered and are in service on regional routes. In addition, the airline operates ten leased A330s.

In January 2008 China Airlines made its latest large commitment to the Airbus product line when it placed a firm order for 14 all-new A350-900 twin engine widebodies. The A350 XWB entered commercial service with Qatar Airways in January 2015. The new A350 XWB offers a step change in operating economics in the mid-size widebody category. The aircraft will be deployed on the carrier's long-haul routes to Europe, Australia and the United States.

Domestic and regional carrier TransAsia Airways became the second airline to operate Airbus aircraft in Taiwan, when it introduced the A320 early in 1993. In June 1995, the airline subsequently became the first Asian carrier to operate the larger A321, with its current A320 Family fleet now standing at five A320s and **five** A321s. In November 2012 TransAsia received its first ever widebody aircraft A330-300. Today the airline operates four A330-300s on routes to Japan. TransAsia Airways placed an order for four A330-800neo in December 2014 for expanding its international long-haul network.

In 2010, 2011 and 2012 the carrier placed several new orders with Airbus to meet its future requirements and now has outstanding orders with Airbus for six A321neo.

Taiwan's second largest international carrier EVA Air announced its intention to become a new Airbus customer in 2001 when it selected the A330-200 to replace its existing B767 fleet on regional and medium-to-long range routes. During the 2015 Paris Air Show EVA signed a Memorandum of Understanding (MoU) for four additional A330s.

The carrier now operates six A330-200s aircraft. In addition, EVA Air also operates five A330-300s.

Starting in 2012, EVA Air became a new operator of Airbus single aisle aircraft following the delivery of the first A321 being taken under lease agreements. The carrier now operates 22 A321s on its regional routes.

In Taiwan's emerging low-cost sector, Tigerair Taiwan now operates nine A320s and will add more aircraft to its fleet in the coming years. V Air, a subsidiary of TransAsia Airways, has selected the A321 to meet its requirements and currently operates two A321s and two A320s.

In August 2014, Airbus announced its first industrial partnership with Taiwan when it selected Aerospace Industrial Development Corporation (AIDC) as a new tier-one supplier. Under the agreement, AIDC has begun the production of composite panels for A320 Family aircraft aft belly fairings at (TACC19) Taiwan Advanced Composite Center -19, which was unveiled in July 2016.

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