

Aerospace Market News

April 2016

An odd First Quarter:

**For every aircraft ordered,
two came off the backlog order book.**

**For every four engines ordered,
three came off the firm order book.**

Also, there were fewer aircraft and engine deliveries than in Q1 last year.

The aircraft backlog : page 14. Aircraft orders : page 23.

The engine order book : page 40. Engine orders : page 51.

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First Quarter 2016 : Few aircraft orders, loads of engine orders.

In many respects it has been a rather odd First Quarter. There were fewer aircraft orders than in Q1 of last year, but more engine orders. The large commercial jet aircraft backlog is down on the level at the start of the year, but the firm engine order book is larger. There have been fewer deliveries of new aircraft and engines than in the Q1 of last year though some programs have had higher delivery numbers.

The Large Commercial Jet Aircraft Backlog : 14

Down 170 aircraft since the start of 2016.

At the end of March there were 116 fewer single-aisle jets and 54 fewer widebody jets on firm backlog order than at the start of this year. The Airbus single-aisle backlog is now 104 aircraft lower than at the start of the year and Boeing's single-aisle backlog is down 12. Boeing has 43 fewer widebodies on backlog than at the start of this year while the Airbus widebody backlog is now 11 aircraft lower.

Backlog Development of Minor Aircraft Programs. 16

Single-aisle and Widebody Backlogs. 20

Orders for Large Commercial Jets : 23

The lowest First Quarter order intake since Q1 of 2009.

The First Quarter order intake was also the lowest for a single quarter since Q3 of 2009. Demand for new aircraft has clearly slowed. In Q1 of 2013 there were orders for 651 new aircraft. In Q1 the following year, 454 were ordered. The intake dropped further last year with orders for 237 aircraft and, in Q1 this year, the total was 171 which is almost one quarter of the Q1 2013 figure.

Orders by Quarter 2014-2016. 27

Deliveries of Large Commercial Jets : 29

A record for the month of March but a low First Quarter total.

In March there were five more new aircraft deliveries than in March last year which actually means that the total this time was a new record for that month. However, the low January and February delivery numbers meant that the First Quarter total was the lowest for a Q1 since Q1 2013. Airbus's Q1 total is the lowest for that quarter since 2011 while Boeing's total is the lowest for a Q1 since 2014.

Single-aisle and Widebody deliveries so far this year. 32

Current Production Rates : 37

Aircraft Engines : 39

Orders are up but installs are down.

First Quarter orders were boosted by customers placing engine orders for previously ordered aircraft and the Q1 intake was the largest for a First Quarter since 2012. There were, however, fewer new engine installs than in Q1 last year and the total was the lowest for a Q1 since 2013.

The Firm Jet Engine Order Book . 40

Single-aisle and Widebody engines on firm order. 42

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