

Aerospace Market News

December 2016

**2016 might still be a record year
for aircraft deliveries.**

**It will be far from a record year for aircraft orders
and the aircraft backlog will probably be lower
than at the start of the year.**

**The single-aisle engine manufacturers
already have record order books.**

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Industry Overview : 9

2016 might still be a record production year.

November and December are usually the peak months of the year in terms of deliveries. There were 126 large commercial jet deliveries in November, fewer than in November 2015, and if the manufacturers are to match the 2015 delivery total there will need to be 135 deliveries in December, two more than in December 2015. If there are 136 deliveries in December, 2016 will be a record year.

The Large Commercial Jet Aircraft Backlog : 14

For the first time since 2009, a smaller year-end backlog is likely.

The last time the year-end backlog was lower than the backlog at the start of a year was in 2009 and each year-end since then has seen a larger commercial jet aircraft backlog. This year that might not be the case. Much depends on the December order intake which would have to be in the region of 385+ aircraft if there is to be any chance of a higher 2016 year-end backlog.

Single-aisle and Widebody Backlogs. 19

Orders for Large Commercial Jets : 22

The lowest November order intake since 2004.

A total of 28 large commercial jets were ordered in November and it was the lowest intake for the month of November in over a decade. While 2014 was the record year for aircraft orders, 2016 will be the second consecutive year in which the order intake has dropped and the total intake by the end of the year might even be the lowest since 2010.

Summary Orders by month. 23

Deliveries of Large Commercial Jets : 27

Three fewer deliveries than by the end of November last year.

Airbus has delivered more aircraft than by the end of November last year, Boeing has delivered fewer and Bombardier only recently started CSeries deliveries. The total number of large commercial jet deliveries so far is three less than by the end of November last year. 2016 may or may not be a record year for the industry - that depends on December delivery numbers - but it will be a record year for some individual aircraft programs.

The Share of Single-aisle and Widebody deliveries. 31

Current Production Rates : 34

Aircraft Engines : 36

Only five engine order books are larger than at the start of the year.

The number of engines on firm order dropped again in November though the total number on firm order is still up on the figure at the start of this year. This is made up of over 600 more single-aisle engines but nearly 200 fewer widebody engines. At the end of November just two single-aisle engine programs and three widebody engine programs had larger order books than at the start of the year.

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