

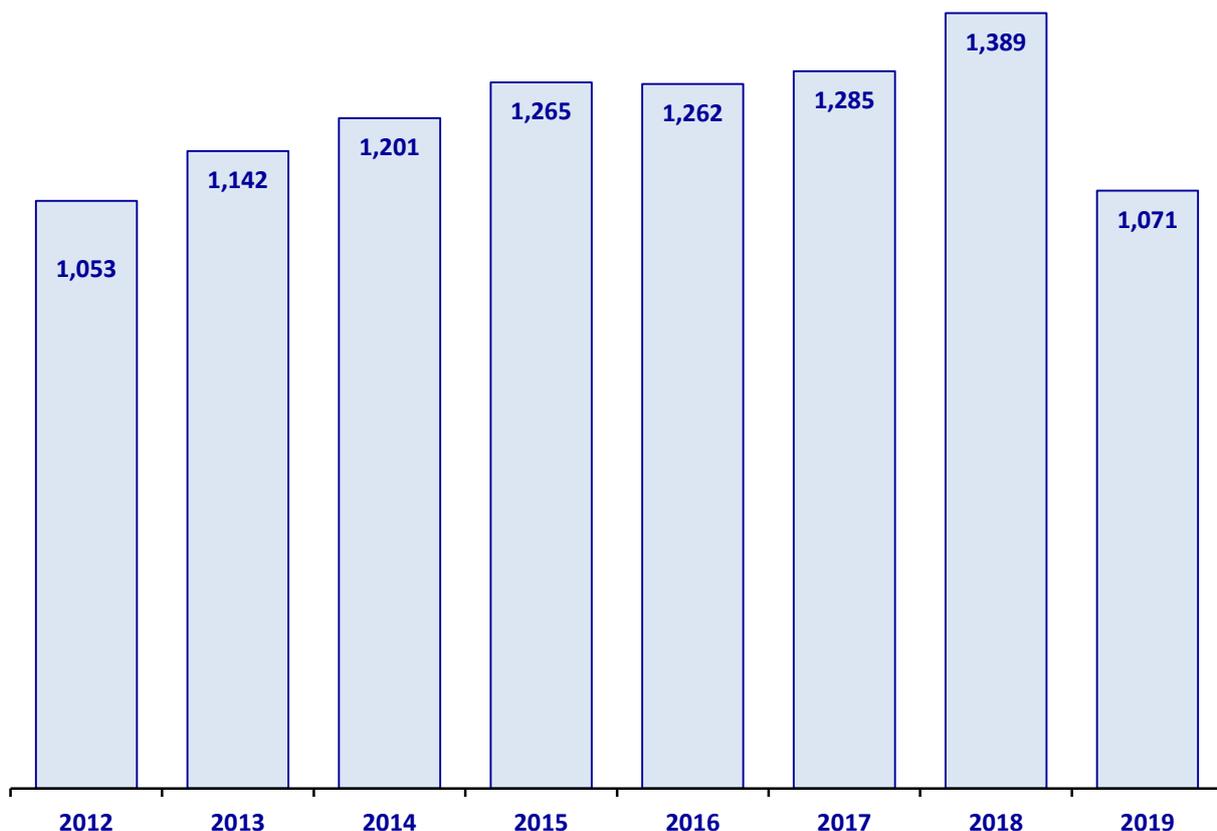
Aerospace Market News

December 2019

It is still the worst year for aircraft deliveries since 2012.

(And the worst year for aircraft orders by the end of November since 2009.)

Jan-November Aircraft Deliveries.



Aerospace Market News : December 2019.

Summary Data : Aircraft. 3
Summary Data : Engines. 5

Industry Overview : 7

Record numbers of engines on firm order but a lower aircraft backlog.

At the end of November, for the first time, there were over 27,000 large civil jet engines on firm order, a new high for the industry. The large commercial jet aircraft backlog ended the month with almost 300 fewer aircraft on backlog than at the start of the year. The firm engine order book has been driven up by orders for single-aisle engines but the number of widebody engines on order has dropped to a new low. It is much the same in the aircraft market; orders for single-aisle aircraft have propped up the single-aisle backlog to a certain extent but the widebody aircraft backlog has also dropped to a new low.

The Large Commercial Jet Aircraft Backlog : 8

Larger than it was a year ago, but not larger than at the start of the year.

The large commercial jet aircraft backlog has dropped by 296 aircraft since the start of the year though it is still 45 aircraft larger than at the end of November 2018. There was an increase in November, the third monthly increase so far this year, but this was very much due to an Airbus backlog increase. At the end of the month there were 83 fewer single-aisles and 213 fewer widebodies on firm backlog order.

Orders for Large Commercial Jets : 19

The lowest order intake since 2009 and cancellations haven't helped.

By the end of November the single-aisle aircraft order intake was the lowest in over 10 years but the widebody intake was the largest for the Jan-November period since 2015. The total intake, however, was the lowest by the end of November in the last 10 years and the relatively large number of cancellations so far has brought the net order intake right down. Airbus has a net intake figure of 718 aircraft while Boeing has a net intake of 63.

Deliveries of Large Commercial Jets : 24

Aircraft deliveries have fallen to the lowest level since 2012.

Airbus has delivered a record number of single-aisles and widebodies for the Jan-November period and Boeing has delivered a record number of freighters. Despite this, total large commercial jet deliveries are down to the lowest level since 2012. Widebody delivery numbers so far match the record set in 2015 but there have been 369 fewer single-aisle aircraft deliveries this year. The reason for this is that Boeing has delivered 121 single-aisles so far, 390 fewer than by the end of November last year.

Current Production Rates : 33

Aircraft Engines : 35

Another new engine order book high.

Orders in November propelled the firm engine order book to the new high of over 27,000 for the first time. There are currently over 900 more engines on firm order than at the start of the year though the catch here is that while the number of single-aisle engines on firm order has gone up, the number of widebody engines on firm order has dropped to a new low.

The Firm Jet Engine Order Book. 38

Single-aisle and Widebody Engines on firm order. 41

Engine Orders. 52

Engine Installs. 54

Engine Programs : The Firm Order Books : 57

Appendices. 73

Philip G. Abbott, Editor & Publisher. amneditor@aol.com Telephone : UK 0208 542 3466
Aerospace Market News is published by Industry Research Group.
66 Westway, London SW20 9LU. United Kingdom. ISSN 1462-933x © Industry Research Group 2019