

Aerospace Market News

February 2019



A380 production to end in 2021.

At one time they even made an A3XX soft toy. Now the business case for continued production of the A380 has changed but, technically, this aircraft is up there amongst the greatest commercial aerospace achievements of all time.

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A slow start to the year with some big drama.

After some record delivery months towards the end of last year it was starting to look as though the records might run into 2019. In terms of single-aisle aircraft deliveries and single-aisle engine installs there was a new record but just for the month of January. Widebody aircraft delivery numbers were down. The order intake was low too; 46 aircraft, all Boeing and as a result the aircraft and engine backlogs dropped. The big drama was about the A380 which is going to cease production.

The Large Commercial Jet Aircraft Backlog : 7

The backlog dropped in January.

The backlog does not always drop in January but, more often than not, it does. By the end of the month there were 47 fewer single-aisles and eight fewer widebodies on backlog than at the start of the year. Boeing's backlog dropped by three aircraft and the Airbus backlog dropped by 52. The reason for the Airbus backlog drop was simply because there were no orders to balance cancellations and deliveries.

Single-aisle and Widebody Backlogs. 15

Orders for Large Commercial Jets : 19

Boeing 46, Airbus nil.

All the aircraft ordered in January are Boeing. The last time Airbus recorded a month with no orders was years ago but the European manufacturer now has so much work in hand that the sales machine could justifiably be slowed. But what has probably happened is that the company is looking to finalise new sales campaigns at mid-year and at year-end, not at the start of the year.

Deliveries of Large Commercial Jets : 22

A new January record for single-aisle deliveries.

There were 67 single-aisle deliveries in January which is a new record for the month of January. Airbus delivered 33 single-aisles during the month, 12 more than in January 2018 and this is a new January record for the European manufacturer. Boeing delivered 34 single-aisles, three more than last January but it wasn't a new company record for the month. In addition there were 18 widebody deliveries, the same number as in January 2017 so it was the joint lowest for a single month since January 2013.

Current Production Rates : 27

Aircraft Engines : 29

An unfortunate start to the year for the Trent 900.

It was not a good start to the year for the widebody engine segment either; far more installs than orders and another order book drop, for the seventh consecutive month. But what happened to the Trent 900 came as a surprise. Qantas cancelled their remaining eight Trent 900-powered A380s in January and then Emirates - the largest customer for the Trent 900 - said they were reducing their A380 backlog by 39 aircraft. This engine program started the year with an order book of 256 and, in the space of a few short weeks, will have lost 188 of that.

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Philip G. Abbott, Editor & Publisher. amneditor@aol.com Telephone : UK 0208 542 3466
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