

Aerospace Market News

January 2019

2018 was a record production year with the largest number of aircraft deliveries and the largest number of engine installs.

There was a new aircraft backlog record and a new engine order book record.

The only negatives about 2018 were that the widebody aircraft and engine backlogs dropped, again, and the number of widebody aircraft and engine deliveries also dropped.

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Industry Overview : 8

A record production year for single-aisles but not for widebodies.

The industry was expecting another record production year and that was what it got. Aircraft deliveries and engine installs have increased every year since 2010. For both aircraft and engines, the increase last year was the largest since 2012. There were 120 more aircraft deliveries and 218 more engine installs than in 2017, the previous best year. The only downside to this is that the new production record is very much due to a large increase in single-aisle deliveries. Deliveries of widebody aircraft dropped.

The Large Commercial Jet Aircraft Backlog : 13

Another record year-end backlog, with one small catch.

At the end of last year there were 14,385 large commercial jet aircraft on firm backlog order, a new record for the industry and the ninth consecutive year-end record. There was not much of a gain in 2018 but it was enough to produce a new record. There is just one small thing; the new record is very much a function of a record number of single-aisle aircraft on backlog. The widebody backlog fell again in 2018 and the year-end figure was the lowest in years.

Single-aisle and Widebody Backlogs. 22

Orders for Large Commercial Jets : 26

The lowest single-aisle order intake since 2009.

Last year there were orders for 1,579 single-aisle jets and 372 widebodies. The single-aisle intake was the lowest since 2009 and the widebody intake was the largest since 2015. The total order intake of 1,951 aircraft was 574 less than in 2017 and was only fractionally larger than the 2016 intake. In fact, the total order intake last year was the second lowest, after 2016, since 2010.

Deliveries of Large Commercial Jets : 34

2018 was the eighth consecutive record year.

It was a record year for Airbus, a record year for Boeing and the records don't stop there. There were record numbers of deliveries in December, the Fourth Quarter, the Second Half and the year. Single-aisle delivery numbers were way up which is what produced the new annual delivery record. Widebody delivery numbers last year were the lowest since 2014.

Annual Aircraft Deliveries (2015-2018). 40

Current Production Rates : 47

Aircraft Engines : 48

A record year-end order book and record engine installs.

At the end of December last year there were exactly 26,600 large civil jet engines on firm order which is a new industry high and 536 more engines than at the start of the year. The engine order intake last year was the lowest annual intake since 2015 but, even so, over 4,100 engines were ordered. What will really excite the industry though is the fact that last year there were record numbers of new engine installs, over 200 more than in 2017 which was the previous best year.

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