

Aerospace Market News

January 2020

-23%

**2019 saw the largest annual drop
in aircraft delivery numbers.**

There were 374 fewer aircraft deliveries than in 2018.

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Aircraft deliveries, the backlog and the order intake have all dropped.

Last year may long be remembered as the one in which Boeing had a very big issue with the 737 MAX. The industry, on the other hand, may also remember 2019 for a number of other reasons; the largest drop in annual delivery numbers, the first year-end backlog drop since 2009 and the lowest aircraft order intake of the last 10 years. There has been something of a downturn and not everything can be blamed on the MAX although that is where the finger points when looking at delivery numbers.

The Large Commercial Jet Aircraft Backlog : 14

The first year-end backlog drop since 2009.

The industry has come to expect a larger backlog at the end of each year and the number of aircraft on backlog did increase for nine consecutive years. Last year, however, the backlog dropped which was certainly unexpected. It was the second backlog drop since 2003 and both the single-aisle and the widebody backlogs were lower than at the start of the year. The main casualty in this was Boeing although the Airbus backlog also went down but not by nearly as much as their U.S. competitor.

Orders for Large Commercial Jets : 27

For every Boeing 737 ordered, Airbus sold 14 single-aisles.

2019 was the worst year in terms of orders that Boeing has had in years. Orders for the 737 MAX virtually dried up. Not only did Airbus sell more single-aisles but more widebodies as well. Boeing's share of the 2019 order intake amounted to 17.6%, almost one sixth. For every 737 MAX sold, Airbus sold 18 A320neo Family jets. For every two Boeing passenger widebodies sold, Airbus sold three. This doesn't end there though - the total order intake last year was the lowest since 2009. Demand had definitely slowed.

Deliveries of Large Commercial Jets : 37

There has never before been such a large drop in delivery numbers.

Annual delivery numbers had increased each year since 2011 but last year there were 374 fewer aircraft deliveries than in 2018. There have been year-to-year drops in delivery numbers before but this was the largest. The total number of aircraft delivered in 2019 was the lowest since 2012 and just 55 more aircraft were delivered than in that year. Airbus had a record year and accounted for nearly 70% of all 2019 deliveries. Boeing's total was the lowest since 2008.

Current Production Rates : 52

Aircraft Engines : 54

Single-aisle engine installs dropped by a third in 2019.

There has never been a year quite like 2019. There were over 750 fewer engine installs than in 2018. Install numbers have gone from a record high one year to being just slightly larger than the 2012 figure the next. The number of single-aisle engine installs dropped by over a third last year; there were over 840 fewer than in 2018 which means that the 2019 single-aisle figure was the lowest since 2011. Widebody engine install numbers went up and the total last year was the second largest ever.

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