

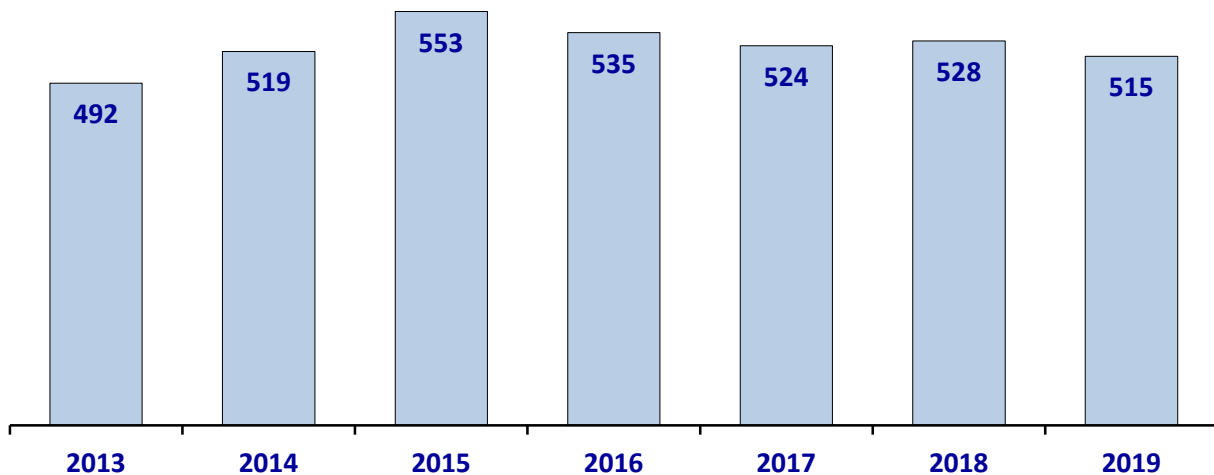
# Aerospace Market News

June 2019

## The lowest number of large commercial jet aircraft deliveries since 2013.

Jan-May aircraft deliveries.

Single-aisles + Widebodies.



The number of single-aisle aircraft deliveries by the end of May was the lowest for the first five months of a year since 2012, due to the grounding of the 737 MAX.

Despite the second largest number of widebody deliveries, the grounding contributed to a lower total delivery figure by the end of May. Airbus has delivered a record number of single-aisles and widebodies for the Jan-May period but Boeing's single-aisle total is half the number delivered by the end of last May.

## Aerospace Market News : June 2019.

**Summary Data : Aircraft. 3**

**Summary Data : Engines. 5**

**Industry Overview : 7**

**The backlog is down, deliveries have dropped, and net orders are negative.**

2019 seems to be turning into a troubled year for the industry. The large commercial jet backlog has dropped each month and is now under 14,000 aircraft for the first time since late 2017. Delivery numbers have dropped to the lowest for the first five months of a year since 2013 and because there have been no 737 MAX deliveries since mid-March, the single-aisle total is the lowest for the Jan-May period since 2012. Then there is the almost non-existent aircraft order intake. A total of 163 aircraft have been ordered this year but the net figure is -42.

**The Large Commercial Jet Aircraft Backlog : 8**

**The widebody backlog has reached a new low.**

At the end of May the widebody backlog stood at 2,101 aircraft which is the lowest number in well over 10 years. There are now 128 fewer widebodies on backlog than at the start of this year and 201 fewer than at the end of May last year. Both Airbus and Boeing have fewer passenger widebodies on backlog than a year ago but Boeing does have 17 more freighters on backlog.

**Single-aisle and Widebody backlogs. 16**

**Orders for Large Commercial Jets : 20**

**Well, at least something was ordered in May.**

Someone, a private customer, ordered an A320neo corporate jet in May. Nobody else, not even an airline or leasing company, ordered anything. The total May intake was just this one aircraft which means that this was the lowest monthly intake in years. There were no orders for widebody aircraft but that has happened before. May was the third month this year to have orders in single figures.

**Deliveries of Large Commercial Jets : 24**

**Boeing is still struggling while Airbus sets new records.**

By the end of May, Airbus had delivered 313 new large commercial jets. This is a new company record for the first five months of a year but it doesn't end there. The European manufacturer has delivered a record number of single-aisles and a record number of widebodies for the Jan-May period. Boeing has a problem with the 737 MAX and the company's single-aisle delivery figure this year is half what it was last year. Boeing's widebody delivery figure is up 13 aircraft on the same period last year but it is still 13 lower than the company's Jan-May record of 109 deliveries in 2015.

**Current Production Rates : 32**

**Aircraft Engines : 34**

**The firm order book has dropped each month this year.**

For the first time since January last year the number of large civil jet engines on firm order has dropped below 26,000. The number of single-aisle engines on firm order has dropped by 674 since the start of the year while the number of widebody engines on firm order has dropped by 244. In May, the order book dropped by 366 engines, the largest drop in a single month since September 2016.

**The Firm Jet Engine Order Book. 37**

**Single-aisle and Widebody Engines on firm order. 40**

**Engine Installs. 53**

**Engine Programs : The Firm Order Books : 55**

**Appendices. 72**

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