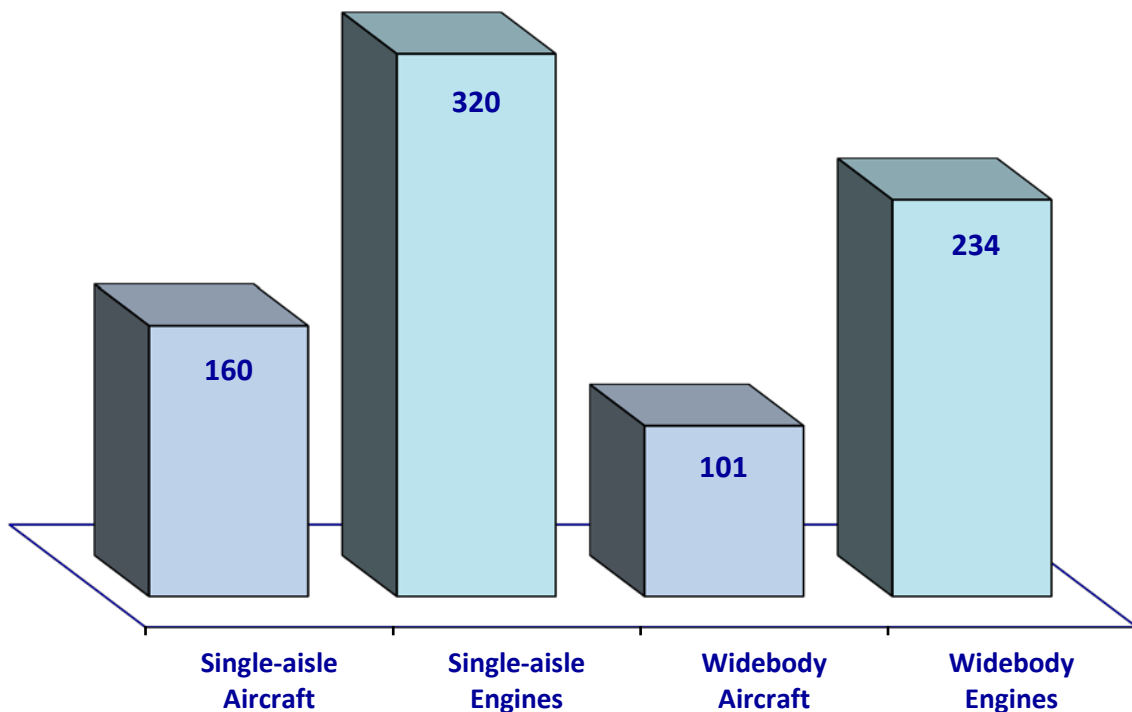


Aerospace Market News

November 2016

This is how many deliveries are needed in November and December to match 2015 totals.



A busy year-end looms – Page 9.

Aerospace Market News : November 2016.

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

Industry Overview : 9

A busy year-end looms.

Some aircraft and engine programs have already taken more orders than in the whole of last year. Others have had more deliveries. There are programs with smaller backlogs than at the start of this year and other programs with larger backlogs. 2016 is supposed to be another record production year but getting there means that there will have to be a very busy year-end.

The Large Commercial Jet Aircraft Backlog : 14

A small October drop and some large swaps.

The large commercial jet backlog dropped by 17 aircraft in October which was the smallest monthly drop since April last year. The Airbus backlog fell by 39 aircraft but Boeing's backlog grew by 23 which was largely due to orders for 72 widebodies during the month, including 14 747-8Fs. Some Airbus single-aisle programs had fairly large changes, due to swaps for larger aircraft.

Single-aisle and Widebody Backlogs. 19

Orders for Large Commercial Jets : 22

Jan-October single-aisle and widebody intakes are the lowest for years.

The order intake has not exactly dried up but there will need to be orders for another 838 large commercial jets by the end of the year just to match the 2015 intake. The single-aisle order intake so far is the lowest for the Jan-Oct period since 2010 and the widebody intake so far is the lowest for the period since 2012.

Summary Orders by month. 23

Deliveries of Large Commercial Jets : 27

Airbus has pushed single-aisle delivery numbers up.

By the end of October Airbus had delivered 32 more single-aisle aircraft than in the same period last year while Boeing had delivered 12 fewer. Both manufacturers have delivered fewer widebody aircraft this year. The total number of deliveries so far is a new record for the January-October period though the increase on last year is just three aircraft.

Minor Program deliveries (Jan-Oct) 2015 & 2016 30

The Share of Single-aisle and Widebody deliveries. 31

Current Production Rates : 34

Aircraft Engines : 36

The engine order intake is up on last year but installs are down.

More single-aisle aircraft engines have been ordered so far than in the whole of last year, but the widebody order intake is down. There is a new record for Jan-Oct single-aisle engine installs but widebody engine install numbers have dropped and, overall, there have now been six fewer new engine installs than at the same time last year.

The Firm Jet Engine Order Book . 38

Engine Orders. 49

Engine Installs. 51

Engine Programs : The Firm Order Books : 53

Appendices. 71

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