

Aerospace Market News

October 2019

By the end of September this year:

The lowest aircraft order intake since 2009.

A backlog drop of 690 aircraft, the largest ever.

The smallest number of aircraft deliveries since 2012.

2019 cannot possibly turn into a record production year.

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Things are not really going quite to plan.

Judging by the aircraft order intake so far this year, one might be tempted to think that the industry is in some sort of downturn. The order intake was the lowest by the end of September since 2009. The large commercial jet backlog has dropped by 690 aircraft, the largest backlog drop ever in the first nine months of a year. Aircraft deliveries have fallen to the lowest level since 2012. This is entirely due to far fewer single-aisle aircraft deliveries since a new record for widebody aircraft deliveries has just been set.

The Large Commercial Jet Aircraft Backlog : 10

The largest Jan-September backlog drop ever.

By the end of September the large commercial jet backlog had dropped by 690 aircraft which is the largest drop there has ever been in the first nine months of a year. The largest drop in the first nine month period up to now had been 464 aircraft, back in 2009. This time, the single-aisle segment has been the biggest casualty and there are currently 504 fewer single-aisle aircraft on backlog than at the start of the year. The widebody backlog is also down but only by 186 aircraft.

Single-aisle and Widebody backlogs. 17

Orders for Large Commercial Jets : 21

The order intake by the end of September was the lowest since 2009.

Overall order intake figures might point to something of an industry downturn. After all, 587 fewer single-aisles and 88 fewer widebodies have been ordered this year than by the end of September last year. Closer examination of the figures shows something quite different; Airbus has sold eight fewer aircraft this year but Boeing's order intake is 637 aircraft lower than by the end of last September.

Deliveries of Large Commercial Jets : 27

Jet aircraft deliveries this year could be back to 2013 levels.

The industry had been looking forward to a record 2019 but without any 737 MAX deliveries since mid-March, the single-aisle aircraft delivery total has dived to the lowest by the end of September in over 10 years. Widebody delivery numbers are actually at record levels for the Jan-September period and there may even be a new annual widebody delivery record this year, but that will not be enough to lift total delivery numbers by the end of the year to much above the 2013 figure of 1,274 which is 330 fewer than last year.

Current Production Rates : 40

Aircraft Engines : 42

Installs have dropped to the lowest Jan-September level since 2012.

Despite the fact that the number of widebody engine installs was the second largest ever, the total number of new engine installs by the end of September was the lowest for the first nine months of a year since 2012. There have been nearly 500 fewer single-aisle engine installs this year which means the single-aisle total so far is the lowest in over 10 years.

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