

Aerospace Market News

September 2020

Aircraft delivery numbers are less than half the total by the end of August last year.

(And 60% lower than the Jan-August 2018 total.)

Aircraft deliveries by the end of August each year.



Aerospace Market News : September 2020.

Summary Data : Aircraft. 3

Summary Data : Engines. 5

Industry Overview : 6

Orders are scarce, the backlog has dropped and deliveries have halved.

The order intake in each of the last five months has been in single figures. The single-aisle backlog has dropped by 369 aircraft and the widebody backlog has dropped by 77 aircraft. There have been 253 fewer single-aisle and 152 fewer widebody deliveries this year compared to the same period last year. Orders recovery looks to be some way off and the backlog drop is mostly due to the 737 MAX having a large number of cancellations.

The Large Commercial Jet Aircraft Backlog : 8

The backlog has dropped by 446 aircraft so far, but not really.

This might sound like a complete contradiction. The large commercial jet backlog at the end of August was 446 aircraft lower than at the start of the year. The single-aisle backlog has dropped for seven consecutive months and the widebody backlog has dropped for 13 consecutive months. But - and this is the catch - the 737 MAX backlog drop of 428 aircraft by the end of August has dragged the overall backlog figure down. Ignore the MAX backlog change for a moment and the combined backlog of every other aircraft program put together has dropped by 0.1% so far this year.

Orders for Large Commercial Jets : 19

The monthly order intake has been in single figures for five months.

Orders have been in single figures for the last five months but Boeing did take orders for the MAX in August, the first orders for that program this year. There has not been a five month period with orders in single figures before but, there again, this industry hasn't had a pandemic before. There were more cancellations in August but these were for the MAX and the overall negative net order intake so far is not alarming.

Deliveries of Large Commercial Jets : 24

There have been 405 fewer deliveries than this time last year.

By the end of August Airbus had delivered more than three times as many new jet aircraft as Boeing but both companies have been hit hard by the pandemic and, of course, Boeing still has the problem of the 737 MAX to contend with. By the end of the month, Airbus had delivered 216 fewer aircraft than by the end of August last year. Boeing had delivered 189 fewer aircraft. Single-aisle delivery numbers have dropped by over 250 while widebody delivery numbers are down by over 150.

Current Production Rates : 29

Aircraft Engines : 31

Less than half the number of engine installs than at this time last year.

Jan-August engine install numbers were down last year due to the grounding of the 737 MAX. This time they have dropped even further due to the pandemic. There have been 506 fewer single-aisle engine installs and 320 fewer widebody engine installs. Compared to the same period last year, the single-aisle install figure is down by roughly half while the widebody figure is down by 60%. Recent monthly install numbers have improved slightly and there have been 400 new engine installs in the last five months but that is 562 fewer than in the same five months of last year.

The Firm Jet Engine Order Book. 33

Engine Installs. 47

Engine Programs : The Firm Order Books : 49

Appendices. 64

Philip G. Abbott, Editor & Publisher. amneditor@aol.com Telephone : UK 0208 542 3466
Aerospace Market News is published by Industry Research Group.
66 Westway, London SW20 9LU. United Kingdom. ISSN 1462-933x © Industry Research Group 2020

The Large Commercial Jet Aircraft Backlog.

	Aircraft on Firm Backlog Order on Aug 31, 2019	Aircraft on Firm Backlog Order on Dec 31, 2019	Aircraft on Firm Backlog Order on Aug 31, 2020	Change in the last 12 months.	Change this year.
Single-aisle aircraft	11,690	12,005	11,636	-54	-369
Widebody aircraft	2,069	1,959	1,882	-187	-77
Total	13,759	13,964	13,518	-241	-446

Aircraft Orders

	Orders in August 2016	Orders in August 2017	Orders in August 2018	Orders in August 2019	Orders in August 2020
Single-aisle	147	43	95	16	6
Widebody	19	2	9	6	3
Total	166	45	104	22	9

	Orders Jan - August 2016	Orders Jan - August 2017	Orders Jan - August 2018	Orders Jan - August 2019	Orders Jan - August 2020
Single-aisle	905	689	769	221	372
Widebody	144	179	273	182	65
Total	1,049	868	1,042	403	437

Cancelled Aircraft Orders.

	Cancelled in 2016	Cancelled in 2017	Cancelled in 2018	Cancelled in 2019	Cancelled Jan-Aug 2020
Single-aisle	346	223	198	312	502
Widebody	64	35	77	227	31
Total	410	258	275	539	533

Aircraft Deliveries in August.

	Delivered in August 2016	Delivered in August 2017	Delivered in August 2018	Delivered in August 2019	Delivered in August 2020
Single-aisle	86	87	93	32	37
Widebody	35	27	25	28	15
Total	121	114	118	60	52

Jan-August Aircraft Deliveries.

	Delivered Jan - August 2016	Delivered Jan - August 2017	Delivered Jan - August 2018	Delivered Jan - August 2019	Delivered Jan - August 2020
Single-aisle	651	645	707	516	263
Widebody	242	241	220	260	108
Total	893	886	927	776	371

The Large Civil Jet Engine Backlog.

	Engines on Firm Order on August 31, 2019	Engines on Firm Order on Dec 31, 2019	Engines on Firm Order on August 31, 2020	Change in the last 12 months	Change since the start of 2020
Single-aisle engines	22,356	23,210	22,382	26	-828
Widebody engines	4,070	3,844	3,688	-382	-156
Total	26,426	27,054	26,070	-356	-984

Engine Orders in August.

	Orders in August 2016	Orders in August 2017	Orders in August 2018	Orders in August 2019	Orders in August 2020
Single-aisle engines	50	100	190	30	10
Widebody engines	70	8	4	12	6
Total	120	108	194	42	16

Jan-August Engine Orders.

	Orders Jan - August 2016	Orders Jan - August 2017	Orders Jan - August 2018	Orders Jan - August 2019	Orders Jan - August 2020
Single-aisle engines	2,478	2,622	1,868	1,838	580
Widebody engines	370	334	672	524	136
Total	2,848	2,956	2,540	2,362	716

Cancelled Engine Orders.

	Cancelled in 2016	Cancelled in 2017	Cancelled in 2018	Cancelled In 2019	Cancelled Jan-August 2020
Single-aisle	644	270	374	456	938
Widebody	146	82	122	440	66
Total	790	352	496	896	1,004

Engine Installs in August.

	Installs in August 2016	Installs in August 2017	Installs in August 2018	Installs in August 2019	Installs in August 2020
Single-aisle engines	172	174	186	64	74
Widebody engines	76	56	50	56	30
Total	248	230	236	120	104

Jan-August Engine Installs

	Installs Jan - August 2016	Installs Jan - August 2017	Installs Jan - August 2018	Installs Jan - August 2019	Installs Jan - August 2020
Single-aisle engines	1,302	1,290	1,414	1,032	526
Widebody engines	526	508	462	538	218
Total	1,828	1,798	1,876	1,570	744