

Aerospace Market News

December 2011

A record production year – possibly.

There were 98 large commercial jet deliveries in November taking the total so far this year to 903, or 22 more than in the same period last year. All that is now needed to turn 2011 into the all-time record year for large commercial jet deliveries is for Airbus and Boeing to jointly deliver 77 new aircraft in December. That is 21 fewer than in November and monthly delivery numbers have been higher than this for each of the past nine months.

Airbus is pretty well assured of a sixth consecutive record production year. By the end of November the European manufacturer had delivered 477 new jet aircraft. To beat last year's figure, Airbus will need to deliver 34 aircraft in December. Considering that there were 59 Airbus deliveries in November, the

largest number in a single month for the company since December 2009, delivering 34 in the final month of the year might not be too difficult.

It does not look as though Boeing will have a record year though. Boeing will need 56 deliveries in December to take the company's total for 2011 to just one more than the record set in 2009. Boeing has delivered 426 new aircraft so far this year. Even getting to the minimum guideline production figure might be a challenge.

Even so, Boeing will have other 2011 records to celebrate; the entry into service of two new aircraft programs and record orders for the 777, not to mention some 900 orders and commitments for the 737MAX.

Orders - 2011 is already the second best year ever.

The order intake may have started slowly in 2011 but it certainly picked up in June and, with the exception of September, there have been orders for well over 200 aircraft each month.

Between January and the end of May a total of 358 new aircraft were ordered and there were no orders at all for the A320 in the First Quarter. Since the start of June, however, when the first volume orders for the A320 neo Family began to pour in, a total of 1,955 new aircraft were ordered. By the end of November there had been orders for 1,965 single-aisle aircraft and 348 widebodies. The single-aisle backlog currently stands at just under 6,000 aircraft and is at an all-time record level.

The record year for large commercial jet orders was in 2007 and back then the total intake amounted to 2,876 aircraft, gross. By the end of November, there had been gross orders for 2,313 aircraft, or 563 fewer than in 2007.

Could 2011 turn out to be a new record year? Well, that really rather depends on how many commitments to new aircraft are finalised by the end of the year. The Southwest Airlines order for 208

737s goes on the books in December and there are orders for another 50 aircraft which should also go on Boeing's books by the end of the year. If American Airlines signs a firm order for the 737 MAX and if the Lion Air order is finalised, Boeing's total intake will be much, much higher than the 634 up to the end of November.

That still leaves a significant shortfall in terms of a new record. But then Airbus does have a number of commitments to the A320 neo Family which could be finalised and it is no secret that Airbus has a year-end cut-off point and always likes to finish the year with a final flourish. The company had taken orders for 1,521 aircraft by the end of November and if the remaining commitments were finalised by the end of December, that number would be significantly larger.

It could possibly be a record year for orders but, even if it is not, 2011 will still be the second best year ever in terms of the order intake.

It was already the second best year ever by the end of November, so the December intake is largely academic.

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It might be a record year for deliveries after all.	
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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 2011