

# Aircraft Engines

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January 2012

## Over 3,000 new engines firm-ordered so far.

By the end of November there had been firm orders for 3,032 new large civil jet engines, or exactly 750 more than were ordered in the first 11 months of 2010. This works out at one third more.

However, comparing the 2010 order intake with the 2011 order intake is really rather difficult. By the end of November 2010 there had not actually been any Airbus neo orders whereas in 2011 the new engine option was the next big thing.

Between the start of 2010 and the end of November 2010 there were orders for 100 LEAP-X engines, and 372 orders for the PurePower engine. These were orders for the CSeries, the C919 and the MS-21. In the same period in 2011 there were 730 firm LEAP-X orders and 556 firm PurePower orders. Taken together, the two new engine programs took 814 more orders in the first 11 months of 2011 than in the same period of 2010.

Where this gets interesting is when one adds up all the orders for every other engine program in the 11 months of 2010 and compares that with the total for

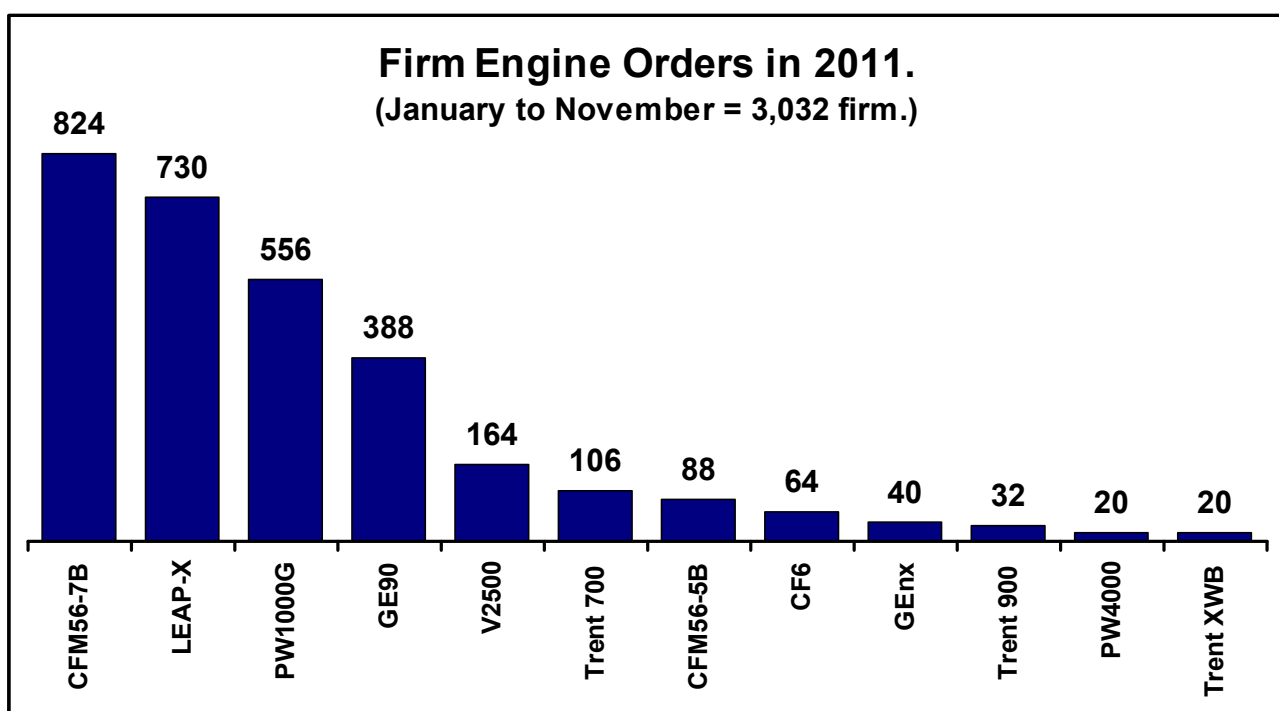
2011 up to the end of November. The figures are 1,810 firm orders in 2010 and 1,746 in 2011. It is not exactly a very large drop, but the 2011 figure is a smaller number all the same.

There were 190 fewer CFM56-5B orders between January and November 2011 than in the same 2010 period, and no GP7200 orders (128 in 2010). The Trent XWB program took orders for 20 engines in 2011, or 100 fewer than in the same period of 2010.

The big gains have come from the LEAP-X (+630 orders), the GE90 (+236), the PW1000G (+184) and the V2500 (+108). The Trent 700 took 66 more orders and the GENx and CF6 both took 36 more.

The mix of orders has been very different. The two new engines are certain to have had an even larger order intake by the end of the year as Boeing and Airbus finalised commitments.

2011 will probably long be remembered as the year when new engine technology changed just about everything in the large commercial jet aircraft industry.



## **Aircraft Engines – January 2012.**

### **The Engine Manufacturers : News. 3**

The latest news announcements from the Engine Manufacturers.

### **Industry Overview : 5**

For much of 2011 deliveries of new aircraft lagged behind the 2010 figures and, until very recently, it did not really look as though 2011 could possibly be a record production year. A massive increase in delivery numbers in November has brought a new record tantalisingly close. To achieve it, the two manufacturers need 77 new jet aircraft deliveries in December, or 21 fewer than in November.

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### **The Engine Order Book : 17**

In October and November alone there were orders for 550 new jet engines, taking the total number firm-ordered in 2011 to 3,032. It all sounds like a massively booming industry but only five engine programs currently have larger order books than at the start of the year.

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### **Orders for Large Commercial Jets : 28**

November was a record month for the 777 program and every single Airbus single-aisle order was for aircraft with the new engine option. There have now been over 800 more large commercial jet orders than in the whole of 2010.

### **Recently Announced Aircraft Orders : 33**

### **Deliveries of Large Commercial Jets : 34**

There were 98 large commercial jet aircraft deliveries in November and there have not been that many since March 2010. This was mostly due to a much larger monthly total from Airbus and it looks as though it could even be a record year for deliveries, after all.

### **The Large Commercial Jet Backlog : 38**

The growing large commercial jet backlog owes much to the huge demand for the A320 neo. Without the new engine option, backlog growth would actually have been very small.

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