

Advanced Composites Monthly

Global composites industry visibility for aerospace and defense

March 2008
Issue #457

The Opportunity for Advanced Composites in Commercial Transports Structures & Interiors

Last year saw the market for new commercial transport grow dramatically as new aircraft orders rocketed past 2006's high-water mark of 2,250 aircraft to 3,364. Combined, **Airbus Industrie, Boeing Commercial Airplanes, Bombardier Aerospace, Avions de Transport Regional (ATR), and Empresa Brasileira de Aeronáutica S.A. (Embraer)** delivered 1,147 new airplanes – an 8% increase over 2006. Despite significant increases in aircraft production, order backlogs for aircraft OEMs are rapidly building up. Airbus' firm order backlog for new transports



Both Bombardier and MHI have launched new composite-intensive aircraft that will make use of many of the automated manufacturing technologies employed for the composite structures for the B777, A380 and B787 transports. Photos courtesy of Bombardier Aerospace and Mitsubishi Heavy Industries.

stands at 3,467 airplanes (2,448 for the A320 series, more than 1,000 above last year's total. Boeing's backlog is nearly identical at 3,437 units at the end of 2007, having grown by a similar degree (see fig. 1). Together, these two companies hold firm orders for nearly 7,900 planes – nearly 7X 2007 deliveries!

backlog totals 10,000 aircraft per year – a result of CMR's 10-year industry forecast for transport aircraft (capable of carrying between 20 and 400+ passengers) has been recalibrated to track with near-term realities and long-term trends related to fuel and operations cost. This year's market outlook not only includes a few additional aircraft programs but will also provide some coverage of the sometimes-neglected interiors market. As always, we try to include a number of useful illustrations-many of which are based on some fairly expansive and specific data sets. If you have questions about any of these materials, you are invited to call or send us an e-mail to get extra detail.

This updated outlook for commercial transports, much like the article that appeared in the January 2007 issue of this newsletter, combines the large commercial and smaller "regional" transports used throughout the world's airline fleets. In addition to adjusting delivery figures (4% greater than figures predicted in Jan. '07) and updating aircraft

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