

1 million

Total seats in the Chinese active passenger fleet by 2030, up from nearly 300,000 in 2010

4,000

The forecast jump in the Chinese airline active fleet during the next 20 years to reach 5,657 aircraft

3,860

The number of aircraft in the 121-200 seat category in the Chinese active fleet by 2030

35,000

The size of the total world fleet by 2030, marking an increase of around 15,000 from 2010

CLIVE LEWIS LONDON

THE GREAT HOPE OF CHINA

A new, long-term airliner forecast underscores the extent to which China will drive fleet development, but its growth is likely to follow a different pattern to that which brought the North American and European markets to maturity

FIGURE 1: CHINA – GROWTH INDICES

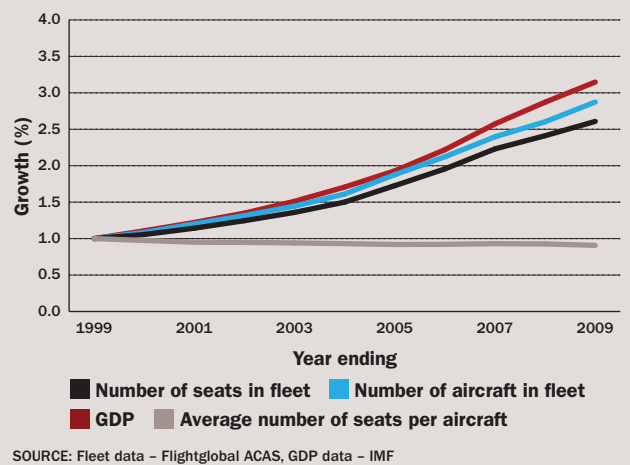
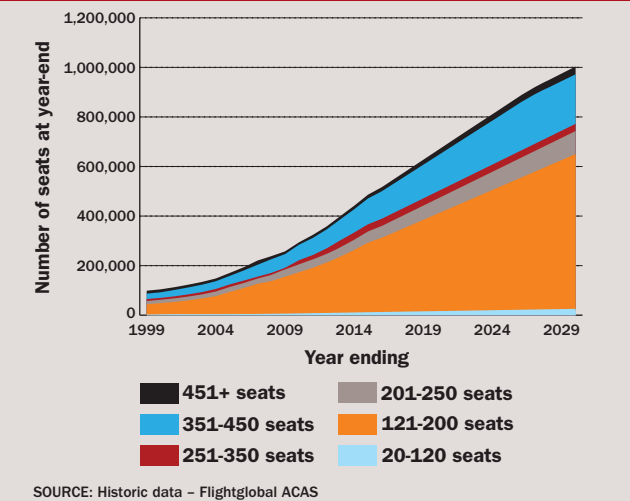


FIGURE 2: CHINA – SEAT CAPACITY OF PASSENGER FLEET



Fleet growth in China is so great and of such interest that China is separated from the six world regions studied in the new global *Commercial Fleet Forecast*, produced by Flightglobal's Insight team in partnership with aerospace expert Clive Lewis, of marketing practice Achieving the Difference, and the UK's Bristol Business School.

It is widely accepted that growth in the commercial aircraft fleet is likely to shift to new territories – Asia-Pacific, China, the Middle East and Africa.

The inaugural fleet forecast report, published in February, suggests growth in the Chinese fleet will be enormous and follow a different pattern from the one which brought the North American and European markets to maturity.

During 1999 to 2009, China's GDP tripled when measured on a purchasing power parity basis (see figure 1). During this same period the active passenger aircraft fleet growth has also been dramatic. This is true in terms of the number of aircraft and the number of seats in the fleet.

The growth in seat capacity is derived from increased fleet numbers as the average seats per aircraft has actually declined slightly. If strong economic growth continues, enormous expansion in the passenger fleet is predicted during the next 20 years.

By 2030, the fleet is forecast to



total more than 5,500 aircraft with around one million seats.

The bulk of growth in the active passenger fleet and capacity is expected to be in the 121-200 seat category (see figure 2).

Historically, the North American and European fleet numbers of smaller, regional aircraft grew quickly until the introduction of third and fourth generation narrowbody jets in the larger 121-200 seat segment.

Since then, with more efficient

70%

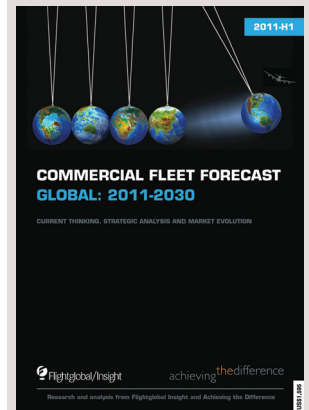
Portion of the current widebody world fleet that will not be in active passenger service by 2030

Europe

An active fleet forecast to grow by more than 2,000 and matching North America by 2030

1,100

North American active fleet rise over next 20 years, less than Asia-Pacific, China and Europe



NEW LOOK AT FLEET DEMAND

Flightglobal Insight has teamed up with market expert Clive Lewis, of consultancy Achieving the Difference, and the UK's Bristol Business School to provide a robust, independent forecast for the likely size and shape of the world airliner fleet during the next 20 years.

The report covers all aircraft used in commercial passenger operations of 20 seats or above, excluding the fleet of Soviet-era types for which history is limited. Coverage is split by the six world regions – Africa, Asia-Pacific, Europe, Middle East, North America and South America – plus China, which is treated as a separate region.

The report does not attempt to include short-term discontinuities or cycles in the forecast, although the model can be used to gauge the likely long-term impact of industry shocks. However, medium-term trends, such as evidence of a pending delivery slowdown, do feature in the report.

Purchase the full report at: flightglobal.com/forecast



Clive Lewis, of Achieving the Difference, has more than a quarter of a century of aerospace industry experience. Clive worked as market forecaster at Smiths Industries (now GE Aviation) and went on to lead the market and business forecasting team at LucasVarity that became TRW Aeronautical Systems and later Godrich Aerospace

jets already available, the Chinese market could skip this development phase and never have a large percentage of capacity delivered by regional aircraft.

This is supported by the rapid growth in the 121-200 seat segment already evident today.

One peculiarity of the Chinese market that could change this is government influence over operators to purchase the indigenous ARJ21 regional jet.

The December release of

Flightglobal's ACAS database shows the current order backlog of passenger aircraft for Chinese operators is heavily biased toward the 121-200 seat category. The orders in the 51-90 seat segment are all ARJ21s for Chinese operators.

RENEWALS HIT THEIR PEAK

Widening the picture beyond China to the industry as a whole, the fleet report provides some evidence that the current narrow-

body delivery cycle is close to its peak and a slowdown in deliveries is highly likely.

Currently, high narrowbody jet deliveries are driven by requirements to renew the fleet in mature markets and to meet growth in emerging markets.

We believe a fleet replacement cycle is peaking and manufacturers are approaching a period when they will have to be content with growth demand almost exclusively for a while. ■