

**October 2023**

Monthly  
New Commercial Aircraft  
Delivery Report

Produced by  
**AirInsightGroup**



# Background

This monthly report reviews new commercial aircraft deliveries. The reporting period starts January 1, 2021, and goes through the most recent month. The data are sourced from several sources. We check deliveries to tail numbers, attempting to ensure no double counting and the cleanest possible data.

## October 2023 Report

As this is our first report, we are reviewing the full period of deliveries from January 2021. From next month we will focus on the most recent month.

## OEM Concentration and Risk

Airbus and Boeing have extensive wide-body and narrow-body product lines, as well as several key customers who order large fleets of aircraft. But heavy concentration can be a risk as well. Nobody wants to put all their eggs in one basket.

Using our deliveries database, we examined the concentration in both model types and customers for Airbus and Boeing to determine if one of the players had higher risks than the others. Our findings were quite interesting.

Tracking our daily delivery database from January 1, 2021, through November 5th, 2023, we found that Airbus delivered 1,867 aircraft compared to 1,151 from Boeing. Airbus market share in deliveries during the period was 61.8%, giving it a strong lead in the duopoly.

There were several issues impacting both OEMs during the period, with Boeing having the more difficult impacts due to quality issues and both OEMs faced supply chain issues. With the Pratt & Whitney 1100G engine issues, we expect supply and quality issues to continue into 2025-2026.

## Summary

A major difference between the two OEMs is that Boeing is dependent on the 737-8 for 65% of its deliveries, while Airbus most delivered model is only at 39%, a much lower concentration.

While the concentration levels even out after three airplane models, Boeing has higher risk with a single model comprising more than half of its deliveries. Airbus, despite the A320neo and A321neo being in the same family, serve different markets, thereby lowering risk.

With the future introduction of the 737-7 and 737-10, Boeing should improve its risk profile once the new aircraft are fully certified.

Interestingly, older freighter models that are basically conversions of previous generation aircraft were the third and fifth most delivered aircraft during the period, totaling 103 of the 1,151 deliveries, or 8.9% of the total. But these aircraft are powered by old technology engines that are not as efficient nor have sustainability improvements seen on newer models. Boeing has a virtual monopoly on the freighter market.

Looking at customer concentration, we find a similar disparity between the two OEMs. Boeing has a higher customer concentration than Airbus, with its top customer, Southwest, at 14.8% of deliveries during the period, with the top five at 42.4%, and the top ten at 57.7%. The following table illustrates Boeing's customer deliveries concentration during the 1/1/2021-11/5/2023 period for the top 15 customers, who accounted for 66.6% of deliveries during the period.

Rank	Customer	Aircraft	Cumulative	% of Total
1	Southwest	170	170	14.8%
2	United	135	305	26.5%
3	Ryanair	76	381	33.1%
4	Alaska	60	441	38.3%
5	FedEx	47	488	42.4%
6	Aero,exocp	46	534	46.4%
7	Malta Air	36	570	49.5%
8	American	34	604	52.5%
9	flyDubai	33	637	55.3%
10	Flair	27	664	57.7%
11	Gol	27	691	60.0%
12	Akasa	21	712	61.9%
13	COPA	21	733	63.7%
14	Singapore	19	752	65.3%
15	Qatar	15	767	66.6%

By contrast, Airbus has its largest customer with only 6.9% of deliveries during the period and a much less concentrated customer base. Its top five account for 22.2%, the top ten 33.3% and the top fifteen 42.2% of deliveries.

This customer concentration is much lower for Airbus and much lower than Boeing, which has strong North American geographic risk.

Airbus Customer Deliveries 1/1/21-11/5/23				
Rank	Customer	Aircraft	Cumulative	% of Total
1	Indigo	128	128	6.9%
2	Delta	106	234	12.5%
3	China Eastern	67	301	16.1%
4	Spirit	57	358	19.2%
5	Air China	56	414	22.2%
6	Air France	47	461	24.7%
7	Frontier	44	505	27.0%
8	American	40	545	29.2%
9	Wizz Air	39	584	31.3%
10	Volaris	37	621	33.3%
11	Pegasus	36	657	35.2%
12	China Southern	34	691	37.0%
13	flyNAS	33	724	38.8%
14	Vistra	32	756	40.5%
15	Wizz Air Malta	32	788	42.2%

## Conclusion

It appears, based on deliveries over the last three years, Airbus has lower risk both in terms of product concentration and customer concentration than Boeing.

Boeing has a high concentration of North American customers, with five of its top 15 in North America and 38.7% of deliveries during the period. Airbus, by contrast, has only 15.2% of deliveries in North America. Boeing remains the hometown choice in North America but must diversify its customer base to regain lost market share.

The remainder of the report reviews the major OEMs and looks at world region markets.

## Context

[Data model](#) tracking monthly aircraft transactions of new deliveries, transfers, and sales.

## Suggestion Box

If you have any suggestions to refine and improve this report, please [email](#) us.



# Airbus

Airbus most delivered model is the A321neo, with 726 aircraft delivered, and 38.9% of the total. This is followed by the A320neo at 722 aircraft and 147 A220-300 to bring the top three to 85.4% of the total. Adding the A350-900, A330-900, and A350-1000 at 129, 55, and 29 deliveries brings Airbus concentration up to 96.8% for the top six models.

Model	Deliveries	%
A21N	726	38.8%
A20N	723	38.7%
A223	147	7.9%
A359	130	7.0%
A339	55	2.9%
A351	29	1.6%
A321	22	1.2%
A221	7	0.4%
A19N	6	0.3%
A380	6	0.3%
A330	5	0.3%
ACJ	5	0.3%
A319	4	0.2%
A338	4	0.2%
<b>Total</b>	<b>1,869</b>	<b>100.0%</b>

The A321neo represents 38.8% of Airbus deliveries, followed by an additional 38.7% with the A320neo in second place. After these two models, the concentration pattern is like Boeing's, with 85.4% for the top three and 96.8% for the top six models.

The following chart demonstrates Airbus broad customer base. As we described above, a risk reduction issue for the OEM.



# Boeing

On a model-by-model basis, Boeing's 737-8 and 737-8-200 variants are the most delivered Boeing models, with 752 aircraft delivered of the 1,151 total, or 65.3%. Adding the 737-9 with 172 deliveries and 777F with 54 deliveries as the second and third most delivered brings the concentration for the top three up to 85.0%. The top six, including the 787-9, 767-300F, and 787-10, bring the concentration up to 96.4%.

Model	Deliveries	%
MAX 8	628	54.5%
MAX 9	172	14.9%
MAX 8-200	125	10.8%
777F	55	4.8%
789	52	4.5%
763F	49	4.2%
78X	31	2.7%
788	18	1.6%
747F	12	1.0%
777	11	1.0%
<b>Total</b>	<b>1,153</b>	<b>100.0%</b>

The dependence on one model at Boeing is disconcerting, clearly demonstrating the need for the 737-10 and 737-7 to be rapidly and successfully certified.

The following chart shows a somewhat focused customer base. All good quality customers, but a narrow base carries some risk.



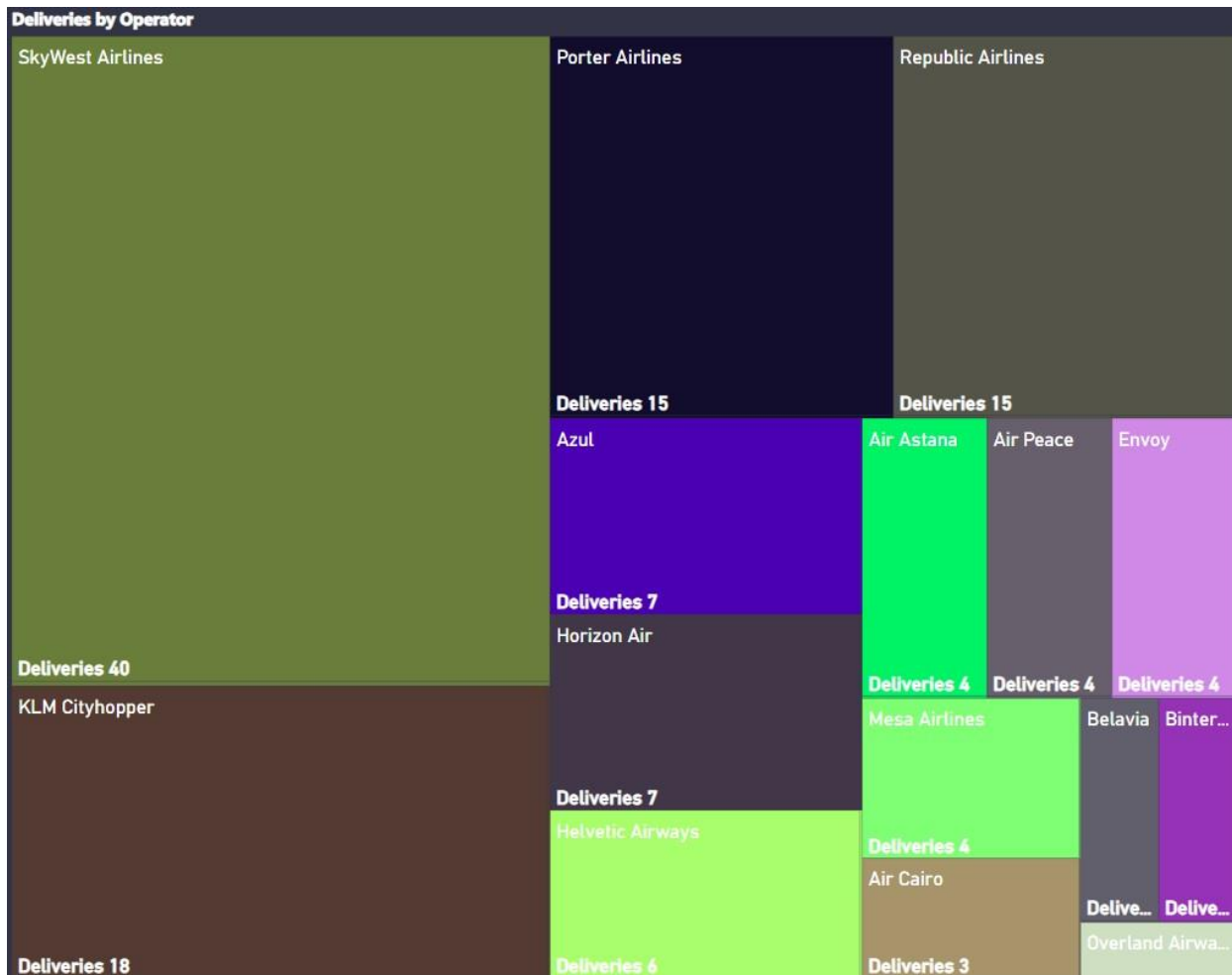
# Embraer

The recent past has been unsettled for Embraer – its commercial division had to recover and reset from the failed merger with Boeing. This significant upset was followed by the COVID pandemic which was a devastating period for air travel.

Fortunately, Embraer has a leading role in the business jet industry that helped ameliorate some of the stress. As the following table illustrates Embraer has some product concentration, being dependent on the E-175.

Model	Deliveries	%
E175	71	53.8%
E195-E2	53	40.2%
E190-E2	5	3.8%
E190	3	2.3%
<b>Total</b>	<b>132</b>	<b>100.0%</b>

The E-175 is the only new-build regional jet from a western OEM. This gives Embraer something of a monopoly. The following chart illustrates just how dependent Embraer is on a few key customers.





## Other OEMs

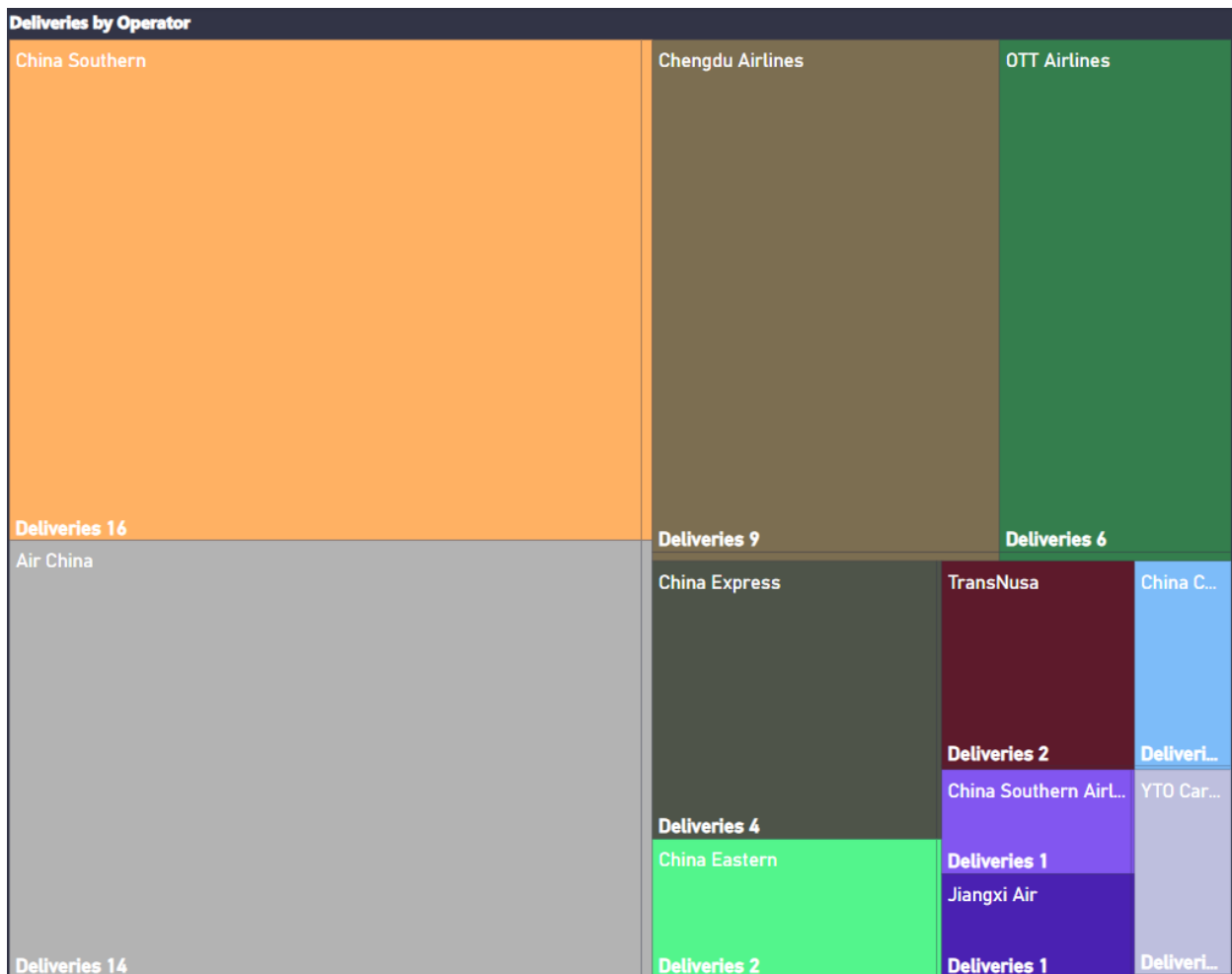
In this report we will focus on COMAC for this section and are likely to vary our focus in future reports.

COMAC is seen by many to be the most interesting and a potential threat to the Airbus/Boeing duopoly. The data make it clear the “threat” if there is one, is far off.

Model	Deliveries	%
ARJ21	55	96.5%
C919	2	3.5%
<b>Total</b>	<b>57</b>	<b>100.0%</b>

During the period when the duopoly delivered over 1,000 aircraft, COMAC didn't manage to reach triple digits, whereas Embraer did.

Moreover, COMAC is entirely focused on the Chinese market and clearly is unable to satisfy its demand for commercial aircraft.



# Africa

The African market is highly concentrated, with Ethiopian Airlines dominant.

Operator	Airbus	ATR	Boeing	DHC	Embraer	Total
Ethiopian Airlines	4		14	4		22
Air Tanzania	2		2	1		5
Air Peace					4	4
Ibom Air	3					3
Afrijet Business Service		2				2
Air Senegal	1					1
Jambojet				1		1
Overland Airways					1	1
<b>Total</b>	<b>10</b>	<b>2</b>	<b>16</b>	<b>6</b>	<b>5</b>	<b>39</b>

The following chart shows one airline taking deliveries of MAX 8s tilting the market. The recent decision by TAAG to buy MAXs further tilts in Boeing's favor.

Model	Airbus	ATR	Boeing	DHC	Embraer	Total
MAX 8			11			11
A223	6					6
Dash8				6		6
A359	4					4
E195-E2					4	4
789			2			2
ATR72		2				2
763F			1			1
777F			1			1
E175					1	1
MAX 9			1			1
<b>Total</b>	<b>10</b>	<b>2</b>	<b>16</b>	<b>6</b>	<b>5</b>	<b>39</b>

Being a relatively small market, any sizable order makes a big impact.

Africa is a market with good aviation potential. But the market is held back by state interference in terms of high airport charges, state owned airlines and a view that air travel is an endless taxation target. This hampers economic growth for a sizable geographical area that cannot blossom without a strong commercial aviation industry.

## Asia-Pacific

This is the world's future largest commercial aviation market. China and India dominate the region.

And Airbus dominates the region. Airbus has a FAL in Tianjin and benefits from this facility in the Chinese market.

There is some chatter about Embraer putting a FAL in India. There is also chatter about Pratt & Whitney needs a facility for its GTF MRO in India. Sheer demand in this region requires both aircraft and engine OEM attention. Airbus' Tianjin facility success is proof of this.

An important point to note is the rise of the A321neo in this market. The Asia/Pacific region is increasingly deploying middle-of-market single aisle aircraft. Absent the MAX 10, the A321neo has the market to itself. The region takes ~A321neos per month. This mostly India for now, but will expand to key markets like Australia, Japan, and China.

Model	Airbus	ATR	Boeing	COMAC	DHC	Total
A20N	295					295
A21N	255					255
A359	62					62
MAX 8			60			60
ARJ21				50		50
ATR72		21				21
789			15			15
777F			14			14
A339	9					9
ATR42		8				8
78X			6			6
A19N	5					5
A351	5					5
A319	4					4
Dash8					3	3
A223	2					2
C919				2		2
MAX 9			2			2
763F			1			1
788			1			1
A380	1					1
MAX 8-200			1			1
<b>Total</b>	<b>638</b>	<b>29</b>	<b>100</b>	<b>52</b>	<b>3</b>	<b>822</b>

Operator	Airbus	ATR	Boeing	COMAC	DHC	Total
Indigo	128	14				142
Air China	56			14		70
China Eastern	67			2		69
China Southern	34		4	16		54
Vistara	32		2			34
Singapore Airlines	11		19			30
Sichuan Airlines	26					26
Akasa Air			21			21
Chengdu Airlines	11			9		20
Cebu Pacific	18	1				19
Juneyao Airlines	19					19
Spring Airlines	19					19
Cathay Pacific	17					17
China Airlines	11		5			16
All Nippon Airways	9		5			14
Loong Air	13					13
Shenzhen Airlines	13					13
Korean Air	6		5			11
Peach	11					11
Scoot	11					11
VietJetAir	11					11
Xiamen Airlines	10		1			11
Japan Airlines	8		2			10
Qingdao Airlines	10					10
Jetstar Airways	8					8
Air New Zealand	6	1				7
Batik Air Malaysia			7			7
Asiana Airlines	6					6
Avolon	6					6
Bonza			6			6
OTT Airlines				6		6
Tigerair Taiwan	6					6
Air India	5					5
Air TransAsia	2		2		1	5
<b>Total</b>	<b>638</b>	<b>29</b>	<b>100</b>	<b>52</b>	<b>3</b>	<b>822</b>

## CIS

This market could offer a valuable stream of business and even help relieve the supply chain stress. But politics has stymied all of this.

Sanctions precludes new deliveries and spares to Russia, by far the largest segment of the region.

The other countries in the region operate under Russian influence UAC should be the local champion, like COMAC is in China. The data shows the UAC is not functioning optimally and the reason is likely because it must focus support Russia's war on Ukraine.

Operator	Airbus	Boeing	Embraer	UAC	Total
Air Astana	14		4		18
Red Wings				10	10
FlyArystan	9				9
Ural Airlines	7				7
Uzbekistan Airways	6	1			7
SCAT Airlines		4			4
Belavia		1	2		3
Bulgaria Air	3				3
Qanot Sharq Airlines	3				3
SmartAvia	3				3
AZAL	2				2
Rossiya - Russian Airlines				2	2
Silk Way West Airlines		2			2
Air Manas	1				1
Nordwind Airlines	1				1
Turkmenistan Airlines		1			1
<b>Total</b>	<b>49</b>	<b>9</b>	<b>6</b>	<b>12</b>	<b>76</b>

# Europe

The market is the second most important after North America in size and influence.

There is a strong EU bias in favor of Airbus. As we see a bias in favor of Boeing in the North American market.

Like the North American market, the EU has been taking steady deliveries of the A321neo as it too finds the single-aisle middle-of-market aircraft to be attractive.

The future of regional flying in much of Europe is under threat. We are expecting to see this impact fleet decisions. Europe is home to several hybrid-electric aircraft programs, as well as hydrogen powered programs. It is an open question if these programs will be seen as acceptable compared to high-speed rail.

The following chart shows models delivered over the period.

Operator	Airbus	ATR	Boeing	DHC	Embraer	Total	
Ryanair			76			76	
Air France	47					47	
Wizz Air	39					39	
Malta Air			36			36	
Wizz Air Malta	32					32	
ITA Airways	24					24	
British Airways	16		6			22	
Lufthansa	16		5			21	
Aegean Airlines	20					20	
Iberia	18					18	
KLM Cityhopper					18	18	
Air Baltic	14					14	
TUI Airways			13			13	
Buzz			12			12	
Sky Express	5	6				11	
Wizz Air UK	11					11	
Condor	10					10	
Binter Canarias		7			2	9	
TAP Portugal	9					9	
Eurowings	8					8	
PLAY	8					8	
SAS	8					8	
Aer Lingus	7					7	
easyJet	7					7	
Iberia Express	7					7	
Icelandair			7			7	
Virgin Atlantic	7					7	
easyJet Europe	6					6	
easyJet Switzerland	6					6	
Helvetic Airways					6	6	
Jet2	6					6	
Norwegian Air Sweden AOC			6			6	
Swiss	6					6	
Air Corsica							
Total	Model	Airbus	ATR	Boeing	DHC	Embraer	Total
A21N	144						144
MAX 8-200			124				124
A20N	105						105
A223	61						61
MAX 8			58				58
A359	33						33
A339	26						26
ATR72		25					25
E195-E2						24	24
A351	13						13
777F			9				9
78X			8				8
789			5				5
777			4				4
MAX 9			3				3
A330	2						2
ACJ	2						2
Dash8				2			2
E190-E2						2	2
763F			1				1
788			1				1
A221	1						1
A338	1						1
<b>Total</b>		<b>388</b>	<b>25</b>	<b>213</b>	<b>2</b>	<b>26</b>	<b>654</b>

## Latin America & Caribbean

Like the African market, this region also is geographically vast, and requires substantial commercial aviation to fully exploit its potential.

The chart shows Airbus dominates this region. As we see in each region, there are a few dominant operators.

While there is a lot of intra-regional traffic, the deliveries from the duopoly can also serve North America. This is especially the case with the newest model single aisles.

It is interesting to note the number of single-aisle middle-of-market A321neos in service. Deploying such capable aircraft shows an interest in reaching deeper into the rich USA travel market.

An example of this is Panama-based COPA, which uses its MAX 9s to serve new markets like Baltimore. These single-aisle middle-of-market are being successfully to open new markets. Which brings competitive pressure on US-based operators.

Operator	Airbus	ATR	Boeing	Embraer	Total
Azul	9	6		7	22
Viva Aerobus	22				22
Copa Airlines			21		21
Avianca	15				15
JetSMART	11				11
Sky Airline	11				11
Caribbean Airlines			9		9
LATAM Airlines Brasil	7				7
Viva Air Colombia	6				6
Arajet			5		5
Private Owner	3		1		4
Aerolineas Argentinas	1		2		3
Volaris Costa Rica	3				3
Cayman Airways			2		2
Easyfly		2			2
LATAM Airlines Chile			2		2
Viva Air	2				2
Air Caraibes	1				1
Sunrise Airways	1				1
Volaris El Salvador	1				1
Vva Aerobus	1				1
<b>Total</b>	<b>94</b>	<b>8</b>	<b>42</b>	<b>7</b>	<b>151</b>

Model	Airbus	ATR	Boeing	Embraer	Total
A20N	56				56
A21N	34				34
MAX 9			22		22
MAX 8			18		18
E195-E2				7	7
ATR72		6			6
789			2		2
ATR42		2			2
A19N	1				1
A330	1				1
A351	1				1
ACJ	1				1
<b>Total</b>	<b>94</b>	<b>8</b>	<b>42</b>	<b>7</b>	<b>151</b>

## Middle East

In recent years this region has seen commercial aircraft fleet growth far in excess to its intra-regional traffic demand. The growth has been globally focused because so much of the global traffic flows over the region.

Besides the ME3 (Emirates, Qatar, Etihad) showing up at air shows with blockbuster orders, we see Turkish Airlines also starting to follow this example.

The table shows regional operators mostly focused on duopoly fleets – aircraft with higher payloads and longer range. This reflects regional airline ambitions. Regional jets offer too little capacity and range.

Even LCCs in the region serve international markets. Traffic between Indian and the Gulf as well as Africa are examples. Operators need capable aircraft for these operations.

Looking at the models delivered support our statements. No surprise, the A321neo features prominently.

Operator	Airbus	Boeing	Embraer	Total	
Turkish Airlines	30	19		49	
Pegasus	36			36	
flydubai	2	33		35	
flynas	33			33	
Anadolu Jet	20	7		27	
Qatar Airways	4	15		19	
flyadeal	17			17	
Iraqi Airways	5	8		13	
Air Cairo	9		3	12	
Gulf Air	8	2		10	
SMBC Aviation Capital	2	8		10	
SunExpress		9		9	
EgyptAir	7	1		8	
Oman Air		8		8	
Emirates	5	2		7	
Corendon Airlines		6		6	
Etihad Airways	5	1		6	
Jazeera Airways	6			6	
Saudia	4	2		6	
Southwind Airlines	1	4		5	
Kuwait Airways	4			4	
DAE Capital	2			2	
Qatar Airways Cargo		2		2	
SalamAir	2			2	
Air Arabia	1			1	
FIVE Holdings	1			1	
Saudi Arabian Airlines		1		1	
SaudiGulf Airlines	1			1	
<b>Total</b>					
	Model	Airbus	Boeing	Embraer	Total
MAX 8			97		97
A20N		87			87
A21N		84			84
789			16		16
A359		12			12
A351		9			9
A223		5			5
A380		5			5
MAX 9			5		5
777F			4		4
78X			4		4
E190				3	3
788			2		2
A338		2			2
ACJ		1			1
<b>Total</b>		<b>205</b>	<b>128</b>	<b>3</b>	<b>336</b>

## North America

As the world's most active and mature air travel region, we expect to see every OEM listed.

This market is vital to every OEM. Airbus has two FALs in the region. Boeing has three FALs.

The most interesting pattern in the table is how different the fleet decisions have been at Southwest, United, American and Delta. These three operators dominate the market and are among the world's largest airlines. SkyWest is listed at ninth place as befits the largest regional airline.

North America is, thankfully from the commercial aviation industry view, too large to ever be threatened by high-speed rail. The aviation industry needs every type of model being offered.

This region was where the 757 and 767 created the middle of the market segment. The 757 is long gone but remembered fondly and soldiers on at Delta and United in passenger service. Same for the 767.

The following chart listing deliveries by model shows strong market interest in the single-aisle middle-of-market aircraft. The two players here are the A321neo and the MAX 9. These models have enabled operators like Alaska (MAX 9) considerably expand their operations. Southwest, taking delivery of

Operator	Airbus	ATR	Boeing	Cessna	Embraer	Mitsubishi	Total
Southwest Airlines			170				170
United Airlines	1		136				137
Delta Air Lines	106						106
American Airlines	40		34				74
Alaska Airlines			60				60
Spirit Airlines	57						57
FedEx		5	47	1			53
Frontier Airlines	44						44
SkyWest Airlines					40	1	41
Volaris	37						37
Air Canada	18		18				36
Flair Airlines			27				27
JetBlue	23						23
Breeze Airways	18						18
Porter Airlines					15		15
Republic Airlines					15		15
Westjet			14				14
JetBlue Airways	11						11
United Parcel Service			11				11
Air Transat	8						8
Horizon Air					7		7
Atlas Air			6				6
Lynx Air			6				6
Envoy					4		4
Mountain Air Cargo				4			4
Sunwing Airlines			3				3
Air Lease Corporation	2						2
IFL Group		2					2
Silver Airways		2					2
Swoop			2				2
UPS			2				2
Western Aircraft					2		2
Dow Chemical Company						1	1
Evans Air						1	1
<b>Total</b>	<b>367</b>	<b>9</b>	<b>538</b>	<b>9</b>	<b>81</b>	<b>2</b>	<b>1,006</b>

Model	Airbus	ATR	Boeing	Cessna	Embraer	Mitsubishi	Total
MAX 8			326				326
A21N	152						152
MAX 9			116				116
A20N	96						96
A223	70						70
E175					66		66
763F			44				44
A321	22						22
A339	16						16
E195-E2					15		15
777F			13				13
747F			12				12
788			12				12
408				9			9
78X			9				9
ATR72		7					7
789			6				6
A221	6						6
A359	4						4
ATR42		2					2
CRJ900						2	2
ACJ	1						1
<b>Total</b>	<b>367</b>	<b>9</b>	<b>538</b>	<b>9</b>	<b>81</b>	<b>2</b>	<b>1,006</b>



approximately a new MAX every three days, uses that model's range to serve Hawaii and serve markets in Central America.

The A321neo though appears to be the 757's successor. American, Delta and United all have orders for or operate the model. The MAX 10 has yet to be certified and when it does, will also start to impact this segment. Delta and United have orders for hundreds of these aircraft.

Our data model guides to a 35% market share among single-aisle deliveries being middle-of-market aircraft. The 757 never reached that level of impact.