

[Appendix to Airline Community Response to CAA CAP2139: Recent Media Coverage with regards to Passenger Demand](#)

American Airlines Forecasts Pent-Up Business Demand Could Exceed Pre-Covid Levels Starting Next Year

Edward Russell
May 25, 2021

Much has been said about the pent-up leisure demand that is driving dramatic air traffic recoveries in domestic markets from [Australia](#) to China and the U.S. Now, American Airlines executives are embracing the idea of pent-up business travel demand that could replace holidaygoers and drive the recovery through the fall and winter.

Speaking at the Wolfe Research Transportation and Industrials Conference on Tuesday, American Chief Revenue Officer Vasu Raja said pent-up business demand exceeding 2019 levels could be a “reality” into early 2022 when asked by Wolfe Research Analyst Hunter Keay.

“There very much could be pent-up business demand because, if we are in a world where clients are ready to host client service-style businesses, it’s a question of making a sale or not,” said Raja.

A strong return in corporate road warriors would be good news for the bottom lines of American, Delta Air Lines and United Airlines, all of which have bled red during the pandemic. Business travel is a large part of their businesses and critical to their respective recoveries. In April, United executives said the carrier needed business and long-haul international travel to [recover to 65 percent of 2019 levels](#) for the carrier to return to the black.

When and how much business travel recovers are critical questions for the industry. The consensus on when they begin returning in significant numbers is around September in the U.S., when leisure travel typically subsides with the start of a new school year. Corporate flyers are expected to return later in Europe where vaccination programs are moving slower.

However, Raja was clear that, while American is forecasting a September business travel recovery, it has few post-Labor Day bookings that would quantify the outlook.

Also, at this point, no one is talking about when long-haul business travel will return. The likelihood is that will be a 2022 phenomenon at best with airlines planning [alternate uses](#) for their long-haul jets in the meantime.

How much corporate demand returns is the million dollar question. Some executives, like Raja and United CEO Scott Kirby, believe the idea that corporate road warriors will come back with a vengeance once they are clear to hit the road. Others, like Southwest Airlines CEO Gary Kelly, think it could take between five to 10 years for at least U.S. domestic business travel to return to 2019 levels. The consensus is a 10-20 percent structural decline in business trips as a result of the widespread adoption of video conference technology.

Roughly 30 percent of business travel has returned at American, said Raja. Much of that is driven by small- and medium-sized businesses that have a greater need to get staff out in front of customers to make sales than do large corporations. The recovery also varies widely by sector and geography with more travelers from energy and industrial companies returning, and much travel focused on the south and west.

However, smaller businesses are not single-handedly driving the rebound. American Chief Financial Officer Derek Kerr said Tuesday that the bankers who managed the airline's [\\$10 billion AAdvantage loyalty program securitization](#) were the ones that met with the airline in person. This anecdote — while self-serving — gives further credibility to the idea that business travel will come back when companies begin losing sales to ones that did an in-person meeting.

Domestic holidaygoers on shorter trips are filling planes in the meantime. In fact, U.S. leisure travelers are returning so fast that, facing [understaffing](#) this summer, Transportation Security Administration (TSA) said Tuesday that it aims to hire another 1,000 screeners by July 4. Leisure [fares](#) at American, Delta and United have recovered too or are exceeding 2019 levels for summer travel.

“Candidly, it’s even faster than I thought,” Delta CEO Ed Bastian said of the leisure travel recovery to staff in an internal webinar on May 19 viewed by Airline Weekly.

Source : Airline Weekly

Qantas, Virgin Australia Expand on Strong Domestic Travel Rebound in Australia

Edward Russell
May 20, 2021

Australia’s domestic travel market is rebounding quickly after a successful national effort to keep Covid-19 in check with strict border controls and even domestic travel restrictions to contain the spread of the virus.

Both Qantas Airways and Virgin Australia are resuming flights and adding new routes to capture the domestic rebound, which the former said is buoyed by Australians shifting planned international trips to ones within their country. In the fourth quarter of Qantas’ 2021 fiscal year — or April to June — the airline and its subsidiary Jetstar Airways will fly 95 percent of 2019 capacity, the Sydney-based group said Thursday. It plans to grow domestic capacity by 7-20 percent from 2019 levels during its 2022 fiscal year.

Virgin Australia, which shrank through a [voluntary administration restructuring](#) in 2020, plans to fly roughly 72 percent of its 2019 capacity during the April-June period, Cirium schedule data show. This is due to ramp up through October as the airline brings back more of its parked Boeing 737-800s.

Australia’s domestic recovery mirrors those in other countries. In March, passenger traffic in China had nearly recovered to pre-crisis levels, and in the U.S. it was roughly halfway back, according to the latest data from the International Air Transport Association. The Chinese and American domestic air travel markets are leading the global recovery.

“There is every reason to be confident that domestic markets will return to pre-crisis levels pretty soon,” IATA Director General Willie Walsh said earlier in May. “Airlines operating in markets where they have a strong domestic market ... will benefit from the performance of domestic markets.”

Both Qantas and Virgin Australia are positioning with more flights to capture returning domestic travelers. These offensive moves come as they grapple for market share between themselves, and against new competition from Rex Airlines — a regional carrier that launched mainline service with 737s in April — on some key [routes](#), including Melbourne-Sydney.

Qantas and Jetstar plan to reactivate all of its domestic aircraft by the end of June to support their expanded schedule, they said.

Virgin is focused on resuming some of its pre-crisis services, including boosting frequencies on the busy domestic triangle — covering routes between Australia's three largest cities Brisbane, Melbourne and Sydney — by 30 percent by October as it brings back jets, it [said](#) Thursday. The airline also plans to add five new routes during the southern winter: Perth to Cairns, and Sydney to Darwin and Townsville from July; and Adelaide to Cairns, and Melbourne to Townsville from August.

And the Australian domestic recovery is not all leisure travelers. Qantas said roughly 75 percent of pre-crisis business flyers are already back. This is good news for its bottom line which depends lucrative corporate roadwarriors who often pay more for last-minute tickets.

Many expect Qantas to win new domestic market share as travelers come back. Virgin removed a significant share of its fleet, including all of its ATR turboprops and its entire [Tigerair Australia](#) operation, during its restructuring. And even with the entrance of Rex onto key routes, Qantas remains the go-to airline for many Australians.

“Qantas looks positioned to capitalize on the relatively soft competitive landscape and gain market share,” wrote J.P. Morgan Analyst Richard Jones in a report on Tuesday. He forecasts that the carrier will gain about 10 points of domestic share to control roughly 70 percent of the market post-Covid.

All of the good recovery news out of Australia does not come without a caveat. The country's borders remain almost entirely closed except for a [travel-bubble](#) with New Zealand. Neither Qantas nor Virgin plan to resume most international flights until December, which is when the country anticipates completing the roll-out of Covid-19 vaccines. Nearly 66 percent of capacity at Qantas was international in 2019, Cirium shows. Virgin axed its long-haul services as part of its restructuring but plans to resume some short-haul international routes when borders reopen.

“We have a long way still to go in this recovery, but it does feel like we're slowly starting to turn the corner,” Qantas Group CEO Alan Joyce said in a statement on Thursday.

Qantas forecasts an A\$2 billion (\$1.6 billion) loss during the fiscal year ending in June. However, the carrier is well on track to shaving expenses by A\$1 billion by 2023 with A\$600 million in cost cuts achieved this year. Savings include reducing Qantas' workforce by roughly 8,500 staff.

In contrast, Virgin CEO Jayne Hrdlicka gave an upbeat comment on the recovery: “Growing confidence in the community ... means the time is right for us to bring back jobs and put more aircraft in the skies. We are so pleased to have turned a corner from the worst of the pandemic.

Source: AirlineWeekly.

'I've never seen such a dramatic swing and recovery': Alaska Airlines CEO

By Lewis Harper 10 June 2021

Alaska Air Group expects to be profitable in the third quarter of this year, as it benefits from what chief executive Ben Minicucci describes as a “dramatic recovery” in leisure travel.

Speaking during a CAPA Live event on 9 June, Minicucci says: “For the last three months we’ve seen a dramatic change, a dramatic recovery. We’ve pretty much seen leisure demand come back to 100% and in some cases well over 100% [of pre-pandemic levels].”

Underpinning that improvement for the Seattle-based group – which largely serves domestic markets through Alaska Airlines and regional unit Horizon Air – is the USA’s relatively advanced Covid-19 vaccination programme.

“Vaccinations have proven to be the catalyst... people are confident to come back,” he states. “It’s quite remarkable just how quickly it has come back.

“I was worried a little bit about volatility – [traffic] coming back and dipping again – but with infections staying low, deaths staying low and just the pace of vaccinations increasing, I think the travelling public after 12-15 months of being cooped up are saying, ‘look, we want to get out’.”

The Oneworld carrier reported an adjusted loss before tax of \$577 million in the first quarter of 2021, but is expecting “to approach breakeven” in the second three months of the year, after what Minicucci describes as “a massive swing”.

“I’ve been in this industry for 25 years – I’ve never seen such a dramatic swing and financial recovery,” the 17-year Alaska Airlines veteran states. “[In] the third quarter we’re expecting to be profitable, back to a solid footing... so just a dramatic, dramatic change over the course of six to nine months.”

Source: Flight Global

United Airlines says rising travel demand will spare flight attendants, thousands of others from furlough this fall

[Leslie Josephs@LESLIEJOSEPHS](#)

KEY POINTS

- United told flight attendants, ramp workers and customer service agents that they won't face job cuts this fall.
- The Chicago-based airline says rising travel demand means their jobs are safe this fall.
- The airline has already started the process of hiring pilots again.

[United Airlines](#) told more than 40,000 employees on Friday that their jobs are safe when federal Covid-19 aid for the sector expires this fall thanks to a [rebound in travel demand](#).

The recovery in bookings, led largely by U.S. leisure travelers, has encouraged airlines, including United, [American](#), [Delta](#) and [Spirit](#), to set plans to resume hiring pilots.

"Given the increase in customer demand and our current outlook for the future, we're excited to announce that we will not need to furlough flight attendants assigned to active, open Inflight bases again this fall when the current Payroll Support Program (PSP) funding ends on October 1," wrote John Slater, senior vice president of inflight services, to United's roughly 23,000 flight attendants. "This news provides great relief to many of our flying partners who were facing an uncertain future."

Airport operations workers and customer service agents on Friday received similar memos, which were reviewed by CNBC, which said that United "will not furlough" them when the latest round of aid expires.

"With vaccination rates continuing to climb across the U.S. as the pace of infections decline, additional countries are reopening to vaccinated visitors," said United in a statement. "Given the current outlook for the future of United, we continue to move closer to full frontline staffing levels to support our operation."

United told storekeepers, who work with mechanics, that the airline expects to offer a "sufficient" number of permanent positions before the aid expires on Oct. 1.

"Making these positions available to you in the near-term will better allow you to make informed decisions and should help minimize unnecessary changes," said the memo to that workgroup.

The airline is adding 480 flights this month.

Source: CNBC

Finnair adds new 'Business Light' ticket type

By [Samantha Mayling](#)

| June 16, 2021, 12:51

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Finnair has added a 'Business Light' ticket type to its range of options in business class.

The Finnish carrier said the Business Light ticket is suited for leisure travellers who want to travel in business class with just carry-on baggage.

They can pay more to add lounge access or onboard internet access.

The carrier has also renewed its existing ticket types – Light, Classic and Flex – all of which are available on business and economy short-haul routes, as well as most long-haul flights.

The Classic ticket, which offers one checked bag, remains Finnair's most popular option. However, from Tuesday (June 15) customers opting for the Classic now have additional flexibility of fee-free changes when making adjustments to their travel date.

They only need to pay the possible difference between the original and new ticket.

The Flex ticket is the fully flexible and refundable ticket option, and customers need to cover the possible difference between the old and new fare when changing their ticket.

Flex ticket customers booking from June 15 onwards will not have access to airport priority services.

Ole Orvér, Finnair chief commercial officer, said: "There is an increasing need to personalise the travel experience, and our new ticket type offers business class customers fantastic additional choice.

"We want to provide our customers flights which work for them, and so we will be introducing even more choice and personalisation in the future as we restart our routes and prepare to ramp up our operations."

Source: Travelweekly

Boeing Commercial Forecast:

Shows return to 2019 levels by 2024 and a 2019-2029 growth rate of 44%:

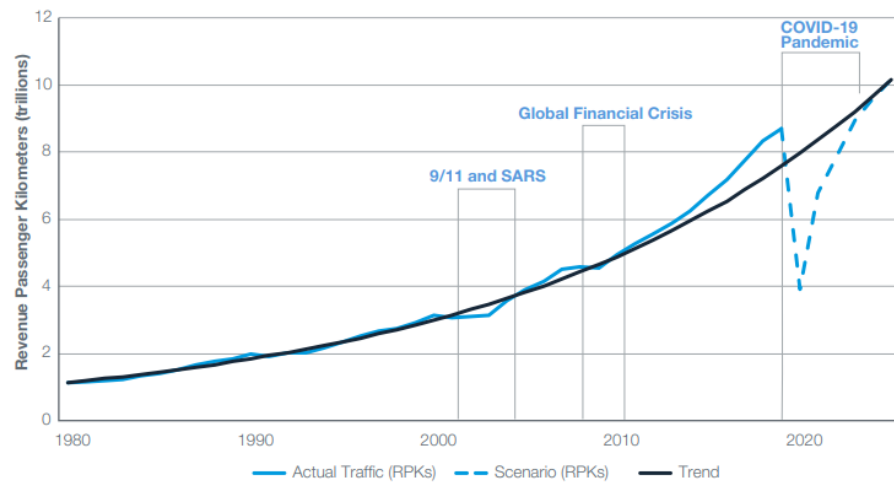
MEDIUM TERM: RETURN TO GROWTH

COMMERCIAL MARKET
OUTLOOK 2020-2039

The fundamentals that have driven air travel the past five decades and doubled air traffic over the past 20 years remain intact. While aviation has seen periodic demand shocks since the beginning of the Jet Age, our industry has recovered from these downturns every time throughout its history. After 9/11 in 2001, followed by the SARS epidemic in 2003, air travel returned to its long-term growth trend by 2004. More recently, after the Global Financial Crisis from 2008 to 2009, passenger demand returned to long-term trend in 2011.

We remain confident in the resilience of commercial aviation. Consumer spending is driving economic growth in many parts of the world. The maturation of many emerging market economies will further increase consumer spending's share of economic activity, bolstering demand for air travel. In addition, coming out of every crisis, the industry has innovated to improve service and value for the travelling public.

Aviation proven resilient over and over again



ICAO scheduled traffic through 1999 / 2000-2019E IATA stats / 2020F IATA December 2019

Passenger traffic flows between regions

Traffic Flow (RPKs in billions)	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2029	2039	2019-2039 Annual Growth
Africa—Africa	43.9	48.7	51.1	54.5	53.7	56.6	59.2	62.9	65.4	67.2	71.1	121.4	251.3	6.5%
Africa—Europe	128.2	135.5	134.1	140.4	140.4	146.5	153.2	153.8	163.9	175.1	184.4	251.1	377.4	3.6%
Africa—Middle East	32.9	36.4	39.4	48.6	50.8	53.7	59.5	62.5	66.2	69.0	69.5	111.9	218.6	5.9%
Central America—Central America	29.8	31.3	32.2	33.8	36.5	38.7	42.5	48.7	51.9	55.2	59.6	69.6	96.0	2.4%
Central America—Europe	77.1	73.8	73.7	78.3	82.1	87.4	96.3	104.8	112.3	114.3	115.5	158.5	224.0	3.4%
Central America—North America	104.7	112.7	114.5	132.0	138.3	153.0	170.1	180.5	190.7	197.5	201.2	287.4	462.7	4.3%
Central America—South America	14.0	18.3	19.2	23.2	28.5	30.8	34.2	35.5	37.1	39.9	39.5	57.5	112.5	5.4%
China—China	287.4	335.4	380.1	411.3	480.8	509.2	564.7	629.8	715.1	800.7	838.5	1,544.2	2,533.0	5.7%
China—Europe	77.3	82.1	94.2	96.7	96.9	105.2	121.1	132.9	141.7	153.7	169.0	256.2	390.2	4.3%
China—Middle East	14.8	19.2	21.8	26.4	30.0	34.5	37.7	43.9	47.7	50.7	53.2	108.3	226.2	7.5%
China—North America	60.9	71.4	85.4	87.1	89.5	98.1	107.5	119.1	132.0	140.9	140.6	195.2	294.2	3.8%
China—Northeast Asia	43.2	51.8	51.5	60.9	60.7	66.2	73.0	81.0	78.6	80.3	87.6	114.3	162.2	3.1%
China—Oceania	22.8	27.4	31.4	34.1	35.0	37.7	44.3	55.4	66.8	72.6	69.3	106.5	169.2	4.6%
China—Southeast Asia	45.3	54.7	63.0	73.8	82.5	89.4	109.9	127.0	144.4	166.0	173.4	319.8	531.6	5.8%
Europe—Europe	624.9	640.2	659.5	676.6	714.0	760.3	796.8	859.4	930.6	982.5	1,044.9	1,462.9	2,003.0	3.3%
Europe—Middle East	131.2	143.8	153.3	178.0	196.8	210.9	242.5	260.1	280.2	300.3	314.0	409.3	595.3	3.2%
Europe—North America	405.4	418.6	430.2	432.9	441.8	462.7	475.0	499.7	537.9	579.2	620.5	778.1	1,012.1	2.5%
Europe—Northeast Asia	59.4	64.3	63.8	75.9	74.3	77.8	81.3	78.4	81.3	89.6	96.1	98.9	117.1	1.0%
Europe—Russia and Central Asia	45.8	55.3	67.3	75.2	84.0	86.7	78.9	74.2	87.7	104.3	117.1	100.1	129.3	0.5%
Europe—South America	79.3	82.9	89.8	99.6	102.4	102.1	104.4	107.4	112.1	122.4	133.6	163.1	269.6	3.6%
Europe—South Asia	51.3	53.8	54.1	53.9	56.4	57.2	57.5	58.3	60.9	67.2	58.6	89.8	154.8	5.0%
Europe—Southeast Asia	96.9	97.1	100.4	106.6	105.3	108.0	111.3	111.8	115.3	123.9	128.2	149.7	201.3	2.3%
Middle East—Middle East	68.6	77.9	82.4	76.5	86.3	91.7	102.2	116.1	120.4	122.1	121.5	190.5	290.1	4.4%
Middle East—North America	41.6	45.7	50.3	57.1	63.2	73.7	88.3	98.8	100.9	96.2	96.7	134.5	204.8	3.8%
Middle East—Oceania	19.7	24.5	26.7	31.4	33.3	36.1	37.4	41.5	47.8	49.4	46.6	59.4	88.7	3.3%
Middle East—Russia and Central Asia	9.1	11.3	14.1	16.1	19.0	20.6	19.6	19.2	23.4	29.9	29.4	40.3	62.5	3.8%
Middle East—South Asia	64.8	75.1	83.0	87.3	95.1	100.5	114.4	129.8	140.8	144.0	140.5	256.0	429.5	5.7%
Middle East—Southeast Asia	46.7	56.3	61.3	66.4	79.0	89.4	97.6	109.0	118.0	119.6	118.6	191.5	293.5	4.6%
North America—North America	915.1	946.3	976.3	984.7	998.4	1,029.9	1,077.7	1,120.1	1,164.7	1,229.2	1,286.0	1,624.2	2,142.2	2.6%
North America—Northeast Asia	120.2	128.4	135.4	149.0	150.4	154.0	160.5	168.2	178.4	178.3	180.0	191.7	215.6	0.9%
North America—Oceania	34.8	34.9	38.3	40.3	43.1	43.3	48.3	53.4	55.1	58.5	58.8	77.5	103.8	2.9%
North America—South America	56.9	60.9	66.7	72.0	79.2	82.7	86.9	83.2	85.6	90.0	84.9	128.7	218.2	4.8%
Northeast Asia—Northeast Asia	81.9	84.6	81.9	92.6	103.9	107.6	112.5	116.8	123.3	126.9	122.5	136.5	150.0	1.0%
Northeast Asia—Southeast Asia	74.3	79.6	92.3	104.9	113.3	124.2	134.6	143.9	159.7	179.6	203.3	257.6	397.8	3.4%
Oceania—Oceania	73.3	78.4	83.8	92.0	99.0	100.0	102.8	105.3	106.0	105.5	105.9	141.6	196.1	3.1%
Oceania—Southeast Asia	54.7	61.1	66.9	71.5	77.8	83.2	80.0	83.5	86.1	89.2	90.5	126.0	179.9	3.5%
Russia and Central Asia—Russia and Central Asia	76.9	87.6	103.1	107.1	118.3	125.3	138.1	134.9	148.3	158.3	170.9	214.6	305.7	2.9%
South America—South America	86.9	115.8	134.4	141.9	147.4	155.7	159.1	156.8	161.6	172.8	176.4	279.3	562.9	6.0%
South Asia—South Asia	43.8	49.5	58.6	63.8	68.1	71.4	79.2	97.0	114.4	130.5	135.5	280.3	565.8	7.4%
Southeast Asia—South Asia	21.9	28.5	29.2	34.0	36.2	38.4	40.4	44.6	50.7	53.5	54.5	120.3	247.8	7.9%
Southeast Asia—Southeast Asia	96.0	113.1	130.7	145.1	166.6	176.9	194.0	212.3	228.2	238.3	241.2	465.6	934.5	7.0%
Rest of World	101.7	124.4	136.9	151.4	159.9	168.9	170.9	183.0	202.3	232.7	256.5	346.2	558.8	4.0%
Grand Total	4,664.2	4,938.7	5,262.2	5,585.0	5,898.0	6,246.0	6,664.5	7,104.3	7,635.3	8,157.4	8,506.2	12,236.1	18,679.9	4.0%

Airbus and Boeing Report First Quarter 2021 Commercial Aircraft Orders and Deliveries

April 19, 2021 - by Forecast International

Year of Recovery Well Underway for Commercial Jet Makers – Strong Vote of Confidence in 737 MAX

by J. Kasper Oestergaard, European Correspondent, [Forecast International](#).



On March 29, Southwest Airlines placed an order for 100 Boeing 737 MAX 7 jets, the largest order for the aircraft since it was grounded in 2019. As part of the agreement, Southwest also converted 70 737 MAX 8 firm orders to MAX 7 firm orders and added 155 options for a mix of MAX 7 and MAX 8 aircraft. In the first quarter of 2021, Boeing booked 224 737 MAX orders but also received 190 cancellations. Photo

Source: Southwest Airlines.

Boeing and Airbus delivered 77 and 125 commercial jets in the first quarter of 2021, compared to 50 and 122 deliveries, respectively, in Q1 2020. For the full year 2020, Boeing delivered 157 aircraft, compared to 380 and 806 in 2019 and 2018, respectively. In 2020, Airbus delivered 566 aircraft and won the deliveries crown for the second year in a row. Due to COVID-19, deliveries were down from 863 and 800 in 2019

and 2018, respectively. Airbus is expected to retain the deliveries crown for years to come due to the company's comfortable backlog lead over its American rival. Prior to 2019, Boeing had out-delivered Airbus every year since 2012.

Following a more than challenging 2020 due to the COVID-19 pandemic, 2021 is expected to be a year of recovery for the two largest commercial plane makers. The past two years have particularly been challenging for Boeing, but things are now looking brighter. Orders and deliveries are on the rise and the 737 MAX has been cleared to return to the skies in much of the world except in China, the world's second-largest market for commercial air traffic. China is still prohibiting the plane from flying and has not indicated when it will reverse course.

In Q1 2021, Boeing delivered 77 jets, including 63 737s (58 MAX / 5 NG), one 747-8, five 767s, six 777s, and two 787s. Production of the 737 MAX was suspended from January 2020 until the end of May that year, when Boeing announced it had commenced low rate production of the aircraft. Boeing continues to expect the 737 MAX production rate to gradually increase to 31 per month by early 2022, with further increases as market demand allows. Boeing has reduced the 787 production rate from 14 per month (rate at the start of 2020) to just five per month as of March 2021. Boeing has now moved all 787 final assembly to its facilities in Charleston, South Carolina.

In Q1 2021, Airbus delivered 125 jets, including nine A220s, 105 A320s (96 neo / 9 ceo), one A330, and 10 A350s. Prior to the COVID-19 pandemic, Airbus was targeting a 5 percent A320 rate increase to 63 jets per month from 2021, and was also discussing a further ramp-up with its supply chain that could have brought the production rate up to as high as 67 aircraft per month, or 804 per year, by 2023. This would have put the company within reach of a total of 1,000 jet deliveries per year. These plans have now been shelved. On January 21, 2021, Airbus released an updated production rate plan and now expects to increase A320 production from the current rate of 40 per month to 43 in Q3 and 45 in Q4 2021. This represents a slower ramp-up than the previously anticipated 47 aircraft per month from July. The A220 monthly production rate was increased from four to five aircraft per month by the end of Q1 2021. Widebody production rates will remain at current levels, with monthly production rates of around five and two for the A350 and A330, respectively. With only five A380s in backlog as of March 31, 2021, the end of the A380 program draws near. The last aircraft is expected to be delivered to Emirates in May 2022.

Airbus & Boeing Gross Orders Q1 2021	Customer Name	Company	Model	Order Date	Total
	Airbus Defence and Space	Airbus	A330-200	02.10.21	1
	Undisclosed Customer(s)	Airbus	A320neo	02.11.21	10
	Undisclosed Customer(s)	Airbus	A220-300	03.25.21	20
	Avolon	Airbus	A320neo	03.31.21	4
			A321neo		4
	Atlas Air Worldwide Holdings	Boeing	747-8F	01.01.21	4
	BDS USAF Tanker Program	Boeing	767-2C	02.01.21	27
	Singapore Airlines	Boeing	777X	02.01.21	11
	Unidentified Customer(s)	Boeing	737 MAX	02.01.21	14
	Unidentified Customer(s)	Boeing	747-8	02.01.21	1
	Unidentified Customer(s)	Boeing	787-10	02.01.21	4
	United Airlines	Boeing	737 MAX	02.01.21	25
	United Airlines	Boeing	737 MAX	03.01.21	25
	777 Partners	Boeing	737 MAX	03.01.21	24
	Alaska Airlines	Boeing	737 MAX	03.01.21	32
	BDS Australia P-8	Boeing	737-800A	03.01.21	2
	BDS U.S. Navy (P-8A Poseidon)	Boeing	737-800A	03.01.21	9
	Business Jet / VIP Customer(s)	Boeing	737 MAX	03.01.21	1
	Southwest Airlines	Boeing	737 MAX	03.01.21	100
Unidentified Customer(s)	Boeing	737 MAX	03.01.21	3	

Turning to the Q1 2021 orders race, Boeing had a strong quarter and booked 15 orders for a total of 282 jets; however, the company also reported 213 cancellations, of which 190 were for the 737 MAX. The 282 gross orders included 235 737s (224 MAX / 11 NG), five 747-8s, 27 767s, 11 777s, and four 787s. The largest order was for 100 737 MAX 7s for Southwest Airlines. As part of the agreement, Southwest also converted 70 737 MAX 8 firm orders to MAX 7 firm orders and added 155 options for a mix of MAX 7 and MAX 8 aircraft. By the end of Q1 2021, Southwest had 337 unfilled orders in place for the 737 MAX. Other large orders in the first quarter of the year were United Airlines' purchase of 50 737 MAX jets (two separate orders for 25 aircraft), Alaska Airlines' order for 32 737 MAX 9s, and 777 Partners' (a Miami-based private investment firm) order for 24 737 MAX 8s. Furthermore, the U.S. Air Force ordered 27 KC-46 tankers via Boeing Defense, Space & Security (BDS). Also, Singapore Airlines boosted the 777X program with an order for 11 aircraft. In 2020, Boeing accumulated a total of 184 gross orders and received 655 cancellations, for a total of -471 net new orders.

In Q1 2021, Airbus booked four new orders for a total of 39 jets and reported 100 cancellations. Orders included 20 A220s, 18 A320s, and one A330. Undisclosed customers ordered 20 A220-300s and 10 A320neos, Airbus Defence and Space ordered a single A330 MRTT tanker, and Ireland-based leasing firm Avolon placed an order for four A320neos and four A321neos. In 2020, Airbus accumulated 383 gross orders and received 115 cancellations, for a total of 268 net new orders – enough to win the orders crown for the second year in a row.

At the end of December, Airbus' reported a backlog of 6,998 jets, of which 6,198, or 89 percent, were A220 and A320ceo/neo family narrowbodies. This is 727 aircraft below the company's all-time backlog record of 7,725 aircraft set in January 2020. By the end of March 2021, Boeing's backlog (total unfilled orders before ASC 606 adjustment) was 4,989 aircraft (of which 4,013, or 80 percent, were 737 NG/MAX narrowbody jets). Boeing's all-time backlog high of 5,964 aircraft was set in August 2018. The number of Airbus aircraft to be built and delivered represents 8.1 years of shipments at the 2019 production level, or 12.4 years based on the 2020 total. In comparison, Boeing's backlog would "only" last 6.2 years at the 2018 level (the most recent "normal" year for Boeing), 13.1 years based on 2019 production totals and 31.8 years at the extremely low 2020 total, which the company will easily surpass in 2021. In 2021, Boeing's book-to-bill ratio, calculated as net new orders divided by deliveries, is 0.90. Airbus' book-to-bill ratio is negative due to cancellations exceeding gross orders. In 2020, Boeing's book-to-bill ratio was negative, while Airbus reported a book-to-bill of 0.47.

British Airways continues to take deliveries to grow its fleet and has not cancelled any aircraft orders:

(source Wikipedia)

Aircraft	In service	Orders
Airbus A319-100	35	—
Airbus A320-200	67	—
Airbus A320neo	14	8 ^[4]
Airbus A321-200	18	—
Airbus A321neo	10	3 ^[4]
Airbus A350-1000	8	10 ^[4]
Airbus A380-800	12	—
Boeing 777-200ER	43	—
Boeing 777-300ER	16	—
Boeing 777-9	—	18 ^[6]
Boeing 787-8	12	—
Boeing 787-9	18	—
Boeing 787-10	2	10 ^[9]
Total	255	49