

Advanced Composites Monthly

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2008 Aircraft Turbofan & Turbojet Outlook

In May of last year, CMR published an article detailing the use of advanced composite materials in the construction of aircraft jet engines. Over the course of the past year a number of developments have given cause to significantly alter our ten-year forecast. Not only have aircraft orders significantly exceeded expectations for a third straight year, but engine manufacturers have made a number of significant announcements that have driven up the per-engine usage of composites on new and existing engine platforms. Through the course of addi-



CFM International's "LEAP 56" engines include a number of improvements, including all-new CFRP fan containment case and fan blades.

Photo courtesy of Studio Pons-Safran.

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ditional research we have added a number of turbofan engines into the forecast. As a result, instead of the brief but dramatic expansion in composite structures demand followed by a relatively flat outlook starting in 2010, this updated market outlook shows that demand will continue to grow substantially through at least 2016.

Arriving at some reasonable figures for the total demand for jet engines has been a heavy undertaking. In trying

to divine the appropriate market for engines, CMR has continually updated its aircraft delivery forecasts. As seen in the following table, the number of commercial, private (business and general aviation aircraft) and military jet aircraft being delivered over the next 10 years is growing substantially. Last year, approximately 2,638 jet aircraft were delivered. Aircraft manufacturers are expected to deliver 3,123 jet aircraft this year – a growth of 18% or 485 aircraft. The