

Aero Engine News

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April 2018.

More widebody engines have been ordered this year than single-aisle engines.

The number of widebody engines on firm order increased in February and there are now more on the books than at the start of this year. The number of single-aisle engines on firm order has dropped again.

The widebody engine order book increase has taken the total number of engines on firm order to over 26,000 once more.

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Orders have picked up but delivery numbers are still low.

By the end of February 118 aircraft had been ordered which is the largest Jan-Feb number since 2015. During February there were orders for 41 widebodies including 20 A380s and 21 Boeing freighters. The total of 41 widebodies is the largest number ordered in a single month since June last year and the largest for the month of February since 2013. However, deliveries of new aircraft are slow to the extent that the total so far is the lowest for the first two months of a year since 2011.

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The firm order book stands at over 26,000 engines once again.

The number of engines on firm order increased by 50 in February taking the total to over 26,000 for the second time ever. What is very unusual about the order intake this year is that more widebody engines have been ordered than single-aisle engines and while the current widebody engine order book is larger than at the start of this year, the number of single-aisle engines on firm order is lower.

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In February the backlog dropped by 37 aircraft. It had dropped by 45 aircraft in January. For a change though, the widebody aircraft backlog increased. It was only a six aircraft gain but it was the first since June last year. What made the difference was a reasonably large widebody order intake in February.

Single-aisle and Widebody aircraft backlogs.	40
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Orders for Large Commercial Jet Aircraft :	44
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So far this year there have been gross orders for 118 aircraft which is the largest Jan-Feb intake since 2015. The widebody intake of 41 aircraft – all were ordered in February – is the largest for the Jan-Feb period since 2013. It includes the first order for the A380 in nearly two years plus 21 freighters, all Boeing. The single-aisle order intake was the largest for the Jan-Feb period since 2015.

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Widebody delivery numbers in the Jan-Feb period have been fairly constant for the past few years but single-aisle delivery numbers have been falling and this has brought total delivery numbers down. By the end of February this year there had been 159 new aircraft deliveries which is the lowest number for the first two months of a year since 2011.

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