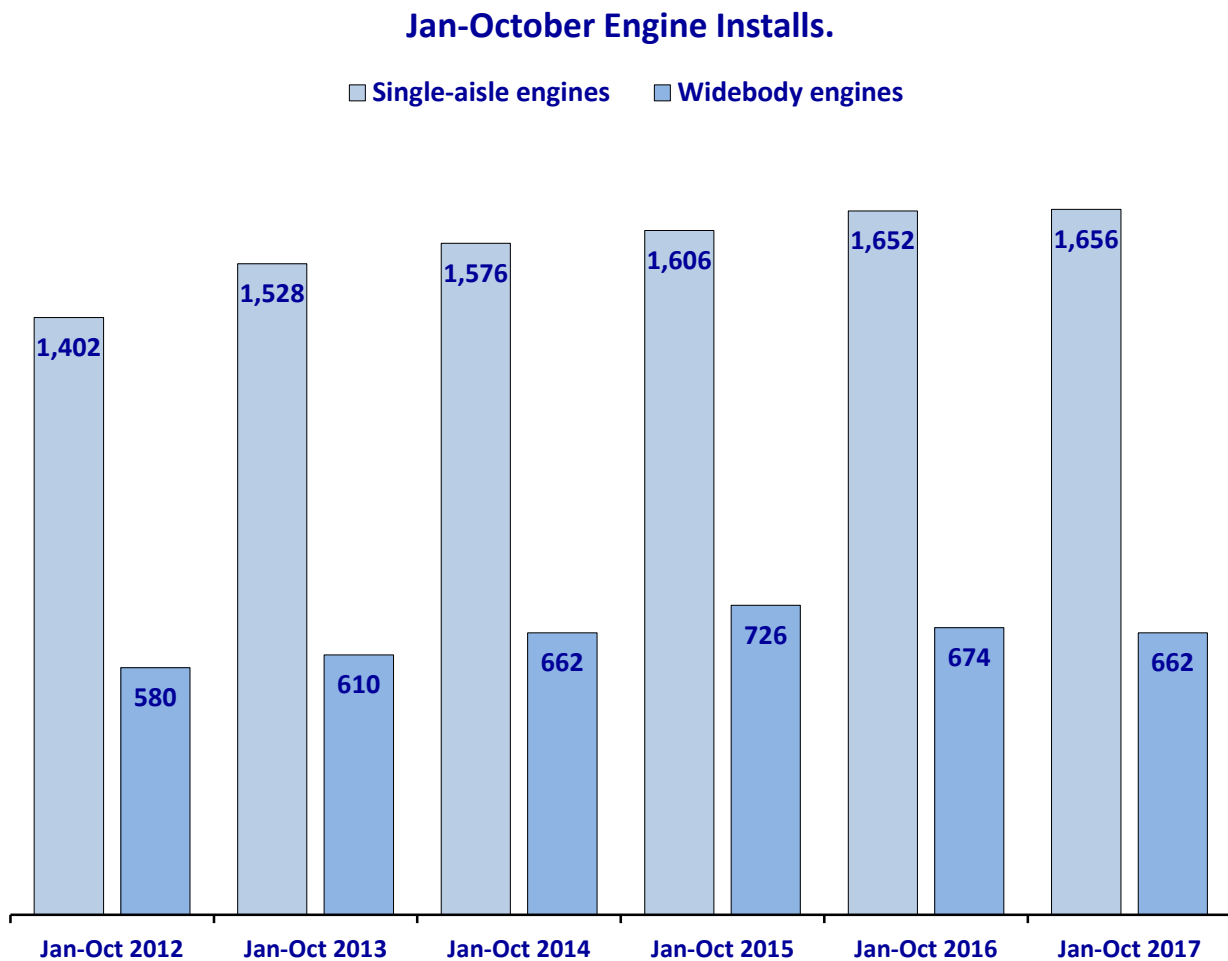


# Aero Engine News

www.aero-engine-news.com

December 2017.

A record number of single-aisle engine installs by the end of October, but widebody engine install numbers are lower than at this time last year.



Engine Installs : Page 33.

## **Aero Engine News – December 2017.**

**Summary Data : Engines.** 3

**Summary Data : Aircraft.** 5

**The Engine Manufacturers' News:** 8

**Industry Overview :** 13

### **Delivery numbers are slightly up but the aircraft backlog is down again.**

There were more new jet aircraft deliveries by the end of October than in the first 10 months of any previous year. Airbus has had a record Jan-October period and has also delivered a record number of widebodies. Boeing has had a record Jan-October for single-aisle deliveries. Bombardier is in the first full year of CSeries production. There have also been a record number of single-aisle engine installs though the total number of installs is slightly down on last year.

**The Engine Order Book :** 17

The good news is that the number of single-aisle engine installs so far this year has reached a record high. October install numbers were a high for the month of October and these included a record number of single-aisle engine installs for that month. The number of widebody engine installs in October was the same as the number in October 2013 which, at the time, was a record but the number of widebody engine installs in Jan-October was lower than the same period in 2015 and 2016.

**The Firm Jet Engine Order Book.** 20

**Single-aisle and Widebody Engines.** 22

**The Total Engine Requirement.** 27

**Awaiting Decisions : To Be Decided.** 28

**Engine Orders.** 31

**Engine Installs.** 33

**The Large Commercial Jet Aircraft Backlog :** 35

At the end of October there were 190 fewer large commercial jet aircraft on firm backlog order than at the start of the year. The backlog dropped by 55 aircraft during the month and it was the fourth consecutive month in which the backlog dropped. The number of single-aisle aircraft on backlog has dropped by 76 this year and the number of widebodies has dropped by 114. The single-aisle backlog drop is fractionally over half of one percent but the widebody backlog drop this year is 4.5%.

**Single-aisle and Widebody aircraft backlogs.** 41

**Orders for Large Commercial Jets :** 46

Orders for both single-aisles and widebodies in the Jan-October period have been declining since 2013 and while Boeing's order intake so far this year is the largest for the first 10 months of a year since 2014, the Airbus intake so far is the lowest for that period for a number of years. This has contributed to the lowest January-October intake since 2009.

**Summary Orders by Month.** 48

**Deliveries of Large Commercial Jets :** 51

There may have only been two more deliveries than by the end of October last year but it is still a new Jan-October delivery record. Airbus has set a new company record for the total number of deliveries by the end of October and a new record for widebody deliveries by the end of October. Boeing also has a new single-aisle delivery record but the company's widebody total is back to 2014 levels.

**Jan-October Deliveries (2015-2017).** 53

**Aircraft Production Rates :** 58

**Engine Programs : The Firm Order Books :** 60

**Appendices :** 76

Editor & Publisher : Philip G. Abbott, Industry Research Group, 66 Westway, London SW20 9LU, United Kingdom.

Email : phil.abbott@aero-engine-news.com Tel : 0208 542 3466 © Industry Research Group 2017.