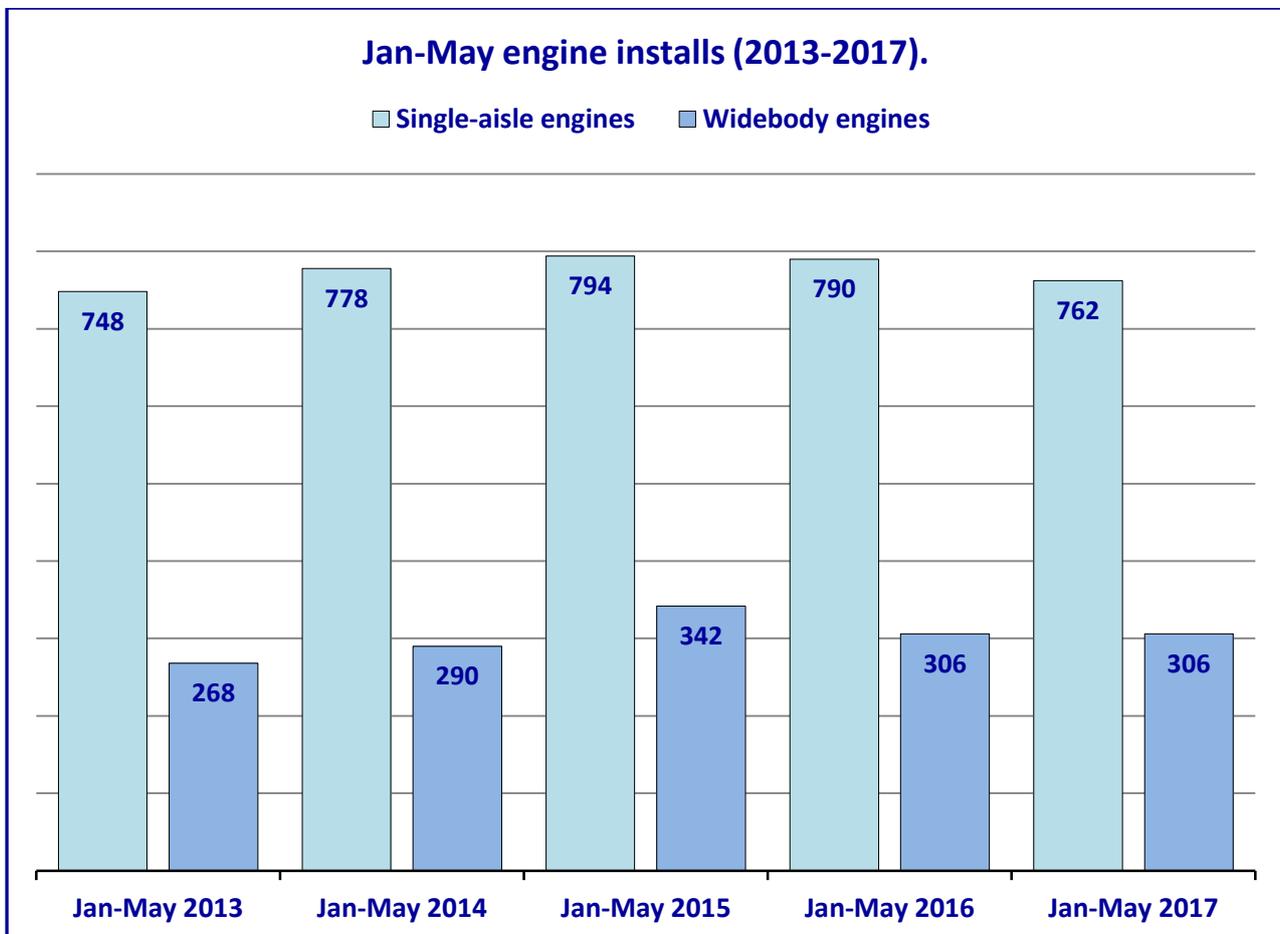


# Aero Engine News

www.aero-engine-news.com

July 2017.

**This year is supposed to be a record production year but engine install numbers by the end of May were not exactly up on the same period last year.**



**Jan-May single-aisle engine install numbers are the lowest for that period since 2013 and there have been the same number of widebody engine installs as by the end of May last year.**

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## **Aircraft and engine order and delivery numbers are lower than last year.**

There have been fewer orders for both single-aisle and widebody aircraft and engines than there were by the end of May last year. There have also been fewer aircraft and engine deliveries overall though there have been three more widebody aircraft deliveries and exactly the same number of widebody engine installs as last year. The single-aisle and widebody aircraft backlogs are lower than at the start of the year but there are more single-aisle engines on order. The real concern is the drop in delivery numbers.

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By the end of May there had been 1,068 new engine installs, exactly the same number as in the first five months of 2014, but fewer than in the Jan-May periods of 2015 and 2016. The engine manufacturers had been looking forward to a bumper production year but the single-aisle engine install figure is the lowest for the first five months of a year since 2013 and the widebody engine install figure is the same as last year which in turn was the lowest for Jan-May since 2014.

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The widebody backlog only dropped by four aircraft in May but that was the seventh month in a row of widebody backlog decline. There are now 72 fewer widebody aircraft on backlog than at the start of the year, and 176 fewer than at the end of May last year. The single-aisle backlog also dropped in May, by 66 aircraft, and is now 171 aircraft lower than at the start of this year.

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By the end of May there had been orders for a total of 354 large commercial jet aircraft which is the lowest number for the first five months of a year since 2010. Boeing has sold 54 fewer aircraft this year than by the end of May last year. Airbus has sold 90 fewer. It has been a very slow start for the European manufacturer with the lowest widebody order intake since Jan-May 2012, and the lowest single-aisle order intake for the first five months of a year in many years. However, Airbus has had slow starts before and has then gone on to surprise the industry.

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The total number of single-aisle deliveries by the end of May was the lowest for the first five months of a year since 2013. Widebody delivery numbers are up on last year thanks to an Airbus increase but Boeing's Jan-May widebody delivery total is the lowest since 2014.

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