

Aero Engine News

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June 2017.

Despite orders for over 1,100 engines by the end of April, only two engine programs had larger order books than at the start of 2017.

The Firm Jet Engine Order Book: Page 15.

Firm Engine Order Book Change on April 30: Page 16.

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By the end of April there had been orders for 282 large commercial jet aircraft and 1,106 jet engines. In terms of aircraft, the intake was the lowest for the first four months of a year since 2010 but engines did better; slightly less than last year but more than by the end of April 2015. Aircraft and engine deliveries haven't exactly improved, there have been slightly fewer than last year, but the low order intake means that only seven aircraft and two engine programs have larger backlogs than at the start of the year.

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There are more engines on firm order than at the start of this year but, at the end of April, there were 398 more single-aisle engines on order than at the start of the year, and 152 fewer widebody engines. Only one single-aisle engine program and one widebody engine program currently have larger order books than at the start of the year. One engine program has no change and all the others have smaller order books.

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The widebody backlog keeps on falling and by the end of April was 68 aircraft (2.7%) lower than at the start of this year. April was the sixth month in a row that the number of widebodies on order dropped and the current figure of 2,424 aircraft is 200 fewer than 12 months ago, down 7.6%, and 300 fewer than at the end of April 2015 which is an 11% drop. The single-aisle backlog is also currently smaller than at the start of this year but it is larger than it was a year ago.

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Boeing has done relatively well so far this year with gross orders for 231 aircraft, the largest number for the Jan-April period since 2014. Airbus, on the other hand, has had the lowest single-aisle and the lowest widebody intakes for the Jan-April period in years. Cancellations have impacted both companies but while Boeing has a net intake of 210 aircraft, Airbus has a net intake of 23.

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There has only been one less delivery than by the end of April last year but that means the total so far is the lowest for the first four months of a year since 2013. Airbus has delivered more aircraft than last year but Boeing's numbers are down and the three C-Series deliveries did not bring the total up by much.

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