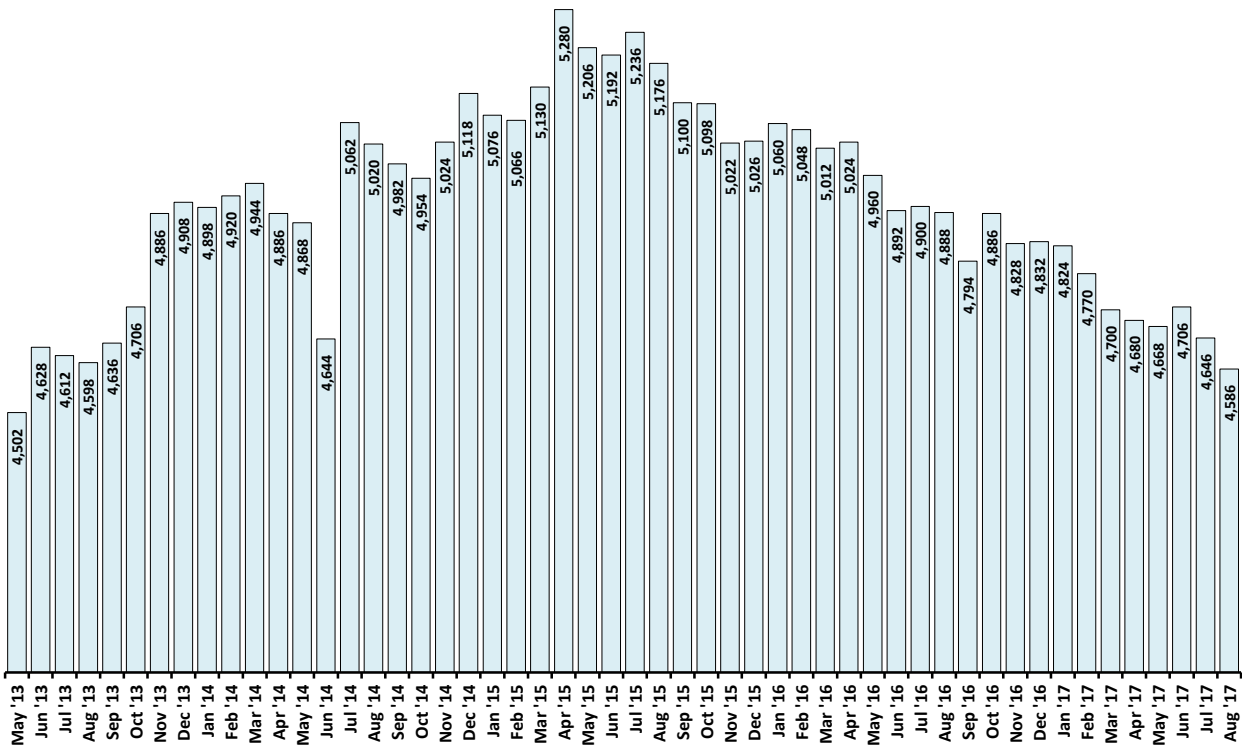


# Aero Engine News

www.aero-engine-news.com

October 2017.

The number of widebody engines on firm order has reached a new low.



The last time there were fewer widebody engines on firm order was at the end of May 2013.

The Firm Jet Engine Order Book Page 21.

The Largest Engine Customers Page 36.

## Aero Engine News – October 2017.

<b>Summary Data : Engines.</b>	<b>3</b>
<b>Summary Data : Aircraft.</b>	<b>5</b>

<b>The Engine Manufacturers' News:</b>	<b>8</b>
--	----------

<b>Industry Overview :</b>	<b>12</b>
----------------------------	-----------

### **Widebody orders, deliveries and backlog are down.**

It is not just the widebody aircraft segment that is suffering from fewer orders, fewer deliveries and a lower backlog. The same thing is happening to widebody engines. At the end of August the widebody aircraft backlog was the smallest since August 2013 and the widebody engine backlog was the smallest since May 2013. This is not because high delivery numbers are eating into the backlogs, it is simply because the order intakes of both aircraft and engines are way below delivery numbers.

<b>The Engine Order Book :</b>	<b>17</b>
--------------------------------	-----------

The number of widebody engines on firm order was already low at the end of July but fell further in August. The current widebody engine order book figure of 4,586 engines is not only 246 fewer than at the start of this year, it is also the lowest figure since the end of May 2013. The number of single-aisle engines on firm order also dropped in August but there are still over 1,100 more on order than at the start of this year.

<b>The Firm Jet Engine Order Book.</b>	<b>21</b>
--	-----------

<b>Single-aisle and Widebody Engines.</b>	<b>23</b>
---	-----------

<b>The Total Engine Requirement.</b>	<b>28</b>
--------------------------------------	-----------

<b>Awaiting Decisions : To Be Decided.</b>	<b>29</b>
--	-----------

<b>Engine Orders.</b>	<b>32</b>
-----------------------	-----------

<b>Engine Installs.</b>	<b>34</b>
-------------------------	-----------

<b>The Largest Engine Customers :</b>	<b>36</b>
---------------------------------------	-----------

<b>The Large Commercial Jet Aircraft Backlog :</b>	<b>37</b>
--	-----------

The widebody backlog peaked at the end of 2014 and has been slowly declining ever since. This year alone it has dropped by 84 aircraft. In the last 12 months it has dropped by 124 aircraft. The current figure of 2,408 aircraft is the lowest widebody backlog for four years. Airbus now has 72 fewer widebodies on backlog than a year ago and Boeing has 52 fewer.

<b>Single-aisle and Widebody aircraft backlogs.</b>	<b>43</b>
---	-----------

<b>Orders for Large Commercial Jets :</b>	<b>48</b>
---	-----------

The August intake was the lowest for the month of August since 2013 and the total intake of 868 aircraft by the end of the month was the lowest for the first eight months of a year since 2010. The widebody order intake so far has been better

<b>Summary Orders by Month.</b>	<b>50</b>
---------------------------------	-----------

<b>Deliveries of Large Commercial Jets :</b>	<b>53</b>
--	-----------

Boeing delivered 50 737s in August, the largest number ever by the company in a single month. This took the U.S. manufacturer's single-aisle total so far to 324 deliveries, two more than by the end of August last year but the same number as in Jan-August 2015. However, Boeing's widebody delivery total is down and the company has had fewer deliveries overall this year than in the same period of 2015 and 2016.

<b>Jan-August Deliveries (2015-2017).</b>	<b>55</b>
---	-----------

<b>Aircraft Production Rates :</b>	<b>58</b>
------------------------------------	-----------

<b>Engine Programs : The Firm Order Books :</b>	<b>60</b>
---	-----------

<b>Appendices :</b>	<b>77</b>
---------------------	-----------

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.