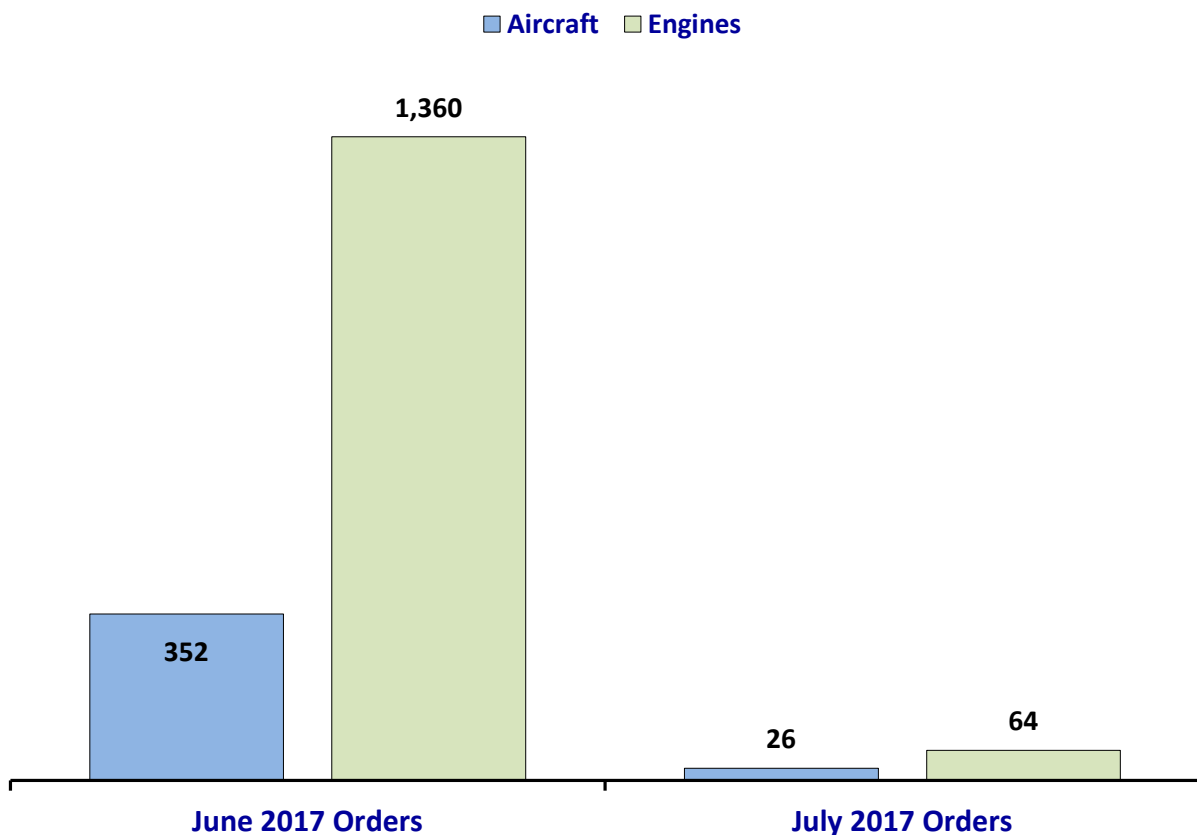


Aerospace Market News

August 2017

Compared to June, the July order intake was tiny.



The July aircraft order intake was the fourth lowest for a single month in the last seven years and the July engine order intake was the lowest, also for a single month, in over two years.

Aircraft and engine backlogs have fallen as a result.

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After all those June orders, July was a washout.

Perhaps it was inevitable. The month after a major European air show is never strong in terms of orders and July was one of those months with a particularly low order intake; 26 large commercial jets and 64 civil jet engines. Aircraft and engine backlogs fell. The aircraft order intake was the lowest for a single month since February last year and the fourth lowest for a single month in the last seven years. The July engine order intake was the lowest for a single month since May 2015 and the worst for the month of July in years.

The Large Commercial Jet Aircraft Backlog : 13

After the June high, there was a backlog drop in July.

The July order intake was too low to prop up the backlog. For every large commercial jet ordered, four were delivered and by the end of the month the backlog had dropped by 86 aircraft. This was the largest monthly drop so far this year but, despite this, the current backlog is still the fourth largest ever.

Single-aisle and Widebody Backlogs. 18

Orders for Large Commercial Jets : 23

The July order intake: 13 single-aisles and 13 widebodies.

After the 352 aircraft intake in June, the July intake was tiny. Airbus took orders for four aircraft, all widebodies. Boeing took orders for 22 aircraft. The total of 26 was the fourth lowest for a single month in the past seven years and the lowest monthly intake since four were ordered in February last year.

Summary Orders by Month. 25

Deliveries of Large Commercial Jets : 31

A record number of Jan-July widebody deliveries by Airbus.

By the end of July the European manufacturer had delivered 78 widebody aircraft which is a record Jan-July total for the company. Despite fewer single-aisle deliveries than last year, Airbus has now delivered 353 aircraft, the same number as by the end of July 2015 which, at the time, was a period high for the company. Boeing's total so far, while larger than the Airbus total, is actually the company's lowest by the end of July since 2014.

Jan-July Deliveries (2015-2017). 30

Current Production Rates : 33

Aircraft Engines : 35

The engine order intake plummeted in July.

One month there is the second largest engine order intake ever and the next there is the lowest intake for over two years. That is what happened in July when just 64 jet engines were ordered. For a change, more widebody engines than single-aisle engines were ordered but this will be of little consolation to the widebody engine companies – there are fewer widebody engines on order than at the start of this year.

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