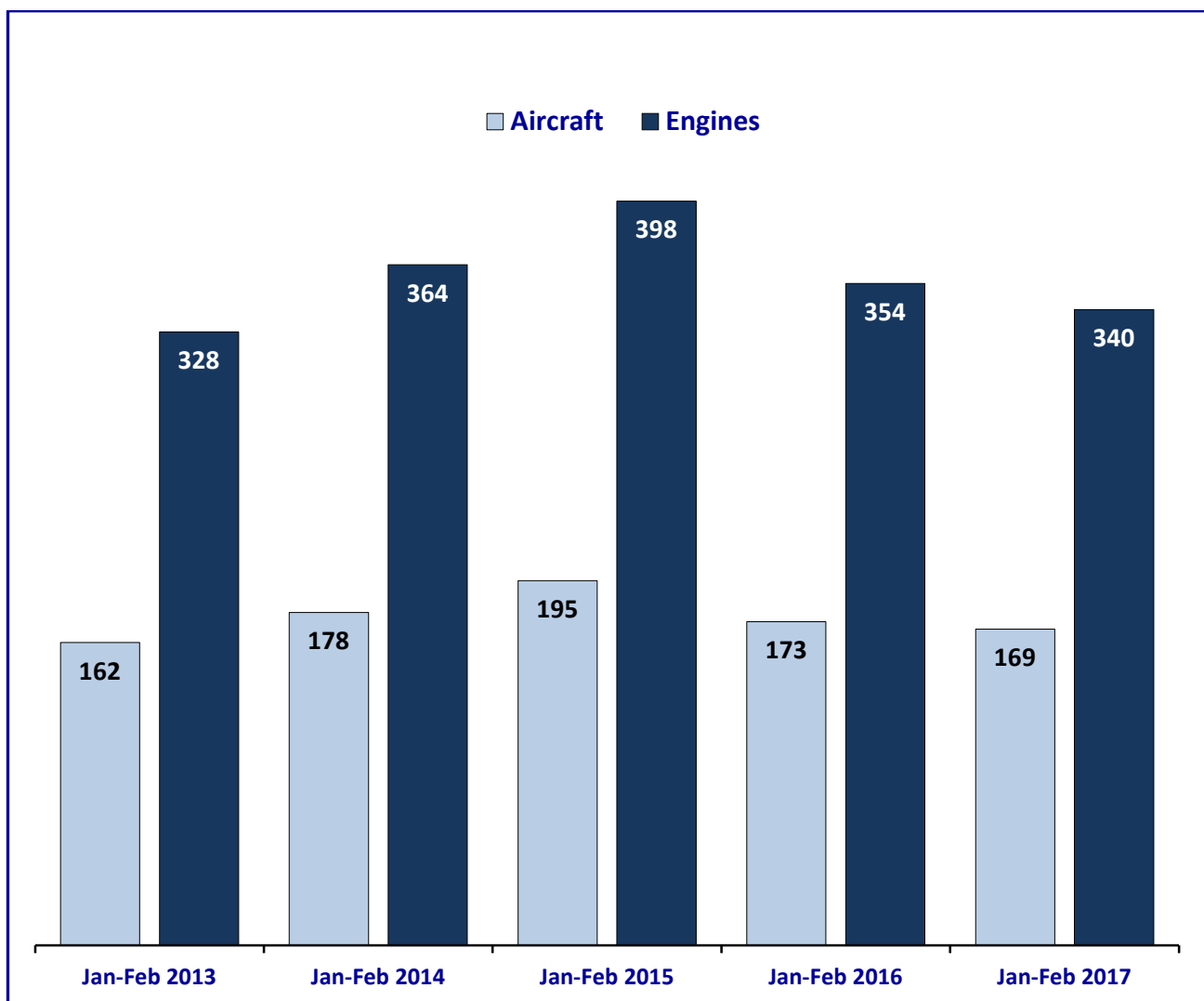


Aerospace Market News

March 2017

Another slow start to a year.

Aircraft and engine delivery numbers so far are the lowest for the first two months of a year since 2013.



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A slow start to 2017 for orders and deliveries.

This year is supposed to be a record production year but it has got off to a very slow start with the lowest number of aircraft and engine deliveries for the first two months of a year since 2013. The aircraft order intake by the end of February was also the lowest for the period since 2009. Boeing has so far taken orders for 69 aircraft, Airbus has taken orders for four. On top of all this, both the single-aisle and widebody aircraft *and* engine backlogs have dropped.

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Another backlog drop in February.

By the end of February the backlog was 119 aircraft lower than at the start of the year. The single-aisle backlog has dropped by 94 aircraft and the widebody backlog has dropped by 25. Only the 737 MAX, 767-2C and 777F now have larger backlogs than at the start of this year.

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Only Boeing took orders in February.

So far this year a total of 47 single-aisles and 26 widebodies have been ordered. The total of 73 aircraft gross is actually the smallest Jan-Feb intake since 2009. You have to go back even further to find a lower January-February net order intake. There have been 23 order cancellations this year leaving a net intake of 50 aircraft.

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The lowest number of Jan-Feb deliveries since 2013.

This year really has had a slow start in terms of delivery numbers, particularly when it comes to single-aisle aircraft. The total number of deliveries by the end of February was the lowest for the period since 2013 and the total number of single-aisle deliveries was the lowest since 2012.

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Single-aisle and widebody engine order books dropped in February.

There were orders for 82 new engines in February but installs and cancellations meant that both the single-aisle and the widebody engine order books dropped during the month. The number of single-aisle engines on firm order fell by 90 and is now at the second highest level, ever, and the number of widebody engines on firm order dropped by 54, to the lowest level since June 2014.

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