

# Aerospace Market News

May 2018

**It is going to be a very busy Second Half.**

**By the end of April there were exactly the same number of aircraft deliveries and exactly the same number of engine installs as by the end of April last year. The manufacturers say that this year they will deliver record numbers of aircraft and engines but to do that they will need much higher monthly delivery numbers for the rest of this year.**

**Page 21 : The largest Jan-April widebody aircraft Order Intake in years.**

## Aerospace Market News : May 2018.

**Summary Data : Aircraft. 3**  
**Summary Data : Engines. 5**

**Industry Overview : 7**

**Exactly the same number of aircraft and engine deliveries as last year.**

By the end of April there had been 406 large commercial jet aircraft deliveries and 824 large civil jet engine installs. These figures are no different to those at the end of April last year. The industry may have been expecting much larger numbers; after all, the projection for 2018 is for record levels of production and far more aircraft deliveries than last year. This means a much larger number of engine installs this year as well.

**The Large Commercial Jet Aircraft Backlog : 11**

**There has been remarkably little change so far this year.**

At the end of April there were 52 fewer large commercial jet aircraft on firm order backlog than at the start of the year. This is made up of 33 fewer single-aisles and 19 fewer widebodies. Both segments have had very little change this year in overall terms though the manufacturers' figures have changed. Airbus now has 86 fewer aircraft on backlog than at the start of the year, Bombardier has five fewer CSeries jets on backlog but Boeing has 40 more aircraft on backlog order.

**Single-aisle and Widebody Backlogs. 17**

**Orders for Large Commercial Jets : 21**

**The largest Jan-April widebody order intake in years.**

By the end of April there had been orders for 342 single-aisles and 127 widebodies. The single-aisle intake is the largest for the Jan-April period since 2014 but the widebody intake is the largest for over 10 years. Airbus has had the largest single-aisle intake for the Jan-April period since 2015 but has only sold 21 widebodies, slightly more than last year. Boeing has had the largest single-aisle intake for the period since 2014 and the largest widebody order intake for the period since 2007.

**Deliveries of Large Commercial Jets : 25**

**A different mix but the same number as by the end of April last year.**

By the end of April there had been 406 new aircraft deliveries, the same number as in the Jan-April period last year. The mix of deliveries is different; slightly more single-aisle deliveries this time, and slightly fewer widebody deliveries. Boeing has delivered seven more aircraft than at the same point last year; Bombardier has delivered three more CSeries but Airbus has delivered 10 fewer aircraft.

**Jan-April aircraft deliveries (2016-2018) 28**

**Current Production Rates : 31**

**Aircraft Engines : 33**

**The number of engines on firm order is the second largest ever.**

The firm engine order book increased by four engines in April but that was enough to make it the second largest month-end total, after the record set at the end of last year. The current figure is 36 engines lower than at the start of the year with the number of single-aisle engines on order down by 94 but the number of widebody engines on order is up by 58.

**The Firm Jet Engine Order Book. 36**

**Single-aisle and Widebody engines on firm order. 38**

**Engine Orders. 48**

**Engine Installs. 49**

**Engine Programs : The Firm Order Books : 51**

**Appendices. 69**

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