

Demand Surges for Turbine Parts

LOGISTICS REPORT

By Mark R. Long | WSJ Logistics Report



A turbine being assembled at GE Vernova's Greenville, S.C., manufacturing plant. GE VERNOVA

Aircraft makers and hyperscalers are both desperate for turbines to power their jets and data centers. At the heart of this surging demand is [a handful of companies that make their highly specialized parts](#), the WSJ's Jinjoo Lee writes in *Heard on the Street*.

Just four companies dominate Western production of turbine blades and vanes, according to **SemiAnalysis: Howmet Aerospace, Berkshire Hathaway's Precision Castparts**, private-equity-owned **Consolidated**

Precision Products and **DPC Holdings**, the parent of U.K.-based **Doncasters Group**.

Turbine blades and vanes for aircraft engines are challenging to make, as they must withstand extremely high temperatures, and endure rapid rotations and intense pressure. While technical standards for power turbines aren't as challenging, the technology for making those parts is similar.

Wait times for aircraft run 10 years or longer. Heavy-duty power turbines are facing backlogs of as long as eight years, according to **BloombergNEF**. These backlogs are helping drive demand for spare parts. Airlines are forced to fly older planes for longer and need spares, as do gas turbines, because the existing base is being run much harder than expected.
