



## ORDERS, SHIPMENTS, AND BACKLOG FOR LARGE CIVIL JET TRANSPORT AIRCRAFT

Series 23

MANUFACTURER, MODEL, & TYPE OF CUSTOMER	Fourth Quarter 2009				Year-to-Date 2009				Fourth Quarter / Year-to-Date
	ANNOUNCED ORDERS	ADJUST- MENTS	NET ORDERS	DELIVERIES	ANNOUNCED ORDERS	ADJUST- MENTS	NET ORDERS	DELIVERIES	BACKLOG
WORLD-TOTAL .....	<u>243</u>	<u>(33)</u>	<u>210</u>	<u>262</u>	<u>573</u>	<u>(160)</u>	<u>413</u>	<u>979</u>	<u>6,863</u>
U.S. ....	n/a	n/a	(10)	55	n/a	n/a	12	246	1,236
Foreign .....	n/a	n/a	220	207	n/a	n/a	401	733	5,627
BOEING-TOTAL .....	<u>82</u>	<u>(20)</u>	<u>62</u>	<u>122</u>	<u>263</u>	<u>(121)</u>	<u>142</u>	<u>481</u>	<u>3,375</u>
U.S. ....	n/a	n/a	1	32	n/a	n/a	24	154	693
Foreign .....	n/a	n/a	61	90	n/a	n/a	118	327	2,682
AIRBUS-TOTAL .....	<u>161</u>	<u>(13)</u>	<u>148</u>	<u>140</u>	<u>310</u>	<u>(39)</u>	<u>271</u>	<u>498</u>	<u>3,488</u>
U.S. ....	1	(12)	(11)	23	4	(16)	(12)	92	543
Foreign .....	160	(1)	159	117	306	(23)	283	406	2,945
<b>Airbus:</b>									
A318-Total .....	<u>1</u>	<u>(1)</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>(4)</u>	<u>(3)</u>	<u>6</u>	<u>11</u>
U.S. ....	0	0	0	0	0	(3)	(3)	0	0
Foreign .....	1	(1)	0	2	1	(1)	0	6	11
A319-Total .....	<u>35</u>	<u>(9)</u>	<u>26</u>	<u>22</u>	<u>36</u>	<u>(16)</u>	<u>20</u>	<u>88</u>	<u>328</u>
U.S. ....	0	(8)	(8)	0	0	(9)	(9)	10	85
Foreign .....	35	(1)	34	22	36	(7)	29	78	243
A320-Total .....	<u>80</u>	<u>37</u>	<u>117</u>	<u>62</u>	<u>167</u>	<u>20</u>	<u>187</u>	<u>221</u>	<u>1,885</u>
U.S. ....	0	8	8	10	0	11	11	38	292
Foreign .....	80	29	109	52	167	9	176	183	1,593
A321-Total .....	<u>0</u>	<u>(30)</u>	<u>(30)</u>	<u>26</u>	<u>24</u>	<u>(21)</u>	<u>3</u>	<u>87</u>	<u>179</u>
U.S. ....	0	(2)	(2)	9	0	(3)	(3)	29	19
Foreign .....	0	(28)	(28)	17	24	(18)	6	58	160
A330-Total .....	<u>30</u>	<u>(3)</u>	<u>27</u>	<u>23</u>	<u>50</u>	<u>(5)</u>	<u>45</u>	<u>76</u>	<u>394</u>
U.S. ....	1	(8)	(7)	4	4	(10)	(6)	15	82
Foreign .....	29	5	34	19	46	5	51	61	312
A340-Total .....	<u>1</u>	<u>(7)</u>	<u>(6)</u>	<u>1</u>	<u>1</u>	<u>(8)</u>	<u>(7)</u>	<u>10</u>	<u>7</u>
U.S. ....	0	0	0	0	0	0	0	0	0
Foreign .....	1	(7)	(6)	1	1	(8)	(7)	10	7

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**ORDERS, SHIPMENTS, AND BACKLOG  
FOR LARGE CIVIL JET TRANSPORT AIRCRAFT**

*Series 23, continued*

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	ANNOUNCED ORDERS	ADJUST- MENTS	NET ORDERS	DELIVERIES	ANNOUNCED ORDERS	ADJUST- MENTS	NET ORDERS	DELIVERIES	BACKLOG
<b><i>Airbus, continued:</i></b>									
A350–Total .....	<u>12</u>	<u>0</u>	<u>12</u>	<u>0</u>	<u>27</u>	<u>(5)</u>	<u>22</u>	<u>0</u>	<u>505</u>
U.S. ....	0	(2)	(2)	0	0	(2)	(2)	0	55
Foreign .....	12	2	14	0	27	(3)	24	0	450
A380–Total .....	<u>2</u>	<u>0</u>	<u>2</u>	<u>4</u>	<u>4</u>	<u>0</u>	<u>4</u>	<u>10</u>	<u>179</u>
U.S. ....	0	0	0	0	0	0	0	0	10
Foreign .....	2	0	2	4	4	0	4	10	169
<b><i>Boeing:</i></b>									
B737–Total .....	<u>53</u>	<u>(3)</u>	<u>50</u>	<u>92</u>	<u>197</u>	<u>(19)</u>	<u>178</u>	<u>372</u>	<u>2,076</u>
U.S. ....	n/a	n/a	7	27	n/a	n/a	34	130	471
Foreign .....	n/a	n/a	43	65	n/a	n/a	144	242	1,605
B747–Total .....	<u>5</u>	<u>(2)</u>	<u>3</u>	<u>2</u>	<u>5</u>	<u>(3)</u>	<u>2</u>	<u>8</u>	<u>108</u>
U.S. ....	n/a	n/a	(2)	0	n/a	n/a	(2)	1	14
Foreign .....	n/a	n/a	5	2	n/a	n/a	4	7	94
B767–Total .....	<u>5</u>	<u>0</u>	<u>5</u>	<u>3</u>	<u>7</u>	<u>(5)</u>	<u>2</u>	<u>13</u>	<u>59</u>
U.S. ....	n/a	n/a	0	1	n/a	n/a	(1)	2	25
Foreign .....	n/a	n/a	5	2	n/a	n/a	3	11	34
B777–Total .....	<u>8</u>	<u>(5)</u>	<u>3</u>	<u>25</u>	<u>30</u>	<u>(11)</u>	<u>19</u>	<u>88</u>	<u>281</u>
U.S. ....	n/a	n/a	(4)	4	n/a	n/a	(7)	21	51
Foreign .....	n/a	n/a	7	21	n/a	n/a	26	67	230
B787–Total .....	<u>11</u>	<u>(10)</u>	<u>1</u>	<u>0</u>	<u>24</u>	<u>(83)</u>	<u>(59)</u>	<u>0</u>	<u>851</u>
U.S. ....	n/a	n/a	0	0	n/a	n/a	0	0	132
Foreign .....	n/a	n/a	1	0	n/a	n/a	(59)	0	719

Source: Aerospace Industries Association, based on company reports and AIA estimates.

n/a. Not available.