

Date: October 19, 2006  
 Contact: David.Napier@AIA-aerospace.org  
 703-358-1015

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

Statistics: 06-45  
 Series: 23-04  
 Follows: 06-34/23-03

MANUFACTURER, MODEL, & TYPE OF CUSTOMER	12/31/05	3RD QTR 2006					1ST-3RD QTR 2006				
	ORDER BACKLOG	ANNOUNCED ORDERS	ADJ*	NET* ORDERS	SHIP- MENTS	ORDER BACKLOG	ANNOUNCED ORDERS	ADJ*	NET* ORDERS	SHIP- MENTS	ORDER BACKLOG
<b>WORLD--TOTAL</b> .....	<u>3,977</u>	<u>352</u>	<u>(2)</u>	<u>350</u>	<u>200</u>	<u>4,292</u>	<u>962</u>	<u>(34)</u>	<u>928</u>	<u>613</u>	<u>4,292</u>
US CUSTOMERS .....	1,220	73	(1)	72	52	1,265	290	(9)	281	236	1,265
FOREIGN " .....	2,715	171	71	242	147	2,874	463	68	531	372	2,874
UNIDENTIFIED " .....	42	108	(72)	36	1	153	209	(93)	116	5	153
<b>USA--TOTAL</b> .....	<u>1,800</u>	<u>243</u>	<u>0</u>	<u>243</u>	<u>99</u>	<u>2,231</u>	<u>736</u>	<u>(12)</u>	<u>724</u>	<u>293</u>	<u>2,231</u>
US CUSTOMERS .....	564	35	1	36	35	678	228	9	237	123	678
FOREIGN " .....	1,194	100	71	171	63	1,400	299	72	371	165	1,400
UNIDENTIFIED " .....	42	108	(72)	36	1	153	209	(93)	116	5	153
<b>AIRBUS--TOTAL</b> .....	<u>2,177</u>	<u>109</u>	<u>(2)</u>	<u>107</u>	<u>101</u>	<u>2,061</u>	<u>226</u>	<u>(22)</u>	<u>204</u>	<u>320</u>	<u>2,061</u>
US CUSTOMERS .....	656	38	(2)	36	17	587	62	(18)	44	113	587
FOREIGN " .....	1,521	71	0	71	84	1,474	a 164	(4)	160	207	1,474 a
A300 .....	15	0	0	0	1	7	0	0	0	8	7
US CUSTOMERS .....	12	0	0	0	1	6	0	0	0	6	6
FOREIGN " .....	3	0	0	0	0	1	0	0	0	2	1
A318 .....	69	0	0	0	0	60	4	(11)	(7)	2	60
US CUSTOMERS .....	20	0	0	0	0	19	0	(1)	(1)	0	19
FOREIGN " .....	49	0	0	0	0	41	4	(10)	(6)	2	41
A319 .....	446	13	19	32	40	384	54	(3)	51	113	384
US CUSTOMERS .....	172	9	3	12	6	124	9	(22)	(13)	35	124
FOREIGN " .....	274	4	16	20	34	260	49	19	64	78	260
A320 .....	959	74	(44)	30	35	913	100	(30)	70	116	913
US CUSTOMERS .....	274	9	(3)	6	8	256	24	7	31	49	256
FOREIGN " .....	685	65	(41)	24	27	657	76	(37)	39	67	657
A321 .....	178	7	25	32	4	218	32	26	58	18	218
US CUSTOMERS .....	45	7	0	7	1	49	12	0	12	8	49
FOREIGN " .....	133	0	25	25	3	169	20	26	46	10	169
A330 .....	186	15	1	16	13	157	20	(1)	19	48	157
US CUSTOMERS .....	60	13	0	13	1	61	13	0	13	12	61
FOREIGN " .....	126	2	1	3	12	96	7	(1)	6	36	96
A340 .....	73	0	(3)	(3)	8	58	3	(3)	0	15	58
US CUSTOMERS .....	6	0	(2)	(2)	0	1	0	(2)	(2)	3	1
FOREIGN " .....	67	0	(1)	(1)	8	57	3	(1)	2	12	57
A350 .....	87	0	0	0	0	100	13	0	13	0	100
US CUSTOMERS .....	37	0	0	0	0	41	4	0	4	0	41
FOREIGN " .....	50	0	0	0	0	59	9	0	9	0	59
A380 .....	159	0	0	0	0	159	0	0	0	0	159
US CUSTOMERS .....	30	0	0	0	0	30	0	0	0	0	30
FOREIGN " .....	129	0	0	0	0	129	0	0	0	0	129

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<b>BOEING--TOTAL</b> .....	<u>1,800</u>	<u>243</u>	<u>0</u>	<u>243</u>	<u>99</u>	<u>2,231</u>	<u>736</u>	<u>(12)</u>	<u>724</u>	<u>293</u>	<u>2,231</u>
US CUSTOMERS .....	564	35	1	36	35	678	228	9	237	123	678
FOREIGN " .....	1,194	100	71	171	63	1,400	299	72	371	165	1,400
UNIDENTIFIED " .....	42	108	(72)	36	1	153	209	(93)	116	5	153
<b>B717 (MD95)</b> .....	<u>5</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>5</u>	<u>0</u>
US CUSTOMERS .....	<u>5</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>5</u> b	<u>0</u>
FOREIGN " .....	0	0	0	0	0	0	0	0	0	0	0
<b>B737</b> .....	<u>1,124</u>	<u>165</u>	<u>0</u>	<u>165</u>	<u>80</u>	<u>1,443</u>	<u>549</u>	<u>(9)</u>	<u>540</u>	<u>221</u>	<u>1,443</u>
US CUSTOMERS .....	452	11	0	11	32	541	191	2	193	104	541
FOREIGN " .....	641	92	51	143	47	801	218	56	274	114	801
UNIDENTIFIED " .....	31	62	(51)	11	1	101	140	(67)	73	3	101
<b>B747</b> .....	<u>62</u>	<u>30</u>	<u>0</u>	<u>30</u>	<u>3</u>	<u>92</u>	<u>41</u>	<u>0</u>	<u>41</u>	<u>11</u>	<u>92</u>
US CUSTOMERS .....	14	14	1	15	0	31	14	3	17	0	31
FOREIGN " .....	48	2	0	2	3	47	12	(2)	10	11	47
UNIDENTIFIED " .....	0	14	(1)	13	0	14	15	(1)	14	0	14
<b>B767</b> .....	<u>30</u>	<u>4</u>	<u>0</u>	<u>4</u>	<u>3</u>	<u>29</u>	<u>8</u>	<u>0</u>	<u>8</u>	<u>9</u>	<u>29</u>
US CUSTOMERS .....	0	0	0	0	0	0	0	0	0	0	0
FOREIGN " .....	24	0	0	0	3	20	3	0	3	7	20
UNIDENTIFIED " .....	6	4	0	4	0	9	5	0	5	2	9
<b>B777</b> .....	<u>288</u>	<u>2</u>	<u>0</u>	<u>2</u>	<u>13</u>	<u>265</u>	<u>24</u>	<u>0</u>	<u>24</u>	<u>47</u>	<u>265</u>
US CUSTOMERS .....	48	2	0	2	3	36	2	0	2	14	36
FOREIGN " .....	235	0	20	20	10	229	2	25	27	33	229
UNIDENTIFIED " .....	5	0	(20)	(20)	0	0	20	(25)	(5)	0	0
<b>B787</b> .....	<u>291</u>	<u>42</u>	<u>0</u>	<u>42</u>	<u>0</u>	<u>402</u>	<u>114</u>	<u>(3)</u>	<u>111</u>	<u>0</u>	<u>402</u>
US CUSTOMERS .....	45	8	0	8	0	70	21	4	25	0	70
FOREIGN " .....	246	6	0	6	0	303	64	(7)	57	0	303
UNIDENTIFIED " .....	0	28	0	28	0	29	29	0	29	0	29

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

ADJ\* Adjustment necessary to equate order backlog with previous period's backlog minus shipments plus announced orders.

NET\* Equals the sum of announced orders plus ADJ\*.

a Includes 5 A310s not detailed below. No A310s have been shipped since 1998.

b Includes 3 aircraft delivered under operating lease.