

Date: April 5, 2006  
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 703-358-1015

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

Statistics: 06-05  
 Series: 23-01  
 Follows: 05-39/23-04

| MANUFACTURER,<br>MODEL, & TYPE<br>OF CUSTOMER | 12/31/04         | 4TH QTR 2005        |      |                |                |                  | 2005                |       |                |                |                  |
|---|------------------|---------------------|------|----------------|----------------|------------------|---------------------|-------|----------------|----------------|------------------|
|   | ORDER<br>BACKLOG | ANNOUNCED<br>ORDERS | ADJ* | NET*<br>ORDERS | SHIP-<br>MENTS | ORDER<br>BACKLOG | ANNOUNCED<br>ORDERS | ADJ*  | NET*<br>ORDERS | SHIP-<br>MENTS | ORDER<br>BACKLOG |
| <b>WORLD--TOTAL</b> .....                     | <u>2,592</u>     | <u>1,106</u>        | (66) | <u>1,040</u>   | <u>186</u>     | <u>3,977</u>     | <u>2,163</u>        | (104) | <u>2,059</u>   | <u>674</u>     | <u>3,977</u>     |
| US CUSTOMERS ...                              | <u>1,177</u>     | <u>102</u>          | (29) | <u>73</u>      | <u>75</u>      | <u>1,220</u>     | <u>332</u>          | (1)   | <u>331</u>     | <u>288</u>     | <u>1,220</u>     |
| FOREIGN " .....                               | <u>1,343</u>     | <u>983</u>          | (14) | <u>969</u>     | <u>110</u>     | <u>2,715</u>     | <u>1,713</u>        | 42    | <u>1,755</u>   | <u>383</u>     | <u>2,715</u>     |
| UNIDENTIFIED " .....                          | <u>72</u>        | <u>21</u>           | (23) | <u>(2)</u>     | <u>1</u>       | <u>42</u>        | <u>118</u>          | (145) | <u>(27)</u>    | <u>3</u>       | <u>42</u>        |
| <b>USA--TOTAL</b> .....                       | <u>1,092</u>     | <u>412</u>          | (20) | <u>392</u>     | <u>79</u>      | <u>1,800</u>     | <u>1,052</u>        | (48)  | <u>1,004</u>   | <u>296</u>     | <u>1,800</u>     |
| US CUSTOMERS ...                              | <u>485</u>       | <u>33</u>           | 16   | <u>49</u>      | <u>36</u>      | <u>564</u>       | <u>172</u>          | 48    | <u>220</u>     | <u>141</u>     | <u>564</u>       |
| FOREIGN " .....                               | <u>535</u>       | <u>358</u>          | (13) | <u>345</u>     | <u>42</u>      | <u>1,194</u>     | <u>762</u>          | 49    | <u>811</u>     | <u>152</u>     | <u>1,194</u>     |
| UNIDENTIFIED " .....                          | <u>72</u>        | <u>21</u>           | (23) | <u>(2)</u>     | <u>1</u>       | <u>42</u>        | <u>118</u>          | (145) | <u>(27)</u>    | <u>3</u>       | <u>42</u>        |
| <b>AIRBUS--TOTAL</b> .....                    | <u>1,500</u>     | <u>694</u>          | (46) | <u>648</u>     | <u>107</u>     | <u>2,177</u>     | <u>1,111</u>        | (56)  | <u>1,055</u>   | <u>378</u>     | <u>2,177</u>     |
| US CUSTOMERS                                  | <u>692</u>       | <u>69</u>           | (45) | <u>24</u>      | <u>39</u>      | <u>656</u>       | <u>160</u>          | (49)  | <u>111</u>     | <u>147</u>     | <u>656</u>       |
| FOREIGN " .....                               | <u>808</u>       | a <u>625</u>        | (1)  | <u>624</u>     | <u>68</u>      | <u>1,521</u>     | a <u>951</u>        | (7)   | <u>944</u>     | <u>231</u>     | <u>1,521</u> a   |
| A300 .....                                    | <u>54</u>        | <u>0</u>            | (37) | <u>(37)</u>    | <u>0</u>       | <u>15</u>        | <u>7</u>            | (37)  | <u>(30)</u>    | <u>9</u>       | <u>15</u>        |
| US CUSTOMERS ...                              | <u>50</u>        | <u>0</u>            | (37) | <u>(37)</u>    | <u>0</u>       | <u>12</u>        | <u>6</u>            | (37)  | <u>(31)</u>    | <u>7</u>       | <u>12</u>        |
| FOREIGN " .....                               | <u>4</u>         | <u>0</u>            | 0    | <u>0</u>       | <u>0</u>       | <u>3</u>         | <u>1</u>            | 0     | <u>1</u>       | <u>2</u>       | <u>3</u>         |
| A318 .....                                    | <u>42</u>        | <u>28</u>           | (5)  | <u>23</u>      | <u>3</u>       | <u>69</u>        | <u>41</u>           | (5)   | <u>36</u>      | <u>9</u>       | <u>69</u>        |
| US CUSTOMERS ...                              | <u>32</u>        | <u>0</u>            | (5)  | <u>(5)</u>     | <u>1</u>       | <u>20</u>        | <u>0</u>            | (5)   | <u>(5)</u>     | <u>7</u>       | <u>20</u>        |
| FOREIGN " .....                               | <u>10</u>        | <u>28</u>           | 0    | <u>28</u>      | <u>2</u>       | <u>49</u>        | <u>41</u>           | 0     | <u>41</u>      | <u>2</u>       | <u>49</u>        |
| A319 .....                                    | <u>379</u>       | <u>106</u>          | 2    | <u>108</u>     | <u>39</u>      | <u>446</u>       | <u>206</u>          | 3     | <u>209</u>     | <u>142</u>     | <u>446</u>       |
| US CUSTOMERS ...                              | <u>176</u>       | <u>9</u>            | (2)  | <u>7</u>       | <u>13</u>      | <u>172</u>       | <u>44</u>           | 1     | <u>45</u>      | <u>49</u>      | <u>172</u>       |
| FOREIGN " .....                               | <u>203</u>       | <u>97</u>           | 4    | <u>101</u>     | <u>26</u>      | <u>274</u>       | <u>162</u>          | 2     | <u>164</u>     | <u>93</u>      | <u>274</u>       |
| A320 .....                                    | <u>516</u>       | <u>369</u>          | (1)  | <u>368</u>     | <u>39</u>      | <u>959</u>       | <u>568</u>          | (4)   | <u>564</u>     | <u>121</u>     | <u>959</u>       |
| US CUSTOMERS ...                              | <u>293</u>       | <u>11</u>           | 0    | <u>11</u>      | <u>21</u>      | <u>274</u>       | <u>48</u>           | (8)   | <u>40</u>      | <u>59</u>      | <u>274</u>       |
| FOREIGN " .....                               | <u>223</u>       | <u>358</u>          | (1)  | <u>357</u>     | <u>18</u>      | <u>685</u>       | <u>520</u>          | 4     | <u>524</u>     | <u>62</u>      | <u>685</u>       |
| A321 .....                                    | <u>92</u>        | <u>71</u>           | (1)  | <u>70</u>      | <u>4</u>       | <u>178</u>       | <u>103</u>          | 0     | <u>103</u>     | <u>17</u>      | <u>178</u>       |
| US CUSTOMERS ...                              | <u>40</u>        | <u>1</u>            | (1)  | <u>0</u>       | <u>1</u>       | <u>45</u>        | <u>4</u>            | 4     | <u>8</u>       | <u>3</u>       | <u>45</u>        |
| FOREIGN " .....                               | <u>52</u>        | <u>70</u>           | 0    | <u>70</u>      | <u>3</u>       | <u>133</u>       | <u>99</u>           | (4)   | <u>95</u>      | <u>14</u>      | <u>133</u>       |
| A330 .....                                    | <u>188</u>       | <u>22</u>           | (4)  | <u>18</u>      | <u>16</u>      | <u>186</u>       | <u>64</u>           | (10)  | <u>54</u>      | <u>56</u>      | <u>186</u>       |
| US CUSTOMERS ...                              | <u>71</u>        | <u>0</u>            | 0    | <u>0</u>       | <u>2</u>       | <u>60</u>        | <u>10</u>           | (4)   | <u>6</u>       | <u>17</u>      | <u>60</u>        |
| FOREIGN " .....                               | <u>117</u>       | <u>22</u>           | (4)  | <u>18</u>      | <u>14</u>      | <u>126</u>       | <u>54</u>           | (6)   | <u>48</u>      | <u>39</u>      | <u>126</u>       |
| A340 .....                                    | <u>85</u>        | <u>1</u>            | 0    | <u>1</u>       | <u>6</u>       | <u>73</u>        | <u>15</u>           | (3)   | <u>12</u>      | <u>24</u>      | <u>73</u>        |
| US CUSTOMERS ...                              | <u>10</u>        | <u>1</u>            | 0    | <u>1</u>       | <u>1</u>       | <u>6</u>         | <u>1</u>            | 0     | <u>1</u>       | <u>5</u>       | <u>6</u>         |
| FOREIGN " .....                               | <u>75</u>        | <u>0</u>            | 0    | <u>0</u>       | <u>5</u>       | <u>67</u>        | <u>14</u>           | (3)   | <u>11</u>      | <u>19</u>      | <u>67</u>        |
| A350 .....                                    | <u>0</u>         | <u>87</u>           | 0    | <u>87</u>      | <u>0</u>       | <u>87</u>        | <u>87</u>           | 0     | <u>87</u>      | <u>0</u>       | <u>87</u>        |
| US CUSTOMERS ...                              | <u>0</u>         | <u>37</u>           | 0    | <u>37</u>      | <u>0</u>       | <u>37</u>        | <u>37</u>           | 0     | <u>37</u>      | <u>0</u>       | <u>37</u>        |
| FOREIGN " .....                               | <u>0</u>         | <u>50</u>           | 0    | <u>50</u>      | <u>0</u>       | <u>50</u>        | <u>50</u>           | 0     | <u>50</u>      | <u>0</u>       | <u>50</u>        |
| A380 .....                                    | <u>139</u>       | <u>10</u>           | 0    | <u>10</u>      | <u>0</u>       | <u>159</u>       | <u>20</u>           | 0     | <u>20</u>      | <u>0</u>       | <u>159</u>       |
| US CUSTOMERS ...                              | <u>20</u>        | <u>10</u>           | 0    | <u>10</u>      | <u>0</u>       | <u>30</u>        | <u>10</u>           | 0     | <u>10</u>      | <u>0</u>       | <u>30</u>        |
| FOREIGN " .....                               | <u>119</u>       | <u>0</u>            | 0    | <u>0</u>       | <u>0</u>       | <u>129</u>       | <u>10</u>           | 0     | <u>10</u>      | <u>0</u>       | <u>129</u>       |

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|---|------------------|---------------------|-------------|----------------|----------------|------------------|---------------------|-------------|----------------|----------------|------------------|
|   | ORDER<br>BACKLOG | ANNOUNCED<br>ORDERS | ADJ*        | NET*<br>ORDERS | SHIP-<br>MENTS | ORDER<br>BACKLOG | ANNOUNCED<br>ORDERS | ADJ*        | NET*<br>ORDERS | SHIP-<br>MENTS | ORDER<br>BACKLOG |
| <b>BOEING--TOTAL</b> .....                    | <u>1,092</u>     | <u>412</u>          | <u>(20)</u> | <u>392</u>     | <u>79</u>      | <u>1,800</u>     | <u>1,052</u>        | <u>(48)</u> | <u>1,004</u>   | <u>296</u>     | <u>1,800</u>     |
| US CUSTOMERS ...                              | 485              | 33                  | 16          | 49             | 36             | 564              | 172                 | 48          | 220            | 141            | 564              |
| FOREIGN " .....                               | 535              | 358                 | (13)        | 345            | 42             | 1,194            | 762                 | 49          | 811            | 152            | 1,194            |
| UNIDENTIFIED " .....                          | 72               | 21                  | (23)        | (2)            | 1              | 42               | 118                 | (145)       | (27)           | 3              | 42               |
| <b>B717 (MD95)</b> .....                      | <u>32</u>        | <u>0</u>            | <u>0</u>    | <u>0</u>       | <u>4</u>       | <u>5</u>         | <u>0</u>            | <u>(14)</u> | <u>(14)</u>    | <u>13</u>      | <u>5</u>         |
| US CUSTOMERS ...                              | <u>16</u>        | <u>0</u>            | <u>0</u>    | <u>0</u>       | <u>4</u>       | <u>5</u>         | <u>0</u>            | <u>0</u>    | <u>0</u>       | <u>11</u>      | <u>5</u>         |
| FOREIGN " .....                               | 16               | 0                   | 0           | 0              | 0              | 0                | 0                   | (14)        | (14)           | 2              | 0                |
| <b>B737</b> .....                             | <u>771</u>       | <u>139</u>          | <u>2</u>    | <u>141</u>     | <u>58</u>      | <u>1,124</u>     | <u>573</u>          | <u>(2)</u>  | <u>571</u>     | <u>218</u>     | <u>1,124</u>     |
| US CUSTOMERS ...                              | 412              | 9                   | 17          | 26             | 25             | 452              | 101                 | 51          | 152            | 112            | 452              |
| FOREIGN " .....                               | 307              | 109                 | 0           | 109            | 32             | 641              | 370                 | 69          | 439            | 105            | 641              |
| UNIDENTIFIED " .....                          | 52               | 21                  | (15)        | 6              | 1              | 31               | 102                 | (122)       | (20)           | 1              | 31               |
| <b>B747</b> .....                             | <u>32</u>        | <u>24</u>           | <u>0</u>    | <u>24</u>      | <u>4</u>       | <u>62</u>        | <u>48</u>           | <u>(5)</u>  | <u>43</u>      | <u>13</u>      | <u>62</u>        |
| US CUSTOMERS ...                              | <u>1</u>         | <u>2</u>            | <u>(2)</u>  | <u>0</u>       | <u>0</u>       | <u>14</u>        | <u>16</u>           | <u>(3)</u>  | <u>13</u>      | <u>0</u>       | <u>14</u>        |
| FOREIGN " .....                               | 31               | 22                  | 2           | 24             | 4              | 48               | 32                  | (2)         | 30             | 13             | 48               |
| UNIDENTIFIED " .....                          | 0                | 0                   | 0           | 0              | 0              | 0                | 0                   | 0           | 0              | 0              | 0                |
| <b>B757</b> .....                             | <u>2</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>2</u>       | <u>0</u>         |
| US CUSTOMERS ...                              | <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>0</u>       | <u>0</u>       | <u>0</u>         |
| FOREIGN " .....                               | 2                | 0                   | 0           | 0              | 0              | 0                | 0                   | 0           | 0              | 2              | 0                |
| UNIDENTIFIED " .....                          | 0                | 0                   | 0           | 0              | 0              | 0                | 0                   | 0           | 0              | 0              | 0                |
| <b>B767</b> .....                             | <u>25</u>        | <u>1</u>            | <u>0</u>    | <u>1</u>       | <u>3</u>       | <u>30</u>        | <u>19</u>           | <u>(4)</u>  | <u>15</u>      | <u>10</u>      | <u>30</u>        |
| US CUSTOMERS ...                              | <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>0</u>       | <u>0</u>       | <u>0</u>         |
| FOREIGN " .....                               | 12               | 1                   | 0           | 1              | 3              | 24               | 15                  | 5           | 20             | 8              | 24               |
| UNIDENTIFIED " .....                          | 13               | 0                   | 0           | 0              | 0              | 6                | 4                   | (9)         | (5)            | 2              | 6                |
| <b>B777</b> .....                             | <u>174</u>       | <u>124</u>          | <u>(15)</u> | <u>109</u>     | <u>10</u>      | <u>288</u>       | <u>170</u>          | <u>(16)</u> | <u>154</u>     | <u>40</u>      | <u>288</u>       |
| US CUSTOMERS ...                              | <u>56</u>        | <u>0</u>            | <u>1</u>    | <u>1</u>       | <u>7</u>       | <u>48</u>        | <u>10</u>           | <u>0</u>    | <u>10</u>      | <u>18</u>      | <u>48</u>        |
| FOREIGN " .....                               | 111              | 124                 | (14)        | 110            | 3              | 235              | 154                 | (8)         | 146            | 22             | 235              |
| UNIDENTIFIED " .....                          | 7                | 0                   | (2)         | (2)            | 0              | 5                | 6                   | (8)         | (2)            | 0              | 5                |
| <b>B787</b> .....                             | <u>56</u>        | <u>124</u>          | <u>(7)</u>  | <u>117</u>     | <u>0</u>       | <u>291</u>       | <u>242</u>          | <u>(7)</u>  | <u>235</u>     | <u>0</u>       | <u>291</u>       |
| US CUSTOMERS ...                              | <u>0</u>         | <u>22</u>           | <u>0</u>    | <u>22</u>      | <u>0</u>       | <u>45</u>        | <u>45</u>           | <u>0</u>    | <u>45</u>      | <u>0</u>       | <u>45</u>        |
| FOREIGN " .....                               | 56               | 102                 | (1)         | 101            | 0              | 246              | 191                 | (1)         | 190            | 0              | 246              |
| UNIDENTIFIED " .....                          | 0                | 0                   | (6)         | (6)            | 0              | 0                | 6                   | (6)         | 0              | 0              | 0                |

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 2 aircraft delivered under operating lease.

c Includes 5 aircraft delivered under operating lease.