

Date: M 31, 1995  
 Contact: David H Napier  
 (202) 371-8563

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

Statistics: 5-03  
 Series: 23-01  
 Follows: 94-46/23-01

MANUFACTURER, MODEL, & TYPE OF CUSTOMER	12/92	1993					1994				
	ORDER BACKLOG	ANNOUNCED ORDERS	ADJ*	NET* ORDERS	SHIP- MENTS	ORDER BACKLOG	ANNOUNCED ORDERS	ADJ*	NET* ORDERS	SHIP- MENTS	ORDER BACKLOG
<b>USA--TOTAL</b>	<u>1,733</u>	<u>236</u>	<u>(205)</u>	<u>31</u>	<u>408</u>	<u>1,356</u>	<u>123</u>	<u>(44)</u>	<u>79</u>	<u>309</u>	<u>1,126</u>
US CUSTOMERS	810	147	(103)	44	159	695	31	(19)	12	120	587
FOREIGN "	923	89	(102)	(13)	249	661	92	(25)	67	189	539
<b>MD--TOTAL</b>	<u>283</u>	<u>(11)</u>	<u>9<sup>a</sup></u>	<u>(2)</u>	<u>78</u>	<u>203</u>	<u>3</u>	<u>0</u>	<u>3</u>	<u>39</u>	<u>167</u>
US CUSTOMERS	86	0	6	6	39	53	(6)	0	(6)	4	43
FOREIGN "	197	(11)	3	(8)	39	150	9	0	9	35	124
<b>MD11</b>	<u>97</u>	<u>(4)</u>	<u>3</u>	<u>(1)</u>	<u>36</u>	<u>60</u>	<u>2</u>	<u>0</u>	<u>2</u>	<u>17</u>	<u>45</u>
US CUSTOMERS	21	0	0	0	17	4	2	0	2	0	6
FOREIGN "	76	(4)	3	(1)	19	56	0	0	0	17	39
<b>MD80/90</b>	<u>186</u>	<u>(7)</u>	<u>6</u>	<u>(1)</u>	<u>42</u>	<u>143</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>22</u>	<u>122</u>
US CUSTOMERS	65	0	6	6	22	49	(8)	0	(8)	4	37
FOREIGN "	121	(7)	0	(7)	20	94	9	0	9	18	85
<b>BOEING--TOTAL</b>	<u>1,450</u>	<u>247</u>	<u>(214)</u>	<u>33</u>	<u>330</u>	<u>1,153</u>	<u>120</u>	<u>(44)</u>	<u>76</u>	<u>270</u>	<u>959</u>
US CUSTOMERS	724	147	(109)	38	120	642	37	(19)	18	116	544
FOREIGN "	726	100	(105)	(5)	210	511	83	(25)	58	154	415
<b>B737</b>	<u>649</u>	<u>110</u>	<u>(144)</u>	<u>(34)</u>	<u>152</u>	<u>463</u>	<u>70</u>	<u>(21)</u>	<u>49</u>	<u>121</u>	<u>391</u>
US CUSTOMERS	388	65	(94)	(29)	47	312	24	(15)	9	62	259
FOREIGN "	261	45	(50)	(5)	105	151	46	(6)	40	59	132
<b>B747</b>	<u>237</u>	<u>2</u>	<u>(27)</u>	<u>(25)</u>	<u>56</u>	<u>156</u>	<u>16</u>	<u>(21)</u>	<u>(5)</u>	<u>40</u>	<u>111</u>
US CUSTOMERS	42	1	(26)	(25)	4	13	2	(3)	(1)	4	8
FOREIGN "	195	1	(1)	0	52	143	14	(18)	(4)	36	103
<b>B757</b>	<u>297</u>	<u>40</u>	<u>(20)</u>	<u>20</u>	<u>71</u>	<u>246</u>	<u>12</u>	<u>(7)</u>	<u>5</u>	<u>69</u>	<u>182</u>
US CUSTOMERS	199	32	14	46	47	198	6	(7)	(1)	43	154
FOREIGN "	98	8	(34)	(26)	24	48	6	0	6	26	28
<b>B767</b>	<u>149</u>	<u>66</u>	<u>(23)</u>	<u>43</u>	<u>51</u>	<u>141</u>	<u>22</u>	<u>5</u>	<u>27</u>	<u>40</u>	<u>128</u>
US CUSTOMERS	55	44	(3)	41	22	74	5	6	11	7	78
FOREIGN "	94	22	(20)	2	29	67	17	(1)	16	33	50
<b>B777</b>	<u>118</u>	<u>29</u>	<u>0</u>	<u>29</u>	<u>0</u>	<u>147</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>147</u>
US CUSTOMERS	40	5	0	5	0	45	0	0	0	0	45
FOREIGN "	78	24	0	24	0	102	0	0	0	0	102

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Statistics: 95-03  
 Series: 23-01  
 Follows: 94-46/23-01

MANUFACTURER, MODEL, & TYPE OF CUSTOMER	12/92	1993					1994				
	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>2,569</u>	<u>274</u>	<u>(274)</u>	<u>0</u>	<u>546</u>	<u>2,023</u>	<u>248</u>	<u>(98)</u>	<u>150</u>	<u>432</u>	<u>1,741</u>
US CUSTOMERS	1,085	153	(142)	11	204	892	77	(10)	67	155	804
FOREIGN "	1,484	121	(132)	(11)	342	1,131	171	(88)	83	277	937
<b>USA--TOTAL</b>	<u>1,733</u>	<u>236</u>	<u>(205)</u>	<u>31</u>	<u>408</u>	<u>1,356</u>	<u>123</u>	<u>(44)</u>	<u>79</u>	<u>309</u>	<u>1,126</u>
US CUSTOMERS	810	147	(103)	44	159	695	31	(19)	12	120	587
FOREIGN "	923	89	(102)	(13)	249	661	92	(25)	67	189	539
<b>AIRBUS--TOTAL</b>	<u>836</u>	<u>38</u>	<u>(69)</u>	<u>(31)</u>	<u>138</u>	<u>667</u>	<u>125</u>	<u>(54)</u>	<u>71</u>	<u>123</u>	<u>615</u>
US CUSTOMERS	275	6	(39)	(33)	45	197	46	9	55	35	217
FOREIGN "	561	32	(30)	2	93	470	79	(63)	16	88	398
A300	<u>89</u>	<u>6</u>	<u>(2)</u>	<u>4</u>	<u>22</u>	<u>71</u>	<u>0</u>	<u>(7)</u>	<u>(7)</u>	<u>23</u>	<u>41</u>
US CUSTOMERS	35	0	0	0	5	30	0	0	0	6	24
FOREIGN "	54	6	(2)	4	17	41	0	(7)	(7)	17	17
A310	<u>38</u>	<u>3</u>	<u>(4)</u>	<u>(1)</u>	<u>22</u>	<u>15</u>	<u>0</u>	<u>(4)</u>	<u>(4)</u>	<u>2</u>	<u>9</u>
US CUSTOMERS	12	0	0	0	10	2	0	(1)	(1)	0	1
FOREIGN "	26	3	(4)	(1)	12	13	0	(3)	(3)	2	8
A319	<u>6</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>6</u>	<u>42</u>	<u>3</u>	<u>45</u>	<u>0</u>	<u>51</u>
US CUSTOMERS	6	0	0	0	0	6	8	0	8	0	14
FOREIGN "	0	0	0	0	0	0	34	3	37	0	37
A320	<u>294</u>	<u>13</u>	<u>(26)</u>	<u>(13)</u>	<u>71</u>	<u>210</u>	<u>33</u>	<u>(18)</u>	<u>15</u>	<u>48</u>	<u>177</u>
US CUSTOMERS	123	5	(5)	0	30	93	22	5	27	25	95
FOREIGN "	171	8	(21)	(13)	41	117	11	(23)	(12)	23	82
A321	<u>153</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>153</u>	<u>20</u>	<u>(26)</u>	<u>(6)</u>	<u>16</u>	<u>131</u>
US CUSTOMERS	28	0	(4)	(4)	0	24	9	4	13	0	37
FOREIGN "	125	0	4	4	0	129	11	(30)	(19)	16	94
A330	<u>144</u>	<u>1</u>	<u>(27)</u>	<u>(26)</u>	<u>1</u>	<u>117</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>9</u>	<u>108</u>
US CUSTOMERS	61	1	(24)	(23)	0	38	0	0	0	3	35
FOREIGN "	83	0	(3)	(3)	1	79	0	0	0	6	73
A340	<u>112</u>	<u>15</u>	<u>(10)</u>	<u>5</u>	<u>22</u>	<u>95</u>	<u>30</u>	<u>(2)</u>	<u>28</u>	<u>25</u>	<u>98</u>
US CUSTOMERS	10	0	(6)	(6)	0	4	7	1	8	1	11
FOREIGN "	102	15	(4)	11	22	91	23	(3)	20	24	87

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

NOTE: McDonnell Douglas figures reported on a firm-order basis.

a New aircraft leased and not previously included in firm backlog.

ADJ\* Adjustment necessary to equate year-end backlog with previous year's backlog minus shipments plus announced orders.

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