

Date: February 18, 2000  
 Contact: David H Napier  
 (202) 371-8563

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

Statistics: 00-07  
 Series: 23-01  
 Follows: 99-58/23-04

MANUFACTURER, MODEL, & TYPE OF CUSTOMER	12/31/98	4TH QTR 1999					1ST - 4TH QTR 1999				
	ORDER BACKLOG	ANNOUNCED ORDERS	ADJ*	NET* ORDERS	SHIP- MENTS	ORDER BACKLOG	ANNOUNCED ORDERS	ADJ*	NET* ORDERS	SHIP- MENTS	ORDER BACKLOG
<b>BOEING--TOTAL</b> .....	<u>1,786</u>	<u>237</u>	<u>(29)</u>	<u>208</u>	<u>165</u>	<u>1,512</u>	<u>391</u>	<u>(45)</u>	<u>346</u>	<u>620</u>	<u>1,512</u>
US CUSTOMERS .....	<u>1,099</u>	<u>110</u>	<u>2</u>	<u>112</u>	<u>99</u>	<u>935</u>	<u>187</u>	<u>5</u>	<u>192</u>	<u>356</u>	<u>935</u>
FOREIGN " .....	<u>687</u>	<u>43</u>	<u>(31)</u>	<u>12</u>	<u>66</u>	<u>493</u>	<u>120</u>	<u>(50)</u>	<u>70</u>	<u>264</u>	<u>493</u>
UNIDENTIFIED " .....	<u>0</u>	<u>84</u>	<u>0</u>	<u>84</u>	<u>0</u>	<u>84</u>	<u>84</u>	<u>0</u>	<u>84</u>	<u>0</u>	<u>84</u>
<b>MD11</b> .....	<u>14</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>6</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>8</u>	<u>6</u>
US CUSTOMERS .....	<u>3</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>3</u>	<u>0</u>
FOREIGN " .....	<u>11</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>6</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>5</u>	<u>6</u>
<b>MD80</b> .....	<u>26</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>9</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>26</u>	<u>0</u>
US CUSTOMERS .....	<u>26</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>9</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>26</u>	<u>0</u>
FOREIGN " .....	<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>
<b>MD90</b> .....	<u>36</u>	<u>0</u>	<u>(20)</u>	<u>(20)</u>	<u>7</u>	<u>3</u>	<u>0</u>	<u>(20)</u>	<u>(20)</u>	<u>13</u>	<u>3</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 " .....	<u>36</u>	<u>0</u>	<u>(20)</u>	<u>(20)</u>	<u>7</u>	<u>3</u>	<u>0</u>	<u>(20)</u>	<u>(20)</u>	<u>13</u>	<u>3</u>
<b>B717 (MD95)</b> .....	<u>115</u>	<u>15</u>	<u>0</u>	<u>15</u>	<u>10</u>	<u>118</u>	<u>15</u>	<u>0</u>	<u>15</u>	<u>12</u>	<u>118</u>
US CUSTOMERS .....	<u>100</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>6</u>	<u>92</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>8</u>	<u>92</u>
FOREIGN " .....	<u>15</u>	<u>15</u>	<u>0</u>	<u>15</u>	<u>4</u>	<u>26</u>	<u>15</u>	<u>0</u>	<u>15</u>	<u>4</u>	<u>26</u>
<b>B737</b> .....	<u>978</u>	<u>147</u>	<u>(2)</u>	<u>145</u>	<u>79</u>	<u>916</u>	<u>263</u>	<u>(5)</u>	<u>258</u>	<u>320</u>	<u>916</u>
US CUSTOMERS .....	<u>634</u>	<u>79</u>	<u>8</u>	<u>87</u>	<u>57</u>	<u>600</u>	<u>147</u>	<u>8</u>	<u>155</u>	<u>189</u>	<u>600</u>
FOREIGN " .....	<u>344</u>	<u>10</u>	<u>(10)</u>	<u>0</u>	<u>22</u>	<u>258</u>	<u>58</u>	<u>(13)</u>	<u>45</u>	<u>131</u>	<u>258</u>
UNIDENTIFIED " .....	<u>0</u>	<u>58</u>	<u>0</u>	<u>58</u>	<u>0</u>	<u>58</u>	<u>58</u>	<u>0</u>	<u>58</u>	<u>0</u>	<u>58</u>
<b>B747</b> .....	<u>102</u>	<u>10</u>	<u>(1)</u>	<u>9</u>	<u>9</u>	<u>77</u>	<u>35</u>	<u>(13)</u>	<u>22</u>	<u>47</u>	<u>77</u>
US CUSTOMERS .....	<u>27</u>	<u>5</u>	<u>0</u>	<u>5</u>	<u>1</u>	<u>10</u>	<u>7</u>	<u>(6)</u>	<u>1</u>	<u>18</u>	<u>10</u>
FOREIGN " .....	<u>75</u>	<u>3</u>	<u>(1)</u>	<u>2</u>	<u>8</u>	<u>65</u>	<u>26</u>	<u>(7)</u>	<u>19</u>	<u>29</u>	<u>65</u>
UNIDENTIFIED " .....	<u>0</u>	<u>2</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>2</u>	<u>2</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>2</u>
<b>B757</b> .....	<u>130</u>	<u>15</u>	<u>0</u>	<u>15</u>	<u>16</u>	<u>81</u>	<u>18</u>	<u>0</u>	<u>18</u>	<u>67</u>	<u>81</u>
US CUSTOMERS .....	<u>90</u>	<u>6</u>	<u>0</u>	<u>6</u>	<u>10</u>	<u>57</u>	<u>7</u>	<u>0</u>	<u>7</u>	<u>40</u>	<u>57</u>
FOREIGN " .....	<u>40</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>6</u>	<u>15</u>	<u>2</u>	<u>0</u>	<u>2</u>	<u>27</u>	<u>15</u>
UNIDENTIFIED " .....	<u>0</u>	<u>9</u>	<u>0</u>	<u>9</u>	<u>0</u>	<u>9</u>	<u>9</u>	<u>0</u>	<u>9</u>	<u>0</u>	<u>9</u>
<b>B767</b> .....	<u>134</u>	<u>29</u>	<u>(6)</u>	<u>23</u>	<u>11</u>	<u>122</u>	<u>37</u>	<u>(5)</u>	<u>32</u>	<u>44</u>	<u>122</u>
US CUSTOMERS .....	<u>113</u>	<u>17</u>	<u>(3)</u>	<u>14</u>	<u>7</u>	<u>98</u>	<u>23</u>	<u>(2)</u>	<u>21</u>	<u>36</u>	<u>98</u>
FOREIGN " .....	<u>21</u>	<u>2</u>	<u>(3)</u>	<u>(1)</u>	<u>4</u>	<u>14</u>	<u>4</u>	<u>(3)</u>	<u>1</u>	<u>8</u>	<u>14</u>
UNIDENTIFIED " .....	<u>0</u>	<u>10</u>	<u>0</u>	<u>10</u>	<u>0</u>	<u>10</u>	<u>10</u>	<u>0</u>	<u>10</u>	<u>0</u>	<u>10</u>
<b>B777</b> .....	<u>251</u>	<u>21</u>	<u>0</u>	<u>21</u>	<u>22</u>	<u>189</u>	<u>23</u>	<u>(2)</u>	<u>21</u>	<u>83</u>	<u>189</u>
US CUSTOMERS .....	<u>106</u>	<u>3</u>	<u>(3)</u>	<u>0</u>	<u>9</u>	<u>78</u>	<u>3</u>	<u>5</u>	<u>8</u>	<u>36</u>	<u>78</u>
FOREIGN " .....	<u>145</u>	<u>13</u>	<u>3</u>	<u>16</u>	<u>13</u>	<u>106</u>	<u>15</u>	<u>(7)</u>	<u>8</u>	<u>47</u>	<u>106</u>
UNIDENTIFIED " .....	<u>0</u>	<u>5</u>	<u>0</u>	<u>5</u>	<u>0</u>	<u>5</u>	<u>5</u>	<u>0</u>	<u>5</u>	<u>0</u>	<u>5</u>

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MANUFACTURER, MODEL, & TYPE OF CUSTOMER	12/31/98	4TH QTR 1999					1ST - 4TH QTR 1999				
	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>3,095</u>	370	(61)	309	248	2,957	867	(91)	776	914	2,957
US CUSTOMERS ...	1,704	178	(15)	163	129	1,644	441	(21)	420	480	1,644
FOREIGN " .....	1,391	108	(46)	62	119	1,229	342	(70)	272	434	1,229
UNIDENTIFIED " .....	0	84	0	84	0	84	84	0	84	0	84
<b>USA--TOTAL</b> .....	<u>1,786</u>	237	(29)	208	165	1,512	391	(45)	346	620	1,512
US CUSTOMERS ...	1,099	110	2	112	99	935	187	5	192	356	935
FOREIGN " .....	687	43	(31)	12	66	493	120	(50)	70	264	493
UNIDENTIFIED " .....	0	84	0	84	0	84	84	0	84	0	84
<b>AIRBUS--TOTAL</b> .....	<u>1,309</u>	133	(32)	101	83	1,445	476	(46)	430	294	1,445
US CUSTOMERS ...	605	68	(17)	51	30	709	254	(26)	228	124	709
FOREIGN " .....	704	65	(15)	50	53	736	222	(20)	202	170	736
A300 .....	39	0	0	0	1	31	0	0	0	8	31
US CUSTOMERS ...	36	0	0	0	1	30	0	0	0	6	30
FOREIGN " .....	3	0	0	0	0	1	0	0	0	2	1
A310 .....	6	0	(1)	(1)	0	5	0	(1)	(1)	0	5
US CUSTOMERS ...	0	0	0	0	0	0	0	0	0	0	0
FOREIGN " .....	6	0	(1)	(1)	0	5	0	(1)	(1)	0	5
A318 .....	0	75	0	75	0	120	120	0	120	0	120
US CUSTOMERS ...	0	40	0	40	0	70	70	0	70	0	70
FOREIGN " .....	0	35	0	35	0	50	50	0	50	0	50
A319 .....	433	11	(40)	(29)	34	377	65	(33)	32	88	377
US CUSTOMERS ...	256	10	(39)	(29)	13	220	52	(36)	16	52	220
FOREIGN " .....	177	1	(1)	0	21	157	13	3	16	36	157
A320 .....	416	37	(5)	32	25	495	183	(3)	180	101	495
US CUSTOMERS ...	175	16	(2)	14	13	236	109	(5)	104	43	236
FOREIGN " .....	241	21	(3)	18	12	259	74	2	76	58	259
A321 .....	141	6	32	38	3	168	40	20	60	33	168
US CUSTOMERS ...	51	1	34	35	1	84	14	31	45	12	84
FOREIGN " .....	90	5	(2)	3	2	84	26	(11)	15	21	84
A330 .....	161	4	(11)	(7)	13	133	32	(16)	16	44	133
US CUSTOMERS ...	66	1	(9)	(8)	2	54	9	(11)	(2)	10	54
FOREIGN " .....	95	3	(2)	1	11	79	23	(5)	18	34	79
A340 .....	113	0	(7)	(7)	7	116	36	(13)	23	20	116
US CUSTOMERS ...	21	0	(1)	(1)	0	15	0	(5)	(5)	1	15
FOREIGN " .....	92	0	(6)	(6)	7	101	36	(8)	28	19	101

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 aircraft delivered under operating lease.