

# AIRCRAFT PRODUCTION

**S**ALES OF AIRCRAFT, ENGINES, AND PARTS REMAINED STRONG in 1999, with growth in both military and non-military spending. Census Bureau data reported aircraft sector sales totaled \$83 billion, an increase of 8.3% over 1998's \$77 billion.

Gains of almost \$3.9 billion, or 7.3%, in non-military sales to \$57 billion and \$2.5 billion (10%) in military sales to \$26 billion drove the increase. The overall picture, in inflation-adjusted constant dollars, showed aircraft sector sales growth for the fourth consecutive year following a four-year decline.

Census figures showed a 10% increase in new orders for aircraft, engines, and parts in 1999, due entirely to military orders. Total orders came to \$71 billion, up from \$64 billion for the previous year. Military orders rose from \$17 bil-

lion to \$25 billion in 1999, while non-military orders fell from \$48 billion to \$46 billion.

The backlog at year-end 1999 was \$132 billion, down from \$144 billion at year-end 1998. The decline in the unfilled order backlog was largely driven by non-military orders for complete civil aircraft and parts, which fell from \$94 billion in 1998 to \$83 billion. The order backlog for engines and engine parts grew 5.1% to \$15 billion.

The largest component of the "non-military" sales category is complete civil aircraft with 1999 shipments of 3,477—342 higher than the previous year. That total breaks down into 620 commercial transports (up 61), 361 helicopters (down 2), and 2,496 general aviation aircraft (up 283). In dollar terms, 84% of the total value of shipments was for transport aircraft (i.e., \$38 billion out of \$45 billion). Helicopter sales came to \$187 million, down from \$252 million in 1998, and general aviation aircraft sales climbed to \$6.9 billion, up from \$5.6 billion, marking another record-high year for that category.



The backlog of unfilled orders for civil transports decreased in 1999 following four years of growth. At year-end 1999, the number of airliners on backlog was 1,512—down from 1,786.

Military aircraft production for 1999 amounted to 333 units. Of that total, 226 were exported and only 107 were built for U.S. military agencies. The comparable figures for 1998 were 418 total, 269 exports, and 149 for the U.S. military services.

For FY 2000, the largest military aircraft procurement was \$3.4 billion for 15 C-17 Globemaster III transports for the Air Force. Other major procurements included: \$2.8 billion for 36 Navy F/A-18E/F fighters, \$964 million for 11 Navy/Marine Corps V-22 Ospreys,

\$781 million for Army AH-64 Apache helicopters, \$383 million for three Navy E-2C Hawkeye early warning and control aircraft, \$358 million for 17 Navy CH-60S helicopters, \$333 million for 15 Navy T-45 Goshawk trainers, \$301 million for 11 Navy/Marine Corps AV-8B Harrier V/STOL fighters, \$292 million for five Air Force F-15E Eagle fighters, and \$288 million for one USAF E-8C JSTARS surveillance aircraft.

The principal procurements planned for FY 2001 were \$2.9 billion for 42 F/A-18E/Fs, \$2.9 billion for 12 C-17 Globemasters, \$2.6 billion for 10 Air Force F-22 Raptors, \$1.6 billion for 16 Navy/Marine Corps V-22 Ospreys, and \$745 million for Army Apaches.

