

## FOREIGN TRADE

**W**HILE THE U.S. MERCHANDISE TRADE DEFICIT BALLOONED \$99 billion to a record \$329 billion in 1999, the nation's aerospace industry generated a trade surplus of \$37 billion—down 8.8% from 1998's record \$41 billion.

Aerospace exports—down from \$64 billion in 1998 but still strong at \$62 billion in 1999—accounted for 9% of all U.S. merchandise exports in 1999. On the other hand, aerospace imports, at \$25 billion, increased 8.5% from \$23 billion.

Civil exports accounted for 81% of total aerospace exports. The civil export total of \$51 billion compares with \$52 billion the previous year, a 2.7% decrease.

Exports of civil transport aircraft, which made up half of the civil export volume in 1999, fell 12% to \$26 billion. The total for complete civil aircraft, which also includes general aviation aircraft and helicopters, as well as transports, was \$28 billion—down from the prior year's \$31 billion.

Aircraft engines accounted for another \$3.7 billion of the total civil export volume (up from \$3.2 billion), while aircraft and engine parts, including spares, totaled \$18 billion (up from \$17 billion).

Military exports for 1999 declined 2% to \$12 billion. Complete military aircraft exports rose 10% to \$4.2 billion over the previous year. Exports of aircraft and engine parts decreased 13% to \$5.6 billion, while guided missiles, rockets, and parts exports rose 18% to \$1.1 billion and





aircraft engines rose a dramatic 58% to \$581 million.

The principal customers for U.S. aerospace exports in 1999 were: the United Kingdom (\$7.8 billion), Japan (\$5.4 billion), France (\$5.3 billion), Germany (\$4.3 billion), Canada (\$3.4 billion), Saudi Arabia (\$3.3 billion), China (\$2.5 billion), Taiwan (\$2.2 billion), Singapore (\$2.1 billion), and South Korea (\$1.9 billion).

Aerospace imports reached an all-time high at \$25 billion, up \$2 billion from 1998. Civil imports, at \$19 billion, accounted for 75% of the total. That total breaks down into: complete aircraft, \$8.8 billion (up from \$6.9 billion); aircraft and

engine parts, \$7.7 billion (down from \$7.9 billion); and aircraft engines, \$2.3 billion (up from \$2 billion).

Military imports amounted to \$6.4 billion, up from \$6.3 billion. Aircraft and engine parts made up the largest category of military imports at \$4.1 billion (down from \$4.2 billion), while aircraft engines accounted for \$2.3 billion of the total (up from \$2 billion).

The principal suppliers of aerospace imports were: France (\$6.3 billion), Canada (\$5.1 billion), United Kingdom (\$5.0 billion), Germany (\$2.7 billion), and Japan (\$1.7 billion).