

# Civil Aircraft and Aircraft Engines; and Aerospace Industry: 2005

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## Current Industrial Reports

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**SUMMARY OF FINDINGS.** In 2005, the value of complete civil aircraft shipments decreased by less than 1 percent to \$27.0 billion, from the 2004 value of \$27.1 billion. Shipments of complete civil aircraft engines increased by 8 percent to \$5.6 billion, from the 2004 value of \$5.2 billion.

The backlog of orders for aircraft, missiles, space vehicles, and engines, as of December 31, 2005, was \$293.6 billion. This was a 25-percent increase from the 2004 backlog of \$234.3 billion.

Net new orders received during 2005 were \$181.5 billion, a 38-percent increase from the \$131.7 billion received in 2004. Net sales, receipts, and/or billings in 2005 totaled \$122.1 billion, a 2-percent decrease from the \$124.3 billion reported in 2004.

Address inquiries concerning these data to Investment Goods Industries Branch, Manufacturing and Construction Division, (MCD), Washington, DC 20233-6900, or call Kellie Friedrich, 301-763-5168.

For mail or fax copies of this publication, please contact the Information Services Center, MCD, Washington, DC 20233-6900, or call 301-763-4673.

U S C E N S U S B U R E A U

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U.S. Department of Commerce  
Economics and Statistics Administration  
U.S. CENSUS BUREAU

Table 1. Quantity and Value of Shipments of Complete Civil Aircraft: 2005 and 2004  
 [Quantity in units. Value in thousands of dollars]

Product code	Product description	No. of cos.	2005		2004	
			Quantity	Value	Quantity	Value
33641131	Complete civil aircraft.....	30	4,288	27,018,523	3,855	r/ 27,106,951
3364113104	Civil aircraft (fixed wing, powered)..... Unladen weight not exceeding 2,000 kg (4,409 lb).....	16	2,374	26,333,963	r/ 2,203	r/ 26,600,988
3364113107	Unladen weight exceeding 2,000 kg (4,409 lb) but not exceeding 15,000 kg (33,069 lb).....	8	1,357	458,237	r/ 1,259	r/ 540,454
3364113111	Unladen weight exceeding 15,000 kg (33,069 lb).....	6	(D)	(D)	(D)	(D)
3364113114	Helicopters (rotary wing)..... Unladen weight not exceeding 2,000 kg (4,409 lb).....	7	(D)	(D)	806	481,772
3364113117	Unladen weight exceeding 2,000 kg (4,409 lb).....	5	(D)	(D)	(D)	(D)
3364113121	Other civil aircraft (nonpowered) and kits.....	2	(D)	(D)	(D)	(D)
3364113121	Other civil aircraft (nonpowered) and kits.....	7	(D)	(D)	r/ 846	r/ 24,191
33641231	Complete civil aircraft engines.....	11	11,823	5,608,266	11,580	r/ 5,202,558
3364123101	Spark-ignition reciprocating or rotary internal combustion.....	3	(D)	(D)	(D)	(D)
3364123104	Turbojet and turbofan: Of a thrust not exceeding 25 kN (5,620 lb).....	1	(D)	(D)	(D)	(D)
3364123107	Of a thrust exceeding 25 kN (5,620 lbs).....	3	(D)	(D)	(D)	(D)
3364123111	Turboshaft (turbo propeller): Of a power not exceeding 1,100 kW (820 hp).....	1	(D)	(D)	(D)	(D)
3364123114	Of a power exceeding 1,100 kW (820 hp).....	2	(D)	(D)	(D)	(D)
3364123117	Other, including auxiliary power units, excluding missiles and space engines.....	1	(D)	(D)	(D)	(D)

D Withheld to avoid disclosing data for individual companies. kN Kilonewtons. r/Revised by 5 percent or more from previously published data.

Table 2. Quantity and Value of Shipments of Complete Civil Aircraft by Month: 2005 and 2004  
 [Quantity in number of units. Value in thousands of dollars]

Year and month	Civil aircraft, unladen weight exceeding 15,000 kg 1/		Helicopters (rotary wing)		Other civil aircraft (nonpowered)	
	Quantity	Value	Quantity	Value	Quantity	Value
<b>2005</b>						
January.....	87	r/ 1,287,085	(D)	(D)	(D)	(D)
February.....	121	1,527,360	(D)	(D)	(D)	(D)
March.....	189	2,808,711	(D)	(D)	(D)	(D)
April.....	184	2,842,486	(D)	(D)	(D)	(D)
May.....	170	2,181,539	(D)	(D)	(D)	(D)
June.....	r/ 215	r/ 2,515,537	(D)	(D)	(D)	(D)
July.....	186	2,016,754	(D)	(D)	(D)	(D)
August.....	181	2,720,552	(D)	(D)	(D)	(D)
September.....	188	1,169,574	(D)	(D)	(D)	(D)
October.....	183	2,080,259	(D)	(D)	(D)	(D)
November.....	216	2,434,574	(D)	(D)	(D)	(D)
December.....	453	2,749,532	(D)	(D)	(D)	(D)
<b>2004</b>						
January.....	r/ 116	r/ 1,360,106	r/ 61	r/ 40,506	r/ 75	r/ 2,001
February.....	r/ 132	r/ 2,213,332	(D)	(D)	(D)	(D)
March.....	r/ 189	r/ 2,797,589	r/ 71	40,118	r/ 76	r/ 2,087
April.....	r/ 138	r/ 2,035,454	r/ 78	42,636	r/ 77	r/ 2,115
May.....	r/ 159	r/ 2,433,958	(D)	(D)	(D)	(D)
June.....	r/ 210	2,460,694	r/ 63	37,861	r/ 68	r/ 2,010
July.....	r/ 135	r/ 1,686,540	85	44,550	r/ 66	r/ 1,993
August.....	r/ 178	r/ 2,097,632	r/ 49	34,896	r/ 66	r/ 1,883
September.....	247	r/ 2,286,929	59	37,764	r/ 69	r/ 2,026
October.....	r/ 162	r/ 2,172,968	(D)	(D)	(D)	(D)
November.....	174	r/ 1,894,013	73	42,466	r/ 64	r/ 1,853
December.....	363	3,161,773	63	39,612	r/ 66	r/ 1,952

D Withheld to avoid disclosing data for individual companies. r/Revised by 5 percent or more from previously published data.

1/"Unladen weight not exceeding 2,000 kg" and "Unladen weight exceeding 2,000 kg but not exceeding 15,000 kg" are combined with "Unladen weight exceeding 15,000 kg" to avoid disclosing data for individual companies.

Table 3. Quantity and Value of Shipments of Complete Civil Aircraft Engines: 2005 and 2004  
 [Quantity in number of units. Value in thousands of dollars]

Year and month	Complete civil aircraft engines 1/	
	Quantity	Value
<b>2005</b>		
January.....	1,027	r/ 292,390
February.....	983	r/ 440,153
March.....	946	r/ 413,379
April.....	1,073	r/ 480,435
May.....	989	r/ 472,347
June.....	1,012	r/ 563,431
July.....	960	r/ 448,345
August.....	874	r/ 407,156
September.....	1,053	r/ 536,775
October.....	1,046	r/ 409,682
November.....	910	r/ 489,370
December.....	950	r/ 654,803
<b>2004</b>		
January.....	841	r/ 355,451
February.....	864	r/ 398,891
March.....	1,082	r/ 548,304
April.....	1,018	r/ 445,753
May.....	957	r/ 459,699
June.....	990	r/ 419,053
July.....	1,022	r/ 362,252
August.....	922	r/ 439,647
September.....	1,003	r/ 403,105
October.....	1,028	r/ 410,394
November.....	861	r/ 441,529
December.....	992	r/ 518,480

r/Revised by 5 percent or more from previously published data.

1/"Spark-ignition reciprocating or rotary internal combustion," "Turbojet and turbofan," and "Turboshaft (turbo propeller)" are combined to avoid disclosing data for individual companies.

Table 4. Shipments, Exports, and Imports of Complete Civil Aircraft and Aircraft Engines: 2005  
 [Quantity in units. Value in thousands of dollars]

Product code 1/	Product description	Manufacturers' shipments		Exports of domestic merchandise 1/ 2/		Imports for consumption 1/ 3/	
		Quantity	Value (f.o.b. plant)	Quantity	Value at port	Quantity	Value
3364113104	Civil aircraft (fixed wing, powered): Unladen weight not exceeding 2,000 kg (4,409 lb).....	1,357	458,237	403	119,260	439	124,587
3364113111	Unladen weight exceeding 15,000 kg (33,069 lb) .....	(D)	(D)	549	24,221,319	448	9,555,795
3364113117	Helicopters (rotary wing) .....	(D)	(D)	707	564,699	231	517,682
33641231	Complete civil aircraft engines 4/.....	11,823	5,608,266	16,960	6,621,973	4,503	3,197,710

D Withheld to avoid disclosing data for individual companies.

1/For comparison of North American Industry Classification System (NAICS)-based product codes with Schedule B export codes and HTSUSA import codes, see contact listed at the beginning of this report.

2/Source: Census Bureau report EM 545, U.S. Exports.

3/Source: Census Bureau report IM 145, U.S. Imports for Consumption.

4/Product codes 3364123101, 3364123104, 3364123107, 3364123111, 33364123114, and 3364123117 are combined to avoid disclosing data for individual companies.

Table 5. Value of Backlog of Orders, and Net Sales Reported by Manufacturers of Complete Aircraft, Space Vehicles, Missiles, and Selected Parts: 1996 to 2005  
 [Millions of dollars]

Year	Net new orders during year 1/	Net sales during year	Backlog, end of year
2005.....	181,500	122,110	293,647
2004.....	131,674	124,329	234,272
2003.....	117,721	116,445	226,932
2002.....	114,830	115,202	222,452
2001.....	122,334	117,088	220,148
2000.....	140,086	109,311	214,966
1999.....	115,257	124,181	188,409
1998.....	109,993	119,258	200,288
1997.....	118,993	114,946	218,951
1996.....	126,267	103,115	229,871

1/Represents new orders received during the year less terminations during the year.

Note: Detail items may not add to total due to independent rounding.

Table 6. Value of Net New Orders, Net Sales, and Backlog of Orders of Complete Aircraft, Space Vehicles, Missiles, and Selected Parts by United States Government and Other Customers: 2001 to 2005  
 [Millions of dollars]

Year 1/	Net new orders 1/ (prime contracts and subcontracts)			Net sales, receipts, or billings			Backlog, end of year		
	Total	United States Government 2/	Other customers	Total	United States Government 2/	Other customers	Total	United States Government 2/	Other customers
2005.....	181,500	63,652	117,848	122,110	65,914	56,196	293,647	95,702	197,945
2004.....	131,674	69,012	62,662	124,329	64,245	60,084	234,272	97,970	136,302
2003.....	117,721	68,305	49,415	116,445	61,572	54,874	226,932	93,193	133,739
2002.....	114,830	63,833	50,997	115,202	53,073	62,129	222,452	84,436	138,017
2001.....	122,334	57,323	65,011	117,088	45,226	71,862	220,148	75,016	145,131

1/Represents new orders received during the year less terminations during the year.

2/Represents prime contracts only. All subcontracts, including those where it is known that the prime contract was let by the U.S. Government, are reported as subcontracts from "Other customers."

Note: Detail items may not add to total due to independent rounding.

Table 7. Value of Net New Orders, Net Sales, and Backlog of Orders of Complete Aircraft, Space Vehicles, Missiles, and Selected Parts by Military and Nonmilitary: 2001 to 2005  
 [Millions of dollars]

Year 1/	Net new orders 1/ (prime contracts and subcontracts)			Net sales, receipts, or billings			Backlog, end of year		
	Total	Military	Nonmilitary	Total	Military	Nonmilitary	Total	Military	Nonmilitary
2005.....	181,500	67,286	114,215	122,110	69,185	52,924	293,647	114,633	179,014
2004.....	131,674	76,747	54,927	124,329	69,027	55,301	234,272	116,509	117,763
2003.....	117,721	72,650	45,070	116,445	65,569	50,876	226,932	108,704	118,229
2002.....	114,830	66,437	48,393	115,202	55,422	59,781	222,452	99,948	122,505
2001.....	122,334	63,619	58,714	117,088	47,232	69,856	220,148	90,968	129,180

1/Represents new orders received during the year less terminations during the year.

Note: Detail items may not add to total due to independent rounding.

Table 8. Value of Net New Orders, Net Sales, and Backlog of Orders of Complete Aircraft, Space Vehicles, Missiles, and Selected Parts: 2005 and 2004  
[Millions of dollars]

Product description	No. of cos.	Net new orders			Shipments (or net sales)	Backlog, end of year
		Total	Prime contract	Sub-contract		
<b>2005</b>						
Total.....	39	181,500	180,506	994	122,110	293,647
Military.....	(NA)	67,286	67,286	(NA)	69,185	114,633
U.S. Government.....	39	61,689	61,689	(NA)	62,705	92,670
Other governments.....	26	5,597	5,597	(NA)	6,480	21,963
Nonmilitary.....	(NA)	114,215	113,221	994	52,924	179,014
U.S. Government.....	16	1,964	1,964	(NA)	3,209	3,031
Other customers.....	38	112,251	111,257	994	49,716	175,983
Complete aircraft and parts.....	(NA)	108,167	108,171	(S)	51,749	187,818
Military.....	14	20,420	20,420	(NA)	21,801	44,784
Nonmilitary.....	16	87,748	87,751	(S)	29,947	143,034
Aircraft engines and parts.....	(NA)	18,354	(D)	(D)	16,339	17,331
Military.....	11	4,618	4,618	(NA)	6,421	3,459
Nonmilitary.....	16	13,736	(D)	(D)	9,918	13,872
Missile systems and parts, excluding propulsion units.....	7	5,731	5,731	-	5,581	10,934
Engines and/or propulsion units for missile systems, including parts.....	6	814	814	-	891	1,057
Space vehicle systems, including parts, and engines and/or propulsion units for space vehicle systems, including parts 1/.....	9	3,182	(D)	(D)	3,258	19,337
Other aircraft, space vehicle, and missile activities 2/.....	(NA)	11,039	(D)	(D)	11,356	12,013
Military.....	(NA)	6,528	6,528	(NA)	7,061	8,670
U.S. Government.....	12	5,867	5,867	(NA)	6,125	6,437
Other governments.....	12	662	662	(NA)	936	2,234
Nonmilitary.....	12	4,511	(D)	(D)	4,295	3,343
Research and development (under contract).....	(NA)	14,198	(D)	(D)	13,725	21,574
Military.....	19	13,472	13,472	(NA)	13,324	20,677
Nonmilitary.....	11	726	(D)	(D)	402	897
All other products and services.....	(NA)	20,015	19,965	50	19,209	23,582
Military.....	(NA)	12,891	12,891	(NA)	11,646	14,114
U.S. Government.....	17	(D)	(D)	(NA)	(D)	(D)
Other governments.....	9	(D)	(D)	(NA)	(D)	(D)
Nonmilitary.....	(NA)	7,124	7,074	50	7,563	9,468
U.S. Government.....	6	(D)	(D)	(NA)	(D)	(D)
Other customers.....	17	(D)	(D)	50	(D)	(D)
<b>2004</b>						
Total.....	45	131,674	130,810	865	124,329	234,272
Military.....	(NA)	76,747	76,747	(NA)	69,027	116,509
U.S. Government.....	33	68,284	68,284	(NA)	61,413	93,693
Other governments.....	24	8,463	8,463	(NA)	7,615	22,816
Nonmilitary.....	(NA)	54,927	54,063	865	55,301	117,763
U.S. Government.....	14	r/ 728	r/ 728	(NA)	2,832	r/ 4,277
Other customers.....	37	54,199	53,334	865	52,469	113,486
Complete aircraft and parts.....	(NA)	57,548	57,505	43	49,597	131,415
Military.....	14	21,926	21,926	(NA)	21,322	46,166
Nonmilitary.....	16	35,622	35,579	43	28,275	85,249
Aircraft engines and parts.....	(NA)	14,222	(D)	(D)	16,078	15,369
Military.....	11	4,859	4,859	(NA)	4,686	5,262
Nonmilitary.....	16	9,363	(D)	(D)	11,392	10,106

Table 8. Value of Net New Orders, Net Sales, and Backlog of Orders of Complete Aircraft, Space Vehicles, Missiles, and Selected Parts: 2005 and 2004  
[Millions of dollars]

Product description	No. of cos.	Net new orders					Shipments (or net sales)	Backlog, end of year
		Total	Prime contract	Sub-contract				
Missile systems and parts, excluding propulsion units.....	7	r/	4,050	r/	4,050	-	r/ 6,386	10,785
Engines and/or propulsion units for missile systems, including parts.....	6		923		923	-	533	1,139
Space vehicle systems, including parts, and engines and/or propulsion units for space vehicle systems, including parts 1/.....	9	r/	12,704		(D)	(D)	7,320 r/	19,413
Other aircraft, space vehicle, and missile activities 2/.....	(NA)	r/	9,842	r/	9,183	659	11,543 r/	12,290
Military.....	(NA)	r/	6,767	r/	6,767	(NA)	7,711 r/	9,174
U.S. Government.....	16	r/	5,223	r/	5,223	(NA)	6,858 r/	6,694
Other governments.....	12	r/	1,543	r/	1,543	(NA)	853 r/	2,480
Nonmilitary.....	14	r/	3,075	r/	2,416	659	3,832 r/	3,117
Research and development (under contract).....	(NA)		12,857		12,774	r/ 83	13,340	21,106
Military.....	19		12,321		12,321	(NA)	12,769	20,533
Nonmilitary.....	11	r/	536	r/	454	r/ 83	571 r/	573
All other products and services.....	(NA)		19,529		19,505	25	19,531	22,755
Military.....	(NA)		12,869		12,869	(NA)	11,774	12,868
U.S. Government.....	17		12,781		12,781	(NA)	11,700	11,922
Other governments.....	9	r/	88	r/	88	(NA)	75 r/	945
Nonmilitary.....	(NA)		6,660		6,636	25	7,757	9,887
U.S. Government.....	6	r/	(D)		(D)	(NA)	(D) r/	1,290
Other customers.....	17	r/	(D)		(D)	25	(D)	8,597

- Represents zero. D Withheld to avoid disclosing data for individual companies. NA Not available. r/Revised by 5 percent or more from previously published data. S Does not meet publication standards.

1/Data for "Space vehicle systems, including parts," excluding propulsion units are included with data for "Engines and/or propulsion units for space vehicle systems, including parts."

2/Data for "Other missile activities" are included with data for "Other aircraft and space vehicles."

Note: Net new orders represent new orders received during the year, less terminations during the year. In some cases current backlog will not equal the backlog for the previous period, plus current net new orders, minus current shipments. This is primarily due to respondents changing their accounting procedures from one year to the next. The data for these respondents was not changed to force a balance. Significant imbalances due to reporting errors were investigated and corrected. Detail items may not add to total because of independent rounding.

# Appendix.

## General CIR Survey Information, Explanation of General Terms and Historical Note

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### GENERAL

The CIR program has been providing monthly, quarterly, and annual measures of industrial activity for many years. Since 1904, with its cotton and fats and oils surveys, the CIR program has formed an essential part of an integrated statistical system involving the quinquennial economic census, manufacturing sector, and the annual survey of manufactures. The CIR surveys, however, provide current statistics at a more detailed product level than either of the other two statistical programs.

The primary objective of the CIR program is to produce timely, accurate data on production and shipments of selected products. The data are used to satisfy economic policy needs and for market analysis, forecasting, and decision making in the private sector. The product-level data generated by these surveys are used extensively by individual firms, trade associations, and market analysts in planning or recommending marketing and legislative strategies, particularly if their industry is significantly affected by foreign trade. Although production and shipments information are the two most common data items collected, the CIR program collects other measures also such as inventories, orders, and consumption. These surveys measure manufacturing activity in important commodity areas such as textiles and apparel, chemicals, primary metals, computer and electronic components, industrial equipment, aerospace equipment, and consumer goods.

The CIR program uses a unified data collection, processing, and publication system. The U.S. Census Bureau updates the survey panels for most reports annually and reconciles the estimates to the results of the broader-based annual survey of manufactures and the economic census, manufacturing sector. The manufacturing sector provides a complete list of all producers of the products covered by the CIR program and serves as the primary source for CIR sampling. Where a small number of producers exist, CIR surveys cover all known producers of a product. However, when the number of producers is too large, cutoff and random sampling techniques are used. Surveys are continually reviewed and modified to provide the most up-to-date information on products produced. The CIR program includes a group of mandatory and voluntary surveys. Typically the monthly and quarterly surveys are conducted on a voluntary basis. Those companies that choose not to respond to the voluntary surveys are required to submit a mandatory annual counterpart corresponding to the more frequent survey.

### NORTH AMERICAN INDUSTRY CLASSIFICATION SYSTEM (NAICS), 1997

The adoption of the North American Industry Classification System (NAICS) in the 1997 Economic Census has had a major impact on the comparability of current and historic data. Approximately half of the industries in the manufacturing sector of NAICS do not have comparable industries in the Standard Industrial Classification (SIC) system that was used in the past.

While most of the change affecting the manufacturing sector was change within the sector, some industries left manufacturing and others came into manufacturing. Prominent among those that left manufacturing are logging and portions of publishing. Prominent among the industries that came into the manufacturing sector are bakeries, candy stores where candy is made on the premises, custom tailors, makers of custom draperies, and tire retreading. The net effect of the classification changes are such that if the 1997 value of shipments data for all manufacturers were tabulated on an SIC basis, it would be approximately 3 percent higher.

Listed below are the NAICS sectors:

- 21 Mining
- 22 Utilities
- 23 Construction
- 31-33 Manufacturing
- 42 Wholesale Trade
- 44-45 Retail Trade
- 48-49 Transportation and Warehousing
- 51 Information
- 52 Finance and Insurance
- 53 Real Estate and Rental and Leasing
- 54 Professional, Scientific, and Technical Services
- 55 Management of Companies and Enterprises
- 56 Administrative and Support and Waste Management and Remediation Services
- 61 Educational Services
- 62 Health Care and Social Assistance
- 71 Arts, Entertainment, and Recreation
- 72 Accommodation and Food Services
- 81 Other Services (except Public Administration)

(Not listed above are the Agriculture, Forestry, Fishing, and Hunting sector (NAICS 11), partially covered by the census of agriculture conducted by the U.S. Department of Agriculture, and the Public Administration sector (NAICS 92), covered by the census of governments conducted by the Census Bureau.)

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The 20 NAICS sectors are subdivided into 96 subsectors (three-digit codes), 313 industry groups (four-digit codes), and, as implemented in the United States, 1170 industries (five- and six-digit codes).

## FUNDING

The Census Bureau funds most of the surveys. However, a number of surveys are paid for either fully or partially by other Federal Government agencies or private trade associations. A few surveys are mandated, but all are authorized by Title 13 of the United States Code.

## RELIABILITY OF DATA

Survey error may result from several sources including the inability to obtain information about all cases in the survey, response errors, definitional difficulties, differences in the interpretation of questions, mistakes in recording or coding the reported data, and other errors of collection, response, coverage, and estimation. These nonsampling errors also occur in complete censuses. Although no direct measurement of the biases due to these nonsampling errors has been obtained, precautionary steps were taken in all phases of the collection, processing, and tabulation of the data in an effort to minimize their influence.

A major source of bias in the published estimates is the imputing of data for nonrespondents, for late reporters, and for data that fail logic edits. Missing figures are imputed based on period-to-period movements shown by reporting firms. A figure is considered to be an impute if the value was not directly reported on the questionnaire, directly derived from other reported items, directly available from supplemental sources, or obtained from the respondent during the analytical review phase. Imputation generally is limited to a maximum of 10 percent for any one data cell. Figures with imputation rates greater than 10 percent are suppressed or footnoted. The imputation rate is not an explicit indicator of the potential error in published figures due to nonresponse, because the actual yearly movements for nonrespondents may or may not closely agree with the imputed movements. The range of difference between the actual and imputed figures is assumed to be small. The degree of uncertainty regarding the accuracy of the published data increases as the percentage of imputation increases. Figures with imputation rates above 10 percent should be used with caution.

## DATA REVISIONS

Statistics for previous years may be revised as the result of corrected figures from respondents, late reports for which imputations were originally made, or other corrections. Data that have been revised by more than 5 percent from previously published data are indicated by footnotes.

## DISCLOSURE

The Census Bureau collects the CIR data under the authority of Title 13, United States Code, which specifies that the information can only be used for statistical purposes and cannot be published or released in any manner that would identify a person, household, or establishment. "D" indicates that data in the cell have been suppressed to avoid disclosure of information pertaining to individual companies.

## EXPLANATION OF GENERAL TERMS

**Capacity.** The maximum quantity of a product that can be produced in a plant in 1 day if operating for 24 hours. Includes the capacity of idle plants until the plant is reported to be destroyed, dismantled, or abandoned.

**Consumption.** Materials used in producing or processing a product or otherwise removing the product from the inventory.

**Exports.** Includes all types of products shipped to foreign countries, or to agents or exporters for reshipment to foreign countries.

**Gross shipments.** The quantity or value of physical shipments from domestic establishments of all products sold, transferred to other establishments of the same company, or shipped on consignment, whether for domestic or export sale or use. Shipments of products purchased for resale are omitted. Shipments of products made under toll arrangements are included.

**Interplant transfers.** Shipments to other domestic plants within a company for further assembly, fabrication, or manufacture.

**Inventories.** The quantity or value of finished goods, work in progress, and materials on hand.

**Machinery in place.** The number of machines of a particular type in place as of a particular date whether the machinery was used for production, prototype, or sampling, or was idle. Machinery in place includes all machinery set up in operating positions.

**Net receipts.** Derived by subtracting the materials held at the end of the previous month from the sum of materials used during the current month.

**Production.** The total volume of products produced, including: products sold; products transferred or added to inventory after adjustments for breakage, shrinkage, and obsolescence, plus any other inventory adjustment; and products that undergo further manufacture at the same establishment.

**Quantities produced and consumed.** Quantities of each type of product produced by a company for internal consumption within that same company.

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**Quantity and value of new orders.** The sales value of orders received during the current reporting period for products and services to be delivered immediately or at some future date. Also represents the net sales value of contract change documents that increase or decrease the sales value of the orders to which they are related, when the parties concerned are in substantial agreement as to the amount involved. Included as orders are only those that are supported by binding legal documents such as signed contracts or letter contracts.

**Quantity and value of shipments.** The figures on quantity and value of shipments represent physical shipments of all products sold, transferred to other establishments of the same company, or shipped on consignment, whether for domestic or export sale. The value represents the net sales price, f.o.b. plant, to the customer or branch to which the products are shipped, net of discounts, allowances, freight charges, and returns. Shipments to a company's own branches are

assigned the same value as comparable appropriate allocation of company overhead and profit. Products bought and resold without further manufacture are excluded.

**Stocks.** Total quantity of ending finished inventory.

**Unfilled orders (backlog).** Calculated by adding net new orders and subtracting net sales from the backlog at the end of the preceding year.

#### **HISTORICAL NOTE**

Data on civilian aircraft and aircraft engines have been collected by the Census Bureau since 1946. Data on the development and production of aerospace products have been collected by the Census Bureau since 1948. Historical data may be obtained from Current Industrial Reports (called Facts for Industry before 1959) available at your local Federal Depository Library.