

Shipments of Complete U.S. Aircraft, 1971-2005

(values in millions of current dollars)

Year	Aircraft		Civil								Military	
	Total		Total		Large Transports ^a		General Aviation ^b		Rotorcraft		Total	
	Units	Value	Units	Value	Units	Value	Units	Value	Units	Value	Units	Value ^c
1971	11,056	11,434	8,142	2,985	223	2,594	7,466	322	453	69	2,914	8,449
1972	13,100	11,625	10,570	3,290	227	2,660	9,774	558	569	72	2,530	8,335
1973	16,529	12,946	14,708	4,544	294	3,603	13,646	828	768	113	1,821	8,402
1974	16,820	13,603	15,307	5,056	332	3,993	14,166	909	809	154	1,513	8,547
1975	16,988	15,048	15,209	5,078	315	3,779	14,056	1,033	838	266	1,779	9,970
1976	17,812	14,677	16,494	4,628	222	3,078	15,451	1,226	821	324	1,318	10,049
1977	19,041	15,193	17,907	4,388	155	2,649	16,904	1,488	848	251	1,134	10,805
1978	19,952	19,269	18,956	6,417	241	4,308	17,811	1,781	904	328	996	12,852
1979	19,280	23,753	18,443	10,598	376	8,030	17,048	2,165	1,019	403	837	13,155
1980	14,677	28,216	13,630	13,037	387	9,895	11,877	2,486	1,366	656	1,047	15,179
1981	11,978	32,858	10,916	13,223	387	9,706	9,457	2,920	1,072	597	1,062	19,635
1982	6,244	33,113	5,085	8,611	232	6,246	4,266	2,000	587	365	1,159	24,502
1983	4,409	39,831	3,356	9,773	262	8,000	2,691	1,470	403	303	1,053	30,058
1984	3,928	38,915	2,992	7,700	185	5,689	2,431	1,681	376	330	936	31,215
1985	3,610	47,137	2,691	10,385	278	8,448	2,029	1,431	384	506	919	36,752
1986	3,262	52,546	2,155	11,859	330	10,309	1,495	1,262	330	288	1,107	40,687
1987	3,010	55,871	1,800	12,148	357	10,507	1,085	1,364	358	277	1,210	43,723
1988	3,323	57,727	2,018	15,860	423	13,603	1,212	1,923	383	334	1,305	41,867
1989	3,709	56,775	2,448	17,129	398	15,074	1,535	1,804	515	251	1,261	39,646
1990	3,321	64,567	2,268	24,476	521	22,215	1,144	2,007	603	254	1,053	40,091
1991	3,092	67,510	2,181	29,035	589	26,856	1,021	1,968	571	211	911	38,475
1992	2,585	64,740	1,832	30,732	567	28,750	941	1,840	324	142	753	34,008
1993	2,585	59,103	1,630	26,390	408	24,133	964	2,144	258	113	955	32,713
1994	2,309	52,718	1,545	20,666	309	18,124	928	2,357	308	185	764	32,052
1995	2,436	49,381	1,625	18,299	256	15,263	1,077	2,842	292	194	811	31,082
1996	2,220	55,583	1,662	22,156	269	18,915 r	1,115 r	3,048 r	278	193	558	33,427
1997	2,757	65,129	2,269	31,753	374	26,929 r	1,549 r	4,593 r	346	231	488	33,376
1998 ^f	3,533	75,724	3,115	41,449	559	35,663 r	2,193 r	5,534 r	363	252	418	34,275
1999 ^f	3,799	80,974	3,440	45,174	620	38,171 r	2,475 r	6,803 r	345	200	359 r	35,800
2000 ^f	4,113	72,669	3,780	38,637	485 r	30,327 r	2,802 r	8,040 r	493	270	333 r	34,032
2001	3,902	77,608	3,557	42,393	526	34,155 r	2,616 r	7,991 r	415	247	345 r	35,215 r
2002	3,251	73,112	2,893	34,965	379	27,547 r	2,196 r	7,261 r	318	157	358 r	38,147 r
2003	3,221	68,006	2,878	27,604	281	21,033	2,080	6,205	517	366	343 r	40,402 r
2004	3,804	74,526	3,384	27,917	283	20,484	2,296	6,918	805	515	420	46,609
2005	4,440	81,564	3,990	31,564	290	22,116	2,853	8,632	847 e	816 e	450 e	50,000 e

^aIncludes fixed-wing aircraft over 15,000 kilograms empty weight, including all jet transports plus the turboprop-powered Lockheed L-100

^bExcludes off-the-shelf military aircraft and Boeing Business Jets (green 737s), which are included in large transports.

value

which

e=Estimated

p=Preliminary

r=Revised

SOURCE: U.S. Department of Commerce, International Trade Administration (ITA) and Census Bureau; Department of Defense; General Aviation Manufacturers Association; Aerospace Industries Association; and company reports.