

# Civil Aircraft and Aircraft Engines; and Aerospace Industry: 2006

Issued July 2007

## *Summary*

M336G(06)-13

### **Current Industrial Reports**

Current data are released electronically on Internet for all individual surveys as they become available. Use: <http://www.census.gov/mcd/>. Individual reports can be accessed by choosing "Current Industrial Reports (CIR)," clicking on "CIRs by Subsector;" then choose the survey of interest. Follow the menu to view the PDF file or to download the worksheet file (XLS format) to your personal computer.

These data are also available on Internet through the U.S. Department of Commerce and STAT-USA by subscription. The Internet address is: [www.stat-usa.gov/](http://www.stat-usa.gov/). Follow the prompts to register. Also, you may call 202-482-1986 or 1-800-STAT-USA, for further information.

**SUMMARY OF FINDINGS.** In 2006, the value of complete civil aircraft shipments increased by 30 percent to \$35.5 billion, from the 2005 value of \$27.2 billion. Shipments of complete civil aircraft engines increased by 31 percent to \$7.4 billion, from the 2005 value of \$5.6 billion.

The backlog of orders for aircraft, missiles, space vehicles, and engines, as of December 31, 2006, was \$356.9 billion. This was a 23-percent increase from the 2005 backlog of \$290.1 billion.

Net new orders received during 2006 were \$208.6 billion, a 12-percent increase from the \$186.4 billion received in 2005. Net sales, receipts, and/or billings in 2006 totaled \$141.0 billion, a 14-percent increase from the \$124.2 billion reported in 2005.

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

*Helping You Make Informed Decisions*

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

Table 1. Quantity and Value of Shipments of Complete Civil Aircraft: 2006 and 2005  
[Quantity in units. Value in thousands of dollars]

Product code	Product description	No. of cos.	2006		2005	
			Quantity	Value	Quantity	Value
33641131	Complete civil aircraft.....	26	4,522	35,458,969	4,222	27,216,806
3364113110	Civil aircraft (fixed wing, powered).....	17	2,593	34,637,941	2,323	26,409,827
3364113120	Helicopters (rotary wing).....	5	(D)	(D)	(D)	(D)
3364113121	Other civil aircraft (nonpowered) and kits.....	7	(D)	(D)	(D)	(D)
33641231	Complete civil aircraft engines.....	9	12,299	7,354,704	11,823	5,608,266
3364123100	Complete civil aircraft engines.....	9	12,299	7,354,704	11,823	5,608,266

D Withheld to avoid disclosing data for individual companies.

Table 2. Quantity and Value of Shipments of Complete Civil Aircraft by Month: 2006 and 2005  
[Quantity in number of units. Value in thousands of dollars]

Year and month	Civil aircraft (fixed wing, powered)		Helicopters (rotary wing)		Other civil aircraft (nonpowered)	
	Quantity	Value	Quantity	Value	Quantity	Value
<b>2006</b>						
January.....	r/ 135	r/ 1,857,342	(D)	(D)	(D)	(D)
February.....	157	2,862,509	(D)	(D)	(D)	(D)
March.....	268	3,630,733	(D)	(D)	(D)	(D)
April.....	191	2,334,722	(D)	(D)	(D)	(D)
May.....	191	2,939,278	(D)	(D)	(D)	(D)
June.....	278	3,425,104	(D)	(D)	(D)	(D)
July.....	176	r/ 2,269,361	(D)	(D)	(D)	(D)
August.....	179	2,653,440	(D)	(D)	(D)	(D)
September.....	249	3,291,757	(D)	(D)	(D)	(D)
October.....	198	2,757,970	(D)	(D)	(D)	(D)
November.....	190	3,078,448	(D)	(D)	(D)	(D)
December.....	381	3,537,277	(D)	(D)	(D)	(D)
<b>2005</b>						
January.....	87	1,284,680	(D)	(D)	(D)	(D)
February.....	121	1,528,104	(D)	(D)	(D)	(D)
March.....	189	2,815,594	(D)	(D)	(D)	(D)
April.....	184	2,849,316	(D)	(D)	(D)	(D)
May.....	170	2,193,348	(D)	(D)	(D)	(D)
June.....	215	2,508,459	(D)	(D)	(D)	(D)
July.....	186	2,044,113	(D)	(D)	(D)	(D)
August.....	181	2,717,379	(D)	(D)	(D)	(D)
September.....	188	1,169,684	(D)	(D)	(D)	(D)
October.....	183	2,092,879	(D)	(D)	(D)	(D)
November.....	216	2,439,329	(D)	(D)	(D)	(D)
December.....	r/ 403	2,766,942	(D)	(D)	(D)	(D)

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

Table 3. Quantity and Value of Shipments of Complete Civil Aircraft Engines: 2006 and 2005  
[Quantity in number of units. Value in thousands of dollars]

Year and month	Complete civil aircraft engines	
	Quantity	Value
<b>2006</b>		
January.....	r/ 963	638,502
February.....	894 r/	536,138
March.....	r/ 1,109 r/	720,792
April.....	1,062 r/	595,441
May.....	954 r/	507,250
June.....	1,189	793,387
July.....	969 r/	463,800
August.....	993 r/	579,187
September.....	1,151	725,688
October.....	1,079 r/	528,798
November.....	961 r/	582,970
December.....	975	682,751
<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

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

Table 4. Shipments, Exports, and Imports of Complete Civil Aircraft and Aircraft Engines: 2006  
[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
3364113110	Civil aircraft (fixed wing, powered):.....	2,593	34,637,941	1,226	36,259,130	997	8,950,947
3364113120	Helicopters (rotary wing):.....	(D)	(D)	686	671,278	256	686,238
3364123100	Complete civil aircraft engines:.....	12,299	7,354,704	14,749	6,069,613	4,692	3,671,583

D Withheld to avoid disclosing data for individual companies.

1/ For comparison of SIC-based codes with Schedule B export numbers and HTSUSA import numbers, see contact listed at the beginning of this report.

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

3/ Source: Bureau of the Census report IM 145, U.S. Imports for consumption.

Table 5. Value of Backlog of Orders, and Net Sales Reported by Manufacturers of Complete Aircraft, Space Vehicles, Missiles, and Selected Parts: 1997 to 2006  
[Millions of dollars]

Year	Net new orders during year 1/	Net sales during year	Backlog, end of year
2006.....	208,610	140,968	356,899
2005.....	186,443	124,176	290,054
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

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: 2002 to 2006  
[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
2006.....	208,610	69,834	138,776	140,968	65,929	75,039	356,899	89,649	267,250
2005.....	186,443	50,639	135,803	124,176	62,772	61,404	290,054	86,664	203,390
2004.....	131,674	69,012	62,662	124,329	61,575	54,874	234,272	93,193	133,739
2003.....	117,721	68,305	49,415	116,445	53,073	62,129	226,932	84,436	138,017
2002.....	114,830	63,833	50,997	115,202	45,226	71,862	222,452	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: 2002 to 2006  
[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
2006.....	208,610	69,201	139,409	140,968	66,564	74,405	356,899	102,710	254,189
2005.....	186,443	53,008	133,434	124,176	61,660	62,517	290,054	100,836	189,217
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

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 Vehicle, Missiles, and Selected Parts: 2006 and 2005  
[Millions of dollars]

Product description	No. of cos.	Net new orders			Shipments (or net sales)	Backlog, end of year
		Total	Prime contract	Sub- contract		
2006						
Total.....	36	208,610	207,633	977	140,968	356,899
Military.....	(NA)	69,201	69,201	(NA)	66,564	102,710
U.S. Government.....	33	60,945	60,945	(NA)	58,055	85,001
Other governments.....	32	8,255	8,255	(NA)	8,509	17,709
Nonmilitary.....	(NA)	139,409	138,432	977	74,405	254,189
U.S. Government.....	12	8,889	8,889	(NA)	7,874	4,648
Other customers.....	36	130,521	129,544	977	66,530	249,541
Complete aircraft and parts.....	(NA)	(D)	(D)	(S)	(D)	(D)
Military.....	16	26,210	26,210	(NA)	19,855	41,342
Nonmilitary.....	23	(D)	(D)	(S)	(D)	(D)
Aircraft engines and parts.....	(NA)	29,953	(D)	(D)	19,885	29,755
Military.....	11	5,075	5,075	(NA)	6,477	2,047
Nonmilitary.....	15	24,878	(D)	(D)	13,409	27,708
Missile systems and parts, excluding propulsion units .....	6	7,924	7,924	-	6,224	10,608
Engines and/or propulsion units for missile systems, including parts .....	7	940	940	-	(D)	(D)
Space vehicle systems, including parts, and engines and/or propulsion units for space vehicle systems, including parts 1/.....	7	5,561	(D)	(D)	5,129	15,635
Other aircraft, space vehicle, and missile activities 2/.....	(NA)	12,003	(D)	(D)	13,174	10,433
Military.....	(NA)	5,878	5,878	(NA)	6,710	7,506
U.S. Government.....	13	5,226	5,226	(NA)	5,924	5,395
Other governments.....	10	653	653	(NA)	786	2,162
Nonmilitary.....	10	6,125	(D)	(D)	6,463	2,927
Research and development (under contract).....	(NA)	12,962	(D)	(D)	16,320	19,367
Military.....	18	11,568	11,568	(NA)	15,366	17,852
Nonmilitary.....	11	1,395	(D)	(D)	954	1,514
All other products and services.....	(NA)	(D)	(D)	(D)	(D)	(D)
Military.....	(NA)	10,757	10,757	(NA)	10,102	13,262
U.S. Government.....	15	(D)	(D)	(NA)	(D)	(D)
Other governments.....	8	(D)	(D)	(NA)	(D)	(D)
Nonmilitary.....	(NA)	(D)	(D)	(D)	(D)	(D)
U.S. Government.....	6	(D)	(D)	(NA)	(D)	(D)
Other customers.....	17	(D)	(D)	(D)	(D)	(D)
2005						
Total.....	38	186,443	185,450	992	124,176	290,054
Military.....	(NA) r/	53,008 r/	53,008	(NA) r/	61,660 r/	100,836
U.S. Government.....	34 r/	43,279 r/	43,279	(NA) r/	54,350 r/	82,811
Other governments.....	22 r/	9,729 r/	9,729	(NA) r/	7,310 r/	18,025
Nonmilitary.....	(NA) r/	133,434 r/	132,442	992 r/	62,517	189,217
U.S. Government.....	14 r/	7,360 r/	7,360	(NA) r/	8,422 r/	3,853
Other customers.....	38 r/	126,075 r/	125,082	992 r/	54,095	185,365
Complete aircraft and parts.....	(NA)	109,684	109,687	(S)	49,861	184,037
Military.....	16 r/	14,410 r/	14,410	(NA) r/	18,452 r/	34,987
Nonmilitary.....	22 r/	95,274 r/	95,277	(S)	31,409	149,050
Aircraft engines and parts.....	(NA) r/	22,899 r/	(D)	(D) r/	18,521 r/	19,695
Military.....	12	4,607	4,607	(NA)	6,421	3,449
Nonmilitary.....	15 r/	18,291 r/	(D)	(D) r/	12,100 r/	16,247

Table 8. Value of Net New Orders, Net Sales, and Backlog of Orders of Complete Aircraft, Space Vehicle, Missiles, and Selected Parts: 2006 and 2005  
[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 .....	6	r/	3,759	r/	3,759		-	r/	5,398	r/	8,908
Engines and/or propulsion units for missile systems, including parts .....	8	r/	911	r/	911		-	r/	996	r/	1,315
Space vehicle systems, including parts, and engines and/or propulsion units for space vehicle systems, including parts 1/.....	8	r/	(S)	r/	(D)		(D)	r/	(S)	r/	15,561
Other aircraft, space vehicle, and missile activities 2/.....	(NA)	r/	10,414	r/	(D)	r/	(D)	r/	11,534	r/	11,258
Military.....	(NA)	r/	6,218	r/	6,218		(NA)	r/	7,066	r/	8,403
U.S. Government.....	14	r/	5,495	r/	5,495		(NA)	r/	6,144	r/	6,047
Other governments.....	12	r/	722	r/	722		(NA)	r/	923	r/	2,356
Nonmilitary.....	11	r/	4,196	r/	(D)	r/	(D)	r/	4,467	r/	2,855
Research and development (under contract).....	(NA)	r/	15,152	r/	(D)		(D)		13,525		22,758
Military.....	20		14,054		14,054		(NA)		12,929		21,674
Nonmilitary.....	12	r/	1,099	r/	(D)	r/	(D)	r/	596	r/	1,084
All other products and services.....	(NA)	r/	24,444	r/	24,394		50	r/	20,767	r/	26,520
Military.....	(NA)	r/	9,333	r/	9,333		(NA)	r/	9,572	r/	12,714
U.S. Government.....	16	r/	(D)	r/	(D)		(NA)	r/	(D)	r/	(D)
Other governments.....	8	r/	(D)	r/	(D)		(NA)	r/	(D)	r/	(D)
Nonmilitary.....	(NA)	r/	15,111	r/	15,062		50	r/	11,195	r/	13,806
U.S. Government.....	6	r/	(D)	r/	(D)		(NA)	r/	(D)	r/	(D)
Other customers.....	18	r/	(D)	r/	(D)		50	r/	(D)	r/	(D)

- 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 and parts, excluding propulsion units" are included with data for "Engines and/or propulsion units for space vehicles, 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.