

COMMERCIAL JET AIRCRAFT PROGRAM STATUS: MARCH 31, 2013
 Data Provided by Airframe Manufacturers w/ SpeedNews Estimates • Aircraft Currently in Production/Development

| | DELIVERIES | | | | | ORDERS | | | | | |
|---------------------|---------------|------------|------------|---------------|---------------|------------|------------|--------------------|--------------------|--------------|--------------|
| | Program Total | Units 1Q13 | Units 1Q12 | Seats 1Q13* | Seats 1Q12* | Total 1Q13 | Total 1Q12 | Program Total-1Q13 | Program Total-1Q12 | YOY Change | Un-Delivered |
| A318 | 79 | 1 | 0 | 0 | 0 | 0 | 1 | 79 | 80 | (1) | 0 |
| A319 | 1,366 | 9 | 10 | 992 | 1,116 | 0 | 32 | 1,521 | 1,519 | 2 | 155 |
| A320 | 3,274 | 82 | 79 | 12,300 | 11,850 | 169 | 52 | 6,210 | 5,654 | 556 | 2,936 |
| A321 | 797 | 22 | 15 | 4,070 | 2,405 | 225 | 4 | 1,595 | 1,127 | 468 | 798 |
| A330 | 964 | 26 | 23 | 6,824 | 6,070 | 2 | 5 | 1,246 | 1,188 | 58 | 282 |
| A350 | 0 | 0 | 0 | 0 | 0 | 35 | 6 | 616 | 555 | 61 | 616 |
| A380 | 101 | 4 | 4 | 2,100 | 2,100 | 0 | 0 | 262 | 253 | 9 | 161 |
| AIRBUS | 6,581 | 144 | 131 | 26,286 | 23,541 | 431 | 100 | 11,529 | 10,376 | 1,153 | 4,948 |
| 737-700 | 1,229 | 4 | 1 | 378 | 126 | 0 | 0 | 1,457 | 1,534 | (77) | 228 |
| 737-800 | 2,877 | 86 | 88 | 13,608 | 13,932 | 27 | 85 | 4,222 | 4,097 | 125 | 1,345 |
| 737-900/900ER | 220 | 12 | 10 | 2,160 | 1,800 | 8 | 29 | 587 | 505 | 82 | 367 |
| 737-MAX | 0 | 0 | 0 | 0 | 0 | 121 | 301 | 1,185 | 451 | 734 | 1,185 |
| 767 | 1,044 | 4 | 7 | 218 | 654 | 0 | 4 | 1,108 | 1,090 | 18 | 64 |
| 777 | 1,090 | 24 | 20 | 7,601 | 5,475 | 19 | 6 | 1,442 | 1,367 | 75 | 352 |
| 747-8 | 46 | 6 | 6 | 832 | 0 | 3 | 0 | 110 | 106 | 4 | 64 |
| 787 | 50 | 1 | 5 | 250 | 1,125 | 42 | 15 | 890 | 851 | 39 | 840 |
| BOEING | 6,556 | 137 | 137 | 25,047 | 23,112 | 220 | 440 | 11,001 | 10,001 | 1,000 | 4,445 |
| CRJ700 | 317 | 1 | 1 | 70 | 70 | 0 | 0 | 331 | 324 | 7 | 14 |
| CRJ705/900 | 279 | 2 | 1 | 180 | 90 | 0 | 2 | 330 | 284 | 46 | 51 |
| CRJ1000 | 30 | 2 | 3 | 200 | 300 | 0 | 6 | 67 | 55 | 12 | 37 |
| CS100 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 63 | 66 | (3) | 63 |
| CS300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 72 | 10 | 82 |
| BOMBARDIER † | 626 | 5 | 5 | 450 | 460 | 3 | 13 | 873 | 801 | 72 | 247 |
| E170 | 184 | 1 | 0 | 70 | 0 | 0 | 1 | 193 | 189 | 4 | 9 |
| E175 | 165 | 2 | 2 | 156 | 156 | 47 | 0 | 245 | 189 | 56 | 80 |
| E190 | 459 | 8 | 13 | 800 | 1,300 | 2 | 1 | 556 | 552 | 4 | 97 |
| E195 | 117 | 6 | 6 | 648 | 648 | 0 | 10 | 142 | 133 | 9 | 25 |
| EMBRAER † | 925 | 17 | 21 | 1,674 | 2,104 | 49 | 12 | 1,136 | 1,063 | 73 | 211 |
| TOTAL | 14,688 | 303 | 294 | 53,457 | 49,217 | 703 | 565 | 24,539 | 22,241 | 2,298 | 9,951 |

* SpeedNews estimate of commercial seats; excludes freighters, military variants and VIP aircraft † Commercial Aircraft only

