

**AIRBUS & BOEING COMMERCIAL AIRCRAFT PROGRAM STATUS: MARCH 31, 2009**  
 Data Provided by Airframe Manufacturers w/ SpeedNews Estimates • Aircraft Currently in Production/Development

	DELIVERIES					ORDERS					
	Program Total	Units 1Q09	Units 1Q08	Seats 1Q09 *	Seats 1Q08 *	Total 1Q09	Total 1Q08	Program Total-1Q09	Program Total-1Q08	YOY Change	Un-Delivered
A318	67	1	3	0	214	0	2	83	93	(10)	16
A319	1,164	31	29	3,720	3,596	0	20	1,526	1,603	(77)	362
A320	2,087	51	54	7,650	7,950	10	252	3,961	3,735	226	1,874
A321	506	18	16	3,330	2,960	4	28	751	708	43	245
A330	600	13	18	3,583	4,848	6	51	1,018	921	97	418
A340	363	2	1	760	380	0	0	385	389	(4)	22
A350	0	0	0	0	0	0	64	483	371	112	483
A380	13	0	2	0	1,110	2	3	200	192	8	187
<b>AIRBUS</b>	<b>4,800</b>	<b>116</b>	<b>123</b>	<b>19,043</b>	<b>21,058</b>	<b>22</b>	<b>420</b>	<b>8,407</b>	<b>8,012</b>	<b>395</b>	<b>3,607</b>
737-600	69	0	0	0	0	0	0	69	69	0	0
737-700	1,088	11	21	1,260	2,394	5	59	1,644	1,602	42	556
737-800	1,592	72	57	11,664	9,244	19	70	3,040	2,772	268	1,448
737-900/900ER	100	8	9	1,260	1,620	0	58	299	287	12	199
767	972	3	3	436	218	0	0	1,039	1,011	28	67
777	771	23	21	6,788	7,217	4	26	1,102	1,070	32	331
747-400	690	4	4	0	0	0	0	694	694	0	4
747-8	0	0	0	0	0	0	1	106	104	2	106
787	0	0	0	0	0	0	75	878	892	(14)	878
<b>BOEING</b>	<b>5,282</b>	<b>121</b>	<b>115</b>	<b>21,408</b>	<b>20,693</b>	<b>28</b>	<b>289</b>	<b>8,871</b>	<b>8,501</b>	<b>370</b>	<b>3,589</b>
<b>TOTAL</b>	<b>10,082</b>	<b>237</b>	<b>238</b>	<b>40,451</b>	<b>41,751</b>	<b>50</b>	<b>709</b>	<b>17,278</b>	<b>16,513</b>	<b>765</b>	<b>7,196</b>

\* SpeedNews estimate of commercial seats; excludes freighters, military variants and VIP aircraft

**BOMBARDIER AND EMBRAER COMMERCIAL JET AIRCRAFT PROGRAM STATUS: MARCH 31, 2009**  
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	DELIVERIES					ORDERS					
	Program Total	Units 1Q09	Units 1Q08	Seats 1Q09 *	Seats 1Q08 *	Total 1Q09	Total 1Q08	Program Total-1Q09	Program Total-1Q08	YOY Change	Un-Delivered
CRJ100/200/440	1,021	0	2 <sup>†</sup>	0	0	0	2 <sup>†</sup>	1,021	1,021	0	0
CRJ700	278	2	0	140	0	0	14	322	318	4	44
CRJ900	203	13	20	1,170	1,710	2	19	252	248	4	49
CRJ1000	0	0	0	0	0	0	0	45	39	6	45
C SERIES	0	0	0	0	0	50	0	50	0	50	50
<b>BOMBARDIER</b>	<b>1,502</b>	<b>15</b>	<b>22</b>	<b>1,310</b>	<b>1,710</b>	<b>52</b>	<b>35</b>	<b>1,690</b>	<b>1,626</b>	<b>64</b>	<b>188</b>
ERJ	876	3 <sup>**</sup>	10 <sup>***</sup>	50	150	0	0	915	915	0	39
E170	153	5	0	350	0	0	13	193	179	14	40
E175	117	3	15	234	1,170	0	0	135	129	6	18
E190	218	17	17	11,466	11,466	2	42	436	431	5	218
E195	33	6	3	648	324	0	36	111	96	15	78
<b>EMBRAER</b>	<b>1,397</b>	<b>34</b>	<b>45</b>	<b>12,748</b>	<b>13,110</b>	<b>2</b>	<b>91</b>	<b>1,790</b>	<b>1,750</b>	<b>40</b>	<b>393</b>
<b>TOTAL</b>	<b>2,899</b>	<b>49</b>	<b>67</b>	<b>14,058</b>	<b>14,820</b>	<b>54</b>	<b>126</b>	<b>3,480</b>	<b>3,376</b>	<b>104</b>	<b>581</b>

\* SpeedNews estimate of commercial seats; excludes freighters, military variants and VIP aircraft † Includes two Challenger 800s \*\*Includes two Legacy 600s \*\*\*Includes seven Legacy 600s