

General Aviation Airplane Shipment Report

General Aviation Manufacturers Association 1400 K Street NW, Suite 801 Washington, DC 20005

2010 Second Quarter

Airplane Shipments^{1, 2} by Type - Manufactured Worldwide

| | QI | QII | QIII | QIV | Year-To-Date |
|------------------------------|--------------------|-----------------|----------|----------|-----------------|
| Single-Engine Piston | 148 | 239 | 0 | 0 | 387 |
| Multi-Engine Piston | <u>18</u> | <u>20</u> | <u>0</u> | <u>0</u> | <u>38</u> |
| Total Piston | 166 | 259 | 0 | 0 | 425 |
| Turboprops | 60 | 97 | 0 | 0 | 157 |
| Business Jets | <u>164</u> | <u>191</u> | <u>0</u> | <u>0</u> | <u>355</u> |
| Total Turbine | 224 | 288 | 0 | 0 | 512 |
| Grand Total | 390 | 547 | 0 | 0 | 937 |
| Grand Total Airplane Billing | gs \$4,636,125,331 | \$4,768,760,639 | \$0 | \$0 | \$9,404,885,970 |

Airplane Shipments^{1, 2} by Type - Manufactured in United States³

| | | 2 I | | | |
|----------------------|-----------|-----------|----------|----------|--------------|
| Туре | QI | QII | QIII | QIV | Year-To-Date |
| Single-Engine Piston | 124 | 211 | 0 | 0 | 335 |
| Multi-Engine Piston | <u>7</u> | <u>13</u> | <u>0</u> | <u>0</u> | <u>20</u> |
| Total Piston | 131 | 224 | 0 | 0 | 355 |
| Turboprops | 38 | 69 | 0 | 0 | 107 |
| Business Jets | <u>74</u> | <u>85</u> | <u>0</u> | <u>0</u> | <u>159</u> |
| Total Turbine | 112 | 154 | 0 | 0 | 266 |
| Grand Total | 243 | 378 | 0 | 0 | 621 |

Airplane Shipments^{1, 2} by Geographic Region of Origin

| | QI | QII | QIII | QIV | Year-To-Date |
|---------------|-----|-----|------|-----|--------------|
| North America | 283 | 405 | 0 | 0 | 688 |
| South America | 20 | 40 | 0 | 0 | 60 |
| Europe | 74 | 86 | 0 | 0 | 160 |
| Rest of World | 13 | 16 | 0 | 0 | 29 |
| Grand Total | 390 | 547 | 0 | 0 | 937 |

Airplane Shipments^{1, 2, 7} by Type: Manufactured Worldwide

| American Champion Aircraft 0 0 Adventurer 7GCAA 0 0 Aurora 7ECA 0 2 Champ 7EC 0 0 Super Decathalon 8KCAB 3 3 Citabria Explorer 7GCBC 1 1 Scout 8GCBC 4 4 Total Units 8 10 0 0 Total Billings \$1,188,000 \$1,411,800 \$0 \$0 Bej 2 0 0 0 80 \$0 BBJ 2 0 0 0 0 0 BBJ 3 1 1 0 0 0 Total Units 2 1 0 0 0 Total Billings \$115,000,000 \$65,500,000 \$0 \$0 \$0 Bombardier 2 1 0 0 0 0 Learjet 40XR / 45XR 1 8 1 8 1 1 Learjet 60XR 6 0< | YTD \$635,000,0 \$2,599,8 \$180,500,0 |
|---|--|
| A318 Elite 0 1 ACJ 3 2 A320 Prestige 2 0 Total Units \$ 410,000,000 \$ 50 Total Billings \$ 410,000,000 \$ 5225,000,000 \$ 50 American Champion Aircraft 0 0 0 Adventurer 7GCAA 0 0 0 Aurora 7ECA 0 2 0 Champ 7EC 0 0 0 Sout 8GCBC 1 1 5<0 | \$2,599,8 \$180,500,0 |
| A318 Elite 0 1 ACJ 3 2 A320 Prestige 2 0 Total Units 5 3 0 0 Total Billings \$410,000,000 \$225,000,000 \$50 \$50 American Champion Aircraft 0 0 0 0 Adventurer 7GCAA 0 0 0 0 Aurora 7ECA 0 2 0 0 Champ 7EC 0 0 0 0 0 Sout 8GCBC 1 1 50 50 0 0 Total Units \$1,188,000 \$1,411,800 \$0 0 0 0 Booing Business Jets 0 0 0 0 0 0 0 BBJ 2 0 | \$2,599,8 \$180,500,0 |
| ACJ A320 Prestige 2 0 A320 Prestige 2 0 Total Units 5 3 0 0 0 Total Billings \$410,000,000 \$225,000,000 \$0 \$0 American Champion Aircraft Adventurer 7GCAA 0 0 2 Amora 7ECA 0 0 2 Champ 7EC C 0 0 0 Super Decathalon 8KCAB 3 3 3 Citabria Explorer 7GCBC 1 1 1 Scott 8GCBC 4 4 4 Total Units 8 10 0 0 0 BBJ 8 1 0 0 0 0 BBJ 8 1 0 0 0 BBJ 8 1 0 0 0 BBJ 8 1 0 0 BBJ 9 1 0 0 Cotal Billings \$115,000,000 \$65,500,000 \$0 BBJ 9 5 Challenger 300 9 5 Challenger 605 16 7 Challenger 605 16 7 Challenger 605 16 7 Challenger 505 16 7 Challenger 605 16 7 Challenger 605 16 7 Challenger 605 16 7 Challenger 605 16 7 Challenger 505 16 7 Challenger 605 16 7 Challenger 605 16 7 Challenger 605 16 7 Challenger 605 16 7 Challenger 505 16 7 Challenger 605 16 7 Challenger 6 | \$2,599,8 \$180,500,0 |
| A320 Prestige 2 0 0 Total Units 5 3 0 0 American Champion Aircraft 0 0 0 0 Adventurer 7GCAA 0 0 0 0 Aurora 7ECA 0 2 0 0 Champ TEC 0 0 0 0 Sourt 8GCBC 4 4 0 0 Total Units 8 10 0 0 Sourt 8GCBC 4 4 0 0 0 BBJ 1 0 0 0 0 0 BBJ 3 1 1 0 0 0 0 0 Total Units 2 1 0 | \$2,599,8 \$180,500,0 |
| Total Units 5 3 0 0 American Champion Aircraft \$410,000,000 \$225,000,000 \$0 \$0 Adventuer 7GCAA 0 0 0 0 0 Adventuer 7GCAA 0 0 0 0 0 0 Aurora 7ECA 0 0 0 0 0 0 0 Super Decathalon 8KCAB 3 3 1 1 0 <td>\$2,599,8 \$180,500,0</td> | \$2,599,8 \$180,500,0 |
| Total Billings \$410,000,000 \$225,000,000 \$0 \$0 American Champion Aircraft Adventurer 7GCAA 0 0 0 0 Aurora 7ECA 0 0 0 0 0 Champ 7EC 0 0 0 0 0 0 Super Decathalon 8KCAB 3 3 3 0 0 0 Scout 8GCBC 4 4 0 0 0 0 0 Total Billings \$1,188,000 \$1,411,800 \$0 | \$2,599,8 \$180,500,0 |
| American Champion Aircraft Adventurer 7GCAA 0 0 Aurora 7ECA 0 2 0 0 Champ 7EC 0 0 0 0 0 Super Decathalon 8KCAB 3 3 3 1 1 Scout 8GCBC 4 4 4 0 0 0 Total Units 8 10 0 0 0 0 BbJ 8 1 0 0 0 0 0 BbJ 2 0 0 0 0 0 0 0 BbJ 3 1 1 0 0 0 0 0 BbJ 3 1 1 0 | \$2,599,8 \$180,500,0 |
| Adventurer 7GCAA 0 0 Aurora 7ECA 0 2 Champ 7EC 0 0 Super Decathalon 8KCAB 3 3 Citabria Explorer 7GCBC 1 1 Scout 8GCBC 4 4 Total Units 8 10 0 BBJ 1 0 80 BBJ 1 0 0 BBJ 8 1 0 0 BBJ 8 1 0 0 BBJ 8 1 0 0 BBJ 9 1 0 0 BBJ 1 1 0 0 BBJ 3 1 0 0 Total Units 2 1 0 0 Bombardier 1 8 1 1 1 Learjet 40XR / 45XR 1 8 1 1 1 Challenger 300 9 5 5 0 0 1 Challenger 300 4 1 1 1 1 1 1 | \$2,599,8 \$180,500,0 |
| Adventurer 7GCAA 0 0 Aurora 7ECA 0 2 Champ 7EC 0 0 Super Decathalon 8KCAB 3 3 Citabria Explorer 7GCBC 1 1 Scout 8GCBC 4 4 Total Units 8 10 0 BBJ 1 0 80 BBJ 1 0 0 BBJ 8 1 0 0 BBJ 8 1 0 0 BBJ 8 1 0 0 BBJ 9 1 0 0 BBJ 1 1 0 0 BBJ 3 1 0 0 Total Units 2 1 0 0 Bombardier 1 8 1 1 1 Learjet 40XR / 45XR 1 8 1 1 1 Challenger 300 9 5 5 0 0 1 Challenger 300 4 1 1 1 1 1 1 | \$2,599,8 \$180,500,0 |
| Aurora 7ECA 0 2 Champ 7EC 0 0 Super Decathalon 8KCAB 3 3 Citabria Explorer 7GCBC 1 1 Scout 8GCBC 4 4 Total Units 8 10 0 Total Units 8 10 0 0 BBJ \$1,188,000 \$1,411,800 \$0 \$0 BBJ 1 0 0 0 BBJ 2 0 0 0 0 BBJ 3 1 1 0 0 Total Units 2 1 0 0 Total Billings \$115,000,000 \$65,500,000 \$0 \$0 BBJ 3 1 1 0 0 0 Total Units 2 1 0 0 0 Challenger 605 16 7 6 0 0 0 Classo 1870 / 1890 4 1 1 4 1 1 1 Classo 1870 / 1890 4 1 1 1 < | \$2,599,8 \$180,500,0 |
| Champ 7EC 0 0 Super Decathalon 8KCAB 3 3 Citabria Explorer 7GCBC 1 1 Scout 8GCBC 4 4 Total Units 8 10 0 Total Units 8 10 0 0 BBJ \$1,188,000 \$1,411,800 \$0 \$0 BBJ 1 0 0 0 0 BBJ 3 1 1 0 0 0 0 BBJ 3 1 1 0 0 0 0 0 BBJ3 1 0 <td>\$2,599,8 \$180,500,0</td> | \$2,599,8 \$180,500,0 |
| Super Decathalon 8KCAB 3 3 3 Citabria Explorer 7GCBC 1 1 1 Scout 8GCBC 4 4 0 0 Total Units 8 10 0 0 BBJ 1 0 80 \$0 BBJ 2 0 0 0 865,500,000 \$0 BBJ 3 1 1 0 0 0 Cotal Billings \$115,000,000 \$65,500,000 \$0 \$0 \$0 Bombardier 1 8 1 8 1 1 1 1 1 1 1 1 1 1 | \$2,599,8 \$180,500,0 |
| Citabria Explorer 7GCBC 1 1 1 Scout 8GCBC 4 4 4 Total Units 8 10 0 0 Total Billings \$1,188,000 \$1,411,800 \$0 \$0 Boeing Business Jets 1 0 \$0 \$0 BBJ 1 0 0 0 \$0 BBJ 2 0 0 0 0 \$0 BBJ 3 1 1 0 0 \$0 Total Units 2 1 0 0 \$0 Total Units 2 1 0 0 \$0 BBJ 3 1 1 0 0 \$0 Total Units 2 1 0 0 \$0 Challenger 300 9 5 5 \$0 \$0 \$0 Challenger 605 16 7 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$1 Total Units 4/7 35 0 0 \$0 \$2 | \$2,599,8 \$180,500,0 |
| Scout 8GCBC 4 4 0 0 0 Total Units 8 10 0 0 0 Total Billings \$1,188,000 \$1,411,800 \$0 \$0 \$0 BeJ 1 0 0 0 \$0 \$0 \$0 BBJ 2 0 0 0 0 \$0 \$0 \$0 BBJ 3 1 1 0 0 \$0 \$0 \$0 Total Units 2 1 0 0 \$0 | \$2,599,8 \$180,500,0 |
| Total Units 8 10 0 0 Total Billings \$1,188,000 \$1,411,800 \$0 \$0 BBJ 1 0 0 0 0 BBJ 2 0 0 0 0 0 BBJ 3 1 1 0 0 0 BBJ 2 0 0 0 0 0 BBJ 3 1 1 0 0 0 Total Units 2 1 0 0 0 Total Billings \$115,000,000 \$65,500,000 \$0 \$0 \$0 Bombardier 8 8 6 0 6 0 6 0 6 0 6 0 6 0 6 0 6 0 6 0 6 0 6 0 6 0 6 0 6 0 6 0 6 0 6 5 5 5 | \$2,599,8 \$180,500,0 |
| Total Billings \$1,188,000 \$1,411,800 \$0 \$0 Boeing Business Jets 1 0 | \$2,599,8 \$180,500,0 |
| Boeing Business Jets 1 0 BBJ 2 0 0 0 BBJ 3 1 1 0 0 BBJ 3 1 1 0 0 Total Units 2 1 0 0 Total Billings \$115,000,000 \$65,500,000 \$0 \$0 Bombardier | \$180,500,0 |
| BBJ 1 0 0 BBJ 2 0 0 0 BBJ 3 1 1 0 0 Total Units 2 1 0 0 Total Billings \$115,000,000 \$65,500,000 \$0 \$0 Bombardier 2 1 0 0 Learjet 40XR / 45XR 1 8 2 1 Learjet 60XR 6 0 0 0 Challenger 300 9 5 0 0 Challenger 605 16 7 0 0 Global 5000 / Express XRS 11 14 0 0 CL850 / 870 / 890 4 1 0 0 Total Units 47 35 0 0 0 Total Billings \$1,499,240,000 \$1,164,815,000 \$0 \$0 \$1 Cessna Aircraft Company ⁷ 0 4 1 1 1 162 Skycatcher 0 4 1 1 1 1 172R Skyhawk SP 13 | |
| BBJ 2 0 0 0 BBJ 3 1 1 0 0 Total Units 2 1 0 0 Total Billings \$115,000,000 \$65,500,000 \$0 \$0 Bombardier 8 6 0 Learjet 40XR / 45XR 1 8 6 0 6 Challenger 300 9 5 6 0 6 6 Challenger 605 16 7 6 0 6 6 0 6 0 6 7 6 0 6 7 6 0 6 7 6 0 6 7 6 0 6 0 6 1 7 6 0 6 1 6 7 6 1 6 1 6 1 6 1 6 1 6 1 6 1 6 1 6 1 1 1 1 1 1 1 1 1 1 1 1 1 | |
| BBJ 3 1 1 1 0 0 Total Units 2 1 0 0 0 Total Billings \$115,000,000 \$65,500,000 \$00 \$00 \$00 Bombardier | |
| Total Units 2 1 0 0 Total Billings \$115,000,000 \$65,500,000 \$0 \$0 Bombardier Learjet 40XR / 45XR 1 8 Learjet 60XR 6 0 Challenger 300 9 5 | |
| Total Units 2 1 0 0 Total Billings \$115,000,000 \$65,500,000 \$0 \$0 Bombardier Learjet 40XR / 45XR 1 8 Learjet 60XR 6 0 Challenger 300 9 5 | |
| Total Billings \$115,000,000 \$65,500,000 \$0 \$0 Bombardier Learjet 40XR / 45XR 1 8 4 6 0 6 0 6 0 6 0 6 0 6 0 6 0 6 0 6 0 6 0 6 0 6 0 7 <th< td=""><td></td></th<> | |
| Bombardier Learjet 40XR / 45XR 1 8 Learjet 60XR 6 0 Challenger 300 9 5 Challenger 605 16 7 Global 5000 / Express XRS 11 14 CL850 / 870 / 890 4 1 Total Units 47 35 0 Total Billings \$1,499,240,000 \$1,164,815,000 \$0 \$1 Cessna Aircraft Company ⁷ 4 1 1 1 162 Skycatcher 0 4 1 1 1 172R Skyhawk 0 0 0 \$1 1 1 172S Skyhawk SP 13 40 1 1 1 1 1 182T Skylane 6 15 1 1 1 1 1 1282T Skylane 7 9 0 0 0 0 1 | |
| Learjet 40XR / 45XR 1 8 4 Learjet 60XR 6 0 6 Challenger 300 9 5 6 Challenger 605 16 7 6 Global 5000 / Express XRS 11 14 6 CL850 / 870 / 890 4 1 6 Total Units 47 35 0 0 Total Billings \$1,499,240,000 \$1,164,815,000 \$0 \$0 Cessna Aircraft Company ⁷ 6 1 6 1 162 Skycatcher 0 4 6 15 172R Skyhawk 0 0 0 1 172S Skyhawk SP 13 40 40 182T Skylane 6 15 1 1 T182T Turbo Skylane 7 9 9 206H Stationair 0 0 | : |
| Learjet 60XR 6 0 6 0 Challenger 300 9 5 6 7 Challenger 605 116 7 7 7 Global 5000 / Express XRS 11 14 6 7 CL850 / 870 / 890 4 1 7 7 7 Total Units 47 35 0 0 7 Total Billings \$1,499,240,000 \$1,164,815,000 \$0 \$0 \$1 Total Billings \$1,499,240,000 \$1,164,815,000 \$0 \$0 \$1 162 Skycatcher 0 4 1 | : |
| Challenger 300 9 5 <td< td=""><td>:</td></td<> | : |
| Challenger 605 16 7 Global 5000 / Express XRS 11 14 CL850 / 870 / 890 4 1 Total Units 47 35 0 Total Billings \$1,499,240,000 \$1,164,815,000 \$0 \$0 Cessna Aircraft Company ⁷ 162 Skycatcher 0 4 172R Skyhawk 0 0 172S Skyhawk SP 13 40 13 40 182T Skylane 13 40 182T Skylane 7 9 206H Stationair 0 0 0 | : |
| Global 5000 / Express XRS 11 14 4 CL850 / 870 / 890 4 1 4 Total Units 47 35 0 0 Total Billings \$1,499,240,000 \$1,164,815,000 \$0 \$0 \$2 Cessna Aircraft Company ⁷ 162 Skycatcher 0 4 172R Skyhawk 0 0 \$172S Skyhawk SP 13 40 40 182T Skylane 163 40 | |
| CL850 / 870 / 890 4 1 0 0 Total Units 47 35 0 0 Total Billings \$1,499,240,000 \$1,164,815,000 \$0 \$0 \$1 Cessna Aircraft Company ⁷ 162 Skycatcher 0 4 172R Skyhawk 0 0 \$172S Skyhawk SP 13 40 40 182T Skylane 163 40 4 | |
| Total Units 47 35 0 0 Total Billings \$1,499,240,000 \$1,164,815,000 \$0 \$0 \$2 Cessna Aircraft Company ⁷ 0 4 | |
| Total Billings \$1,499,240,000 \$1,164,815,000 \$0 \$0 \$2 Cessna Aircraft Company ⁷ Image: Company Total Skycatcher | |
| Cessna Aircraft Company ⁷ 0 4 162 Skycatcher 0 4 172R Skyhawk 0 0 172S Skyhawk SP 13 40 182T Skylane 6 15 T182T Turbo Skylane 7 9 206H Stationair 0 0 | |
| 162 Skycatcher 0 4 172R Skyhawk 0 0 172S Skyhawk SP 13 40 182T Skylane 6 15 T182T Turbo Skylane 7 9 206H Stationair 0 0 | 2,664,055,0 |
| 162 Skycatcher 0 4 172R Skyhawk 0 0 172S Skyhawk SP 13 40 182T Skylane 6 15 T182T Turbo Skylane 7 9 206H Stationair 0 0 | |
| 172R Skyhawk 0 0 172S Skyhawk SP 13 40 182T Skylane 6 15 T182T Turbo Skylane 7 9 206H Stationair 0 0 | |
| 172S Skyhawk SP 13 40 182T Skylane 6 15 T182T Turbo Skylane 7 9 206H Stationair 0 0 | |
| 182T Skylane 6 15 T182T Turbo Skylane 7 9 206H Stationair 0 0 | |
| T182T Turbo Skylane79206H Stationair00 | |
| 206H Stationair 0 0 | : |
| | |
| 1206H Lurbo Stationair 31 91 | |
| | |
| 350 Corvalis 0 1 | |
| 400 Corvalis TT 1 6 | |
| 208 Caravan 675 4 4 | |
| 208B Grand Caravan 15 33 | |
| 510 Citation Mustang 21 20 | |
| 525 Citation CJ1+ 0 | |
| 525A Citation CJ2+ 2 5 | |
| 525B Citation CJ3 3 4 | |
| 525C Citation CJ4 0 3 | |
| 560 Citation Encore+ 2 2 | |
| 560 Citation XLS+ | |
| 680 Citation Sovereign 1 3 | |
| | |
| 750 Citation X <u>0</u> <u>0</u> | |
| Total Units 80 164 0 0 | |
| Total Billings \$192,832,975 \$389,984,670 \$0 \$0 | 2 |
| Cirrus Aircraft | 2 \$582,817,6 |
| Cirrus SR20 6 11 | |
| Cirrus SR22 <u>47</u> <u>63</u> | \$582,817,6 |
| | \$582,817,6 |
| Total Units 53 74 0 0 | \$582,817,6 |

Airplane Shipments^{1, 2, 7} by Type: Manufactured Worldwide

| | - | ' by Type: Ma | | | |
|--------------------------------------|------------------------------|------------------------|------------|-----------|-----------------------|
| Make and Model | QI | QII | QIII | QIV | YTD |
| Dassault Falcon Jet ⁵ | | | | | |
| Falcon 900DX | 1 | 0 | | | 1 |
| Falcon 900EX EASy | 4 | 3 | | | 7 |
| Falcon 2000LX | ד ג | 13 | | | 16 |
| Falcon 7X | 0 | 13 12 | | | 21 |
| Total Units | 1 7 | <u>12</u> 28 | 0 | 0 | 45 |
| Total Billings | \$735,700,000 | \$1,118,700,000 | \$0 | \$0 | 43 \$1,854,400,000 |
| | \$755,700,000 | φ 1,110,700,000 | φU | φU | ş1,034,400,000 |
| Diamond Aircraft ⁷ | | | | | |
| HK-36 | 3 | 5 | | | 8 |
| DA20-C1 | 10 | 8 | | | 18 |
| DA40 (All) | 11 | 15 | | | 26 |
| DA42 (All) | <u>11</u> | <u>7</u> | | | <u>18</u> |
| Total Units | 35 | 35 | 0 | 0 | 70 |
| Total Billings | \$11,611,400 | \$10,054,210 | \$0 | \$0 | \$21,665,610 |
| Embraer ⁵ | | | | | |
| Phenom 100 | 16 | 35 | | | 51 |
| Phenom 300 | 1 | 4 | | | 5 |
| Legacy 600 | 3 | 0 | | | 3 |
| Lineage 1000 / E190 Head of State | 0 | 1 | | | 1 |
| Shuttles (ERJs and E-Jets) | 0 | 0 | | | 0 |
| Total Units | 20 | <u>40</u> | 0 | 0 | 6 <u>0</u> |
| Total Billings | \$150,410,000 | \$212,885,000 | \$0 | \$0 | \$363,295,000 |
| | \$100,110,000 | <i>\</i> | 4 0 | \$ | \$000,200,000 |
| Emivest Aerospace Corp. ⁵ | | | | | |
| SJ30-2 | <u>0</u> | <u>0</u> | | | <u>0</u> |
| Total Units | 0 | 0 | 0 | 0 | 0 |
| Total Billings | \$0 | \$0 | \$0 | \$0 | \$0 |
| Gippsland Aeronautics ⁵ | | | | | |
| GA8 Airvan | <u>3</u> | <u>5</u> | | | <u>8</u> |
| Total Units | 3 | 5 | 0 | 0 | 8 |
| Total Billings | n/a | n/a | n/a | n/a | n/a |
| Gulfstream Aerospace Corp.⁵ | | | | | |
| Gulfstream 150 / 200 | 8 | 8 | | | 16 |
| Gulfstream 350 / 450 / 500 / 550 | <u>20</u> | <u>20</u> | | | 40 |
| Total Units | 28 | 28 | 0 | 0 | 56 |
| Total Billings | \$1,073,867,500 | | \$0 | \$0 | \$2,154,042,500 |
| Hawker Beechcraft Corp. ⁵ | <i>↓1,010,001,000</i> | ¢1,000,110,000 | +- | +• | <i>+_,,,</i> |
| | | 0 | | | 10 |
| Beechcraft Bonanza G36 | | 9 | | | 10 |
| Beechcraft Baron G58 | 4 | 0 | | | 12 |
| Beechcraft King Air C90GT | 5 | 6 | | | 11 |
| Beechcraft King Air B200 | | 12 | | | 13 |
| Beechcraft King Air 350 | | 3 | | | 10 |
| Beechcraft Premier IA | | 2 | | | 3 |
| Hawker 400XP | | 2 | | | 3 |
| Hawker 750 | 0 | 1 | | | 1 |
| Hawker 850XP | 0 | 1 | | | 1 |
| Hawker 900XP | 8 | 3 | | | 11 |
| Hawker 4000 | <u>4</u> | <u>4</u> | | | <u>8</u> |
| Total Units | 32 | 51 | 0 | 0 | 83 |
| Total Billings | \$305,437,950 | \$316,439,600 | \$0 | \$0 | \$621,877,550 |
| Liberty Aerospace | | | | | |
| XL2 | 4 | 3 | | | 7 |
| Total Units | 4 | 3 | 0 | 0 | 7 |
| Total Billings | \$780,000 | \$643,000 | \$0 | \$0 | \$1,423,000 |
| Maule Air, Inc. | | | | | . , -, |
| MX-7-180C | _ | 4 | | | 4 |
| M7-7-180C M-7-235C | 0 | 1 | | | 1 |
| | $\frac{1}{4}$ | <u>0</u> | • | • | 1 |
| Total Units | 1 | 1 | 0 | 0 | 2 |
| Total Billings | \$162,278 | \$164,518 | \$0 | \$0 | \$326,796 |

| | | | a !! / | |
|-----------------|---|--|---|--|
| QI | QII | QIII | QIV | YTD |
| | | | | |
| 0 | 0 | | | 0 |
| <u>2</u> | <u>0</u> | | | <u>2</u> |
| 2 | 0 | 0 | 0 | 2 |
| \$1,055,000 | \$0 | \$0 | \$0 | \$1,055,000 |
| | | | | |
| 2 | <u>3</u> | | | 5 |
| 2 | 3 | 0 | 0 | 5 |
| \$3,460,000 | \$5,060,000 | \$0 | \$0 | \$8,520,000 |
| | | | | |
| 1 | 1 | | | 2 |
| 1 | 1 | 0 | 0 | 2 |
| \$7,195,000 | \$7,195,000 | \$0 | \$0 | \$14,390,000 |
| | | | | |
| 12 | 13 | | | <u>25</u> |
| 12 | 13 | 0 | 0 | 25 |
| \$52,500,000 | \$56,875,000 | \$0 | \$0 | \$109,375,000 |
| | | | | |
| 8 | 14 | | | 22 |
| 5 | 3 | | | 8 |
| 0 | 1 | | | 1 |
| 0 | 0 | | | 0 |
| 2 | 2 | | | 4 |
| 1 | 3 | | | 4 |
| 5 | 7 | | | 12 |
| 7 | 9 | | | 16 |
| <u>2</u> | <u>6</u> | | | <u>8</u> |
| | - | 0 | 0 | 75 |
| \$18,458,531 | \$31,039,320 | \$0 | \$0 | \$49,497,851 |
| | | | | |
| <u>4</u> | <u>5</u> | | | <u>9</u> |
| 4 | 5 | • | • | 9 |
| \$5,180,000 | \$6,475,000 | \$0 | \$0 | \$11,655,000 |
| | | | | |
| <u>7</u> | <u>11</u> | | | <u>18</u> |
| 7 | 11 | 0 | 0 | 18 |
| \$22,330,000 | \$35,310,000 | \$0 | \$0 | \$57,640,000 |
| 393 | 556 | 0 | 0 | 949 |
| \$4,636,125,331 | \$4,768,760,639 | \$0 | \$0 | \$9,404,885,970 |
| | 1 1 \$7,195,000 12 12 \$52,500,000 8 5 5 0 0 0 2 1 5 7 2 30 \$18,458,531 4 4 4 \$5,180,000 7 7 \$22,330,000 393 | 0 0 2 0 2 0 \$1,055,000 \$0 2 3 \$3,460,000 \$5,060,000 1 1 \$7,195,000 \$7,195,000 1 1 \$7,195,000 \$7,195,000 12 13 \$52,500,000 \$56,875,000 12 13 \$52,500,000 \$56,875,000 12 13 \$52,500,000 \$56,875,000 12 13 13 \$52,500,000 \$56,875,000 0 2 2 1 3 0 1 0 0 2 2 1 3 5 7 9 2 30 45 \$18,458,531 \$31,039,320 1 5 30 \$6,475,000 1 5 55,5180,000 <td>$\begin{array}{c ccccccccccccccccccccccccccccccccccc$</td> <td>$\begin{array}{c c c c c c c c c c c c c c c c c c c$</td> | $\begin{array}{c ccccccccccccccccccccccccccccccccccc$ | $\begin{array}{c c c c c c c c c c c c c c c c c c c $ |

Military Airplane Shipments⁴

| Make and Model | QI | QII | QIII | QIV | Year-To-Date |
|--------------------------------|----|-----|------|-----|--------------|
| Hawker Beechcraft Corp. | | | | | |
| T-6A | 16 | 22 | | | 38 |
| Beechcraft King Air 350 | 2 | 3 | | | <u>5</u> |
| Total Units | 18 | 25 | 0 | 0 | 43 |
| Grand Total Military Shipments | 18 | 25 | 0 | 0 | 43 |

Notes:

1. A shipment occurs when a general aviation airplane is shipped from its production facility to a customer located anywhere in the world.

2. Shipments may include deliveries to a fractional operator owned by the company or to an aircraft dealer.

3. An airplane is considered to be manufactured in the United States when produced under an FAA production certificate.

4. Military airplane shipments are not included in shipment table totals.

5. Company billings are not reported. Where available, GAMA estimates total billings using public information including B&CA Purchase Planning Handbook 2010.

6. Airbus deliveries include A318, A319, and A320 models in executive or corporate configuration.

7. Cessna Aircraft Company C162 SkyCatcher (SLSA) and Diamond Aircraft HK36 Motor Glider models are included in civil make-model shipment total, but not summary tables. This change is intended to properly capture all deliveries by the companies listed while maintaining a consistent baseline of shipments from previous years' reports.