



General Aviation Airplane Shipment Report

General Aviation Manufacturers Association

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2013 Third Quarter

Airplane Shipments^{1, 2, 6} by Type - Manufactured Worldwide

| | QI | QII | QIII | QIV | Year-To-Date |
|---------------------------------------|------------------------|------------------------|------------------------|------------|-------------------------|
| Single-Engine Piston | 166 | 241 | 194 | 0 | 601 |
| Multi-Engine Piston | 16 | 32 | 18 | 0 | 66 |
| Total Piston Airplanes | 182 | 273 | 212 | 0 | 667 |
| Single-Engine Turboprops | 102 | 116 | 123 | 0 | 341 |
| Multi-Engine Turboprops | 34 | 24 | 26 | 0 | 84 |
| Total Turboprop Airplanes | 136 | 140 | 149 | 0 | 425 |
| Business Jets | 129 | 154 | 138 | 0 | 421 |
| Total Turbine Airplanes | 265 | 294 | 287 | 0 | 846 |
| Grand Total Airplane Shipments | 447 | 567 | 499 | 0 | 1,513 |
| Grand Total Airplane Billings | \$4,695,759,951 | \$5,722,749,486 | \$4,969,506,669 | \$0 | \$15,388,016,105 |

Airplane Shipments^{1, 2, 6} by Type - Manufactured in United States³

| Type | QI | QII | QIII | QIV | Year-To-Date |
|----------------------------------|------------|------------|------------|----------|--------------|
| Single-Engine Piston | 124 | 208 | 147 | 0 | 479 |
| Multi-Engine Piston | 12 | 24 | 14 | 0 | 50 |
| Total Piston | 136 | 232 | 161 | 0 | 529 |
| Single-Engine Turboprops | 88 | 91 | 98 | 0 | 277 |
| Multi-Engine Turboprops | 34 | 24 | 26 | 0 | 84 |
| Total Turboprop Airplanes | 122 | 115 | 124 | 0 | 361 |
| Business Jets | 71 | 68 | 68 | 0 | 207 |
| Total Turbine | 193 | 183 | 192 | 0 | 568 |
| Grand Total | 329 | 415 | 353 | 0 | 1,097 |

Airplane Shipments^{1, 2, 6} by Geographic Region of Origin

| | QI | QII | QIII | QIV | Year-To-Date |
|--------------------|------------|------------|------------|----------|--------------|
| North America | 365 | 456 | 387 | 0 | 1,208 |
| South America | 8 | 17 | 18 | 0 | 43 |
| Europe | 64 | 83 | 85 | 0 | 232 |
| Rest of World | 10 | 11 | 9 | 0 | 30 |
| Grand Total | 447 | 567 | 499 | 0 | 1,513 |

Airplane Shipments^{1, 2, 6} by Type: Manufactured Worldwide

| Make and Model | QI | QII | QIII | QIV | YTD |
|---|------------------------|------------------------|------------------------|------------|------------------------|
| Airbus⁷ | | | | | |
| ACJ318 | 1 | 0 | 0 | | 1 |
| ACJ319 | 1 | 0 | 0 | | 1 |
| ACJ320 | 0 | 0 | 0 | | 0 |
| ACJ321 | 0 | 1 | 0 | | 1 |
| ACJ330 | <u>0</u> | <u>0</u> | <u>0</u> | | <u>0</u> |
| Total Units | 2 | 1 | 0 | 0 | 3 |
| Total Billings⁷ | \$151,000,000 | \$110,000,000 | \$0 | \$0 | \$261,000,000 |
| Air Tractor | | | | | |
| AT-401B | 0 | 0 | 0 | | 0 |
| AT-402A | 0 | 0 | 0 | | 0 |
| AT-402B | 11 | 8 | 7 | | 26 |
| AT-502A | 1 | 1 | 0 | | 2 |
| AT-502B | 21 | 19 | 17 | | 57 |
| AT-504 | 0 | 0 | 1 | | 1 |
| AT-602 | 4 | 6 | 2 | | 12 |
| AT-802 | 4 | 2 | 0 | | 6 |
| AT-802A | <u>14</u> | <u>5</u> | <u>9</u> | | <u>28</u> |
| Total Units | 55 | 41 | 36 | 0 | 132 |
| Total Billings | \$24,108,208 | \$18,575,795 | \$15,017,432 | \$0 | \$57,701,435 |
| American Champion Aircraft | | | | | |
| 7EC Champ | 0 | 0 | 0 | | 0 |
| 7ECA Aurora | 0 | 0 | 0 | | 0 |
| 7GCAA Adventurer | 0 | 0 | 0 | | 0 |
| 7GCBC Citabria Explorer | 1 | 0 | 0 | | 1 |
| 8GCBC Scout | 1 | 4 | 1 | | 6 |
| 8KCAB Super Decathlon | 1 | 5 | 1 | | 7 |
| 8KCAB Xtreme Decathlon | <u>1</u> | <u>0</u> | <u>5</u> | | <u>6</u> |
| Total Units | 4 | 9 | 7 | 0 | 20 |
| Total Billings | \$703,600 | \$1,563,100 | \$1,396,300 | \$0 | \$3,663,000 |
| Beechcraft Corporation⁸ | | | | | |
| Bonanza G36 | 9 | 9 | 8 | | 26 |
| Baron G58 | 7 | 12 | 4 | | 23 |
| King Air C90GTx | 5 | 5 | 6 | | 16 |
| King Air 250 | 13 | 7 | 5 | | 25 |
| King Air 350i/ER | 16 | 12 | 15 | | 43 |
| Hawker 4000 | <u>6</u> | <u>0</u> | <u>0</u> | | <u>6</u> |
| Total Units | 56 | 45 | 38 | 0 | 139 |
| Total Billings | \$368,336,100 | \$172,410,800 | \$174,394,800 | \$0 | \$715,141,700 |
| Boeing Business Jets⁷ | | | | | |
| BBJ | 1 | 1 | 2 | | 4 |
| BBJ 2 | 0 | 1 | 0 | | 1 |
| BBJ 3 | 0 | 0 | 0 | | 0 |
| B747-8 | <u>0</u> | <u>0</u> | <u>0</u> | | <u>0</u> |
| Total Units | 1 | 2 | 2 | 0 | 5 |
| Total Billings⁷ | \$55,000,000 | \$120,500,000 | \$110,000,000 | \$0 | \$285,500,000 |
| Bombardier | | | | | |
| Learjet 40XR / 45XR | 1 | 0 | 0 | | 1 |
| Learjet 60XR | 2 | 4 | 2 | | 8 |
| Challenger 300 | 14 | 16 | 12 | | 42 |
| Challenger 605 | 5 | 11 | 8 | | 24 |
| Global 5000 / 6000 | 17 | 14 | 14 | | 45 |
| CL850 / 870 / 890 | <u>0</u> | <u>0</u> | <u>0</u> | | <u>0</u> |
| Total Units | 39 | 45 | 36 | 0 | 120 |
| Total Billings | \$1,516,800,000 | \$1,586,800,000 | \$1,376,500,000 | \$0 | \$4,480,100,000 |

Airplane Shipments^{1, 2, 6} by Type: Manufactured Worldwide

| Make and Model | QI | QII | QIII | QIV | YTD |
|---|----------------------|------------------------|----------------------|------------|------------------------|
| Cessna Aircraft Company^{5, 6} | | | | | |
| 172R Skyhawk | 0 | 0 | 0 | | 0 |
| 172S Skyhawk SP | 16 | 31 | 19 | | 66 |
| 182T Skylane | 4 | 7 | 2 | | 13 |
| T182T Turbo Skylane | 11 | 15 | 0 | | 26 |
| 206H Stationair | 3 | 0 | 0 | | 3 |
| T206H Turbo Stationair | 3 | 12 | 10 | | 25 |
| 400 Corvalis TTx | 0 | 1 | 6 | | 7 |
| 208 Caravan 675 | 2 | 1 | 4 | | 7 |
| 208B Grand Caravan | 16 | 26 | 24 | | 66 |
| 510 Citation Mustang | 2 | 5 | 6 | | 13 |
| 525A Citation CJ2+ | 5 | 1 | 3 | | 9 |
| 525B Citation CJ3 | 2 | 3 | 4 | | 9 |
| 525C Citation CJ4 | 11 | 4 | 8 | | 23 |
| 560 Citation XLS+ | 7 | 7 | 4 | | 18 |
| 680 Citation Sovereign | 5 | 0 | 0 | | 5 |
| 750 Citation X | 0 | 0 | 0 | | 0 |
| Total Units | 87 | 113 | 90 | 0 | 290 |
| Total Billings | \$402,766,920 | \$270,084,520 | \$286,115,280 | \$0 | \$958,966,720 |
| Cirrus Aircraft | | | | | |
| Cirrus SR20 | 11 | 14 | 3 | | 28 |
| Cirrus SR22 | 14 | 27 | 39 | | 80 |
| Cirrus SR22T | 26 | 38 | 23 | | 87 |
| Total Units | 51 | 79 | 65 | 0 | 195 |
| Total Billings | \$31,161,244 | \$50,576,878 | \$43,741,137 | \$0 | \$125,479,258 |
| CubCrafters⁶ | | | | | |
| CC11-100 Sport Cub S2 | 0 | 1 | 0 | | 1 |
| CC11-160 Carbon Cub SS | 14 | 14 | 10 | | 38 |
| CC18-180 Top Cub | 4 | 3 | 2 | | 9 |
| Total Units | 18 | 18 | 12 | 0 | 48 |
| Total Billings | \$3,609,386 | \$2,965,173 | \$2,345,249 | \$0 | \$8,919,808 |
| Dassault Falcon Jet⁵ | | | | | |
| Falcon 900LX | 2 | 3 | 1 | | 6 |
| Falcon 2000LX | 2 | 2 | 2 | | 6 |
| Falcon 2000S | 0 | 1 | 2 | | 3 |
| Falcon 7X | 4 | 15 | 7 | | 26 |
| Total Units | 8 | 21 | 12 | 0 | 41 |
| Total Billings | \$358,600,000 | \$1,009,200,000 | \$538,900,000 | \$0 | \$1,906,700,000 |
| Diamond Aircraft⁶ | | | | | |
| HK-36 | 0 | 0 | 0 | | 0 |
| DV20 | 0 | 0 | 0 | | 0 |
| DA20-C1 | 3 | 3 | 4 | | 10 |
| DA40 (All) | 27 | 19 | 33 | | 79 |
| DA42 (All) | 4 | 8 | 4 | | 16 |
| Total Units | 34 | 30 | 41 | 0 | 105 |
| Total Billings | \$12,752,000 | \$12,371,600 | \$15,090,600 | \$0 | \$40,214,200 |
| Embraer⁵ | | | | | |
| Phenom 100 | 5 | 11 | 6 | | 22 |
| Phenom 300 | 3 | 12 | 15 | | 30 |
| Legacy 650 | 4 | 3 | 4 | | 11 |
| Lineage 1000 / E190 Head of State | 0 | 1 | 0 | | 1 |
| Shuttles (ERJs and E-Jets) | 0 | 2 | 0 | | 2 |
| Total Units | 12 | 29 | 25 | 0 | 66 |
| Total Billings | \$161,865,000 | \$368,340,000 | \$271,005,000 | \$0 | \$801,210,000 |

Airplane Shipments^{1, 2, 6} by Type: Manufactured Worldwide

| Make and Model | QI | QII | QIII | QIV | YTD |
|--|------------------------|------------------------|------------------------|------------|------------------------|
| Extra Aircraft | | | | | |
| EA300 | 7 | 8 | 7 | | 22 |
| EA500 | 1 | 0 | 0 | | 1 |
| Total Units | 8 | 8 | 7 | 0 | 23 |
| Total Billings | \$4,420,000 | \$3,120,000 | \$2,730,000 | \$0 | \$10,270,000 |
| Flight Design GmbH⁶ | | | | | |
| ASTM CT Series | 25 | 26 | 22 | | 73 |
| Total Units | 25 | 26 | 22 | 0 | 73 |
| Total Billings | \$1,765,444 | \$1,878,456 | \$1,589,462 | \$0 | \$5,233,362 |
| GippsAero Pty Ltd.⁵ | | | | | |
| GA8 Airvan | 5 | 3 | 3 | | 11 |
| Total Units | 5 | 3 | 3 | 0 | 11 |
| Total Billings | \$3,634,800 | \$2,180,880 | \$2,180,880 | \$0 | \$7,996,560 |
| Gulfstream Aerospace Corp.^{5, 9} | | | | | |
| Gulfstream 150 / 280 | 4 | 6 | 6 | | 16 |
| Gulfstream 450 / 550 / 650 | 25 | 30 | 32 | | 87 |
| Total Units | 29 | 36 | 38 | 0 | 103 |
| Total Billings | \$1,507,900,000 | \$1,830,900,000 | \$1,958,100,000 | \$0 | \$5,296,900,000 |
| Liberty Aerospace | | | | | |
| XL2 | 0 | 0 | 0 | | 0 |
| Total Units | 0 | 0 | 0 | 0 | 0 |
| Total Billings | \$0 | \$0 | \$0 | \$0 | \$0 |
| Maule Air, Inc. | | | | | |
| M-7-260C | 1 | 1 | 3 | | 5 |
| Total Units | 1 | 1 | 3 | 0 | 5 |
| Total Billings | \$190,978 | \$190,978 | \$542,631 | \$0 | \$924,587 |
| Mooney Aircraft | | | | | |
| M20R Ovation | 0 | 0 | 0 | | 0 |
| M20TN Acclaim | 0 | 0 | 0 | | 0 |
| Total Units | 0 | 0 | 0 | 0 | 0 |
| Total Billings | \$0 | \$0 | \$0 | \$0 | \$0 |
| Pacific Aerospace Ltd | | | | | |
| PAC 750XL | 1 | 2 | n/a | | 3 |
| Total Units | 1 | 2 | 0 | 0 | 3 |
| Total Billings | \$1,940,000 | \$3,463,000 | \$0 | \$0 | \$5,403,000 |
| Piaggio Aero¹⁰ | | | | | |
| P.180 Avanti II | n/a | n/a | n/a | | 0 |
| Total Units | 0 | 0 | 0 | 0 | 0 |
| Total Billings | \$0 | \$0 | \$0 | \$0 | \$0 |
| Pilatus | | | | | |
| PC-6 | 0 | 0 | 0 | | 0 |
| PC-12 | 7 | 11 | 14 | | 32 |
| Total Units | 7 | 11 | 14 | 0 | 32 |
| Total Billings | \$31,255,000 | \$49,115,000 | \$62,510,000 | \$0 | \$142,880,000 |
| Piper Aircraft, Inc | | | | | |
| PA-28-161 Warrior III | 0 | 0 | 2 | | 2 |
| PA-28-181 Archer III | 0 | 23 | 9 | | 32 |
| PA-28R-201 Arrow | 0 | 0 | 0 | | 0 |
| PA-34-220T Seneca V | 1 | 6 | 2 | | 9 |
| PA-44-180 Seminole | 4 | 6 | 8 | | 18 |
| PA-46-350P Malibu Mirage | 12 | 12 | 9 | | 33 |
| PA-46R-350T Matrix | 4 | 4 | 3 | | 11 |
| PA-46-500TP Meridian | 6 | 8 | 8 | | 22 |
| Total Units | 27 | 59 | 41 | 0 | 127 |
| Total Billings | \$29,723,271 | \$47,095,306 | \$37,172,898 | \$0 | \$113,991,475 |

Airplane Shipments^{1, 2, 8} by Type: Manufactured Worldwide

| Make and Model | QI | QII | QIII | QIV | YTD |
|---|------------------------|------------------------|------------------------|------------|-------------------------|
| Quest Aircraft Company | | | | | |
| Kodiak 100 | 2 | 7 | 8 | | 17 |
| Total Units | <u>2</u> | <u>7</u> | <u>8</u> | 0 | <u>17</u> |
| Total Billings | \$3,550,000 | \$12,425,000 | \$14,200,000 | \$0 | \$30,175,000 |
| SOCATA | | | | | |
| TBM 850 | 5 | 12 | 11 | | 28 |
| Total Units | <u>5</u> | <u>12</u> | <u>11</u> | 0 | <u>28</u> |
| Total Billings | \$17,340,000 | \$41,600,000 | \$38,190,000 | \$0 | \$97,130,000 |
| Thrush Aircraft, Inc. | | | | | |
| S2R-T34 | 5 | 4 | 4 | | 13 |
| S2RHG-T65 | 1 | 0 | 0 | | 1 |
| S2R-T660 | 0 | 0 | 0 | | 0 |
| S2R-G10 | 0 | 1 | 0 | | 1 |
| S2R-H80 | 1 | 3 | 14 | | 18 |
| Total Units | <u>7</u> | <u>8</u> | <u>18</u> | 0 | <u>33</u> |
| Total Billings | \$6,214,000 | \$6,583,000 | \$16,710,000 | \$0 | \$29,507,000 |
| WACO Aircraft Company | | | | | |
| 2T-1A-2 | 0 | 1 | 0 | | 1 |
| YMF-5D | 2 | 1 | 2 | | 5 |
| Total Units | <u>2</u> | <u>2</u> | <u>2</u> | 0 | <u>6</u> |
| Total Billings | \$1,124,000 | \$810,000 | \$1,075,000 | \$0 | \$3,009,000 |
| Grand Total Civil Aircraft Shipments⁶ | 486 | 608 | 531 | 0 | 1,625 |
| Grand Total Airplane Billings | \$4,695,759,951 | \$5,722,749,486 | \$4,969,506,669 | \$0 | \$15,388,016,105 |

Military Aircraft Shipments⁴

| Make and Model | QI | QII | QIII | QIV | Year-To-Date |
|-------------------------------|----------|-----------|-----------|-----|--------------|
| Air Tractor | | | | | |
| AT-802U | 0 | 0 | 0 | | 0 |
| Total Units | <u>0</u> | <u>0</u> | <u>0</u> | 0 | <u>0</u> |
| Beechcraft Corporation | | | | | |
| T-6A/B/C | 9 | 11 | 10 | | 30 |
| Total Units | <u>9</u> | <u>11</u> | <u>10</u> | 0 | <u>30</u> |

Notes:

1. A shipment occurs when an aircraft 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 aircraft is considered to be manufactured in the United States when produced under an FAA production certificate.
4. Military aircraft 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 2013.
6. Cessna Aircraft Company C162 SkyCatcher (SLSA), CubCrafters CC11, Diamond Aircraft HK36 Motor Glider and Flight Design GmbH ASTM CT Series 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. GAMA will further integrate CS-VLA and S-LSA aircraft into future shipment reports.
7. Airbus and Boeing twin aisle shipments will be identified in the report as opposed to in the footnotes going forward. GAMA, however, is not including the value of twin aisle airplane shipments in the calculation of billings.
8. The listing in this report of Beechcraft Corporation for the period ending March 31, 2013 includes Hawker Beechcraft Corporation deliveries through February 15.
9. Gulfstream deliveries will be recognized at the time of completion ("outfitted") starting 2012 to better align with shipment recognition with other OEMs. The 2011 report has been updated and prior years data will be amended.
10. Piaggio Aero does not provide quarterly data, but reports airplane deliveries to GAMA on an annual basis.