



# General Aviation Airplane Shipment Report

General Aviation Manufacturers Association

1400 K Street NW, Suite 801

Washington, DC 20005

## 2010 Year End

### Airplane Shipments<sup>1, 2, 6</sup> by Type - Manufactured Worldwide

	QI	QII	QIII	QIV	Year-To-Date
Single-Engine Piston	148	238	186	209	781
Multi-Engine Piston	18	20	23	47	108
<b>Total Piston</b>	166	258	209	256	889
Turboprops	60	97	80	126	363
Business Jets	164	191	136	272	763
<b>Total Turbine</b>	224	288	216	398	1,126
<b>Grand Total</b>	<b>390</b>	<b>546</b>	<b>425</b>	<b>654</b>	<b>2,015</b>
<b>Grand Total Airplane Billings</b>	<b>\$4,636,195,531</b>	<b>\$4,768,230,899</b>	<b>\$4,083,143,348</b>	<b>\$6,217,476,295</b>	<b>\$19,705,046,073</b>

### Airplane Shipments<sup>1, 2, 6</sup> by Type - Manufactured in United States<sup>3</sup>

Type	QI	QII	QIII	QIV	Year-To-Date
Single-Engine Piston	124	210	161	184	679
Multi-Engine Piston	7	13	16	31	67
<b>Total Piston</b>	131	223	177	215	746
Turboprops	38	69	44	73	224
Business Jets	74	85	60	145	364
<b>Total Turbine</b>	112	154	104	218	588
<b>Grand Total</b>	<b>243</b>	<b>377</b>	<b>281</b>	<b>433</b>	<b>1,334</b>

### Airplane Shipments<sup>1, 2, 6</sup> by Geographic Region of Origin

	QI	QII	QIII	QIV	Year-To-Date
North America	283	404	302	467	1,456
South America	20	40	24	61	145
Europe	74	86	86	119	365
Rest of World	13	16	13	7	49
<b>Grand Total</b>	<b>390</b>	<b>546</b>	<b>425</b>	<b>654</b>	<b>2,015</b>

### Airplane Shipments<sup>1, 2, 6</sup> by Delivery Region

	North America	Europe	Asia Pacific	Latin America	Middle East & Africa
Piston Engine	53.4%	18.6%	13.7%	8.8%	5.5%
Turboprops	43.8%	15.2%	16.3%	14.6%	10.2%
Business Jets	42.1%	22.8%	11.8%	14.3%	9.0%
<b>Total Shipments in Region</b>	<b>47.5%</b>	<b>19.6%</b>	<b>13.4%</b>	<b>11.9%</b>	<b>7.7%</b>

**Airplane Shipments<sup>1, 2, 6</sup> by Type: Manufactured Worldwide**

<b>Make and Model</b>	<b>QI</b>	<b>QII</b>	<b>QIII</b>	<b>QIV</b>	<b>YTD</b>
<b>Airbus<sup>7</sup></b>					
A318 Elite	0	1	0	1	2
ACJ	3	2	2	1	8
A320 Prestige	2	0	1	0	3
<b>Total Units</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>13</b>
<b>Total Billings</b>	<b>\$410,000,000</b>	<b>\$225,000,000</b>	<b>\$245,000,000</b>	<b>\$145,000,000</b>	<b>\$1,025,000,000</b>
<b>American Champion Aircraft</b>					
Adventurer 7GCAA	0	0	1	1	2
Aurora 7ECA	0	2	0	0	2
Champ 7EC	0	0	0	0	0
Super Decathalon 8KCAB	3	3	5	3	14
Citabria Explorer 7GCBC	1	1	1	1	4
Scout 8GCBC	4	4	4	3	15
<b>Total Units</b>	<b>8</b>	<b>10</b>	<b>11</b>	<b>8</b>	<b>37</b>
<b>Total Billings</b>	<b>\$1,258,200</b>	<b>\$1,498,000</b>	<b>\$1,716,900</b>	<b>\$1,231,200</b>	<b>\$5,704,300</b>
<b>Boeing Business Jets<sup>8</sup></b>					
BBJ	1	0	1	2	4
BBJ 2	0	0	1	1	2
BBJ 3	1	1	1	1	4
<b>Total Units</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>10</b>
<b>Total Billings</b>	<b>\$115,000,000</b>	<b>\$65,500,000</b>	<b>\$174,500,000</b>	<b>\$224,000,000</b>	<b>\$579,000,000</b>
<b>Bombardier</b>					
Learjet 40XR / 45XR	1	8	2	5	16
Learjet 60XR	6	0	2	4	12
Challenger 300	9	5	6	9	29
Challenger 605	16	7	5	10	38
Global 5000 / Express XRS	11	14	10	14	49
CL850 / 870 / 890	4	1	0	1	6
<b>Total Units</b>	<b>47</b>	<b>35</b>	<b>25</b>	<b>43</b>	<b>150</b>
<b>Total Billings</b>	<b>\$1,499,240,000</b>	<b>\$1,164,815,000</b>	<b>\$854,280,000</b>	<b>\$1,390,490,000</b>	<b>\$4,908,825,000</b>
<b>Cessna Aircraft Company<sup>6</sup></b>					
162 Skycatcher	0	4	2	16	22
172R Skyhawk	0	0	0	8	8
172S Skyhawk SP	13	40	17	7	77
182T Skylane	6	15	16	27	64
T182T Turbo Skylane	7	9	9	11	36
206H Stationair	0	1	3	0	4
T206H Turbo Stationair	3	8	15	16	42
350 Corvalis	0	1	0	0	1
400 Corvalis TT	1	5	0	1	7
208 Caravan 675	4	4	0	0	8
208B Grand Caravan	15	33	15	24	87
510 Citation Mustang	21	20	7	25	73
525 Citation CJ1+	1	0	0	2	3
525A Citation CJ2+	2	5	1	9	17
525B Citation CJ3	3	4	3	10	20
525C Citation CJ4	0	3	4	12	19
560 Citation Encore+	2	2	0	1	5
560 Citation XLS+	1	6	8	7	22
680 Citation Sovereign	1	3	2	10	16
750 Citation X	0	0	1	2	3
<b>Total Units</b>	<b>80</b>	<b>163</b>	<b>103</b>	<b>188</b>	<b>534</b>
<b>Total Billings</b>	<b>\$192,832,975</b>	<b>\$389,368,730</b>	<b>\$282,037,249</b>	<b>\$674,210,384</b>	<b>\$1,538,449,338</b>
<b>Cirrus Aircraft</b>					
Cirrus SR20	6	11	11	14	42
Cirrus SR22	47	63	27	28	165
Cirrus SR22T	0	0	23	34	57
<b>Total Units</b>	<b>53</b>	<b>74</b>	<b>61</b>	<b>76</b>	<b>264</b>
<b>Total Billings</b>	<b>\$29,716,697</b>	<b>\$41,033,521</b>	<b>\$35,135,573</b>	<b>\$42,282,126</b>	<b>\$148,167,917</b>

**Airplane Shipments<sup>1, 2, 6</sup> by Type: Manufactured Worldwide**

<b>Make and Model</b>	<b>QI</b>	<b>QII</b>	<b>QIII</b>	<b>QIV</b>	<b>YTD</b>
<b>Dassault Falcon Jet<sup>5</sup></b>					
Falcon 900DX	1	0	0	2	3
Falcon 900LX	0	0	1	3	4
Falcon 900EX EASy	4	3	8	2	17
Falcon 2000LX	3	13	5	9	30
Falcon 7X	<u>9</u>	<u>12</u>	<u>8</u>	<u>12</u>	<u>41</u>
<b>Total Units</b>	<b>17</b>	<b>28</b>	<b>22</b>	<b>28</b>	<b>95</b>
<b>Total Billings</b>	<b>\$735,700,000</b>	<b>\$1,118,700,000</b>	<b>\$920,000,000</b>	<b>\$1,153,100,000</b>	<b>\$3,927,500,000</b>
<b>Diamond Aircraft<sup>6</sup></b>					
HK-36	3	5	1	1	10
DV20	0	0	0	2	2
DA20-C1	10	8	5	6	29
DA40 (All)	11	15	16	15	57
DA42 (All)	<u>11</u>	<u>7</u>	<u>7</u>	<u>16</u>	<u>41</u>
<b>Total Units</b>	<b>35</b>	<b>35</b>	<b>29</b>	<b>40</b>	<b>139</b>
<b>Total Billings</b>	<b>\$11,611,400</b>	<b>\$10,054,210</b>	<b>\$9,828,175</b>	<b>\$15,449,710</b>	<b>\$46,943,495</b>
<b>Embraer<sup>5</sup></b>					
Phenom 100	16	35	16	33	100
Phenom 300	1	4	6	15	26
Legacy 600 / 650	3	0	0	8	11
Lineage 1000 / E190 Head of State	0	1	2	2	5
Shuttles (ERJs and E-Jets)	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>3</u>
<b>Total Units</b>	<b>20</b>	<b>40</b>	<b>24</b>	<b>61</b>	<b>145</b>
<b>Total Billings</b>	<b>\$150,410,000</b>	<b>\$212,885,000</b>	<b>\$207,260,000</b>	<b>\$678,835,000</b>	<b>\$1,249,390,000</b>
<b>GippsAero Pty Ltd.<sup>5</sup></b>					
GA8 Airvan	<u>3</u>	<u>5</u>	<u>4</u>	<u>2</u>	<u>14</u>
<b>Total Units</b>	<b>3</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>14</b>
<b>Total Billings</b>	n/a	n/a	n/a	n/a	n/a
<b>Gulfstream Aerospace Corp.<sup>5</sup></b>					
Gulfstream 150 / 200	8	8	6	2	24
Gulfstream 350 / 450 / 500 / 550	<u>20</u>	<u>20</u>	<u>17</u>	<u>18</u>	<u>75</u>
<b>Total Units</b>	<b>28</b>	<b>28</b>	<b>23</b>	<b>20</b>	<b>99</b>
<b>Total Billings</b>	<b>\$1,073,867,500</b>	<b>\$1,080,175,000</b>	<b>\$902,550,000</b>	<b>\$927,400,000</b>	<b>\$3,983,992,500</b>
<b>Hawker Beechcraft Corp.<sup>5</sup></b>					
Beechcraft Bonanza G36	1	9	7	5	22
Beechcraft Baron G58	4	8	6	11	29
Beechcraft King Air C90GT	5	6	4	13	28
Beechcraft King Air B200	1	12	5	6	24
Beechcraft King Air 350	7	3	11	17	38
Beechcraft Premier IA	1	2	2	6	11
Hawker 400XP	1	2	1	8	12
Hawker 750	0	1	1	3	5
Hawker 850XP	0	1	0	0	1
Hawker 900XP	8	3	5	12	28
Hawker 4000	<u>4</u>	<u>4</u>	<u>1</u>	<u>7</u>	<u>16</u>
<b>Total Units</b>	<b>32</b>	<b>51</b>	<b>43</b>	<b>88</b>	<b>214</b>
<b>Total Billings</b>	<b>\$305,437,950</b>	<b>\$316,439,600</b>	<b>\$264,679,000</b>	<b>\$697,004,700</b>	<b>\$1,583,561,250</b>
<b>Liberty Aerospace</b>					
XL2	<u>4</u>	<u>3</u>	<u>6</u>	<u>1</u>	<u>14</u>
<b>Total Units</b>	<b>4</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>14</b>
<b>Total Billings</b>	<b>\$780,000</b>	<b>\$643,000</b>	<b>\$1,320,000</b>	<b>\$209,000</b>	<b>\$2,952,000</b>
<b>Maule Air, Inc.</b>					
MX-7-180C	0	1	0	0	1
M-7-235B	0	0	0	1	1
M-7-235C	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>2</u>
<b>Total Units</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>4</b>
<b>Total Billings</b>	<b>\$162,278</b>	<b>\$164,518</b>	<b>\$162,278</b>	<b>\$169,752</b>	<b>\$658,826</b>

### Airplane Shipments<sup>1, 2, 6</sup> by Type: Manufactured Worldwide

Make and Model	QI	QII	QIII	QIV	YTD
<b>Mooney Aircraft</b>					
M20R Ovation	0	0	0	0	0
M20TN Acclaim	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>
<b>Total Units</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
<b>Total Billings</b>	<b>\$1,055,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,055,000</b>
<b>Pacific Aerospace Ltd</b>					
PAC 750XL	<u>2</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>11</u>
<b>Total Units</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>11</b>
<b>Total Billings</b>	<b>\$3,460,000</b>	<b>\$5,060,000</b>	<b>\$5,450,000</b>	<b>\$5,080,000</b>	<b>\$19,050,000</b>
<b>Piaggio Aero</b>					
P.180 Avanti II	<u>1</u>	<u>1</u>	<u>4</u>	<u>5</u>	<u>11</u>
<b>Total Units</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>5</b>	<b>11</b>
<b>Total Billings</b>	<b>\$7,195,000</b>	<b>\$7,195,000</b>	<b>\$28,780,000</b>	<b>\$35,975,000</b>	<b>\$79,145,000</b>
<b>Pilatus</b>					
PC-12	<u>12</u>	<u>13</u>	<u>23</u>	<u>31</u>	<u>79</u>
<b>Total Units</b>	<b>12</b>	<b>13</b>	<b>23</b>	<b>31</b>	<b>79</b>
<b>Total Billings</b>	<b>\$52,500,000</b>	<b>\$56,875,000</b>	<b>\$100,625,000</b>	<b>\$135,625,000</b>	<b>\$345,625,000</b>
<b>Piper Aircraft, Inc</b>					
PA-28-161 Warrior III	8	14	0	1	23
PA-28-181 Archer III	5	3	2	11	21
PA-28R-201 Arrow	0	1	3	0	4
PA-32R-301T Saratoga II TC	0	0	0	0	0
PA-34-220T Seneca V	2	2	5	13	22
PA-44-180 Seminole	1	3	5	7	16
PA-46-350P Malibu Mirage	5	7	6	8	26
PA-46R-350T Matrix	7	9	4	3	23
PA-46-500TP Meridian	<u>2</u>	<u>6</u>	<u>7</u>	<u>10</u>	<u>25</u>
<b>Total Units</b>	<b>30</b>	<b>45</b>	<b>32</b>	<b>53</b>	<b>160</b>
<b>Total Billings</b>	<b>\$18,458,531</b>	<b>\$31,039,320</b>	<b>\$28,069,173</b>	<b>\$42,599,423</b>	<b>\$120,166,447</b>
<b>Quest Aircraft Company</b>					
Kodiak 100	<u>4</u>	<u>5</u>	<u>2</u>	<u>3</u>	<u>14</u>
<b>Total Units</b>	<b>4</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>14</b>
<b>Total Billings</b>	<b>\$5,180,000</b>	<b>\$6,475,000</b>	<b>\$2,590,000</b>	<b>\$3,885,000</b>	<b>\$18,130,000</b>
<b>SOCATA</b>					
TBM 850	<u>7</u>	<u>11</u>	<u>6</u>	<u>14</u>	<u>38</u>
<b>Total Units</b>	<b>7</b>	<b>11</b>	<b>6</b>	<b>14</b>	<b>38</b>
<b>Total Billings</b>	<b>\$22,330,000</b>	<b>\$35,310,000</b>	<b>\$19,160,000</b>	<b>\$44,930,000</b>	<b>\$121,730,000</b>
<b>Grand Total Civil Shipments<sup>6</sup></b>	<b>393</b>	<b>555</b>	<b>428</b>	<b>671</b>	<b>2,047</b>
<b>Grand Total Airplane Billings</b>	<b>\$4,636,195,531</b>	<b>\$4,768,230,899</b>	<b>\$4,083,143,348</b>	<b>\$6,217,476,295</b>	<b>\$19,705,046,073</b>

### Military Airplane Shipments<sup>4</sup>

Make and Model	QI	QII	QIII	QIV	Year-To-Date
<b>Hawker Beechcraft Corp.</b>					
T-6A	16	22	20	22	80
Beechcraft King Air C90	0	0	1	1	2
Beechcraft King Air B200	0	0	0	2	2
Beechcraft King Air 350	<u>2</u>	<u>3</u>	<u>5</u>	<u>10</u>	<u>20</u>
<b>Total Units</b>	<b>18</b>	<b>25</b>	<b>26</b>	<b>35</b>	<b>104</b>
<b>Grand Total Military Shipments</b>	<b>18</b>	<b>25</b>	<b>26</b>	<b>35</b>	<b>104</b>

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. 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.
7. Airbus deliveries also included two VIP widebody A330/340s.
8. Boeing Business Jet deliveries also included one B777-200LR in the third quarter and one B777-200LR in the fourth quarter.
9. Pilatus Aircraft updated their 2010:Q3 deliveries since original publication of the report from 18 to 23 airplanes.