



# General Aviation Airplane Shipment Report

General Aviation Manufacturers Association

1400 K Street NW, Suite 801

Washington, DC 20005

End-of-Year 2006

Revised

| Make and Model                       | QI                     | QII                    | QIII                   | QIV                    | YTD                     |
|--------------------------------------|------------------------|------------------------|------------------------|------------------------|-------------------------|
| <b>Grand Total Civil Shipments</b>   | <b>847</b>             | <b>1005</b>            | <b>1005</b>            | <b>1185</b>            | <b>4,053</b>            |
| <b>Grand Total Airplane Billings</b> | <b>\$4,040,925,593</b> | <b>\$4,712,677,529</b> | <b>\$4,475,723,031</b> | <b>\$5,569,903,511</b> | <b>\$18,807,472,664</b> |
| <b>Adam Aircraft</b>                 |                        |                        |                        |                        |                         |
| A500                                 | 0                      | 1                      | 0                      | 3                      | 4                       |
| <b>Total Units</b>                   | <b>0</b>               | <b>1</b>               | <b>0</b>               | <b>3</b>               | <b>4</b>                |
| <b>Total Billings</b>                | <b>\$0</b>             | <b>\$971,000</b>       | <b>\$0</b>             | <b>\$3,729,000</b>     | <b>\$4,700,000</b>      |
| <b>Airbus<sup>6</sup></b>            |                        |                        |                        |                        |                         |
| ACJ (A318, 319, A320)                | 3                      | 2                      | 2                      | 3                      | 10                      |
| <b>Total Units</b>                   | <b>3</b>               | <b>2</b>               | <b>2</b>               | <b>3</b>               | <b>10</b>               |
| <b>Total Billings</b>                | <b>\$150,000,000</b>   | <b>\$100,000,000</b>   | <b>\$100,000,000</b>   | <b>\$150,000,000</b>   | <b>\$500,000,000</b>    |
| <b>Alpha Aviation<sup>9</sup></b>    |                        |                        |                        |                        |                         |
| 160A                                 | 0                      | 0                      | 2                      | 3                      | 5                       |
| <b>Total Units</b>                   | <b>0</b>               | <b>0</b>               | <b>2</b>               | <b>3</b>               | <b>5</b>                |
| <b>Total Billings</b>                | <b>\$0</b>             | <b>\$0</b>             | <b>\$295,000</b>       | <b>\$448,000</b>       | <b>\$743,000</b>        |
| <b>American Champion Aircraft</b>    |                        |                        |                        |                        |                         |
| Adventurer 7GCAA                     | 1                      | 2                      | 2                      | 1                      | 6                       |
| Aurora 7ECA                          | 1                      | 0                      | 0                      | 1                      | 2                       |
| Champ 7EC                            | 0                      | 0                      | 1                      | 0                      | 1                       |
| Super Decathalon 8KCAB               | 8                      | 5                      | 5                      | 3                      | 21                      |
| Citabria Explorer 7GCBC              | 2                      | 5                      | 6                      | 3                      | 16                      |
| Scout 8GCBC                          | 1                      | 3                      | 8                      | 2                      | 14                      |
| <b>Total Units</b>                   | <b>13</b>              | <b>15</b>              | <b>22</b>              | <b>10</b>              | <b>60</b>               |
| <b>Total Billings</b>                | <b>\$1,577,700</b>     | <b>\$1,752,500</b>     | <b>\$2,560,800</b>     | <b>\$1,146,000</b>     | <b>\$7,037,000</b>      |
| <b>Boeing Business Jets</b>          |                        |                        |                        |                        |                         |
| BBJ                                  | 4                      | 2                      | 3                      | 3                      | 12                      |
| BBJ 2                                | 0                      | 1                      | 0                      | 0                      | 1                       |
| <b>Total Units</b>                   | <b>4</b>               | <b>3</b>               | <b>3</b>               | <b>3</b>               | <b>13</b>               |
| <b>Total Billings</b>                | <b>\$182,000,000</b>   | <b>\$143,500,000</b>   | <b>\$133,500,000</b>   | <b>\$133,500,000</b>   | <b>\$592,500,000</b>    |
| <b>Bombardier<sup>5</sup></b>        |                        |                        |                        |                        |                         |
| Learjet 40/XR                        | 5                      | 6                      | 7                      | 8                      | 26                      |
| Learjet 45/XR                        | 9                      | 11                     | 5                      | 5                      | 30                      |
| Learjet 60                           | 2                      | 5                      | 5                      | 3                      | 15                      |
| Challenger 300                       | 13                     | 13                     | 13                     | 16                     | 55                      |
| Challenger 604                       | 9                      | 8                      | 6                      | 6                      | 29                      |
| Global 5000                          | 4                      | 2                      | 5                      | 7                      | 18                      |
| Global Express/XRS                   | 6                      | 8                      | 3                      | 5                      | 22                      |
| CL850/870/890                        | 8                      | 5                      | 2                      | 3                      | 18                      |
| <b>Total Units</b>                   | <b>56</b>              | <b>58</b>              | <b>46</b>              | <b>53</b>              | <b>213</b>              |
| <b>Total Billings</b>                | <b>\$1,326,301,000</b> | <b>\$1,302,879,000</b> | <b>\$974,845,000</b>   | <b>\$1,214,075,000</b> | <b>\$4,818,100,000</b>  |

| <b>Make and Model</b>               | <b>QI</b>            | <b>QII</b>           | <b>QIII</b>          | <b>QIV</b>           | <b>YTD</b>             |
|-------------------------------------|----------------------|----------------------|----------------------|----------------------|------------------------|
| <b>Cessna Aircraft Company</b>      |                      |                      |                      |                      |                        |
| 172 Skyhawk                         | 51                   | 14                   | 13                   | 9                    | 87                     |
| 172S Skyhawk SP                     | 53                   | 80                   | 72                   | 117                  | 322                    |
| 182 Skylane                         | 28                   | 57                   | 27                   | 28                   | 140                    |
| T182 Turbo Skylane                  | 37                   | 51                   | 42                   | 57                   | 187                    |
| 206 Stationair                      | 5                    | 2                    | 9                    | 9                    | 25                     |
| T206 Turbo Stationair               | 13                   | 27                   | 23                   | 41                   | 104                    |
| 208 Caravan I                       | 5                    | 3                    | 0                    | 0                    | 8                      |
| 208B Caravan IB                     | 7                    | 14                   | 15                   | 23                   | 59                     |
| 510 Citation Mustang                | 0                    | 0                    | 0                    | 1                    | 1                      |
| 525 CJ1+                            | 11                   | 5                    | 5                    | 4                    | 25                     |
| 525A CJ2                            | 1                    | 0                    | 0                    | 0                    | 1                      |
| 525A CJ2+                           | 0                    | 12                   | 9                    | 15                   | 36                     |
| 525B CJ3                            | 16                   | 21                   | 16                   | 19                   | 72                     |
| 550 Citation Bravo                  | 5                    | 6                    | 5                    | 2                    | 18                     |
| 560 Citation Encore                 | 3                    | 2                    | 2                    | 5                    | 12                     |
| 560XLS Citation XLS                 | 18                   | 19                   | 16                   | 20                   | 73                     |
| 680 Sovereign                       | 11                   | 9                    | 18                   | 19                   | 57                     |
| 750 Citation X                      | 1                    | 4                    | 3                    | 4                    | 12                     |
| <b>Total Units</b>                  | <b>265</b>           | <b>326</b>           | <b>275</b>           | <b>373</b>           | <b>1,239</b>           |
| <b>Total Billings</b>               | <b>\$639,542,258</b> | <b>\$783,619,205</b> | <b>\$799,787,754</b> | <b>\$967,764,587</b> | <b>\$3,190,713,804</b> |
| <b>Columbia Aircraft</b>            |                      |                      |                      |                      |                        |
| Columbia 350                        | 0                    | 0                    | 9                    | 30                   | 39                     |
| Columbia 400                        | 46                   | 21                   | 54                   | 25                   | 146                    |
| <b>Total Units</b>                  | <b>46</b>            | <b>21</b>            | <b>63</b>            | <b>55</b>            | <b>185</b>             |
| <b>Total Billings</b>               | <b>\$25,300,000</b>  | <b>\$12,180,000</b>  | <b>\$35,370,000</b>  | <b>\$28,000,000</b>  | <b>\$100,850,000</b>   |
| <b>Cirrus Design Corporation</b>    |                      |                      |                      |                      |                        |
| Cirrus SRV                          | 0                    | 3                    | 2                    | 1                    | 6                      |
| Cirrus SR20                         | 35                   | 40                   | 46                   | 29                   | 150                    |
| Cirrus SR22                         | 124                  | 139                  | 140                  | 162                  | 565                    |
| <b>Total Units</b>                  | <b>159</b>           | <b>182</b>           | <b>188</b>           | <b>192</b>           | <b>721</b>             |
| <b>Total Billings</b>               | <b>\$63,085,365</b>  | <b>\$76,736,295</b>  | <b>\$78,700,271</b>  | <b>\$87,056,428</b>  | <b>\$305,578,359</b>   |
| <b>Dassault Falcon Jet</b>          |                      |                      |                      |                      |                        |
| Falcon 50EX                         | 1                    | 0                    | 1                    | 3                    | 5                      |
| Falcon 900DX                        | 0                    | 1                    | 2                    | 1                    | 4                      |
| Falcon 900EX EASy                   | 3                    | 4                    | 2                    | 7                    | 16                     |
| Falcon 2000                         | 1                    | 2                    | 2                    | 1                    | 6                      |
| Falcon 2000EX EASy                  | 3                    | 8                    | 6                    | 13                   | 30                     |
| <b>Total Units</b>                  | <b>8</b>             | <b>15</b>            | <b>13</b>            | <b>25</b>            | <b>61</b>              |
| <b>Total Billings</b>               | <b>\$234,350,000</b> | <b>\$441,250,000</b> | <b>\$368,450,000</b> | <b>\$726,000,000</b> | <b>\$1,770,050,000</b> |
| <b>Diamond Aircraft<sup>5</sup></b> |                      |                      |                      |                      |                        |
| DA20-C1                             | 9                    | 15                   | 22                   | 9                    | 55                     |
| DA40 (All)                          | 46                   | 57                   | 56                   | 61                   | 220                    |
| DA42 Twin Star                      | 30                   | 31                   | 37                   | 65                   | 163                    |
| <b>Total Units</b>                  | <b>85</b>            | <b>103</b>           | <b>115</b>           | <b>135</b>           | <b>438</b>             |
| <b>Total Billings</b>               | <b>\$25,865,100</b>  | <b>\$29,797,270</b>  | <b>\$33,250,290</b>  | <b>\$45,291,050</b>  | <b>\$134,203,710</b>   |
| <b>Eclipse Aviation</b>             |                      |                      |                      |                      |                        |
| Eclipse 500                         | 0                    | 0                    | 0                    | 1                    | 1                      |
| <b>Total Units</b>                  | <b>0</b>             | <b>0</b>             | <b>0</b>             | <b>1</b>             | <b>1</b>               |
| <b>Total Billings</b>               | <b>\$0</b>           | <b>\$0</b>           | <b>\$0</b>           | <b>\$1,078,000</b>   | <b>\$1,078,000</b>     |

| Make and Model                           | QI                   | QII                    | QIII                   | QIV                    | YTD                    |
|--|----------------------|------------------------|------------------------|------------------------|------------------------|
| <b>Embraer<sup>5</sup></b>               |                      |                        |                        |                        |                        |
| Legacy 600 / Shuttle                     | <u>4</u>             | <u>5</u>               | <u>8</u>               | <u>10</u>              | <u>27</u>              |
| <b>Total Units</b>                       | <b>4</b>             | <b>5</b>               | <b>8</b>               | <b>10</b>              | <b>27</b>              |
| <b>Total Billings</b>                    | <b>\$94,400,000</b>  | <b>\$118,000,000</b>   | <b>\$188,800,000</b>   | <b>\$236,000,000</b>   | <b>\$637,200,000</b>   |
| <b>Gippsland Aeronautics<sup>5</sup></b> |                      |                        |                        |                        |                        |
| GA8 Airvan                               | <u>5</u>             | <u>5</u>               | <u>5</u>               | <u>5</u>               | <u>20</u>              |
| <b>Total Units</b>                       | <b>5</b>             | <b>5</b>               | <b>5</b>               | <b>5</b>               | <b>20</b>              |
| <b>Total Billings</b>                    | n/a                  | n/a                    | n/a                    | n/a                    | n/a                    |
| <b>Gulfstream Aerospace Corp.</b>        |                      |                        |                        |                        |                        |
| Gulfstream 150/200                       | <u>7</u>             | <u>13</u>              | <u>11</u>              | <u>11</u>              | <u>42</u>              |
| Gulfstream 350/450/500/550               | <u>18</u>            | <u>16</u>              | <u>18</u>              | <u>19</u>              | <u>71</u>              |
| <b>Total Units</b>                       | <b>25</b>            | <b>29</b>              | <b>29</b>              | <b>30</b>              | <b>113</b>             |
| <b>Total Billings</b>                    | <b>\$929,000,000</b> | <b>\$1,067,000,000</b> | <b>\$1,087,000,000</b> | <b>\$1,033,000,000</b> | <b>\$4,116,000,000</b> |
| <b>Liberty Aerospace</b>                 |                      |                        |                        |                        |                        |
| XL2                                      | <u>4</u>             | <u>8</u>               | <u>11</u>              | <u>6</u>               | <u>29</u>              |
| <b>Total Units</b>                       | <b>4</b>             | <b>8</b>               | <b>11</b>              | <b>6</b>               | <b>29</b>              |
| <b>Total Billings</b>                    | <b>\$630,000</b>     | <b>\$1,240,000</b>     | <b>\$1,730,000</b>     | <b>\$954,000</b>       | <b>\$4,554,000</b>     |
| <b>Maule Air, Inc.</b>                   |                      |                        |                        |                        |                        |
| M-4-180V                                 | <u>1</u>             | <u>3</u>               | <u>3</u>               | <u>0</u>               | <u>7</u>               |
| MX-7-180A                                | <u>1</u>             | <u>0</u>               | <u>0</u>               | <u>0</u>               | <u>1</u>               |
| MX-7-180B                                | <u>0</u>             | <u>1</u>               | <u>1</u>               | <u>0</u>               | <u>2</u>               |
| MX-7-180C                                | <u>0</u>             | <u>0</u>               | <u>0</u>               | <u>1</u>               | <u>1</u>               |
| MXT-7-180                                | <u>0</u>             | <u>1</u>               | <u>0</u>               | <u>2</u>               | <u>3</u>               |
| MXT-7-180A                               | <u>1</u>             | <u>0</u>               | <u>0</u>               | <u>0</u>               | <u>1</u>               |
| M-7-235B                                 | <u>2</u>             | <u>0</u>               | <u>3</u>               | <u>1</u>               | <u>6</u>               |
| M-7-235C                                 | <u>1</u>             | <u>1</u>               | <u>0</u>               | <u>0</u>               | <u>2</u>               |
| MT-7-235                                 | <u>5</u>             | <u>1</u>               | <u>2</u>               | <u>1</u>               | <u>9</u>               |
| M-7-260C                                 | <u>0</u>             | <u>0</u>               | <u>1</u>               | <u>1</u>               | <u>2</u>               |
| MT-7-260                                 | <u>2</u>             | <u>1</u>               | <u>1</u>               | <u>0</u>               | <u>4</u>               |
| <b>Total Units</b>                       | <b>13</b>            | <b>8</b>               | <b>11</b>              | <b>6</b>               | <b>38</b>              |
| <b>Total Billings</b>                    | <b>\$1,685,024</b>   | <b>\$958,307</b>       | <b>\$1,349,277</b>     | <b>\$772,754</b>       | <b>\$4,765,362</b>     |
| <b>Mooney Aircraft</b>                   |                      |                        |                        |                        |                        |
| M20 Bravo GX                             | <u>5</u>             | <u>0</u>               | <u>0</u>               | <u>0</u>               | <u>5</u>               |
| M20 Ovation GX                           | <u>15</u>            | <u>22</u>              | <u>14</u>              | <u>12</u>              | <u>63</u>              |
| M20 Acclaim                              | <u>0</u>             | <u>0</u>               | <u>0</u>               | <u>7</u>               | <u>7</u>               |
| <b>Total Units</b>                       | <b>20</b>            | <b>22</b>              | <b>14</b>              | <b>19</b>              | <b>75</b>              |
| <b>Total Billings</b>                    | <b>\$9,293,000</b>   | <b>\$9,713,000</b>     | <b>\$6,137,000</b>     | <b>\$8,840,000</b>     | <b>\$33,983,000</b>    |
| <b>Pacific Aerospace Ltd<sup>9</sup></b> |                      |                        |                        |                        |                        |
| PAC 750XL                                | n/a                  | n/a                    | n/a                    | n/a                    | <u>5</u>               |
| <b>Total Units</b>                       | n/a                  | n/a                    | n/a                    | n/a                    | <b>5</b>               |
| <b>Total Billings</b>                    | n/a                  | n/a                    | n/a                    | n/a                    | <b>\$7,500,000</b>     |
| <b>Piaggio Aero</b>                      |                      |                        |                        |                        |                        |
| P.180 Avanti II                          | <u>1</u>             | <u>1</u>               | <u>1</u>               | <u>16</u>              | <u>19</u>              |
| <b>Total Units</b>                       | <b>1</b>             | <b>1</b>               | <b>1</b>               | <b>16</b>              | <b>19</b>              |
| <b>Total Billings</b>                    | <b>\$6,195,000</b>   | <b>\$6,195,000</b>     | <b>\$6,195,000</b>     | <b>\$99,120,000</b>    | <b>\$117,705,000</b>   |
| <b>Pilatus</b>                           |                      |                        |                        |                        |                        |
| PC-12                                    | <u>11</u>            | <u>25</u>              | <u>25</u>              | <u>29</u>              | <u>90</u>              |
| <b>Total Units</b>                       | <b>11</b>            | <b>25</b>              | <b>25</b>              | <b>29</b>              | <b>90</b>              |
| <b>Total Billings</b>                    | <b>\$35,794,000</b>  | <b>\$81,350,000</b>    | <b>\$81,350,000</b>    | <b>\$94,366,000</b>    | <b>\$292,860,000</b>   |

| <b>Make and Model</b>                | <b>QI</b>              | <b>QII</b>             | <b>QIII</b>            | <b>QIV</b>             | <b>YTD</b>              |
|--------------------------------------|------------------------|------------------------|------------------------|------------------------|-------------------------|
| <b>Piper Aircraft, Inc</b>           |                        |                        |                        |                        |                         |
| PA-28-161 Warrior III                | 4                      | 6                      | 8                      | 1                      | 19                      |
| PA-28-181 Archer III                 | 8                      | 7                      | 7                      | 7                      | 29                      |
| PA-28R-201 Arrow                     | 2                      | 0                      | 0                      | 3                      | 5                       |
| PA-32R-301 Saratoga II HP            | 3                      | 2                      | 4                      | 1                      | 10                      |
| PA-32R-301T Saratoga II TC           | 11                     | 12                     | 11                     | 3                      | 37                      |
| PA-32-301FT Piper 6X                 | 4                      | 3                      | 1                      | 2                      | 10                      |
| PA-32-301XTC Piper 6XT               | 2                      | 5                      | 2                      | 2                      | 11                      |
| PA-34-220T Seneca V                  | 4                      | 8                      | 10                     | 4                      | 26                      |
| PA-44-180 Seminole                   | 1                      | 1                      | 4                      | 5                      | 11                      |
| PA-46-350P Malibu Mirage             | 0                      | 7                      | 11                     | 13                     | 31                      |
| PA-46-500TP Meridian                 | <u>10</u>              | <u>10</u>              | <u>12</u>              | <u>17</u>              | <u>49</u>               |
| <b>Total Units</b>                   | <b>49</b>              | <b>61</b>              | <b>70</b>              | <b>58</b>              | <b>238</b>              |
| <b>Total Billings</b>                | <b>\$31,779,846</b>    | <b>\$41,639,702</b>    | <b>\$50,567,139</b>    | <b>\$51,057,942</b>    | <b>\$175,044,629</b>    |
| <b>Raytheon Aircraft Company</b>     |                        |                        |                        |                        |                         |
| Beechcraft Bonanza A36/G36           | 15                     | 21                     | 13                     | 31                     | 80                      |
| Beechcraft Baron 58/G58              | 9                      | 9                      | 7                      | 13                     | 38                      |
| Beechcraft King Air C90B/GT          | 7                      | 12                     | 11                     | 22                     | 52                      |
| Beechcraft King Air B200             | 7                      | 11                     | 13                     | 11                     | 42                      |
| Beechcraft King Air 350              | 7                      | 10                     | 11                     | 18                     | 46                      |
| Beechcraft Premier I/IA              | 4                      | 7                      | 9                      | 3                      | 23                      |
| Hawker 400XP                         | 10                     | 13                     | 12                     | 18                     | 53                      |
| Hawker 850XP <sup>8</sup>            | 0                      | 16                     | 18                     | 22                     | 56                      |
| Hawker 800XP/850XP <sup>8</sup>      | <u>8</u>               | <u>0</u>               | <u>0</u>               | <u>0</u>               | <u>8</u>                |
| <b>Total Units</b>                   | <b>67</b>              | <b>99</b>              | <b>94</b>              | <b>138</b>             | <b>398</b>              |
| <b>Total Billings</b>                | <b>\$271,719,000</b>   | <b>\$456,672,000</b>   | <b>\$497,982,000</b>   | <b>\$639,780,000</b>   | <b>\$1,866,153,000</b>  |
| <b>Sino Swearingen<sup>9</sup></b>   |                        |                        |                        |                        |                         |
| SJ30-2                               | <u>0</u>               | <u>0</u>               | <u>0</u>               | <u>1</u>               | <u>1</u>                |
| <b>Total Units</b>                   | <b>0</b>               | <b>0</b>               | <b>0</b>               | <b>1</b>               | <b>1</b>                |
| <b>Total Billings</b>                | <b>\$0</b>             | <b>\$0</b>             | <b>\$0</b>             | <b>\$6,300,000</b>     | <b>\$6,300,000</b>      |
| <b>Socata EADS</b>                   |                        |                        |                        |                        |                         |
| TB 9 Tampico GT                      | 0                      | 0                      | 0                      | 0                      | 0                       |
| TB 10 Tobago GT                      | 0                      | 0                      | 0                      | 0                      | 0                       |
| TB 200 Tobago GT                     | 0                      | 0                      | 0                      | 0                      | 0                       |
| TB 20 Trinidad GT                    | 0                      | 0                      | 0                      | 0                      | 0                       |
| TB 21 Trinidad GT                    | 0                      | 0                      | 0                      | 0                      | 0                       |
| TBM 850                              | <u>4</u>               | <u>13</u>              | <u>10</u>              | <u>15</u>              | <u>42</u>               |
| <b>Total Units</b>                   | <b>4</b>               | <b>13</b>              | <b>10</b>              | <b>15</b>              | <b>42</b>               |
| <b>Total Billings</b>                | <b>\$11,349,400</b>    | <b>\$36,623,050</b>    | <b>\$28,148,500</b>    | <b>\$42,072,750</b>    | <b>\$118,193,700</b>    |
| <b>Symphony Aircraft</b>             |                        |                        |                        |                        |                         |
| SA 160                               | <u>3</u>               | <u>2</u>               | <u>0</u>               | <u>0</u>               | <u>5</u>                |
| <b>Total Units</b>                   | <b>3</b>               | <b>2</b>               | <b>0</b>               | <b>0</b>               | <b>5</b>                |
| <b>Total Billings</b>                | <b>\$500,000</b>       | <b>\$325,000</b>       | <b>\$0</b>             | <b>\$0</b>             | <b>\$825,000</b>        |
| <b>Tiger Aircraft</b>                |                        |                        |                        |                        |                         |
| Tiger AG-5B                          | <u>2</u>               | <u>1</u>               | <u>0</u>               | <u>0</u>               | <u>3</u>                |
| <b>Total Units</b>                   | <b>2</b>               | <b>1</b>               | <b>0</b>               | <b>0</b>               | <b>3</b>                |
| <b>Total Billings</b>                | <b>\$558,900</b>       | <b>\$276,200</b>       | <b>\$0</b>             | <b>\$0</b>             | <b>\$835,100</b>        |
| <b>Grand Total Civil Shipments</b>   | <b>847</b>             | <b>1,005</b>           | <b>1,005</b>           | <b>1,185</b>           | <b>4,053</b>            |
| <b>Grand Total Airplane Billings</b> | <b>\$4,040,925,593</b> | <b>\$4,712,677,529</b> | <b>\$4,475,723,031</b> | <b>\$5,569,903,511</b> | <b>\$18,807,472,664</b> |

| Make and Model | QI | QII | QIII | QIV | YTD |
|----------------|----|-----|------|-----|-----|
|----------------|----|-----|------|-----|-----|

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

|                      | QI         | QII          | QIII         | QIV          | Year-To-Date |
|----------------------|------------|--------------|--------------|--------------|--------------|
| Single-Engine Piston | 556        | 630          | 637          | 690          | 2,513        |
| Multi-Engine Piston  | 44         | 50           | 58           | 90           | 242          |
| <b>Total Piston</b>  | 600        | 680          | 695          | 780          | 2,755        |
| Turboprops           | 59         | 99           | 98           | 151          | 412          |
| Business Jets        | 188        | 226          | 214          | 258          | 886          |
| <b>Total Turbine</b> | 247        | 325          | 312          | 409          | 1,298        |
| <b>Grand Total</b>   | <b>847</b> | <b>1,005</b> | <b>1,007</b> | <b>1,189</b> | <b>4,053</b> |

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

|                      | QI         | QII        | QIII       | QIV        | Year-To-Date |
|----------------------|------------|------------|------------|------------|--------------|
| Single-Engine Piston | 493        | 551        | 552        | 612        | 2,208        |
| Multi-Engine Piston  | 14         | 19         | 21         | 25         | 79           |
| <b>Total Piston</b>  | 507        | 570        | 573        | 637        | 2,287        |
| Turboprops           | 43         | 60         | 62         | 91         | 256          |
| Business Jets        | 126        | 155        | 151        | 172        | 604          |
| <b>Total Turbine</b> | 169        | 215        | 213        | 263        | 860          |
| <b>Grand Total</b>   | <b>676</b> | <b>785</b> | <b>786</b> | <b>900</b> | <b>3,147</b> |

### Airplane Shipments by Geographic Region of Origin

|                    | QI         | QII          | QIII         | QIV          | Year-To-Date |
|--------------------|------------|--------------|--------------|--------------|--------------|
| North America      | 719        | 823          | 815          | 937          | 3,294        |
| South America      | 4          | 5            | 8            | 10           | 27           |
| Europe             | 112        | 159          | 166          | 223          | 660          |
| Rest of World      | 12         | 18           | 18           | 19           | 72           |
| <b>Grand Total</b> | <b>847</b> | <b>1,005</b> | <b>1,007</b> | <b>1,189</b> | <b>4,053</b> |

### 2006 Military Airplane Shipments<sup>4</sup>

| Make and Model                        | QI        | QII      | QIII      | QIV       | Year-To-Date |
|---------------------------------------|-----------|----------|-----------|-----------|--------------|
| <b>Cessna Aircraft Company</b>        |           |          |           |           |              |
| UC-35                                 | 2         | 0        | 0         | 0         | 2            |
| <b>Total Units</b>                    | <b>2</b>  | <b>0</b> | <b>0</b>  | <b>0</b>  | <b>2</b>     |
| <b>Raytheon Aircraft Company</b>      |           |          |           |           |              |
| Beech King Air 350                    | 1         | 0        | 1         | 0         | 2            |
| T-6A                                  | 15        | 8        | 18        | 21        | 62           |
| <b>Total Units</b>                    | <b>16</b> | <b>8</b> | <b>19</b> | <b>21</b> | <b>64</b>    |
| <b>Grand Total Military Shipments</b> | <b>18</b> | <b>8</b> | <b>19</b> | <b>21</b> | <b>66</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 2006.
6. Airbus deliveries include the A318/A319/A320 models in executive or corporate configuration. Company also delivered 1 A340-600 VIP in Q4.
7. Aviat Aircraft company did not provide airplane shipment information to GAMA for 2006.
8. In Q1 2006 the Hawker 800XP and 850XP shipments are combined. All remaining 2006 commercial deliveries will be Hawker 850XP airplanes.
9. Alpha Aviation, Pacific Aerospace Ltd, and Sino Swearingen Aircraft Corporation has been added since the original publication of this report.