



# General Aviation Aircraft Shipment Report

General Aviation Manufacturers Association

1400 K Street NW, Suite 801 | Washington, DC 20005 | USA

Rue de la Loi 67 | Brussels 1040 | Belgium

## 2015 Year End

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

	QI	QII	QIII	QIV	Year-To-Date
Single-Engine Piston	176	234	230	306	946
Multi-Engine Piston	17	37	25	31	110
<b>Total Piston Airplanes</b>	<b>193</b>	<b>271</b>	<b>255</b>	<b>337</b>	<b>1,056</b>
Single-Engine Turboprops	91	100	98	148	437
Multi-Engine Turboprops	26	30	29	35	120
<b>Total Turboprop Airplanes</b>	<b>117</b>	<b>130</b>	<b>127</b>	<b>183</b>	<b>557</b>
Business Jets	134	171	160	253	718
<b>Total Turbine Airplanes</b>	<b>251</b>	<b>301</b>	<b>287</b>	<b>436</b>	<b>1,275</b>
<b>Grand Total Airplane Shipments</b>	<b>444</b>	<b>572</b>	<b>542</b>	<b>773</b>	<b>2,331</b>
<b>Grand Total Airplane Billings</b>	<b>\$4,589,848,340</b>	<b>\$5,857,035,262</b>	<b>\$5,252,505,756</b>	<b>\$8,420,458,368</b>	<b>\$24,119,847,726</b>
Piston Helicopters	60	69	75	75	279
Turbine Helicopters	141	177	159	233	710
<b>Grand Total Helicopter Shipments</b>	<b>201</b>	<b>246</b>	<b>234</b>	<b>308</b>	<b>989</b>
<b>Grand Total Helicopter Billings</b>	<b>\$790,429,637</b>	<b>\$1,111,854,286</b>	<b>\$878,243,347</b>	<b>\$1,471,115,922</b>	<b>\$4,251,743,192</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	117	173	180	270	740
Multi-Engine Piston	4	9	12	18	43
<b>Total Piston</b>	<b>121</b>	<b>182</b>	<b>192</b>	<b>288</b>	<b>783</b>
Single-Engine Turboprops	72	73	65	93	303
Multi-Engine Turboprops	25	30	29	33	117
<b>Total Turboprop Airplanes</b>	<b>97</b>	<b>103</b>	<b>94</b>	<b>126</b>	<b>420</b>
Business Jets	78	89	92	130	389
<b>Total Turbine</b>	<b>175</b>	<b>192</b>	<b>186</b>	<b>256</b>	<b>809</b>
<b>Grand Total</b>	<b>296</b>	<b>374</b>	<b>378</b>	<b>544</b>	<b>1,592</b>

### Airplane Shipments<sup>1, 2</sup> by Type Manufactured in Europe<sup>3</sup>

Type	QI	QII	QIII	QIV	Year-To-Date
Single-Engine Piston	93	99	82	80	354
Multi-Engine Piston	13	28	13	13	67
<b>Total Piston</b>	<b>106</b>	<b>127</b>	<b>95</b>	<b>93</b>	<b>421</b>
Single-Engine Turboprops	18	26	30	55	129
Multi-Engine Turboprops	1	0	0	2	3
<b>Total Turboprop Airplanes</b>	<b>19</b>	<b>26</b>	<b>30</b>	<b>57</b>	<b>132</b>
Business Jets	7	12	1	39	59
<b>Total Turbine</b>	<b>26</b>	<b>38</b>	<b>31</b>	<b>96</b>	<b>191</b>
<b>Grand Total</b>	<b>132</b>	<b>165</b>	<b>126</b>	<b>189</b>	<b>612</b>

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

	QI	QII	QIII	QIV	Year-To-Date
North America	332	416	414	597	1,759
South America	6	19	18	24	67
Europe	93	123	90	144	450
Rest of World	13	14	20	8	55
<b>Grand Total</b>	<b>444</b>	<b>572</b>	<b>542</b>	<b>773</b>	<b>2,331</b>

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

	North America	Europe	Asia Pacific	Latin America	Middle East & Africa
Piston Engine	66.7%	11.4%	13.5%	6.3%	2.2%
Turboprops	56.2%	6.6%	16.3%	14.5%	6.3%
Business Jets	60.8%	18.0%	9.2%	7.1%	4.9%
<b>Total Shipments in Region</b>	<b>62.2%</b>	<b>12.3%</b>	<b>12.8%</b>	<b>8.6%</b>	<b>4.1%</b>

**Aircraft 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 Corporate Jets<sup>7</sup></b>					
ACJ318	1	0	0	0	1
ACJ319	0	0	0	1	1
ACJ320	0	0	1	0	1
ACJ321	0	0	0	0	0
ACJ330	0	0	0	1	1
<b>Total Units</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>4</b>
<b>Total Billings<sup>7</sup></b>	<b>\$68,000,000</b>	<b>\$0</b>	<b>\$91,000,000</b>	<b>\$83,000,000</b>	<b>\$242,000,000</b>
<b>Airbus Helicopters<sup>4, 5, 9</sup></b>					
H120	1	0	0	1	2
AS350 B2	1	2	1	5	9
H125	17	26	16	31	90
H130	12	19	16	22	69
AS355 NP	0	0	3	0	3
H135	3	4	10	14	31
H145	9	7	8	13	37
AS365 N3+	2	0	2	0	4
H155	2	1	1	4	8
H175	0	1	0	3	4
H215	0	0	1	2	3
H225	2	4	1	12	19
<b>Total Units</b>	<b>49</b>	<b>64</b>	<b>59</b>	<b>107</b>	<b>279</b>
<b>Total Billings</b>	<b>\$246,700,000</b>	<b>\$307,800,000</b>	<b>\$278,600,000</b>	<b>\$692,700,000</b>	<b>\$1,525,800,000</b>
<b>Air Tractor<sup>4</sup></b>					
AT-401B	0	1	0	0	1
AT-402A	0	0	0	0	0
AT-402B	4	3	2	2	11
AT-502A	0	0	0	0	0
AT-502B	13	6	8	9	36
AT-504	0	2	1	0	3
AT-602	6	2	2	4	14
AT-802	2	0	2	4	8
AT-802A	12	5	5	7	29
AT802AF	2	7	1	0	10
AT-802F	0	1	1	0	2
<b>Total Units</b>	<b>39</b>	<b>27</b>	<b>22</b>	<b>26</b>	<b>114</b>
<b>Total Billings</b>	<b>\$18,861,026</b>	<b>\$14,514,765</b>	<b>\$11,110,670</b>	<b>\$25,721,862</b>	<b>\$70,208,323</b>
<b>American Champion Aircraft</b>					
7EC Champ	0	0	1	0	1
7ECA Citabria Aurora	1	0	0	0	1
7GCAA Citabria Adventurer	0	0	0	0	0
7GCBC Citabria Explorer	0	0	0	0	0
8GCBC Scout	0	1	3	2	6
8KCAB Super Decathlon	2	0	2	2	6
8KCAB Xtreme Decathlon	3	2	0	0	5
<b>Total Units</b>	<b>6</b>	<b>3</b>	<b>6</b>	<b>4</b>	<b>19</b>
<b>Total Billings</b>	<b>\$1,462,400</b>	<b>\$799,700</b>	<b>\$1,377,400</b>	<b>\$987,600</b>	<b>\$4,627,100</b>
<b>Bell Helicopter<sup>4, 5</sup></b>					
206L-4	2	3	4	3	12
407	26	19	26	28	99
429	7	14	9	22	52
412	0	3	6	3	12
<b>Total Units</b>	<b>35</b>	<b>39</b>	<b>45</b>	<b>56</b>	<b>175</b>
<b>Total Billings</b>	<b>\$132,800,000</b>	<b>\$207,300,000</b>	<b>\$238,000,000</b>	<b>\$308,400,000</b>	<b>\$886,600,000</b>

**Aircraft 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>Boeing Business Jets<sup>7</sup></b>					
BBJ	1	0	2	1	4
BBJ 2	0	0	0	1	1
BBJ 3	0	0	0	1	1
B777-300ER	1	0	0	0	1
B787-8	0	0	2	0	2
B787-9	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>2</u>
<b>Total Units</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>11</b>
<b>Total Billings<sup>7</sup></b>	<b>\$58,500,000</b>	<b>\$0</b>	<b>\$117,000,000</b>	<b>\$192,000,000</b>	<b>\$367,500,000</b>
<b>Bombardier<sup>8</sup></b>					
Learjet 70 / 75	9	5	7	11	32
Learjet 60XR	0	0	0	0	0
Challenger 350	14	18	18	18	68
Challenger 605	5	3	3	14	25
Global 5000 / 6000	17	20	15	21	73
CL850 / 870 / 890	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>
<b>Total Units</b>	<b>45</b>	<b>47</b>	<b>43</b>	<b>64</b>	<b>199</b>
<b>Total Billings</b>	<b>\$1,656,800,000</b>	<b>\$1,841,300,000</b>	<b>\$1,564,100,000</b>	<b>\$2,298,400,000</b>	<b>\$7,360,600,000</b>
<b>Cirrus Aircraft</b>					
Cirrus SR20	6	10	8	7	31
Cirrus SR22	19	30	32	47	128
Cirrus SR22T	<u>18</u>	<u>34</u>	<u>47</u>	<u>43</u>	<u>142</u>
<b>Total Units</b>	<b>43</b>	<b>74</b>	<b>87</b>	<b>97</b>	<b>301</b>
<b>Total Billings</b>	<b>\$30,597,388</b>	<b>\$53,562,446</b>	<b>\$65,638,610</b>	<b>\$71,218,840</b>	<b>\$221,017,284</b>
<b>CubCrafters<sup>6</sup></b>					
CC11-100 Sport Cub S2	0	0	0	0	0
CC11-160 Carbon Cub SS	10	16	8	13	47
CC18-180 Top Cub	<u>2</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>5</u>
<b>Total Units</b>	<b>12</b>	<b>16</b>	<b>9</b>	<b>15</b>	<b>52</b>
<b>Total Billings</b>	<b>\$2,894,594</b>	<b>\$3,748,260</b>	<b>\$2,053,364</b>	<b>\$3,501,148</b>	<b>\$12,197,366</b>
<b>DAHER<sup>10</sup></b>					
SOCATA TBM 900	<u>11</u>	<u>14</u>	<u>11</u>	<u>19</u>	<u>55</u>
<b>Total Units</b>	<b>11</b>	<b>14</b>	<b>11</b>	<b>19</b>	<b>55</b>
<b>Total Billings</b>	<b>\$41,700,000</b>	<b>\$53,100,000</b>	<b>\$41,700,000</b>	<b>\$72,170,000</b>	<b>\$208,670,000</b>
<b>Dassault Falcon Jet<sup>5, 11</sup></b>					
2000S / 2000LXS / 900LX / 7X	<u>6</u>	<u>12</u>	/	<u>37</u>	<u>55</u>
<b>Total Units</b>	<b>6</b>	<b>12</b>		<b>37</b>	<b>55</b>
<b>Total Billings</b>	<b>\$212,000,000</b>	<b>\$421,000,000</b>		<b>\$1,537,000,000</b>	<b>\$2,170,000,000</b>
<b>Diamond Aircraft<sup>5, 6</sup></b>					
HK-36	0	1	0	0	1
DA20-C1	5	6	5	6	22
DA40 (All)	25	18	19	13	75
DA42 (All)	7	20	8	9	44
DA62	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>2</u>
<b>Total Units</b>	<b>37</b>	<b>45</b>	<b>32</b>	<b>30</b>	<b>144</b>
<b>Total Billings</b>	<b>\$14,979,075</b>	<b>\$21,047,700</b>	<b>\$13,368,000</b>	<b>\$14,105,725</b>	<b>\$63,500,500</b>
<b>Discovery Aviation</b>					
XL2	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<b>Total Units</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Billings</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Embraer<sup>5</sup></b>					
Phenom 100E	1	6	3	2	12
Phenom 300	9	20	18	23	70
Legacy 450	0	0	0	3	3
Legacy 500	2	3	3	12	20
Legacy 600 / 650	0	3	6	3	12
Lineage 1000 / E190 Head of State	0	1	0	2	3
Shuttles (ERJs and E-Jets)	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<b>Total Units</b>	<b>12</b>	<b>33</b>	<b>30</b>	<b>45</b>	<b>120</b>
<b>Total Billings</b>	<b>\$124,746,000</b>	<b>\$403,451,000</b>	<b>\$406,458,000</b>	<b>\$696,127,000</b>	<b>\$1,630,782,000</b>

**Aircraft 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>Enstrom Helicopter Corp.<sup>4, 5</sup></b>					
F-28F	0	0	0	0	0
280FX	0	2	1	2	5
480B	1	0	2	12	15
<b>Total Units</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>14</b>	<b>20</b>
<b>Total Billings</b>	<b>\$1,186,975</b>	<b>\$1,059,444</b>	<b>\$2,903,672</b>	<b>\$15,303,144</b>	<b>\$20,453,235</b>
<b>Extra Aircraft</b>					
EA300	6	8	6	7	27
<b>Total Units</b>	<b>6</b>	<b>8</b>	<b>6</b>	<b>7</b>	<b>27</b>
<b>Total Billings</b>	<b>\$2,340,000</b>	<b>\$3,120,000</b>	<b>\$2,340,000</b>	<b>\$2,730,000</b>	<b>\$10,530,000</b>
<b>Flight Design GmbH<sup>6</sup></b>					
ASTM CT Series	14	17	16	12	59
<b>Total Units</b>	<b>14</b>	<b>17</b>	<b>16</b>	<b>12</b>	<b>59</b>
<b>Total Billings</b>	<b>\$1,656,489</b>	<b>\$2,014,718</b>	<b>\$1,943,024</b>	<b>\$1,435,914</b>	<b>\$7,050,145</b>
<b>Finmeccanica Helicoptes<sup>4, 5, 12</sup></b>					
AW119Kx	4	4	1	6	15
AW109Power	0	1	0	0	1
GRANDNEW	2	4	1	4	11
AW139	13	9	15	12	49
AW169	0	0	0	1	1
AW189	3	3	0	10	16
SW4	0	0	0	0	0
W3	0	0	0	3	3
<b>Total Units</b>	<b>22</b>	<b>21</b>	<b>17</b>	<b>36</b>	<b>96</b>
<b>Total Billings</b>	<b>\$236,900,000</b>	<b>\$209,000,000</b>	<b>\$189,000,000</b>	<b>\$404,000,000</b>	<b>\$1,038,900,000</b>
<b>Gulfstream Aerospace Corp.<sup>5</sup></b>					
Gulfstream 150 / 280	7	8	12	7	34
Gulfstream 450 / 550 / 650	25	33	31	31	120
<b>Total Units</b>	<b>32</b>	<b>41</b>	<b>43</b>	<b>38</b>	<b>154</b>
<b>Total Billings</b>	<b>\$1,711,660,000</b>	<b>\$2,260,240,000</b>	<b>\$2,107,250,000</b>	<b>\$2,125,230,000</b>	<b>\$8,204,380,000</b>
<b>Hélicoptères Guimbal<sup>13</sup></b>					
Cabri G2	9	9	12	14	44
<b>Total Units</b>	<b>9</b>	<b>9</b>	<b>12</b>	<b>14</b>	<b>44</b>
<b>Total Billings</b>	<b>\$2,995,662</b>	<b>\$3,174,842</b>	<b>\$4,076,675</b>	<b>\$5,205,778</b>	<b>\$15,452,957</b>
<b>Honda Aircraft Company<sup>5</sup></b>					
HA-420 HondaJet	0	0	0	2	2
<b>Total Units</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>
<b>Total Billings</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,000,000</b>	<b>\$9,000,000</b>
<b>Mahindra Aerospace<sup>5</sup></b>					
Airvan 8	5	4	4	1	14
<b>Total Units</b>	<b>5</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>14</b>
<b>Total Billings</b>	<b>\$3,634,800</b>	<b>\$2,907,840</b>	<b>\$2,907,840</b>	<b>\$726,960</b>	<b>\$10,177,440</b>
<b>Maule Air, Inc.</b>					
MX-7-180B	2	1	9	0	12
M-9-235	1	0	0	0	1
<b>Total Units</b>	<b>3</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>13</b>
<b>Total Billings</b>	<b>\$769,814</b>	<b>\$259,958</b>	<b>\$2,339,662</b>	<b>\$0</b>	<b>\$3,369,434</b>
<b>Mooney International Corp.</b>					
M20R Ovation	1	0	1	1	3
M20TN Acclaim	0	4	1	3	8
<b>Total Units</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>11</b>
<b>Total Billings</b>	<b>\$659,000</b>	<b>\$3,013,000</b>	<b>\$1,411,000</b>	<b>\$2,972,000</b>	<b>\$8,055,000</b>
<b>ONE Aviation Corp.<sup>14</sup></b>					
Eclipse 550	2	1	2	2	7
<b>Total Units</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>7</b>
<b>Total Billings</b>	<b>\$6,374,500</b>	<b>\$3,105,250</b>	<b>\$6,265,800</b>	<b>\$6,280,750</b>	<b>\$22,026,300</b>
<b>Pacific Aerospace Ltd.</b>					
PAC 750XL	1	1	3	0	5
<b>Total Units</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>5</b>
<b>Total Billings</b>	<b>\$1,900,000</b>	<b>\$1,900,000</b>	<b>\$5,700,000</b>	<b>\$0</b>	<b>\$9,500,000</b>

**Aircraft 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>Piaggio Aerospace</b>					
P.180 Avanti Evo	1	0	0	2	3
<b>Total Units</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>
<b>Total Billings</b>	<b>\$7,395,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$14,790,000</b>	<b>\$22,185,000</b>
<b>Pilatus</b>					
PC-6	0	1	0	3	4
PC-12	7	11	19	33	70
<b>Total Units</b>	<b>7</b>	<b>12</b>	<b>19</b>	<b>36</b>	<b>74</b>
<b>Total Billings</b>	<b>\$32,984,000</b>	<b>\$53,992,000</b>	<b>\$89,528,000</b>	<b>\$161,004,000</b>	<b>\$337,508,000</b>
<b>Piper Aircraft, Inc</b>					
PA-28-161 Warrior III	0	0	0	20	20
PA-28-181 Archer III	10	2	0	13	25
PA-28R-201 Arrow	0	1	2	2	5
PA-34-220T Seneca V	0	3	1	4	8
PA-44-180 Seminole	2	1	7	7	17
PA-46-350P Mirage M350	0	14	10	10	34
PA-46R-350T Matrix	0	1	1	0	2
PA-46-500TP Meridian M500	11	5	7	4	27
<b>Total Units</b>	<b>23</b>	<b>27</b>	<b>28</b>	<b>60</b>	<b>138</b>
<b>Total Billings</b>	<b>\$23,873,253</b>	<b>\$28,925,595</b>	<b>\$29,114,913</b>	<b>\$36,520,656</b>	<b>\$118,434,417</b>
<b>Quest Aircraft Company</b>					
Kodiak 100	5	7	8	12	32
<b>Total Units</b>	<b>5</b>	<b>7</b>	<b>8</b>	<b>12</b>	<b>32</b>
<b>Total Billings</b>	<b>\$9,875,000</b>	<b>\$13,825,000</b>	<b>\$15,800,000</b>	<b>\$23,700,000</b>	<b>\$63,200,000</b>
<b>Robinson Helicopter Company<sup>5</sup></b>					
R22 Beta II	14	11	8	1	34
R44 Raven I	10	12	11	11	44
R44 Raven II	27	35	43	47	152
R66	29	35	30	23	117
<b>Total Units</b>	<b>80</b>	<b>93</b>	<b>92</b>	<b>82</b>	<b>347</b>
<b>Total Billings</b>	<b>\$44,847,000</b>	<b>\$53,520,000</b>	<b>\$51,663,000</b>	<b>\$45,507,000</b>	<b>\$195,537,000</b>
<b>Sikorsky Aircraft Corporation<sup>4, 5</sup></b>					
S-76	0	10	3	0	13
S-92	5	8	3	0	16
<b>Total Units</b>	<b>5</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>29</b>
<b>Total Billings</b>	<b>\$125,000,000</b>	<b>\$330,000,000</b>	<b>\$114,000,000</b>	<b>\$0</b>	<b>\$569,000,000</b>
<b>TECNAM Aircraft</b>					
ASTM - LSA	25	24	20	33	102
P2002JF	4	8	6	2	20
P92JS	0	2	0	2	4
P2002JR	0	0	0	0	0
P2008JC	8	8	6	2	24
P2006T	6	8	5	2	21
P2010P Twenty Ten	6	7	4	3	20
<b>Total Units</b>	<b>49</b>	<b>57</b>	<b>41</b>	<b>44</b>	<b>191</b>
<b>Total Billings</b>	<b>\$9,051,256</b>	<b>\$11,454,439</b>	<b>\$7,464,669</b>	<b>\$4,909,892</b>	<b>\$32,880,256</b>
<b>Textron Aviation<sup>4, 5</sup></b>					
<i>Beechcraft Corporation</i>					
Bonanza G36	5	7	6	5	23
Baron G58	2	5	4	7	18
King Air C90GTx	5	4	4	2	15
King Air 250	6	11	9	2	28
King Air 350i / ER	14	15	16	29	74
<b>Total Units</b>	<b>32</b>	<b>42</b>	<b>39</b>	<b>45</b>	<b>158</b>
<b>Total Billings (Beechcraft - Total)</b>	<b>\$168,827,800</b>	<b>\$208,674,683</b>	<b>\$202,242,110</b>	<b>\$256,971,488</b>	

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

Make and Model	QI	QII	QIII	QIV	YTD
<b>Textron Aviation (ctd.)<sup>4, 5</sup></b>					
<i>Cessna Aircraft Company</i>					
CE-172S Skyhawk SP	31	47	29	36	143
CE-182T Skylane	0	0	8	25	33
CE-T206H Turbo Stationair	9	11	13	18	51
CE-240 TTx	4	4	4	32	44
CE-208 Caravan 675	0	3	3	3	9
CE-208B Grand Caravan EX	13	26	16	38	93
CE-510 Citation Mustang	3	2	2	1	8
CE-525 Citation M2	7	10	7	17	41
CE-525B Citation CJ3+	5	6	6	6	23
CE-525C Citation CJ4	9	6	7	11	33
CE-560 Citation XLS+	2	6	6	7	21
CE-680 Citation Sovereign+	5	4	4	5	18
CE-680A Citation Latitude	0	0	4	12	16
CE-750 Citation X+	<u>2</u>	<u>2</u>	<u>1</u>	<u>1</u>	<u>6</u>
<b>Total Units</b>	<b>90</b>	<b>127</b>	<b>110</b>	<b>212</b>	<b>539</b>
<b>Total Billings (Cessna - Total)</b>	<b>\$373,720,000</b>	<b>\$440,049,000</b>	<b>\$452,965,000</b>	<b>\$776,424,500</b>	
<b>Total Billings (Combined)</b>	<b>\$542,547,800</b>	<b>\$648,723,683</b>	<b>\$655,207,110</b>	<b>\$1,033,395,988</b>	<b>\$2,879,874,580</b>
<b>Thrush Aircraft, Inc.</b>					
S2R-T34	2	2	2	2	8
S2RHG-T65	0	0	0	0	0
S2R-T660	0	3	2	2	7
S2R-G10	0	0	0	0	0
S2R-H80	<u>2</u>	<u>1</u>	<u>5</u>	<u>6</u>	<u>14</u>
<b>Total Units</b>	<b>4</b>	<b>6</b>	<b>9</b>	<b>10</b>	<b>29</b>
<b>Total Billings</b>	<b>\$3,523,944</b>	<b>\$9,904,908</b>	<b>\$10,580,695</b>	<b>\$11,700,033</b>	<b>\$35,709,580</b>
<b>WACO Aircraft Company</b>					
2T-1A-2	2	2	1	1	6
YMF-5D	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>4</u>
<b>Total Units</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>10</b>
<b>Total Billings</b>	<b>\$1,063,000</b>	<b>\$1,125,000</b>	<b>\$847,000</b>	<b>\$830,000</b>	<b>\$3,865,000</b>
<b>Grand Total Civil Aircraft Shipments<sup>6</sup></b>	<b>694</b>	<b>876</b>	<b>820</b>	<b>1,140</b>	<b>3,530</b>
<b>Grand Total Aircraft Billings</b>	<b>\$5,380,277,977</b>	<b>\$6,968,889,548</b>	<b>\$6,130,749,103</b>	<b>\$9,900,574,290</b>	<b>\$28,380,590,917</b>

**Military and Government Aircraft Shipments<sup>4</sup>**

Make and Model	QI	QII	QIII	QIV	Year-To-Date
<b>Airbus Helicopters<sup>9, 15</sup></b>					
H120	0	0	0	0	0
H125 / H125M	1	0	0	4	5
AS355 NP / AS 555	0	0	0	0	0
H130	0	0	0	0	0
H135 / H135M	1	0	1	2	4
H145 / H145M	1	9	7	14	31
AS365 N3+ / AS565 Mbe	0	1	0	2	3
H155	0	0	0	2	2
H215 / H215M	0	0	1	3	4
H225	0	0	0	0	0
H225M	1	6	5	4	16
Tiger	<u>3</u>	<u>3</u>	<u>5</u>	<u>5</u>	<u>16</u>
<b>Total Units</b>	<b>7</b>	<b>19</b>	<b>19</b>	<b>36</b>	<b>81</b>
<b>Air Tractor</b>					
AT-802U	<u>0</u>	<u>4</u>	<u>0</u>	<u>0</u>	<u>4</u>
<b>Total Units</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>

### Military and Government Aircraft Shipments<sup>4</sup>

Make and Model	QI	QII	QIII	QIV	Year-To-Date
<b>Bell Helicopter</b>					
H-1	4	6	5	9	24
V22	<u>6</u>	<u>6</u>	<u>4</u>	<u>8</u>	<u>24</u>
<b>Total Units</b>	<b>10</b>	<b>12</b>	<b>9</b>	<b>17</b>	<b>48</b>
<b>Enstrom Helicopter Corp.</b>					
F-28F	0	0	0	0	0
280FX	0	0	0	0	0
480B	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<b>Total Units</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Finmeccanica Helicopters<sup>12, 15</sup></b>					
AW119Kx	1	0	0	0	1
AW109Power	0	0	1	6	7
GRANDNEW	0	0	1	2	3
AW139	2	11	1	9	23
AW159	3	4	2	4	13
SUPER LYNX	0	2	0	2	4
T129	0	0	0	4	4
AW101	0	0	3	2	5
CH47F	0	1	0	2	3
SW4	0	0	0	0	0
W3	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>
<b>Total Units</b>	<b>6</b>	<b>18</b>	<b>8</b>	<b>32</b>	<b>64</b>
<b>NHIndustries<sup>15</sup></b>					
NH90	<u>5</u>	<u>7</u>	<u>7</u>	<u>16</u>	<u>35</u>
<b>Total Units</b>	<b>5</b>	<b>7</b>	<b>7</b>	<b>16</b>	<b>35</b>
<b>Sikorsky Aircraft Corporation</b>					
BLACK HAWK	24	33	20	29	106
SEAHAWK	<u>8</u>	<u>10</u>	<u>14</u>	<u>11</u>	<u>43</u>
<b>Total Units</b>	<b>32</b>	<b>43</b>	<b>34</b>	<b>40</b>	<b>149</b>
<b>Textron Aviation</b>					
<i>Beechcraft Corporation</i>					
T-6 A/B/C	<u>8</u>	<u>12</u>	<u>10</u>	<u>12</u>	<u>42</u>
<b>Total Units</b>	<b>8</b>	<b>12</b>	<b>10</b>	<b>12</b>	<b>42</b>

Foot 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. Aircraft are considered manufactured in the U.S. when produced under an FAA production approval and in Europe when under an EASA production approval.
4. Military aircraft shipments are not included in main shipment table totals, but listed separately.
5. Company billings are not reported. Where available, GAMA estimates total billings using public information including B&CA Purchase Planning Handbook 2015.
6. 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 are identified in the report, but their value is not included in the calculation of billings.
8. This report was updated after its original publication with Bombardier year-end 2015 data on February 17, 2016.
9. Airbus Helicopters updated model names are H120 (EC120), the H125 (AS350 B3e), H125M (AS550 C3e), H130 (EC130 T2, H135 (EC135 T3/P3), H145 (EC145 T2), H145M (EC645 T2), H155 (EC155 B1), H160 (X4), H175 (EC175), H225 (EC225e / EC225), and H225M (EC725).
10. DAHER was previously reported as SOCAT.
11. Dassault reports combined civil airplane deliveries twice a year in accordance with company financial reporting procedures.
12. Finmeccanica Helicopters / Leonardo Q4 data was not available at the time of publication. This report was updated on March 21, 2016 with year-end 2015 data.release Q4 on March 16. GAMA will update the 2015 shipment report then.
13. Hélicoptères Guimbal was added to the report in Q2/2015. The 2014 report has been updated with Hélicoptères Guimbal data.
14. ONE Aviation Corp. was previously reported as Eclipse Aerospace Inc.
15. NHIndustries is wholly owned by Airbus Helicopters, Finmeccanica Helicopters and Fokker Aerostructures and provides the focal point for these companies for the NH90 programme. The deliveries of the NH90 are identified under the NHIndustries entry only.
16. GAMA updated the billings estimate for Dassault on March 7.