



# General Aviation Aircraft Shipment Report

General Aviation Manufacturers Association

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## 2016 Year End

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

	QI	QII	QIII	QIV	Year-To-Date
Single-Engine Piston	167	210	224	289	890
Multi-Engine Piston	24	42	29	34	129
<b>Total Piston Airplanes</b>	<b>191</b>	<b>252</b>	<b>253</b>	<b>323</b>	<b>1,019</b>
Single-Engine Turboprops	82	102	116	167	467
Multi-Engine Turboprops	27	23	32	33	115
<b>Total Turboprop Airplanes</b>	<b>109</b>	<b>125</b>	<b>148</b>	<b>200</b>	<b>582</b>
Business Jets	123	172	138	234	667
<b>Total Turbine Airplanes</b>	<b>232</b>	<b>297</b>	<b>286</b>	<b>434</b>	<b>1,249</b>
<b>Grand Total Airplane Shipments</b>	<b>423</b>	<b>549</b>	<b>539</b>	<b>757</b>	<b>2,268</b>
<b>Grand Total Airplane Billings</b>	<b>\$4,031,834,378</b>	<b>\$5,504,744,349</b>	<b>\$4,293,690,424</b>	<b>\$7,262,187,992</b>	<b>\$21,092,457,142</b>
Piston Helicopters	60	56	52	56	224
Turbine Helicopters	116	166	164	247	693
<b>Grand Total Helicopter Shipments</b>	<b>176</b>	<b>222</b>	<b>216</b>	<b>303</b>	<b>917</b>
<b>Grand Total Helicopter Billings</b>	<b>\$643,769,700</b>	<b>\$871,780,589</b>	<b>\$944,206,943</b>	<b>\$1,626,471,908</b>	<b>\$4,086,229,140</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	120	161	179	225	685
Multi-Engine Piston	6	9	4	14	33
<b>Total Piston Airplanes</b>	<b>126</b>	<b>170</b>	<b>183</b>	<b>239</b>	<b>718</b>
Single-Engine Turboprops	57	65	78	105	305
Multi-Engine Turboprops	26	23	29	28	106
<b>Total Turboprop Airplanes</b>	<b>83</b>	<b>88</b>	<b>107</b>	<b>133</b>	<b>411</b>
Business Jets	71	99	95	137	402
<b>Total Turbine Airplanes</b>	<b>154</b>	<b>187</b>	<b>202</b>	<b>270</b>	<b>813</b>
<b>Grand Total</b>	<b>280</b>	<b>357</b>	<b>385</b>	<b>509</b>	<b>1,531</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	78	64	65	70	277
Multi-Engine Piston	18	33	25	20	96
<b>Total Piston Airplanes</b>	<b>96</b>	<b>97</b>	<b>90</b>	<b>90</b>	<b>373</b>
Single-Engine Turboprops	24	35	34	61	154
Multi-Engine Turboprops	1	0	0	2	3
<b>Total Turboprop Airplanes</b>	<b>25</b>	<b>35</b>	<b>34</b>	<b>63</b>	<b>157</b>
Business Jets	0	15	0	35	50
<b>Total Turbine Airplanes</b>	<b>25</b>	<b>50</b>	<b>34</b>	<b>98</b>	<b>207</b>
<b>Grand Total</b>	<b>121</b>	<b>147</b>	<b>124</b>	<b>188</b>	<b>580</b>

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

	QI	QII	QIII	QIV	Year-To-Date
North America	310	394	414	552	1,670
South America	13	14	8	13	48
Europe	88	129	103	164	484
Rest of World	12	12	14	28	66
<b>Grand Total</b>	<b>423</b>	<b>549</b>	<b>539</b>	<b>757</b>	<b>2,268</b>

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

	North America	Europe	Asia Pacific	Latin America	Middle East & Africa
Piston Engine	69.6%	10.1%	10.2%	5.8%	4.3%
Turboprops	57.8%	10.6%	13.2%	9.9%	8.4%
Business Jets	62.0%	18.8%	7.7%	6.2%	5.3%
<b>Total Shipments in Region</b>	<b>64.0%</b>	<b>12.9%</b>	<b>10.3%</b>	<b>7.0%</b>	<b>5.7%</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 Corporate Jets<sup>7</sup></b>					
ACJ318	0	0	0	0	0
ACJ319	0	0	0	0	0
ACJ320	0	0	0	0	0
ACJ321	0	0	0	0	0
ACJ330	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<sup>7</sup></b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Air Tractor<sup>4</sup></b>					
AT-401B	0	0	0	0	0
AT-402A	0	0	3	1	4
AT-402B	1	2	5	2	10
AT-502A	1	6	0	1	8
AT-502B	2	1	7	12	22
AT-504	0	0	1	0	1
AT-602	7	3	1	5	16
AT-802	2	1	1	1	5
AT-802A	14	3	6	17	40
A-T802AF	0	3	0	0	3
AT-802F	1	1	0	1	3
<b>Total Units</b>	<b>28</b>	<b>20</b>	<b>24</b>	<b>40</b>	<b>112</b>
<b>Total Billings</b>	<b>\$16,093,245</b>	<b>\$11,156,977</b>	<b>\$10,957,724</b>	<b>\$21,215,720</b>	<b>\$59,423,666</b>
<b>American Champion Aircraft</b>					
7EC Champ	1	0	1	0	2
7ECA Citabria Aurora	0	0	0	0	0
7GCAA Citabria Adventurer	0	0	0	0	0
7GCBC Citabria Explorer	0	0	0	1	1
8GCBC Scout	2	2	4	2	10
8KCAB Super Decathlon	2	2	1	1	6
8KCAB Xtreme Decathlon	0	0	0	0	0
<b>Total Units</b>	<b>5</b>	<b>4</b>	<b>6</b>	<b>4</b>	<b>19</b>
<b>Total Billings</b>	<b>\$1,115,500</b>	<b>\$982,600</b>	<b>\$1,381,400</b>	<b>\$953,600</b>	<b>\$4,433,100</b>
<b>AVIC General</b>					
Y5B	0	0	0	4	4
LE500	0	0	0	11	11
A2C	0	0	9	2	11
Y12 Series	0	0	3	3	6
<b>Total Units</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>20</b>	<b>32</b>
<b>Total Billings</b>	<b>\$0</b>	<b>\$0</b>	<b>\$14,928,557</b>	<b>\$22,314,271</b>	<b>\$37,242,829</b>
<b>Boeing Business Jets<sup>7</sup></b>					
BBJ	1	0	0	0	1
BBJ 2	0	0	0	0	0
BBJ 3	0	0	0	0	0
B737-800	0	0	0	2	2
B777-300ER	0	0	1	0	1
B787-8	0	0	0	0	0
B787-9	0	0	0	0	0
<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>\$60,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$192,000,000</b>	<b>\$252,000,000</b>
<b>Bombardier</b>					
Learjet 70 / 75	1	5	7	11	24
Challenger 350	14	16	13	19	62
Challenger 605 / 650	2	7	6	11	26
Global 5000 / 6000	14	14	10	13	51
CL850 / 870 / 890	0	0	0	0	0
<b>Total Units</b>	<b>31</b>	<b>42</b>	<b>36</b>	<b>54</b>	<b>163</b>
<b>Total Billings</b>	<b>\$1,276,000,000</b>	<b>\$1,547,000,000</b>	<b>\$1,249,000,000</b>	<b>\$1,801,000,000</b>	<b>\$5,873,000,000</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>Cirrus Aircraft</b>					
SR20	10	5	9	11	35
SR22	20	44	26	43	133
SR22T	27	47	38	37	149
SF50	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>3</u>
<b>Total Units</b>	<b>57</b>	<b>96</b>	<b>73</b>	<b>94</b>	<b>320</b>
<b>Total Billings</b>	<b>\$42,149,050</b>	<b>\$72,082,898</b>	<b>\$55,944,644</b>	<b>\$72,873,940</b>	<b>\$243,050,532</b>
<b>CubCrafters<sup>6</sup></b>					
CC11-100 Sport Cub S2	0	0	0	0	0
CC11-160 Carbon Cub SS	9	6	7	2	24
CC18-180 Top Cub	1	1	0	0	2
CC19-180 XCub	<u>0</u>	<u>0</u>	<u>3</u>	<u>5</u>	<u>8</u>
<b>Total Units</b>	<b>10</b>	<b>7</b>	<b>10</b>	<b>7</b>	<b>34</b>
<b>Total Billings</b>	<b>\$2,511,952</b>	<b>\$1,702,712</b>	<b>\$2,729,747</b>	<b>\$2,071,067</b>	<b>\$9,015,478</b>
<b>DAHER</b>					
SOCATA TBM 900	5	0	1	2	8
SOCATA TBM 930	<u>0</u>	<u>13</u>	<u>13</u>	<u>20</u>	<u>46</u>
<b>Total Units</b>	<b>5</b>	<b>13</b>	<b>14</b>	<b>22</b>	<b>54</b>
<b>Total Billings</b>	<b>\$19,450,000</b>	<b>\$53,210,000</b>	<b>\$57,180,000</b>	<b>\$89,760,000</b>	<b>\$219,600,000</b>
<b>Dassault Falcon Jet<sup>5, 8</sup></b>					
2000S / 2000LXS / 900LX / 7X / 8X	/	15	/	34	49
<b>Total Units</b>		<b>15</b>		<b>34</b>	<b>49</b>
<b>Total Billings</b>		<b>\$656,350,000</b>		<b>\$1,513,650,000</b>	<b>\$2,170,000,000</b>
<b>Diamond Aircraft<sup>5, 6</sup></b>					
HK-36	0	0	0	0	0
DA20-C1	7	4	4	5	20
DA40 (All)	13	13	5	17	48
DA42 (All)	7	14	9	4	34
DA62	<u>3</u>	<u>11</u>	<u>8</u>	<u>8</u>	<u>30</u>
<b>Total Units</b>	<b>30</b>	<b>42</b>	<b>26</b>	<b>34</b>	<b>132</b>
<b>Total Billings</b>	<b>\$16,060,600</b>	<b>\$29,265,800</b>	<b>\$18,598,400</b>	<b>\$20,594,800</b>	<b>\$84,519,600</b>
<b>Discovery Aviation</b>					
XL2	0	0	0	0	0
<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	8	1	0	10
Phenom 300	11	15	12	25	63
Legacy 450	0	0	6	6	12
Legacy 500	5	3	4	9	21
Legacy 600 / 650	6	0	2	1	9
Lineage 1000 / E190 Head of State	0	0	0	2	2
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>23</b>	<b>26</b>	<b>25</b>	<b>43</b>	<b>117</b>
<b>Total Billings</b>	<b>\$375,881,600</b>	<b>\$228,202,800</b>	<b>\$349,101,600</b>	<b>\$639,050,000</b>	<b>\$1,592,236,000</b>
<b>Extra Aircraft</b>					
EA300	7	7	6	7	27
<b>Total Units</b>	<b>7</b>	<b>7</b>	<b>6</b>	<b>7</b>	<b>27</b>
<b>Total Billings</b>	<b>\$2,415,000</b>	<b>\$2,415,000</b>	<b>\$2,070,000</b>	<b>\$2,415,000</b>	<b>\$9,315,000</b>
<b>Flight Design GmbH<sup>6</sup></b>					
ASTM CT Series	13	0	6	4	23
<b>Total Units</b>	<b>13</b>	<b>0</b>	<b>6</b>	<b>4</b>	<b>23</b>
<b>Total Billings</b>	<b>\$1,515,000</b>	<b>\$0</b>	<b>\$670,000</b>	<b>\$482,000</b>	<b>\$2,667,000</b>
<b>Gulfstream Aerospace Corp.<sup>5, 15</sup></b>					
Gulfstream 150 / 280	8	7	6	6	27
Gulfstream 450 / 550 / 650 / 650ER	<u>20</u>	<u>29</u>	<u>23</u>	<u>22</u>	<u>94</u>
<b>Total Units</b>	<b>28</b>	<b>36</b>	<b>29</b>	<b>28</b>	<b>121</b>
<b>Total Billings</b>	<b>\$1,428,950,000</b>	<b>\$2,016,100,000</b>	<b>\$1,606,000,000</b>	<b>\$1,558,600,000</b>	<b>\$6,609,650,000</b>
<b>Honda Aircraft Company<sup>5</sup></b>					
HA-420 HondaJet	3	7	5	8	23
<b>Total Units</b>	<b>3</b>	<b>7</b>	<b>5</b>	<b>8</b>	<b>23</b>
<b>Total Billings</b>	<b>\$13,500,000</b>	<b>\$31,500,000</b>	<b>\$22,500,000</b>	<b>\$36,000,000</b>	<b>\$103,500,000</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>ICON Aircraft<sup>6</sup></b>					
A5	0	0	3	2	5
<b>Total Units</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>5</b>
<b>Total Billings</b>	n/a	n/a	n/a	n/a	n/a
<b>Mahindra Aerospace<sup>5</sup></b>					
Airvan 8	2	3	1	3	9
<b>Total Units</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>9</b>
<b>Total Billings</b>	<b>\$1,453,920</b>	<b>\$2,180,880</b>	<b>\$726,960</b>	<b>\$2,180,880</b>	<b>\$6,542,640</b>
<b>Maule Air, Inc.<sup>12</sup></b>					
MX-7-180C	1	0	0	0	1
M-7-235C	0	1	0	0	1
M-7-260C	0	1	0	0	1
<b>Total Units</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>
<b>Total Billings</b>	<b>\$207,810</b>	<b>\$487,991</b>	<b>\$0</b>	<b>\$0</b>	<b>\$695,801</b>
<b>Mooney International Corp.</b>					
M20R Ovation	0	0	0	1	1
M20TN Acclaim	2	2	1	1	6
<b>Total Units</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>7</b>
<b>Total Billings</b>	<b>\$1,467,000</b>	<b>\$1,470,000</b>	<b>\$719,000</b>	<b>\$1,459,900</b>	<b>\$5,115,900</b>
<b>ONE Aviation Corp.<sup>5</sup></b>					
Eclipse 550	3	1	1	3	8
<b>Total Units</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>8</b>
<b>Total Billings</b>	<b>\$9,251,000</b>	<b>\$3,393,000</b>	<b>\$2,695,000</b>	<b>\$9,251,000</b>	<b>\$24,590,000</b>
<b>Pacific Aerospace Ltd.</b>					
PAC 750XL	1	2	4	1	8
<b>Total Units</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>8</b>
<b>Total Billings</b>	<b>\$1,800,000</b>	<b>\$3,084,000</b>	<b>\$6,850,000</b>	<b>\$1,710,000</b>	<b>\$13,444,000</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	3	0	0	6	9
PC-12	16	22	20	33	91
<b>Total Units</b>	<b>19</b>	<b>22</b>	<b>20</b>	<b>39</b>	<b>100</b>
<b>Total Billings</b>	<b>\$83,745,000</b>	<b>\$107,514,000</b>	<b>\$97,740,000</b>	<b>\$172,377,000</b>	<b>\$461,376,000</b>
<b>Piper Aircraft, Inc.</b>					
PA-28-161 Warrior III	5	0	0	0	5
PA-28-181 Archer III	3	4	22	13	42
PA-28R-201 Arrow	7	0	0	0	7
PA-34-220T Seneca V	0	1	0	2	3
PA-44-180 Seminole	1	4	0	5	10
PA-46-350P M350	4	7	4	11	26
PA-46R-350T Matrix	0	0	0	0	0
PA-46-500TP M500	2	6	2	2	12
PA-46-600TP M600	0	0	8	14	22
<b>Total Units</b>	<b>22</b>	<b>22</b>	<b>36</b>	<b>47</b>	<b>127</b>
<b>Total Billings</b>	<b>\$14,311,429</b>	<b>\$23,463,569</b>	<b>\$41,359,763</b>	<b>\$70,998,597</b>	<b>\$150,133,358</b>
<b>Quest Aircraft Company</b>					
Kodiak 100	5	11	7	13	36
<b>Total Units</b>	<b>5</b>	<b>11</b>	<b>7</b>	<b>13</b>	<b>36</b>
<b>Total Billings</b>	<b>\$10,075,000</b>	<b>\$22,825,000</b>	<b>\$16,899,864</b>	<b>\$31,530,928</b>	<b>\$81,330,792</b>
<b>TECNAM Aircraft<sup>6</sup></b>					
ASTM - LSA	20	18	15	20	73
P2002JF	6	8	10	9	33
P92JS	1	0	6	0	7
P2002JR	0	0	0	0	0
P2008JC	4	8	8	4	24
P2006T	8	8	8	8	32
P2010P Twenty Ten	7	6	5	4	22
<b>Total Units</b>	<b>46</b>	<b>48</b>	<b>52</b>	<b>45</b>	<b>191</b>
<b>Total Billings</b>	<b>\$9,854,393</b>	<b>\$10,200,148</b>	<b>\$10,481,625</b>	<b>\$8,416,720</b>	<b>\$38,952,886</b>

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

Make and Model	QI	QII	QIII	QIV	YTD
<b>Textron Aviation<sup>4, 5</sup></b>					
<i>Beechcraft Corporation</i>					
Bonanza G36	6	4	6	9	25
Baron G58	5	4	4	7	20
King Air C90GTx	5	4	1	1	11
King Air 250	6	7	10	9	32
King Air 350i / ER	<u>15</u>	<u>12</u>	<u>18</u>	<u>18</u>	<u>63</u>
<b>Total Units</b>	<b>37</b>	<b>31</b>	<b>39</b>	<b>44</b>	<b>151</b>
<b>Total Billings (Beechcraft - Total)</b>	<b>\$181,481,188</b>	<b>\$157,734,750</b>	<b>\$212,854,625</b>	<b>\$213,419,125</b>	
<i>Cessna Aircraft Company</i>					
CE-172S Skyhawk SP	9	20	33	38	100
CE-182T Skylane	6	5	14	25	50
CE-T206H Turbo Stationair	5	6	11	14	36
CE-240 TTx	7	7	4	13	31
CE-208 Caravan 675	3	4	4	2	13
CE-208B Grand Caravan EX	9	16	22	24	71
CE-510 Citation Mustang	1	2	4	3	10
CE-525 Citation M2	4	13	9	12	38
CE-525B Citation CJ3+	5	5	5	10	25
CE-525C Citation CJ4	7	8	8	6	29
CE-560 Citation XLS+	6	6	4	3	19
CE-680 Citation Sovereign+	2	1	3	5	11
CE-680A Citation Latitude	7	9	8	18	42
CE-750 Citation X+	<u>2</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>4</u>
<b>Total Units</b>	<b>73</b>	<b>103</b>	<b>129</b>	<b>174</b>	<b>479</b>
<b>Total Billings (Cessna - Total)</b>	<b>\$439,805,100</b>	<b>\$507,714,400</b>	<b>\$492,376,800</b>	<b>\$749,698,600</b>	
<b>Total Billings (Combined)</b>	<b>\$621,286,288</b>	<b>\$665,449,150</b>	<b>\$705,231,425</b>	<b>\$963,117,725</b>	<b>\$2,955,084,588</b>
<b>Thrush Aircraft, Inc.</b>					
S2R-T34	2	1	2	5	10
S2RHG-T65	0	1	1	0	2
S2R-T660	4	4	6	3	17
S2R-G10	0	0	0	0	0
S2R-H80	<u>4</u>	<u>2</u>	<u>2</u>	<u>2</u>	<u>10</u>
<b>Total Units</b>	<b>10</b>	<b>8</b>	<b>11</b>	<b>10</b>	<b>39</b>
<b>Total Billings</b>	<b>\$14,588,592</b>	<b>\$13,333,824</b>	<b>\$19,102,714</b>	<b>\$13,374,844</b>	<b>\$60,399,974</b>
<b>WACO Aircraft Company</b>					
2T-1A-2	1	1	1	0	3
YMF-5D	<u>1</u>	<u>2</u>	<u>1</u>	<u>0</u>	<u>4</u>
<b>Total Units</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>7</b>
<b>Total Billings</b>	<b>\$757,000</b>	<b>\$1,374,000</b>	<b>\$822,000</b>	<b>\$0</b>	<b>\$2,953,000</b>

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

Make and Model	QI	QII	QIII	QIV	YTD
<b>Airbus Helicopters<sup>5, 9, 11</sup></b>					
H120	2	2	0	1	5
AS350 B2	0	2	1	4	7
H125/H125M	15	34	18	37	104
H130	14	18	12	10	54
AS355 NP / ASS555AP	0	2	2	3	7
H135 / H135M	4	8	6	22	40
H145 / H145M	14	23	34	36	107
AS365 N3+ / AS565 Mbe	1	2	1	7	11
H155	0	0	0	3	3
H175	0	1	2	1	4
H215 / H215M	0	1	3	6	10
H225 / H225M	1	1	3	4	9
TIGER	<u>1</u>	<u>5</u>	<u>3</u>	<u>10</u>	<u>19</u>
<b>Total Units</b>	<b>52</b>	<b>99</b>	<b>85</b>	<b>144</b>	<b>380</b>
<b>Total Billings</b>	<b>\$230,400,000</b>	<b>\$427,500,000</b>	<b>\$500,000,000</b>	<b>\$806,800,000</b>	<b>\$1,964,700,000</b>

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

Make and Model	QI	QII	QIII	QIV	YTD
<b>Bell Helicopter<sup>4,5</sup></b>					
206L-4	3	0	5	2	10
407	1	0	0	1	2
407GX	0	2	1	1	4
407GXP	15	11	15	10	51
429	6	10	3	7	26
429WLG	0	0	1	1	2
412EP	0	0	0	1	1
412EPI	2	1	0	6	9
Huey II	3	0	0	6	9
<b>Total Units</b>	<b>30</b>	<b>24</b>	<b>25</b>	<b>35</b>	<b>114</b>
<b>Total Billings</b>	<b>\$150,000,000</b>	<b>\$130,000,000</b>	<b>\$105,000,000</b>	<b>\$241,000,000</b>	<b>\$626,000,000</b>
<b>Enstrom Helicopter Corp.<sup>4,5</sup></b>					
F28F	1	0	1	0	2
280FX	0	1	0	0	1
480B	2	3	2	2	9
<b>Total Units</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>12</b>
<b>Total Billings</b>	<b>\$3,300,000</b>	<b>\$4,700,000</b>	<b>\$3,160,180</b>	<b>\$2,496,120</b>	<b>\$13,656,300</b>
<b>Hélicoptères Guimbal</b>					
Cabri G2	9	14	12	15	50
<b>Total Units</b>	<b>9</b>	<b>14</b>	<b>12</b>	<b>15</b>	<b>50</b>
<b>Total Billings</b>	<b>\$3,581,700</b>	<b>\$4,946,589</b>	<b>\$4,559,763</b>	<b>\$5,557,788</b>	<b>\$18,645,840</b>
<b>Leonardo Helicopters<sup>5,10,11,13</sup></b>					
AW119Kx	1	2	4	15	22
AW109Power	0	0	0	0	0
GRANDNEW	2	8	4	3	17
AW139	8	16	14	25	63
AW169	4	3	6	9	22
AW189	1	1	1	4	7
AW159	4	7	2	6	19
SUPER LYNX	0	1	0	0	1
T129	2	0	0	8	10
AW101	0	1	1	1	3
CH47F	1	1	1	2	5
SW4	1	1	1	0	3
W3	0	0	0	0	0
<b>Total Units</b>	<b>24</b>	<b>41</b>	<b>34</b>	<b>73</b>	<b>172</b>
<b>Total Billings</b>	<b>\$136,400,000</b>	<b>\$275,500,000</b>	<b>\$234,600,000</b>	<b>\$454,100,000</b>	<b>\$1,100,600,000</b>
<b>Robinson Helicopter Company<sup>5</sup></b>					
R22 Beta II	5	3	6	5	19
R44 Cadet	0	2	4	6	12
R44 Raven I	8	6	4	8	26
R44 Raven II	37	30	25	22	114
R66	11	14	22	16	63
<b>Total Units</b>	<b>61</b>	<b>55</b>	<b>61</b>	<b>57</b>	<b>234</b>
<b>Total Billings</b>	<b>\$31,088,000</b>	<b>\$29,134,000</b>	<b>\$33,887,000</b>	<b>\$28,518,000</b>	<b>\$122,627,000</b>
<b>Sikorsky Aircraft Corporation<sup>4,5</sup></b>					
S-76	3	0	1	1	5
S-92	2	0	2	3	7
<b>Total Units</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>12</b>
<b>Total Billings</b>	<b>\$89,000,000</b>	<b>\$0</b>	<b>\$63,000,000</b>	<b>\$88,000,000</b>	<b>\$240,000,000</b>

<b>Grand Total Civil Aircraft Shipments<sup>6</sup></b>	<b>649</b>	<b>810</b>	<b>802</b>	<b>1,117</b>	<b>3,378</b>
<b>Grand Total Aircraft Billings</b>	<b>\$4,675,604,078</b>	<b>\$6,376,524,938</b>	<b>\$5,237,897,367</b>	<b>\$8,888,659,900</b>	<b>\$25,178,686,282</b>

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

Make and Model	QI	QII	QIII	QIV	Year-To-Date
<b>Air Tractor</b>					
AT-802U	0	0	0	0	0
<b>Total Units</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Bell Helicopter</b>					
H-1	10	9	8	8	35
V22	6	6	6	4	22
<b>Total Units</b>	<b>16</b>	<b>15</b>	<b>14</b>	<b>12</b>	<b>57</b>

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

Make and Model	QI	QII	QIII	QIV	Year-To-Date
<b>NHIndustries<sup>11</sup></b>					
NH90	<u>4</u>	<u>8</u>	<u>9</u>	<u>17</u>	<u>38</u>
<b>Total Units</b>	<b>4</b>	<b>8</b>	<b>9</b>	<b>17</b>	<b>38</b>
<b>Sikorsky Aircraft Corporation</b>					
Blackhawk	30	39	31	33	133
Seahawk	<u>12</u>	<u>8</u>	<u>7</u>	<u>9</u>	<u>36</u>
<b>Total Units</b>	<b>42</b>	<b>47</b>	<b>38</b>	<b>42</b>	<b>169</b>
<b>Textron Aviation</b>					
<i>Beechcraft Corporation</i>					
T-6 A/B/C	<u>11</u>	<u>11</u>	<u>8</u>	<u>8</u>	<u>38</u>
<b>Total Units</b>	<b>11</b>	<b>11</b>	<b>8</b>	<b>8</b>	<b>38</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 produced under an EASA production approval.
4. Other military and government aircraft shipments are not included in main shipment table totals, but listed separately.
5. Company billings are not reported. GAMA estimates total billings using public information including BCA Purchase Planning Handbook 2016.
6. AVIC General A2C, CubCrafters CC11, Diamond Aircraft HK36 Motor Glider, Flight Design GmbH ASTM CT Series, ICON A5, and TECNAM ASTM LSA models are included in civil make-model shipment total, but not summary tables. 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. Dassault reports combined civil airplane deliveries twice a year in accordance with company financial reporting procedures.
9. Airbus Helicopters changed to reporting combined civil/commercial and military/government unit deliveries starting second quarter 2016.
10. Leonardo Helicopters changed reporting to combined civil/commercial and military/government unit deliveries starting third quarter 2016.
11. NHIndustries is wholly owned by Airbus Helicopters, Leonardo, 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.
12. Maule Air Q3 and Q4 data was not available at the time of publication of this report. The report will be updated online when available.
13. The report was updated on March 15, 2017 to include fourth quarter data which was not available at time of publication.
14. AVIC General was added to the report in fourth quarter 2016.
15. Gulfstream Aerospace aircraft delivery information has been restated for 2016 for the adoption of ACS Topic 606 on January 1, 2017.