



# 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

## 2017 Year End

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

	QI	QII	QIII	QIV	Year-To-Date
Single-Engine Piston	176	224	217	319	936
Multi-Engine Piston	27	41	39	42	149
<b>Total Piston Airplanes</b>	<b>203</b>	<b>265</b>	<b>256</b>	<b>361</b>	<b>1,085</b>
Single-Engine Turboprops	88	116	113	156	473
Multi-Engine Turboprops	14	19	24	33	90
<b>Total Turboprop Airplanes</b>	<b>102</b>	<b>135</b>	<b>137</b>	<b>189</b>	<b>563</b>
Business Jets	130	166	137	244	677
<b>Total Turbine Airplanes</b>	<b>232</b>	<b>301</b>	<b>274</b>	<b>433</b>	<b>1,240</b>
<b>Grand Total Airplane Shipments</b>	<b>435</b>	<b>566</b>	<b>530</b>	<b>794</b>	<b>2,325</b>
<b>Grand Total Airplane Billings</b>	<b>\$3,711,776,146</b>	<b>\$5,318,308,082</b>	<b>\$4,091,055,785</b>	<b>\$7,079,653,950</b>	<b>\$20,200,793,962</b>
Piston Helicopters	58	67	65	74	264
Turbine Helicopters	129	209	133	233	704
<b>Grand Total Helicopter Shipments</b>	<b>187</b>	<b>276</b>	<b>198</b>	<b>307</b>	<b>968</b>
<b>Grand Total Helicopter Billings</b>	<b>\$569,248,132</b>	<b>\$1,307,430,224</b>	<b>\$807,121,192</b>	<b>\$1,435,910,092</b>	<b>\$4,119,709,642</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	130	178	168	269	745
Multi-Engine Piston	9	5	12	15	41
<b>Total Piston Airplanes</b>	<b>139</b>	<b>183</b>	<b>180</b>	<b>284</b>	<b>786</b>
Single-Engine Turboprops	67	77	76	103	323
Multi-Engine Turboprops	12	19	24	31	86
<b>Total Turboprop Airplanes</b>	<b>79</b>	<b>96</b>	<b>100</b>	<b>134</b>	<b>409</b>
Business Jets	93	100	97	114	404
<b>Total Turbine Airplanes</b>	<b>172</b>	<b>196</b>	<b>197</b>	<b>248</b>	<b>813</b>
<b>Grand Total</b>	<b>311</b>	<b>379</b>	<b>377</b>	<b>532</b>	<b>1,599</b>

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

Type	QI	QII	QIII	QIV	Year-To-Date
Single-Engine Piston	65	70	76	65	276
Multi-Engine Piston	18	36	27	27	108
<b>Total Piston Airplanes</b>	<b>83</b>	<b>106</b>	<b>103</b>	<b>92</b>	<b>384</b>
Single-Engine Turboprops	19	35	36	53	143
Multi-Engine Turboprops	0	0	0	2	2
<b>Total Turboprop Airplanes</b>	<b>19</b>	<b>35</b>	<b>36</b>	<b>55</b>	<b>145</b>
Business Jets	0	17	0	32	49
<b>Total Turbine Airplanes</b>	<b>19</b>	<b>52</b>	<b>36</b>	<b>87</b>	<b>194</b>
<b>Grand Total</b>	<b>102</b>	<b>158</b>	<b>139</b>	<b>179</b>	<b>578</b>

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

	QI	QII	QIII	QIV	Year-To-Date
North America	326	412	403	573	1,723
South America	15	9	5	50	70
Europe	79	131	109	155	474
Rest of World	15	14	13	16	58
<b>Grand Total</b>	<b>435</b>	<b>566</b>	<b>530</b>	<b>794</b>	<b>2,325</b>

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

	North America	Europe	Asia Pacific	Latin America	Middle East & Africa
Piston Engine	65.6%	9.5%	13.4%	5.9%	5.6%
Turboprops	54.2%	12.8%	14.1%	15.5%	3.4%
Business Jets	63.8%	17.0%	9.9%	5.3%	4.0%
<b>Total Shipments in Region</b>	<b>62.1%</b>	<b>12.7%</b>	<b>12.5%</b>	<b>8.2%</b>	<b>4.5%</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	<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<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	1	0	0	1
AT-402A	0	1	0	4	5
AT-402B	3	2	3	7	15
AT-502A	5	5	1	6	17
AT-502B	5	7	5	15	32
AT-504	1	1	2	1	5
AT-602	4	3	0	0	7
AT-802	3	1	0	2	6
AT-802A	15	8	3	13	39
AT-802AF	0	4	1	1	6
AT-802F	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>
<b>Total Units</b>	<b>36</b>	<b>34</b>	<b>15</b>	<b>49</b>	<b>134</b>
<b>Total Billings</b>	<b>\$18,698,745</b>	<b>\$18,466,338</b>	<b>\$7,072,834</b>	<b>\$23,996,065</b>	<b>\$68,233,982</b>
<b>American Champion Aircraft</b>					
7EC Champ	0	0	0	0	0
7ECA Citabria Aurora	0	0	0	0	0
7GCAA Citabria Adventurer	0	0	0	0	0
7GCBC Citabria Explorer	1	0	1	0	2
8GCBC Scout	1	1	1	5	8
8KCAB Super Decathlon	1	0	3	1	5
8KCAB Xtreme Decathlon	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<b>Total Units</b>	<b>3</b>	<b>1</b>	<b>5</b>	<b>6</b>	<b>15</b>
<b>Total Billings</b>	<b>\$682,500</b>	<b>\$246,900</b>	<b>\$1,174,300</b>	<b>\$1,480,400</b>	<b>\$3,584,100</b>
<b>AVIC General</b>					
Y5B	0	1	1	3	5
LE500	0	0	1	4	5
A2C	2	0	4	6	12
Y12 Series	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>
<b>Total Units</b>	<b>4</b>	<b>1</b>	<b>6</b>	<b>13</b>	<b>24</b>
<b>Total Billings</b>	<b>\$10,320,081</b>	<b>\$793,852</b>	<b>\$1,619,459</b>	<b>\$4,890,131</b>	<b>\$17,623,523</b>
<b>Boeing Business Jets<sup>7, 14</sup></b>					
BBJ	0	0	0	0	0
BBJ 2	0	0	0	0	0
BBJ 3	0	0	0	0	0
B737-800	0	0	0	1	1
B777-300ER	1	1	1	0	3
B787-8	1	0	0	1	2
B787-9	1	0	0	0	1
B747-8	<u>0</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>3</u>
<b>Total Units</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>10</b>
<b>Total Billings<sup>7</sup></b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$68,000,000</b>	<b>\$68,000,000</b>
<b>Bombardier<sup>15</sup></b>					
Learjet 70 / 75	5	3	4	2	14
Challenger 350	9	12	13	22	56
Challenger 650	6	6	3	6	21
Global 5000 / 6000	8	15	9	13	45
CL850 / 870 / 890	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>2</u>
<b>Total Units</b>	<b>29</b>	<b>36</b>	<b>30</b>	<b>43</b>	<b>138</b>
<b>Total Billings</b>	<b>\$1,007,560,707</b>	<b>\$1,466,000,000</b>	<b>\$1,080,000,000</b>	<b>\$1,583,000,000</b>	<b>\$5,136,560,707</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	8	12	14	12	46
SR22	25	30	32	48	135
SR22T	24	50	41	59	174
SF50	<u>0</u>	<u>2</u>	<u>7</u>	<u>13</u>	<u>22</u>
<b>Total Units</b>	<b>57</b>	<b>94</b>	<b>94</b>	<b>132</b>	<b>377</b>
<b>Total Billings</b>	<b>\$43,009,205</b>	<b>\$77,594,691</b>	<b>\$80,838,299</b>	<b>\$122,256,391</b>	<b>\$323,698,586</b>
<b>CubCrafters<sup>6</sup></b>					
CC11-100 Sport Cub S2	0	0	0	1	1
CC11-160 Carbon Cub SS	2	1	3	0	6
CC18-180 Top Cub	2	0	3	1	6
CC19-180 XCub	<u>3</u>	<u>8</u>	<u>2</u>	<u>1</u>	<u>14</u>
<b>Total Units</b>	<b>7</b>	<b>9</b>	<b>8</b>	<b>3</b>	<b>27</b>
<b>Total Billings</b>	<b>\$1,977,428</b>	<b>\$2,744,880</b>	<b>\$2,194,053</b>	<b>\$842,691</b>	<b>\$7,759,052</b>
<b>DAHER</b>					
SOCATA TBM 910	1	8	5	15	29
SOCATA TBM 930	<u>6</u>	<u>8</u>	<u>8</u>	<u>6</u>	<u>28</u>
<b>Total Units</b>	<b>7</b>	<b>16</b>	<b>13</b>	<b>21</b>	<b>57</b>
<b>Total Billings</b>	<b>\$29,090,000</b>	<b>\$64,760,000</b>	<b>\$53,080,000</b>	<b>\$83,890,000</b>	<b>\$230,820,000</b>
<b>Dassault Aviation<sup>5,8</sup></b>					
2000S / 2000LXS / 900LX / 7X / 8X	/	17	/	32	49
<b>Total Units</b>		<b>17</b>		<b>32</b>	<b>49</b>
<b>Total Billings</b>		<b>\$795,000,000</b>		<b>\$1,625,000,000</b>	<b>\$2,420,000,000</b>
<b>Diamond Aircraft<sup>5,6</sup></b>					
HK-36	0	0	0	0	0
DA20-C1	4	3	1	0	8
DA40 (All)	7	17	22	14	60
DA42 (All)	4	14	9	9	36
DA62	<u>6</u>	<u>12</u>	<u>8</u>	<u>7</u>	<u>33</u>
<b>Total Units</b>	<b>21</b>	<b>46</b>	<b>40</b>	<b>30</b>	<b>137</b>
<b>Total Billings</b>	<b>\$13,609,000</b>	<b>\$31,957,200</b>	<b>\$25,731,600</b>	<b>\$20,745,400</b>	<b>\$92,043,200</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 100	3	4	4	7	18
Phenom 300	8	12	9	25	54
Legacy 450	1	4	2	7	14
Legacy 500	1	3	1	10	15
Legacy 600 / 650	1	1	4	1	7
Lineage 1000 / E190 Head of State	1	0	0	0	1
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>15</b>	<b>24</b>	<b>20</b>	<b>50</b>	<b>109</b>
<b>Total Billings</b>	<b>\$203,760,000</b>	<b>\$280,935,000</b>	<b>\$267,070,000</b>	<b>\$601,030,000</b>	<b>\$1,352,795,000</b>
<b>Extra Aircraft</b>					
EA300	7	5	7	6	25
<b>Total Units</b>	<b>7</b>	<b>5</b>	<b>7</b>	<b>6</b>	<b>25</b>
<b>Total Billings</b>	<b>\$2,415,000</b>	<b>\$1,725,000</b>	<b>\$2,415,000</b>	<b>\$2,070,000</b>	<b>\$8,625,000</b>
<b>Flight Design GmbH<sup>6</sup></b>					
ASTM CT Series	6	9	8	9	32
<b>Total Units</b>	<b>6</b>	<b>9</b>	<b>8</b>	<b>9</b>	<b>32</b>
<b>Total Billings</b>	<b>\$786,000</b>	<b>\$1,233,000</b>	<b>\$1,112,000</b>	<b>\$1,264,000</b>	<b>\$4,395,000</b>
<b>Gulfstream Aerospace Corp.<sup>5</sup></b>					
Gulfstream 150 / 280	7	7	9	7	30
Gulfstream 450 / 550 / 650 / 650ER	<u>23</u>	<u>23</u>	<u>21</u>	<u>23</u>	<u>90</u>
<b>Total Units</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>120</b>
<b>Total Billings</b>	<b>\$1,650,450,000</b>	<b>\$1,639,100,000</b>	<b>\$1,622,950,000</b>	<b>\$1,650,900,000</b>	<b>\$6,563,400,000</b>
<b>Honda Aircraft Company<sup>5</sup></b>					
HA-420 HondaJet	15	9	6	13	43
<b>Total Units</b>	<b>15</b>	<b>9</b>	<b>6</b>	<b>13</b>	<b>43</b>
<b>Total Billings</b>	<b>\$72,750,000</b>	<b>\$43,650,000</b>	<b>\$29,100,000</b>	<b>\$63,700,000</b>	<b>\$209,200,000</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</b>					
A5	<u>2</u>	<u>2</u>	<u>4</u>	<u>2</u>	<u>10</u>
<b>Total Units</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>10</b>
<b>Total Billings</b>	n/a	n/a	n/a	n/a	n/a
<b>Mahindra Aerospace<sup>5</sup></b>					
Airvan 8	<u>4</u>	<u>2</u>	<u>1</u>	<u>2</u>	<u>9</u>
<b>Total Units</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>9</b>
<b>Total Billings</b>	<b>\$2,907,840</b>	<b>\$1,453,920</b>	<b>\$726,960</b>	<b>\$1,453,920</b>	<b>\$6,542,640</b>
<b>Maule Air, Inc.<sup>13</sup></b>					
MX-7-180C	0	n/a	n/a	n/a	n/a
M-7-235C	0	n/a	n/a	n/a	n/a
M-7-260C	<u>0</u>	<u>n/a</u>	<u>n/a</u>	<u>n/a</u>	<u>n/a</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>Mooney International Corp.</b>					
M20R Ovation	1	0	1	0	2
M20U Ovation Ultra	0	0	0	1	1
M20TN Acclaim	1	0	0	0	1
M20V Acclaim Ultra	<u>0</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>3</u>
<b>Total Units</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>7</b>
<b>Total Billings</b>	<b>\$1,376,400</b>	<b>\$0</b>	<b>\$1,477,000</b>	<b>\$2,426,500</b>	<b>\$5,279,900</b>
<b>ONE Aviation Corp.<sup>5</sup></b>					
Eclipse 550	<u>3</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>6</u>
<b>Total Units</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>6</b>
<b>Total Billings</b>	<b>\$8,985,000</b>	<b>\$2,995,000</b>	<b>\$2,995,000</b>	<b>\$2,995,000</b>	<b>\$17,970,000</b>
<b>Pacific Aerospace Ltd.</b>					
PAC 750XL	<u>2</u>	<u>4</u>	<u>1</u>	<u>0</u>	<u>7</u>
<b>Total Units</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>7</b>
<b>Total Billings</b>	<b>\$3,220,000</b>	<b>\$6,940,000</b>	<b>\$1,900,000</b>	<b>\$0</b>	<b>\$12,060,000</b>
<b>Piaggio Aerospace</b>					
P.180 Avanti Evo	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>2</u>
<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>\$15,390,000</b>	<b>\$15,390,000</b>
<b>Pilatus</b>					
PC-6	0	0	1	0	1
PC-12	<u>12</u>	<u>19</u>	<u>22</u>	<u>32</u>	<u>85</u>
<b>Total Units</b>	<b>12</b>	<b>19</b>	<b>23</b>	<b>32</b>	<b>86</b>
<b>Total Billings</b>	<b>\$59,124,000</b>	<b>\$93,613,000</b>	<b>\$110,447,000</b>	<b>\$157,664,000</b>	<b>\$420,848,000</b>
<b>Piper Aircraft, Inc.</b>					
PA-28-161 Warrior III	0	0	0	0	0
PA-28-181 Archer III	11	12	22	27	72
PA-28R-201 Arrow	4	1	0	4	9
PA-34-220T Seneca V	0	0	1	0	1
PA-44-180 Seminole	4	2	6	5	17
PA-46-350P M350	2	2	1	4	9
PA-46R-350T Matrix	0	0	0	0	0
PA-46-500TP M500	1	3	4	4	12
PA-46-600TP M600	<u>3</u>	<u>12</u>	<u>8</u>	<u>12</u>	<u>35</u>
<b>Total Units</b>	<b>25</b>	<b>32</b>	<b>42</b>	<b>56</b>	<b>155</b>
<b>Total Billings</b>	<b>\$23,383,514</b>	<b>\$52,103,573</b>	<b>\$48,631,208</b>	<b>\$66,748,753</b>	<b>\$190,867,048</b>
<b>Pipistrel Aircraft<sup>12</sup></b>					
Virus SW 121	<u>5</u>	<u>3</u>	<u>3</u>	<u>8</u>	<u>19</u>
<b>Total Units</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>8</b>	<b>19</b>
<b>Total Billings</b>	n/a	n/a	n/a	n/a	n/a
<b>Quest Aircraft Company</b>					
Kodiak 100	<u>9</u>	<u>8</u>	<u>6</u>	<u>8</u>	<u>31</u>
<b>Total Units</b>	<b>9</b>	<b>8</b>	<b>6</b>	<b>8</b>	<b>31</b>
<b>Total Billings</b>	<b>\$21,996,959</b>	<b>\$18,703,113</b>	<b>\$13,990,788</b>	<b>\$17,241,327</b>	<b>\$71,932,187</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>TECNAM Aircraft<sup>6</sup></b>					
ASTM - LSA	17	18	22	15	72
P2002JF	6	8	4	2	20
P92JS	0	0	0	3	3
P2002JR	0	0	0	0	0
P2008JC	4	4	6	5	19
P2006T	8	10	10	11	39
P2010P Twenty Ten	<u>9</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>18</u>
<b>Total Units</b>	<b>44</b>	<b>43</b>	<b>45</b>	<b>39</b>	<b>171</b>
<b>Total Billings</b>	<b>\$10,400,630</b>	<b>\$10,268,702</b>	<b>\$10,840,541</b>	<b>\$10,652,063</b>	<b>\$42,161,936</b>
<b>Textron Aviation<sup>4,5</sup></b>					
<i>Beechcraft Corporation</i>					
Bonanza G36	3	3	3	4	13
Baron G58	5	3	5	10	23
King Air C90GTx	2	2	4	5	13
King Air 250	4	8	8	8	28
King Air 350i / ER	<u>6</u>	<u>9</u>	<u>12</u>	<u>18</u>	<u>45</u>
<b>Total Units</b>	<b>20</b>	<b>25</b>	<b>32</b>	<b>45</b>	<b>122</b>
<b>Total Billings (Beechcraft - Total)</b>	<b>\$86,936,875</b>	<b>\$131,277,813</b>	<b>\$164,428,750</b>	<b>\$222,160,625</b>	
<i>Cessna Aircraft Company</i>					
CE-172S Skyhawk SP	20	31	24	54	129
CE-182T Skylane	7	11	7	21	46
CE-T206H Turbo Stationair	13	8	7	12	40
CE-240 TTx	1	7	4	11	23
CE-208 Caravan 675	3	1	4	2	10
CE-208B Grand Caravan EX	5	13	29	12	59
CE-510 Citation Mustang	2	5	0	0	7
CE-525 Citation M2	8	7	10	14	39
CE-525B Citation CJ3+	3	8	6	9	26
CE-525C Citation CJ4	5	5	4	9	23
CE-560 Citation XLS+	3	3	7	5	18
CE-680 Citation Sovereign+	3	3	1	2	9
CE-680A Citation Latitude	10	13	13	18	54
CE-750 Citation X+	<u>1</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>4</u>
<b>Total Units</b>	<b>84</b>	<b>117</b>	<b>116</b>	<b>170</b>	<b>487</b>
<b>Total Billings (Cessna - Total)</b>	<b>\$428,949,500</b>	<b>\$570,101,700</b>	<b>\$549,365,100</b>	<b>\$712,930,800</b>	
<b>Total Billings (Combined)</b>	<b>\$515,886,375</b>	<b>\$701,379,513</b>	<b>\$713,793,850</b>	<b>\$935,091,425</b>	<b>\$2,866,151,163</b>
<b>Thrush Aircraft, Inc.</b>					
S2R-T34	5	2	2	6	15
S2RHG-T65	0	0	0	1	1
S2R-T660	0	0	3	3	6
S2R-G10	0	0	0	0	0
S2R-H80	<u>5</u>	<u>5</u>	<u>5</u>	<u>6</u>	<u>21</u>
<b>Total Units</b>	<b>10</b>	<b>7</b>	<b>10</b>	<b>16</b>	<b>43</b>
<b>Total Billings</b>	<b>\$8,548,762</b>	<b>\$6,059,048</b>	<b>\$11,300,893</b>	<b>\$15,704,352</b>	<b>\$41,613,055</b>
<b>WACO Aircraft Company</b>					
2T-1A-2	1	0	0	0	1
YMF-5D	<u>1</u>	<u>1</u>	<u>1</u>	<u>2</u>	<u>5</u>
<b>Total Units</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>6</b>
<b>Total Billings</b>	<b>\$838,000</b>	<b>\$585,352</b>	<b>\$595,000</b>	<b>\$1,221,532</b>	<b>\$3,239,884</b>

**Rotorcraft Shipments<sup>1,2</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 Helicopters<sup>5,9,11</sup></b>					
H120	2	1	1	1	5
AS350 B2	0	0	0	0	0
H125/H125M	34	36	15	40	125
H130	5	9	9	12	35
AS355 NP / ASS555AP	0	1	0	0	1
H135 / H135M	11	10	12	22	55
H145 / H145M	16	28	19	30	93
AS365 N3+ / AS565 Mbe	0	5	2	9	16
H155	0	1	1	1	3
H175	2	2	4	3	11
H215 / H215M	0	0	0	3	3
H225 / H225M	0	3	1	1	5
TIGER	<u>4</u>	<u>5</u>	<u>3</u>	<u>5</u>	<u>17</u>
<b>Total Units</b>	<b>74</b>	<b>101</b>	<b>67</b>	<b>127</b>	<b>369</b>
<b>Total Billings</b>	<b>\$303,000,000</b>	<b>\$521,400,000</b>	<b>\$369,500,000</b>	<b>\$677,200,000</b>	<b>\$1,871,100,000</b>
<b>Bell Helicopter<sup>4,5</sup></b>					
505	2	3	5	17	27
206L-4	3	1	0	0	4
407GXP	10	5	15	14	44
429	8	9	12	5	34
429WLG	0	2	0	0	2
412EP	0	0	0	4	4
412EPI	3	1	5	0	9
Huey II	<u>1</u>	<u>0</u>	<u>2</u>	<u>5</u>	<u>8</u>
<b>Total Units</b>	<b>27</b>	<b>21</b>	<b>39</b>	<b>45</b>	<b>132</b>
<b>Total Billings</b>	<b>\$161,100,000</b>	<b>\$124,500,000</b>	<b>\$226,100,000</b>	<b>\$184,400,000</b>	<b>\$696,100,000</b>
<b>Enstrom Helicopter Corp.<sup>4,5</sup></b>					
F28F	0	0	0	0	0
280FX	0	1	0	0	1
480B	<u>1</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>4</u>
<b>Total Units</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>5</b>
<b>Total Billings</b>	<b>\$1,400,000</b>	<b>\$1,725,000</b>	<b>\$2,800,000</b>	<b>\$0</b>	<b>\$5,925,000</b>
<b>Hélicoptères Guimbal</b>					
Cabri G2	<u>10</u>	<u>8</u>	<u>8</u>	<u>9</u>	<u>35</u>
<b>Total Units</b>	<b>10</b>	<b>8</b>	<b>8</b>	<b>9</b>	<b>35</b>
<b>Total Billings</b>	<b>\$3,638,132</b>	<b>\$2,981,224</b>	<b>\$3,338,192</b>	<b>\$3,646,092</b>	<b>\$13,603,642</b>
<b>Leonardo Helicopters<sup>5,10,11,14</sup></b>					
AW119Kx	4	12	3	6	25
AW109Power	0	8	0	0	8
GRANDNEW	2	7	0	5	14
AW139	0	21	6	18	45
AW169	4	11	4	7	26
AW149	0	2	0	0	2
AW189	0	5	3	6	14
AW159	0	0	0	0	0
SUPER LYNX	1	0	0	0	1
T129	0	4	2	2	8
AW101	1	0	0	2	3
CH47F	0	1	1	0	2
SW4	0	0	0	0	0
W3	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<b>Total Units</b>	<b>12</b>	<b>71</b>	<b>19</b>	<b>46</b>	<b>148</b>
<b>Total Billings</b>	<b>\$62,600,000</b>	<b>\$573,200,000</b>	<b>\$170,600,000</b>	<b>\$438,500,000</b>	<b>\$1,244,900,000</b>
<b>Robinson Helicopter Company<sup>5</sup></b>					
R22 Beta II	11	9	5	9	34
R44 Cadet	6	5	5	4	20
R44 Raven I	8	16	10	20	54
R44 Raven II	23	28	37	32	120
R66	<u>21</u>	<u>24</u>	<u>12</u>	<u>20</u>	<u>77</u>
<b>Total Units</b>	<b>69</b>	<b>82</b>	<b>69</b>	<b>85</b>	<b>305</b>
<b>Total Billings</b>	<b>\$37,510,000</b>	<b>\$44,624,000</b>	<b>\$34,783,000</b>	<b>\$44,164,000</b>	<b>\$161,081,000</b>

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

Make and Model	QI	QII	QIII	QIV	YTD
<b>Sikorsky Aircraft Corporation<sup>4,5</sup></b>					
S-76	0	3	0	1	4
S-92	0	0	0	3	3
<b>Total Units</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>7</b>
<b>Total Billings</b>	<b>\$0</b>	<b>\$39,000,000</b>	<b>\$0</b>	<b>\$88,000,000</b>	<b>\$127,000,000</b>

<b>Grand Total Civil Aircraft Shipments<sup>6</sup></b>	<b>657</b>	<b>884</b>	<b>775</b>	<b>1,143</b>	<b>3,459</b>
<b>Grand Total Aircraft Billings</b>	<b>\$4,281,024,279</b>	<b>\$6,625,738,306</b>	<b>\$4,898,176,977</b>	<b>\$8,515,564,042</b>	<b>\$24,320,503,604</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	3	14	8	13	38
V22	6	4	5	7	22
<b>Total Units</b>	<b>9</b>	<b>18</b>	<b>13</b>	<b>20</b>	<b>60</b>
<b>NHIndustries<sup>11</sup></b>					
NH90	4	12	9	15	40
<b>Total Units</b>	<b>4</b>	<b>12</b>	<b>9</b>	<b>15</b>	<b>40</b>
<b>Sikorsky Aircraft Corporation</b>					
Blackhawk	25	31	33	45	134
Seahawk	7	8	7	9	31
<b>Total Units</b>	<b>32</b>	<b>39</b>	<b>40</b>	<b>54</b>	<b>165</b>
<b>Textron Aviation</b>					
<u>Beechcraft Corporation</u>					
T-6 A/B/C	2	4	5	2	13
<b>Total Units</b>	<b>2</b>	<b>4</b>	<b>5</b>	<b>2</b>	<b>13</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 2017.
6. AVIC General A2C, CubCrafters CC11, Diamond Aircraft HK36 Motor Glider, Flight Design GmbH ASTM CT Series, 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 values are 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. Billings are estimated for civil/commercial models only.
10. Leonardo Helicopters changed reporting to combined civil/commercial and military/government unit deliveries. Billings are estimated for civil/commercial models only.
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. Pipistrel Aircraft is a new addition to the shipment report in 2017.
13. Maule Air data was not available at the time of publication.
14. Boeing Business Jet data has been revised since original publication.
15. Bombardier data has been revised since original publication.