



# 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

## 2018 Year-End Report

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

	QI	QII	QIII	QIV	Year-To-Date
Single-Engine Piston	162	255	235	302	954
Multi-Engine Piston	38	43	50	54	185
<b>Total Piston Airplanes</b>	<b>200</b>	<b>298</b>	<b>285</b>	<b>356</b>	<b>1,139</b>
Single-Engine Turboprops	95	125	113	161	494
Multi-Engine Turboprops	20	23	19	36	107
<b>Total Turboprop Airplanes</b>	<b>115</b>	<b>148</b>	<b>132</b>	<b>197</b>	<b>601</b>
Business Jets	132	164	151	256	703
<b>Total Turbine Airplanes</b>	<b>247</b>	<b>312</b>	<b>283</b>	<b>453</b>	<b>1,304</b>
<b>Grand Total Airplane Shipments</b>	<b>447</b>	<b>610</b>	<b>568</b>	<b>809</b>	<b>2,443</b>
<b>Grand Total Airplane Billings</b>	<b>\$3,832,535,892</b>	<b>\$4,752,666,129</b>	<b>\$4,215,953,455</b>	<b>\$7,704,519,903</b>	<b>\$20,564,175,378</b>
Piston Helicopters	77	72	71	61	281
Turbine Helicopters	134	203	163	239	739
<b>Grand Total Helicopter Shipments</b>	<b>211</b>	<b>275</b>	<b>234</b>	<b>300</b>	<b>1,020</b>
<b>Grand Total Helicopter Billings</b>	<b>\$603,717,741</b>	<b>\$912,011,850</b>	<b>\$930,219,115</b>	<b>\$1,495,528,976</b>	<b>\$3,941,477,682</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	126	197	198	250	771
Multi-Engine Piston	6	17	13	22	58
<b>Total Piston Airplanes</b>	<b>132</b>	<b>214</b>	<b>211</b>	<b>272</b>	<b>829</b>
Single-Engine Turboprops	73	88	78	111	350
Multi-Engine Turboprops	17	23	19	35	94
<b>Total Turboprop Airplanes</b>	<b>90</b>	<b>111</b>	<b>97</b>	<b>146</b>	<b>444</b>
Business Jets	93	103	108	169	473
<b>Total Turbine Airplanes</b>	<b>183</b>	<b>214</b>	<b>205</b>	<b>315</b>	<b>917</b>
<b>Grand Total</b>	<b>315</b>	<b>428</b>	<b>416</b>	<b>587</b>	<b>1,746</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	61	78	62	75	276
Multi-Engine Piston	32	26	37	32	127
<b>Total Piston Airplanes</b>	<b>93</b>	<b>104</b>	<b>99</b>	<b>107</b>	<b>403</b>
Single-Engine Turboprops	20	34	32	47	133
Multi-Engine Turboprops	3	0	0	1	4
<b>Total Turboprop Airplanes</b>	<b>23</b>	<b>34</b>	<b>32</b>	<b>48</b>	<b>137</b>
Business Jets	2	16	7	35	60
<b>Total Turbine Airplanes</b>	<b>25</b>	<b>50</b>	<b>39</b>	<b>83</b>	<b>197</b>
<b>Grand Total</b>	<b>118</b>	<b>154</b>	<b>138</b>	<b>190</b>	<b>600</b>

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

	QI	QII	QIII	QIV	Year-To-Date
North America	343	460	443	625	1,871
South America	2	5	3	6	16
Europe	92	130	109	163	494
Rest of World	10	15	13	15	53
<b>Grand Total</b>	<b>447</b>	<b>610</b>	<b>568</b>	<b>809</b>	<b>2,434</b>

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

	North America	Europe	Asia Pacific	Latin America	Middle East & Africa
Piston Engine	61.5%	10.8%	18.5%	5.0%	4.1%
Turboprops	49.8%	12.9%	15.1%	14.9%	7.2%
Business Jets	65.1%	15.4%	10.0%	5.8%	3.7%
<b>Total Shipments in Region</b>	<b>59.7%</b>	<b>12.7%</b>	<b>15.0%</b>	<b>7.8%</b>	<b>4.8%</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	1	0	1
ACJ321	0	0	0	0	0
ACJ330	0	0	0	0	0
<b>Total Units</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>
<b>Total Billings<sup>7</sup></b>	<b>\$0</b>	<b>\$0</b>	<b>\$91,000,000</b>	<b>\$0</b>	<b>\$91,000,000</b>
<b>Air Tractor<sup>4</sup></b>					
AT-401B	0	0	0	0	0
AT-402A	2	1	2	3	8
AT-402B	5	6	4	10	25
AT-502A	8	5	4	8	25
AT-502B	6	3	8	12	29
AT-504	0	0	0	1	1
AT-602	2	4	0	2	8
AT-802	1	1	0	1	3
AT-802A	8	9	5	12	34
AT-802AF	3	2	0	0	5
AT-802F	0	2	0	1	3
<b>Total Units</b>	<b>35</b>	<b>33</b>	<b>23</b>	<b>50</b>	<b>141</b>
<b>Total Billings</b>	<b>\$17,833,870</b>	<b>\$17,703,661</b>	<b>\$10,957,344</b>	<b>\$24,404,986</b>	<b>\$70,899,861</b>
<b>American Champion Aircraft</b>					
7EC Champ	0	0	0	0	0
7ECA Citabria Aurora	0	0	1	1	2
7GCAA Citabria Adventure	1	0	0	1	2
7GCBC Citabria Explorer	0	0	1	0	1
8GCBC Scout	2	0	2	1	5
8KCAB Super Decathlon	0	2	1	0	3
8KCAB Xtreme Decathlon	0	0	0	0	0
<b>Total Units</b>	<b>3</b>	<b>2</b>	<b>5</b>	<b>3</b>	<b>13</b>
<b>Total Billings</b>	<b>\$662,300</b>	<b>\$501,800</b>	<b>\$1,098,800</b>	<b>\$563,300</b>	<b>\$2,826,200</b>
<b>AVIC General</b>					
Y5B	0	2	1	1	4
LE500	0	0	2	0	2
A2C	0	2	2	6	10
Y12 Series	0	0	0	0	0
<b>Total Units</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>7</b>	<b>16</b>
<b>Total Billings</b>	<b>\$0</b>	<b>\$1,614,350</b>	<b>\$2,167,630</b>	<b>\$1,179,865</b>	<b>\$4,961,845</b>
<b>Boeing Business Jets<sup>7</sup></b>					
BBJ	2	0	0	0	2
BBJ MAX 7	0	0	0	0	0
BBJ MAX 8	0	0	1	1	2
BBJ MAX 9	0	0	0	0	0
B737-800	0	0	0	0	0
B777-300ER	2	0	0	0	2
B787-8	0	0	0	0	0
B787-9	0	0	0	0	0
B747-8	0	0	0	0	0
<b>Total Units</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>6</b>
<b>Total Billings<sup>7</sup></b>	<b>\$120,000,000</b>	<b>\$0</b>	<b>\$80,000,000</b>	<b>\$80,000,000</b>	<b>\$280,000,000</b>
<b>Bombardier</b>					
Learjet 70 / 75	3	2	4	3	12
Challenger 350	12	14	14	20	60
Challenger 650	6	6	6	5	23
Global 5000 / 6000	10	12	7	12	41
Global 7500	0	0	0	1	1
CL850 / 870 / 890	0	0	0	0	0
<b>Total Units</b>	<b>31</b>	<b>34</b>	<b>31</b>	<b>41</b>	<b>137</b>
<b>Total Billings</b>	<b>\$1,179,000,000</b>	<b>\$1,331,000,000</b>	<b>\$1,035,200,000</b>	<b>\$1,521,700,000</b>	<b>\$5,066,900,000</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	20	26	9	10	65
SR22	21	29	41	44	135
SR22T	33	43	40	64	180
SF50	<u>10</u>	<u>15</u>	<u>16</u>	<u>22</u>	<u>63</u>
<b>Total Units</b>	<b>84</b>	<b>113</b>	<b>106</b>	<b>140</b>	<b>443</b>
<b>Total Billings</b>	<b>\$77,729,677</b>	<b>\$106,281,903</b>	<b>\$104,833,515</b>	<b>\$148,506,686</b>	<b>\$437,351,781</b>
<b>CubCrafters<sup>6</sup></b>					
CC11-100 Sport Cub S2	0	0	0	0	0
CC11-160 Carbon Cub SS	1	0	0	2	3
CC18-180 Top Cub	0	1	3	3	7
CC19-180 XCub	<u>2</u>	<u>1</u>	<u>5</u>	<u>1</u>	<u>9</u>
<b>Total Units</b>	<b>3</b>	<b>2</b>	<b>8</b>	<b>6</b>	<b>19</b>
<b>Total Billings</b>	<b>\$914,310</b>	<b>\$634,116</b>	<b>\$1,599,939</b>	<b>\$1,614,345</b>	<b>\$4,762,710</b>
<b>DAHER</b>					
SOCATA TBM 910	6	7	8	8	29
SOCATA TBM 930	<u>2</u>	<u>7</u>	<u>3</u>	<u>9</u>	<u>21</u>
<b>Total Units</b>	<b>8</b>	<b>14</b>	<b>11</b>	<b>17</b>	<b>50</b>
<b>Total Billings</b>	<b>\$32,450,000</b>	<b>\$57,660,000</b>	<b>\$44,690,000</b>	<b>\$70,250,000</b>	<b>\$205,050,000</b>
<b>Dassault Aviation<sup>5,8</sup></b>					
2000S / 2000LXS / 900LX / 7X / 8X	/	15	/	26	41
<b>Total Units</b>		<b>15</b>		<b>26</b>	<b>41</b>
<b>Total Billings</b>		<b>\$575,000,000</b>		<b>\$1,400,000,000</b>	<b>\$1,975,000,000</b>
<b>Diamond Aircraft<sup>5,6</sup></b>					
HK-36	0	0	0	0	0
DA20 (All)	0	2	1	0	3
DA40 (All)	11	12	8	14	45
DA42 (All)	17	5	14	14	50
DA62	<u>3</u>	<u>8</u>	<u>15</u>	<u>10</u>	<u>36</u>
<b>Total Units</b>	<b>31</b>	<b>27</b>	<b>38</b>	<b>38</b>	<b>134</b>
<b>Total Billings</b>	<b>\$21,044,400</b>	<b>\$18,362,200</b>	<b>\$30,603,400</b>	<b>\$27,734,400</b>	<b>\$97,744,400</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	3	2	3	11
Phenom 300	5	12	15	21	53
Legacy 450	2	4	3	5	14
Legacy 500	1	0	2	6	9
Legacy 600 / 650	0	1	2	1	4
Lineage 1000 / E190 Head of State	0	0	0	0	0
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>11</b>	<b>20</b>	<b>24</b>	<b>36</b>	<b>91</b>
<b>Total Billings</b>	<b>\$113,870,000</b>	<b>\$221,915,000</b>	<b>\$297,940,000</b>	<b>\$443,505,000</b>	<b>\$1,077,230,000</b>
<b>Extra Aircraft</b>					
EA300	6	6	5	7	24
<b>Total Units</b>	<b>6</b>	<b>6</b>	<b>5</b>	<b>7</b>	<b>24</b>
<b>Total Billings</b>	<b>\$2,214,000</b>	<b>\$2,214,000</b>	<b>\$1,845,000</b>	<b>\$2,583,000</b>	<b>\$8,856,000</b>
<b>Flight Design GmbH<sup>6</sup></b>					
ASTM CT Series	8	10	11	14	43
<b>Total Units</b>	<b>8</b>	<b>10</b>	<b>11</b>	<b>14</b>	<b>43</b>
<b>Total Billings</b>	<b>\$1,146,000</b>	<b>\$1,402,500</b>	<b>\$1,608,300</b>	<b>\$2,091,208</b>	<b>\$6,248,008</b>
<b>Gulfstream Aerospace Corp.<sup>5</sup></b>					
Gulfstream 280	7	8	6	8	29
Gulfstream 450 / 500 / 550 / 650 / 650ER	<u>19</u>	<u>18</u>	<u>21</u>	<u>34</u>	<u>92</u>
<b>Total Units</b>	<b>26</b>	<b>26</b>	<b>27</b>	<b>42</b>	<b>121</b>
<b>Total Billings</b>	<b>\$1,437,400,000</b>	<b>\$1,376,450,000</b>	<b>\$1,543,600,000</b>	<b>\$2,425,300,000</b>	<b>\$6,782,750,000</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>Honda Aircraft Company<sup>5</sup></b>					
HA-420 HondaJet	<u>12</u>	<u>5</u>	<u>4</u>	<u>16</u>	<u>37</u>
<b>Total Units</b>	<b>12</b>	<b>5</b>	<b>4</b>	<b>16</b>	<b>37</b>
<b>Total Billings</b>	<b>\$58,800,000</b>	<b>\$24,500,000</b>	<b>\$19,950,000</b>	<b>\$79,800,000</b>	<b>\$183,050,000</b>
<b>ICON Aircraft</b>					
A5	<u>4</u>	<u>1</u>	<u>12</u>	<u>27</u>	<u>44</u>
<b>Total Units</b>	<b>4</b>	<b>1</b>	<b>12</b>	<b>27</b>	<b>44</b>
<b>Total Billings</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>
<b>Mahindra Aerospace<sup>5</sup></b>					
Airvan 8	<u>1</u>	<u>2</u>	<u>1</u>	<u>3</u>	<u>7</u>
<b>Total Units</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>7</b>
<b>Total Billings</b>	<b>\$958,854</b>	<b>\$1,917,708</b>	<b>\$958,854</b>	<b>\$2,876,562</b>	<b>\$6,711,978</b>
<b>Mooney International Corp.</b>					
M20U Ovation Ultra	1	2	2	2	7
M20V Acclaim Ultra	<u>3</u>	<u>0</u>	<u>1</u>	<u>3</u>	<u>7</u>
<b>Total Units</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>5</b>	<b>14</b>
<b>Total Billings</b>	<b>\$3,069,200</b>	<b>\$1,453,400</b>	<b>\$2,208,800</b>	<b>\$3,952,900</b>	<b>\$10,684,300</b>
<b>ONE Aviation Corp.<sup>5</sup></b>					
Eclipse 550	<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>Pacific Aerospace Ltd.</b>					
PAC 750XL	<u>2</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>11</u>
<b>Total Units</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>11</b>
<b>Total Billings</b>	<b>\$4,100,000</b>	<b>\$6,150,000</b>	<b>\$6,150,000</b>	<b>\$6,150,000</b>	<b>\$22,550,000</b>
<b>Piaggio Aerospace</b>					
P.180 Avanti Evo	<u>3</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>4</u>
<b>Total Units</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>
<b>Total Billings</b>	<b>\$23,800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,900,000</b>	<b>\$31,700,000</b>
<b>Pilatus<sup>13</sup></b>					
PC-6	0	1	1	1	3
PC-12	12	19	20	29	80
PC-24	<u>2</u>	<u>1</u>	<u>6</u>	<u>9</u>	<u>18</u>
<b>Total Units</b>	<b>14</b>	<b>21</b>	<b>27</b>	<b>39</b>	<b>101</b>
<b>Total Billings</b>	<b>\$78,808,000</b>	<b>\$106,366,000</b>	<b>\$158,589,000</b>	<b>\$231,864,000</b>	<b>\$575,627,000</b>
<b>Piper Aircraft, Inc.</b>					
PA-28-161 Warrior III	0	0	0	0	0
PA-28-181 Archer III	16	22	34	35	107
PA-28R-201 Arrow	1	2	2	2	7
PA-34-220T Seneca V	0	0	0	2	2
PA-44-180 Seminole	5	10	9	13	37
PA-46-350P M350	2	6	5	7	20
PA-46-500TP M500	3	5	6	4	18
PA-46-600TP M600	<u>7</u>	<u>8</u>	<u>9</u>	<u>14</u>	<u>38</u>
<b>Total Units</b>	<b>34</b>	<b>53</b>	<b>65</b>	<b>77</b>	<b>229</b>
<b>Total Billings</b>	<b>\$41,379,227</b>	<b>\$62,355,257</b>	<b>\$69,578,185</b>	<b>\$89,303,943</b>	<b>\$262,616,612</b>
<b>Pipistrel Aircraft</b>					
Virus SW 121	<u>3</u>	<u>4</u>	<u>4</u>	<u>11</u>	<u>22</u>
<b>Total Units</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>11</b>	<b>22</b>
<b>Total Billings</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>
<b>Quest Aircraft Company</b>					
Kodiak 100	<u>7</u>	<u>7</u>	<u>6</u>	<u>3</u>	<u>23</u>
<b>Total Units</b>	<b>7</b>	<b>7</b>	<b>6</b>	<b>3</b>	<b>23</b>
<b>Total Billings</b>	<b>\$15,626,905</b>	<b>\$16,363,923</b>	<b>\$15,080,355</b>	<b>\$7,667,888</b>	<b>\$54,739,071</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	18	14	18	13	63
P2002JF	3	6	4	5	18
P92JS	3	0	0	0	3
P2002JR	0	0	0	0	0
P2008JC	3	18	8	6	35
P2006T	12	13	8	8	41
P2010P Twenty Ten	<u>6</u>	<u>6</u>	<u>3</u>	<u>5</u>	<u>20</u>
<b>Total Units</b>	<b>45</b>	<b>57</b>	<b>41</b>	<b>37</b>	<b>180</b>
<b>Total Billings</b>	<b>\$12,804,411</b>	<b>\$15,556,542</b>	<b>\$10,153,732</b>	<b>\$12,513,315</b>	<b>\$51,028,000</b>
<b>Textron Aviation<sup>4,5</sup></b>					
<i>Beechcraft Corporation</i>					
Bonanza G36	1	2	5	7	15
Baron G58	1	7	4	7	19
King Air C90GTx	1	2	5	4	12
King Air 250	6	6	4	14	30
King Air 350i / ER	<u>10</u>	<u>15</u>	<u>10</u>	<u>17</u>	<u>52</u>
<b>Total Units</b>	<b>19</b>	<b>32</b>	<b>28</b>	<b>49</b>	<b>128</b>
<b>Total Billings (Beechcraft - Total)</b>	<b>\$122,517,000</b>	<b>\$175,188,000</b>	<b>\$132,857,000</b>	<b>\$253,178,400</b>	
<i>Cessna Aircraft Company</i>					
CE-172S Skyhawk SP	13	41	30	45	129
CE-182T Skylane	1	10	9	11	31
CE-T206H Turbo Stationair	6	8	6	12	32
CE-240 TTx	1	0	0	0	1
CE-208 Caravan 675	2	4	3	4	13
CE-208B Grand Caravan EX	10	20	21	28	79
CE-525 Citation M2	6	10	6	12	34
CE-525B Citation CJ3+	7	10	9	11	37
CE-525C Citation CJ4	6	7	8	8	29
CE-560 Citation XLS+	4	4	4	9	21
CE-680 Citation Sovereign+	0	5	1	0	6
CE-680A Citation Latitude	12	12	13	20	57
CE-750 Citation X+	<u>1</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>4</u>
<b>Total Units</b>	<b>69</b>	<b>131</b>	<b>110</b>	<b>163</b>	<b>473</b>
<b>Total Billings (Cessna - Total)</b>	<b>\$456,667,000</b>	<b>\$620,754,000</b>	<b>\$542,595,000</b>	<b>\$851,980,000</b>	
<b>Total Billings (Combined)</b>	<b>\$579,184,000</b>	<b>\$795,942,000</b>	<b>\$675,452,000</b>	<b>\$1,105,158,400</b>	<b>\$3,155,736,400</b>
<b>Thrush Aircraft, Inc.</b>					
S2R-T34	4	3	4	5	16
S2RHG-T65	0	0	1	0	1
S2R-T660	1	2	3	0	6
S2R-G10	0	0	0	0	0
S2R-H80	<u>4</u>	<u>6</u>	<u>2</u>	<u>3</u>	<u>15</u>
<b>Total Units</b>	<b>9</b>	<b>11</b>	<b>10</b>	<b>8</b>	<b>38</b>
<b>Total Billings</b>	<b>\$8,525,738</b>	<b>\$10,427,992</b>	<b>\$10,061,601</b>	<b>\$7,350,105</b>	<b>\$36,365,436</b>
<b>Viking Air Ltd.<sup>5,14</sup></b>					
DHC-6 Series 400 Twin Otter	n/a	n/a	n/a	n/a	9
<b>Total Units</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>9</b>
<b>Total Billings</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>\$58,500,000</b>
<b>WACO Aircraft Company</b>					
2T-1A-2	0	1	0	0	1
YMF-5D	<u>2</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>5</u>
<b>Total Units</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>6</b>
<b>Total Billings</b>	<b>\$1,215,000</b>	<b>\$893,777</b>	<b>\$627,000</b>	<b>\$550,000</b>	<b>\$3,285,777</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</b> <sup>5, 9, 10</sup>					
H120	0	0	0	0	0
AS350 B2	0	0	0	0	0
H125/H125M	24	46	16	50	136
H130	1	4	9	9	23
AS355 NP / ASS555AP	0	0	0	0	0
H135 / H135M	9	11	9	14	43
H145 / H145M	11	17	25	26	79
AS365 N3+ / AS565 Mbe	0	2	0	0	2
H155	0	0	0	2	2
H175	0	1	6	4	11
H215 / H215M	0	0	0	7	7
H225 / H225M	1	0	3	7	11
TIGER	<u>3</u>	<u>2</u>	<u>2</u>	<u>2</u>	<u>9</u>
<b>Total Units</b>	<b>49</b>	<b>83</b>	<b>70</b>	<b>121</b>	<b>323</b>
<b>Total Billings</b>	<b>\$207,700,000</b>	<b>\$341,200,000</b>	<b>\$432,300,000</b>	<b>\$746,100,000</b>	<b>\$1,727,300,000</b>
<b>Bell</b> <sup>5</sup>					
505	25	34	32	25	116
206L-4	0	1	0	1	2
407	1	0	0	0	1
407GX	0	0	0	3	3
407GXP	17	16	2	4	39
429	3	5	6	5	19
429WLG	0	0	0	1	1
412EP	0	1	0	1	2
412EPI	0	0	3	6	9
Huey II	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<b>Total Units</b>	<b>46</b>	<b>57</b>	<b>43</b>	<b>46</b>	<b>192</b>
<b>Total Billings</b>	<b>\$124,000,000</b>	<b>\$151,000,000</b>	<b>\$145,000,000</b>	<b>\$180,000,000</b>	<b>\$600,000,000</b>
<b>Enstrom Helicopter Corp.</b> <sup>4, 5</sup>					
F28F	0	0	0	0	0
280FX	0	4	5	5	14
480B-G	<u>1</u>	<u>2</u>	<u>2</u>	<u>3</u>	<u>8</u>
<b>Total Units</b>	<b>1</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>22</b>
<b>Total Billings</b>	<b>\$1,400,000</b>	<b>\$6,024,540</b>	<b>\$6,924,040</b>	<b>\$6,645,000</b>	<b>\$20,993,580</b>
<b>Hélicoptères Guimbal</b>					
Cabri G2	<u>7</u>	<u>5</u>	<u>8</u>	<u>5</u>	<u>25</u>
<b>Total Units</b>	<b>7</b>	<b>5</b>	<b>8</b>	<b>5</b>	<b>25</b>
<b>Total Billings</b>	<b>\$2,954,741</b>	<b>\$1,805,310</b>	<b>\$3,158,075</b>	<b>\$1,536,976</b>	<b>\$9,455,102</b>
<b>Leonardo Helicopters</b> <sup>5, 9, 10, 11, 12</sup>					
AW119Kx	4	5	2	8	19
AW109 Power	0	0	0	2	2
AW109 Trekker	1	4	5	10	20
AW109 GrandNew	3	4	2	6	15
AW139	11	17	16	25	69
AW169	3	11	4	3	21
AW189 / AW149	6	4	3	2	15
AW159	0	0	0	0	0
SUPER LYNX	0	0	0	0	0
AW101	1	0	1	2	4
CH47F	0	1	0	0	1
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>29</b>	<b>46</b>	<b>33</b>	<b>58</b>	<b>166</b>
<b>Total Billings</b>	<b>\$197,700,000</b>	<b>\$366,100,000</b>	<b>\$275,300,000</b>	<b>\$464,300,000</b>	<b>\$1,303,400,000</b>

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

Make and Model	QI	QII	QIII	QIV	YTD
<b>Robinson Helicopter Company<sup>5</sup></b>					
R22 Beta II	14	10	6	3	33
R44 Cadet	1	2	5	10	18
R44 Raven I	20	19	13	11	63
R44 Raven II	35	32	34	27	128
R66	<u>18</u>	<u>22</u>	<u>20</u>	<u>14</u>	<u>74</u>
<b>Total Units</b>	<b>88</b>	<b>85</b>	<b>78</b>	<b>65</b>	<b>316</b>
<b>Total Billings</b>	<b>\$44,963,000</b>	<b>\$45,882,000</b>	<b>\$42,537,000</b>	<b>\$33,947,000</b>	<b>\$167,329,000</b>
<b>Sikorsky Aircraft Corporation<sup>4,5</sup></b>					
S-76	0	0	0	1	1
S-92	<u>1</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>4</u>
<b>Total Units</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>5</b>
<b>Total Billings</b>	<b>\$25,000,000</b>	<b>\$0</b>	<b>\$25,000,000</b>	<b>\$63,000,000</b>	<b>\$113,000,000</b>
<b>Grand Total Civil Aircraft Shipments<sup>6</sup></b>	<b>699</b>	<b>919</b>	<b>851</b>	<b>1,177</b>	<b>3,655</b>
<b>Grand Total Aircraft Billings</b>	<b>\$4,436,253,633</b>	<b>\$5,664,677,979</b>	<b>\$5,146,172,570</b>	<b>\$9,200,048,879</b>	<b>\$24,505,653,060</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	<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>Bell</b>					
H-1	6	11	9	8	34
V22	<u>3</u>	<u>6</u>	<u>5</u>	<u>5</u>	<u>19</u>
<b>Total Units</b>	<b>9</b>	<b>17</b>	<b>14</b>	<b>13</b>	<b>53</b>
<b>NHIndustries<sup>10</sup></b>					
NH90	<u>5</u>	<u>6</u>	<u>8</u>	<u>17</u>	<u>36</u>
<b>Total Units</b>	<b>5</b>	<b>6</b>	<b>8</b>	<b>17</b>	<b>36</b>
<b>Sikorsky Aircraft Corporation</b>					
Blackhawk	16	24	30	37	107
Seahawk	2	4	2	2	10
CH-53K	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>
<b>Total Units</b>	<b>18</b>	<b>29</b>	<b>32</b>	<b>39</b>	<b>118</b>
<b>Textron Aviation</b>					
<i>Beechcraft Corporation</i>					
T-6 A/B/C	<u>2</u>	<u>7</u>	<u>5</u>	<u>5</u>	<u>19</u>
<b>Total Units</b>	<b>2</b>	<b>7</b>	<b>5</b>	<b>5</b>	<b>19</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 an aircraft delivery 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 2018.
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 and Leonardo Helicopters report combined civil/commercial and military/government unit deliveries. Billings are estimated for civil/commercial models only.
10. 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.
11. Leonardo Helicopters also delivered two T129 kits in Q1, six T129 kits and one AW139 kit in Q2, three T129 kits in Q3, and four T129 kits in Q4.
12. Leonardo Helicopters reports combined AW189/AW149 deliveries.
13. Two additional PC-24 have been shipped to a completion center for extended modification.
14. Viking Air Ltd. Is a new addition to the shipment report in 2018.