

## **General Aviation Aircraft Shipment Report**

**General Aviation Manufacturers Association** 

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## 2019 Year End

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

	<u>.</u>				
	QI	QII	QIII	QIV	Year-To-Date
Single-Engine Piston	214	265	262	370	1,111
Multi-Engine Piston	<u>34</u>	<u>60</u>	<u>42</u>	<u>77</u>	<u>213</u>
Total Piston Airplanes	248	325	304	447	1,324
Single-Engine Turboprops	99	91	95	144	429
Multi-Engine Turboprops	<u>23</u>	<u>18</u>	<u>22</u>	<u>33</u>	<u>96</u>
Total Turboprop Airplanes	122	109	117	177	525
Business Jets	<u>141</u>	<u>192</u>	<u>183</u>	<u>293</u>	<u>809</u>
Total Turbine Airplanes	263	301	300	470	1,334
Grand Total Airplane Shipments	511	626	604	917	2,658
Grand Total Airplane Billings	\$4,300,226,652	\$5,581,032,280	\$4,966,490,257	\$8,665,485,963	\$23,514,723,152
Piston Helicopters	66	49	26	38	179
Turbine Helicopters	104	195	135	206	640
Grand Total Helicopter Shipments	170	244	161	244	819
Grand Total Helicopter Billings	\$534,523,526	\$967,433,694	\$716,536,032	\$1,050,760,620	\$3,269,253,872
Airplar	ne Shipments <sup>1,2</sup>	<sup>2, 6</sup> by Type Manufa	actured in United S	tates <sup>3</sup>	
Туре	QI	QII	QIII	QIV	Year-To-Date
Single-Engine Piston	154	194	198	279	825
Multi-Engine Piston	9	12	11	<u>26</u>	<u>58</u>
Total Piston Airplanes	163	206	209	305	883
Single-Engine Turboprops	77	59	62	94	292
Multi-Engine Turboprops	23	<u>16</u>	22	32	93
Total Turboprop Airplanes	100	75	<u></u> 84	126	385
Business Jets	<u>103</u>	120	<u>130</u>	150	<u>503</u>
Total Turbine Airplanes	203	195	214	276	888
Grand Total	366	401	423	581	1.771
Grand Total Airr	366 Shipmeni	<b>401</b> <b>ts</b> <sup>1, 2</sup> by Type Man	423 ufactured in Europe	<b>581</b>	1,771
Airp	lane Shipment	<b>ts</b> <sup>1, 2</sup> by Type Man	ufactured in Europ	e <sup>3</sup>	
Airr Type	olane Shipment Ql	t <b>S<sup>1, 2</sup> by Type Man</b> <b>QII</b>	ufactured in Europo QIII	e <sup>3</sup> QIV	Year-To-Date
Airr Type Single-Engine Piston	olane Shipment QI 87	<b>ts<sup>1, 2</sup> by Type Man</b> QII 102	ufactured in Europo <b>QIII</b> 85	e <sup>3</sup> QIV 121	Year-To-Date 395
Airr Type Single-Engine Piston Multi-Engine Piston	Diane Shipment Qi 87 25	<b>ts<sup>1, 2</sup> by Type Man</b> <b>QII</b> 102 <u>48</u>	ufactured in Europo QIII 85 <u>31</u>	e <sup>3</sup> QIV 121 51	<b>Year-To-Date</b> 395 <u>155</u>
Airr Type Single-Engine Piston Multi-Engine Piston Total Piston Airplanes	Diane Shipment Qi 87 <u>25</u> 112	ts <sup>1, 2</sup> by Type Man QII 102 <u>48</u> 150	ufactured in Europ QIII 85 <u>31</u> 116	e <sup>3</sup> QIV 121 5 <u>1</u> 172	Year-To-Date 395 <u>155</u> <b>550</b>
Airr Type Single-Engine Piston Multi-Engine Piston Total Piston Airplanes Single-Engine Turboprops	Diane Shipment Qi 87 <u>25</u> 112 20	<b>QII</b> <b>QII</b> 102 <u>48</u> <b>150</b> 30	ufactured in Europ QIII 85 <u>31</u> 116 32	e <sup>3</sup> QIV 121 <u>51</u> 172 49	<b>Year-To-Date</b> 395 <u>155</u>
Airr Type Single-Engine Piston Multi-Engine Piston Total Piston Airplanes Single-Engine Turboprops Multi-Engine Turboprops	Diane Shipment Qi 87 <u>25</u> 112 20 <u>0</u>	<b>QII</b> 102 48 150 30 2	ufactured in Europ QIII 85 <u>31</u> 116 32 <u>0</u>	e <sup>3</sup> QIV 121 51 172 49 1	Year-To-Date 395 <u>155</u> 550 131 <u>3</u>
Airr Type Single-Engine Piston Multi-Engine Piston Total Piston Airplanes Single-Engine Turboprops Multi-Engine Turboprops Total Turboprop Airplanes	Diane Shipment Qi 87 <u>25</u> 112 20 <u>0</u> 20	ts <sup>1, 2</sup> by Type Man QII 102 <u>48</u> 150 30 2 32	ufactured in Europ QIII 85 <u>31</u> 116 32 <u>0</u> 32	e <sup>3</sup> QIV 121 5 <u>1</u> 172 49 <u>1</u> 50	Year-To-Date 395 <u>155</u> 550 131 <u>3</u> 134
Airr Type Single-Engine Piston Multi-Engine Piston Total Piston Airplanes Single-Engine Turboprops Multi-Engine Turboprops Total Turboprop Airplanes Business Jets	Diane Shipment Qi 87 <u>25</u> 112 20 0 20 20 7	ts <sup>1, 2</sup> by Type Man QII 102 <u>48</u> 150 30 2 32 32 28	ufactured in Europ QIII 85 <u>31</u> 116 32 <u>0</u> 32 12	e <sup>3</sup> QIV 121 51 172 49 1 50 39	Year-To-Date 395 <u>155</u> 550 131 <u>3</u> 134 86
Airr Type Single-Engine Piston Multi-Engine Piston Total Piston Airplanes Single-Engine Turboprops Multi-Engine Turboprops Total Turboprop Airplanes Business Jets Total Turbine Airplanes	Diane Shipment Qi 87 25 112 20 0 20 20 20 20	ts <sup>1, 2</sup> by Type Man QII 102 <u>48</u> 150 30 2 32 32 60	ufactured in Europ QIII 85 31 116 32 0 32 12 44	e <sup>3</sup> QIV 121 51 172 49 1 50 39 89	Year-To-Date 395 <u>155</u> 550 131 <u>3</u> 134 <u>86</u> 220
Airr Type Single-Engine Piston Multi-Engine Piston Total Piston Airplanes Single-Engine Turboprops Multi-Engine Turboprops Total Turboprop Airplanes Business Jets Total Turbine Airplanes Grand Total	Diane Shipment Qi 87 25 112 20 0 20 20 7 27 27 139	ts <sup>1, 2</sup> by Type Manu QII 102 <u>48</u> 150 30 <u>2</u> 32 <u>32</u> <u>28</u> 60 210	ufactured in Europo QIII 85 31 116 32 0 32 12 44 160	e <sup>3</sup> QIV 121 51 172 49 1 50 39 89 261	Year-To-Date 395 <u>155</u> <b>550</b> 131 <u>3</u> <b>134</b> 86
Airr Type Single-Engine Piston Multi-Engine Piston Total Piston Airplanes Single-Engine Turboprops Multi-Engine Turboprops Total Turboprop Airplanes Business Jets Total Turbine Airplanes Grand Total	Olane Shipment       Qi       87       25       112       20       0       20       139       Dlane Shipment	ts <sup>1, 2</sup> by Type Man QII 102 48 150 30 2 32 32 28 60 210 ts <sup>1, 2, 6</sup> by Geograp	ufactured in Europo QIII 85 31 116 32 0 32 12 44 160 hic Region of Orig	e <sup>3</sup> QIV 121 51 172 49 1 50 39 89 261 in	Year-To-Date 395 155 550 131 3 134 86 220 770
Airr Type Single-Engine Piston Multi-Engine Piston Total Piston Airplanes Single-Engine Turboprops Multi-Engine Turboprops Total Turboprop Airplanes Business Jets Total Turbine Airplanes Grand Total Airr	Diane Shipment Qi 87 25 112 20 0 20 20 7 27 139 Diane Shipment Qi	ts <sup>1, 2</sup> by Type Man QII 102 <u>48</u> 150 30 2 32 32 60 210 ts <sup>1, 2, 6</sup> by Geograp QII	ufactured in Europo QIII 85 31 116 32 0 32 12 44 160 hic Region of Orig QIII	e <sup>3</sup> QIV 121 51 172 49 1 50 39 89 261 in QIV	Year-To-Date 395 155 550 131 <u>3</u> 134 <u>86</u> 220 770 Year-To-Date
Airr Type Single-Engine Piston Multi-Engine Piston Total Piston Airplanes Single-Engine Turboprops Multi-Engine Turboprops Total Turboprop Airplanes Business Jets Total Turbine Airplanes Grand Total Airr North America	Diane Shipment Qi 87 25 112 20 0 20 20 20 7 27 139 Diane Shipment Qi 388	ts <sup>1, 2</sup> by Type Man QII 102 48 150 30 2 32 32 32 60 210 ts <sup>1, 2, 6</sup> by Geograp QII 434	ufactured in Europo QIII 85 31 116 32 0 32 12 44 160 hic Region of Orig QIII 449	e <sup>3</sup> QIV 121 51 172 49 1 50 39 89 261 in QIV 653	Year-To-Date 395 155 550 131 <u>3</u> 134 <u>86</u> 220 770 Year-To-Date 1,917
Airr Type Single-Engine Piston Multi-Engine Piston Total Piston Airplanes Single-Engine Turboprops Multi-Engine Turboprops Total Turboprop Airplanes Business Jets Total Turbine Airplanes Grand Total Airr North America South America	Olane Shipment       Qi       87       25       112       20       0       20       20       20       21       20       20       20       20       20       20       20       20       20       20       20       20       21       2388       2	ts <sup>1, 2</sup> by Type Man QII 102 <u>48</u> 150 30 2 32 32 28 60 210 ts <sup>1, 2, 6</sup> by Geograp QII 434 3	ufactured in Europo QIII 85 31 116 32 0 32 12 44 160 hic Region of Orig QIII 449 6	e <sup>3</sup> QIV 121 51 172 49 1 50 39 89 261 in QIV 653 18	Year-To-Date 395 <u>155</u> <b>550</b> 131 <u>3</u> <b>134</b> <u>86</u> <b>220</b> <b>770</b> Year-To-Date 1,917 29
Airr Type Single-Engine Piston Multi-Engine Piston Total Piston Airplanes Single-Engine Turboprops Multi-Engine Turboprops Total Turboprop Airplanes Business Jets Total Turbine Airplanes Grand Total North America South America Europe	Olane Shipment       Qi       87       25       112       20       0       20       20       20       20       20       20       20       20       20       20       20       20       20       20       20       20       20       388       2       115	ts <sup>1, 2</sup> by Type Man QII 102 48 150 30 2 32 32 60 210 ts <sup>1, 2, 6</sup> by Geograp QII 434 3 181	ufactured in Europo QIII 85 31 116 32 0 32 12 44 160 hic Region of Orig QIII 449 6 136	e <sup>3</sup> QIV 121 51 172 49 1 50 39 89 261 in QIV 653 18 235	Year-To-Date 395 155 550 131 3 134 86 220 770 Year-To-Date 1,917 29 667
Airr Type Single-Engine Piston Multi-Engine Piston Total Piston Airplanes Single-Engine Turboprops Multi-Engine Turboprops Total Turboprop Airplanes Business Jets Total Turbine Airplanes Grand Total Airp North America South America Europe Rest of World	Olane Shipment       Qi       87       25       112       20       0       20       20       20       21       220       20       20       20       20       20       20       20       339       Dlane Shipment       QI       388       2       115       13	ts <sup>1, 2</sup> by Type Man QII 102 48 150 30 2 32 32 60 210 ts <sup>1, 2, 6</sup> by Geograp QII 434 3 181 14	ufactured in Europo QIII 85 31 116 32 0 32 12 44 160 hic Region of Orig QIII 449 6 136 136	e <sup>3</sup> QIV 121 51 172 49 1 50 39 89 261 in QIV 653 18 235 11	Year-To-Date       395       155       550       131       3       134       86       220       770       Year-To-Date       1,917       29       667       53
Airr Type Single-Engine Piston Multi-Engine Piston Total Piston Airplanes Single-Engine Turboprops Multi-Engine Turboprops Total Turboprop Airplanes Business Jets Total Turbine Airplanes Grand Total North America South America Europe	Olane Shipment       Qi       87       25       112       20       0       20       20       20       20       20       20       20       20       20       20       20       20       20       20       20       20       20       21       238       2       115       13       518	ts <sup>1, 2</sup> by Type Man QII 102 48 150 30 2 32 32 60 210 ts <sup>1, 2, 6</sup> by Geograp QII 434 3 181 14 632	ufactured in Europe QIII 85 31 116 32 0 32 12 44 160 hic Region of Orig QIII 449 6 136 136 15 606	e <sup>3</sup> QIV 121 51 172 49 1 50 39 89 261 in QIV 653 18 235	Year-To-Date 395 155 550 131 3 134 86 220 770 Year-To-Date 1,917 29 667
Airr Type Single-Engine Piston Multi-Engine Piston Total Piston Airplanes Single-Engine Turboprops Multi-Engine Turboprops Total Turboprop Airplanes Business Jets Total Turbine Airplanes Grand Total Airp North America South America Europe Rest of World	Olane Shipment       Qi       R7       25       112       20       0       20       20       20       20       20       20       20       20       20       21       23       Dlane Shipment       QI       388       2       115       13       518       Airplane Ship	ts <sup>1, 2</sup> by Type Manu QII 102 <u>48</u> 150 30 <u>2</u> 32 <u>32</u> 28 60 210 ts <sup>1, 2, 6</sup> by Geograp QII 434 3 181 14 632 pments <sup>1, 2, 6</sup> by De	ufactured in Europo QIII 85 <u>31</u> 116 32 0 32 12 44 160 hic Region of Orig QIII 449 6 136 15 606 elivery Region	e <sup>3</sup> QIV 121 51 172 49 1 50 39 89 261 in QIV 653 18 235 11 917	Year-To-Date       395       155       550       131       3       134       86       220       770       Year-To-Date       1,917       29       667       53       2,666
Airr Type Single-Engine Piston Multi-Engine Piston Total Piston Airplanes Single-Engine Turboprops Multi-Engine Turboprops Total Turboprop Airplanes Business Jets Total Turbine Airplanes Grand Total Airr North America South America Europe Rest of World Grand Total	Olane Shipment       QI       R7       25       112       20       0       20       0       20       20       20       20       20       20       20       20       21       23       21  <	ts <sup>1, 2</sup> by Type Manu QII 102 48 150 30 2 32 32 28 60 210 ts <sup>1, 2, 6</sup> by Geograp QII 434 3 181 14 632 oments <sup>1, 2, 6</sup> by De Europe	ufactured in Europo QIII 85 31 116 32 0 32 12 44 160 bhic Region of Orig QIII 449 6 136 15 606 elivery Region Asia Pacific	e <sup>3</sup> QIV 121 51 172 49 1 50 39 89 261 in QIV 653 18 235 11 917 Latin America	Year-To-Date       395       155       550       131       3       134       86       220       770       Year-To-Date       1,917       29       667       53       2,666       Middle East & Africa
Airr Type Single-Engine Piston Multi-Engine Piston Total Piston Airplanes Single-Engine Turboprops Multi-Engine Turboprops Total Turboprop Airplanes Business Jets Total Turbine Airplanes Grand Total Airr North America Europe Rest of World Grand Total Piston Engine	Olane Shipment       Qi       87       25       112       20       0       20       388       2       115       13       518       Airplane Ship       North America       66.4%	ts <sup>1, 2</sup> by Type Man QII 102 <u>48</u> 150 30 <u>2</u> 32 <u>32</u> <u>28</u> 60 210 ts <sup>1, 2, 6</sup> by Geograp QII 434 3 181 14 632 oments <sup>1, 2, 6</sup> by De Europe 11.2%	ufactured in Europo QIII 85 <u>31</u> 116 32 0 32 12 44 160 hic Region of Orig QIII 449 6 136 15 606 elivery Region Asia Pacific 12.8%	e <sup>3</sup> QIV 121 51 172 49 1 50 39 89 261 in QIV 653 18 235 11 917 Latin America 4.4%	Year-To-Date       395       155       550       131       3       134       86       220       770       Year-To-Date       1,917       29       667       53       2,666       Middle East & Africa       5.1%
Airr Type Single-Engine Piston Multi-Engine Piston Total Piston Airplanes Single-Engine Turboprops Multi-Engine Turboprops Total Turboprop Airplanes Business Jets Total Turbine Airplanes Grand Total Airr North America Europe Rest of World Grand Total Piston Engine Turboprops	Olane Shipment       Qi       87       25       112       20       0       20       20       20       20       20       20       21       23       01ane Shipment       QI       388       2       115       13       518       Airplane Ship       North America       66.4%       50.3%	ts <sup>1, 2</sup> by Type Manu QII 102 <u>48</u> 150 30 <u>2</u> 32 <u>32</u> 28 60 210 ts <sup>1, 2, 6</sup> by Geograp QII 434 3 181 14 632 pments <sup>1, 2, 6</sup> by De Europe 11.2% 12.8%	ufactured in Europo QIII 85 31 116 32 0 32 12 44 160 hic Region of Orig QIII 449 6 136 15 606 elivery Region Asia Pacific 12.8% 14.6%	e <sup>3</sup> QIV 121 51 172 49 1 50 39 89 261 in QIV 653 18 235 11 917 Latin America 4.4% 16.8%	Year-To-Date       395       155       550       131       3       134       86       220       770       Year-To-Date       1,917       29       667       53       2,666       Middle East & Africa       5.1%       5.4%
Airr Type Single-Engine Piston Multi-Engine Piston Total Piston Airplanes Single-Engine Turboprops Multi-Engine Turboprops Total Turboprop Airplanes Business Jets Total Turbine Airplanes Grand Total Airr North America Europe Rest of World Grand Total Piston Engine	Olane Shipment       Qi       87       25       112       20       0       20       388       2       115       13       518       Airplane Ship       North America       66.4%	ts <sup>1, 2</sup> by Type Man QII 102 <u>48</u> 150 30 <u>2</u> 32 <u>32</u> <u>28</u> 60 210 ts <sup>1, 2, 6</sup> by Geograp QII 434 3 181 14 632 oments <sup>1, 2, 6</sup> by De Europe 11.2%	ufactured in Europo QIII 85 <u>31</u> 116 32 0 32 12 44 160 hic Region of Orig QIII 449 6 136 15 606 elivery Region Asia Pacific 12.8%	e <sup>3</sup> QIV 121 51 172 49 1 50 39 89 261 in QIV 653 18 235 11 917 Latin America 4.4%	Year-To-Date       395       155       550       131       3       134       86       220       770       Year-To-Date       1,917       29       667       53       2,666       Middle East & Africa       5.1%       5.4%       4.6%

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

					Airplane Shipments <sup>1, 2, 6</sup> by Type Manufactured Worldwide								
Make and Model	QI	QII	QIII	QIV	YTD								
Airbus Corporate Jets 7, 13													
ACJ318	0	0	0	0	0								
ACJ319neo	0	0	1	1	2								
ACJ320neo	2	0	0	2	4								
ACJ321	0	0	0	0	0								
ACJ330	0	<u>0</u>	0	0	0								
Total Units	2	Ō	1	3	6								
Total Billings		\$0	\$83,000,000	\$265,000,000	\$538,000,000								
Air Tractor <sup>4</sup>	+;;		+,,	+,,,									
AT-401B	0	0	0	0	0								
AT-401B AT-402A	1	0	0	0	0								
		-	0	3 5	4								
AT-402B	1	5	5	5	16								
AT-502A	8	3	6	5	22								
AT-502B	2	4	9	12	27								
AT-504	0	0	1	0	1								
AT-602	1	1	1	7	10								
AT-802	2	0	0	1	3								
AT-802A	14	5	4	7	30								
AT-802AF	5	0	0	0	5								
AT-802F	0	<u>0</u>	0	1	1								
Total Units	34	18	26	41	119								
Total Billings	\$20,056,756	\$9,042,356	\$12,484,481	\$21,730,464	\$63,314,057								
American Champion Aircraft													
7ECA Citabria Aurora	0	0	0	0	0								
7GCAA Citabria Adventure	0	0	0	0	0								
7GCBC Citabria Explorer	1	0	0	0	1								
8GCBC Scout	1	0	0	3	6								
8KCAB Super Decathlon	0	0	2	5	0								
8KCAB Xtreme Decathlon	0	2	1	0	5								
	2	<u>0</u> 2	<u>0</u>	<u>0</u>	<u>U</u>								
Total Units	—		3 \$705 700	5 \$704 700	10								
Total Billings	\$425,400	\$511,800	\$765,700	\$764,700	\$2,467,600								
AVIC General	-		-	-	_								
Y5B	0	2	0	0	2								
LE500	0	0	0	0	0								
A2C	4	5	1	0	10								
Y12 Series	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>								
Total Units	4	7	1	0	12								
Total Billings	\$290,676	\$1,816,763	\$70,766	\$0	\$2,178,205								
Boeing Business Jets <sup>7</sup>													
BBJ	0	0	0	0	0								
BBJ MAX 7	0	0	0	0	0								
BBJ MAX 8	0	0	0	0 0	0								
BBJ MAX 9	0	0	0	0	0								
BBJ 787-9	<u>0</u>	<u>0</u>	1	1									
Total Units	0	0	-	<u>+</u> 1	<u>2</u> 2								
Total Billings	\$0	\$0	\$0	\$0	\$0								
Bombardier <sup>13</sup>	<b>#</b> 0	<b>4</b> 0	<b>\$</b> 0	<b>\$</b> 0	<b>4</b> 0								
Learjet 70 / 75	2	2	F	2	40								
	2	2	5	3	12								
Challenger 350 / 650	14	17	17	28	76								
Global 5000 / 5500 / 6000 / 6500 / 7500	8	<u>16</u>	<u>9</u>	<u>21</u>	<u>54</u>								
Total Units	24	35	31	52	142								
Total Billings	\$927,000,000	\$1,504,000,000	\$1,127,000,000	\$2,146,000,000	\$5,704,000,000								

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

	ane Shipments	by Type Mail		ue	
Make and Model	QI	QII	QIII	QIV	YTD
Cirrus Aircraft					
SR20	9	23	9	12	53
				53	
SR22	23	29	26		131
SR22T	34	54	51	61	200
SF50	<u>14</u>	<u>17</u>	<u>21</u>	<u>29</u>	<u>81</u>
Total Units	80	123	107	155	465
Total Billings	\$94,537,335	\$132,956,956	\$132,570,833	\$187,273,767	\$547,338,891
CubCrafters <sup>6</sup>					
CC11-100 Sport Cub S2	0	0	0	0	0
CC11-160 Carbon Cub SS	0	0	0	1	0
	0	0	2	1	3
CC18-180 Top Cub	4	1	0	0	5
CC19-180 XCub	<u>1</u>	<u>2</u>	<u>4</u>	<u>1</u>	<u>8</u>
Total Units	5	3	6	2	16
Total Billings	\$1,205,645	\$1,059,904	\$1,899,488	\$670,860	\$4,835,897
DAHER <sup>13,14</sup>					
Kodiak 100	7	6	2	5	20
TBM 910	7	2	0	2	11
			0	2	
TBM 930		0	1	-	2
TBM 940	0	9	<u>10</u>	<u>16</u>	<u>35</u>
Total Units	15	17	13	23	68
Total Billings	\$49,400,894	\$61,898,788	\$52,345,310	\$89,946,081	\$253,591,073
Dassault Aviation <sup>5, 8</sup>					
2000S / 2000LXS / 900LX / 7X / 8X		<u>17</u>		<u>23</u>	40
Total Units		17		23	40
Total Billings		\$834.200.000		\$1.032.800.000	40 \$1,867,000,000
	/	\$034,200,000	/	\$1,032,000,000	\$1,007,000,000
Diamond Aircraft <sup>5, 6</sup>					
DA20 (All)	0	0	0	0	0
DA40 (All)	17	31	31	47	126
DA42 (All)	5	30	13	29	77
DA62	<u>9</u>	<u>6</u>	7	8	30
Total Units	31	67	51	84	233
Total Billings	\$21,890,600	\$45,637,800	\$32,496,200	\$54,104,800	\$154,129,400
	<b>\$1</b> ,000,000	\$-10,001,000	\$02,100,200	\$0-1,10-1,000	<i><i><i></i></i></i>
Discovery Aviation					
XL2	<u>0</u> 0	<u>0</u> 0	<u>0</u>	<u>0</u> 0	<u>0</u>
Total Units			0		0
Total Billings	\$0	\$0	\$0	\$0	\$0
Embraer <sup>5, 13</sup>					
Phenom 100	2	4	1	4	11
Phenom 300	6				
	0	15	1/		
Legacy 450		15 1	14	16	51
	0	1	14 4 1	16 10	51 15
Legacy 500	2	1 3		16 10 5	51
Legacy 500 Praetor 500	2 0	1		16 10 5 3	51 15 11 3
Legacy 500 Praetor 500 Praetor 600	2	1 3		16 10 5 3 5	51 15 11 3 13
Legacy 500 Praetor 500 Praetor 600 Legacy 650	2 0	1 3 0 1 1		16 10 5 3 5 3	51 15 11 3 13 5
Legacy 500 Praetor 500 Praetor 600 Legacy 650 Lineage 1000 / E190 Head of State	2 0	1 3 0 1 1 0		16 10 5 3 5	51 15 11 3 13
Legacy 500 Praetor 500 Praetor 600 Legacy 650	2 0 0 1	1 3 0 1 1		16 10 5 3 5 3	51 15 11 3 13 5
Legacy 500 Praetor 500 Praetor 600 Legacy 650 Lineage 1000 / E190 Head of State	2 0 1 0	1 3 0 1 1 0		16 10 5 3 5 3	51 15 11 3 13 5
Legacy 500 Praetor 500 Praetor 600 Legacy 650 Lineage 1000 / E190 Head of State Shuttles (ERJs and E-Jets) <b>Total Units</b>	2 0 1 0 <u>0</u> <b>11</b>	1 3 0 1 1 0 0 0	4 1 0 7 0 0 0 <b>2</b> <b>27</b>	16 10 5 3 5 3 0 <u>0</u> <b>46</b>	51 15 11 3 13 5 0 <u>0</u>
Legacy 500 Praetor 500 Praetor 600 Legacy 650 Lineage 1000 / E190 Head of State Shuttles (ERJs and E-Jets) Total Units Total Billings	2 0 1 0 <u>0</u>	1 3 0 1 1 0 <u>0</u> <b>25</b>	4 1 0 7 0 0 0 0	16 10 5 3 5 3 0 <u>0</u>	51 15 11 3 13 5 0 0 <b>0</b> <b>109</b>
Legacy 500 Praetor 500 Praetor 600 Legacy 650 Lineage 1000 / E190 Head of State Shuttles (ERJs and E-Jets) Total Units Total Billings <i>Extra Aircraft</i>	2 0 1 0 <u>0</u> 11 \$134,430,000	1 3 0 1 1 0 0 <u>0</u> 25 \$286,030,000	4 1 0 7 0 0 0 27 \$370,035,000	16 10 5 3 5 3 0 <u>0</u> <b>46</b>	51 15 11 3 13 5 0 0 <b>0</b> <b>109</b> <b>\$1,467,560,000</b>
Legacy 500 Praetor 500 Praetor 600 Legacy 650 Lineage 1000 / E190 Head of State Shuttles (ERJs and E-Jets) Total Units Total Billings <i>Extra Aircraft</i> EA300	2 0 1 0 <u>0</u> 11 \$134,430,000	1 3 0 1 1 0 0 25 \$286,030,000	4 1 0 7 0 0 0 <b>2</b> <b>27</b>	16 10 5 3 5 3 0 <u>0</u> <b>46</b>	51 15 11 3 13 5 0 0 <b>0</b> <b>109</b> <b>\$1,467,560,000</b>
Legacy 500 Praetor 500 Praetor 600 Legacy 650 Lineage 1000 / E190 Head of State Shuttles (ERJs and E-Jets) Total Units Total Billings <i>Extra Aircraft</i> EA300 Total Units	2 0 1 0 <u>0</u> 11 \$134,430,000 <u>8</u> 8	1 3 0 1 1 0 0 25 \$286,030,000	4 1 0 7 0 0 0 27 \$370,035,000	16 10 5 3 5 3 0 0 <u>0</u> <b>46</b> \$677,065,000	51 15 11 3 13 5 0 0 <b>0</b> <b>109</b> <b>\$1,467,560,000</b> <b>25</b> <b>25</b>
Legacy 500 Praetor 500 Praetor 600 Legacy 650 Lineage 1000 / E190 Head of State Shuttles (ERJs and E-Jets) Total Units Total Billings <i>Extra Aircraft</i> EA300	2 0 1 0 <u>0</u> 11 \$134,430,000	1 3 0 1 1 0 0 25 \$286,030,000	4 1 0 7 0 0 0 27 \$370,035,000	16 10 5 3 5 3 0 <u>0</u> <b>46</b>	51 15 11 3 13 5 0 0 109 \$1,467,560,000 25
Legacy 500 Praetor 500 Praetor 600 Legacy 650 Lineage 1000 / E190 Head of State Shuttles (ERJs and E-Jets) Total Units Total Billings <i>Extra Aircraft</i> EA300 Total Units Total Billings	2 0 1 0 <u>0</u> 11 \$134,430,000 <u>8</u> 8	1 3 0 1 1 0 0 25 \$286,030,000	4 1 0 7 0 0 0 27 \$370,035,000	16 10 5 3 5 3 0 0 <u>0</u> <b>46</b> \$677,065,000	51 15 11 3 13 5 0 0 <b>0</b> <b>109</b> <b>\$1,467,560,000</b> <b>25</b> <b>25</b>
Legacy 500 Praetor 500 Praetor 600 Legacy 650 Lineage 1000 / E190 Head of State Shuttles (ERJs and E-Jets) Total Units Total Billings <i>Extra Aircraft</i> EA300 Total Units Total Billings <i>Flight Design GmbH</i> <sup>6</sup>	2 0 1 0 <u>0</u> 11 \$134,430,000 <u>8</u> 8 8 \$2,760,000	1 3 0 1 1 0 0 25 \$286,030,000 <u>6</u> 6 \$2,214,000	4 1 0 7 0 0 0 27 \$370,035,000 <u>6</u> 6 \$2,214,000	16 10 5 3 5 3 0 0 <u>0</u> 46 \$677,065,000 <u>5</u> 5 \$1,845,000	51 15 11 3 13 5 0 <u>0</u> <b>109</b> \$1,467,560,000 <u>25</u> \$9,033,000
Legacy 500 Praetor 500 Praetor 600 Legacy 650 Lineage 1000 / E190 Head of State Shuttles (ERJs and E-Jets) Total Units Total Billings Extra Aircraft EA300 Total Units Total Billings Flight Design GmbH <sup>6</sup> ASTM CT Series	2 0 1 0 1 <b>1</b> \$134,430,000 <u>8</u> 8 8 \$2,760,000	1 3 0 1 1 0 0 25 \$286,030,000 <u>6</u> 6 \$2,214,000	4 1 0 7 0 0 27 \$370,035,000 <u>6</u> 6 \$2,214,000 <u>15</u>	16 10 5 3 5 3 0 0 <b>46</b> \$677,065,000 <u>5</u> 5 \$1,845,000	51 15 11 3 13 5 0 0 <b>0</b> <b>109</b> \$1,467,560,000 <u>25</u> 25 \$9,033,000
Legacy 500 Praetor 500 Praetor 600 Legacy 650 Lineage 1000 / E190 Head of State Shuttles (ERJs and E-Jets) Total Units Total Billings Extra Aircraft EA300 Total Units Total Billings Flight Design GmbH <sup>6</sup> ASTM CT Series Total Units	2 0 1 0 <u>0</u> 11 \$134,430,000 <u>8</u> 8 8 \$2,760,000 <u>16</u> 16	1 3 0 1 1 0 <b>0</b> 25 \$286,030,000 <u>6</u> 6 \$2,214,000 <u>18</u> 18	4 1 0 7 0 0 0 27 \$370,035,000 6 6 \$2,214,000 <u>15</u> 15	16 10 5 3 5 3 0 0 <u>0</u> 46 \$677,065,000 5 5 \$1,845,000 <u>14</u> 14	51 15 11 3 13 5 0 0 0 0 109 \$1,467,560,000 25 25 \$9,033,000 <u>63</u> 63
Legacy 500 Praetor 500 Praetor 600 Legacy 650 Lineage 1000 / E190 Head of State Shuttles (ERJs and E-Jets) Total Units Total Billings <i>Extra Aircraft</i> EA300 Total Units Total Billings <i>Flight Design GmbH</i> <sup>6</sup> ASTM CT Series Total Units Total Billings	2 0 1 0 1 <b>1</b> \$134,430,000 <u>8</u> 8 8 \$2,760,000	1 3 0 1 1 0 0 25 \$286,030,000 <u>6</u> 6 \$2,214,000	4 1 0 7 0 0 27 \$370,035,000 <u>6</u> 6 \$2,214,000 <u>15</u>	16 10 5 3 5 3 0 0 <b>46</b> \$677,065,000 <u>5</u> 5 \$1,845,000	51 15 11 3 13 5 0 0 0 0 109 \$1,467,560,000 25 25 \$9,033,000 <u>63</u>
Legacy 500 Praetor 500 Praetor 600 Legacy 650 Lineage 1000 / E190 Head of State Shuttles (ERJs and E-Jets) Total Units Total Billings <i>Extra Aircraft</i> EA300 Total Units Total Billings <i>Flight Design GmbH</i> <sup>6</sup> ASTM CT Series Total Units Total Billings <i>Gulfstream Aerospace Corp.</i> <sup>5</sup>	2 0 1 0 <u>0</u> 11 \$134,430,000 <u>8</u> 8 8 \$2,760,000 <u>16</u> 16	1 3 0 1 1 0 <b>0</b> 25 \$286,030,000 <u>6</u> 6 \$2,214,000 <u>18</u> 18	4 1 0 7 0 0 0 27 \$370,035,000 6 6 \$2,214,000 <u>15</u> 15	16 10 5 3 5 3 0 0 <u>0</u> 46 \$677,065,000 5 5 \$1,845,000 <u>14</u> 14	51 15 11 3 13 5 0 0 0 0 109 \$1,467,560,000 25 25 \$9,033,000 <u>63</u> 63
Legacy 500 Praetor 500 Praetor 600 Legacy 650 Lineage 1000 / E190 Head of State Shuttles (ERJs and E-Jets) Total Units Total Billings <i>Extra Aircraft</i> EA300 Total Units Total Billings <i>Flight Design GmbH</i> <sup>6</sup> ASTM CT Series Total Units Total Billings <i>Gulfstream Aerospace Corp.</i> <sup>5</sup> Gulfstream 280	2 0 0 1 0 0 1 1 \$134,430,000 8 8 8 \$2,760,000 <u>16</u> 16 \$2,387,433 7	1 3 0 1 1 0 <b>0</b> 25 \$286,030,000 <u>6</u> 6 \$2,214,000 <u>18</u> 18 18 18 8 \$2,677,788	4 1 0 7 0 0 0 27 \$370,035,000 6 6 \$2,214,000 <u>15</u> 15	16 10 5 3 3 5 3 0 0 0 46 \$677,065,000 5 5 \$1,845,000 <u>14</u> 14 \$2,106,000 9	51 15 11 3 13 5 0 0 0 0 109 \$1,467,560,000 <u>25</u> 25 \$9,033,000 <u>63</u> 63 \$9,435,221
Legacy 500 Praetor 500 Praetor 600 Legacy 650 Lineage 1000 / E190 Head of State Shuttles (ERJs and E-Jets) Total Units Total Billings <i>Extra Aircraft</i> EA300 Total Units Total Billings <i>Flight Design GmbH</i> <sup>6</sup> ASTM CT Series Total Units Total Billings <i>Gulfstream Aerospace Corp.</i> <sup>5</sup>	2 0 1 0 1 1 \$134,430,000 <u>8</u> 8 \$2,760,000 <u>16</u> 16 \$2,387,433	1 3 0 1 1 0 0 25 \$286,030,000 <u>6</u> 6 \$2,214,000 <u>18</u> 18 18 \$2,677,788	4 1 0 7 0 0 27 \$370,035,000 <u>6</u> 6 \$2,214,000 <u>15</u> 15 \$2,264,000	16 10 5 3 3 5 3 0 0 46 \$677,065,000 <u>5</u> 5 \$1,845,000 <u>14</u> 14 14 \$2,106,000	51 15 11 3 13 5 0 0 0 0 109 \$1,467,560,000 25 25 \$9,033,000 63 63 \$9,435,221 33
Legacy 500 Praetor 500 Praetor 600 Legacy 650 Lineage 1000 / E190 Head of State Shuttles (ERJs and E-Jets) Total Units Total Billings <i>Extra Aircraft</i> EA300 Total Units Total Billings <i>Flight Design GmbH</i> <sup>6</sup> ASTM CT Series Total Units Total Billings <i>Gulfstream Aerospace Corp.</i> <sup>5</sup> Gulfstream 280	2 0 0 1 0 0 1 1 \$134,430,000 8 8 8 \$2,760,000 <u>16</u> 16 \$2,387,433 7	1 3 0 1 1 0 <b>0</b> 25 \$286,030,000 <u>6</u> 6 \$2,214,000 <u>18</u> 18 18 18 8 \$2,677,788	4 1 0 7 0 0 27 \$370,035,000 6 \$2,214,000 <u>15</u> 15 \$2,264,000 9	16 10 5 3 3 5 3 0 0 0 46 \$677,065,000 5 5 \$1,845,000 <u>14</u> 14 \$2,106,000 9	51 15 11 3 13 5 0 0 0 <b>109</b> \$1,467,560,000 <u>25</u> 25 \$9,033,000 <u>63</u> 63

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

	plane Shipments				
Make and Model	QI	QII	QIII	QIV	YTD
Honda Aircraft Company <sup>5</sup>					
HA-420 HondaJet	7	<u>10</u>	8	<u>11</u>	<u>36</u>
Total Units	7	10	8	11	36
Total Billings	\$34,912,500	\$49,875,000	\$39,900,000	\$54,862,500	\$179,550,000
ICON Aircraft					
A5	14	14	8	<u>5</u>	41
Total Units	14	14	8	5	41
Total Billings	n/a	n/a	n/a	n/a	n/a
-	11/4	174	11/4	11/4	170
<i>Mahindra Aerospace</i> <sup>5</sup> Airvan 8	4	2	F	4	40
Total Units	4	<u>2</u>	<u>)</u>	<u> </u>	<u>12</u> 12
	4 \$2,924,076	2 100 م م م م	C ¢4 702 720	¢059.744	
Total Billings	\$3,834,976	\$1,917,488	\$4,793,720	\$958,744	\$11,504,928
Mooney International Corp.					
M20U Ovation Ultra	0	0	2	0	2
M20V Acclaim Ultra	<u>2</u>	<u>2</u>	<u>2</u>	<u>1</u>	<u>7</u>
Total Units	2	2	4	1	9
Total Billings	\$1,660,800	\$1,686,500	\$3,132,500	\$864,000	\$7,343,800
ONE Aviation Corp. <sup>5</sup>					
Eclipse 550	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>C</u>
Total Units	0	0	0	0	0
Total Billings	\$0	\$0	\$0	\$0	\$0
Pacific Aerospace Ltd.					
PAC 750XL	2	2	1	1	6
Total Units	2	2	1	1	6
Total Billings	\$4,100,000	\$4,100,000	\$2,050,000	\$2,050,000	\$12,300,000
Piaggio Aerospace	+ -,,	+ ,,,	+_,,	+_,,,	+;;
P.180 Avanti Evo	0	2	0	1	
Total Units	<u>0</u> 0	<u>2</u>	<u>0</u> 0	<u>_</u> 1	<u>-</u>
Total Billings	\$0	ے \$15,390,000	\$0	ا \$7,695,000	\$23,085,000
	φŪ	\$15,390,000	φU	\$7,095,000	\$23,065,000
Pilatus					
PC-6	0	0	0	0	C
PC-12	12	19	21	31	83
PC-24	<u>5</u> 17	<u>11</u> <b>30</b>	<u>11</u> <b>32</b>	<u>13</u>	40
Total Units			-	44	123
Total Billings	\$107,650,000	\$199,571,000	\$209,641,000	\$278,883,000	\$795,745,000
Piper Aircraft, Inc.					
PA-28-161 Warrior III	0	0	0	0	C
PA-28-181 Archer III	35	42	39	66	182
PA-28R-201 Arrow	0	0	0	0	C
PA-34-220T Seneca V	0	0	0	3	3
PA-44-180 Seminole	9	8	8	15	40
PA-46-350P M350	7	5	4	5	21
PA-46-500TP M500	7	6	5	2	20
PA-46-600TP M600	0	$\frac{1}{2}$	<u>6</u>	<u>17</u>	24
Total Units	58	62	62	108	290
Total Billings	\$46,649,369	\$47,483,512	\$57,865,415	\$107,933,293	\$259,931,589
Pipistrel Aircraft					
Virus SW 121	<u>6</u>	<u>4</u> 4	<u>1</u> 1	<u>13</u>	<u>24</u>
Total Units	6	4	1	13	24
Total Billings	n/a	n/a	n/a	n/a	n/a
Sonaca Aircraft					
Sonaca 200	n/a	n/a	<u>n/a</u>	n/a	8
Total Units	n/a	n/a	n/a	n/a	8
Total Billings	n/a	n/a	n/a	n/a	\$1,488,000

Airplane	Shipments <sup>1, 2, 6</sup> b	y Type	Manufactured Worldwide
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Make and Model	QI	QII	QIII	QIV	YTD
TECNAM Aircraft <sup>6, 13</sup>					
ASTM - LSA	15	17	11	17	60
P2002JF	8	5	4	4	21
P92JS	1	1	1	0	3
P2002JR	0	0	0	0	0
P2008JC	8	11	7	13	39
P2006T	11	10	9	10	40
P2010P Twenty Ten	8	9	9	8	34
P2012 Traveller	0	2 2	2	4	8
Total Units	51	55	43	56	205
Total Billings	\$14,677,356	\$21,085,000	\$16,715,644	\$20,322,000	\$72,800,000
Textron Aviation <sup>4, 5, 13</sup>					
CE-172S Skyhawk SP	28	24	28	46	126
CE-182T Skylane	5	1	14	13	33
CE-T206H Turbo Stationair	2	6	13	16	37
Bonanza G36	1	2	2	2	7
Baron G58	0	4	3	8	15
CE-208 Caravan 675	3	4	3	2	10
CE-208B Grand Caravan EX	18	14	14	25	71
King Air C90GTx	3	5	3	20	13
King Air 250	11	7	4	9	31
King Air 350i / ER	9	4	15	21	49
CE-525 Citation M2	8	8	5	13	34
CE-525B Citation CJ3+	8	9	10	10	37
CE-525C Citation CJ4	6	10	7	10	33
CE-560 Citation XLS+	5	4	6	7	22
CE-680 Citation Sovereign+	2	2	2	2	8
CE-680A Citation Latitude	14	13	15	16	58
CE-700 Citation Longitude	0	0	0	13	13
CE-750 Citation X+	1	0	0	0	1
Total Units	124	117	144	215	600
Total Billings (Combined)	\$771,617,515	\$701,173,340	\$801,554,525	\$1,376,501,535	\$3,650,846,915
Thrush Aircraft, Inc. <sup>15</sup>					
S2R-T34	6	6	3	1	16
S2RHG-T65	0	0	0	0	0
S2R-T660	0	2	2	0	4
S2R-G10	0	0	0	0	0
S2R-H80	2	2	1	1	6
Total Units	8	10	6	2	26
Total Billings	\$7,189,397	\$9,645,286	\$6,012,675	\$1,909,219	\$24,756,577
WACO Aircraft Company					
2T-1A-2	0	0	1	0	1
YMF-5D	1	1	0	<u>0</u>	2
Total Units		1	<u>∽</u> 1	<u> </u>	
Total Billings	\$550,000	\$559,000	\$279,000	\$0	\$1,388,000

Rotorcraft Shipments <sup>1, 2</sup> by Type Manufactured Worldwide							
Make and Model	QI	QII	QIII	QIV	YTD		
Airbus Helicopters <sup>5, 9, 10</sup>							
H120	0	0	0	0	0		
AS350 B2	0	0	0	0	0		
H125 / H125M / H130	23	57	25	54	159		
AS355 NP / ASS555AP	0	0	0	0	0		
H135 / H135M	5	8	4	12	29		
H145 / H145M	13	21	21	29	84		
AS365 N3+ / AS565 Mbe	0	0	0	0	0		
H155	1	1	3	0	5		
H175	1	1	1	1	4		
H215 / H215M / H225 / H225M	0	2	1	12	15		
TIGER	1	0	2	1	4		
Total Units	44	90	57	109	300		
Total Billings	\$200,500,000	\$393,100,000	\$293,300,000	\$608,800,000	\$1,495,700,000		
Bell <sup>5</sup>	. , ,		. , ,	. , ,	.,,,,		
505	18	30	17	36	101		
206L-4	0	2	0	0	2		
407	0	0	0	0	2		
407 407GX	0	1	0	0	1		
407GXi	6	13	15	23	57		
407GXP	0	0	0	23	57		
407 GAF 429	1	6	9	10	27		
429 429WLG	2	0	9	10	21		
	•	-	0	-	1		
412EP	0	0	0	0	0		
412EPI	3	1	1	6	11		
Huey II	20	<u>0</u>			<u>U</u> 201		
Total Units	30	53	42	76	201		
Total Billings	\$105,400,000	\$161,400,000	\$175,000,000	\$295,200,000	\$737,000,000		
Enstrom Helicopter Corp. <sup>4, 5</sup>							
F28F	0	0	0	0	0		
280FX	6	5	0	0	11		
480B-G	<u>0</u>	<u>0</u>	<u>1</u>	<u>4</u>	<u>5</u>		
Total Units	6	5	1	4	16		
Total Billings	\$3,748,000	\$3,090,000	\$1,443,889	\$5,775,556	\$14,057,445		
Hélicoptères Guimbal							
Cabri G2	<u>6</u>	<u>6</u>	<u>5</u>	<u>9</u>	<u>26</u>		
Total Units	6	6	5	9	26		
Total Billings	\$1,980,526	\$2,297,694	\$1,919,143	\$3,315,064	\$9,512,427		
Leonardo Helicopters 5, 9, 10, 11, 12							
AW119Kx	0	0	2		2		
AW109 Power	2	0	0		2		
AW109 Trekker	0	0	5		5		
AW109 GrandNew	1	5	4		10		
AW139	10	16	10		36		
AW169	6	9	5		20		
AW189 / AW149	0 0	4	0		4		
AW159	0 0	2	0		2		
SUPER LYNX	0	0	0		0		
AW101	0	2	1		3		
CH47F	0	0	'n		0		
SW4	0	0	0		0		
W3	0	0	0		0		
Total Units	1 <u>9</u>	38	27	0	<u>∽</u> 84		
Total Billings	\$189,300,000	\$374,300,000	\$226,300,000	\$0	\$789,900,000		

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

QI	QII	QIII	QIV	YTD
9	4	5	1	19
7	0	3	2	12
10	8	3	8	29
28	26	10	18	82
12	18	<u>11</u>	13	<u>5</u> 4
66	56	32	42	196
\$33,595,000	\$33,246,000	\$18,573,000	\$24,670,000	\$110,084,000
0	0	0	1	1
0	<u>0</u>	<u>0</u>	4	4
0	0	0	5	5
\$0	\$0	\$0	\$113,000,000	\$113,000,000
	9 7 10 28 <u>12</u> 66 \$33,595,000	9     4       7     0       10     8       28     26       12     18       66     56       \$33,595,000     \$33,246,000       0     0       0     0       0     0       0     0       0     0       0     0	9     4     5       7     0     3       10     8     3       28     26     10       12     18     11       66     56     32       \$33,595,000     \$33,246,000     \$18,573,000       0     0     0       0     0     0       0     0     0       0     0     0	9     4     5     1       7     0     3     2       10     8     3     8       28     26     10     18       12     18     11     13       66     56     32     42       \$33,595,000     \$33,246,000     \$18,573,000     \$24,670,000       0     0     0     1     0       0     0     0     1     4       0     0     0     5     5

Grand Total Civil Aircraft Shipments °	731	928	805	1,199	3,671
Grand Total Aircraft Billings	\$4,834,750,178	\$6,548,465,974	\$5,683,026,289	\$9,716,246,583	\$26,783,977,024

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

Make and Model	QI	QII	QIII	QIV	YTD
Air Tractor					
AT-802U	0	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total Units	0	0	0	0	0
Bell					
H-1	5	6	7	8	26
V22	3	<u>0</u>	<u>7</u>	<u>5</u>	<u>15</u>
Total Units	8	6	14	13	41
NHIndustries <sup>10</sup>					
NH90	2	7	<u>9</u>	14	<u>32</u>
Total Units	2	7	<u>9</u> 9	<u>14</u> 14	<u>32</u> 32
Sikorsky Aircraft Corporation					
Blackhawk	16	27	22	29	94
Seahawk	0	0	0	0	0
CH-53K	0	0	0	0	0
Total Units	16	<u>0</u> 27	<u>0</u> 22	29	94
Textron Aviation					
Beechcraft Corporation					
T-6 A/B/C	2	<u>0</u>	2	<u>0</u>	4
Total Units	2	<u>0</u> 0	<u>2</u> 2	0	4

Footnotes

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 2019.

6. AVIC General A2C, CubCrafters CC11, Flight Design GmbH ASTM CT Series, Sonaca 200, 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 2 T129 and 2 NH90 kits in Q1; 2 T129 and 4 NH90 kits in Q2; and 6 NH90 and 5 T129 kits in Q3.

12. Leonardo Helicopters fourth quarter data 2019 is not available at time of publication. Leonardo Helicopters will release year-end results in mid-March 2020. GAMA will update the online 2019 report then. GAMA excluded 2018 fourth quarter data for Leonardo in the comparison table.

13. The Airbus ACJ319neo, ACJ320neo, Bombardier Global 5500, Global 6500, Daher TBM 940, Embraer Praetor 500 and 600, Gulfstream G600, TECNAM P2012, and Textron Aviation CE-700 Longitude models entered into service in 2019.

14. Daher acquired Quest Aircraft on October 1, 2019. The Kodiak 100 deliveries are listed as part of Daher starting with the third quarter report.

15. Thrush Aircraft shipments identified in the 2019 report were delivered by Thrush Aircraft, Inc. The company changed ownership in November 2019. Future deliveries will be identified under Thrush Aircraft, LLC.