



# General Aviation Aircraft Shipment Report

General Aviation Manufacturers Association

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## 2015 Second Quarter

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

	QI	QII	QIII	QIV	Year-To-Date
Single-Engine Piston	176	234	0	0	410
Multi-Engine Piston	17	37	0	0	54
<b>Total Piston Airplanes</b>	<b>193</b>	<b>271</b>	<b>0</b>	<b>0</b>	<b>464</b>
Single-Engine Turboprops	91	100	0	0	191
Multi-Engine Turboprops	25	30	0	0	55
<b>Total Turboprop Airplanes</b>	<b>116</b>	<b>130</b>	<b>0</b>	<b>0</b>	<b>246</b>
Business Jets	133	172	0	0	305
<b>Total Turbine Airplanes</b>	<b>249</b>	<b>302</b>	<b>0</b>	<b>0</b>	<b>551</b>
<b>Grand Total Airplane Shipments</b>	<b>442</b>	<b>573</b>	<b>0</b>	<b>0</b>	<b>1,015</b>
<b>Grand Total Airplane Billings</b>	<b>\$4,514,453,340</b>	<b>\$5,893,035,262</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,407,488,601</b>
Piston Helicopters	61	69	0	0	130
Turbine Helicopters	136	181	0	0	317
<b>Grand Total Helicopter Shipments</b>	<b>197</b>	<b>250</b>	<b>0</b>	<b>0</b>	<b>447</b>
<b>Grand Total Helicopter Billings</b>	<b>\$787,055,756</b>	<b>\$1,131,074,314</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,918,130,070</b>

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

Type	QI	QII	QIII	QIV	Year-To-Date
Single-Engine Piston	117	173	0	0	290
Multi-Engine Piston	4	9	0	0	13
<b>Total Piston</b>	<b>121</b>	<b>182</b>	<b>0</b>	<b>0</b>	<b>303</b>
Single-Engine Turboprops	72	73	0	0	145
Multi-Engine Turboprops	25	30	0	0	55
<b>Total Turboprop Airplanes</b>	<b>97</b>	<b>103</b>	<b>0</b>	<b>0</b>	<b>200</b>
Business Jets	78	89	0	0	167
<b>Total Turbine</b>	<b>175</b>	<b>192</b>	<b>0</b>	<b>0</b>	<b>367</b>
<b>Grand Total</b>	<b>296</b>	<b>374</b>	<b>0</b>	<b>0</b>	<b>670</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	93	99	0	0	192
Multi-Engine Piston	13	28	0	0	41
<b>Total Piston</b>	<b>106</b>	<b>127</b>	<b>0</b>	<b>0</b>	<b>233</b>
Single-Engine Turboprops	18	26	0	0	44
Multi-Engine Turboprops	n/a	n/a	n/a	n/a	0
<b>Total Turboprop Airplanes</b>	<b>18</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>44</b>
Business Jets	6	13	0	0	19
<b>Total Turbine</b>	<b>24</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>63</b>
<b>Grand Total</b>	<b>130</b>	<b>166</b>	<b>0</b>	<b>0</b>	<b>296</b>

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

	QI	QII	QIII	QIV	Year-To-Date
North America	332	416	0	0	748
South America	6	19	0	0	25
Europe	85	116	0	0	201
Rest of World	13	14	0	0	27
<b>Grand Total</b>	<b>436</b>	<b>565</b>	<b>0</b>	<b>0</b>	<b>1,001</b>

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

<b>Make and Model</b>	<b>QI</b>	<b>QII</b>	<b>QIII</b>	<b>QIV</b>	<b>YTD</b>
<b>AgustaWestland<sup>4, 5</sup></b>					
AW119Kx	4	4			8
AW109Power	0	1			1
GRANDNEW	2	4			6
AW139	13	9			22
AW189	3	3			6
SW4	0	0			0
W3	<u>0</u>	<u>0</u>			<u>0</u>
<b>Total Units</b>	<b>22</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>43</b>
<b>Total Billings</b>	<b>\$236,900,000</b>	<b>\$209,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$445,900,000</b>
<b>Airbus Corporate Jets<sup>7</sup></b>					
ACJ318	0	1			1
ACJ319	0	0			0
ACJ320	0	0			0
ACJ321	0	0			0
ACJ330	<u>0</u>	<u>0</u>			<u>0</u>
<b>Total Units</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>Total Billings<sup>7</sup></b>	<b>\$0</b>	<b>\$68,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$68,000,000</b>
<b>Airbus Helicopters<sup>4, 5, 8</sup></b>					
H120	1	0			1
AS350 B2	1	2			3
H125	13	28			41
H130	11	16			27
AS355 NP	0	2			2
H135	2	7			9
H145	10	7			17
AS365 N3+	2	0			2
H155	1	1			2
H175	0	1			1
AS332	0	0			0
H225	<u>3</u>	<u>4</u>			<u>7</u>
<b>Total Units</b>	<b>44</b>	<b>68</b>	<b>0</b>	<b>0</b>	<b>112</b>
<b>Total Billings</b>	<b>\$243,000,000</b>	<b>\$327,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$570,000,000</b>
<b>Air Tractor<sup>4</sup></b>					
AT-401B	0	1			1
AT-402A	0	0			0
AT-402B	4	3			7
AT-502A	0	0			0
AT-502B	13	6			19
AT-504	0	2			2
AT-602	6	2			8
AT-802	2	1			3
AT-802A	12	7			19
AT-802AF	<u>2</u>	<u>5</u>			<u>7</u>
<b>Total Units</b>	<b>39</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>66</b>
<b>Total Billings</b>	<b>\$18,861,026</b>	<b>\$14,514,765</b>	<b>\$0</b>	<b>\$0</b>	<b>\$33,375,792</b>
<b>American Champion Aircraft</b>					
7EC Champ	0	0			0
7ECA Citabria Aurora	1	0			1
7GCAA Citabria Adventurer	0	0			0
7GCBC Citabria Explorer	0	0			0
8GCBC Scout	0	1			1
8KCAB Super Decathlon	2	0			2
8KCAB Xtreme Decathlon	<u>3</u>	<u>2</u>			<u>5</u>
<b>Total Units</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>
<b>Total Billings</b>	<b>\$1,462,400</b>	<b>\$799,700</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,262,100</b>
<b>Bell Helicopter<sup>4, 5</sup></b>					
206L-4	2	3			5
407	26	19			45
429	7	14			21
412	<u>0</u>	<u>3</u>			<u>3</u>
<b>Total Units</b>	<b>35</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>74</b>
<b>Total Billings</b>	<b>\$132,800,000</b>	<b>\$207,300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$340,100,000</b>

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

<b>Make and Model</b>	<b>QI</b>	<b>QII</b>	<b>QIII</b>	<b>QIV</b>	<b>YTD</b>
<b>Boeing Business Jets<sup>7</sup></b>					
BBJ	1	0			1
BBJ 2	0	0			0
BBJ 3	0	0			0
B777-300ER	1	0			1
B787-9	<u>1</u>	<u>1</u>			<u>2</u>
<b>Total Units</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>
<b>Total Billings<sup>7</sup></b>	<b>\$58,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$58,500,000</b>
<b>Bombardier</b>					
Learjet 70 / 75	9	5			14
Learjet 60XR	0	0			0
Challenger 350	14	18			32
Challenger 605	5	3			8
Global 5000 / 6000	17	20			37
CL850 / 870 / 890	<u>0</u>	<u>1</u>			<u>1</u>
<b>Total Units</b>	<b>45</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>92</b>
<b>Total Billings</b>	<b>\$1,656,800,000</b>	<b>\$1,809,300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,466,100,000</b>
<b>Cirrus Aircraft</b>					
Cirrus SR20	6	10			16
Cirrus SR22	19	30			49
Cirrus SR22T	<u>18</u>	<u>34</u>			<u>52</u>
<b>Total Units</b>	<b>43</b>	<b>74</b>	<b>0</b>	<b>0</b>	<b>117</b>
<b>Total Billings</b>	<b>\$30,597,388</b>	<b>\$53,562,446</b>	<b>\$0</b>	<b>\$0</b>	<b>\$84,159,834</b>
<b>CubCrafters<sup>6</sup></b>					
CC11-100 Sport Cub S2	0	0			0
CC11-160 Carbon Cub SS	10	16			26
CC18-180 Top Cub	<u>2</u>	<u>0</u>			<u>2</u>
<b>Total Units</b>	<b>12</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>28</b>
<b>Total Billings</b>	<b>\$2,894,594</b>	<b>\$3,748,260</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,642,854</b>
<b>DAHER<sup>9</sup></b>					
TBM 900	<u>11</u>	<u>14</u>			<u>25</u>
<b>Total Units</b>	<b>11</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>25</b>
<b>Total Billings</b>	<b>\$41,700,000</b>	<b>\$53,100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$94,800,000</b>
<b>Dassault Falcon Jet<sup>5, 10</sup></b>					
2000S/2000LXS/900LX/7X	<u>6</u>	<u>12</u>			<u>18</u>
<b>Total Units</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>18</b>
<b>Total Billings</b>	<b>\$212,000,000</b>	<b>\$421,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$633,000,000</b>
<b>Diamond Aircraft<sup>5, 6</sup></b>					
HK-36	0	1			1
DV20	0	0			0
DA20-C1	5	6			11
DA40 (All)	25	18			43
DA42 (All)	<u>7</u>	<u>20</u>			<u>27</u>
<b>Total Units</b>	<b>37</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>82</b>
<b>Total Billings</b>	<b>\$14,979,075</b>	<b>\$21,047,700</b>	<b>\$0</b>	<b>\$0</b>	<b>\$36,026,775</b>
<b>Discovery Aviation</b>					
XL2	<u>0</u>	<u>0</u>			<u>0</u>
<b>Total Units</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Billings</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Embraer<sup>5</sup></b>					
Phenom 100E	1	6			7
Phenom 300	9	20			29
Legacy 500	2	3			5
Legacy 600/650	0	3			3
Lineage 1000 / E190 Head of State	0	1			1
Shuttles (ERJs and E-Jets)	<u>0</u>	<u>0</u>			<u>0</u>
<b>Total Units</b>	<b>12</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>45</b>
<b>Total Billings</b>	<b>\$124,746,000</b>	<b>\$403,451,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$528,197,000</b>

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

<b>Make and Model</b>	<b>QI</b>	<b>QII</b>	<b>QIII</b>	<b>QIV</b>	<b>YTD</b>
<b>Enstrom Helicopter Corp.<sup>4, 5</sup></b>					
F-28F	0	0			0
280FX	0	2			2
480B	<u>1</u>	<u>0</u>			<u>1</u>
<b>Total Units</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>
<b>Total Billings</b>	<b>\$1,138,094</b>	<b>\$1,079,472</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,217,566</b>
<b>Extra Aircraft</b>					
EA300	<u>6</u>	<u>8</u>			<u>14</u>
<b>Total Units</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>
<b>Total Billings</b>	<b>\$2,340,000</b>	<b>\$3,120,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,460,000</b>
<b>Flight Design GmbH<sup>6</sup></b>					
ASTM CT Series	<u>14</u>	<u>17</u>			<u>31</u>
<b>Total Units</b>	<b>14</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>31</b>
<b>Total Billings</b>	<b>\$1,656,489</b>	<b>\$2,014,718</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,671,207</b>
<b>Gulfstream Aerospace Corp.<sup>5</sup></b>					
Gulfstream 150 / 280	7	8			15
Gulfstream 450 / 550 / 650	<u>25</u>	<u>33</u>			<u>58</u>
<b>Total Units</b>	<b>32</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>73</b>
<b>Total Billings</b>	<b>\$1,711,660,000</b>	<b>\$2,260,240,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,971,900,000</b>
<b>Hélicoptères Guimbal<sup>11</sup></b>					
Cabri G2	<u>9</u>	<u>9</u>			<u>18</u>
<b>Total Units</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>18</b>
<b>Total Billings</b>	<b>\$2,995,662</b>	<b>\$3,174,842</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,170,504</b>
<b>Mahindra Aerospace<sup>5</sup></b>					
Airvan 8	<u>5</u>	<u>4</u>			<u>9</u>
<b>Total Units</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>
<b>Total Billings</b>	<b>\$3,634,800</b>	<b>\$2,907,840</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,542,640</b>
<b>Maule Air, Inc.</b>					
MX-7-180B	2	1			3
M-9-235	<u>1</u>	<u>0</u>			<u>1</u>
<b>Total Units</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>
<b>Total Billings</b>	<b>\$769,814</b>	<b>\$259,958</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,029,772</b>
<b>Mooney International Corp.</b>					
M20R Ovation	1	0			1
M20TN Acclaim	<u>0</u>	<u>4</u>			<u>4</u>
<b>Total Units</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>
<b>Total Billings</b>	<b>\$659,000</b>	<b>\$3,013,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,672,000</b>
<b>ONE Aviation Corp.<sup>12</sup></b>					
Eclipse 550	<u>2</u>	<u>1</u>			<u>3</u>
<b>Total Units</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>
<b>Total Billings</b>	<b>\$6,374,500</b>	<b>\$3,105,250</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,479,750</b>
<b>Pacific Aerospace Ltd.</b>					
PAC 750XL	<u>1</u>	<u>1</u>			<u>2</u>
<b>Total Units</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>
<b>Total Billings</b>	<b>\$1,900,000</b>	<b>\$1,900,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,800,000</b>
<b>Piaggio Aerospace<sup>13</sup></b>					
P.180 Avanti Evo	n/a	n/a	n/a	n/a	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>Pilatus</b>					
PC-6	0	1			1
PC-12	<u>7</u>	<u>11</u>			<u>18</u>
<b>Total Units</b>	<b>7</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>19</b>
<b>Total Billings</b>	<b>\$32,984,000</b>	<b>\$53,992,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$86,976,000</b>

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

<b>Make and Model</b>	<b>QI</b>	<b>QII</b>	<b>QIII</b>	<b>QIV</b>	<b>YTD</b>
<b>Piper Aircraft, Inc</b>					
PA-28-161 Warrior III	0	0			0
PA-28-181 Archer III	10	2			12
PA-28R-201 Arrow	0	1			1
PA-34-220T Seneca V	0	3			3
PA-44-180 Seminole	2	1			3
PA-46-350P Mirage M350	0	14			14
PA-46R-350T Matrix	0	1			1
PA-46-500TP Meridian M500	<u>11</u>	<u>5</u>			<u>16</u>
<b>Total Units</b>	<b>23</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>50</b>
<b>Total Billings</b>	<b>\$23,873,253</b>	<b>\$28,925,595</b>	<b>\$0</b>	<b>\$0</b>	<b>\$52,798,848</b>
<b>Quest Aircraft Company</b>					
Kodiak 100	<u>5</u>	<u>7</u>			<u>12</u>
<b>Total Units</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>
<b>Total Billings</b>	<b>\$9,875,000</b>	<b>\$13,825,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$23,700,000</b>
<b>Robinson Helicopter Company<sup>5</sup></b>					
R22 Beta II	14	11			25
R44 Raven I	11	12			23
R44 Raven II	27	35			62
R66	<u>29</u>	<u>35</u>			<u>64</u>
<b>Total Units</b>	<b>81</b>	<b>93</b>	<b>0</b>	<b>0</b>	<b>174</b>
<b>Total Billings</b>	<b>\$45,222,000</b>	<b>\$53,520,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$98,742,000</b>
<b>Sikorsky Aircraft Corporation<sup>4, 5</sup></b>					
S-76	0	10			10
S-92	<u>5</u>	<u>8</u>			<u>13</u>
<b>Total Units</b>	<b>5</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>23</b>
<b>Total Billings</b>	<b>\$125,000,000</b>	<b>\$330,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$455,000,000</b>
<b>TECNAM Aircraft</b>					
ASTM - LSA	25	24			49
P2002JF	4	8			12
P92JS	0	2			2
P2002JR	0	0			0
P2008JC	8	8			16
P2006T	6	8			14
P2010P Twenty Ten	<u>6</u>	<u>7</u>			<u>13</u>
<b>Total Units</b>	<b>49</b>	<b>57</b>	<b>0</b>	<b>0</b>	<b>106</b>
<b>Total Billings</b>	<b>\$9,051,256</b>	<b>\$11,454,439</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,505,695</b>
<b>Textron Aviation<sup>4</sup></b>					
<u>Beechcraft Corporation</u>					
Bonanza G36	5	7			12
Baron B58	2	5			7
King Air C90GTx	5	4			9
King Air 250	6	11			17
King Air 350i/ER	<u>14</u>	<u>15</u>			<u>29</u>
<b>Total Units</b>	<b>32</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>74</b>
<b>Total Billings (Beechcraft - Total)</b>	<b>\$168,827,800</b>	<b>\$208,674,683</b>	<b>\$0</b>	<b>\$0</b>	
<u>Cessna Aircraft Company</u>					
172S Skyhawk SP	31	47			78
182T Skylane	0	0			0
T182T Turbo Skylane	0	0			0
206H Stationair	0	0			0
T206H Turbo Stationair	9	11			20
400 Corvalis TTx	4	4			8
208 Caravan 675	0	3			3
208B Grand Caravan / EX	13	26			39
510 Citation Mustang	3	2			5
525 Citation M2	7	10			17
525A Citation CJ2+	0	0			0
525B Citation CJ3+	5	6			11
525C Citation CJ4	9	6			15
560 Citation XLS+	2	6			8
680 Citation Sovereign+	5	4			9
750 Citation X+	<u>2</u>	<u>2</u>			<u>4</u>
<b>Total Units</b>	<b>90</b>	<b>127</b>	<b>0</b>	<b>0</b>	<b>217</b>
<b>Total Billings (Cessna - Total)</b>	<b>\$373,720,000</b>	<b>\$440,049,000</b>	<b>\$0</b>	<b>\$0</b>	
<b>Total Billings (Combined)</b>	<b>\$542,547,800</b>	<b>\$648,723,683</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,191,271,483</b>

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

Make and Model	QI	QII	QIII	QIV	YTD
<b>Thrush Aircraft, Inc.</b>					
S2R-T34	2	2			4
S2RHG-T65	0	0			0
S2R-T660	0	3			3
S2R-G10	0	0			0
S2R-H80	<u>2</u>	<u>1</u>			<u>3</u>
<b>Total Units</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>
<b>Total Billings</b>	<b>\$3,523,944</b>	<b>\$9,904,908</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,428,852</b>
<b>WACO Aircraft Company</b>					
2T-1A-2	2	2			4
YMF-5D	<u>1</u>	<u>1</u>			<u>2</u>
<b>Total Units</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>
<b>Total Billings</b>	<b>\$1,063,000</b>	<b>\$1,125,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,188,000</b>
<b>XtremeAir GmbH</b>					
XA41	n/a	n/a			0
XA42	<u>n/a</u>	<u>n/a</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>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>
<b>Grand Total Civil Aircraft Shipments<sup>6</sup></b>	<b>688</b>	<b>881</b>	<b>0</b>	<b>0</b>	<b>1,569</b>
<b>Grand Total Aircraft Billings</b>	<b>\$5,301,509,096</b>	<b>\$7,024,109,576</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,325,618,671</b>

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

Make and Model	QI	QII	QIII	QIV	Year-To-Date
<b>AgustaWestland<sup>14</sup></b>					
AW119Kx	1	0			1
AW109Power	0	0			0
GRANDNEW	0	0			0
AW139	2	11			13
AW159	3	4			7
SUPER LYNX	0	2			2
T129	0	0			0
AW101	0	0			0
CH47F	0	1			1
SW4	0	0			0
W3	<u>0</u>	<u>0</u>			<u>0</u>
<b>Total Units</b>	<b>6</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>24</b>
<b>Airbus Helicopters<sup>8, 14</sup></b>					
H120	0	0			0
H125 / H125M	1	0			1
AS355 NP / AS 555	0	0			0
H130	0	0			0
H135 / H135M	1	0			1
H145 / H145M	5	6			11
AS365 N3+ / AS565 Mbe	0	1			1
H155	0	0			0
AS332 / 532	0	0			0
H225	0	0			0
H225M	1	6			7
Tiger	<u>3</u>	<u>3</u>			<u>6</u>
<b>Total Units</b>	<b>11</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>27</b>
<b>Air Tractor</b>					
AT-802U	<u>0</u>	<u>4</u>			<u>4</u>
<b>Total Units</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>
<b>Bell Helicopter</b>					
H-1	4	6			10
V22	<u>6</u>	<u>6</u>			<u>12</u>
<b>Total Units</b>	<b>10</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>22</b>
<b>Enstrom Helicopter Corp.</b>					
F-28F	0	0			0
280FX	0	0			0
480B	<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>

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

Make and Model	QI	QII	QIII	QIV	Year-To-Date
<b>NHIndustries<sup>14</sup></b>					
NH90	0	12			12
<b>Total Units</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>12</b>
<b>Sikorsky Aircraft Corporation</b>					
BLACK HAWK	24	33			57
SEAHAWK	8	10			18
<b>Total Units</b>	<b>32</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>75</b>
<b>Textron Aviation</b>					
<u>Beechcraft Corporation</u>					
T-6 A/B/C	8	12			20
<b>Total Units</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>20</b>

Foot Notes:

1. A shipment occurs when an aircraft is shipped from its production facility to a customer located anywhere in the world.
2. Shipments may include deliveries to a fractional operator owned by the company or to an aircraft dealer.
3. Aircraft are considered manufactured in the U.S. when produced under an FAA production approval and in Europe when under an EASA production approval.
4. Military aircraft shipments are not included in shipment table totals.
5. Company billings are not reported. Where available, GAMA estimates total billings using public information including B&CA Purchase Planning Handbook 2015.
6. CubCrafters CC11, Diamond Aircraft HK36 Motor Glider and Flight Design GmbH ASTM CT Series models are included in civil make-model shipment total, but not summary tables. This change is intended to properly capture all deliveries by the companies listed while maintaining a consistent baseline of shipments from previous years' reports. GAMA will further integrate CS-VLA and S-LSA aircraft into future shipment reports.
7. Airbus and Boeing twin aisle shipments are identified in the report, but their value is not included in the calculation of billings.
8. Airbus Helicopters updated model names are H120 (EC120), the H125 (AS350 B3e), H125M (AS550 C3e), H130 (EC130 T2, H135 (EC135 T3/P3), H145 (EC145 T2), H145M (EC645 T2), H155 (EC155 B1), H160 (X4), H175 (EC175), H225 (EC225e / EC225), and H225M (EC725).
9. DAHER was previously reported as SOCATA.
10. Dassault reports combined civil airplane deliveries twice a year in accordance with company financial reporting procedures.
11. Hélicoptères Guimbal was added to the report in Q2/2015. The 2014 report has been updated with Hélicoptères Guimbal data.
12. ONE Aviation Corp. was previously reported as Eclipse Aerospace Inc.
13. Piaggio Aerospace does not provide quarterly data, but reports airplane deliveries to GAMA on an annual basis.
14. NHIndustries is wholly owned by Airbus Helicopters, AgustaWestland 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.