



# General Aviation Aircraft Shipment Report

General Aviation Manufacturers Association

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## 2018 Third Quarter

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

	QI	QII	QIII	QIV	Year-To-Date
Single-Engine Piston	162	255	236	0	653
Multi-Engine Piston	38	43	50	0	131
<b>Total Piston Airplanes</b>	<b>200</b>	<b>298</b>	<b>286</b>	<b>0</b>	<b>784</b>
Single-Engine Turboprops	95	125	113	0	333
Multi-Engine Turboprops	20	23	19	0	62
<b>Total Turboprop Airplanes</b>	<b>115</b>	<b>148</b>	<b>132</b>	<b>0</b>	<b>395</b>
Business Jets	132	164	150	0	446
<b>Total Turbine Airplanes</b>	<b>247</b>	<b>312</b>	<b>282</b>	<b>0</b>	<b>841</b>
<b>Grand Total Airplane Shipments</b>	<b>447</b>	<b>610</b>	<b>568</b>	<b>0</b>	<b>1,625</b>
<b>Grand Total Airplane Billings</b>	<b>\$3,832,535,892</b>	<b>\$4,752,666,129</b>	<b>\$4,124,953,455</b>	<b>\$0</b>	<b>\$12,710,155,475</b>
Piston Helicopters	77	72	71	0	220
Turbine Helicopters	138	207	165	0	510
<b>Grand Total Helicopter Shipments</b>	<b>215</b>	<b>279</b>	<b>236</b>	<b>0</b>	<b>730</b>
<b>Grand Total Helicopter Billings</b>	<b>\$675,717,741</b>	<b>\$984,011,850</b>	<b>\$966,219,115</b>	<b>\$0</b>	<b>\$2,625,948,706</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	0	521
Multi-Engine Piston	6	17	13	0	36
<b>Total Piston Airplanes</b>	<b>132</b>	<b>214</b>	<b>211</b>	<b>0</b>	<b>557</b>
Single-Engine Turboprops	73	88	78	0	239
Multi-Engine Turboprops	17	23	19	0	59
<b>Total Turboprop Airplanes</b>	<b>90</b>	<b>111</b>	<b>97</b>	<b>0</b>	<b>298</b>
Business Jets	93	103	108	0	304
<b>Total Turbine Airplanes</b>	<b>183</b>	<b>214</b>	<b>205</b>	<b>0</b>	<b>602</b>
<b>Grand Total</b>	<b>315</b>	<b>428</b>	<b>416</b>	<b>0</b>	<b>1,159</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	0	201
Multi-Engine Piston	32	26	37	0	95
<b>Total Piston Airplanes</b>	<b>93</b>	<b>104</b>	<b>99</b>	<b>0</b>	<b>296</b>
Single-Engine Turboprops	10	16	18	0	44
Multi-Engine Turboprops	3	0	0	0	3
<b>Total Turboprop Airplanes</b>	<b>13</b>	<b>16</b>	<b>18</b>	<b>0</b>	<b>47</b>
Business Jets	2	16	6	0	24
<b>Total Turbine Airplanes</b>	<b>15</b>	<b>32</b>	<b>24</b>	<b>0</b>	<b>71</b>
<b>Grand Total</b>	<b>108</b>	<b>136</b>	<b>123</b>	<b>0</b>	<b>367</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	0	1,246
South America	2	5	3	0	10
Europe	92	130	108	0	330
Rest of World	10	15	14	0	39
<b>Grand Total</b>	<b>447</b>	<b>610</b>	<b>568</b>	<b>0</b>	<b>1,625</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
ACJ319	0	0	0		0
ACJ320	0	0	0		0
ACJ321	0	0	0		0
ACJ330	<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	0	0		0
AT-402A	2	1	2		5
AT-402B	5	6	4		15
AT-502A	8	5	4		17
AT-502B	6	3	8		17
AT-504	0	0	0		0
AT-602	2	4	0		6
AT-802	1	1	0		2
AT-802A	8	9	5		22
AT-802AF	3	2	0		5
AT-802F	<u>0</u>	<u>2</u>	<u>0</u>		<u>2</u>
<b>Total Units</b>	<b>35</b>	<b>33</b>	<b>23</b>	<b>0</b>	<b>91</b>
<b>Total Billings</b>	<b>\$17,833,870</b>	<b>\$17,703,661</b>	<b>\$10,957,344</b>	<b>\$0</b>	<b>\$46,494,875</b>
<b>American Champion Aircraft</b>					
7EC Champ	0	0	0		0
7ECA Citabria Aurora	0	0	1		1
7GCAA Citabria Adventure	1	0	0		1
7GCBC Citabria Explorer	0	0	1		1
8GCBC Scout	2	0	2		4
8KCAB Super Decathlon	0	2	1		3
8KCAB Xtreme Decathlon	<u>0</u>	<u>0</u>	<u>0</u>		<u>0</u>
<b>Total Units</b>	<b>3</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>10</b>
<b>Total Billings</b>	<b>\$662,300</b>	<b>\$501,800</b>	<b>\$1,098,800</b>	<b>\$0</b>	<b>\$2,262,900</b>
<b>AVIC General</b>					
Y5B	0	2	1		3
LE500	0	0	3		3
A2C	0	2	2		4
Y12 Series	<u>0</u>	<u>0</u>	<u>0</u>		<u>0</u>
<b>Total Units</b>	<b>0</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>10</b>
<b>Total Billings</b>	<b>\$0</b>	<b>\$1,614,350</b>	<b>\$2,167,630</b>	<b>\$0</b>	<b>\$3,781,980</b>
<b>Boeing Business Jets<sup>7</sup></b>					
BBJ	2	0	0		2
BBJ MAX 7	0	0	0		0
BBJ MAX 8	0	0	1		1
BBJ MAX 9	0	0	0		0
B737-800	0	0	0		0
B777-300ER	2	0	0		2
B787-8	0	0	0		0
B787-9	0	0	0		0
B747-8	<u>0</u>	<u>0</u>	<u>0</u>		<u>0</u>
<b>Total Units</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>
<b>Total Billings<sup>7</sup></b>	<b>\$120,000,000</b>	<b>\$0</b>	<b>\$80,000,000</b>	<b>\$0</b>	<b>\$200,000,000</b>
<b>Bombardier</b>					
Learjet 70 / 75	3	2	4		9
Challenger 350	12	14	14		40
Challenger 650	6	6	6		18
Global 5000 / 6000	10	12	7		29
CL850 / 870 / 890	<u>0</u>	<u>0</u>	<u>0</u>		<u>0</u>
<b>Total Units</b>	<b>31</b>	<b>34</b>	<b>31</b>	<b>0</b>	<b>96</b>
<b>Total Billings</b>	<b>\$1,179,000,000</b>	<b>\$1,331,000,000</b>	<b>\$1,035,200,000</b>	<b>\$0</b>	<b>\$3,545,200,000</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>Cirrus Aircraft</b>					
SR20	20	26	9		55
SR22	21	29	41		91
SR22T	33	43	40		116
SF50	<u>10</u>	<u>15</u>	<u>16</u>		<u>41</u>
<b>Total Units</b>	<b>84</b>	<b>113</b>	<b>106</b>	<b>0</b>	<b>303</b>
<b>Total Billings</b>	<b>\$77,729,677</b>	<b>\$106,281,903</b>	<b>\$104,833,515</b>	<b>\$0</b>	<b>\$288,845,095</b>
<b>CubCrafters<sup>6</sup></b>					
CC11-100 Sport Cub S2	0	0	0		0
CC11-160 Carbon Cub SS	1	0	0		1
CC18-180 Top Cub	0	1	3		4
CC19-180 XCub	<u>2</u>	<u>1</u>	<u>5</u>		<u>8</u>
<b>Total Units</b>	<b>3</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>13</b>
<b>Total Billings</b>	<b>\$914,310</b>	<b>\$634,116</b>	<b>\$1,599,939</b>	<b>\$0</b>	<b>\$3,148,365</b>
<b>DAHER</b>					
SOCATA TBM 910	6	7	8		21
SOCATA TBM 930	<u>2</u>	<u>7</u>	<u>3</u>		<u>12</u>
<b>Total Units</b>	<b>8</b>	<b>14</b>	<b>11</b>	<b>0</b>	<b>33</b>
<b>Total Billings</b>	<b>\$32,450,000</b>	<b>\$57,660,000</b>	<b>\$44,690,000</b>	<b>\$0</b>	<b>\$134,800,000</b>
<b>Dassault Aviation<sup>5,8</sup></b>					
2000S / 2000LXS / 900LX / 7X / 8X		<u>15</u>			<u>15</u>
<b>Total Units</b>		<b>15</b>		<b>0</b>	<b>15</b>
<b>Total Billings</b>		<b>\$575,000,000</b>		<b>\$0</b>	<b>\$575,000,000</b>
<b>Diamond Aircraft<sup>5,6</sup></b>					
HK-36	0	0	0		0
DA20 (All)	0	2	1		3
DA40 (All)	11	12	8		31
DA42 (All)	17	5	14		36
DA62	<u>3</u>	<u>8</u>	<u>15</u>		<u>26</u>
<b>Total Units</b>	<b>31</b>	<b>27</b>	<b>38</b>	<b>0</b>	<b>96</b>
<b>Total Billings</b>	<b>\$21,044,400</b>	<b>\$18,362,200</b>	<b>\$30,603,400</b>	<b>\$0</b>	<b>\$70,010,000</b>
<b>Discovery Aviation</b>					
XL2	<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>Embraer<sup>5</sup></b>					
Phenom 100	3	3	2		8
Phenom 300	5	12	15		32
Legacy 450	2	4	3		9
Legacy 500	1	0	2		3
Legacy 600 / 650	0	1	2		3
Lineage 1000 / E190 Head of State	0	0	0		0
Shuttles (ERJs and E-Jets)	<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>0</b>	<b>55</b>
<b>Total Billings</b>	<b>\$113,870,000</b>	<b>\$221,915,000</b>	<b>\$297,940,000</b>	<b>\$0</b>	<b>\$633,725,000</b>
<b>Extra Aircraft</b>					
EA300	<u>6</u>	<u>6</u>	<u>5</u>		<u>17</u>
<b>Total Units</b>	<b>6</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>17</b>
<b>Total Billings</b>	<b>\$2,214,000</b>	<b>\$2,214,000</b>	<b>\$1,845,000</b>	<b>\$0</b>	<b>\$6,273,000</b>
<b>Flight Design GmbH<sup>6</sup></b>					
ASTM CT Series	<u>8</u>	<u>10</u>	<u>11</u>		<u>29</u>
<b>Total Units</b>	<b>8</b>	<b>10</b>	<b>11</b>	<b>0</b>	<b>29</b>
<b>Total Billings</b>	<b>\$1,146,000</b>	<b>\$1,402,500</b>	<b>\$1,608,300</b>	<b>\$0</b>	<b>\$4,156,800</b>
<b>Gulfstream Aerospace Corp.<sup>5</sup></b>					
Gulfstream 280	7	8	6		21
Gulfstream 450 / 550 / 650 / 650ER	<u>19</u>	<u>18</u>	<u>21</u>		<u>58</u>
<b>Total Units</b>	<b>26</b>	<b>26</b>	<b>27</b>	<b>0</b>	<b>79</b>
<b>Total Billings</b>	<b>\$1,437,400,000</b>	<b>\$1,376,450,000</b>	<b>\$1,543,600,000</b>	<b>\$0</b>	<b>\$4,357,450,000</b>
<b>Honda Aircraft Company<sup>5</sup></b>					
HA-420 HondaJet	<u>12</u>	<u>5</u>	<u>4</u>		<u>21</u>
<b>Total Units</b>	<b>12</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>21</b>
<b>Total Billings</b>	<b>\$58,800,000</b>	<b>\$24,500,000</b>	<b>\$19,950,000</b>	<b>\$0</b>	<b>\$103,250,000</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>4</u>	<u>1</u>	<u>12</u>		<u>17</u>
<b>Total Units</b>	<b>4</b>	<b>1</b>	<b>12</b>	<b>0</b>	<b>17</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>1</u>	<u>2</u>	<u>1</u>		<u>4</u>
<b>Total Units</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>4</b>
<b>Total Billings</b>	<b>\$958,854</b>	<b>\$1,917,708</b>	<b>\$958,854</b>	<b>\$0</b>	<b>\$3,835,416</b>
<b>Maule Air, Inc.<sup>12</sup></b>					
MX-7-180C					n/a
M-7-235C					n/a
M-7-260C					n/a
<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>					
M20U Ovation Ultra	1	2	2		5
M20V Acclaim Ultra	<u>3</u>	<u>0</u>	<u>1</u>		<u>4</u>
<b>Total Units</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>9</b>
<b>Total Billings</b>	<b>\$3,069,200</b>	<b>\$1,453,400</b>	<b>\$2,208,800</b>	<b>\$0</b>	<b>\$6,731,400</b>
<b>ONE Aviation Corp.<sup>5</sup></b>					
Eclipse 550	<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>8</u>
<b>Total Units</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>8</b>
<b>Total Billings</b>	<b>\$4,100,000</b>	<b>\$6,150,000</b>	<b>\$6,150,000</b>	<b>\$0</b>	<b>\$16,400,000</b>
<b>Piaggio Aerospace</b>					
P.180 Avanti Evo	<u>3</u>	<u>0</u>	<u>0</u>		<u>3</u>
<b>Total Units</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
<b>Total Billings</b>	<b>\$23,800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$23,800,000</b>
<b>Pilatus<sup>13</sup></b>					
PC-6	0	1	1		2
PC-12	12	19	20		51
PC-24	<u>2</u>	<u>1</u>	<u>6</u>		<u>9</u>
<b>Total Units</b>	<b>14</b>	<b>21</b>	<b>27</b>	<b>0</b>	<b>62</b>
<b>Total Billings</b>	<b>\$78,808,000</b>	<b>\$106,366,000</b>	<b>\$158,589,000</b>	<b>\$0</b>	<b>\$343,763,000</b>
<b>Piper Aircraft, Inc.</b>					
PA-28-161 Warrior III	0	0	0		0
PA-28-181 Archer III	16	22	34		72
PA-28R-201 Arrow	1	2	2		5
PA-34-220T Seneca V	0	0	0		0
PA-44-180 Seminole	5	10	9		24
PA-46-350P M350	2	6	5		13
PA-46-500TP M500	3	5	6		14
PA-46-600TP M600	<u>7</u>	<u>8</u>	<u>9</u>		<u>24</u>
<b>Total Units</b>	<b>34</b>	<b>53</b>	<b>65</b>	<b>0</b>	<b>152</b>
<b>Total Billings</b>	<b>\$41,379,227</b>	<b>\$62,355,257</b>	<b>\$69,578,185</b>	<b>\$0</b>	<b>\$173,312,669</b>
<b>Pipistrel Aircraft</b>					
Virus SW 121	<u>3</u>	<u>4</u>	<u>4</u>		<u>11</u>
<b>Total Units</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>11</b>
<b>Total Billings</b>	n/a	n/a	n/a	n/a	n/a
<b>Quest Aircraft Company</b>					
Kodiak 100	<u>7</u>	<u>7</u>	<u>6</u>		<u>20</u>
<b>Total Units</b>	<b>7</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>20</b>
<b>Total Billings</b>	<b>\$15,626,905</b>	<b>\$16,363,923</b>	<b>\$15,080,355</b>	<b>\$0</b>	<b>\$47,071,183</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		50
P2002JF	3	6	4		13
P92JS	3	0	0		3
P2002JR	0	0	0		0
P2008JC	3	18	8		29
P2006T	12	13	8		33
P2010P Twenty Ten	6	6	3		15
<b>Total Units</b>	<b>45</b>	<b>57</b>	<b>41</b>	<b>0</b>	<b>143</b>
<b>Total Billings</b>	<b>\$12,804,411</b>	<b>\$15,556,542</b>	<b>\$10,153,732</b>	<b>\$0</b>	<b>\$38,514,685</b>
<b>Textron Aviation<sup>4,5</sup></b>					
<i>Beechcraft Corporation</i>					
Bonanza G36	1	2	5		8
Baron G58	1	7	4		12
King Air C90GTx	1	2	5		8
King Air 250	6	6	4		16
King Air 350i / ER	10	15	10		35
<b>Total Units</b>	<b>19</b>	<b>32</b>	<b>28</b>	<b>0</b>	<b>79</b>
<b>Total Billings (Beechcraft - Total)</b>	<b>\$122,517,000</b>	<b>\$175,188,000</b>	<b>\$132,857,000</b>	<b>\$0</b>	
<i>Cessna Aircraft Company</i>					
CE-172S Skyhawk SP	13	41	30		84
CE-182T Skylane	1	10	9		20
CE-T206H Turbo Stationair	6	8	6		20
CE-240 TTx	1	0	0		1
CE-208 Caravan 675	2	4	3		9
CE-208B Grand Caravan EX	10	20	21		51
CE-525 Citation M2	6	10	6		22
CE-525B Citation CJ3+	7	10	9		26
CE-525C Citation CJ4	6	7	8		21
CE-560 Citation XLS+	4	4	4		12
CE-680 Citation Sovereign+	0	5	1		6
CE-680A Citation Latitude	12	12	13		37
CE-750 Citation X+	1	0	0		1
<b>Total Units</b>	<b>69</b>	<b>131</b>	<b>110</b>	<b>0</b>	<b>310</b>
<b>Total Billings (Cessna - Total)</b>	<b>\$456,667,000</b>	<b>\$620,754,000</b>	<b>\$542,595,000</b>	<b>\$0</b>	
<b>Total Billings (Combined)</b>	<b>\$579,184,000</b>	<b>\$795,942,000</b>	<b>\$675,452,000</b>	<b>\$0</b>	<b>\$2,050,578,000</b>
<b>Thrush Aircraft, Inc.</b>					
S2R-T34	4	3	4		11
S2RHG-T65	0	0	1		1
S2R-T660	1	2	3		6
S2R-G10	0	0	0		0
S2R-H80	4	6	2		12
<b>Total Units</b>	<b>9</b>	<b>11</b>	<b>10</b>	<b>0</b>	<b>30</b>
<b>Total Billings</b>	<b>\$8,525,738</b>	<b>\$10,427,992</b>	<b>\$10,061,601</b>	<b>\$0</b>	<b>\$29,015,331</b>
<b>WACO Aircraft Company</b>					
2T-1A-2	0	1	0		1
YMF-5D	2	1	1		4
<b>Total Units</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>5</b>
<b>Total Billings</b>	<b>\$1,215,000</b>	<b>\$893,777</b>	<b>\$627,000</b>	<b>\$0</b>	<b>\$2,735,777</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<sup>5,9,10</sup></b>					
H120	0	0	0		0
AS350 B2	0	0	0		0
H125/H125M	24	46	16		86
H130	1	4	9		14
AS355 NP / ASS555AP	0	0	0		0
H135 / H135M	9	11	9		29
H145 / H145M	11	17	25		53
AS365 N3+ / AS565 Mbe	0	2	0		2
H155	0	0	0		0
H175	0	1	6		7
H215 / H215M	0	0	0		0
H225 / H225M	1	0	3		4
TIGER	<u>3</u>	<u>2</u>	<u>2</u>		<u>7</u>
<b>Total Units</b>	<b>49</b>	<b>83</b>	<b>70</b>	<b>0</b>	<b>202</b>
<b>Total Billings</b>	<b>\$207,700,000</b>	<b>\$341,200,000</b>	<b>\$432,300,000</b>	<b>\$0</b>	<b>\$981,200,000</b>
<b>Bell<sup>5</sup></b>					
505	25	34	32		91
206L-4	0	1	0		1
407	1	0	0		1
407GXP	17	16	2		35
429	3	5	6		14
429WLG	0	0	0		0
412EP	0	1	0		1
412EPI	0	0	3		3
Huey II	<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>0</b>	<b>146</b>
<b>Total Billings</b>	<b>\$124,000,000</b>	<b>\$151,000,000</b>	<b>\$145,000,000</b>	<b>\$0</b>	<b>\$420,000,000</b>
<b>Enstrom Helicopter Corp.<sup>4,5</sup></b>					
F28F	0	0	0		0
280FX	0	4	5		9
480B-G	<u>1</u>	<u>2</u>	<u>2</u>		<u>5</u>
<b>Total Units</b>	<b>1</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>14</b>
<b>Total Billings</b>	<b>\$1,400,000</b>	<b>\$6,024,540</b>	<b>\$6,924,040</b>	<b>\$0</b>	<b>\$14,348,580</b>
<b>Hélicoptères Guimbal</b>					
Cabri G2	<u>7</u>	<u>5</u>	<u>8</u>		<u>20</u>
<b>Total Units</b>	<b>7</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>20</b>
<b>Total Billings</b>	<b>\$2,954,741</b>	<b>\$1,805,310</b>	<b>\$3,158,075</b>	<b>\$0</b>	<b>\$7,918,126</b>
<b>Leonardo Helicopters<sup>5,9,10,11</sup></b>					
AW119Kx	4	5	2		11
AW109 Power	0	0	0		0
AW109 Trekker	1	4	5		10
AW109 GrandNew	3	4	2		9
AW139	11	17	16		44
AW169	3	11	4		18
AW149	2	0	1		3
AW189	4	4	2		10
AW159	0	0	0		0
SUPER LYNX	0	0	0		0
T129	0	0	0		0
AW101	1	0	1		2
CH47F	0	1	0		1
SW4	0	0	0		0
W3	<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>0</b>	<b>108</b>
<b>Total Billings</b>	<b>\$269,700,000</b>	<b>\$438,100,000</b>	<b>\$311,300,000</b>	<b>\$0</b>	<b>\$1,019,100,000</b>
<b>Robinson Helicopter Company<sup>5</sup></b>					
R22 Beta II	14	10	6		30
R44 Cadet	1	2	5		8
R44 Raven I	20	19	13		52
R44 Raven II	35	32	34		101
R66	<u>18</u>	<u>22</u>	<u>20</u>		<u>60</u>
<b>Total Units</b>	<b>88</b>	<b>85</b>	<b>78</b>	<b>0</b>	<b>251</b>
<b>Total Billings</b>	<b>\$44,963,000</b>	<b>\$45,882,000</b>	<b>\$42,537,000</b>	<b>\$0</b>	<b>\$133,382,000</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	0	0		0
S-92	<u>1</u>	<u>0</u>	<u>1</u>		<u>2</u>
<b>Total Units</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>
<b>Total Billings</b>	<b>\$25,000,000</b>	<b>\$0</b>	<b>\$25,000,000</b>	<b>\$0</b>	<b>\$50,000,000</b>

<b>Grand Total Civil Aircraft Shipments<sup>6</sup></b>	<b>699</b>	<b>919</b>	<b>851</b>	<b>0</b>	<b>2,469</b>
<b>Grand Total Aircraft Billings</b>	<b>\$4,508,253,633</b>	<b>\$5,736,677,979</b>	<b>\$5,091,172,570</b>	<b>\$0</b>	<b>\$15,336,104,181</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>
<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		26
V22	<u>3</u>	<u>6</u>	<u>5</u>		<u>14</u>
<b>Total Units</b>	<b>9</b>	<b>17</b>	<b>14</b>	<b>0</b>	<b>40</b>
<b>NHIndustries<sup>10</sup></b>					
NH90	<u>5</u>	<u>6</u>	<u>8</u>		<u>19</u>
<b>Total Units</b>	<b>5</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>19</b>
<b>Sikorsky Aircraft Corporation</b>					
Blackhawk	16	24	30		70
Seahawk	2	4	2		8
CH-53K	<u>0</u>	<u>1</u>	<u>0</u>		<u>1</u>
<b>Total Units</b>	<b>18</b>	<b>29</b>	<b>32</b>	<b>0</b>	<b>79</b>
<b>Textron Aviation</b>					
<u>Beechcraft Corporation</u>					
T-6 A/B/C	<u>2</u>	<u>7</u>	<u>5</u>		<u>14</u>
<b>Total Units</b>	<b>2</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>14</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 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, and three T129 kits in Q3.
12. Maule Air data was not available at time of publication.
13. Two additional PC-24 have been shipped to a completion center for extended modification.