



General Aviation Aircraft Shipment Report

General Aviation Manufacturers Association

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2016 Second Quarter

Aircraft Shipments^{1, 2, 6} by Type Manufactured Worldwide

| | QI | QII | QIII | QIV | Year-To-Date |
|---|------------------------|------------------------|------------|------------|------------------------|
| Single-Engine Piston | 167 | 210 | 0 | 0 | 377 |
| Multi-Engine Piston | 24 | 42 | 0 | 0 | 66 |
| Total Piston Airplanes | 191 | 252 | 0 | 0 | 443 |
| Single-Engine Turboprops | 82 | 103 | 0 | 0 | 185 |
| Multi-Engine Turboprops | 27 | 23 | 0 | 0 | 50 |
| Total Turboprop Airplanes | 109 | 126 | 0 | 0 | 235 |
| Business Jets | 122 | 170 | 0 | 0 | 292 |
| Total Turbine Airplanes | 231 | 296 | 0 | 0 | 527 |
| Grand Total Airplane Shipments | 422 | 548 | 0 | 0 | 970 |
| Grand Total Airplane Billings | \$3,975,232,559 | \$5,326,959,667 | \$0 | \$0 | \$9,302,192,225 |
| Piston Helicopters | 60 | 56 | 0 | 0 | 116 |
| Turbine Helicopters | 113 | 163 | 0 | 0 | 276 |
| Grand Total Helicopter Shipments | 173 | 219 | 0 | 0 | 392 |
| Grand Total Helicopter Billings | \$601,969,700 | \$836,080,589 | \$0 | \$0 | \$1,438,050,289 |

Airplane Shipments^{1, 2, 6} by Type Manufactured in United States³

| Type | QI | QII | QIII | QIV | Year-To-Date |
|----------------------------------|------------|------------|----------|----------|--------------|
| Single-Engine Piston | 120 | 161 | 0 | 0 | 281 |
| Multi-Engine Piston | 6 | 9 | 0 | 0 | 15 |
| Total Piston | 126 | 170 | 0 | 0 | 296 |
| Single-Engine Turboprops | 57 | 66 | 0 | 0 | 123 |
| Multi-Engine Turboprops | 26 | 23 | 0 | 0 | 49 |
| Total Turboprop Airplanes | 83 | 89 | 0 | 0 | 172 |
| Business Jets | 70 | 97 | 0 | 0 | 167 |
| Total Turbine | 153 | 186 | 0 | 0 | 339 |
| Grand Total | 279 | 356 | 0 | 0 | 635 |

Airplane Shipments^{1, 2} by Type Manufactured in Europe³

| Type | QI | QII | QIII | QIV | Year-To-Date |
|----------------------------------|------------|------------|----------|----------|--------------|
| Single-Engine Piston | 78 | 64 | 0 | 0 | 142 |
| Multi-Engine Piston | 18 | 33 | 0 | 0 | 51 |
| Total Piston | 96 | 97 | 0 | 0 | 193 |
| Single-Engine Turboprops | 24 | 35 | 0 | 0 | 59 |
| Multi-Engine Turboprops | 1 | 0 | 0 | 0 | 1 |
| Total Turboprop Airplanes | 25 | 35 | 0 | 0 | 60 |
| Business Jets | 0 | 15 | 0 | 0 | 15 |
| Total Turbine | 25 | 50 | 0 | 0 | 75 |
| Grand Total | 121 | 147 | 0 | 0 | 268 |

Airplane Shipments^{1, 2, 6} by Geographic Region of Origin

| | QI | QII | QIII | QIV | Year-To-Date |
|--------------------|------------|------------|----------|----------|--------------|
| North America | 309 | 393 | 0 | 0 | 702 |
| South America | 13 | 14 | 0 | 0 | 27 |
| Europe | 88 | 129 | 0 | 0 | 217 |
| Rest of World | 12 | 12 | 0 | 0 | 24 |
| Grand Total | 422 | 548 | 0 | 0 | 970 |

Aircraft Shipments^{1,2,6} by Type Manufactured Worldwide

| Make and Model | QI | QII | QIII | QIV | YTD |
|--|----------------------|----------------------|-------------|------------|----------------------|
| Airbus Corporate Jets⁷ | | | | | |
| ACJ318 | 0 | 0 | | | 0 |
| ACJ319 | 0 | 0 | | | 0 |
| ACJ320 | 0 | 0 | | | 0 |
| ACJ321 | 0 | 0 | | | 0 |
| ACJ330 | 0 | 0 | | | 0 |
| Total Units | 0 | 0 | 0 | 0 | 0 |
| Total Billings⁷ | \$0 | \$0 | \$0 | \$0 | \$0 |
| Airbus Helicopters^{5,9} | | | | | |
| H120 | 2 | 2 | | | 4 |
| AS350 B2 | 0 | 2 | | | 2 |
| H125/H125M | 15 | 34 | | | 49 |
| H130 | 14 | 18 | | | 32 |
| AS355 NP / ASS555AP | 0 | 2 | | | 2 |
| H135 / H135M | 4 | 8 | | | 12 |
| H145 / H145M | 14 | 23 | | | 37 |
| AS365 N3+ / AS565 Mbe | 1 | 2 | | | 3 |
| H155 | 0 | 0 | | | 0 |
| H175 | 0 | 1 | | | 1 |
| H215 / H215M | 0 | 1 | | | 1 |
| H225 / H225M | 1 | 1 | | | 2 |
| TIGER | 1 | 5 | | | 6 |
| Total Units | 52 | 94 | 0 | 0 | 146 |
| Total Billings | \$230,400,000 | \$427,500,000 | \$0 | \$0 | \$657,900,000 |
| Air Tractor⁴ | | | | | |
| AT-401B | 0 | 0 | | | 0 |
| AT-402A | 0 | 0 | | | 0 |
| AT-402B | 1 | 2 | | | 3 |
| AT-502A | 1 | 6 | | | 7 |
| AT-502B | 2 | 2 | | | 4 |
| AT-504 | 0 | 0 | | | 0 |
| AT-602 | 7 | 3 | | | 10 |
| AT-802 | 2 | 1 | | | 3 |
| AT-802A | 13 | 3 | | | 16 |
| AT802AF | 1 | 3 | | | 4 |
| AT-802F | 1 | 1 | | | 2 |
| Total Units | 28 | 21 | 0 | 0 | 49 |
| Total Billings | \$16,129,802 | \$11,168,973 | \$0 | \$0 | \$27,298,775 |
| American Champion Aircraft | | | | | |
| 7EC Champ | 1 | 0 | | | 1 |
| 7ECA Citabria Aurora | 0 | 0 | | | 0 |
| 7GCAA Citabria Adventurer | 0 | 0 | | | 0 |
| 7GCBC Citabria Explorer | 0 | 0 | | | 0 |
| 8GCBC Scout | 2 | 2 | | | 4 |
| 8KCAB Super Decathlon | 2 | 2 | | | 4 |
| 8KCAB Xtreme Decathlon | 0 | 0 | | | 0 |
| Total Units | 5 | 4 | 0 | 0 | 9 |
| Total Billings | \$1,115,500 | \$982,600 | \$0 | \$0 | \$2,098,100 |
| Bell Helicopter^{4,5} | | | | | |
| 206L-4 | 3 | 0 | | | 3 |
| 407 | 1 | 0 | | | 1 |
| 407GX | 0 | 2 | | | 2 |
| 407GXP | 15 | 11 | | | 26 |
| 429 | 6 | 10 | | | 16 |
| 412EPI | 2 | 1 | | | 3 |
| Huey II | 3 | 0 | | | 3 |
| Total Units | 30 | 24 | 0 | 0 | 54 |
| Total Billings | \$150,000,000 | \$130,000,000 | \$0 | \$0 | \$280,000,000 |

Aircraft Shipments^{1, 2, 6} by Type Manufactured Worldwide

| Make and Model | QI | QII | QIII | QIV | YTD |
|---|------------------------|------------------------|-------------|------------|------------------------|
| Boeing Business Jets⁷ | | | | | |
| BBJ | 1 | 0 | | | 1 |
| BBJ 2 | 0 | 0 | | | 0 |
| BBJ 3 | 0 | 0 | | | 0 |
| B777-300ER | 0 | 0 | | | 0 |
| B787-8 | 0 | 0 | | | 0 |
| B787-9 | <u>0</u> | <u>0</u> | | | <u>0</u> |
| Total Units | 1 | 0 | 0 | 0 | 1 |
| Total Billings⁷ | \$60,000,000 | \$0 | \$0 | \$0 | \$60,000,000 |
| Bombardier | | | | | |
| Learjet 70 / 75 | 1 | 5 | | | 6 |
| Learjet 60XR | 0 | 0 | | | 0 |
| Challenger 350 | 14 | 16 | | | 30 |
| Challenger 605 | 2 | 7 | | | 9 |
| Global 5000 / 6000 | 14 | 14 | | | 28 |
| CL850 / 870 / 890 | <u>0</u> | <u>0</u> | | | <u>0</u> |
| Total Units | 31 | 42 | 0 | 0 | 73 |
| Total Billings | \$1,276,000,000 | \$1,529,000,000 | \$0 | \$0 | \$2,805,000,000 |
| Cirrus Aircraft | | | | | |
| Cirrus SR20 | 10 | 5 | | | 15 |
| Cirrus SR22 | 20 | 44 | | | 64 |
| Cirrus SR22T | <u>27</u> | <u>47</u> | | | <u>74</u> |
| Total Units | 57 | 96 | 0 | 0 | 153 |
| Total Billings | \$42,149,050 | \$72,082,898 | \$0 | \$0 | \$114,231,948 |
| CubCrafters⁶ | | | | | |
| CC11-100 Sport Cub S2 | 0 | 0 | | | 0 |
| CC11-160 Carbon Cub SS | 9 | 6 | | | 15 |
| CC18-180 Top Cub | <u>1</u> | <u>1</u> | | | <u>2</u> |
| Total Units | 10 | 7 | 0 | 0 | 17 |
| Total Billings | \$2,511,952 | \$1,702,712 | \$0 | \$0 | \$4,214,664 |
| DAHER¹⁰ | | | | | |
| SOCATA TBM 900 | 5 | 0 | | | 5 |
| SOCATA TBM 930 | <u>0</u> | <u>13</u> | | | <u>13</u> |
| Total Units | 5 | 13 | 0 | 0 | 18 |
| Total Billings | \$19,450,000 | \$53,210,000 | \$0 | \$0 | \$72,660,000 |
| Dassault Falcon Jet^{5, 8} | | | | | |
| 2000S / 2000LXS / 900LX / 7X | | <u>15</u> | | | <u>15</u> |
| Total Units | | 15 | | 0 | 15 |
| Total Billings | | \$656,350,000 | | \$0 | \$656,350,000 |
| Diamond Aircraft^{5, 6} | | | | | |
| HK-36 | 0 | 0 | | | 0 |
| DA20-C1 | 7 | 4 | | | 11 |
| DA40 (All) | 13 | 13 | | | 26 |
| DA42 (All) | 7 | 14 | | | 21 |
| DA62 | <u>3</u> | <u>11</u> | | | <u>14</u> |
| Total Units | 30 | 42 | 0 | 0 | 72 |
| Total Billings | \$16,060,600 | \$29,265,800 | \$0 | \$0 | \$45,326,400 |
| Discovery Aviation | | | | | |
| XL2 | <u>0</u> | <u>0</u> | | | <u>0</u> |
| Total Units | 0 | 0 | 0 | 0 | 0 |
| Total Billings | \$0 | \$0 | \$0 | \$0 | \$0 |
| Embraer⁵ | | | | | |
| Phenom 100E | 1 | 8 | | | 9 |
| Phenom 300 | 11 | 15 | | | 26 |
| Legacy 450 | 0 | 0 | | | 0 |
| Legacy 500 | 5 | 3 | | | 8 |
| Legacy 600 / 650 | 6 | 0 | | | 6 |
| Lineage 1000 / E190 Head of State | 0 | 0 | | | 0 |
| Shuttles (ERJs and E-Jets) | <u>0</u> | <u>0</u> | | | <u>0</u> |
| Total Units | 23 | 26 | 0 | 0 | 49 |
| Total Billings | \$375,881,600 | \$228,202,800 | \$0 | \$0 | \$604,084,400 |

Aircraft Shipments^{1, 2, 6} by Type Manufactured Worldwide

| Make and Model | QI | QII | QIII | QIV | YTD |
|--|------------------------|------------------------|-------------|------------|------------------------|
| Enstrom Helicopter Corp.^{4, 5} | | | | | |
| F28F | 1 | 0 | | | 1 |
| 280FX | 0 | 1 | | | 1 |
| 480B | <u>2</u> | <u>3</u> | | | <u>5</u> |
| Total Units | 3 | 4 | 0 | 0 | 7 |
| Total Billings | \$3,300,000 | \$4,700,000 | \$0 | \$0 | \$8,000,000 |
| Extra Aircraft | | | | | |
| EA300 | <u>7</u> | <u>7</u> | | | <u>14</u> |
| Total Units | 7 | 7 | 0 | 0 | 14 |
| Total Billings | \$2,415,000 | \$2,415,000 | \$0 | \$0 | \$4,830,000 |
| Flight Design GmbH⁶ | | | | | |
| ASTM CT Series | <u>13</u> | <u>0</u> | | | <u>13</u> |
| Total Units | 13 | 0 | 0 | 0 | 13 |
| Total Billings | \$1,515,000 | \$0 | \$0 | \$0 | \$1,515,000 |
| Gulfstream Aerospace Corp.⁵ | | | | | |
| Gulfstream 150 / 280 | 8 | 7 | | | 15 |
| Gulfstream 450 / 550 / 650 / 650ER | <u>19</u> | <u>27</u> | | | <u>46</u> |
| Total Units | 27 | 34 | 0 | 0 | 61 |
| Total Billings | \$1,385,800,000 | \$1,887,800,000 | \$0 | \$0 | \$3,273,600,000 |
| Hélicoptères Guimbal | | | | | |
| Cabri G2 | <u>9</u> | <u>14</u> | | | <u>23</u> |
| Total Units | 9 | 14 | 0 | 0 | 23 |
| Total Billings | \$3,581,700 | \$4,946,589 | \$0 | \$0 | \$8,528,289 |
| Honda Aircraft Company⁵ | | | | | |
| HA-420 HondaJet | <u>3</u> | <u>7</u> | | | <u>10</u> |
| Total Units | 3 | 7 | 0 | 0 | 10 |
| Total Billings | \$13,500,000 | \$31,500,000 | \$0 | \$0 | \$45,000,000 |
| Leonardo Helicopters⁵ | | | | | |
| AW119Kx | 1 | 2 | | | 3 |
| AW109Power | 0 | 0 | | | 0 |
| GRANDNEW | 2 | 8 | | | 10 |
| AW139 | 6 | 13 | | | 19 |
| AW169 | 4 | 3 | | | 7 |
| AW189 | 0 | 1 | | | 1 |
| SW4 | 1 | 1 | | | 2 |
| W3 | <u>0</u> | <u>0</u> | | | <u>0</u> |
| Total Units | 14 | 28 | 0 | 0 | 42 |
| Total Billings | \$94,600,000 | \$239,800,000 | \$0 | \$0 | \$334,400,000 |
| Mahindra Aerospace⁵ | | | | | |
| Airvan 8 | <u>2</u> | <u>3</u> | | | <u>5</u> |
| Total Units | 2 | 3 | 0 | 0 | 5 |
| Total Billings | \$1,453,920 | \$2,180,880 | \$0 | \$0 | \$3,634,800 |
| Maule Air, Inc. | | | | | |
| MX-7-180C | 1 | 0 | | | 1 |
| M-7-235C | 0 | 1 | | | 1 |
| M-7-260C | <u>0</u> | <u>1</u> | | | <u>1</u> |
| Total Units | 1 | 2 | 0 | 0 | 3 |
| Total Billings | \$207,810 | \$487,991 | \$0 | \$0 | \$695,801 |
| Mooney International Corp. | | | | | |
| M20R Ovation | 0 | 0 | | | 0 |
| M20TN Acclaim | <u>2</u> | <u>2</u> | | | <u>4</u> |
| Total Units | 2 | 2 | 0 | 0 | 4 |
| Total Billings | \$1,467,000 | \$1,470,000 | \$0 | \$0 | \$2,937,000 |
| ONE Aviation Corp. | | | | | |
| Eclipse 550 | <u>3</u> | <u>1</u> | | | <u>4</u> |
| Total Units | 3 | 1 | 0 | 0 | 4 |
| Total Billings | \$9,251,000 | \$3,393,000 | \$0 | \$0 | \$12,644,000 |
| Pacific Aerospace Ltd. | | | | | |
| PAC 750XL | <u>1</u> | <u>2</u> | | | <u>3</u> |
| Total Units | 1 | 2 | 0 | 0 | 3 |
| Total Billings | \$1,800,000 | \$3,084,000 | \$0 | \$0 | \$4,884,000 |

Aircraft Shipments^{1, 2, 6} by Type Manufactured Worldwide

| Make and Model | QI | QII | QIII | QIV | YTD |
|---|----------------------|----------------------|-------------|------------|----------------------|
| Piaggio Aerospace | | | | | |
| P.180 Avanti Evo | 1 | 0 | | | 1 |
| Total Units | 1 | 0 | 0 | 0 | 1 |
| Total Billings | \$7,395,000 | \$0 | \$0 | \$0 | \$7,395,000 |
| Pilatus | | | | | |
| PC-6 | 3 | 0 | | | 3 |
| PC-12 | 16 | 22 | | | 38 |
| Total Units | 19 | 22 | 0 | 0 | 41 |
| Total Billings | \$83,745,000 | \$107,514,000 | \$0 | \$0 | \$191,259,000 |
| Piper Aircraft, Inc | | | | | |
| PA-28-161 Warrior III | 5 | 0 | | | 5 |
| PA-28-181 Archer III | 3 | 4 | | | 7 |
| PA-28R-201 Arrow | 7 | 0 | | | 7 |
| PA-34-220T Seneca V | 0 | 1 | | | 1 |
| PA-44-180 Seminole | 1 | 4 | | | 5 |
| PA-46-350P M350 | 4 | 7 | | | 11 |
| PA-46R-350T Matrix | 0 | 0 | | | 0 |
| PA-46-500TP M500 | 2 | 6 | | | 8 |
| Total Units | 22 | 22 | 0 | 0 | 44 |
| Total Billings | \$14,311,429 | \$23,463,569 | \$0 | \$0 | \$37,774,998 |
| Quest Aircraft Company | | | | | |
| Kodiak 100 | 5 | 11 | | | 16 |
| Total Units | 5 | 11 | 0 | 0 | 16 |
| Total Billings | \$10,075,000 | \$22,825,000 | \$0 | \$0 | \$32,900,000 |
| Robinson Helicopter Company⁵ | | | | | |
| R22 Beta II | 5 | 3 | | | 8 |
| R44 Cadet | 0 | 2 | | | 2 |
| R44 Raven I | 8 | 6 | | | 14 |
| R44 Raven II | 37 | 30 | | | 67 |
| R66 | 11 | 14 | | | 25 |
| Total Units | 61 | 55 | 0 | 0 | 116 |
| Total Billings | \$31,088,000 | \$29,134,000 | \$0 | \$0 | \$60,222,000 |
| Sikorsky Aircraft Corporation^{4, 5} | | | | | |
| S-76 | 3 | 0 | | | 3 |
| S-92 | 2 | 0 | | | 2 |
| Total Units | 5 | 0 | 0 | 0 | 5 |
| Total Billings | \$89,000,000 | \$0 | \$0 | \$0 | \$89,000,000 |
| TECNAM Aircraft⁶ | | | | | |
| ASTM - LSA | 20 | 18 | | | 38 |
| P2002JF | 6 | 8 | | | 14 |
| P92JS | 1 | 0 | | | 1 |
| P2002JR | 0 | 0 | | | 0 |
| P2008JC | 4 | 8 | | | 12 |
| P2006T | 8 | 8 | | | 16 |
| P2010P Twenty Ten | 7 | 6 | | | 13 |
| Total Units | 46 | 48 | 0 | 0 | 94 |
| Total Billings | \$9,866,016 | \$10,203,470 | \$0 | \$0 | \$20,069,486 |
| Textron Aviation^{4, 5} | | | | | |
| <i>Beechcraft Corporation</i> | | | | | |
| Bonanza G36 | 6 | 4 | | | 10 |
| Baron G58 | 5 | 4 | | | 9 |
| King Air C90GTx | 5 | 4 | | | 9 |
| King Air 250 | 6 | 7 | | | 13 |
| King Air 350i / ER | 15 | 12 | | | 27 |
| Total Units | 37 | 31 | 0 | 0 | 68 |
| Total Billings (Beechcraft - Total) | \$181,481,188 | \$157,734,750 | \$0 | \$0 | |

Aircraft Shipments^{1, 2, 6} by Type Manufactured Worldwide

| Make and Model | QI | QII | QIII | QIV | YTD |
|---|------------------------|------------------------|------------|------------|-------------------------|
| Textron Aviation (ctd.)^{4, 5} | | | | | |
| <i>Cessna Aircraft Company</i> | | | | | |
| CE-172S Skyhawk SP | 9 | 20 | | | 29 |
| CE-182T Skylane | 6 | 5 | | | 11 |
| CE-T206H Turbo Stationair | 5 | 6 | | | 11 |
| CE-240 TTx | 7 | 7 | | | 14 |
| CE-208 Caravan 675 | 3 | 4 | | | 7 |
| CE-208B Grand Caravan EX | 9 | 16 | | | 25 |
| CE-510 Citation Mustang | 1 | 2 | | | 3 |
| CE-525 Citation M2 | 4 | 13 | | | 17 |
| CE-525B Citation CJ3+ | 5 | 5 | | | 10 |
| CE-525C Citation CJ4 | 7 | 8 | | | 15 |
| CE-560 Citation XLS+ | 6 | 6 | | | 12 |
| CE-680 Citation Sovereign+ | 2 | 1 | | | 3 |
| CE-680A Citation Latitude | 7 | 9 | | | 16 |
| CE-750 Citation X+ | <u>2</u> | <u>1</u> | | | <u>3</u> |
| Total Units | 73 | 103 | 0 | 0 | 176 |
| Total Billings (Cessna - Total) | \$439,805,100 | \$507,714,400 | \$0 | \$0 | |
| Total Billings (Combined) | \$621,286,288 | \$665,449,150 | \$0 | \$0 | \$1,286,735,438 |
| Thrush Aircraft, Inc. | | | | | |
| S2R-T34 | 2 | 1 | | | 3 |
| S2RHG-T65 | 0 | 1 | | | 1 |
| S2R-T660 | 4 | 4 | | | 8 |
| S2R-G10 | 0 | 0 | | | 0 |
| S2R-H80 | <u>4</u> | <u>2</u> | | | <u>6</u> |
| Total Units | 10 | 8 | 0 | 0 | 18 |
| Total Billings | \$14,588,592 | \$13,333,824 | \$0 | \$0 | \$27,922,416 |
| WACO Aircraft Company | | | | | |
| 2T-1A-2 | 1 | 1 | | | 2 |
| YMF-5D | <u>1</u> | <u>2</u> | | | <u>3</u> |
| Total Units | 2 | 3 | 0 | 0 | 5 |
| Total Billings | \$757,000 | \$1,374,000 | \$0 | \$0 | \$2,131,000 |
| Grand Total Civil Aircraft Shipments⁶ | 638 | 791 | 0 | 0 | 1,429 |
| Grand Total Aircraft Billings | \$4,590,702,259 | \$6,194,540,256 | \$0 | \$0 | \$10,785,242,514 |

Military and Government Aircraft Shipments⁴

| Make and Model | QI | QII | QIII | QIV | Year-To-Date |
|---------------------------------|-----------|-----------|----------|----------|--------------|
| Air Tractor | | | | | |
| AT-802U | <u>0</u> | | | | <u>0</u> |
| Total Units | 0 | 0 | 0 | 0 | 0 |
| Bell Helicopter | | | | | |
| H-1 | 10 | 9 | | | 19 |
| V22 | <u>6</u> | <u>6</u> | | | <u>12</u> |
| Total Units | 16 | 15 | 0 | 0 | 31 |
| Enstrom Helicopter Corp. | | | | | |
| F-28F | 0 | 0 | | | 0 |
| 280FX | 0 | 0 | | | 0 |
| 480B | <u>0</u> | <u>0</u> | | | <u>0</u> |
| Total Units | 0 | 0 | 0 | 0 | 0 |

Military and Government Aircraft Shipments⁴

| Make and Model | QI | QII | QIII | QIV | Year-To-Date |
|--|-----------|-----------|----------|----------|--------------|
| Leonardo Helicopters¹⁰ | | | | | |
| AW119Kx | 0 | 0 | | | 0 |
| AW109Power | 0 | 0 | | | 0 |
| GRANDNEW | 0 | 0 | | | 0 |
| AW139 | 2 | 3 | | | 5 |
| AW189 | 1 | 0 | | | 1 |
| AW159 | 4 | 7 | | | 11 |
| SUPER LYNX | 0 | 1 | | | 1 |
| T129 | 2 | 0 | | | 2 |
| AW101 | 0 | 1 | | | 1 |
| CH47F | 1 | 1 | | | 2 |
| SW4 | 0 | 0 | | | 0 |
| W3 | 0 | 0 | | | 0 |
| Total Units | 10 | 13 | 0 | 0 | 23 |
| NHIndustries¹⁰ | | | | | |
| NH90 | 4 | 8 | | | 12 |
| Total Units | 4 | 8 | 0 | 0 | 12 |
| Sikorsky Aircraft Corporation | | | | | |
| BLACK HAWK | 30 | 39 | | | 69 |
| SEAHAWK | 12 | 8 | | | 20 |
| Total Units | 42 | 47 | 0 | 0 | 89 |
| Textron Aviation | | | | | |
| <i>Beechcraft Corporation</i> | | | | | |
| T-6 A/B/C | 11 | 11 | | | 22 |
| Total Units | 11 | 11 | 0 | 0 | 22 |

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 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 2016.
6. 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 value is not included in the calculation of billings.
8. Dassault reports combined civil airplane deliveries twice a year in accordance with company financial reporting procedures.
9. Airbus Helicopters changed to reporting combined civil/commercial and military/government unit deliveries starting second quarter 2016.
10. NHIndustries is wholly owned by Airbus Helicopters, Leonardo (formerly Finmeccanica) 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.