



General Aviation Aircraft Shipment Report

General Aviation Manufacturers Association

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2020 Year-End

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

| | QI | QII | QIII | QIV | Year-To-Date |
|---|------------------------|------------------------|------------------------|------------------------|-------------------------|
| Single-Engine Piston and Electric | 188 | 251 | 353 | 363 | 1,155 |
| Multi-Engine Piston | 31 | 33 | 44 | 49 | 157 |
| Total Piston Airplanes | 219 | 284 | 397 | 412 | 1,312 |
| Single-Engine Turboprops | 60 | 72 | 89 | 160 | 381 |
| Multi-Engine Turboprops | 11 | 9 | 13 | 29 | 62 |
| Total Turboprop Airplanes | 71 | 81 | 102 | 189 | 443 |
| Business Jets | 114 | 130 | 134 | 266 | 644 |
| Total Turbine Airplanes | 185 | 211 | 236 | 455 | 1,087 |
| Grand Total Airplane Shipments | 404 | 495 | 633 | 867 | 2,399 |
| Grand Total Airplane Billings | \$3,330,108,384 | \$4,557,629,446 | \$3,985,453,019 | \$8,155,661,529 | \$20,028,852,378 |
| Piston Helicopters | 37 | 26 | 42 | 37 | 142 |
| Turbine Helicopters | 39 | 155 | 139 | 199 | 532 |
| Grand Total Helicopter Shipments | 76 | 181 | 181 | 236 | 674 |
| Grand Total Helicopter Billings | \$193,854,355 | \$810,644,050 | \$762,353,825 | \$972,946,366 | \$2,739,798,596 |

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

| Type | QI | QII | QIII | QIV | Year-To-Date |
|----------------------------------|------------|------------|------------|------------|--------------|
| Single-Engine Piston | 138 | 175 | 280 | 258 | 851 |
| Multi-Engine Piston | 6 | 3 | 11 | 11 | 31 |
| Total Piston Airplanes | 144 | 178 | 291 | 269 | 882 |
| Single-Engine Turboprops | 45 | 45 | 59 | 106 | 255 |
| Multi-Engine Turboprops | 11 | 9 | 13 | 29 | 62 |
| Total Turboprop Airplanes | 56 | 54 | 72 | 135 | 317 |
| Business Jets | 71 | 66 | 76 | 140 | 353 |
| Total Turbine Airplanes | 127 | 120 | 148 | 275 | 670 |
| Grand Total | 271 | 298 | 439 | 544 | 1,552 |

Airplane Shipments^{1, 2, 6} by Type Manufactured in Europe³

| Type | QI | QII | QIII | QIV | Year-To-Date |
|-----------------------------------|------------|------------|------------|------------|--------------|
| Single-Engine Piston and Electric | 70 | 88 | 91 | 121 | 370 |
| Multi-Engine Piston | 25 | 30 | 33 | 38 | 126 |
| Total Piston Airplanes | 95 | 118 | 124 | 159 | 496 |
| Single-Engine Turboprops | 15 | 27 | 29 | 53 | 124 |
| Multi-Engine Turboprops | 0 | 0 | 0 | 0 | 0 |
| Total Turboprop Airplanes | 15 | 27 | 29 | 53 | 124 |
| Business Jets | 7 | 27 | 8 | 37 | 79 |
| Total Turbine Airplanes | 22 | 54 | 37 | 90 | 203 |
| Grand Total | 117 | 172 | 161 | 249 | 699 |

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

| | QI | QII | QIII | QIV | Year-To-Date |
|--------------------|------------|------------|------------|------------|--------------|
| North America | 294 | 316 | 461 | 584 | 1,655 |
| South America | 9 | 13 | 21 | 43 | 86 |
| Europe | 98 | 154 | 135 | 231 | 618 |
| Rest of World | 3 | 12 | 16 | 9 | 40 |
| Grand Total | 404 | 495 | 633 | 867 | 2,399 |

Airplane Shipments^{1, 2, 6} by Delivery Region

| | North America | Europe | Asia Pacific | Latin America | Middle East & Africa |
|----------------------------------|---------------|--------------|--------------|---------------|----------------------|
| Piston Engine | 67.9% | 10.4% | 17.4% | 2.1% | 2.2% |
| Turboprops | 54.9% | 14.4% | 14.0% | 11.7% | 5.0% |
| Business Jets | 66.0% | 16.7% | 8.1% | 7.2% | 1.9% |
| Total Shipments in Region | 64.7% | 13.1% | 14.0% | 5.5% | 2.7% |

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

| Make and Model | QI | QII | QIII | QIV | YTD |
|--|------------------------|----------------------|------------------------|------------------------|------------------------|
| Airbus Corporate Jets⁷ | | | | | |
| ACJ318 | 0 | 0 | 0 | 0 | 0 |
| ACJ319neo | 0 | 0 | 0 | 0 | 0 |
| ACJ320ceo | 1 | 0 | 0 | 0 | 1 |
| ACJ320neo | 0 | 1 | 0 | 1 | 2 |
| ACJ321 | 0 | 0 | 0 | 0 | 0 |
| ACJ350XWB | 0 | 1 | 0 | 1 | 2 |
| Total Units | 1 | 2 | 0 | 2 | 5 |
| Total Billings | \$95,000,000 | \$95,000,000 | \$0 | \$95,000,000 | \$285,000,000 |
| Air Tractor⁴ | | | | | |
| AT-401B | 0 | 0 | 0 | 0 | 0 |
| AT-402A | 0 | 1 | 2 | 2 | 5 |
| AT-402B | 5 | 1 | 6 | 5 | 17 |
| AT-502A | 9 | 3 | 3 | 4 | 19 |
| AT-502B | 2 | 2 | 7 | 10 | 21 |
| AT-504 | 0 | 1 | 0 | 2 | 3 |
| AT-602 | 2 | 2 | 1 | 1 | 6 |
| AT-802 | 2 | 1 | 2 | 1 | 6 |
| AT-802A | 14 | 8 | 9 | 10 | 41 |
| AT-802AF | 1 | 0 | 0 | 0 | 1 |
| AT-802F | 0 | 0 | 0 | 4 | 4 |
| Total Units | 35 | 19 | 30 | 39 | 123 |
| Total Billings | \$19,806,333 | \$11,873,962 | \$17,621,913 | \$22,332,728 | \$71,634,936 |
| American Champion Aircraft | | | | | |
| 7ECA Citabria Aurora | 0 | 0 | 0 | 0 | 0 |
| 7GCAA Citabria Adventure | 0 | 0 | 0 | 0 | 0 |
| 7GCBC Citabria Explorer | 0 | 0 | 2 | 0 | 2 |
| 8GCBC Scout | 0 | 2 | 3 | 3 | 8 |
| 8KCAB Super Decathlon | 0 | 1 | 0 | 3 | 4 |
| 8KCAB Xtreme Decathlon | 0 | 0 | 0 | 0 | 0 |
| Total Units | 0 | 3 | 5 | 6 | 14 |
| Total Billings | \$0 | \$765,700 | \$1,105,700 | \$1,532,400 | \$3,403,800 |
| AVIC General | | | | | |
| Y5B | 0 | 0 | 5 | 2 | 7 |
| LE500 | 0 | 6 | 0 | 0 | 6 |
| A2C | 0 | 1 | 0 | 0 | 1 |
| Y12 Series | 0 | 0 | 0 | 0 | 0 |
| Total Units | 0 | 7 | 5 | 2 | 14 |
| Total Billings | \$0 | \$3,718,711 | \$3,807,340 | \$1,522,936 | \$9,048,987 |
| Boeing Business Jets⁷ | | | | | |
| BBJ MAX 7 | 0 | 0 | 0 | 0 | 0 |
| BBJ MAX 8 | 0 | 0 | 0 | 1 | 1 |
| BBJ MAX 9 | 0 | 0 | 0 | 0 | 0 |
| BBJ 787-9 | 0 | 0 | 0 | 0 | 0 |
| Total Units | 0 | 0 | 0 | 1 | 1 |
| Total Billings | \$0 | \$0 | \$0 | \$80,000,000 | \$80,000,000 |
| Bombardier | | | | | |
| Learjet 70 / 75 / 75 Liberty | 3 | 2 | 2 | 4 | 11 |
| Challenger 350 / 650 | 14 | 9 | 9 | 12 | 44 |
| Global 5000 / 5500 / 6000 / 6500 / 7500 | 9 | 9 | 13 | 28 | 59 |
| Total Units | 26 | 20 | 24 | 44 | 114 |
| Total Billings | \$1,061,000,000 | \$880,000,000 | \$1,146,000,000 | \$2,223,000,000 | \$5,310,000,000 |

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

| Make and Model | QI | QII | QIII | QIV | YTD |
|---|------------------------|------------------------|------------------------|------------------------|------------------------|
| Cirrus Aircraft | | | | | |
| SR20 | 8 | 12 | 19 | 17 | 56 |
| SR22 | 20 | 17 | 26 | 44 | 107 |
| SR22T | 39 | 32 | 56 | 57 | 184 |
| SF50 | <u>18</u> | <u>13</u> | <u>16</u> | <u>26</u> | <u>73</u> |
| Total Units | 85 | 74 | 117 | 144 | 420 |
| Total Billings | \$106,397,900 | \$85,820,172 | \$127,945,044 | \$171,587,079 | \$491,750,195 |
| CubCrafters^{6, 15} | | | | | |
| CC11-100 Sport Cub S2 | 0 | 0 | 0 | | 0 |
| CC11-160 Carbon Cub SS | 2 | 0 | 0 | | 2 |
| CC18-180 Top Cub | 0 | 0 | 0 | | 0 |
| CC19-180 XCub | <u>1</u> | <u>0</u> | <u>0</u> | | <u>1</u> |
| Total Units | 3 | 0 | 0 | 0 | 3 |
| Total Billings | \$949,499 | \$0 | \$0 | \$0 | \$949,499 |
| DAHER¹² | | | | | |
| Kodiak 100 | 0 | 2 | 3 | 6 | 11 |
| TBM 910 | 0 | 0 | 1 | 0 | 1 |
| TBM 940 | <u>4</u> | <u>9</u> | <u>9</u> | <u>19</u> | <u>41</u> |
| Total Units | 4 | 11 | 13 | 25 | 53 |
| Total Billings | \$18,020,000 | \$45,453,575 | \$52,116,055 | \$100,626,894 | \$216,216,524 |
| Dassault Aviation^{5, 8} | | | | | |
| 2000S / 2000LXS / 900LX / 7X / 8X | | <u>16</u> | | <u>18</u> | <u>34</u> |
| Total Units | | 16 | | 18 | 34 |
| Total Billings | | \$755,200,000 | | \$844,800,000 | \$1,600,000,000 |
| Diamond Aircraft^{5, 6} | | | | | |
| DA20 (All) | 0 | 0 | 4 | 4 | 8 |
| DA40 (All) | 14 | 41 | 25 | 63 | 143 |
| DA42 (All) | 10 | 14 | 20 | 18 | 62 |
| DA62 | <u>5</u> | <u>4</u> | <u>5</u> | <u>12</u> | <u>26</u> |
| Total Units | 29 | 59 | 54 | 97 | 239 |
| Total Billings | \$20,230,200 | \$34,329,000 | \$34,405,200 | \$57,383,000 | \$146,347,400 |
| Embraer⁵ | | | | | |
| Phenom 100 | 0 | 2 | 3 | 1 | 6 |
| Phenom 300 | 1 | 1 | 1 | 7 | 10 |
| Phenom 300E | 4 | 6 | 15 | 15 | 40 |
| Legacy 450 | 0 | 0 | 0 | 0 | 0 |
| Legacy 500 | 0 | 0 | 0 | 1 | 1 |
| Praetor 500 | 1 | 1 | 2 | 6 | 10 |
| Praetor 600 | 3 | 2 | 0 | 13 | 18 |
| Legacy 650 | 0 | 1 | 0 | 0 | 1 |
| Lineage 1000 / E190 Head of State | 0 | 0 | 0 | 0 | 0 |
| Shuttles (ERJs and E-Jets) | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> |
| Total Units | 9 | 13 | 21 | 43 | 86 |
| Total Billings | \$128,230,000 | \$163,785,000 | \$201,140,000 | \$611,450,000 | \$1,104,605,000 |
| Epic Aircraft, LLC¹² | | | | | |
| E1000 | <u>1</u> | <u>2</u> | <u>1</u> | <u>3</u> | <u>7</u> |
| Total Units | 1 | 2 | 1 | 3 | 7 |
| Total Billings | \$3,250,000 | \$6,500,000 | \$3,250,000 | \$9,750,000 | \$22,750,000 |
| Extra Aircraft¹⁵ | | | | | |
| EA300 | <u>6</u> | <u>4</u> | <u>6</u> | | <u>16</u> |
| Total Units | 6 | 4 | 6 | 0 | 16 |
| Total Billings | \$1,980,000 | \$1,476,000 | \$2,214,000 | \$0 | \$5,670,000 |
| Flight Design GmbH^{6, 12} | | | | | |
| F2 | 0 | 0 | 1 | 1 | 2 |
| ASTM CT Series | 12 | 8 | 8 | 8 | 36 |
| Total Units | 12 | 8 | 9 | 9 | 38 |
| Total Billings | \$1,830,500 | \$1,197,500 | \$1,227,000 | \$1,367,500 | \$5,622,500 |
| Gulfstream Aerospace Corp.⁵ | | | | | |
| Gulfstream 280 | 3 | 6 | 7 | 6 | 22 |
| Gulfstream 500 / 550 / 600 / 650 / 650ER | <u>20</u> | <u>26</u> | <u>25</u> | <u>34</u> | <u>105</u> |
| Total Units | 23 | 32 | 32 | 40 | 127 |
| Total Billings | \$1,227,500,000 | \$1,734,000,000 | \$1,588,000,000 | \$2,182,000,000 | \$6,731,500,000 |

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

| Make and Model | QI | QII | QIII | QIV | YTD |
|--|----------------------|----------------------|----------------------|----------------------|----------------------|
| Honda Aircraft Company⁵ | | | | | |
| HA-420 HondaJet | <u>7</u> | <u>2</u> | <u>8</u> | <u>14</u> | <u>31</u> |
| Total Units | 7 | 2 | 8 | 14 | 31 |
| Total Billings | \$37,100,000 | \$10,600,000 | \$42,400,000 | \$74,200,000 | \$164,300,000 |
| ICON Aircraft | | | | | |
| A5 | <u>6</u> | <u>7</u> | <u>6</u> | <u>3</u> | <u>22</u> |
| Total Units | 6 | 7 | 6 | 3 | 22 |
| Total Billings | n/a | n/a | n/a | n/a | n/a |
| Mahindra Aerospace⁵ | | | | | |
| Airvan 8 | <u>0</u> | <u>0</u> | <u>2</u> | <u>0</u> | <u>2</u> |
| Total Units | 0 | 0 | 2 | 0 | 2 |
| Total Billings | \$0 | \$0 | \$1,917,488 | \$0 | \$1,917,488 |
| Mooney International Corp. | | | | | |
| M20U Ovation Ultra | 0 | 0 | 0 | 0 | 0 |
| M20V Acclaim Ultra | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> |
| Total Units | 0 | 0 | 0 | 0 | 0 |
| Total Billings | \$0 | \$0 | \$0 | \$0 | \$0 |
| Pacific Aerospace Ltd.¹² | | | | | |
| E-350 Explorer | 0 | 0 | 1 | 0 | 1 |
| Cresco | 0 | 0 | 0 | 1 | 1 |
| PAC 750XL | <u>0</u> | <u>0</u> | <u>1</u> | <u>0</u> | <u>1</u> |
| Total Units | 0 | 0 | 2 | 1 | 3 |
| Total Billings | \$0 | \$0 | \$2,775,000 | \$1,550,000 | \$4,325,000 |
| Piaggio Aerospace | | | | | |
| P.180 Avanti Evo | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> |
| Total Units | 0 | 0 | 0 | 0 | 0 |
| Total Billings | \$0 | \$0 | \$0 | \$0 | \$0 |
| Pilatus¹² | | | | | |
| PC-6 | 0 | 0 | 0 | 0 | 0 |
| PC-12 | 11 | 18 | 19 | 34 | 82 |
| PC-24 | <u>7</u> | <u>9</u> | <u>8</u> | <u>17</u> | <u>41</u> |
| Total Units | 18 | 27 | 27 | 51 | 123 |
| Total Billings | \$121,507,000 | \$180,414,000 | \$191,211,000 | \$372,096,000 | \$865,228,000 |
| Piper Aircraft, Inc.¹² | | | | | |
| PA-28-161 Warrior III | 0 | 0 | 0 | 0 | 0 |
| PA-28-181 Pilot 100i | 0 | 0 | 0 | 11 | 11 |
| PA-28-181 Archer III | 18 | 45 | 46 | 40 | 149 |
| PA-28R-201 Arrow | 0 | 0 | 3 | 0 | 3 |
| PA-34-220T Seneca V | 0 | 0 | 0 | 1 | 1 |
| PA-44-180 Seminole | 4 | 2 | 9 | 7 | 22 |
| PA-46-350P M350 | 0 | 5 | 3 | 7 | 15 |
| PA-46-500TP M500 | 0 | 0 | 5 | 2 | 7 |
| PA-46-600TP M600/SLS | <u>3</u> | <u>8</u> | <u>7</u> | <u>18</u> | <u>36</u> |
| Total Units | 25 | 60 | 73 | 86 | 244 |
| Total Billings | \$20,106,584 | \$53,396,025 | \$67,444,540 | \$93,859,851 | \$234,807,000 |
| Pipistrel Aircraft¹² | | | | | |
| Virus SW 121 | 1 | 2 | 4 | 10 | 17 |
| Virus SW 128 Velis Electro | <u>0</u> | <u>0</u> | <u>5</u> | <u>8</u> | <u>13</u> |
| Total Units | 1 | 2 | 9 | 18 | 30 |
| Total Billings | n/a | n/a | n/a | n/a | n/a |
| Sonaca Aircraft | | | | | |
| Sonaca 200 | <u>5</u> | <u>1</u> | <u>5</u> | <u>8</u> | <u>19</u> |
| Total Units | 5 | 1 | 5 | 8 | 19 |
| Total Billings | \$1,178,750 | \$235,750 | \$1,178,750 | \$1,984,400 | \$4,577,650 |

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

| Make and Model | QI | QII | QIII | QIV | YTD |
|--|----------------------|----------------------|----------------------|------------------------|------------------------|
| TECNAM Aircraft⁶ | | | | | |
| ASTM - LSA | 8 | 10 | 18 | 10 | 46 |
| P2002JF | 2 | 5 | 1 | 0 | 8 |
| P92JS | 0 | 0 | 0 | 0 | 0 |
| P2008JC | 14 | 12 | 10 | 4 | 40 |
| P2006T | 5 | 8 | 5 | 4 | 22 |
| P2010P Twenty Ten | 8 | 5 | 4 | 5 | 22 |
| P2012 Traveller | 5 | 4 | 3 | 4 | 16 |
| Total Units | 42 | 44 | 41 | 27 | 154 |
| Total Billings | \$18,658,193 | \$22,482,721 | \$17,500,000 | \$21,382,086 | \$80,023,000 |
| Textron Aviation^{4, 5} | | | | | |
| CE-172S Skyhawk SP | 48 | 51 | 94 | 48 | 241 |
| CE-182T Skylane | 2 | 1 | 11 | 13 | 27 |
| CE-T206H Turbo Stationair | 0 | 5 | 8 | 13 | 26 |
| Bonanza G36 | 2 | 2 | 6 | 2 | 12 |
| Baron G58 | 2 | 1 | 2 | 3 | 8 |
| CE-208 Caravan 675 | 1 | 1 | 1 | 5 | 8 |
| CE-208B Grand Caravan EX | 4 | 5 | 7 | 27 | 43 |
| King Air C90GTx | 1 | 2 | 2 | 3 | 8 |
| King Air 250 | 6 | 2 | 6 | 6 | 20 |
| King Air 350i / 360 / ER | 4 | 5 | 5 | 20 | 34 |
| CE-525 Citation M2 | 3 | 6 | 4 | 11 | 24 |
| CE-525B Citation CJ3+ | 3 | 2 | 7 | 9 | 21 |
| CE-525C Citation CJ4 | 4 | 4 | 5 | 10 | 23 |
| CE-560 Citation XLS+ | 2 | 1 | 3 | 7 | 13 |
| CE-680 Citation Sovereign+ | 2 | 0 | 0 | 4 | 6 |
| CE-680A Citation Latitude | 7 | 3 | 3 | 13 | 26 |
| CE-700 Citation Longitude | 2 | 7 | 2 | 7 | 18 |
| CE-750 Citation X+ | 0 | 0 | 1 | 0 | 1 |
| Total Units | 93 | 98 | 167 | 201 | 559 |
| Total Billings (Combined) | \$446,284,800 | \$460,768,000 | \$474,569,000 | \$1,180,719,000 | \$2,562,340,800 |
| Thrush Aircraft, LLC. | | | | | |
| S2R-T34 | 0 | 4 | 3 | 1 | 8 |
| S2RHG-T65 | 0 | 0 | 0 | 0 | 0 |
| S2R-T660 | 0 | 2 | 2 | 3 | 7 |
| S2R-G10 | 0 | 0 | 0 | 0 | 0 |
| S2R-H80 | 1 | 2 | 0 | 2 | 5 |
| Total Units | 1 | 8 | 5 | 6 | 20 |
| Total Billings | \$1,078,625 | \$9,775,330 | \$6,227,989 | \$7,517,655 | \$24,599,599 |
| WACO Aircraft Company | | | | | |
| 2T-1A-2 Great Lakes | 0 | 1 | 1 | 0 | 2 |
| YMF-5D | 0 | 1 | 2 | 0 | 3 |
| Total Units | 0 | 2 | 3 | 0 | 5 |
| Total Billings | \$0 | \$838,000 | \$1,397,000 | \$0 | \$2,235,000 |

Rotorcraft Shipments^{1,2} by Type Manufactured Worldwide

| Make and Model | QI | QII | QIII | QIV | YTD |
|---|----------------------|----------------------|----------------------|----------------------|------------------------|
| Airbus Helicopters ^{5, 9, 10, 13} | | | | | |
| H120 | | 0 | 0 | | 0 |
| AS350 B2 | | 0 | 0 | | 0 |
| H125 / H125M | | 40 | 23 | | 63 |
| H130 | | 6 | 5 | | 11 |
| AS355 NP / ASS555AP | | 0 | 0 | | 0 |
| H135 / H135M | | 10 | 7 | | 17 |
| H145 / H145M | | 37 | 16 | | 53 |
| AS365 N3+ / AS565 Mbe | | 0 | 0 | | 0 |
| H155 | | 0 | 3 | | 3 |
| H160 | | 0 | 0 | | 0 |
| H175 | | 1 | 1 | | 2 |
| H215 / H215M | | 1 | 1 | | 2 |
| H225 / H225M | | 2 | 2 | | 4 |
| TIGER | | 1 | 0 | | 1 |
| Total Units | | 98 | 58 | 131 | 287 |
| Total Billings | | \$494,200,000 | \$326,500,000 | \$652,500,000 | \$1,473,200,000 |
| Bell ⁵ | | | | | |
| 505 | 7 | 10 | 15 | 17 | 49 |
| 407 | 0 | 1 | 0 | 0 | 1 |
| 407GX | 0 | 0 | 0 | 0 | 0 |
| 407GX _i | 3 | 10 | 19 | 21 | 53 |
| 407GXP | 0 | 0 | 0 | 0 | 0 |
| 429 | 5 | 4 | 5 | 13 | 27 |
| 429WLG | 0 | 0 | 2 | 1 | 3 |
| 412EP | 0 | 0 | 0 | 1 | 1 |
| 412EPI | 0 | 1 | 0 | 4 | 5 |
| 412EPX | 0 | 1 | 0 | 0 | 1 |
| Huey II | 0 | 0 | 0 | 0 | 0 |
| Total Units | 15 | 27 | 41 | 57 | 140 |
| Total Billings | \$62,300,000 | \$111,900,000 | \$151,600,000 | \$279,300,000 | \$605,100,000 |
| Enstrom Helicopter Corp. ^{4, 5} | | | | | |
| F28F, 280FX | 0 | 0 | 0 | 2 | 2 |
| 480B-G | 0 | 1 | 2 | 0 | 3 |
| Total Units | 0 | 1 | 2 | 2 | 5 |
| Total Billings | \$0 | \$1,325,000 | \$2,651,036 | \$1,236,000 | \$5,212,036 |
| Hélicoptères Guimbal | | | | | |
| Cabri G2 | 2 | 5 | 5 | 5 | 17 |
| Total Units | 2 | 5 | 5 | 5 | 17 |
| Total Billings | \$800,355 | \$1,926,050 | \$1,942,789 | \$2,119,366 | \$6,788,560 |
| Leonardo Helicopters ^{5, 9, 10, 11, 14} | | | | | |
| AW119Kx | 1 | 0 | 1 | | 2 |
| AW109 Power | 0 | 0 | 0 | | 0 |
| AW109 Trekker | 0 | 1 | 1 | | 2 |
| AW109 GrandNew | 0 | 5 | 2 | | 7 |
| AW139 | 6 | 8 | 7 | | 21 |
| AW169 | 1 | 2 | 6 | | 9 |
| AW189 / AW149 | 1 | 0 | 5 | | 6 |
| AW159 | 0 | 0 | 0 | | 0 |
| SUPER LYNX | 0 | 0 | 0 | | 0 |
| AW101 | 1 | 1 | 1 | | 3 |
| CH47F | 0 | 0 | 0 | | 0 |
| SW4 | 0 | 0 | 0 | | 0 |
| W3 | 0 | 0 | 0 | | 0 |
| Total Units | 10 | 17 | 23 | 0 | 50 |
| Total Billings | \$102,200,000 | \$153,600,000 | \$248,900,000 | \$0 | \$504,700,000 |

Rotorcraft Shipments^{1,2} by Type Manufactured Worldwide

| Make and Model | QI | QII | QIII | QIV | YTD |
|---|---------------------|---------------------|---------------------|---------------------|----------------------|
| Robinson Helicopter Company ⁵ | | | | | |
| R22 Beta II | 5 | 5 | 6 | 2 | 18 |
| R44 Cadet | 6 | 1 | 2 | 3 | 12 |
| R44 Raven I | 10 | 7 | 10 | 5 | 32 |
| R44 Raven II | 14 | 8 | 19 | 20 | 61 |
| R66 | <u>15</u> | <u>13</u> | <u>16</u> | <u>10</u> | <u>54</u> |
| Total Units | 50 | 34 | 53 | 40 | 177 |
| Total Billings | \$28,554,000 | \$20,693,000 | \$30,760,000 | \$22,791,000 | \$102,798,000 |
| Sikorsky Aircraft Corporation ^{4,5} | | | | | |
| S-76 | 0 | 0 | 0 | 1 | 1 |
| S-92 | <u>0</u> | <u>1</u> | <u>0</u> | <u>0</u> | <u>1</u> |
| Total Units | 0 | 1 | 0 | 1 | 2 |
| Total Billings | \$0 | \$27,000,000 | \$0 | \$15,000,000 | \$42,000,000 |

| | | | | | |
|--|------------------------|------------------------|------------------------|------------------------|-------------------------|
| Grand Total Civil Aircraft Shipments ⁶ | 509 | 704 | 847 | 1,124 | 3,184 |
| Grand Total Aircraft Billings | \$3,520,712,740 | \$5,361,773,496 | \$4,744,556,844 | \$9,118,857,895 | \$22,745,900,974 |

Other Military and Government Aircraft Shipments⁴

| Make and Model | QI | QII | QIII | QIV | YTD |
|--------------------------------------|-----------|-----------|-----------|-----------|-----------|
| Air Tractor | | | | | |
| AT-802U | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> |
| Total Units | 0 | 0 | 0 | 0 | 0 |
| Bell | | | | | |
| H-1 | 4 | 9 | 8 | 7 | 28 |
| V22 | <u>5</u> | <u>3</u> | <u>4</u> | <u>5</u> | <u>17</u> |
| Total Units | 9 | 12 | 12 | 12 | 45 |
| NHIndustries ^{10,13} | | | | | |
| NH90 | | <u>6</u> | <u>7</u> | | <u>13</u> |
| Total Units | | 6 | 7 | 0 | 13 |
| Sikorsky Aircraft Corporation | | | | | |
| Blackhawk | 14 | 17 | 7 | 28 | 66 |
| Seahawk | 0 | 0 | 0 | 5 | 5 |
| CH-53K | 0 | 0 | 0 | 0 | 0 |
| CH-148 | <u>1</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>1</u> |
| Total Units | 15 | 17 | 7 | 33 | 72 |
| Textron Aviation | | | | | |
| Beechcraft T-6 A/B/C | 0 | 1 | 0 | 4 | 5 |
| Beechcraft AT-6 | <u>0</u> | <u>0</u> | <u>0</u> | <u>1</u> | <u>1</u> |
| Total Units | 0 | 1 | 0 | 5 | 6 |

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 2020.
6. AVIC General A2C, CubCrafters CC11, Flight Design GmbH ASTM CT Series, Icon A5, 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 Helicopters, 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 NH90, 3 T129, and 1 AW 139 kits in Q1; and 3 NH90 kits in Q2.
12. The Bombardier Learjet 75 Liberty, Daher TBM 940 Homesafe, Epic Aircraft E1000, Flight Design F2, Pacific Aerospace Cresco and E-350, Pilatus PC-12 NGX, Piper PA-28-181 Pilot 100i and PA-46-600TP M600/SLS, Pipistrel VSW 128 Velis Electro, Textron King Air 360 and AT-6 entered into service in 2020.
13. Airbus Helicopters reported combined H1 (first and second quarter) model delivery data in 2020. Airbus Helicopters fourth quarter 2020 model data is not available at the time of publication. GAMA will update the report with Airbus Helicopters model data separately.
14. Leonardo Helicopters fourth quarter 2020 data is not available at the time of publication. Leonardo Helicopters will release year-end results in mid-March. GAMA will update report then. GAMA excluded 2019 fourth quarter data for Leonardo in the comparison table.
15. CubCrafters and Extra Aircraft fourth quarter 2020 data is not available at the time of publication.