



# General Aviation Aircraft Shipment Report

General Aviation Manufacturers Association

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## 2013 Year End

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

	QI	QII	QIII	QIV	Year-To-Date
Single-Engine Piston	166	241	194	230	831
Multi-Engine Piston	16	32	18	36	102
<b>Total Piston Airplanes</b>	<b>182</b>	<b>273</b>	<b>212</b>	<b>266</b>	<b>933</b>
Single-Engine Turboprops	102	116	126	164	508
Multi-Engine Turboprops	34	24	26	51	137
<b>Total Turboprop Airplanes</b>	<b>136</b>	<b>140</b>	<b>152</b>	<b>215</b>	<b>645</b>
Business Jets	129	154	138	257	678
<b>Total Turbine Airplanes</b>	<b>265</b>	<b>294</b>	<b>290</b>	<b>472</b>	<b>1,323</b>
<b>Grand Total Airplane Shipments</b>	<b>447</b>	<b>567</b>	<b>502</b>	<b>738</b>	<b>2,256</b>
<b>Grand Total Airplane Billings</b>	<b>\$4,697,212,028</b>	<b>\$5,724,294,516</b>	<b>\$4,976,304,001</b>	<b>\$8,008,919,738</b>	<b>\$23,421,120,283</b>
Piston Helicopters	89	87	80	79	335
Turbine Helicopters	194	205	194	189	782
<b>Grand Total Helicopter Shipments</b>	<b>283</b>	<b>292</b>	<b>274</b>	<b>268</b>	<b>1,117</b>
<b>Grand Total Helicopter Billings</b>	<b>\$665,482,769</b>	<b>\$681,222,077</b>	<b>\$739,488,077</b>	<b>\$846,934,077</b>	<b>\$2,933,127,000</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	124	208	147	195	674
Multi-Engine Piston	12	24	14	30	80
<b>Total Piston</b>	<b>136</b>	<b>232</b>	<b>161</b>	<b>225</b>	<b>754</b>
Single-Engine Turboprops	88	91	98	115	392
Multi-Engine Turboprops	34	24	26	51	135
<b>Total Turboprop Airplanes</b>	<b>122</b>	<b>115</b>	<b>124</b>	<b>166</b>	<b>527</b>
Business Jets	71	66	68	129	334
<b>Total Turbine</b>	<b>193</b>	<b>181</b>	<b>192</b>	<b>295</b>	<b>861</b>
<b>Grand Total</b>	<b>329</b>	<b>413</b>	<b>353</b>	<b>520</b>	<b>1,615</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	62	56	66	51	235
Multi-Engine Piston	4	8	4	6	22
<b>Total Piston</b>	<b>66</b>	<b>64</b>	<b>70</b>	<b>57</b>	<b>257</b>
Single-Engine Turboprops	13	23	25	49	110
Multi-Engine Turboprops	n/a	n/a	n/a	n/a	2
<b>Total Turboprop Airplanes</b>	<b>13</b>	<b>23</b>	<b>25</b>	<b>49</b>	<b>112</b>
Business Jets	10	22	12	39	83
<b>Total Turbine</b>	<b>23</b>	<b>45</b>	<b>37</b>	<b>88</b>	<b>195</b>
<b>Grand Total</b>	<b>89</b>	<b>109</b>	<b>107</b>	<b>145</b>	<b>452</b>

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

	QI	QII	QIII	QIV	Year-To-Date
North America	365	454	387	560	1,766
South America	8	19	18	42	87
Europe	64	83	85	128	362
Rest of World	10	11	12	8	41
<b>Grand Total</b>	<b>447</b>	<b>567</b>	<b>502</b>	<b>738</b>	<b>2,256</b>

### Airplane Shipments<sup>1, 2, 6</sup> by Delivery Region

	North America	Europe	Asia Pacific	Latin America	Middle East & Africa
Piston Engine	52.8%	17.2%	15.1%	10.0%	5.0%
Turboprops	57.1%	10.5%	14.0%	13.2%	5.3%
Business Jets	52.4%	15.6%	11.9%	11.1%	9.0%
<b>Total Shipments in Region</b>	<b>53.9%</b>	<b>14.8%</b>	<b>13.8%</b>	<b>11.2%</b>	<b>6.3%</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>Airbus Corporate Jets<sup>7</sup></b>					
ACJ318	1	0	0	0	1
ACJ319	1	0	0	3	4
ACJ320	0	0	0	0	0
ACJ321	0	1	0	0	1
ACJ330	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<b>Total Units</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>6</b>
<b>Total Billings<sup>7</sup></b>	<b>\$151,000,000</b>	<b>\$110,000,000</b>	<b>\$0</b>	<b>\$249,000,000</b>	<b>\$510,000,000</b>
<b>Airbus Helicopters<sup>5, 8</sup></b>					
EC120	2	3	3	3	11
AS350 B2	8	8	8	8	32
AS350 B3	43	43	44	44	174
EC130	8	9	9	9	35
AS355	1	1	1	2	5
EC135	12	12	12	12	48
EC145	6	6	6	6	24
AS365	2	2	2	2	8
EC155	2	2	3	3	10
AS332	0	0	0	0	0
EC225	<u>4</u>	<u>4</u>	<u>4</u>	<u>5</u>	<u>17</u>
<b>Total Units</b>	<b>88</b>	<b>90</b>	<b>92</b>	<b>94</b>	<b>364</b>
<b>Total Billings</b>	<b>\$395,900,000</b>	<b>\$400,800,000</b>	<b>\$415,300,000</b>	<b>\$439,400,000</b>	<b>\$1,651,400,000</b>
<b>Air Tractor</b>					
AT-401B	0	0	0	0	0
AT-402A	0	0	0	0	0
AT-402B	11	8	7	7	33
AT-502A	1	1	0	0	2
AT-502B	21	19	17	13	70
AT-504	0	0	1	1	2
AT-602	4	6	2	6	18
AT-802	4	2	0	3	9
AT-802A	<u>14</u>	<u>5</u>	<u>9</u>	<u>12</u>	<u>40</u>
<b>Total Units</b>	<b>55</b>	<b>41</b>	<b>36</b>	<b>42</b>	<b>174</b>
<b>Total Billings</b>	<b>\$24,108,208</b>	<b>\$18,575,795</b>	<b>\$15,017,432</b>	<b>\$19,047,937</b>	<b>\$76,749,372</b>
<b>American Champion Aircraft</b>					
7EC Champ	0	0	0	3	3
7ECA Aurora	0	0	0	0	0
7GCAA Adventurer	0	0	0	0	0
7GCBC Citabria Explorer	1	0	0	0	1
8GCBC Scout	1	4	1	0	6
8KCAB Super Decathlon	1	5	1	3	10
8KCAB Xtreme Decathlon	<u>1</u>	<u>0</u>	<u>5</u>	<u>0</u>	<u>6</u>
<b>Total Units</b>	<b>4</b>	<b>9</b>	<b>7</b>	<b>6</b>	<b>26</b>
<b>Total Billings</b>	<b>\$703,600</b>	<b>\$1,563,100</b>	<b>\$1,396,300</b>	<b>\$890,400</b>	<b>\$4,553,400</b>
<b>Beechcraft Corporation<sup>9</sup></b>					
Bonanza G36	9	9	8	9	35
Baron G58	7	12	4	12	35
King Air C90GTx	5	5	6	11	27
King Air 250	13	7	5	11	36
King Air 350i/ER	16	12	15	29	72
Hawker 4000	<u>6</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>6</u>
<b>Total Units</b>	<b>56</b>	<b>45</b>	<b>38</b>	<b>72</b>	<b>211</b>
<b>Total Billings</b>	<b>\$368,336,100</b>	<b>\$172,410,800</b>	<b>\$174,394,800</b>	<b>\$343,792,700</b>	<b>\$1,058,934,400</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>Bell Helicopter<sup>5</sup></b>					
206L-4	2	4	3	2	11
407	26	25	25	34	110
429	4	9	17	26	56
412	8	6	9	13	36
<b>Total Units</b>	<b>40</b>	<b>44</b>	<b>54</b>	<b>75</b>	<b>213</b>
<b>Total Billings</b>	<b>\$178,060,000</b>	<b>\$184,985,000</b>	<b>\$250,105,000</b>	<b>\$356,590,000</b>	<b>\$969,740,000</b>
<b>Boeing Business Jets<sup>7</sup></b>					
BBJ	1	1	2	1	5
BBJ 2	0	1	0	0	1
BBJ 3	0	0	0	0	0
B787-8	0	0	0	1	1
B747-8	0	0	0	0	0
<b>Total Units</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>7</b>
<b>Total Billings<sup>7</sup></b>	<b>\$55,000,000</b>	<b>\$120,500,000</b>	<b>\$110,000,000</b>	<b>\$55,000,000</b>	<b>\$340,500,000</b>
<b>Bombardier</b>					
Learjet 40XR / 45XR	1	0	0	0	1
Learjet 60XR	2	4	2	2	10
Learjet 70 / 75	0	0	0	18	18
Challenger 300	14	16	12	13	55
Challenger 605	5	11	8	8	32
Global 5000 / 6000	17	14	14	17	62
CL850 / 870 / 890	0	0	0	2	2
<b>Total Units</b>	<b>39</b>	<b>45</b>	<b>36</b>	<b>60</b>	<b>180</b>
<b>Total Billings</b>	<b>\$1,516,800,000</b>	<b>\$1,586,800,000</b>	<b>\$1,376,500,000</b>	<b>\$1,853,000,000</b>	<b>\$6,333,100,000</b>
<b>Cessna Aircraft Company<sup>5, 6</sup></b>					
172R Skyhawk	0	0	0	0	0
172S Skyhawk SP	16	31	19	40	106
182T Skylane	4	7	2	0	13
T182T Turbo Skylane	11	15	0	0	26
206H Stationair	3	0	0	0	3
T206H Turbo Stationair	3	12	10	12	37
400 Corvalis TTx	0	1	6	14	21
208 Caravan 675	2	1	4	4	11
208B Grand Caravan	16	26	24	28	94
510 Citation Mustang	2	5	6	7	20
525 Citation M2	0	0	0	12	12
525A Citation CJ2+	5	1	3	6	15
525B Citation CJ3	2	3	4	6	15
525C Citation CJ4	11	4	8	10	33
560 Citation XLS+	7	7	4	13	31
680 Citation Sovereign+	5	0	0	8	13
750 Citation X	0	0	0	0	0
<b>Total Units</b>	<b>87</b>	<b>113</b>	<b>90</b>	<b>160</b>	<b>450</b>
<b>Total Billings</b>	<b>\$402,766,920</b>	<b>\$270,084,520</b>	<b>\$286,115,280</b>	<b>\$686,956,260</b>	<b>\$1,645,922,980</b>
<b>Cirrus Aircraft</b>					
Cirrus SR20	11	14	3	4	32
Cirrus SR22	14	27	39	32	112
Cirrus SR22T	26	38	23	45	132
<b>Total Units</b>	<b>51</b>	<b>79</b>	<b>65</b>	<b>81</b>	<b>276</b>
<b>Total Billings</b>	<b>\$31,161,244</b>	<b>\$50,576,878</b>	<b>\$43,741,137</b>	<b>\$54,921,020</b>	<b>\$180,400,278</b>
<b>CubCrafters<sup>6</sup></b>					
CC11-100 Sport Cub S2	0	1	0	1	2
CC11-160 Carbon Cub SS	14	14	10	14	52
CC18-180 Top Cub	4	3	2	0	9
<b>Total Units</b>	<b>18</b>	<b>18</b>	<b>12</b>	<b>15</b>	<b>63</b>
<b>Total Billings</b>	<b>\$3,609,386</b>	<b>\$2,965,173</b>	<b>\$2,345,249</b>	<b>\$2,853,821</b>	<b>\$11,773,629</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>Dassault Falcon Jet<sup>5</sup></b>					
Falcon 900LX	2	3	1	5	11
Falcon 2000LX	2	2	2	2	8
Falcon 2000LXS	0	0	0	3	3
Falcon 2000S	0	1	2	9	12
Falcon 7X	4	15	7	17	43
<b>Total Units</b>	<b>8</b>	<b>21</b>	<b>12</b>	<b>36</b>	<b>77</b>
<b>Total Billings</b>	<b>\$358,600,000</b>	<b>\$1,009,200,000</b>	<b>\$538,900,000</b>	<b>\$1,560,500,000</b>	<b>\$3,467,200,000</b>
<b>Diamond Aircraft<sup>6</sup></b>					
HK-36	0	0	0	1	1
DV20	0	0	0	0	0
DA20-C1	3	3	4	4	14
DA40 (All)	27	19	33	23	102
DA42 (All)	4	8	4	6	22
<b>Total Units</b>	<b>34</b>	<b>30</b>	<b>41</b>	<b>34</b>	<b>139</b>
<b>Total Billings</b>	<b>\$12,752,000</b>	<b>\$12,371,600</b>	<b>\$15,090,600</b>	<b>\$12,741,600</b>	<b>\$52,955,800</b>
<b>Embraer<sup>5</sup></b>					
Phenom 100	5	11	6	8	30
Phenom 300	3	12	15	30	60
Legacy 600/650	4	3	4	10	21
Lineage 1000 / E190 Head of State	0	1	0	3	4
Shuttles (ERJs and E-Jets)	0	2	0	2	4
<b>Total Units</b>	<b>12</b>	<b>29</b>	<b>25</b>	<b>53</b>	<b>119</b>
<b>Total Billings</b>	<b>\$161,865,000</b>	<b>\$368,340,000</b>	<b>\$271,005,000</b>	<b>\$821,290,000</b>	<b>\$1,622,500,000</b>
<b>Enstrom Helicopter Corp.</b>					
F-28F	0	0	0	0	0
280FX	1	1	1	1	4
480B	1	4	4	4	13
<b>Total Units</b>	<b>2</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>17</b>
<b>Total Billings</b>	<b>\$1,579,769</b>	<b>\$4,966,077</b>	<b>\$4,966,077</b>	<b>\$4,966,077</b>	<b>\$16,478,000</b>
<b>Extra Aircraft</b>					
EA300	7	8	7	7	29
EA500	1	0	0	0	1
<b>Total Units</b>	<b>8</b>	<b>8</b>	<b>7</b>	<b>7</b>	<b>30</b>
<b>Total Billings</b>	<b>\$4,420,000</b>	<b>\$3,120,000</b>	<b>\$2,730,000</b>	<b>\$2,730,000</b>	<b>\$13,000,000</b>
<b>Flight Design GmbH<sup>6</sup></b>					
ASTM CT Series	25	26	22	16	89
<b>Total Units</b>	<b>25</b>	<b>26</b>	<b>22</b>	<b>16</b>	<b>89</b>
<b>Total Billings</b>	<b>\$3,217,522</b>	<b>\$3,423,486</b>	<b>\$2,896,794</b>	<b>\$2,095,466</b>	<b>\$11,633,268</b>
<b>GippsAero Pty Ltd.<sup>5</sup></b>					
GA8 Airvan	5	3	3	1	12
<b>Total Units</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>12</b>
<b>Total Billings</b>	<b>\$3,634,800</b>	<b>\$2,180,880</b>	<b>\$2,180,880</b>	<b>\$726,960</b>	<b>\$8,723,520</b>
<b>Gulfstream Aerospace Corp.<sup>5</sup></b>					
Gulfstream 150 / 280	4	6	6	7	23
Gulfstream 450 / 550 / 650	25	30	32	34	121
<b>Total Units</b>	<b>29</b>	<b>36</b>	<b>38</b>	<b>41</b>	<b>144</b>
<b>Total Billings</b>	<b>\$1,507,900,000</b>	<b>\$1,830,900,000</b>	<b>\$1,958,100,000</b>	<b>\$2,056,700,000</b>	<b>\$7,353,600,000</b>
<b>Liberty Aerospace</b>					
XL2	0	0	0	0	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>Maule Air, Inc.</b>					
MX-7-180B	0	0	1	0	1
M-7-260C	1	1	1	1	4
M-9-235	0	0	1	0	1
<b>Total Units</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>6</b>
<b>Total Billings</b>	<b>\$190,978</b>	<b>\$190,978</b>	<b>\$542,631</b>	<b>\$195,290</b>	<b>\$1,119,877</b>

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

Make and Model	QI	QII	QIII	QIV	YTD
<b>Mooney Aircraft</b>					
M20R Ovation	0	0	0	0	0
M20TN Acclaim	<u>0</u>	<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>1</u>	<u>2</u>	<u>3</u>	<u>0</u>	<u>6</u>
<b>Total Units</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>6</b>
<b>Total Billings</b>	<b>\$1,940,000</b>	<b>\$3,463,000</b>	<b>\$5,490,000</b>	<b>\$0</b>	<b>\$10,893,000</b>
<b>Piaggio Aero<sup>10</sup></b>					
P.180 Avanti II	n/a	n/a	n/a	n/a	<u>2</u>
<b>Total Units</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
<b>Total Billings</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$14,390,000</b>
<b>Pilatus</b>					
PC-6	0	0	0	4	4
PC-12	<u>7</u>	<u>11</u>	<u>14</u>	<u>33</u>	<u>65</u>
<b>Total Units</b>	<b>7</b>	<b>11</b>	<b>14</b>	<b>37</b>	<b>69</b>
<b>Total Billings</b>	<b>\$31,255,000</b>	<b>\$49,115,000</b>	<b>\$62,510,000</b>	<b>\$154,090,000</b>	<b>\$296,970,000</b>
<b>Piper Aircraft, Inc</b>					
PA-28-161 Warrior III	0	0	2	0	2
PA-28-181 Archer III	0	23	9	16	48
PA-28R-201 Arrow	0	0	0	1	1
PA-34-220T Seneca V	1	6	2	13	22
PA-44-180 Seminole	4	6	8	5	23
PA-46-350P Malibu Mirage	12	12	9	9	42
PA-46R-350T Matrix	4	4	3	5	16
PA-46-500TP Meridian	<u>6</u>	<u>8</u>	<u>8</u>	<u>12</u>	<u>34</u>
<b>Total Units</b>	<b>27</b>	<b>59</b>	<b>41</b>	<b>61</b>	<b>188</b>
<b>Total Billings</b>	<b>\$29,723,271</b>	<b>\$47,095,306</b>	<b>\$37,172,898</b>	<b>\$54,785,284</b>	<b>\$168,776,759</b>
<b>Quest Aircraft Company</b>					
Kodiak 100	<u>2</u>	<u>7</u>	<u>8</u>	<u>11</u>	<u>28</u>
<b>Total Units</b>	<b>2</b>	<b>7</b>	<b>8</b>	<b>11</b>	<b>28</b>
<b>Total Billings</b>	<b>\$3,550,000</b>	<b>\$12,425,000</b>	<b>\$14,200,000</b>	<b>\$19,525,000</b>	<b>\$49,700,000</b>
<b>Robinson Helicopter Company<sup>5</sup></b>					
R22 Beta II	11	13	9	9	42
R44 Raven I	26	25	20	10	81
R44 Raven II	51	48	50	59	208
R66	<u>65</u>	<u>67</u>	<u>44</u>	<u>16</u>	<u>192</u>
<b>Total Units</b>	<b>153</b>	<b>153</b>	<b>123</b>	<b>94</b>	<b>523</b>
<b>Total Billings</b>	<b>\$89,943,000</b>	<b>\$90,471,000</b>	<b>\$69,117,000</b>	<b>\$45,978,000</b>	<b>\$295,509,000</b>
<b>SOCATA</b>					
TBM 850	<u>5</u>	<u>12</u>	<u>11</u>	<u>12</u>	<u>40</u>
<b>Total Units</b>	<b>5</b>	<b>12</b>	<b>11</b>	<b>12</b>	<b>40</b>
<b>Total Billings</b>	<b>\$17,340,000</b>	<b>\$41,600,000</b>	<b>\$38,190,000</b>	<b>\$41,780,000</b>	<b>\$138,910,000</b>
<b>Thrush Aircraft, Inc.</b>					
S2R-T34	5	4	4	7	20
S2RHG-T65	1	0	0	0	1
S2R-T660	0	0	0	1	1
S2R-G10	0	1	0	1	2
S2R-H80	<u>1</u>	<u>3</u>	<u>14</u>	<u>9</u>	<u>27</u>
<b>Total Units</b>	<b>7</b>	<b>8</b>	<b>18</b>	<b>18</b>	<b>51</b>
<b>Total Billings</b>	<b>\$6,214,000</b>	<b>\$6,583,000</b>	<b>\$16,710,000</b>	<b>\$15,713,000</b>	<b>\$45,220,000</b>
<b>WACO Aircraft Company</b>					
2T-1A-2	0	1	0	0	1
YMF-5D	<u>2</u>	<u>1</u>	<u>2</u>	<u>1</u>	<u>6</u>
<b>Total Units</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>7</b>
<b>Total Billings</b>	<b>\$1,124,000</b>	<b>\$810,000</b>	<b>\$1,075,000</b>	<b>\$585,000</b>	<b>\$3,594,000</b>
<b>Grand Total Civil Aircraft Shipments<sup>6</sup></b>	<b>769</b>	<b>900</b>	<b>808</b>	<b>1,038</b>	<b>3,517</b>

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

Make and Model	QI	QII	QIII	QIV	Year-To-Date
<b>Airbus Helicopters</b>					
EC120	0	1	0	0	1
AS350 B2 / AS550 C2	0	0	0	0	0
AS350 B3 / AS550 C3	0	6	1	6	13
AS355 NP / AS555	0	0	0	0	0
EC135 / EC635	0	0	0	0	0
EC145 / EC645 / UH-72 / A	10	12	11	12	45
AS365 N3 / AS565 MB	0	0	0	0	0
AS332 / AS532	0	1	2	1	4
EC225 / EC 725	2	1	4	6	13
NH90	3	10	12	18	43
Tiger	<u>1</u>	<u>4</u>	<u>1</u>	<u>5</u>	<u>11</u>
<b>Total Units</b>	<b>16</b>	<b>35</b>	<b>31</b>	<b>48</b>	<b>130</b>
<b>Air Tractor</b>					
AT-802U	<u>0</u>	<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>Beechcraft Corporation</b>					
T-6A/B/C	<u>9</u>	<u>11</u>	<u>10</u>	<u>4</u>	<u>34</u>
<b>Total Units</b>	<b>9</b>	<b>11</b>	<b>10</b>	<b>4</b>	<b>34</b>
<b>Bell Helicopter</b>					
H-1	6	6	7	6	25
V22	<u>9</u>	<u>9</u>	<u>10</u>	<u>13</u>	<u>41</u>
<b>Total Units</b>	<b>15</b>	<b>15</b>	<b>17</b>	<b>19</b>	<b>66</b>
<b>Enstrom Helicopter Corp.</b>					
F-28F	0	0	0	0	0
280FX	0	0	0	0	0
480B	<u>0</u>	<u>1</u>	<u>5</u>	<u>4</u>	<u>10</u>
<b>Total Units</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>4</b>	<b>10</b>

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. An aircraft is considered manufactured in the United States 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 2013.
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 will be identified in the report as opposed to in the footnotes going forward. GAMA, however, is not including the value of twin aisle airplane shipments in the calculation of billings.
8. Airbus Helicopter data was previously reported as Eurocopter.
9. The listing in this report of Beechcraft Corporation for the period ending March 31, 2013 includes Hawker Beechcraft Corporation deliveries through February 15.
10. Piaggio Aero does not provide quarterly data, but reports airplane deliveries to GAMA on an annual basis.