



# U.S. CIVIL HELICOPTER SHIPMENTS<sup>a</sup>

Calendar Years 1981-2008, continued

Series 25, page 1

COMPANY AND MODEL	2008	2007	2006	2005	2004	2003	2002	2001	2000	1999
<b>Number of Aircraft</b>	1,084	1,009	898	947	805	517	318	415	493	361
<b>Value (in millions)</b>	\$1,540	\$1,385	\$794 (f)	\$816	\$515	\$366	\$157	\$247	\$270	\$187
Brantly – Total	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>2</u>	<u>6</u>	<u>0</u>
B-2B	0	0	0	2	0	1	1	2	6	0
Enstrom – Total	<u>10</u>	<u>19</u>	<u>23</u>	<u>29</u>	<u>23</u>	<u>17</u>	<u>12</u>	<u>8</u>	<u>7</u>	<u>8</u>
F-28/280 series	1	6	10	15	5	7	4	4	2	5
480 series	9	13	13	14	18	10	8	4	5	3
Hiller – Total	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>0</u>
UH-12E	0	0	0	0	0	0	0	2	1	0
Kaman – Total	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>6</u>	<u>3</u>	<u>0</u>
K-1200	0	0	0	0	0	0	0	6	3	0
MD/McDonnell Douglas(e) – Total	<u>52</u>	<u>18</u>	<u>13</u>	<u>3</u>	<u>10</u>	<u>16</u>	<u>12</u>	<u>28</u>	<u>41</u>	<u>33</u>
500 series	DNR	3	DNR	0	1	3	5	4	11	5
520N series	DNR	3	DNR	2	0	1	3	2	4	5
530 series	DNR	2	DNR	0	1	3	0	0	4	6
600	DNR	3	DNR	1	4	1	0	2	8	6
900	DNR	7	DNR	0	4	8	4	20	14	11
Robinson–Total	<u>893</u>	<u>823</u>	<u>749</u>	<u>806</u>	<u>690</u>	<u>422</u>	<u>255</u>	<u>328</u>	<u>390</u>	<u>278</u>
R22	164	159	97	243	234	128	107	134	126	128
R44	729	664	652	563	456	294	148	194	264	150
Schweizer – Total	<u>51</u>	<u>70</u>	<u>61</u>	<u>58</u>	<u>48</u>	<u>38</u>	<u>32</u>	<u>33</u>	<u>36</u>	<u>35</u>
300C	16	11	12	12	13	20	13	17	13	23
300CB/300CBi	27	51	44	40	27	15	17	12	17	11
330/333	8	8	5	6	8	3	2	4	6	1
Sikorsky – Total	<u>78</u>	<u>79</u>	<u>52</u>	<u>49</u>	<u>34</u>	<u>23</u>	<u>6</u>	<u>8</u>	<u>9</u>	<u>7</u>
S-70	0	0	0	0	1	0	0	0	2	0
S-76	53	50	36	30	29	23	6	8	7	7
S-92	25	29	16	19	4	0	0	0	0	0

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# U.S. CIVIL HELICOPTER SHIPMENTS<sup>a</sup>

Calendar Years 1981-2008, continued

Series 25, page 2

COMPANY AND MODEL	1998	1997	1996	1995	1994	1993	1992	1991	1990
<i>Number of Aircraft</i>	363	346	278	292	308	258	324	571	603
<i>Value (in millions)</i>	\$252	\$231	\$193	\$194	\$185	\$113	\$142	\$211	\$254
Bell(b) – Total	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>4</u>	<u>16</u>
206 series	0	0	0	0	0	0	0	0	0
212	0	0	0	0	0	0	0	0	1
214 series	0	0	0	0	0	2	1	0	1
222	0	0	0	0	0	0	0	0	0
412	0	0	0	0	0	0	0	4	14
Brantly – Total	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
B-2B	2	0	0	0	0	0	0	0	0
Enstrom – Total	<u>14</u>	<u>12</u>	<u>11</u>	<u>11</u>	<u>17</u>	<u>10</u>	<u>6</u>	<u>17</u>	<u>27</u>
F-28 series(c)	3	5	4	3	13	8	3	8	12
280 series	(c)	(c)	(c)	(c)	(c)	(c)	3	9	15
480 series	11	7	7	8	4	2	0	0	0
Hiller – Total	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>2</u>	<u>0</u>
UH-12E	0	0	1	1	0	0	3	2	0
Kaman – Total	<u>2</u>	<u>4</u>	<u>8</u>	<u>6</u>	<u>5</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
K-1200	2	4	8	6	5	0	0	0	0
McDonnell Douglas(e) – Total	<u>37</u>	<u>27</u>	<u>29</u>	<u>34</u>	<u>36</u>	<u>26</u>	<u>51</u>	<u>50</u>	<u>77</u>
500 series	5	9	9	12	3	5	23	42	65
520N series	2	2	5	10	9	21	17	3	0
530 series	5	0	0	0	22	0	11	5	12
600	21	15	0	0	0	0	0	0	0
900	4	1	15	12	2	0	0	0	0
Robinson – Total	<u>251</u>	<u>246</u>	<u>164</u>	<u>179</u>	<u>195</u>	<u>166</u>	<u>212</u>	<u>402</u>	<u>384</u>
R22	117	132	86	83	89	135	212 (d)	402	384
R44	134	114	78	96	106	31	0	0	0
Schweizer – Total	<u>41</u>	<u>39</u>	<u>56</u>	<u>47</u>	<u>40</u>	<u>45</u>	<u>39</u>	<u>78</u>	<u>83</u>
300C	17	15	20	22	35	40	39	78	83
300CB	21	19	31	21	0	0	0	0	0
330	3	5	5	4	5	5	0	0	0
Sikorsky – Total	<u>16</u>	<u>18</u>	<u>9</u>	<u>14</u>	<u>15</u>	<u>9</u>	<u>12</u>	<u>18</u>	<u>16</u>
S-70	0	0	0	0	0	0	0	0	0
S-76	16	18	9	14	15	9	12	18	16

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# U.S. CIVIL HELICOPTER SHIPMENTS<sup>a</sup>

Calendar Years 1981-2008, continued

Series 25, page 3

COMPANY AND MODEL	1989	1988	1987	1986	1985	1984	1983	1982	1981
<b>Number of Aircraft</b>	515	383	358	330	384	376	403	587	1,072
<b>Value (in millions)</b>	\$251	\$334	\$277	\$288	\$506	\$330	\$303	\$365	\$597
Bell(b) – Total	<u>22</u>	<u>62</u>	<u>127</u>	<u>125</u>	<u>146</u>	<u>151</u>	<u>159</u>	<u>272</u>	<u>609</u>
206 series	0	0	74	67	87	94	107	193	476
212	3	13	11	11	8	18	6	32	49
214 series	2	18	13	15	10	13	11	10	12
222	0	11	12	20	22	26	17	15	21
412	17	20	17	12	19	0	18	22	51
Boeing – Total	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>4</u>	<u>1</u>	<u>5</u>
234	0	0	0	0	4	0	4	1	5
Brantly-Hynes – Total	<u>0</u>	<u>0</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
B-2B	0	0	0	0	0	0	0	0	0
H5T	0	0	0	4	0	0	0	0	0
Enstrom – Total	<u>24</u>	<u>17</u>	<u>12</u>	<u>10</u>	<u>18</u>	<u>5</u>	<u>9</u>	<u>24</u>	<u>46</u>
F-28 series	6	7	7	3	11	2	8	17	29
280 series	18	10	5	7	7	3	1	7	17
Hiller – Total	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>7</u>	<u>12</u>	<u>30</u>
UH-12E	0	0	0	0	2	0	6	6	23
UH-12ET	0	0	0	0	0	0	1	3	6
FH/H-1100	0	0	0	0	0	0	0	3	1
McDonnell Douglas/Hughes	<u>73</u>	<u>44</u>	<u>41</u>	<u>65</u>	<u>56</u>	<u>92</u>	<u>137</u>	<u>162</u>	<u>184</u>
269	64	0	0	1	0	0	0	0	0
300 series	0	0	0	0	0	0	67	54	50
500 series	0	39	37	40	48	85	70	108	134
530 series	9	5	4	24	8	7	0	0	0
Robinson – Total	<u>310</u>	<u>204</u>	<u>127</u>	<u>90</u>	<u>79</u>	<u>79</u>	<u>64</u>	<u>88</u>	<u>156</u>
R22	310	204	127	90	79	79	64	88	156
Schweizer – Total	<u>69</u>	<u>45</u>	<u>37</u>	23	<u>32</u>	<u>11</u>	<u>0</u>	<u>0</u>	<u>0</u>
300C(d)	69	45	37	23	32	11	0	0	0
Sikorsky – Total	<u>17</u>	<u>11</u>	<u>14</u>	<u>13</u>	<u>47</u>	<u>38</u>	<u>23</u>	<u>28</u>	<u>42</u>
S-61	0	0	0	0	0	0	0	0	0
S-70	0	0	1	3	28	11	0	0	0
S-76	17	11	13	10	19	27	23	28	42

Source: Aerospace Industries Association, based on company reports.

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Note: All data exclude production by foreign licensees.

- a. Domestic and export helicopter shipments for non-military use.
- b. Bell began moving its civil helicopter production to Canada in 1987.
- c. Enstrom 280 combined with F-28 since 1993.
- d. Schweizer began licensed production of Hughes 300 and McDonnell Douglas purchased Hughes in 1984.
- e. Boeing purchased McDonnell Douglas in 1997 and sold its civil lines to MD Helicopters in 1999.
- f. Annual sales total does not include value for MD Helicopters.

DNR Firm did not report information.

NA Data withheld to avoid disclosing values for individual companies.

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