



# General Aviation Aircraft Shipment Report

General Aviation Manufacturers Association

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## 2024 Year End

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

	QI	QII	QIII	QIV	Year-To-Date
Single-Engine Piston and Electric	251	434	417	490	1,592
Multi-Engine Piston	45	41	45	49	180
<b>Total Piston Airplanes</b>	<b>296</b>	<b>475</b>	<b>462</b>	<b>539</b>	<b>1,772</b>
Single-Engine Turboprops	100	150	138	177	565
Multi-Engine Turboprops	8	22	17	14	61
<b>Total Turboprop Airplanes</b>	<b>108</b>	<b>172</b>	<b>155</b>	<b>191</b>	<b>626</b>
Business Jets	127	195	179	263	764
<b>Total Turbine Airplanes</b>	<b>235</b>	<b>367</b>	<b>334</b>	<b>454</b>	<b>1,390</b>
<b>Grand Total Airplane Shipments</b>	<b>531</b>	<b>842</b>	<b>796</b>	<b>993</b>	<b>3,162</b>
<b>Grand Total Airplane Billings</b>	<b>\$4,006,430,398</b>	<b>\$7,146,126,374</b>	<b>\$5,961,933,785</b>	<b>\$9,610,844,194</b>	<b>\$26,725,334,751</b>
Piston Helicopters	53	54	48	55	210
Turbine Helicopters	131	178	169	268	746
<b>Grand Total Helicopter Shipments</b>	<b>184</b>	<b>232</b>	<b>217</b>	<b>323</b>	<b>956</b>
<b>Grand Total Helicopter Billings</b>	<b>\$684,609,279</b>	<b>\$1,004,939,388</b>	<b>\$1,018,366,449</b>	<b>\$1,746,819,598</b>	<b>\$4,454,734,715</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	154	323	306	386	1,169
Multi-Engine Piston	5	5	8	10	28
<b>Total Piston Airplanes</b>	<b>159</b>	<b>328</b>	<b>314</b>	<b>396</b>	<b>1,197</b>
Single-Engine Turboprops	81	106	98	117	402
Multi-Engine Turboprops	8	22	15	12	57
<b>Total Turboprop Airplanes</b>	<b>89</b>	<b>128</b>	<b>113</b>	<b>129</b>	<b>459</b>
Business Jets	97	126	131	159	513
<b>Total Turbine Airplanes</b>	<b>186</b>	<b>254</b>	<b>244</b>	<b>288</b>	<b>972</b>
<b>Grand Total</b>	<b>345</b>	<b>582</b>	<b>558</b>	<b>684</b>	<b>2,169</b>

### Airplane Shipments<sup>1, 2</sup> by Type Manufactured in Europe<sup>3</sup>

Type	QI	QII	QIII	QIV	Year-To-Date
Single-Engine Piston and Electric	115	129	114	106	464
Multi-Engine Piston	40	36	37	39	152
<b>Total Piston Airplanes</b>	<b>155</b>	<b>165</b>	<b>151</b>	<b>145</b>	<b>616</b>
Single-Engine Turboprops	16	41	38	57	152
Multi-Engine Turboprops	0	0	2	2	4
<b>Total Turboprop Airplanes</b>	<b>16</b>	<b>41</b>	<b>40</b>	<b>59</b>	<b>156</b>
Business Jets	7	24	14	42	87
<b>Total Turbine Airplanes</b>	<b>23</b>	<b>65</b>	<b>54</b>	<b>101</b>	<b>243</b>
<b>Grand Total</b>	<b>178</b>	<b>230</b>	<b>205</b>	<b>246</b>	<b>859</b>

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

	North America	Europe	Asia Pacific	Latin America	Middle East & Africa
Piston Engine	79.0%	11.1%	4.5%	4.1%	1.4%
Turboprops	54.3%	15.7%	6.4%	19.0%	4.6%
Business Jets	69.4%	13.0%	5.9%	4.8%	6.9%
<b>Total Shipments in Region</b>	<b>71.0%</b>	<b>12.6%</b>	<b>5.3%</b>	<b>7.6%</b>	<b>3.6%</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>					
ACJ220-100	0	0	0	0	0
ACJ319neo	0	0	1	1	2
ACJ320neo	1	0	0	0	1
ACJ321neo	0	0	0	0	0
ACJ330-200	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>2</u>
<b>Total Units</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>5</b>
<b>Total Billings</b>	<b>\$95,000,000</b>	<b>\$0</b>	<b>\$87,000,000</b>	<b>\$87,000,000</b>	<b>\$269,000,000</b>
<b>Air Tractor <sup>4</sup></b>					
AT-402A	0	0	0	0	0
AT-402B	3	7	5	3	18
AT-502A / XP	8	8	7	2	25
AT-502B	10	8	8	13	39
AT-504	0	1	2	1	4
AT-602	4	5	7	4	20
AT-802	2	3	3	2	10
AT-802A	17	13	13	11	54
AT-802AF	7	6	3	4	20
AT-802F	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>12</u>
<b>Total Units</b>	<b>54</b>	<b>54</b>	<b>51</b>	<b>43</b>	<b>202</b>
<b>Total Billings</b>	<b>\$82,750,029</b>	<b>\$82,688,951</b>	<b>\$77,804,580</b>	<b>\$66,618,683</b>	<b>\$309,862,243</b>
<b>American Champion Aircraft</b>					
7ECA Citabria Aurora	0	0	0	0	0
7GCAA Citabria Adventure	0	0	0	0	0
7GCBC Citabria Explorer	0	0	0	1	1
8GCBC Scout	2	4	0	1	7
8KCAB Super / Xtreme Decathlon	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	<u>8</u>
<b>Total Units</b>	<b>4</b>	<b>6</b>	<b>2</b>	<b>4</b>	<b>16</b>
<b>Total Billings</b>	<b>\$1,178,000</b>	<b>\$1,748,000</b>	<b>\$608,000</b>	<b>\$1,109,000</b>	<b>\$4,643,000</b>
<b>AVIC General <sup>6,12</sup></b>					
SR20	1	1	0	0	2
B610C	0	0	0	4	4
AG50	1	0	0	0	1
Y5B	0	0	1	5	6
LE500	0	0	0	0	0
AG100	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>2</u>
<b>Total Units</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>9</b>	<b>15</b>
<b>Total Billings</b>	<b>\$930,556</b>	<b>\$902,778</b>	<b>\$2,042,254</b>	<b>\$4,408,451</b>	<b>\$8,284,039</b>
<b>Boeing Business Jets <sup>7</sup></b>					
BBJ 737-7	0	0	0	0	0
BBJ 737-8	0	1	1	0	2
BBJ 737-9	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<b>Total Units</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>
<b>Total Billings</b>	<b>\$0</b>	<b>\$85,000,000</b>	<b>\$85,000,000</b>	<b>\$0</b>	<b>\$170,000,000</b>
<b>Bombardier</b>					
Challenger 3500 / 650	12	20	13	28	73
Global 5500 / 6000 / 6500 / 7500	<u>8</u>	<u>19</u>	<u>17</u>	<u>29</u>	<u>73</u>
<b>Total Units</b>	<b>20</b>	<b>39</b>	<b>30</b>	<b>57</b>	<b>146</b>
<b>Total Billings</b>	<b>\$852,000,000</b>	<b>\$1,884,000,000</b>	<b>\$1,528,300,000</b>	<b>\$2,732,500,000</b>	<b>\$6,996,800,000</b>
<b>Cirrus Aircraft</b>					
SR20	1	66	36	18	121
SR22	14	32	45	54	145
SR22T	40	91	94	139	364
SF50	<u>20</u>	<u>23</u>	<u>19</u>	<u>39</u>	<u>101</u>
<b>Total Units</b>	<b>75</b>	<b>212</b>	<b>194</b>	<b>250</b>	<b>731</b>
<b>Total Billings</b>	<b>\$130,442,249</b>	<b>\$269,893,186</b>	<b>\$250,990,538</b>	<b>\$373,857,095</b>	<b>\$1,025,183,068</b>
<b>CubCrafters <sup>6,11</sup></b>					
Carbon Cub LSA & E/A-B	7	14	14	7	42
Xcub / NXcub E/A-B	8	10	2	5	25
CC19 Xcub / NXcub	<u>4</u>	<u>3</u>	<u>5</u>	<u>8</u>	<u>20</u>
<b>Total Units</b>	<b>19</b>	<b>27</b>	<b>21</b>	<b>20</b>	<b>87</b>
<b>Total Billings</b>	<b>\$8,646,000</b>	<b>\$11,724,000</b>	<b>\$8,564,000</b>	<b>\$9,060,000</b>	<b>\$37,994,000</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>DAHER</b> <sup>12</sup>					
Kodiak 100	2	4	1	8	15
Kodiak 900	3	3	2	3	11
TBM 910	0	0	0	0	0
TBM 960	<u>8</u>	<u>18</u>	<u>11</u>	<u>19</u>	<u>56</u>
<b>Total Units</b>	<b>13</b>	<b>25</b>	<b>14</b>	<b>30</b>	<b>82</b>
<b>Total Billings</b>	<b>\$60,310,000</b>	<b>\$119,710,000</b>	<b>\$69,170,000</b>	<b>\$138,030,000</b>	<b>\$387,220,000</b>
<b>Dassault Aviation</b> <sup>5, 8, 12</sup>					
2000LXS / 900LX / 6X / 7X / 8X		12		19	31
<b>Total Units</b>		<b>12</b>		<b>19</b>	<b>31</b>
<b>Total Billings</b>		<b>\$639,300,000</b>		<b>\$947,700,000</b>	<b>\$1,587,000,000</b>
<b>Diamond Aircraft</b> <sup>5, 6</sup>					
DA20 (All)	5	4	0	5	14
DA40 (All)	23	26	28	18	95
DA42 (All)	16	9	14	14	53
DA50	8	2	11	5	26
DA62	<u>12</u>	<u>20</u>	<u>16</u>	<u>16</u>	<u>64</u>
<b>Total Units</b>	<b>64</b>	<b>61</b>	<b>69</b>	<b>58</b>	<b>252</b>
<b>Total Billings</b>	<b>\$51,075,600</b>	<b>\$48,062,100</b>	<b>\$58,289,800</b>	<b>\$47,980,300</b>	<b>\$205,407,800</b>
<b>Eclipse Aerospace, Inc.</b> <sup>12</sup>					
Eclipse 550	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>	n/a	n/a	n/a	n/a	n/a
<b>Elixir Aircraft</b>					
Elixir 912iS	3	6	3	2	14
<b>Total Units</b>	<b>3</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>14</b>
<b>Total Billings</b>	<b>\$745,200</b>	<b>\$1,724,800</b>	<b>\$800,250</b>	<b>\$540,043</b>	<b>\$3,810,293</b>
<b>Embraer</b> <sup>5, 12</sup>					
Phenom 100EV	1	0	0	0	1
Phenom 100EX	0	2	4	3	9
Phenom 300	0	0	0	5	5
Phenom 300E	10	18	18	14	60
Praetor 500	3	3	9	13	28
Praetor 600	<u>4</u>	<u>4</u>	<u>10</u>	<u>9</u>	<u>27</u>
<b>Total Units</b>	<b>18</b>	<b>27</b>	<b>41</b>	<b>44</b>	<b>130</b>
<b>Total Billings</b>	<b>\$283,110,000</b>	<b>\$389,065,000</b>	<b>\$659,795,000</b>	<b>\$715,980,000</b>	<b>\$2,047,950,000</b>
<b>Epic Aircraft, LLC</b>					
E1000 GX	3	8	7	8	26
<b>Total Units</b>	<b>3</b>	<b>8</b>	<b>7</b>	<b>8</b>	<b>26</b>
<b>Total Billings</b>	<b>\$13,350,000</b>	<b>\$35,600,000</b>	<b>\$31,500,000</b>	<b>\$35,600,000</b>	<b>\$116,050,000</b>
<b>Extra Aircraft</b>					
Extra 300	1	1	3	2	7
Extra NG	<u>5</u>	<u>5</u>	<u>3</u>	<u>3</u>	<u>16</u>
<b>Total Units</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>5</b>	<b>23</b>
<b>Total Billings</b>	<b>\$3,752,000</b>	<b>\$3,752,000</b>	<b>\$3,300,000</b>	<b>\$2,640,000</b>	<b>\$13,444,000</b>
<b>Flight Design GmbH</b> <sup>6</sup>					
F2	4	5	4	2	15
CT ASTM	<u>2</u>	<u>2</u>	<u>1</u>	<u>1</u>	<u>6</u>
<b>Total Units</b>	<b>6</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>21</b>
<b>Total Billings</b>	<b>\$1,050,000</b>	<b>\$1,165,000</b>	<b>\$870,000</b>	<b>\$510,000</b>	<b>\$3,595,000</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>Game Aerospace</b>					
GB1 GameBird	<u>5</u>	<u>5</u>	<u>4</u>	<u>4</u>	<u>18</u>
<b>Total Units</b>	<b>5</b>	<b>5</b>	<b>4</b>	<b>4</b>	<b>18</b>
<b>Total Billings</b>	<b>\$3,141,000</b>	<b>\$3,141,000</b>	<b>\$2,512,800</b>	<b>\$2,512,800</b>	<b>\$11,307,600</b>
<b>Gulfstream Aerospace Corp.<sup>5, 12</sup></b>					
Gulfstream 280	3	6	4	5	18
Gulfstream 500 / 600 / 650/ER / G700	<u>21</u>	<u>31</u>	<u>24</u>	<u>42</u>	<u>118</u>
<b>Total Units</b>	<b>24</b>	<b>37</b>	<b>28</b>	<b>47</b>	<b>136</b>
<b>Total Billings</b>	<b>\$1,455,500,000</b>	<b>\$2,150,700,000</b>	<b>\$1,709,450,000</b>	<b>\$2,955,000,000</b>	<b>\$8,270,650,000</b>
<b>Honda Aircraft Company</b>					
HA-420 HondaJet	<u>2</u>	<u>2</u>	<u>5</u>	<u>2</u>	<u>11</u>
<b>Total Units</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>11</b>
<b>Total Billings</b>	<b>\$13,900,000</b>	<b>\$13,900,000</b>	<b>\$34,750,000</b>	<b>\$13,900,000</b>	<b>\$76,450,000</b>
<b>ICON Aircraft<sup>6</sup></b>					
A5	<u>4</u>	<u>4</u>	<u>1</u>	<u>0</u>	<u>9</u>
<b>Total Units</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>9</b>
<b>Total Billings</b>	<b>\$1,540,000</b>	<b>\$1,540,000</b>	<b>\$425,000</b>	<b>\$0</b>	<b>\$3,505,000</b>
<b>NZSkydive Ltd.<sup>12</sup></b>					
E-350 Expedition	1	0	0	0	1
Cresco	0	0	0	0	0
PAC 750XL	0	0	0	0	0
PAC 750XL-II SuperPAC	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<b>Total Units</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>Total Billings</b>	<b>\$725,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$725,000</b>
<b>Piaggio Aerospace</b>					
P.180 Avanti Evo	<u>0</u>	<u>0</u>	<u>2</u>	<u>2</u>	<u>4</u>
<b>Total Units</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>4</b>
<b>Total Billings</b>	<b>\$0</b>	<b>\$0</b>	<b>\$16,990,000</b>	<b>\$16,990,000</b>	<b>\$33,980,000</b>
<b>Pilatus</b>					
PC-12	8	23	27	38	96
PC-24	<u>6</u>	<u>12</u>	<u>13</u>	<u>20</u>	<u>51</u>
<b>Total Units</b>	<b>14</b>	<b>35</b>	<b>40</b>	<b>58</b>	<b>147</b>
<b>Total Billings</b>	<b>\$130,660,000</b>	<b>\$304,720,000</b>	<b>\$343,030,000</b>	<b>\$505,800,000</b>	<b>\$1,284,210,000</b>
<b>Piper Aircraft, Inc.<sup>12</sup></b>					
PA-28-181 Archer / Pilot 100i	28	56	34	64	182
PA-44-180 Seminole	4	5	8	9	26
PA-46-350P M350	4	6	3	8	21
PA-46-500TP M500	1	3	5	4	13
PA-46-600TP M600 / SLS	2	0	1	0	3
PA-46-701TP M700 Fury	<u>0</u>	<u>7</u>	<u>17</u>	<u>22</u>	<u>46</u>
<b>Total Units</b>	<b>39</b>	<b>77</b>	<b>68</b>	<b>107</b>	<b>291</b>
<b>Total Billings</b>	<b>\$36,627,406</b>	<b>\$82,263,636</b>	<b>\$124,482,015</b>	<b>\$167,013,613</b>	<b>\$410,386,670</b>
<b>Pipistrel Aircraft<sup>6</sup></b>					
Alpha Trainer ASTM	14	13	1	16	44
VSW ASTM	4	3	0	1	8
Virus SW 121 Explorer	6	8	4	5	23
Virus SW 128 Velis Electro	<u>2</u>	<u>0</u>	<u>4</u>	<u>10</u>	<u>16</u>
<b>Total Units</b>	<b>26</b>	<b>24</b>	<b>9</b>	<b>32</b>	<b>91</b>
<b>Total Billings</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>
<b>TECNAM Aircraft<sup>5, 6</sup></b>					
ASTM - LSA	22	22	8	9	61
P2002JF	0	2	0	0	2
P92JS	0	0	0	0	0
P2008JC	8	21	24	23	76
P-Mentor	15	15	14	12	56
P2006T	8	4	5	6	23
P2010P Twenty Ten	16	15	10	12	53
P2012 Traveller	<u>4</u>	<u>3</u>	<u>2</u>	<u>3</u>	<u>12</u>
<b>Total Units</b>	<b>73</b>	<b>82</b>	<b>63</b>	<b>65</b>	<b>283</b>
<b>Total Billings</b>	<b>\$32,700,000</b>	<b>\$33,950,000</b>	<b>\$27,650,000</b>	<b>\$27,045,000</b>	<b>\$121,345,000</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>Textron Aviation<sup>4, 5</sup></b>					
CE-172S Skyhawk SP	31	41	48	44	164
CE-182T Skylane	7	5	13	17	42
CE-T182 Turbo Skylane	8	2	12	12	34
CE-T206H Turbo Stationair	4	9	8	13	34
Bonanza G36	1	1	2	1	5
Baron G58	1	0	0	1	2
CE-208 Caravan 675	2	3	2	3	10
CE-208B Grand Caravan EX	10	19	8	23	60
King Air 260	1	10	7	2	20
King Air 360 / ER	6	11	5	2	24
CE-408 SkyCourier	1	1	3	8	13
CE-525 Citation M2 Gen2	4	5	8	5	22
CE-525B Citation CJ3+	6	8	6	4	24
CE-525C Citation CJ4 Gen2	6	8	7	5	26
CE-560 Citation XLS+ Gen2	2	5	4	4	15
CE-680 Citation Sovereign+	0	0	0	1	1
CE-680A Citation Latitude	13	8	11	8	40
CE-700 Citation Longitude	5	8	5	5	23
<b>Total Units</b>	<b>108</b>	<b>144</b>	<b>149</b>	<b>158</b>	<b>559</b>
<b>Total Billings (Combined)</b>	<b>\$734,851,200</b>	<b>\$968,838,700</b>	<b>\$828,701,100</b>	<b>\$748,457,600</b>	<b>\$3,280,848,600</b>
<b>Thrush Aircraft, LLC.</b>					
S2R-T34	0	0	0	0	0
S2RHG-T65	0	0	0	0	0
S2R-510	6	7	5	4	22
S2R-T660	1	1	1	2	5
S2R-G10	0	0	0	0	0
S2R-H80	0	0	0	0	0
<b>Total Units</b>	<b>7</b>	<b>8</b>	<b>6</b>	<b>6</b>	<b>27</b>
<b>Total Billings</b>	<b>\$11,358,658</b>	<b>\$12,737,223</b>	<b>\$9,908,448</b>	<b>\$10,591,609</b>	<b>\$44,595,938</b>
<b>WACO Aircraft Company</b>					
Junkers A50 Junior S-LSA	1	0	0	0	1
Great Lakes 2T-1A-2	1	0	0	0	1
Amphibious YMF-5	0	0	0	0	0
YMF-5 Super	1	0	0	0	1
<b>Total Units</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
<b>Total Billings</b>	<b>\$1,087,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,087,500</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</b> <sup>5, 9, 10</sup>					
H125 / H125M	21	26	16	57	120
H130	4	16	11	19	50
H135 / H135M	4	9	11	18	42
H145 / H145M	14	11	17	44	86
H155	0	0	0	0	0
H160	3	3	3	14	23
H175	1	4	4	5	14
H215 / H215M	0	0	0	0	0
H225 / H225M	1	2	3	8	14
TIGER	0	0	0	0	0
<b>Total Units</b>	<b>48</b>	<b>71</b>	<b>65</b>	<b>165</b>	<b>349</b>
<b>Total Billings</b>	<b>\$318,600,000</b>	<b>\$449,400,000</b>	<b>\$501,000,000</b>	<b>\$1,257,000,000</b>	<b>\$2,526,000,000</b>
<b>Bell</b> <sup>5</sup>					
505	12	19	24	35	90
407GX	4	9	13	23	49
429	1	3	3	15	22
429WLG	0	0	1	0	1
412EPI	0	1	0	0	1
412EPX	1	0	3	5	9
Huey II	0	0	0	0	0
<b>Total Units</b>	<b>18</b>	<b>32</b>	<b>44</b>	<b>78</b>	<b>172</b>
<b>Total Billings</b>	<b>\$63,200,000</b>	<b>\$123,700,000</b>	<b>\$190,200,000</b>	<b>\$405,700,000</b>	<b>\$782,800,000</b>
<b>Enstrom Helicopter Corp.</b> <sup>4, 5</sup>					
F28F / 280FX	0	0	2	0	2
480B	2	0	0	0	2
<b>Total Units</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>
<b>Total Billings</b>	<b>\$3,800,000</b>	<b>\$0</b>	<b>\$1,500,000</b>	<b>\$0</b>	<b>\$5,300,000</b>
<b>Hélicoptères Guimbal</b>					
Cabri G2	6	7	6	9	28
<b>Total Units</b>	<b>6</b>	<b>7</b>	<b>6</b>	<b>9</b>	<b>28</b>
<b>Total Billings</b>	<b>\$2,416,279</b>	<b>\$3,332,388</b>	<b>\$3,528,449</b>	<b>\$4,069,598</b>	<b>\$13,346,715</b>
<b>Leonardo Helicopters</b> <sup>5, 9, 10, 13</sup>					
AW119	12	14	7		33
AW109	1	7	2		10
AW139	8	16	11		35
AW169	6	4	9		19
AW189 / AW149	2	3	1		6
AW159	0	0	0		0
AW101	0	1	0		1
CH47F	0	0	0		0
SW4	0	0	0		0
W3	0	0	0		0
<b>Total Units</b>	<b>29</b>	<b>45</b>	<b>30</b>	<b>0</b>	<b>104</b>
<b>Total Billings</b>	<b>\$232,180,000</b>	<b>\$367,420,000</b>	<b>\$265,120,000</b>	<b>\$0</b>	<b>\$864,720,000</b>
<b>MD Helicopters, LLC</b> <sup>14</sup>					
MD 500E	0	0	0	0	0
MD 530F	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>

**Rotorcraft Shipments<sup>1,2</sup> by Type Manufactured Worldwide**

Make and Model	QI	QII	QIII	QIV	YTD
<b>Robinson Helicopter Company<sup>5</sup></b>					
R22 Beta II	6	6	1	5	18
R44 Cadet	2	1	1	1	5
R44 Raven I	9	9	8	6	32
R44 Raven II	30	30	27	34	121
R66	34	31	30	24	119
<b>Total Units</b>	<b>81</b>	<b>77</b>	<b>67</b>	<b>70</b>	<b>295</b>
<b>Total Billings</b>	<b>\$64,413,000</b>	<b>\$60,537,000</b>	<b>\$55,216,000</b>	<b>\$53,050,000</b>	<b>\$233,216,000</b>
<b>Schweizer RSG</b>					
S300C	0	1	2	0	3
S300CBI	0	0	1	0	1
<b>Total Units</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>4</b>
<b>Total Billings</b>	<b>\$0</b>	<b>\$550,000</b>	<b>\$1,802,000</b>	<b>\$0</b>	<b>\$2,352,000</b>
<b>Sikorsky Aircraft Corporation<sup>4,5</sup></b>					
S-76	0	0	0	0	0
S-92	0	0	0	1	1
<b>Total Units</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>
<b>Total Billings</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$27,000,000</b>	<b>\$27,000,000</b>

<b>Grand Total Civil Aircraft Shipments<sup>6</sup></b>	<b>778</b>	<b>1,143</b>	<b>1,040</b>	<b>1,359</b>	<b>4,320</b>
<b>Grand Total Aircraft Billings</b>	<b>\$4,691,039,677</b>	<b>\$8,150,515,762</b>	<b>\$6,978,498,234</b>	<b>\$11,357,663,793</b>	<b>\$31,177,717,466</b>

**Other Military and Government Aircraft Shipments<sup>4</sup>**

Make and Model	QI	QII	QIII	QIV	YTD
<b>Air Tractor</b>					
AT-802U	0	2	4	2	8
<b>Total Units</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>8</b>
<b>Bell</b>					
H-1	2	2	0	0	4
V-22	0	11	1	2	14
<b>Total Units</b>	<b>2</b>	<b>13</b>	<b>1</b>	<b>2</b>	<b>18</b>
<b>NHIndustries<sup>10</sup></b>					
NH90	2	3	1	6	12
<b>Total Units</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>6</b>	<b>12</b>
<b>Sikorsky Aircraft Corporation</b>					
Blackhawk	10	14	19	27	70
Seahawk	2	0	5	4	11
CH-53K	0	0	2	2	4
CH-148	0	0	0	0	0
VH-92	1	1	2	0	4
<b>Total Units</b>	<b>13</b>	<b>15</b>	<b>28</b>	<b>33</b>	<b>89</b>
<b>Textron Aviation</b>					
Beechcraft T-6 A / B / C	1	0	0	5	6
Beechcraft AT-6	0	0	2	2	4
<b>Total Units</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>7</b>	<b>10</b>

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 2024.
6. AVIC General AG50 S-LSA, CubCrafters CCX and CC11 models, Flight Design GmbH ASTM CT Series, Icon A5, Pipistrel Alpha Trainer ASTM and VSW ASTM, TECNAM ASTM - LSA, and Waco A50 Junior 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 / wide body 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 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. CubCrafters manufacturers general aviation airplanes in Part 23, ASTM S-LSA, builder assist, and experimental kit categories.
12. The AVIC AG100, Embraer Phenom 100EX, Gulfstream G700, and Piper Aircraft PA-46-701TP M700 Fury was added to the report in 2024.
13. Leonardo will release year-end financial results after the initial publication of the report. GAMA will update the industry report with Leonardo Helicopter fourth quarter data when available.
14. MD Helicopters fourth quarter deliveries were not available at the time of the publication of the report.