



# General Aviation Aircraft Shipment Report

General Aviation Manufacturers Association

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## 2022 Third Quarter

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

	QI	QII	QIII	QIV	Year-To-Date
Single-Engine Piston and Electric	238	329	344	0	911
Multi-Engine Piston	29	42	30	0	101
<b>Total Piston Airplanes</b>	<b>267</b>	<b>371</b>	<b>374</b>	<b>0</b>	<b>1,012</b>
Single-Engine Turboprops	95	120	116	0	331
Multi-Engine Turboprops	15	17	20	0	52
<b>Total Turboprop Airplanes</b>	<b>110</b>	<b>137</b>	<b>136</b>	<b>0</b>	<b>383</b>
Business Jets	118	171	157	0	446
<b>Total Turbine Airplanes</b>	<b>228</b>	<b>308</b>	<b>293</b>	<b>0</b>	<b>829</b>
<b>Grand Total Airplane Shipments</b>	<b>495</b>	<b>679</b>	<b>667</b>	<b>0</b>	<b>1,841</b>
<b>Grand Total Airplane Billings</b>	<b>\$3,822,452,493</b>	<b>\$5,271,574,105</b>	<b>\$5,009,492,269</b>	<b>\$0</b>	<b>\$14,104,280,975</b>
Piston Helicopters	40	47	50	0	137
Turbine Helicopters	98	160	181	0	439
<b>Grand Total Helicopter Shipments</b>	<b>138</b>	<b>207</b>	<b>231</b>	<b>0</b>	<b>576</b>
<b>Grand Total Helicopter Billings</b>	<b>\$505,098,532</b>	<b>\$925,566,333</b>	<b>\$1,120,735,781</b>	<b>\$0</b>	<b>\$2,551,400,646</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	152	227	254	0	633
Multi-Engine Piston	4	4	4	0	12
<b>Total Piston Airplanes</b>	<b>156</b>	<b>231</b>	<b>258</b>	<b>0</b>	<b>645</b>
Single-Engine Turboprops	79	96	79	0	254
Multi-Engine Turboprops	15	16	20	0	51
<b>Total Turboprop Airplanes</b>	<b>94</b>	<b>112</b>	<b>99</b>	<b>0</b>	<b>305</b>
Business Jets	86	111	116	0	313
<b>Total Turbine Airplanes</b>	<b>180</b>	<b>223</b>	<b>215</b>	<b>0</b>	<b>618</b>
<b>Grand Total</b>	<b>336</b>	<b>454</b>	<b>473</b>	<b>0</b>	<b>1,263</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	90	119	101	0	310
Multi-Engine Piston	25	38	26	0	89
<b>Total Piston Airplanes</b>	<b>115</b>	<b>157</b>	<b>127</b>	<b>0</b>	<b>399</b>
Single-Engine Turboprops	16	24	37	0	77
Multi-Engine Turboprops	0	1	0	0	1
<b>Total Turboprop Airplanes</b>	<b>16</b>	<b>25</b>	<b>37</b>	<b>0</b>	<b>78</b>
Business Jets	10	27	9	0	46
<b>Total Turbine Airplanes</b>	<b>26</b>	<b>52</b>	<b>46</b>	<b>0</b>	<b>124</b>
<b>Grand Total</b>	<b>141</b>	<b>209</b>	<b>173</b>	<b>0</b>	<b>523</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	1	0	0		1
ACJ319neo	0	0	1		1
ACJ320neo	0	0	0		0
ACJ321neo	0	0	0		0
ACJ330-200	<u>2</u>	<u>1</u>	<u>0</u>		<u>3</u>
<b>Total Units</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>5</b>
<b>Total Billings</b>	<b>\$81,000,000</b>	<b>\$0</b>	<b>\$87,000,000</b>	<b>\$0</b>	<b>\$168,000,000</b>
<b>Air Tractor <sup>4</sup></b>					
AT-402A	0	0	0		0
AT-402B	6	8	5		19
AT-502A/XP	12	9	6		27
AT-502B	7	8	10		25
AT-504	0	3	3		6
AT-602	5	5	3		13
AT-802	2	6	4		12
AT-802A	14	11	7		32
AT-802AF	1	0	3		4
AT-802F	<u>1</u>	<u>1</u>	<u>2</u>		<u>4</u>
<b>Total Units</b>	<b>48</b>	<b>51</b>	<b>43</b>	<b>0</b>	<b>142</b>
<b>Total Billings</b>	<b>\$39,351,424</b>	<b>\$57,674,206</b>	<b>\$52,546,102</b>	<b>\$0</b>	<b>\$149,571,732</b>
<b>American Champion Aircraft</b>					
7ECA Citabria Aurora	0	0	0		0
7GCAA Citabria Adventure	0	0	0		0
7GCBC Citabria Explorer	0	2	0		2
8GCBC Scout	0	1	2		3
8KCAB Super Decathlon	0	2	2		4
8KCAB Xtreme Decathlon	<u>0</u>	<u>0</u>	<u>0</u>		<u>0</u>
<b>Total Units</b>	<b>0</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>9</b>
<b>Total Billings</b>	<b>\$0</b>	<b>\$1,261,000</b>	<b>\$1,114,000</b>	<b>\$0</b>	<b>\$2,375,000</b>
<b>AVIC General <sup>12</sup></b>					
SR20	21	0	8		29
B610C	2	1	0		3
Y5B	0	1	0		1
LE500	0	0	0		0
A2C	0	0	0		0
Y12 Series	<u>0</u>	<u>0</u>	<u>0</u>		<u>0</u>
<b>Total Units</b>	<b>23</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>24</b>
<b>Total Billings</b>	<b>\$15,191,320</b>	<b>\$954,142</b>	<b>\$5,172,414</b>	<b>\$0</b>	<b>\$21,317,876</b>
<b>Boeing Business Jets <sup>7</sup></b>					
BBJ MAX 7	0	0	0		0
BBJ MAX 8	0	0	0		0
BBJ MAX 9	<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>Bombardier</b>					
Learjet 70 / 75 / 75 Liberty	3	0	0		3
Challenger 350 / 650	6	12	12		30
Global 5000 / 5500 / 6000 / 6500 / 7500	<u>12</u>	<u>16</u>	<u>13</u>		<u>41</u>
<b>Total Units</b>	<b>21</b>	<b>28</b>	<b>25</b>	<b>0</b>	<b>74</b>
<b>Total Billings</b>	<b>\$1,046,000,000</b>	<b>\$1,385,000,000</b>	<b>\$1,202,000,000</b>	<b>\$0</b>	<b>\$3,633,000,000</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>Cirrus Aircraft</b>					
SR20	8	27	38		73
SR22	19	33	34		86
SR22T	41	53	60		154
SF50	<u>11</u>	<u>19</u>	<u>23</u>		<u>53</u>
<b>Total Units</b>	<b>79</b>	<b>132</b>	<b>155</b>	<b>0</b>	<b>366</b>
<b>Total Billings</b>	<b>\$103,116,534</b>	<b>\$157,452,626</b>	<b>\$179,209,050</b>	<b>\$0</b>	<b>\$439,778,210</b>
<b>CubCrafters<sup>5,6,11</sup></b>					
Carbon Cub LSA & E/A-B	7	10	8		25
XCub/NXCub E/A-B	0	8	6		14
CC19 XCub/NXCub	<u>5</u>	<u>4</u>	<u>1</u>		<u>10</u>
<b>Total Units</b>	<b>12</b>	<b>22</b>	<b>15</b>	<b>0</b>	<b>49</b>
<b>Total Billings</b>	<b>\$4,625,300</b>	<b>\$8,874,200</b>	<b>\$5,963,500</b>	<b>\$0</b>	<b>\$19,463,000</b>
<b>DAHER<sup>12</sup></b>					
Kodiak 100	2	5	2		9
TBM 910	0	0	0		0
TBM 960	<u>2</u>	<u>3</u>	<u>24</u>		<u>29</u>
<b>Total Units</b>	<b>4</b>	<b>8</b>	<b>26</b>	<b>0</b>	<b>38</b>
<b>Total Billings</b>	<b>\$14,879,012</b>	<b>\$27,897,824</b>	<b>\$120,529,012</b>	<b>\$0</b>	<b>\$163,305,848</b>
<b>Dassault Aviation<sup>5,8</sup></b>					
2000S / 2000LXS / 900LX / 7X / 8X		<u>14</u>			<u>14</u>
<b>Total Units</b>		<b>14</b>		<b>0</b>	<b>14</b>
<b>Total Billings</b>		<b>\$738,400,000</b>		<b>\$0</b>	<b>\$738,400,000</b>
<b>Diamond Aircraft<sup>5,6</sup></b>					
DA20 (All)	1	4	3		8
DA40 (All)	20	40	25		85
DA42 (All)	8	9	7		24
DA50	2	5	6		13
DA62	<u>9</u>	<u>16</u>	<u>13</u>		<u>38</u>
<b>Total Units</b>	<b>40</b>	<b>74</b>	<b>54</b>	<b>0</b>	<b>168</b>
<b>Total Billings</b>	<b>\$30,446,100</b>	<b>\$53,630,700</b>	<b>\$41,789,500</b>	<b>\$0</b>	<b>\$125,866,300</b>
<b>Elixir Aircraft<sup>12</sup></b>					
Elixir 912iS	<u>2</u>	<u>2</u>	<u>1</u>		<u>5</u>
<b>Total Units</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>5</b>
<b>Total Billings</b>	<b>\$520,211</b>	<b>\$520,211</b>	<b>\$241,896</b>	<b>\$0</b>	<b>\$1,282,319</b>
<b>Embraer<sup>5</sup></b>					
Phenom 100EV	1	2	2		5
Phenom 300	2	5	1		8
Phenom 300E	3	5	12		20
Praetor 500	0	5	4		9
Praetor 600	<u>2</u>	<u>4</u>	<u>4</u>		<u>10</u>
<b>Total Units</b>	<b>8</b>	<b>21</b>	<b>23</b>	<b>0</b>	<b>52</b>
<b>Total Billings</b>	<b>\$98,960,000</b>	<b>\$287,895,000</b>	<b>\$300,785,000</b>	<b>\$0</b>	<b>\$687,640,000</b>
<b>Epic Aircraft, LLC</b>					
E1000 GX	<u>3</u>	<u>3</u>	<u>4</u>		<u>10</u>
<b>Total Units</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>10</b>
<b>Total Billings</b>	<b>\$11,550,000</b>	<b>\$11,550,000</b>	<b>\$16,080,000</b>	<b>\$0</b>	<b>\$39,180,000</b>
<b>Extra Aircraft</b>					
EA300	<u>6</u>	<u>6</u>	<u>6</u>		<u>18</u>
<b>Total Units</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>18</b>
<b>Total Billings</b>	<b>\$1,890,000</b>	<b>\$1,818,000</b>	<b>\$1,764,000</b>	<b>\$0</b>	<b>\$5,472,000</b>
<b>Flight Design GmbH<sup>6</sup></b>					
F2	0	0	0		0
CT ASTM	<u>7</u>	<u>0</u>	<u>0</u>		<u>7</u>
<b>Total Units</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
<b>Total Billings</b>	<b>\$1,108,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,108,000</b>
<b>Game Composites<sup>12</sup></b>					
GB1 GameBird	<u>5</u>	<u>6</u>	<u>6</u>		<u>17</u>
<b>Total Units</b>	<b>5</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>17</b>
<b>Total Billings</b>	<b>\$2,650,000</b>	<b>\$3,180,000</b>	<b>\$3,180,000</b>	<b>\$0</b>	<b>\$9,010,000</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>Gulfstream Aerospace Corp.<sup>5</sup></b>					
Gulfstream 280	4	5	7		16
Gulfstream 500 / 600 / 650 / 650ER	<u>21</u>	<u>17</u>	<u>28</u>		<u>66</u>
<b>Total Units</b>	<b>25</b>	<b>22</b>	<b>35</b>	<b>0</b>	<b>82</b>
<b>Total Billings</b>	<b>\$1,402,500,000</b>	<b>\$1,178,523,810</b>	<b>\$1,932,500,000</b>	<b>\$0</b>	<b>\$4,513,523,810</b>
<b>Honda Aircraft Company<sup>5</sup></b>					
HA-420 HondaJet	<u>4</u>	<u>6</u>	<u>3</u>		<u>13</u>
<b>Total Units</b>	<b>4</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>13</b>
<b>Total Billings</b>	<b>\$23,000,000</b>	<b>\$34,500,000</b>	<b>\$19,500,000</b>	<b>\$0</b>	<b>\$77,000,000</b>
<b>ICON Aircraft</b>					
A5	<u>4</u>	<u>10</u>	<u>7</u>		<u>21</u>
<b>Total Units</b>	<b>4</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>21</b>
<b>Total Billings</b>	<b>\$1,436,000</b>	<b>\$3,590,000</b>	<b>\$2,513,000</b>	<b>\$0</b>	<b>n/a</b>
<b>NZSkydive Ltd.<sup>13</sup></b>					
E-350 Expedition	0	0	0		0
Cresco	0	0	0		0
PAC 750XL	<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>Piaggio Aerospace</b>					
P.180 Avanti Evo	<u>0</u>	<u>1</u>	<u>0</u>		<u>1</u>
<b>Total Units</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>Total Billings</b>	<b>\$0</b>	<b>\$7,695,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,695,000</b>
<b>Pilatus</b>					
PC-6	1	0	0		1
PC-12	13	21	13		47
PC-24	<u>7</u>	<u>12</u>	<u>8</u>		<u>27</u>
<b>Total Units</b>	<b>21</b>	<b>33</b>	<b>21</b>	<b>0</b>	<b>75</b>
<b>Total Billings</b>	<b>\$154,345,000</b>	<b>\$253,899,000</b>	<b>\$163,687,000</b>	<b>\$0</b>	<b>\$571,931,000</b>
<b>Piper Aircraft, Inc.</b>					
PA-28-181 Pilot 100i	11	12	8		31
PA-28-181 Archer III	22	18	19		59
PA-28R-201 Arrow	0	0	0		0
PA-34-220T Seneca V	0	0	0		0
PA-44-180 Seminole	4	4	4		12
PA-46-350P M350	3	5	5		13
PA-46-500TP M500	4	2	2		8
PA-46-600TP M600/SLS	<u>3</u>	<u>11</u>	<u>8</u>		<u>22</u>
<b>Total Units</b>	<b>47</b>	<b>52</b>	<b>46</b>	<b>0</b>	<b>145</b>
<b>Total Billings</b>	<b>\$41,269,206</b>	<b>\$66,521,140</b>	<b>\$55,985,985</b>	<b>\$0</b>	<b>\$163,776,331</b>
<b>Pipistrel Aircraft</b>					
Virus SW 121	4	6	10		20
Virus SW 128 Velis Electro	<u>4</u>	<u>6</u>	<u>1</u>		<u>11</u>
<b>Total Units</b>	<b>8</b>	<b>12</b>	<b>11</b>	<b>0</b>	<b>31</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>Sonaca Aircraft</b>					
Sonaca 200	<u>4</u>	<u>3</u>	<u>5</u>		<u>12</u>
<b>Total Units</b>	<b>4</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>12</b>
<b>Total Billings</b>	<b>\$902,000</b>	<b>\$633,450</b>	<b>\$1,127,500</b>	<b>\$0</b>	<b>\$2,662,950</b>
<b>TECNAM Aircraft<sup>6,12</sup></b>					
ASTM - LSA	18	18	19		55
P2002JF	0	0	2		2
P92JS	0	0	0		0
P2008JC	9	17	8		34
P-Mentor	2	3	6		11
P2006T	4	10	4		18
P2010P Twenty Ten	11	9	9		29
P2012 Traveller	<u>4</u>	<u>3</u>	<u>2</u>		<u>9</u>
<b>Total Units</b>	<b>48</b>	<b>60</b>	<b>50</b>	<b>0</b>	<b>158</b>
<b>Total Billings</b>	<b>\$24,150,000</b>	<b>\$25,250,000</b>	<b>\$17,830,000</b>	<b>\$0</b>	<b>\$67,230,000</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</b> <sup>4, 5, 12</sup>					
CE-172S Skyhawk SP	20	42	56		118
CE-182T Skylane	9	10	12		31
CE-T206H Turbo Stationair	8	9	10		27
Bonanza G36	0	0	0		0
Baron G58	0	0	0		0
CE-208 Caravan 675	2	4	2		8
CE-208B Grand Caravan EX	14	15	11		40
King Air 260	9	7	10		26
King Air 360 / ER	6	8	8		22
CE-408 SkyCourier	0	1	2		3
CE-525 Citation M2 Gen2	8	8	9		25
CE-525B Citation CJ3+	8	7	6		21
CE-525C Citation CJ4 Gen2	7	9	6		22
CE-560 Citation XLS+ Gen2	3	5	6		14
CE-680A Citation Latitude	10	11	7		28
CE-700 Citation Longitude	3	8	5		16
<b>Total Units</b>	<b>107</b>	<b>144</b>	<b>150</b>	<b>0</b>	<b>401</b>
<b>Total Billings (Combined)</b>	<b>\$720,061,000</b>	<b>\$961,238,500</b>	<b>\$792,346,000</b>	<b>\$0</b>	<b>\$2,473,645,500</b>
<b>Thrush Aircraft, LLC.</b> <sup>12</sup>					
S2R-T34	0	0	1		1
S2RHG-T65	0	0	0		0
S2R-510	0	4	4		8
S2R-T660	3	1	2		6
S2R-G10	0	0	0		0
S2R-H80	0	0	0		0
<b>Total Units</b>	<b>3</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>15</b>
<b>Total Billings</b>	<b>\$4,658,386</b>	<b>\$6,608,507</b>	<b>\$9,104,206</b>	<b>\$0</b>	<b>\$20,371,099</b>
<b>WACO Aircraft Company</b>					
2T-1A-2 Great Lakes	1	2	1		4
YMF-5D	0	1	0		1
<b>Total Units</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>5</b>
<b>Total Billings</b>	<b>\$279,000</b>	<b>\$1,117,000</b>	<b>\$279,000</b>	<b>\$0</b>	<b>\$1,675,000</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	14	35	20		69
H130	4	8	9		21
H135 / H135M	5	5	10		20
H145 / H145M	10	17	25		52
AS365 N3+ / AS565 Mbe	0	0	0		0
H155	0	0	0		0
H160	0	1	1		2
H175	0	0	0		0
H215 / H215M	0	0	2		2
H225 / H225M	3	4	4		11
TIGER	0	0	0		0
<b>Total Units</b>	<b>36</b>	<b>70</b>	<b>71</b>	<b>0</b>	<b>177</b>
<b>Total Billings</b>	<b>\$260,800,000</b>	<b>\$444,800,000</b>	<b>\$540,600,000</b>	<b>\$0</b>	<b>\$1,246,200,000</b>
<b>Bell</b> <sup>5</sup>					
505	17	15	18		50
407	0	0	0		0
407GX	0	0	0		0
407GXi	5	9	15		29
429	3	8	7		18
429WLG	0	0	2		2
412EP	0	1	2		3
412EPI	0	1	3		4
412EPX	0	0	2		2
Huey II	0	0	0		0
<b>Total Units</b>	<b>25</b>	<b>34</b>	<b>49</b>	<b>0</b>	<b>108</b>
<b>Total Billings</b>	<b>\$70,400,000</b>	<b>\$143,900,000</b>	<b>\$232,000,000</b>	<b>\$0</b>	<b>\$446,300,000</b>
<b>Enstrom Helicopter Corp.</b> <sup>4, 5</sup>					
F28F, 280FX	0	0	0		0
480B-G	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>Hélicoptères Guimbal</b>					
Cabri G2	3	6	9		18
<b>Total Units</b>	<b>3</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>18</b>
<b>Total Billings</b>	<b>\$1,067,812</b>	<b>\$2,101,261</b>	<b>\$3,565,654</b>	<b>\$0</b>	<b>\$6,734,727</b>
<b>KAMAN</b> <sup>5</sup>					
K-1200 K-MAX	0	1	0		1
<b>Total Units</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>Total Billings</b>	<b>\$0</b>	<b>\$8,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,000,000</b>
<b>Leonardo Helicopters</b> <sup>5, 9, 10</sup>					
AW119Kx	6	9	11		26
AW109 Trekker	0	2	0		2
AW109 GrandNew	2	2	4		8
AW139	4	7	11		22
AW169	2	4	4		10
AW189 / AW149	2	3	4		9
AW159	0	0	0		0
SUPER LYNX	0	0	0		0
AW101	0	0	0		0
CH47F	0	0	0		0
SW4	0	0	0		0
W3	0	0	0		0
<b>Total Units</b>	<b>16</b>	<b>27</b>	<b>34</b>	<b>0</b>	<b>77</b>
<b>Total Billings</b>	<b>\$134,760,000</b>	<b>\$227,720,000</b>	<b>\$298,920,000</b>	<b>\$0</b>	<b>\$661,400,000</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	3	3	5		11
R44 Cadet	2	0	3		5
R44 Raven I	12	15	12		39
R44 Raven II	19	21	19		59
R66	<u>21</u>	<u>26</u>	<u>27</u>		<u>74</u>
<b>Total Units</b>	<b>57</b>	<b>65</b>	<b>66</b>	<b>0</b>	<b>188</b>
<b>Total Billings</b>	<b>\$37,584,000</b>	<b>\$44,046,000</b>	<b>\$44,497,000</b>	<b>\$0</b>	<b>\$126,127,000</b>
<b>Schweizer RSG</b>					
S300C	1	2	2		5
<b>Total Units</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>5</b>
<b>Total Billings</b>	<b>\$486,720</b>	<b>\$999,072</b>	<b>\$1,153,127</b>	<b>\$0</b>	<b>\$2,638,919</b>
<b>Sikorsky Aircraft Corporation<sup>4,5</sup></b>					
S-76	0	0	0		0
S-92	0	2	0		2
<b>Total Units</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>
<b>Total Billings</b>	<b>\$0</b>	<b>\$54,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$54,000,000</b>

<b>Grand Total Civil Aircraft Shipments<sup>6</sup></b>	<b>671</b>	<b>932</b>	<b>930</b>	<b>0</b>	<b>2,533</b>
<b>Grand Total Aircraft Billings</b>	<b>\$4,327,064,306</b>	<b>\$6,196,661,577</b>	<b>\$6,129,316,819</b>	<b>\$0</b>	<b>\$16,653,042,702</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	0	1		1
<b>Total Units</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>
<b>Bell</b>					
H-1	3	4	4		11
V-22	<u>3</u>	<u>3</u>	<u>2</u>		<u>8</u>
<b>Total Units</b>	<b>6</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>19</b>
<b>NHIndustries<sup>10</sup></b>					
NH90	3	6	7		16
<b>Total Units</b>	<b>3</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>16</b>
<b>Sikorsky Aircraft Corporation</b>					
Blackhawk	17	25	20		62
Seahawk	0	0	0		0
CH-53K	0	0	0		0
CH-148	0	0	0		0
<b>Total Units</b>	<b>17</b>	<b>25</b>	<b>20</b>	<b>0</b>	<b>62</b>
<b>Textron Aviation</b>					
Beechcraft T-6 A / B / C	0	0	1		1
Beechcraft AT-6	0	0	0		0
<b>Total Units</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</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 2021.
6. AVIC General A2C, CubCrafters CCX and CC11 models, 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 / 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 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. CubCrafters manufacturers general aviation airplanes in Part 23, ASTM S-LSA, builder assist, and experimental kit categories.
12. The Airbus ACJ220-100, Daher TBM 960, Elixir 912iS, TECNAM Aircraft P-Mentor, Textron Aviation CE-408 SkyCourier, CE-525 M2 Gen2, CE-560XL Citation XLS+ Gen 2, and Thrush Aircraft S2R-510 entered into service in 2022. Game Composites is new entry into the 2022 report. Prior reports have been updated for Game Composite deliveries.
13. Pacific Aerospace Limited (PAL) was liquidated in 2021. The PAL type certificates have been transferred to NZSkydive Limited.