



# General Aviation Aircraft Shipment Report

General Aviation Manufacturers Association

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## 2023 Year-End Report

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

	QI	QII	QIII	QIV	Year-To-Date
Single-Engine Piston and Electric	251	374	389	494	1,508
Multi-Engine Piston	39	45	38	52	174
<b>Total Piston Airplanes</b>	<b>290</b>	<b>419</b>	<b>427</b>	<b>546</b>	<b>1,682</b>
Single-Engine Turboprops	102	157	124	180	563
Multi-Engine Turboprops	15	16	25	19	75
<b>Total Turboprop Airplanes</b>	<b>117</b>	<b>173</b>	<b>149</b>	<b>199</b>	<b>638</b>
Business Jets	117	179	159	275	730
<b>Total Turbine Airplanes</b>	<b>234</b>	<b>352</b>	<b>308</b>	<b>474</b>	<b>1,368</b>
<b>Grand Total Airplane Shipments</b>	<b>524</b>	<b>771</b>	<b>735</b>	<b>1,020</b>	<b>3,050</b>
<b>Grand Total Airplane Billings</b>	<b>\$3,693,245,713</b>	<b>\$5,004,066,428</b>	<b>\$5,225,917,335</b>	<b>\$8,274,564,336</b>	<b>\$23,377,793,812</b>
Piston Helicopters	56	56	46	51	209
Turbine Helicopters	153	186	130	342	811
<b>Grand Total Helicopter Shipments</b>	<b>209</b>	<b>242</b>	<b>176</b>	<b>393</b>	<b>1,020</b>
<b>Grand Total Helicopter Billings</b>	<b>\$822,992,174</b>	<b>\$1,043,694,837</b>	<b>\$825,727,435</b>	<b>\$2,233,309,616</b>	<b>\$4,925,724,062</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	161	278	291	383	1,113
Multi-Engine Piston	4	5	7	7	23
<b>Total Piston Airplanes</b>	<b>165</b>	<b>283</b>	<b>298</b>	<b>390</b>	<b>1,136</b>
Single-Engine Turboprops	86	112	81	122	401
Multi-Engine Turboprops	15	16	24	19	74
<b>Total Turboprop Airplanes</b>	<b>101</b>	<b>128</b>	<b>105</b>	<b>141</b>	<b>475</b>
Business Jets	81	127	109	176	493
<b>Total Turbine Airplanes</b>	<b>182</b>	<b>255</b>	<b>214</b>	<b>317</b>	<b>968</b>
<b>Grand Total</b>	<b>347</b>	<b>538</b>	<b>512</b>	<b>707</b>	<b>2,104</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 and Electric	107	108	101	116	432
Multi-Engine Piston	35	40	31	45	151
<b>Total Piston Airplanes</b>	<b>142</b>	<b>148</b>	<b>132</b>	<b>161</b>	<b>583</b>
Single-Engine Turboprops	16	44	41	57	158
Multi-Engine Turboprops	0	0	1	0	1
<b>Total Turboprop Airplanes</b>	<b>16</b>	<b>44</b>	<b>42</b>	<b>57</b>	<b>159</b>
Business Jets	10	17	14	36	77
<b>Total Turbine Airplanes</b>	<b>26</b>	<b>61</b>	<b>56</b>	<b>93</b>	<b>236</b>
<b>Grand Total</b>	<b>168</b>	<b>209</b>	<b>188</b>	<b>254</b>	<b>819</b>

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

	North America	Europe	Asia Pacific	Latin America	Middle East & Africa
Piston Engine	77.1%	9.5%	7.2%	4.1%	2.1%
Turboprops	53.6%	16.9%	6.6%	16.0%	6.9%
Business Jets	74.9%	12.1%	5.5%	4.8%	2.7%
<b>Total Shipments in Region</b>	<b>71.1%</b>	<b>11.9%</b>	<b>6.6%</b>	<b>7.0%</b>	<b>3.4%</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	1	1
ACJ319neo	0	0	0	1	1
ACJ320neo	0	0	0	1	1
ACJ321neo	0	0	0	0	0
ACJ330-200	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>
<b>Total Units</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>
<b>Total Billings</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$263,000,000</b>	<b>\$263,000,000</b>
<b>Air Tractor<sup>4</sup></b>					
AT-402A	0	0	0	0	0
AT-402B	7	3	3	9	22
AT-502A/XP	9	13	9	2	33
AT-502B	6	13	8	9	36
AT-504	0	1	0	1	2
AT-602	5	6	5	8	24
AT-802	3	2	0	1	6
AT-802A	13	9	12	13	47
AT-802AF	2	7	1	2	12
AT-802F	1	5	4	4	14
<b>Total Units</b>	<b>46</b>	<b>59</b>	<b>42</b>	<b>49</b>	<b>196</b>
<b>Total Billings</b>	<b>\$59,034,926</b>	<b>\$82,821,321</b>	<b>\$59,297,367</b>	<b>\$67,877,691</b>	<b>\$269,031,305</b>
<b>American Champion Aircraft<sup>13</sup></b>					
7ECA Citabria Aurora	0	0	0	0	0
7GCAA Citabria Adventure	0	0	0	0	0
7GCBC Citabria Explorer	0	0	0	0	0
8GCBC Scout	0	0	0	0	0
8KCAB Super Decathlon	0	0	0	0	0
8KCAB Xtreme Decathlon	<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>AVIC General<sup>6,12</sup></b>					
SR20	2	1	6	0	9
B610C	1	0	0	0	1
AG50	1	2	0	2	5
Y5B	0	1	0	3	4
LE500	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<b>Total Units</b>	<b>4</b>	<b>4</b>	<b>6</b>	<b>5</b>	<b>19</b>
<b>Total Billings</b>	<b>\$1,630,117</b>	<b>\$1,887,324</b>	<b>\$4,150,000</b>	<b>\$2,788,732</b>	<b>\$10,456,173</b>
<b>Boeing Business Jets<sup>7</sup></b>					
BBJ MAX 7	0	0	0	0	0
BBJ 737-8	0	0	1	0	1
BBJ MAX 9	<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>1</b>	<b>0</b>	<b>1</b>
<b>Total Billings</b>	<b>\$0</b>	<b>\$0</b>	<b>\$80,000,000</b>	<b>\$0</b>	<b>\$80,000,000</b>
<b>Bombardier</b>					
Challenger 3500 / 650	8	15	16	24	63
Global 5500 / 6000 / 6500 / 7500	<u>14</u>	<u>14</u>	<u>15</u>	<u>32</u>	<u>75</u>
<b>Total Units</b>	<b>22</b>	<b>29</b>	<b>31</b>	<b>56</b>	<b>138</b>
<b>Total Billings</b>	<b>\$1,124,000,000</b>	<b>\$1,356,000,000</b>	<b>\$1,478,000,000</b>	<b>\$2,861,000,000</b>	<b>\$6,819,000,000</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	13	28	30	44	115
SR22	5	39	49	49	142
SR22T	54	84	87	130	355
SF50	<u>18</u>	<u>26</u>	<u>17</u>	<u>35</u>	<u>96</u>
<b>Total Units</b>	<b>90</b>	<b>177</b>	<b>183</b>	<b>258</b>	<b>708</b>
<b>Total Billings</b>	<b>\$127,924,694</b>	<b>\$235,742,865</b>	<b>\$222,722,511</b>	<b>\$343,737,988</b>	<b>\$930,128,058</b>
<b>CubCrafters<sup>6,11</sup></b>					
Carbon Cub LSA & E/A-B	7	10	6	6	29
XCub/NXCub E/A-B	5	13	6	4	28
CC19 XCub/NXCub	<u>6</u>	<u>2</u>	<u>1</u>	<u>3</u>	<u>12</u>
<b>Total Units</b>	<b>18</b>	<b>25</b>	<b>13</b>	<b>13</b>	<b>69</b>
<b>Total Billings</b>	<b>\$7,658,600</b>	<b>\$10,862,500</b>	<b>\$5,506,400</b>	<b>\$5,419,400</b>	<b>\$29,446,900</b>
<b>DAHER<sup>12</sup></b>					
Kodiak 100	2	5	3	6	16
Kodiak 900	0	0	1	1	2
TBM 910	1	0	0	0	1
TBM 960	<u>4</u>	<u>16</u>	<u>14</u>	<u>21</u>	<u>55</u>
<b>Total Units</b>	<b>7</b>	<b>21</b>	<b>18</b>	<b>28</b>	<b>74</b>
<b>Total Billings</b>	<b>\$31,510,000</b>	<b>\$81,714,000</b>	<b>\$82,320,000</b>	<b>\$126,170,000</b>	<b>\$321,714,000</b>
<b>Dassault Aviation<sup>5,8,12</sup></b>					
2000LXS / 900LX / 6X / 7X / 8X	/	9	/	17	26
<b>Total Units</b>		<b>9</b>		<b>17</b>	<b>26</b>
<b>Total Billings</b>					<b>\$1,180,000,000</b>
<b>Diamond Aircraft<sup>5,6</sup></b>					
DA20 (All)	4	2	4	5	15
DA40 (All)	28	33	30	28	119
DA42 (All)	11	18	12	13	54
DA50	5	3	4	7	19
DA62	<u>15</u>	<u>15</u>	<u>11</u>	<u>25</u>	<u>66</u>
<b>Total Units</b>	<b>63</b>	<b>71</b>	<b>61</b>	<b>78</b>	<b>273</b>
<b>Total Billings</b>	<b>\$48,528,700</b>	<b>\$54,727,700</b>	<b>\$44,616,400</b>	<b>\$64,728,400</b>	<b>\$212,601,200</b>
<b>Eclipse Aerospace, Inc.<sup>12</sup></b>					
Eclipse 550	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>
<b>Total Units</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
<b>Total Billings</b>	n/a	n/a	n/a	n/a	n/a
<b>Elixir Aircraft</b>					
Elixir 912iS	<u>0</u>	<u>0</u>	<u>0</u>	<u>5</u>	<u>5</u>
<b>Total Units</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>
<b>Total Billings</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,353,000</b>	<b>\$1,353,000</b>
<b>Embraer<sup>5</sup></b>					
Phenom 100EV	2	1	2	6	11
Phenom 300	1	3	2	3	9
Phenom 300E	3	15	15	21	54
Praetor 500	0	6	4	10	20
Praetor 600	<u>2</u>	<u>5</u>	<u>5</u>	<u>9</u>	<u>21</u>
<b>Total Units</b>	<b>8</b>	<b>30</b>	<b>28</b>	<b>49</b>	<b>115</b>
<b>Total Billings</b>	<b>\$97,960,000</b>	<b>\$426,850,000</b>	<b>\$382,860,000</b>	<b>\$681,755,000</b>	<b>\$1,589,425,000</b>
<b>Epic Aircraft, LLC</b>					
E1000 GX	<u>2</u>	<u>4</u>	<u>4</u>	<u>7</u>	<u>17</u>
<b>Total Units</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>7</b>	<b>17</b>
<b>Total Billings</b>	<b>\$8,380,000</b>	<b>\$16,760,000</b>	<b>\$16,760,000</b>	<b>\$29,330,000</b>	<b>\$71,230,000</b>
<b>Extra Aircraft</b>					
Extra 300	1	2	2	2	7
Extra NG	<u>5</u>	<u>4</u>	<u>5</u>	<u>2</u>	<u>16</u>
<b>Total Units</b>	<b>6</b>	<b>6</b>	<b>7</b>	<b>4</b>	<b>23</b>
<b>Total Billings</b>	<b>\$3,618,000</b>	<b>\$3,606,400</b>	<b>\$4,000,000</b>	<b>\$2,060,000</b>	<b>\$13,284,400</b>
<b>Flight Design GmbH<sup>6</sup></b>					
F2	0	1	2	3	6
CT ASTM	<u>0</u>	<u>3</u>	<u>2</u>	<u>2</u>	<u>7</u>
<b>Total Units</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>5</b>	<b>13</b>
<b>Total Billings</b>	<b>\$0</b>	<b>\$675,000</b>	<b>\$710,000</b>	<b>\$880,000</b>	<b>\$2,265,000</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 Composites</b>					
GB1 GameBird	<u>6</u>	<u>6</u>	<u>6</u>	<u>6</u>	<u>24</u>
<b>Total Units</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>24</b>
<b>Total Billings</b>	<b>\$3,180,000</b>	<b>\$3,180,000</b>	<b>\$3,180,000</b>	<b>\$3,565,000</b>	<b>\$13,105,000</b>
<b>Gulfstream Aerospace Corp.<sup>5</sup></b>					
Gulfstream 280	4	6	5	7	22
Gulfstream 500 / 600 / 650 / 650ER	<u>17</u>	<u>18</u>	<u>22</u>	<u>32</u>	<u>89</u>
<b>Total Units</b>	<b>21</b>	<b>24</b>	<b>27</b>	<b>39</b>	<b>111</b>
<b>Total Billings</b>	<b>\$1,158,500,000</b>	<b>\$1,350,000,000</b>	<b>\$1,481,500,000</b>	<b>\$2,141,500,000</b>	<b>\$6,131,500,000</b>
<b>Honda Aircraft Company</b>					
HA-420 HondaJet	<u>1</u>	<u>9</u>	<u>2</u>	<u>10</u>	<u>22</u>
<b>Total Units</b>	<b>1</b>	<b>9</b>	<b>2</b>	<b>10</b>	<b>22</b>
<b>Total Billings</b>	<b>\$6,950,000</b>	<b>\$62,550,000</b>	<b>\$13,900,000</b>	<b>\$69,500,000</b>	<b>\$152,900,000</b>
<b>ICON Aircraft<sup>6</sup></b>					
A5	<u>7</u>	<u>9</u>	<u>6</u>	<u>11</u>	<u>33</u>
<b>Total Units</b>	<b>7</b>	<b>9</b>	<b>6</b>	<b>11</b>	<b>33</b>
<b>Total Billings</b>	<b>\$2,625,000</b>	<b>\$3,375,000</b>	<b>\$2,310,000</b>	<b>\$4,290,000</b>	<b>\$12,600,000</b>
<b>NZSkydive Ltd.<sup>12</sup></b>					
E-350 Expedition	0	0	0	0	0
Cresco	0	0	0	0	0
PAC 750XL	0	1	1	0	2
PAC 750XL-II SuperPAC	<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>\$2,050,000</b>	<b>\$2,050,000</b>	<b>\$0</b>	<b>\$4,100,000</b>
<b>Piaggio Aerospace</b>					
P.180 Avanti Evo	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>
<b>Total Units</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>
<b>Total Billings</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,695,000</b>	<b>\$0</b>	<b>\$7,695,000</b>
<b>Pilatus</b>					
PC-12	11	28	27	36	102
PC-24	<u>10</u>	<u>8</u>	<u>14</u>	<u>15</u>	<u>47</u>
<b>Total Units</b>	<b>21</b>	<b>36</b>	<b>41</b>	<b>51</b>	<b>149</b>
<b>Total Billings</b>	<b>\$181,619,000</b>	<b>\$258,172,000</b>	<b>\$322,463,000</b>	<b>\$387,069,000</b>	<b>\$1,149,323,000</b>
<b>Piper Aircraft, Inc.</b>					
PA-28-181 Archer / Pilot 100i	29	38	40	38	145
PA-44-180 Seminole	3	3	5	7	18
PA-46-350P M350	1	4	7	10	22
PA-46-500TP M500	1	3	3	1	8
PA-46-600TP M600/SLS	<u>7</u>	<u>11</u>	<u>9</u>	<u>25</u>	<u>52</u>
<b>Total Units</b>	<b>41</b>	<b>59</b>	<b>64</b>	<b>81</b>	<b>245</b>
<b>Total Billings</b>	<b>\$45,727,286</b>	<b>\$75,695,067</b>	<b>\$77,242,908</b>	<b>\$139,005,870</b>	<b>\$337,671,131</b>
<b>Pipistrel Aircraft<sup>6</sup></b>					
Alpha Trainer ASTM	3	15	17	18	53
VSW ASTM	4	8	3	3	18
Virus SW 121 Explorer	5	4	3	13	25
Virus SW 128 Velis Electro	<u>1</u>	<u>4</u>	<u>4</u>	<u>7</u>	<u>16</u>
<b>Total Units</b>	<b>13</b>	<b>31</b>	<b>27</b>	<b>41</b>	<b>112</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	23	15	12	8	58
P2002JF	1	0	0	0	1
P92JS	0	0	0	0	0
P2008JC	11	7	12	6	36
P-Mentor	13	20	13	14	60
P2006T	7	6	6	4	23
P2010P Twenty Ten	15	14	13	16	58
P2012 Traveller	<u>2</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>8</u>
<b>Total Units</b>	<b>72</b>	<b>63</b>	<b>58</b>	<b>51</b>	<b>244</b>
<b>Total Billings</b>	<b>\$27,750,000</b>	<b>\$34,653,000</b>	<b>\$20,900,000</b>	<b>\$23,093,000</b>	<b>\$106,396,000</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	26	54	40	60	180
CE-182T Skylane	11	9	7	12	39
CE-T182 Turbo Skylane	0	2	9	16	27
CE-T206H Turbo Stationair	8	8	12	13	41
Bonanza G36	0	2	1	2	5
Baron G58	1	2	2	0	5
CE-208 Caravan 675	2	2	2	4	10
CE-208B Grand Caravan EX	17	19	12	21	69
King Air 260	7	6	9	9	31
King Air 360 / ER	5	4	10	6	25
CE-408 SkyCourier	3	6	5	4	18
CE-525 Citation M2 Gen2	5	6	5	9	25
CE-525B Citation CJ3+	7	8	7	8	30
CE-525C Citation CJ4 Gen2	6	9	8	8	31
CE-560 Citation XLS+ Gen2	5	3	3	6	17
CE-680A Citation Latitude	7	11	10	13	41
CE-700 Citation Longitude	5	7	6	6	24
<b>Total Units</b>	<b>115</b>	<b>158</b>	<b>148</b>	<b>197</b>	<b>618</b>
<b>Total Billings (Combined)</b>	<b>\$742,556,500</b>	<b>\$926,740,000</b>	<b>\$903,401,000</b>	<b>\$1,042,901,000</b>	<b>\$3,615,598,500</b>
<b>Thrush Aircraft, LLC.</b>					
S2R-T34	0	0	0	0	0
S2RHG-T65	0	0	0	0	0
S2R-510	7	5	4	8	24
S2R-T660	2	4	2	1	9
S2R-G10	0	0	0	0	0
S2R-H80	0	0	0	0	0
<b>Total Units</b>	<b>9</b>	<b>9</b>	<b>6</b>	<b>9</b>	<b>33</b>
<b>Total Billings</b>	<b>\$13,144,390</b>	<b>\$14,716,251</b>	<b>\$9,634,749</b>	<b>\$13,540,255</b>	<b>\$51,035,645</b>
<b>WACO Aircraft Company</b> <sup>12</sup>					
Junkers A50 Junior S-LSA	1	0	0	0	1
Great Lakes 2T-1A-2	0	0	2	0	2
Amphibious YMF-5	1	1	0	0	2
YMF-5 Super	0	1	0	0	1
<b>Total Units</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>6</b>
<b>Total Billings</b>	<b>\$948,500</b>	<b>\$1,288,000</b>	<b>\$698,000</b>	<b>\$0</b>	<b>\$2,934,500</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	30	29	22	52	133
H130	4	12	6	24	46
H135 / H135M	12	10	6	22	50
H145 / H145M	15	14	11	28	68
AS365 N3+ / AS565 Mbe	0	0	0	0	0
H155	0	0	0	0	0
H160	3	1	2	3	9
H175	1	0	1	3	5
H215 / H215M	0	1	0	0	1
H225 / H225M	3	3	2	7	15
TIGER	0	0	0	0	0
<b>Total Units</b>	<b>68</b>	<b>70</b>	<b>50</b>	<b>139</b>	<b>327</b>
<b>Total Billings</b>	<b>\$448,900,000</b>	<b>\$425,700,000</b>	<b>\$320,300,000</b>	<b>\$898,400,000</b>	<b>\$2,093,300,000</b>
<b>Bell</b> <sup>5</sup>					
505	13	19	5	40	77
407GX	4	10	11	28	53
429	4	3	5	17	29
429WLG	0	0	0	1	1
412EPI	1	0	1	0	2
412EPX	0	3	1	5	9
Huey II	0	0	0	0	0
<b>Total Units</b>	<b>22</b>	<b>35</b>	<b>23</b>	<b>91</b>	<b>171</b>
<b>Total Billings</b>	<b>\$80,700,000</b>	<b>\$154,900,000</b>	<b>\$123,600,000</b>	<b>\$440,000,000</b>	<b>\$799,200,000</b>
<b>Enstrom Helicopter Corp.</b> <sup>4, 5</sup>					
F28F, 280FX	0	0	0	0	0
480B-G	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>Hélicoptères Guimbal</b>					
Cabri G2	6	7	6	11	30
<b>Total Units</b>	<b>6</b>	<b>7</b>	<b>6</b>	<b>11</b>	<b>30</b>
<b>Total Billings</b>	<b>\$2,308,174</b>	<b>\$2,946,837</b>	<b>\$2,419,435</b>	<b>\$4,969,116</b>	<b>\$12,643,562</b>
<b>KAMAN</b> <sup>5</sup>					
K-1200 K-MAX	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>Leonardo Helicopters</b> <sup>5, 9, 10, 14</sup>					
AW119	15	18	14	15	62
AW109	1	3	3	10	17
AW139	8	14	9	18	49
AW169	3	13	6	8	30
AW189 / AW149	1	2	2	7	12
AW159	0	0	0	0	0
AW101	0	1	0	3	4
CH47F	0	0	0	0	0
SW4	0	0	0	0	0
W3	0	0	0	0	0
<b>Total Units</b>	<b>28</b>	<b>51</b>	<b>34</b>	<b>61</b>	<b>174</b>
<b>Total Billings</b>	<b>\$195,940,000</b>	<b>\$401,340,000</b>	<b>\$264,180,000</b>	<b>\$524,440,000</b>	<b>\$1,385,900,000</b>
<b>MD Helicopters, LLC</b>					
MD 500E	0	0	0	1	1
MD 530F	3	0	1	4	8
<b>Total Units</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>9</b>
<b>Total Billings</b>	<b>\$9,000,000</b>	<b>\$0</b>	<b>\$3,000,000</b>	<b>\$14,800,000</b>	<b>\$26,800,000</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	4	6	2	3	15
R44 Cadet	4	2	2	1	9
R44 Raven I	22	17	8	6	53
R44 Raven II	20	24	28	29	101
R66	31	31	18	38	118
<b>Total Units</b>	<b>81</b>	<b>80</b>	<b>58</b>	<b>77</b>	<b>296</b>
<b>Total Billings</b>	<b>\$59,144,000</b>	<b>\$58,808,000</b>	<b>\$41,228,000</b>	<b>\$62,168,000</b>	<b>\$221,348,000</b>
<b>Schweizer RSG</b>					
S300C	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>\$532,500</b>	<b>\$532,500</b>
<b>Sikorsky Aircraft Corporation<sup>4,5</sup></b>					
S-70i	0	0	1	9	10
S-76	0	0	3	0	3
S-92	1	0	0	2	3
<b>Total Units</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>11</b>	<b>16</b>
<b>Total Billings</b>	<b>\$27,000,000</b>	<b>\$0</b>	<b>\$71,000,000</b>	<b>\$288,000,000</b>	<b>\$386,000,000</b>

<b>Grand Total Civil Aircraft Shipments<sup>6</sup></b>	<b>785</b>	<b>1,089</b>	<b>963</b>	<b>1,470</b>	<b>4,307</b>
<b>Grand Total Aircraft Billings</b>	<b>\$4,516,237,887</b>	<b>\$6,047,761,265</b>	<b>\$6,051,644,770</b>	<b>\$10,507,341,452</b>	<b>\$28,302,985,375</b>

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

Make and Model	QI	QII	QIII	QIV	YTD
<b>Air Tractor</b>					
AT-802U	2	2	0	1	5
<b>Total Units</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>5</b>
<b>Bell</b>					
H-1	3	4	4	2	13
V-22	3	3	2	0	8
<b>Total Units</b>	<b>6</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>21</b>
<b>NHIndustries<sup>10</sup></b>					
NH90	3	4	2	10	19
<b>Total Units</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>10</b>	<b>19</b>
<b>Sikorsky Aircraft Corporation</b>					
Blackhawk	10	11	3	22	46
Seahawk	0	0	0	0	0
CH-53K	0	0	0	4	4
CH-148	0	0	0	1	1
VH-92	0	0	0	2	2
<b>Total Units</b>	<b>10</b>	<b>11</b>	<b>3</b>	<b>29</b>	<b>53</b>
<b>Textron Aviation</b>					
Beechcraft T-6 A / B / C	5	4	4	0	13
Beechcraft AT-6	0	0	0	0	0
<b>Total Units</b>	<b>5</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>13</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 2023.
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 General AG50 S-LSA, Waco Junkers A50 Junior S-LSA, Dassault Falcon 6X, and PAC 750XL-II SuperPAC were added to the report in 2023. Additionally, the Eclipse Aerospace, Inc. Eclipse 550 and Textron Aviation CE-T182 Turbo Skylane were re-introduced to the shipment report.
13. Shipments for American Champion Aircraft were not available at time of publication of the report.
14. Leonardo released year-end financial results after the initial publication of the report. The report was updated on March 8, 2024.