

## **General Aviation Aircraft Shipment Report**

**General Aviation Manufacturers Association** 

1400 K Street NW, Suite 801 | Washington, DC 20005 | USA

Rue de la Loi 67 | Brussels 1040 | Belgium

## 2024 Third Quarter

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

QI	QII	QIII	QIV	Year-To-Date
247	428	415	0	1,090
45	<u>41</u>	<u>45</u>	<u>0</u>	<u>131</u>
292	469	460	0	1,221
100	150	138	0	388
8	<u>22</u>	<u>17</u>	<u>0</u>	<u>47</u>
108	172	155	0	435
<u>127</u>	<u>195</u>	<u>179</u>	<u>0</u>	<u>501</u>
235	367	334	0	936
527	836	794	0	2,157
\$4,065,217,898	\$7,269,434,231	\$5,961,508,785	\$0	\$17,296,160,914
53	55	48	0	156
131	178	169	0	478
184	233	217	0	634
\$682,125,279	\$1,005,537,388	\$1,017,983,449	\$0	\$2,705,646,116
	247 45 292 100 8 108 108 127 235 527 \$4,065,217,898 53 131 184	247 428   45 41   292 469   100 150   8 22   108 172   127 195   235 367   527 836   \$4,065,217,898 \$7,269,434,231   53 55   131 178   184 233	247   428   415     45   41   45     292   469   460     100   150   138     8   22   17     108   172   155     127   195   179     235   367   334     527   836   794     \$4,065,217,898   \$7,269,434,231   \$5,961,508,785     53   55   48     131   178   169     184   233   217	$\begin{array}{c c c c c c c c c c c c c c c c c c c $

Airpiane Snipments<sup>1, 2, o</sup> by Type Manufactured in United States<sup>o</sup>

Туре	QI	QII	QIII	QIV	Year-To-Date
Single-Engine Piston	150	317	304	0	771
Multi-Engine Piston	5	<u>5</u>	<u>8</u>	<u>0</u>	<u>18</u>
Total Piston Airplanes	155	322	312	0	789
Single-Engine Turboprops	81	106	98	0	285
Multi-Engine Turboprops	8	<u>22</u>	<u>15</u>	<u>0</u>	45
Total Turboprop Airplanes	89	128	113		330
Business Jets	97	<u>126</u>	<u>131</u>	<u>0</u>	<u>354</u>
Total Turbine Airplanes	186	254	244	0	684
Grand Total	341	576	556	0	1,473

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

Туре	QI	QII	QIII	QIV	Year-To-Date
Single-Engine Piston and Electric	115	129	114	0	358
Multi-Engine Piston	40	<u>36</u>	<u>37</u>	<u>0</u>	<u>113</u>
Total Piston Airplanes	155	165	151	0	471
Single-Engine Turboprops	16	41	38	0	95
Multi-Engine Turboprops	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>2</u>
Total Turboprop Airplanes	16	41	40	0	97
Business Jets	7	<u>24</u>	<u>14</u>	<u>0</u>	<u>45</u>
Total Turbine Airplanes	23	65	54	0	142
Grand Total	178	230	205	0	613

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

Airbus Corporate Jets 7     0     0     0     0     0       AC.2320+00     0     0     0     1     0     1     AC.3320heo     1     0     0     AC.3320heo     0     0     0     0     0     AC.3320heo     0     0     0     0     0     0     0     AC.3320heo     0     0     0     0     0     0     0     AC.3320heo     0     0     0     0     0     AC.3320heo     0     0     0     0     0     AC.3330-200     \$\$     0     0     0     0     AC.320heo     \$     0     0     0     AC.320heo     \$\$     0     0     0     0     AC.320heo     \$     0     1     0     0     0     1     0     1     0     1     0     1     0     1     1     0     1     1     1     1     1     1     1     1     1     1     1     1     1     1<	<b>Airplane Shipments<sup>1, 2, 6</sup></b> by Type Manufactured Worldwide								
AC.220-100     0     0     0     0     0       AC.332neo     0     0     0     0     0     0       AC.332neo     0     0     0     0     0     0     0       AC.332neo     0     0     0     0     0     0     0       AC.332neo     0     0     0     0     0     0     0       Total Billings     \$95,000,00     \$0     \$87,000,000     \$0     \$182       Air Tacco <sup>4</sup> 0     0     0     0     0     0       AT-402B     3     7     5     5     7     AT-502A/XP     8     8     7       AT-502B     10     8     8     7     3     3     7       AT-802A     17     13     13     3     3     7     5     50     \$243       AVIC General     5.12     5     5     50     \$243     50     50     \$243     50     50	əl C	QIV YTE	)						
ACJ20+100 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0									
ACJ319heo     0     0     1     ACJ320heo     0			0						
ACJ320neo     1     0     0       ACJ3321neo     0     0     0       ACJ330200     0     0     0       Total Billings     \$95,000,000     \$0     \$87,000,000     \$0       Air Tractor <sup>4</sup> 0     0     0     0       AT-402B     3     7     5     5       AT-502MXP     8     8     7     5       AT-502B     10     8     8     7       AT-502     2     3     3     7       AT-802AXP     8     8     7     7       AT-504     0     1     2     7       AT-802     2     3     3     7       AT-802AF     7     6     3     3       AT-802AF     7     6     3     4       AT-802A     1     1     0     8       ACWC General <sup>6,12</sup> 3     3     5     5243       AVIC General <sup>6,12</sup> 0     0     0     1 </td <td></td> <td></td> <td>1</td>			1						
AC.1321neo     0     0     0     0     0       AC.330-200     0     0     0     0     0     0       Total Units     \$95,000,000     \$00     \$87,000,000     \$00     \$162       Air Tractor <sup>4</sup> 0     0     0     0     0     0       AT-402A     0     0     0     0     0     0       AT-402B     3     7     5     5     7       AT-502B     10     8     8     7       AT-602     4     5     7     7       AT-802A     17     13     13     3       AT-802A     17     6     3     3     7       Total Units     54     54     51     0     50     \$243       AVIC General <sup>6,12</sup> 3     3     3     3     1     0     5243       AVIC General <sup>6,12</sup> 1     1     0     0     1     1     0     1     1     0			1						
ACJ330-200     0     0     0     0     0       Total Billings     \$95,000,000     \$0     \$87,000,000     \$0     \$182       Air Tractor 4     0     0     0     0     \$182       Air Tractor 4     0     0     0     \$182       Ar-402A     0     0     0     \$182       Ar-402B     3     7     5     \$182       AT-502B     10     8     8     \$1       AT-602A     1     2     \$1     \$1       AT-802A     17     13     13     \$1       AT-802A     17     13     13     \$1       AT-802AF     7     6     3     \$1			0						
Total Billings     Image: set of the set			0						
Total Billings     \$95,000,000     \$0     \$87,000,000     \$0     \$182       Air Tractor <sup>4</sup> 0     0		0	2						
Air Tractor     Art 402A     0     0     0       AT-402B     3     7     5       AT-502A/XP     8     8     7       AT-502B     10     8     8       AT-502A/XP     8     8     7       AT-502B     10     8     8       AT-502A     0     1     2       AT-602     4     5     7       AT-802     2     3     3       AT-802A     17     13     13       AT-802F     3     3     3       Total Units     54     54     51     0       SR20     1     1     0     0     0       AG50     1     0     0     0     0     2       Total Billings     \$930,556     \$902,778     \$2,042,254     \$0     \$3       Boring Business Jets 7     0     0     0     0     0     83       Boring Business Jets 7     0     0     0     1	¢a	-	<u>م</u> 2,000,000						
AT-402A   0   0   0     AT-402B   3   7   5     AT-502A/XP   8   8   7     AT-502B   10   8   8     AT-502A/XP   4   5   7     AT-602   4   5   7     AT-602   2   3   3     AT-802A   17   13   13     AT-802F   7   6   3     AT-802F   3   3   3     Total Units   54   54   51   0     SR20   1   1   0   0   0     SG50   1   0   0   0   0     G610C   0   0   0   0   0     AG50   1   0   0   0   0     Gabing Business Jets 7   2   1   3   0   3     BBJ 737-7   0   0   0   0   1   1     BBJ 737-8   0   1   1   0   1   1     BBJ 737-9   0 </td <td></td> <td></td> <td>.,000,000</td>			.,000,000						
AT-402B   3   7   5     AT-502A/XP   8   8   7     AT-502B   10   8   8     AT-504   0   1   2     AT-602   4   5   7     AT-802   2   3   3     AT-802A   17   13   13     AT-802F   3   3   3     Total Units   54   54   51   0     SR20   1   1   0   6     B610C   0   0   0   1     R20   1   1   0   6     SR20   1   1   0   6     Gation   0   0   1   1     B610C   0   0   1   1     Gation   0   0   1   1   1     Gation   0   0   1   1   1     B50   0   0   0   1   1   1     B6103   2   1   3   0   1   1			0						
AT-502A/XP   8   8   7     AT-502B   10   8   8     AT-502B   10   8   8     AT-502B   0   1   2     AT-602   4   5   7     AT-802A   2   3   3     AT-802A   17   13   13     AT-802F   3   3   3     Total Units   54   54   51   0     Total Billings   \$82,750,029   \$82,688,951   \$77,804,580   \$243     AVIC General   6.12   0   0   0   \$243     SR20   1   1   0   6   \$243     SR20   1   1   0   \$243     SR20   1   0   0   \$243     SR20   1   1   0   \$365     SR20   1   0   0   \$375     SR20   0   0   0   \$3     Difficities   2   1   3   0     Total Billings   \$930,556   \$902,778			0						
AT-502B   10   8   8     AT-504   0   1   2     AT-602   4   5   7     AT-802   2   3   3     AT-802A   17   13   13     AT-802AF   7   6   3     AT-802F   3   3   3     Total Units   54   54   51   0     Total Billings   \$82,750,029   \$82,688,951   \$77,804,580   \$0   \$243     AVIC General <sup>6,12</sup> 1   1   0   \$0   \$0   \$243     SR20   1   1   0   \$0   \$243   \$0   \$243     AVIC General <sup>6,12</sup> 1   1   0   \$0   \$243   \$0   \$243     SR20   1   1   0   \$0   \$0   \$243   \$0   \$243     SR20   1   1   0   \$0   \$0   \$0   \$0   \$0   \$0   \$0   \$0   \$0   \$0   \$0   \$0   \$0   \$0   \$0   \$0   \$0   \$0			15						
AT-504   0   1   2     AT-602   4   5   7     AT-802   2   3   3     AT-802A   17   13   13     AT-802AF   7   6   3     AT-802F   3   3   3     Total Units   54   54   51   0     Total Billings   \$82,750,029   \$82,688,951   \$77,804,580   \$0     AVIC General <sup>6,12</sup> 1   1   0   0     SR20   1   1   0   0     AG50   1   0   0   0     Y5B   0   0   0   0     Cotal Units   2   1   3   0     Total Units   2   1   3   0     Total Billings   \$930,556   \$902,778   \$2,042,254   \$0   \$3     Boeing Business Jets <sup>7</sup> 0   0   0   \$3     Bol 737-7   0   0   0   \$3     BbJ 737-7   0   0   1   0     Total Un			23						
AT-602   4   5   7     AT-802   2   3   3     AT-802A   17   13   13     AT-802F   7   6   3     AT-802F   3   3   3     Total Units   54   54   51   0     Total Sillings   \$82,750,029   \$82,688,951   \$77,804,580   \$0     SR20   1   1   0   0   \$243     AVIC General   6.12   \$82,750,029   \$82,688,951   \$77,804,580   \$0     SR20   1   0   0   0   \$0   \$0   \$0     SR20   1   0   0   0   \$0   \$0   \$0   \$0     SR20   1   0   0   0   \$0   \$0   \$243     V5B   0   0   0   0   \$0   \$0   \$0     AG100   0   0   0   \$3   \$3   \$0   \$3     Boeing Business Jets 7   \$90,556   \$902,778   \$2,042,254   \$0   \$3 <t< td=""><td></td><td></td><td>26</td></t<>			26						
AT-802   2   3   3     AT-802A   17   13   13     AT-802AF   7   6   3     AT-802F   3   3   3     Total Units   54   54   51   0     Total Billings   \$82,750,029   \$82,688,951   \$77,804,580   \$0   \$243     AVIC General   6.12   0   0   0   \$0   \$243     AVIC General   6.12   0   0   0   \$0   \$243     AG50   1   1   0   0   \$243   \$0   \$243     AG100   0   0   0   0   \$0   \$243   \$0     AG50   1   1   0   0   \$0			3						
AT-802A   17   13   13   13     AT-802AF   7   6   3   3     AT-802F   3   3   3   3     Total Units   54   54   51   0     Total Billings   \$82,750,029   \$82,688,951   \$77,804,580   \$0     AVIC General   6,12   1   1   0     SR20   1   1   0   0     B610C   0   0   0   0     AG50   1   0   0   0     Y5B   0   0   0   0     AG100   0   0   0   0     AG100   0   0   0   0     Total Units   2   1   3   0     BJ 737-7   0   0   0   0   53     BBJ 737-7.9   0   0   0   0   54     Boring Business Jets 7   0   0   0   50   5170     BBJ 737-9   0   0   0   0   50   5170			16						
AT-802AF   7   6   3     AT-802F   3   3   3     Total Units   54   54   51   0     Total Billings   \$82,750,029   \$82,688,951   \$77,804,580   \$0   \$243     AVIC General   6.12   \$ <td< td=""><td></td><td></td><td>8</td></td<>			8						
AT-802F   3   3   3   3     Total Units   54   54   51   0     Total Billings   \$82,750,029   \$82,688,951   \$77,804,580   \$0   \$243     AVIC General   6.12   3   3   3   3   3   3   3   3   3     SR20   1   1   0   0   0   0   6.12   3			43						
Total Units     54     54     51     0       Total Billings     \$82,750,029     \$82,688,951     \$77,804,580     \$0     \$243       AVIC General     6.12     1     1     0     \$6100     \$0     \$0     \$243       SR20     1     1     1     0     \$0     \$0     \$243       SR20     1     1     1     0     \$0     \$243       SR20     1     1     0     \$0     \$243       SR20     1     1     0     \$3       B610C     0     0     0     \$3       AG100     0     0     2     \$3     \$3       Total Units     2     1     3     \$0     \$3       Boeing Business Jets     7     \$3     \$0     \$3       Boeing Business Jets     7     0     0     \$3       Boeing Business Jets     7     0     0     \$3       Boeing Business Jets     0     1     1     \$3 <td></td> <td></td> <td>16</td>			16						
Total Units     54     54     51     0       Total Billings     \$82,750,029     \$82,688,951     \$77,804,580     \$0     \$243       AVIC General     6.12     1     1     0     \$6100     \$6100     \$6100     \$6100     \$77,804,580     \$62     \$61000     \$61000     \$61000     \$61000     \$61000     \$61000     \$61000     \$61000     \$61000     \$610000     \$610000     \$610000     \$610000000     \$61000000000     \$61000000000			9						
Total Billings     \$82,750,029     \$82,688,951     \$77,804,580     \$0     \$243       AVIC General     6.12     1     1     0     86100     0		0	159						
AVIC General     6.12     1     1     0       SR20     1     1     1     0     0       B610C     0     0     0     0     0       AG50     1     0     0     0     0       Y5B     0     0     0     1     0       LE500     0     0     0     2     0       AG100     0     0     0     2     0       Total Units     2     1     3     0     \$33       Boeing Business Jets     7     0     0     0     \$33       BBJ 737-7     0     0     0     0     \$33       BBJ 737-8     0     1     1     0     \$100	\$8	\$0 \$243	3,243,560						
SR20   1   1   0   0     B610C   0   0   0   0     AG50   1   0   0   0     Y5B   0   0   0   0     LE500   0   0   0   0     AG100   0   0   2   0     Total Units   2   1   3   0     Total Billings   \$930,556   \$902,778   \$2,042,254   \$0     Boeing Business Jets   7   0   0   0   \$3     Boeing Business Jets   7   0   0   0   \$3     BBJ 737-7   0   0   0   0   \$3     BBJ 737-8   0   0   1   1   0     Total Units   0   1   1   0   \$170     Bombardier   20   13   30   0   \$170     Challenger 3500 / 650   12   20   13   60   4264     Challenger 3500 / 650   20   39   30   0   \$44,264     Cirrus									
B610C     0     0     0     0       AG50     1     0     0     0     1       V5B     0     0     0     1			2						
AG50   1   0   0   1     Y5B   0   0   1   1     LE500   0   0   0   0     AG100   0   0   0   2     Total Units   2   1   3   0     Total Billings   \$930,556   \$902,778   \$2,042,254   \$0     Boeing Business Jets   7   0   0   0     BBJ 737-7   0   0   0   1   1     BBJ 737-8   0   0   1   1   0     BBJ 737-9   0   0   1   1   0     Total Units   0   1   1   0   1     Total Billings   \$0   \$85,000,000   \$85,000,000   \$0   \$170     Bombardier   1   20   13   1   1   1     Global 5500 / 6500 / 7500   12   20   13   1   1   1     Global 5500 / 6500 / 7500   8   19   17   1   1   1   1   1     Total Units			2						
Y5B   0   0   1   1     LE500   0   0   0   0     AG100   0   0   0   2     Total Units   2   1   3   0     Total Billings   \$930,556   \$902,778   \$2,042,254   \$0   \$3     Boeing Business Jets   7   0   0   0   \$3     BBJ 737-7   0   0   0   0   \$3     BBJ 737-8   0   1   1   0   \$3     Total Units   0   1   1   0   \$3     Total Billings   \$0   \$85,000,000   \$85,000,000   \$0   \$170     Bombardier   0   1   1   0   \$170   \$0     Challenger 3500 / 650   12   20   13   \$170   \$170     Global 5500 / 6000 / 6500 / 7500   8   19   17   \$170   \$170     Total Units   20   39   30   0   \$1,283,00,000   \$1,528,300,000   \$4,264     Cirrus Aircraft   \$852,000,000   \$1,884,000			1						
LE500     0     0     0     0     0       AG100     0     0     0     2     1     3     0       Total Units     2     1     3     0     \$3       Total Billings     \$930,556     \$902,778     \$2,042,254     \$0     \$3       Boeing Business Jets     7     0     0     0     0     \$3       BbJ 737-7     0     0     0     0     0     6     36       BbJ 737-8     0     1     1     6     36     36     37       BbJ 737-9     0     0     1     1     0     37       Total Units     0     1     1     0     37       Total Billings     \$0     \$85,000,000     \$85,000,000     \$170       Bombardier     20     13     6     30     0       Challenger 3500 / 6500     12     20     13     6     30     0       Total Units     20     39     30			1						
AG100   0   2   1   3   0     Total Units   2   1   3   0   \$3     Total Billings   \$930,556   \$902,778   \$2,042,254   \$0   \$3     Boeing Business Jets   7   0   0   0   \$3     BBJ 737-7   0   0   0   0   \$3     BBJ 737-8   0   0   0   0   \$3     BBJ 737-8   0   0   1   1   \$3     BBJ 737-8   0   0   1   1   \$3     BBJ 737-9   0   0   0   1   1   \$3     Total Units   0   1   1   0   \$3   \$3     Bombardier   20   13   30   \$3   \$3   \$3     Global 5500 / 6500   12   20   13   30   \$3   \$3     Global 5500 / 6500 / 7500   8   19   17   30   \$3   30   \$3   30   \$3   30   \$3   30   \$3   30   \$3   30 <th< td=""><td></td><td></td><td>1</td></th<>			1						
Total Units     2     1     3     0       Total Billings     \$930,556     \$902,778     \$2,042,254     \$00     \$33       Boeing Business Jets     7     0     0     0     0     \$33       BBJ 737-7     00     0     1 <td></td> <td></td> <td>0</td>			0						
Total Billings     \$930,556     \$902,778     \$2,042,254     \$0     \$33       Boeing Business Jets     7     0     0     0     0     0     \$33       BBJ 737-7     0     0     0     0     0     0     0     1     1     9     9     1 <t< td=""><td></td><td>0</td><td><u> </u></td></t<>		0	<u> </u>						
Boeing Business Jets     7     0     1     1     0     0     \$     0     1     1     0     \$     1     0     1     0     \$     1     0     \$     1     0     \$     1     0     1     0     \$     1     0     \$     1     0     \$     1     0     1     0     \$     1     0     1     1     0     1     1     0     1     1     0     1     1     0     1     1     0			ь 3,875,588						
BBJ 737-7   0   0   0     BBJ 737-8   0   1   1     BBJ 737-8   0   1   1     BBJ 737-9   0   0   0     Total Units   0   1   1   0     Total Billings   \$0   \$85,000,000   \$85,000,000   \$0   \$170     Bombardier        \$170     Challenger 3500 / 650   12   20   13    \$170     Global 5500 / 6500 / 7500   8   19   17       Total Units   20   39   30   0      Total Billings   \$852,000,000   \$1,528,300,000   \$4,264       Cirrus Aircraft        \$4,264     SR20   1   66   36			1,075,500						
BBJ 737-8   0   1   1     BBJ 737-9   0   0   0     Total Units   0   1   1   0     Total Billings   \$0   \$85,000,000   \$85,000,000   \$0   \$170     Bombardier        \$170     Challenger 3500 / 650   12   20   13    \$170     Global 5500 / 6500 / 7500   8   19   17       Total Units   20   39   30   0       Total Billings   \$852,000,000   \$1,884,000,000   \$1,528,300,000   \$4,264      Cirrus Aircraft        \$4,264     SR20   1   66   36									
BBJ 737-9   0   0   0     Total Units   0   1   1   0     Total Billings   \$0   \$85,000,000   \$85,000,000   \$0   \$170     Bombardier   0   12   20   13   17   17     Global 5500 / 6500 / 7500   8   19   17   18   19   17   17   17   17   17   17   17   17   17   17   17   18   18   19   17   17   17   18   19   17   17   19   10   10   10   10   10   10   10   10   10   10   10   10   10   10   10   10     <			0						
Total Units     0     1     1     0       Total Billings     \$0     \$85,000,000     \$85,000,000     \$0     \$170       Bombardier     20     12     20     13     6     6     7       Challenger 3500 / 650     12     20     13     6     6     6     7     6     7			2						
Total Billings     \$0     \$85,000,000     \$85,000,000     \$0     \$170       Bombardier     Challenger 3500 / 650     12     20     13     6     6     6     6     7     6     7			<u>0</u>						
Bombardier     12     20     13       Challenger 3500 / 650     12     20     13       Global 5500 / 6000 / 6500 / 7500     8     19     17       Total Units     20     39     30     0       Total Billings     \$852,000,000     \$1,884,000,000     \$1,528,300,000     \$0     \$4,264       Cirrus Aircraft     1     66     36     36     36		-	2						
Challenger 3500 / 650   12   20   13     Global 5500 / 6000 / 6500 / 7500   8   19   17     Total Units   20   39   30   0     Total Billings   \$852,000,000   \$1,884,000,000   \$1,528,300,000   \$4,264     Cirrus Aircraft   5820   1   66   36   36		\$0 \$170	0,000,000						
Global 5500 / 6000 / 6500 / 7500   8   19   17     Total Units   20   39   30   0     Total Billings   \$852,000,000   \$1,884,000,000   \$1,528,300,000   \$4,264     Cirrus Aircraft   8   1   66   36   36									
Global 5500 / 6000 / 6500 / 7500     8     19     17       Total Units     20     39     30     0       Total Billings     \$852,000,000     \$1,884,000,000     \$1,528,300,000     \$0     \$4,264       Cirrus Aircraft     9     1     66     36     9     1			45						
Total Units     20     39     30     0       Total Billings     \$852,000,000     \$1,884,000,000     \$1,528,300,000     \$0     \$4,264       Cirrus Aircraft     SR20     1     66     36     4	7500		44						
Total Billings     \$852,000,000     \$1,884,000,000     \$1,528,300,000     \$0     \$4,264       Cirrus Aircraft     3820     1     66     36     36     36		0	89						
Cirrus Aircraft SR20 1 66 36	\$85		4,300,000						
SR20 1 66 36			,,						
			103						
SR22 14 32 45			91						
SR22T 40 91 94			225						
SF50 <u>20</u> <u>23</u> <u>19</u>			<u>62</u>						
Total Units 75 212 194 0		-	481						
	\$13	\$0 \$651	1,325,973						
CubCrafters <sup>6, 11</sup>									
Carbon Cub LSA & E/A-B 7 14 14			35						
XCub/NXCub E/A-B 8 10 2			20						
CC19 XCub/NXCub <u>4</u> <u>3</u> <u>5</u>			<u>12</u>						
CC19 XCub/NXCub     4     3     5       Total Units     19     27     21     0		0	67						
	\$		9,295,500						

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

Airplane Shipments <sup>1, 2, 6</sup> by Type Manufactured Worldwide								
Make and Model	QI	QII	QIII	QIV	YTD			
DAHER <sup>12</sup>								
Kodiak 100	2	4	1		7			
Kodiak 900	3	3	2		8			
TBM 910	0	0	0		0			
TBM 960	8	<u>18</u>	11		<u>37</u>			
Total Units	13	25	14	0	52			
Total Billings	\$60,310,000	\$119,710,000	\$69,170,000	\$0	\$249,190,000			
Dassault Aviation <sup>5, 8, 12</sup>		. , ,			. , ,			
2000LXS / 900LX / 6X / 7X / 8X		<u>12</u>			12			
Total Units		12		0	12			
Total Billings		\$639,300,000		°	\$639,300,000			
Diamond Aircraft <sup>5, 6</sup>		\$000,000,000	/		\$000,000,000			
	r	4	0		0			
DA20 (All)	5	4	0		9			
	23	26	28		77			
DA42 (All)	16	9	14		39			
DA50	8	2	11		21			
DA62	<u>12</u>	<u>20</u>	<u>16</u>		48			
Total Units	64	61	69	0	194			
Total Billings	\$51,075,600	\$48,062,100	\$58,289,800	\$0	\$157,427,500			
Eclipse Aerospace, Inc. <sup>12</sup>								
Eclipse 550	<u>0</u>	<u>0</u>	<u>0</u>		<u>0</u>			
Total Units	0	0	0	0	0			
Total Billings	n/a	n/a	n/a	n/a	n/a			
Elixir Aircraft								
Elixir 912iS	<u>3</u>	<u>6</u>	<u>3</u>		12			
Total Units	3	6	3	0	12			
Total Billings	\$745,200	\$1,724,800	\$800,250	\$0	\$3,270,250			
Embraer <sup>5, 12</sup>								
Phenom 100EV	1	0	0		1			
Phenom 100EX	0	2	4		6			
Phenom 300	0	0	0		0			
Phenom 300E	10	18	18		46			
Praetor 500	3	3	9		15			
Praetor 600	4	<u>4</u>	<u>10</u>		<u>18</u>			
Total Units	18	27	41	0	86			
Total Billings	\$283,110,000	\$389,065,000	\$659,795,000	\$0	\$1,331,970,000			
Epic Aircraft, LLC								
E1000 GX	3	<u>8</u>	7		<u>18</u>			
Total Units	3	8	7	0	18			
Total Billings	\$13,350,000	\$35,600,000	\$31,500,000	\$0	\$80,450,000			
Extra Aircraft	, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	, ,	, , , , , , , , , , , , , , , , , , , ,		,,			
Extra 300	1	1	3		5			
Extra NG	5		3		1 <u>3</u>			
Total Units	<u>5</u> 6	<u>5</u> 6	<u>5</u> 6	0	18			
Total Billings	\$3,752,000	6 \$3,752,000	\$3,300,000	\$0	10 \$10,804,000			
	<i>ψ</i> 3,732,000	φ3,1 52,000	<i>4</i> 3,300,000	<b>۵</b> ۵	φ10,00 <del>4</del> ,000			
Flight Design GmbH <sup>6</sup>		_			10			
F2	4	5	4		13			
CT ASTM	2	<u>2</u> 7	<u>1</u>		5			
Total Units	6		5	0	18			
Total Billings	\$1,050,000	\$1,165,000	\$870,000	\$0	\$3,085,000			

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

Airplane Shipments <sup>1, 2, 6</sup> by Type Manufactured Worldwide								
Make and Model	QI	QII	QIII	QIV	YTD			
Game Composites								
GB1 GameBird	<u>5</u>	<u>5</u>	<u>4</u>		<u>14</u>			
Total Units	5	5	4	0	14			
Total Billings	\$3,141,000	\$3,141,000	\$2,512,800	\$0	\$8,794,800			
Gulfstream Aerospace Corp. 5, 12								
Gulfstream 280	3	6	4		13			
Gulfstream 500 / 600 / 650/ER / G700	<u>21</u>	<u>31</u>	24		76			
Total Units	24	37	28	0	89			
Total Billings	\$1,515,450,000	\$2,275,592,857	\$1,709,450,000	\$0	\$5,500,492,857			
Honda Aircraft Company	+ ,,,,,	,_,_,_,_,_,,_,,	+ -,,,		+-,,,,,			
HA-420 HondaJet	2	2	F		0			
Total Units	<u> </u>	<u> </u>	<u>5</u>	0	<u>9</u>			
	£42.000.000	ک ۵۵۵ ۵۵۵ ۴43	5 \$34,750,000	0 \$0	\$ \$62 550 000			
Total Billings	\$13,900,000	\$13,900,000	\$34,750,000	<b>Φ</b> υ	\$62,550,000			
ICON Aircraft <sup>6</sup>								
A5	<u>4</u>	<u>4</u>	<u>1</u>		<u>9</u>			
Total Units	4	4	1	0	9			
Total Billings	\$1,540,000	\$1,540,000	\$425,000	\$0	\$3,505,000			
NZSkydive Ltd. <sup>12</sup>								
E-350 Expedition	1	0	0		1			
Cresco	0	0	0		0			
PAC 750XL	0	0	0		0			
PAC 750XL-II SuperPAC	0	<u>0</u>	<u>0</u>		0			
Total Units	1	0	0	0	1			
Total Billings	\$725,000	\$0	\$0	\$0	\$725,000			
Piaggio Aerospace								
P.180 Avanti Evo	<u>0</u>	<u>0</u>	2		2			
Total Units	<u> </u>	<u>0</u>	2	0	2			
Total Billings	\$0	\$0	\$16,990,000	\$0	ے \$16,990,000			
	ΨŪ	ψυ	ψ10,000,000	ψυ	ψ10,330,000			
Pilatus	0	22	77		50			
PC-12	8	23	27		58			
PC-24 Total Units	<u>6</u> 14	<u>12</u> 35	<u>13</u> <b>40</b>	0	<u>31</u> <b>89</b>			
Total Billings	\$130,660,000	\$304,720,000	40 \$343,030,000	\$0	89 \$778,410,000			
	\$130,000,000	\$304,720,000	\$343,030,000	φU	\$776,410,000			
Piper Aircraft, Inc. <sup>12</sup>								
PA-28-181 Archer / Pilot 100i	28	56	34		118			
PA-44-180 Seminole	4	5	8		17			
PA-46-350P M350	4	6	3		13			
PA-46-500TP M500	1	3	5		9			
PA-46-600TP M600/SLS	2	0	1	~	3			
PA-46-701TP M700 Fury Total Units	<u>0</u> 39	77	<u>17</u> 68	<u>0</u> 0	<u>24</u> 184			
Total Billings	\$36,627,406	\$82,263,636	00 \$124,482,015	\$0	\$243,373,057			
	φ30,0∠1,400	<b>402,203,030</b>	ψ12 <del>4</del> ,402,013	ψŪ	φ <b>∠</b> <del>1</del> 0,010,001			
Pipistrel Aircraft		10			~~			
Alpha Trainer ASTM	14	13	1		28			
VSW ASTM	4	3	0		1			
Virus SW 121 Explorer	6	8	4		18			
Virus SW 128 Velis Electro	2	<u>0</u> 24	$\frac{4}{2}$		<u>6</u>			
Total Units	26		9	0	59			
Total Billings	n/a	n/a	n/a	n/a	n/a			
TECNAM Aircraft <sup>5,6</sup>								
ASTM - LSA	22	22	8		52			
P2002JF	0	2	0		2			
P92JS	0	0	0		0			
P2008JC	8	21	24		53			
P-Mentor	15	15	14		44			
P2006T	8	4	5		17			
P2010P Twenty Ten	16	15	10		41			
	4	3	2		9			
P2012 Traveller		•			•			
P2012 Traveller Total Units	73	82	63	0	21 <mark>8</mark>			

Airnlane Shinments <sup>1, 2, 6</sup>	<sup>å</sup> by Type Manufactured Worldwide
All plane Shipments	by Type Manufactured Wondwide

	Snipments		utactured wor		
Make and Model	QI	QII	QIII	QIV	YTD
Textron Aviation <sup>4,5</sup>					
CE-172S Skyhawk SP	31	41	48		120
CE-182T Skylane	7	5	13		25
CE-T182 Turbo Skylane	8	2	12		22
CE-T206H Turbo Stationair	4	9	8		21
Bonanza G36	1	1	2		4
Baron G58	1	0	0		1
CE-208 Caravan 675	2	3	2		7
CE-208B Grand Caravan EX	10	19	8		37
King Air 260	1	10	7		18
King Air 360 / ER	6	11	5		22
CE-408 SkyCourier	1	1	3		5
CE-525 Citation M2 Gen2	4	5	8		17
CE-525B Citation CJ3+	6	8	6		20
CE-525C Citation CJ4 Gen2	6	8	7		21
CE-560 Citation XLS+ Gen2	2	5	4		11
CE-680A Citation Latitude	13	8	11		32
CE-700 Citation Longitude	5	<u>8</u>	<u>5</u>		<u>18</u>
Total Units	108	144	149	0	401
Total Billings (Combined)	\$734,851,200	\$968,838,700	\$828,701,100	\$0	\$2,532,391,000
Thrush Aircraft, LLC.					
S2R-T34	0	0	0		0
S2RHG-T65	0	0	0		0
S2R-510	6	7	5		18
S2R-T660	1	1	1		3
S2R-G10	0	0	0		0
S2R-H80	0	<u>0</u>	<u>0</u>		<u>0</u>
Total Units	7	8	6	0	21
Total Billings	\$11,358,658	\$12,737,223	\$9,908,448	\$0	\$34,004,329
WACO Aircraft Company					
Junkers A50 Junior S-LSA	1	0	0		1
Great Lakes 2T-1A-2	1	0	0		1
Amphibious YMF-5	0	0	0		0
YMF-5 Super	1	0	0		1
Total Units	3	<u>0</u> 0	0	0	3
Total Billings	\$1,087,500	\$0	\$0	\$0	\$1,087,500

Rotorcraft Shipments <sup>1, 2</sup> by Type Manufactured Worldwide								
Make and Model	QI	QII	QIII	QIV	YTD			
Airbus Helicopters <sup>5, 9, 10</sup>								
H125 / H125M	21	26	16		63			
H130	4	16	11		31			
H135 / H135M	4	9	11		24			
H145 / H145M	14	11	17		42			
H155	0	0	0		0			
H160	3	3	3		9			
H175	1	4	4		9			
H215 / H215M	0	0	0		0			
H225 / H225M	1	2	3		6			
TIGER	0	0	0		0			
Total Units	48	71	65	0	18 <u>4</u>			
Total Billings	\$318,600,000	\$449,400,000	\$501,000,000	\$0	\$1,269,000,000			
Bell <sup>5</sup>	\$010,000,000	\$110,100,000	\$001,000,000	ΨŬ	\$ 1,200,000,000			
	10	10	24					
505	12	19	24		55			
407GXi	4	9	13		26			
429	1	3	3		7			
429WLG	0	0	1		1			
412EPI	0	1	0		1			
412EPX	1	0	3		4			
Huey II	0	<u>0</u>	<u>0</u>		<u>0</u>			
Total Units	18	32	44	0	94			
Total Billings	\$63,200,000	\$123,700,000	\$190,200,000	\$0	\$377,100,000			
Enstrom Helicopter Corp. 4,5								
F28F, 280FX	0	0	2		2			
480B	<u>2</u>	<u>0</u>	<u>0</u>		<u>2</u>			
Total Units	2	0	2	0	4			
Total Billings	\$1,316,000	\$0	\$1,200,000	\$0	\$2,516,000			
Hélicoptères Guimbal								
Cabri G2	<u>6</u>	7	<u>6</u>		19			
Total Units	6	<u>7</u> 7	6	0	19			
Total Billings	\$2,416,279	\$3,332,388	\$3,528,449	\$0	\$9,277,116			
Leonardo Helicopters <sup>5, 9, 10, 14</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			
AW103	0	1	0		1			
CH47F	0	0	0		0			
SW4	0	0	0		0			
W3	v	-	<u>0</u>		0			
Total Units	<u>0</u> 29	<u>0</u> 45	30	0	10 <u>4</u>			
Total Billings	\$232,180,000	\$367,420,000	\$265,120,000	\$0	\$864,720,000			
MD Helicopters, LLC	+ <b>-</b> ,, <b>300</b>	÷==:,: <b>=</b> 0, <b>300</b>	+===,.==,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		÷=• .,. <b>_</b> •,•••			
		~	_		^			
MD 500E MD 530F	0	0	0		0			
	0	<u>0</u>	<u>0</u>	_	<u>0</u> 0			
Total Units	0	0	0	0	-			
Total Billings	\$0	\$0	\$0	\$0	\$0			

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

Make and Model	QI	QII	QIII	QIV	YTD
Robinson Helicopter Company <sup>5</sup>					
R22 Beta II	6	6	1		13
R44 Cadet	2	1	1		4
R44 Raven I	9	9	9		27
R44 Raven II	30	31	26		87
R66	<u>34</u>	31	<u>30</u>		<u>95</u>
Total Units	81	<u>31</u> 78	<u>30</u> 67	0	226
Total Billings	\$64,413,000	\$61,135,000	\$55,133,000	\$0	\$180,681,000
Schweizer RSG					
S300C	0	1	2		3
S300CBi	0	0	1		1
Total Units	0	1	2	0	3
Total Billings	\$0	\$550,000	\$1,802,000	\$0	\$2,352,000
Sikorsky Aircraft Corporation <sup>4, 5</sup>					
S-76	0	0	0		0
S-92	0	0	0		0
Total Units	0	0	0	0	0
Total Billings	\$0	\$0	\$0	\$0	\$0

Grand Total Civil Aircraft Shipments <sup>6</sup>	774	1,138	1,037	0	2,949
Grand Total Aircraft Billings	\$4,747,343,177	\$8,274,421,620	\$6,977,690,234	\$0	\$19,999,455,030

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

Make and Model	QI	QII	QIII	QIV	YTD
Air Tractor					
AT-802U	<u>0</u>	2	<u>4</u> 4		<u>6</u>
Total Units	0	2	4	0	6
Bell					
H-1	2	2	0		4
V-22	<u>0</u>	<u>11</u> <b>13</b>	<u>1</u>		<u>12</u>
Total Units	2	13	1	0	16
NHIndustries <sup>10</sup>					
NH90	2	3	1		6
Total Units	2	3	1	0	6
Sikorsky Aircraft Corporation					
Blackhawk	10	14	19		43
Seahawk	2	0	5		7
CH-53K	0	0	2		2
CH-148	0	0	0		0
VH-92	1	1	2		4
Total Units	13	15	<u>2</u> 28	0	56
Textron Aviation					
Beechcraft T-6 A / B / C	1	0	0		1
Beechcraft AT-6	0	0	2		2
Total Units	1	Ō	<u>2</u> 2	0	3

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 approximate aircraft abimments are not included in main abimment table table, but listed expectatory

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 report.