
Falcon 900LX

Aircraft Guide

Key data about nearly 200 jets, turboprops and helicopters

AS SOON AS ITS FIRST owner departs from the manufacturer's delivery center, a new airplane technically becomes used (or preowned). For various reasons, however, 10 years after an aircraft's final production date is generally considered the milestone separating "newer" used business aircraft from "older" ones.

In deciding which aircraft to cover, we went well past this 10-year mark to provide information on all business airplanes and helicopters manufactured since 1993. This means our list includes some models manufactured before that year, as long as they were still being produced as recently as 1993. As a rule, a long production run is indicative of a successful aircraft.

We have not listed new models that, at press time, had yet to receive final certification. ■


Eclipse 550


Airbus ACJ318

JETS

Aircraft Name	Model Number	Prices ($ millions)			Seats			Cabin			
		New	Used (min)	Used (max)	Passengers (typical)	Passengers (max)	Pilots (typical)	Volume (cu ft)	Width (ft)	Height (ft)	Length (ft)
Airbus											
ACJ318	A 318-112	$68.0	$21.6	$60.0	19	132	2	5,300	12.08	7.33	70.92
ACJ319	A 319-133	$83.0	$18.4	$77.0	19	156	2	5,900	12.08	7.33	78.75
ACJ320	A 320-100	$91.0	$12.3	$86.0	19	179	2	6,825	12.08	7.33	91.00
ACJ321	A 321-200	$105.0	$20.7	$100.0	19	220	2	8,547	12.08	7.33	113.75
ACJ340	A 340-200	$248.0	$26.6	$230.0	19	420	2	N/A	17.33	7.91	166.67
Boeing											
BBJ	B 737-700IGW	$68.8	N/A	N/A	19	149	2	5,390	11.50	7.00	79.20
BBJ 2	B 737-800	$85.5	N/A	N/A	19	189	2	6,695	11.50	7.00	98.50
BBJ 3	B 737-900ER	$92.9	N/A	N/A	19	215	2	7,290	11.50	7.00	107.25
Bombardier											
Challenger 300	BD-100-1A10	$24.3	$12.0	$23.0	8	16	2	860	7.17	6.08	28.60
Challenger 601-3AER	CL-600-2B16	$18.3	$3.8	$5.2	9	19	3	1,035	8.20	6.10	28.30
Challenger 601-3R	CL-600-2B16	$19.1	$4.7	$5.5	9	19	2	1,035	8.20	6.10	28.30
Challenger 604	CL-600-2B16	$26.8	$7.6	$14.7	9	19	2	1,150	8.17	6.08	28.40
Challenger 605	CL-600-2B16	$30.2	$18.0	$27.0	9	19	2	1,150	8.17	6.08	28.40
Challenger 850	CL-600-2B19	$30.2	$18.0	$29.0	15	19	2	1,990	8.17	6.08	48.42
Global 5000	BD-700-1A11	$48.6	$28.0	$44.0	13	19	2	2,022	8.17	6.25	42.47
Global 6000	BD-700-1A10	$58.5	N/A	N/A	13		2	2,140	8.17	6.25	48.35
Global Express	BD-700-1A10	$45.5	$22.0	$30.0	13	10	2	2,140	8.17	6.25	48.35
Global Express XRS	BD-700-1A10	$53.3	$34.0	$51.0	13	19	2	2,140	8.17	6.25	48.35
Learjet 31A	LJ 31	$6.5	$1.3	$2.3	6	10	2	271	4.95	4.35	12.90
Learjet 40	LJ 40	$7.9	$3.1	$4.1	6	7	2	368	5.12	4.92	17.67
Learjet 40XR	LJ 40XR	$10.8	$3.8	$10.0	6	7	2	363	5.12	4.92	17.67
Learjet 45	LJ 45	$10.3	$3.0	$5.4	8	9	2	410	5.12	4.92	19.75
Learjet 45XR	LJ 45XR	$13.2	$4.4	$12.5	8	9	2	410	5.12	4.92	19.75
Learjet 60	LJ 60	$12.6	$2.3	$3.9	7	10	2	453	5.92	5.71	17.67
Learjet 60XR	LJ 60XR	$13.7	$6.4	$13.5	7	10	2	453	5.92	5.71	17.67
Cessna											
Citation Bravo	CE-550B	$6.2	$1.7	$3.2	7	11	2	278	4.80	4.70	15.75
Citation CJ1	CE-525	$4.2	$1.9	$2.4	5	6	2	198	4.83	4.75	11.00
Citation CJ1+	CE-525	$5.2	$2.8	$5.0	5	6	2	198	4.83	4.75	11.00
Citation CJ2	CE-525A	$5.7	$2.8	$3.6	6	8	2	248	4.83	4.75	13.58
Citation CJ2+	CE-525A	$7.0	$3.8	$6.9	6	8	2	248	4.83	4.75	13.58
Citation CJ3	CE-525B	$8.2	$4.5	$7.8	6	8	2	283	4.83	4.75	15.67
Citation CJ4	CE-525C	$8.9	$8.0	$8.5	7	9	2	311	4.80	4.80	17.30
Citation Encore	CE-560	$8.1	$3.0	$4.3	7	11	2	307	4.83	4.75	17.33
Citation Encore+	CE-560	$9.2	$4.6	$6.2	7	11	2	307	4.83	4.75	17.33
Citation Excel	CE-560XL	$10.3	$3.0	$4.7	7	12	2	461	5.50	5.70	18.50
Citation Jet	CE-525	$3.7	$1.2	$1.6	5	6	2	186	4.83	4.80	11.00
Citation Mustang	CE-510	$3.2	$1.8	$3.0	4	5	1	144	4.58	4.50	9.80
Citation Sovereign	CE-680	$17.7	$8.8	$17.0	9	12	2	620	5.50	5.70	25.25
Citation Ultra	CE-560	$7.4	$1.9	$2.4	7	11	2	292	4.83	4.80	17.33
Citation VI	CE-650	$8.0	$1.6	$2.1	7	13	2	438	5.50	5.70	18.40
Citation VII	CE-650	$11.4	$2.0	$3.9	7	13	2	438	5.50	5.70	18.40
Citation X	CE-750	$21.8	$4.9	$19.5	8	12	2	593	5.50	5.70	23.92
Citation XLS	CE-560XL	$11.3	$5.7	$7.6	8	12	2	461	5.50	5.70	18.50
Citation XLS+	CE-560XL	$12.7	$8.6	$12.0	8	12	2	461	5.50	5.70	18.50
Dassault											
Falcon 2000	Falcon 2000	$24.6	$7.5	$14.7	8	19	2	1,024	7.70	6.20	31.00
Falcon 2000DX	Falcon 2000EX	$29.5	$16.5	$22.0	8	19	2	1,024	7.70	6.20	31.00
Falcon 2000EX EASy	Falcon 2000EX	$30.2	$16.5	$23.0	8	19	2	1,024	7.70	6.20	31.00
Falcon 2000LX	Falcon 2000EX	$32.3	$20.0	$32.0	8	19	2	1,024	7.70	6.20	31.00
Falcon 2000S	Falcon 2000S	$25.9	N/A	N/A	8		2	1,024	7.70	6.20	31.00
Falcon 50	Mystere-Falcon 50	$15.0	$1.9	$4.5	9	19	2	700	6.10	5.80	23.50
Falcon 50EX	Mystere-Falcon 50	$21.4	$6.0	$10.7	9	19	2	700	6.10	5.90	23.50
Falcon 7X	Falcon 7X	$52.2	$41.0	$50.0	12	19	2	1,552	7.70	6.20	39.10
Falcon 900B	Mystere-Falcon 900	$26.2	$7.4	$14.1	12	19	2	1,264	7.70	6.20	33.20
Falcon 900C	Mystere-Falcon 900	$31.6	$13.8	$19.5	12	19	2	1,264	7.70	6.20	33.20
Falcon 900DX	Falcon 900EX	$37.9	$19.0	$30.0	12	19	2	1,264	7.70	6.20	33.20
Falcon 900EX EASy	Falcon 900EX	$41.4	$23.0	$37.0	12	19	2	1,264	7.70	6.20	33.20
Falcon 900LX	Falcon 900EX	$42.4	$39.0	$41.0	12	19	2	1,264	7.70	6.20	33.20
Eclipse Aerospace											
Eclipse 500	EA 500	$2.2	$.800	$.850	3	4	1	160	4.66	4.16	7.60
Eclipse 550	EA 550	N/A	N/A	N/A	3	4	1	160	4.66	4.16	7.60
Embraer											
Legacy 600	EMB-135BJ	$25.9	$10.7	$26.0	13	19	2	1,650	6.90	6.00	49.80
Legacy 650	EMB-135BJ	$29.9	$26.0	$29.0	13	19	2	1,650	6.90	6.00	49.80
Lineage 1000	ERJ-190-100 ECJ	$52.5	$45.5	$50.5	19	19	2	4,085	8.79	6.56	84.32
Phenom 100	EMB-500	$4.1	$2.5	$3.8	5	6	1	208	5.08	4.92	11.00
Phenom 300	EMB-505	$8.9	$6.7	$8.2	7	9	2	325	5.08	4.92	17.17
Emivest Aerospace											
SJ30	SL30-2	$7.3	$3.0	$4.0	5	6	2	191	4.70	4.30	12.50

Source: Conklin & de Decker

N/A = not available

JETS

Max Takeoff Weight	Fuel Capacity (gallons)	Max Payload (full fuel)	Range (nm)	Specific Range		High-Speed Cruise	Service Ceiling (ft)	BFL (Mtow)	Landing Distance (ft)	Production		Number Built	Aircraft Name
				Long-Range Cruise	High-Speed Cruise					Year Started	Year Ended		
													Airbus
145,504	6,779	6,909	3,800	0.105	0.088	N/A	41,000	N/A	N/A	2005	In Production	18	ACJ318
168,650	10,656	1,710	6,100	0.095	0.081	486	41,000	6,750	4,000	1998	In Production	71	ACJ319
169,785	7,827	20,117	4,950	0.095	0.081	486	39,000	N/A	N/A	1989	In Production	N/A	ACJ320
196,210	7,755	36,060	4,590	N/A	N/A	467	39,000	7,680	5,175	1997	In Production	N/A	ACJ321
568,890	36,882	35,674	7,000	N/A	N/A	467	41,000	N/A	N/A	1992	In Production	12	ACJ340
													Boeing
171,000	10,628	4,723	6,141	0.096	0.084	486	37,000	6,141	3,837	1998	In Production	112	BBJ
174,200	10,368	2,618	5,644	0.090	0.082	473	37,000	7,210	4,117	2001	In Production	17	BBJ 2
187,700	9,334	1,093	4,790	0.082	0.075	473	35,000	7,250	4,100	2006	In Production	4	BBJ 3
													Bombardier
38,850	2,080	1,255	3,100	0.292	0.261	476	44,000	4,810	3,833	2003	In Production	364	Challenger 300
45,100	2,613	1,365	3,380	0.227	0.209	459	38,400	6,500	4,500	1987	1995	134	Challenger 601-3AER
45,100	2,613	1,365	3,380	0.227	0.209	459	38,100	6,500	4,500	1993	1996	61	Challenger 601-3R
48,200	2,941	1,263	3,824	0.230	0.198	488	37,500	5,765	3,833	1996	2007	365	Challenger 604
48,200	2,941	1,535	3,879	0.240	0.193	488	38,250	5,840	3,833	2007	In Production	201	Challenger 605
53,000	2,707	358	2,456	0.207	0.193	459	37,760	6,305	4,120	2006	In Production	71	Challenger 850
87,700	5,333	1,120	4,724	0.164	0.142	511	44,600	5,000	3,667	2004	In Production	136	Global 5000
98,000	6,614	2,408	6,055	0.164	0.142	511	42,400	6,170	3,667	2011	In Production	0	Global 6000
95,000	6,394	1,792	5,940	0.166	0.146	505	43,000	6,170	3,667	1999	2005	148	Global Express
98,000	6,614	2,408	6,055	0.159	0.133	511	42,400	6,170	3,667	2005	2011	217	Global Express XRS
17,200	611	1,873	1,211	0.494	0.408	462	46,200	3,800	4,200	1991	2003	209	Learjet 31A
20,350	796	1,507	1,573	0.457	0.372	465	45,000	4,330	4,033	2004	2007	40	Learjet 40
21,000	796	1,925	1,547	0.451	0.419	465	45,200	4,680	4,060	2005	In Production	93	Learjet 40XR
20,500	898	798	1,423	0.449	0.371	465	45,000	4,350	4,063	1998	2007	249	Learjet 45
21,500	898	1,544	1,679	0.438	0.418	465	44,700	5,040	4,105	2003	In Production	186	Learjet 45XR
23,500	1,172	1,068	2,186	0.379	0.333	465	42,400	5,450	5,208	1993	2005	316	Learjet 60
23,500	1,172	938	2,044	0.375	0.345	465	42,400	5,450	5,317	2006	In Production	95	Learjet 60XR
													Cessna
14,800	715	801	1,290	0.563	0.352	405	43,000	4,160	4,295	1997	2006	337	Citation Bravo
10,600	477	430	775	0.563	0.457	381	41,000	4,220	4,407	2000	2005	199	Citation CJ1
10,700	477	545	895	0.606	0.446	389	41,000	3,990	4,135	2005	2011	103	Citation CJ1+
12,375	583	668	1,075	0.596	0.381	413	45,000	3,820	4,628	2000	2006	243	Citation CJ2
12,500	582	695	1,192	0.603	0.377	413	45,000	3,810	4,702	2005	In Production	195	Citation CJ2+
13,870	698	775	1,374	0.567	0.346	417	45,000	3,440	4,203	2004	In Production	382	Citation CJ3
16,950	863	1,000	1,802	0.486	0.311	454	45,000	3,430	3,957	2010	In Production	97	Citation CJ4
16,630	800	905	1,410	0.468	0.319	430	45,000	3,920	4,195	2000	2006	169	Citation Encore
16,830	800	1,170	1,494	0.471	0.322	430	45,000	3,920	4,182	2006	In Production	66	Citation Encore+
20,000	999	960	1,449	0.405	0.313	433	44,000	4,060	4,917	1998	2004	373	Citation Excel
10,400	477	330	750	0.604	0.461	377	41,000	4,010	4,333	1993	1999	359	Citation Jet
8,645	382	600	716	0.638	0.557	340	41,000	3,380	3,683	2006	In Production	409	Citation Mustang
30,300	1,663	1,177	2,620	0.332	0.256	459	43,000	3,750	3,867	2004	In Production	332	Citation Sovereign
16,300	855	779	1,259	0.448	0.295	400	45,000	3,510	3,833	1994	1999	279	Citation Ultra
22,000	1,086	1,071	1,770	0.381	0.314	427	43,000	5,630	4,208	1991	1995	38	Citation VI
23,000	1,086	1,620	1,693	0.372	0.297	452	43,000	5,170	4,500	1992	2000	119	Citation VII
36,100	1,916	1,444	2,890	0.312	0.230	525	43,000	5,480	4,693	1996	In Production	309	Citation X
20,200	999	860	1,539	0.411	0.349	433	45,000	3,940	4,738	2004	2008	331	Citation XLS
20,200	999	860	1,528	0.410	0.349	440	45,000	3,940	4,738	2008	In Production	102	Citation XLS+
													Dassault
35,800	1,801	1,095	2,975	0.318	0.237	475	44,500	5,440	4,333	1995	2007	231	Falcon 2000
41,000	2,163	3,410	3,335	0.277	0.205	482	43,000	5,300	4,333	2007	2011	4	Falcon 2000DX
42,200	2,468	2,550	3,915	0.282	0.205	482	43,000	5,585	4,333	2004	2009	136	Falcon 2000EX EASy
42,200	2,468	1,300	4,125	0.292	0.210	482	43,000	5,850	4,450	2009	In Production	110	Falcon 2000LX
41,000	2,163	1,850	3,658	0.292	0.210	482	45,000	4,652	4,450	2013	2012	N/A	Falcon 2000S
38,320	2,299	1,280	3,057	0.278	0.204	480	41,000	5,000	3,500	1980	1996	247	Falcon 50
39,700	2,299	2,130	3,223	0.263	0.190	480	41,900	5,000	3,500	1997	2007	100	Falcon 50EX
69,200	4,732	1,660	5,950	0.206	0.155	N/A	41,360	5,505	3,583	2007	In Production	148	Falcon 7X
45,500	2,839	1,260	3,450	0.233	0.199	500	39,600	5,144	3,633	1986	2000	149	Falcon 900B
45,500	2,839	1,260	3,450	0.239	0.199	500	39,600	5,144	3,633	1998	2005	25	Falcon 900C
46,700	2,790	2,270	4,100	0.250	0.215	482	40,600	4,890	3,633	2005	2011	24	Falcon 900DX
48,300	3,111	2,800	4,500	0.241	0.209	482	40,100	5,215	3,750	2003	2011	249	Falcon 900EX EASy
49,000	3,111	1,800	4,800	0.256	N/A	482	40,100	5,215	3,833	2010	In Production	17	Falcon 900LX
													Eclipse Aerospace
6,000	252	502	574	1.165	0.794	N/A	41,000	N/A	5,015	2006	2008	266	Eclipse 500
6,000	252	502	574	1.165	0.794	N/A	41,000	N/A	5,015	2006	2008	266	Eclipse 550
													Embraer
49,604	2,692	1,507	3,090	0.226	0.179	455	40,900	5,887	3,844	2002	In Production	267	Legacy 600
53,572	3,052	1,910	3,642	N/A	N/A	459	41,000	6,028	3,912	2010	In Production	17	Legacy 650
120,152	7,143	1,319	4,237	0.108	0.093	470	35,000	6,440	3,694	2008	In Production	17	Lineage 1000
10,472	415	580	926	0.635	0.458	390	41,000	4,376	4,122	2008	In Production	279	Phenom 100
17,968	793	942	1,692	0.506	0.338	453	45,000	3,474	3,741	2009	In Production	107	Phenom 300
													Emivest Aerospace
13,950	4,850	719	1,786	0.637	0.400	476	43,000	6,117	4,583	2006	2010	9	SJ30

continued on next page


Hawker 850XP


Bombardier Global 5000


HondaJet


Gulfstream G280


Eclipse 500


Boeing Business Jet


Emivest SJ30


Nextant 400XT


Challenger 300

GENERAL SPECS

USED PRICES

Airplane and some helicopter selling prices are based on the latest edition of the *Aircraft Bluebook Price Digest*. Additional helicopter pricing data is from helicopter appraisers HeliValues.

PASSENGER/PILOT SEATING

The typical passenger seating on the aircraft is not the maximum certified seats. These numbers may vary for different operations (corporate, commercial, EMS, etc.). Maximum number of passengers is as certified. Pilot seating is typical (i.e. two pilots may be indicated even if aircraft is single-pilot certified).

CABIN DIMENSIONS

Cabin volume is the interior volume, with headliner in place, without seats or other furnishings. Cabin width, height and length are based on a completed interior. Width and height are the maximum within that cabin space. In "cabin-class" aircraft, the length is measured from the cockpit divider to the aft pressure bulkhead (or aft cabin bulkhead, if unpressurized). For small-cabin aircraft, the distance is from the cockpit firewall to the aft bulkhead.

WEIGHTS

Max takeoff weight (Mtow) is specified during aircraft certification. Fuel capacity is in gallons based on 6.7 pounds per gallon (jet fuel). Max payload with full fuel is the useful load minus the usable fuel. The useful load is based on the maximum ramp weight minus the basic operating weight.

PRODUCTION STARTED/ENDED

Year of the first delivery to the year of the last serial-number delivery.

NUMBER BUILT

Total number produced, which may include converted aircraft.

JETS

Aircraft Name	Model Number	Prices ($ millions)			Seats			Cabin			
		New	Used (min)	Used (max)	Passengers (typical)	Passengers (max)	Pilots (typical)	Volume (cu ft)	Width (ft)	Height (ft)	Length (ft)
Gulfstream											
GIV-SP	G-IV	$32.8	$9.0	$15.5	13	19	2	1,525	7.30	6.20	45.10
GV	GV	$43.1	$19.0	$26.0	13	19	2	1669	7.30	6.20	50.10
G100	Gulfstream 100	$12.1	$4.2	$5.7	7	9	2	375	4.75	5.60	17.10
G150	G150	$15.6	$7.5	$13.5	7	8	2	465	5.75	5.75	17.70
G200	1126	$23.3	$6.5	$20.0	8	18	2	868	7.20	6.25	24.50
G280	G280	$24.0	N/A	N/A	8	N/A	2	935	7.20	6.25	25.80
G300	G-IV	$25.5	$14.0	$14.5	13	19	2	1,525	7.30	6.20	45.10
G350	GIV-X	$34.9	$18.0	$33.0	14	19	2	1,525	7.30	6.20	45.10
G400	G-IV	$32.5	$19.0	$20.0	13	19	2	1,525	7.30	6.20	45.10
G450	GIV-X	$39.9	$22.0	$38.0	14	19	2	1,525	7.30	6.20	45.10
G500	GV-SP	$48.3	$27.0	$45.0	18	19	2	1,669	7.30	6.20	50.10
G550	GV-SP	$56.3	$35.0	$53.0	18	19	2	1,669	7.30	6.20	50.10
Hawker Beechcraft											
Beechjet 400A	Beechjet 400A	$6.7	$.800	$1.7	7	9	2	305	4.90	4.80	15.60
Hawker 1000	Hawker 1000	$12.9	$3.0	$3.6	8	15	2	680	6.00	5.75	24.40
Hawker 4000	Hawker 4000	$22.9	$14.0	$22.0	8	14	2	762	6.46	6.00	25.00
Hawker 400XP	Hawker 400XP	$7.8	$1.8	$4.9	8	9	2	305	4.90	4.80	15.60
Hawker 400XPR	Hawker 400XP	$3.8	$3.8	$3.8	8	9	2	305	4.90	4.80	15.60
Hawker 750	Hawker 750	$13.3	$7.0	$12.0	8	15	2	604	6.00	5.75	21.30
Hawker 800	Hawker 800	$9.9	$1.6	$2.8	8	15	2	604	6.00	5.75	21.30
Hawker 800SP	Hawker 800	$10.5	$2.1	$3.3	8	15	2	604	6.00	5.75	21.30
Hawker 800XP	Hawker 800XP	$13.2	$2.9	$5.2	8	15	2	604	6.00	5.75	21.30
Hawker 800XPi	Hawker 800XP	$13.2	$5.2	$5.2	8	15	2	604	6.00	5.75	21.30
Hawker 800XPR	Hawker 800XP	N/A	$6.7	$8.9	8	15	2	604	6.00	5.75	21.30
Hawker 850XP	Hawker 850XP	$14.1	$6.0	$8.7	8	15	2	604	6.00	5.75	21.30
Hawker 900XP	Hawker 900XP	$16.1	$9.0	$14.0	8	15	2	604	6.00	5.75	21.30
Premier I	Premier I	$5.7	$1.7	$2.1	6	7	2	315	5.50	5.40	13.60
Premier IA	Premier IA	$7.1	$2.4	$6.4	6	7	2	315	5.50	5.40	13.60
Honda Aircraft											
HA-420 HondaJet	HondaJet	$4.5	N/A	N/A	5	N/A	1	N/A	5.00	4.94	12.00
IAI											
Astra SP	Astra SP	$8.8	$2.2	$2.7	7	9	2	375	4.75	5.60	17.10
Nextant Aerospace											
Nextant 400XT	Beechjet 400A	$3.9	$3.9	$3.9	8	9	2	305	4.90	4.80	15.60

TURBOPROPS

Aircraft Name	Model Number	Prices ($ millions)			Seats			Cabin			
		New	Used (min)	Used (max)	Passengers (typical)	Passengers (max)	Pilots	Volume (cu ft)	Width (ft)	Height (ft)	Length (ft)
Cessna											
208 Caravan	208-675	$2.1	$.600	$2.0	9	13	1	254	5.30	4.50	12.80
208B Grand Caravan	208B	$2.3	$.750	$2.1	9	13	1	340	5.30	4.50	16.40
Daher-Socata											
TBM 700C2	TBM 700C2	$2.7	$1.7	$1.9	5	6	1	120	4.00	4.10	10.00
TBM 850	TBM 850	$3.4	$2.0	$3.2	5	6	1	120	4.00	4.10	10.00
Dornier Seaplane Company											
Seastar CD2	Seastar CD2	$6.0	N/A	N/A	6	N/A	2	287	5.42	4.50	13.08
Extra Aircraft											
Extra 500	EA-500	$1.8	N/A	N/A	5	5	2	N/A	4.83	4.08	13.50
Hawker Beechcraft											
King Air 250	250	$6.0	$5.4	$6.0	6	15	2	303	4.50	4.80	16.70
King Air 350	350	$6.4	$1.7	$4.9	8	15	2	355	4.50	4.80	19.20
King Air 350ER	350ER	$7.8	$5.0	$6.0	8	15	2	355	4.50	4.80	19.20
King Air 350i	350	$7.3	$5.8	$7.0	8	15	2	355	4.50	4.80	19.20
King Air 350iER	350	$8.4	$6.8	$8.0	8	15	2	355	4.50	4.80	19.50
King Air B200	B200	$5.3	$.850	$3.1	6	15	2	303	4.50	4.80	16.70
King Air B200GT	B200GT	$5.9	$3.7	$5.3	6	15	2	303	4.50	4.80	16.70
King Air C90B	C90B	$2.8	$1.1	$1.7	5	12	2	227	4.50	4.80	12.40
King Air C90GT	C90GT	$2.9	$1.8	$1.9	5	12	2	227	4.50	4.80	12.40
King Air C90GTi	C90GTi	$3.4	$2.1	$2.5	5	15	2	227	4.50	4.80	12.40
King Air C90GTx	C90GTx	$3.8	$3.0	$3.5	5	5	2	227	4.50	4.80	12.40
New Piper											
Meridian PA 46TP	PA 46-500T	$2.1	$.700	$2.0	5	5	1	120	4.20	3.90	12.30
Piaggio											
Avanti P180	P180	$6.4	$1.9	$3.7	6	9	2	375	6.10	5.80	14.90
Avanti P180 II	P180	$7.2	$4.1	$6.8	6	9	2	375	6.10	5.80	17.50
Pilatus											
PC-12	PC 12/47	$3.4	$1.3	$2.6	7	10	1	326	5.00	4.75	16.90
PC-12 NG	PC 12/47E	$4.5	$3.0	$4.0	7	10	1	330	5.00	4.75	16.90
Quest Aircraft											
Kodiak	Kodiak 100	$1.8	$1.5	$1.8	5	9	1	248	4.80	4.50	15.50
Viking Air											
DHC 6-400 Twin Otter	DHC-6-400	$5.9	N/A	N/A	19	19	2	384	5.30	4.90	18.50

Source: Conklin & de Decker

N/A = not available

JETS

Max Takeoff Weight	Fuel Capacity (gallons)	Max Payload (full fuel)	Range (nm)	Specific Range		High-Speed Cruise	Service Ceiling (ft)	BFL (Mtow)	Landing Distance (ft)	Production		Number Built	Aircraft Name
				Long-Range Cruise	High-Speed Cruise					Year Started	Year Ended		
													Gulfstream
74,600	4,338	2,019	3,880	0.166	0.145	500	40,500	5,700	4,458	1992	2002	287	GIV-SP
90,500	6,074	1,500	6,250	0.177	0.154	508	42,400	6,200	3,750	1995	2002	194	GV
24,650	1,387	920	2,550	0.376	0.328	474	41,000	6,000	4,362	2001	2006	23	G100
26,100	1,526	850	2,760	0.363	0.245	470	41,000	5,640	4,050	2005	In Production	101	G150
35,450	2,222	650	3,130	0.277	0.228	470	39,000	6,600	4,352	1999	In Production	247	G200
39,600	2,163	1,000	3,115	N/A	N/A	470	41,000	5,160	4,745	2011	In Production	N/A	G280
72,000	3,956	2,000	3,486	0.173	0.146	500	41,000	4,700	4,417	2003	2004	13	G300
70,900	3,823	2,493	3,680	0.183	0.160	500	41,000	5,065	4,417	2004	In Production	11	G350
74,600	4,338	2,019	3,880	0.165	0.145	500	41,000	5,700	4,417	2003	2004	23	G400
73,900	4,338	2,019	4,100	0.179	0.156	500	41,000	5,770	4,417	2005	In Production	262	G450
85,100	5,176	2,660	5,620	0.189	0.162	508	43,000	5,385	3,667	2003	In Production	9	G500
91,000	6,074	2,500	6,490	0.179	0.151	508	41,000	6,200	3,667	2003	In Production	413	G550
													Hawker Beechcraft
16,100	727	473	1,180	0.453	0.386	458	43,450	4,600	5,083	1990	2003	351	Beechjet 400A
31,100	1,695	1,510	2,970	0.346	0.260	470	39,000	6,000	3,917	1990	1996	52	Hawker 1000
39,500	2,163	1,400	3,283	0.270	0.254	489	41,000	5,459	4,373	2008	In Production	79	Hawker 4000
16,300	728	603	1,180	0.441	0.359	450	43,450	4,600	5,025	2004	In Production	252	Hawker 400XP
16,300	728	688	1,344	0.558	0.478	450	45,000	4,180	4,045	1990	In Production	N/A	Hawker 400XPR
27,000	1,259	2,200	2,050	0.331	0.245	447	39,000	4,900	3,803	2008	In Production	49	Hawker 750
27,400	1,481	1,520	2,390	0.333	0.268	442	39,000	6,300	3,787	1984	1995	273	Hawker 800
27,400	1,481	1,520	2,560	0.333	0.268	442	39,000	6,300	3,787	1984	1995	N/A	Hawker 800SP
28,000	1,481	1,750	2,470	0.333	0.245	449	39,000	5,640	3,803	1995	2005	474	Hawker 800XP
28,000	1,481	1,750	2,470	0.333	0.245	449	39,000	5,640	3,803	2005	2005	N/A	Hawker 800XPi
28,000	1,481	1,620	2,733	0.358	0.256	452	41,000	5,258	3,805	2011	In Production	N/A	Hawker 800XPR
28,000	1,481	1,790	2,525	0.344	0.245	452	39,000	5,641	3,810	2006	2009	121	Hawker 850XP
28,000	1,481	1,620	2,733	0.358	0.256	452	41,000	5,258	3,805	2007	In Production	196	Hawker 900XP
12,500	535	414	850	0.557	0.375	461	41,000	4,650	5,208	2001	2005	133	Premier I
12,500	548	320	850	0.557	0.375	454	41,000	4,650	5,208	2006	In Production	165	Premier IA
													Honda Aircraft
9,963	N/A	N/A	1,035	N/A	N/A	420	43,000	N/A	N/A	2011	In Production	N/A	HA-420 HondaJet
													IAI
24,650	1,384	2,055	2,330	0.422	0.282	460	39,700	6,400	4,362	1990	1995	36	Astra SP
													Nextant Aerospace
16,300	728	1,057	1,852	N/A	N/A	471	45,000	4,600	4,045	2012	2012	N/A	Nextant 400XP

TURBOPROPS

Max Takeoff Weight	Fuel Capacity (gallons)	Max Payload (full fuel)	Range (nm)	Specific Range		Max Cruise Speed (kt)	Service Ceiling (ft)	BFL (Mtow)	Landing Distance (ft)	Production		Number Built	Aircraft Name
				Long Range Cruise	High Speed Cruise					Year Started	Year Ended		
													Cessna
8,000	329	860	224	0.557	0.492	186	25,000	2,055	2,508	1985	In Production	391	208 Caravan
8,750	329	1,310	435	0.53	0.479	184	23,700	2,420	2,625	1990	In Production	1334	208B Grand Caravan
													Daher-Socata
7,394	280	654	1,000	0.958	0.808	292	31,000	3,100	3,750	2003	2006	99	TBM 700C2
7,394	283	931	1,102	0.981	0.734	320	31,000	3,100	3,750	2006	In Production	279	TBM 850
													Dornier Seaplane Company
10,141	415	200	150	N/A	N/A	180	15,000	N/A	3,475	2010	In Production	N/A	Seastar CD2
													Extra Aircraft
4,696	171	245	560	N/A	N/A	225	25,000	2,115	3,667	2010	In Production	N/A	Extra 500
													Hawker Beechcraft
12,500	540	N/A	800	0.595	0.413	313	35,000	3,925	4,051	2011	In Production	N/A	King Air 250
15,000	535	1,604	1,440	0.649	0.404	320	35,000	3,300	4,140	1990	2009	683	King Air 350
16,500	769	1,008	1,878	0.592	0.397	303	35,000	5,105	4,760	2008	2009	N/A	King Air 350ER
15,000	535	1,489	1,440	0.649	0.404	320	35,000	3,300	4,143	2009	In Production	133	King Air 350i
16,500	769	823	1,744	0.649	0.404	303	33,000	5,105	4,306	2009	In Production	N/A	King Air 350iER
12,500	540	125	920	0.603	0.413	290	35,000	5,300	4,417	1981	2008	1138	King Air B200
12,500	540	185	960	0.595	0.422	305	35,000	3,640	4,437	2008	2012	136	King Air B200GT
10,100	381	377	640	0.634	0.416	250	28,900	4,519	3,692	1992	2005	437	King Air C90B
10,100	381	387	N/A	0.627	0.441	270	30,000	4,519	4,007	2006	2007	100	King Air C90GT
10,100	381	387	N/A	0.627	0.441	270	30,000	4,519	4,007	2007	2010	127	King Air C90GTi
10,485	381	737	903	0.627	0.441	274	30,000	3,888	4,002	2010	In Production	75	King Air C90GTx
													New Piper
5,092	169	358	489	1.326	1.066	267	30,000	2,000	1,950	2001	In Production	486	Meridian PA 46TP
													Piaggio
11,550	415	798	980	0.804	0.502	390	37,000	3,100	4,550	1990	2005	108	Avanti P180
12,100	415	1,348	1,370	0.779	0.505	402	39,400	5,750	5,470	2006	In Production	118	Avanti P180 II
													Pilatus
10,450	401	1,226	1,340	0.901	0.632	261	30,000	2,450	2,783	1995	2008	789	PC-12
10,450	401	1,009	1,309	0.839	0.57	280	30,000	2,450	2,783	2008	In Production	352	PC 12 NG
													Quest Aircraft
7,255	313	1,220	524	0.607	0.525	180	25,000	1,720	1,933	2007	In Production	N/A	Kodiak
													Viking Air
12,500	372	2,886	108	N/A	N/A	185	25,000	2,400	2,042	2010	In Production	N/A	DHC 6-400 Twin Otter

continued on next page


Cessna Citation X


Falcon 7X


Embraer Lineage 1000


Piper Meridian


King Air C90GTx


Piaggio Avanti P180


Pilatus PC-12


Cessna Caravan


Viking Twin Otter


Socata TBM 850


Quest Kodiak

PERFORMANCE SPECS

JET AND TURBOPROP RANGE

The maximum IFR range with all passenger seats occupied, using the NBAA IFR alternate fuel reserve calculation for a 200-nm alternate.

HELICOPTER RANGE

For all helicopters, the maximum VFR range with all passenger seats occupied.

SPECIFIC RANGE

The distance an aircraft can travel for a given amount of fuel used. Based on nautical miles traveled per pound of fuel burned.

CRUISE SPEEDS

Long-range cruise speed is the speed required to achieve main range (best fuel economy). High-speed cruise (aka maximum cruise speed) is top speed at a gross weight corresponding to four passengers (turbine aircraft) or two passengers (piston aircraft) and half of total fuel.

SERVICE CEILING

For airplanes, this is the highest altitude at which a 100-fpm rate of climb is possible at maximum takeoff weight with all engines running. For helicopters, this is the maximum certified altitude for operation.

BALANCED FIELD LENGTH (BFL)

BFL is the distance obtained by determining the decision speed (V1) at which the takeoff distance and the accelerate-stop distance are equal (multi-engine airplanes only). BFL is based on a dry level runway, no wind, NBAA IFR reserves and 86 degrees F.

LANDING DISTANCE

This is computed using the landing distance from 50 or 35 feet above the ground (depends on certification criteria) multiplied by 1.667. No credit is given for thrust reversers. Configuration is with four passengers and NBAA IFR fuel reserve on board.

HELICOPTERS

Aircraft Name	Model Number	Prices ($ millions)			Seats			Cabin			
		New	Used (min)	Used (max)	Passengers (typical)	Passengers (max)	Pilots (typical)	Volume (cu ft)	Width (ft)	Height (ft)	Length (ft)
Agusta/Westland											
AW101	AW 101	$25.0	N/A	N/A	10	30	2	970	8.20	6.20	21.30
AW109 C	A 109C	$2.5	$1.0	$1.5	5	7	2	100	4.70	4.25	5.35
AW109 Grand	A 109E	$6.4	$4.2	$5.7	5	7	2	138	5.30	4.20	7.70
AW109 GrandNew	A 109E	$6.8	$5.7	$7.0	5	7	2	138	5.30	4.20	7.70
AW109 K2	A 109K2	$3.8	$1.9	$2.5	5	7	2	120	4.70	4.25	5.35
AW109 Power	A 109E	$5.9	$2.2	$5.9	5	7	2	124	5.30	4.20	6.89
AW119 Ke	A 119Ke	$3.6	N/A	N/A	5	7	1	146	5.30	4.20	6.89
AW119 Koala	A 119Ke	$3.0	$1.5	$2.6	5	7	1	146	5.30	4.20	5.83
AW139	AB 139	$11.7	$5.7	$11.2	8	15	2	282	7.20	4.70	8.85
Bell											
206B3	206B3	$1.5	$.350	$1.2	3	9	1	55	3.90	4.20	3.30
206L4	206L4	$2.3	$.950	$2.2	5	14	1	83	3.90	4.20	5.00
212	212	$4.9	$1.5	$3.6	6	9	2	220	8.00	4.35	8.62
230	230	$3.7	$1.3	$1.6	5	6	2	136	4.80	4.80	6.80
407	407	$2.7	$1.3	$2.4	5	7	1	105	4.80	4.20	5.00
412EP	412EP	$9.6	$3.6	$9.8	6	9	2	220	8.00	4.35	8.62
427	427	$4.3	$1.3	$4.3	5	6	1	102	4.60	4.20	5.80
429	429	$5.7	N/A	N/A	5	14	2	130	5.00	4.10	9.80
430	430	$8.0	$1.8	$4.5	5	14	2	158	4.80	4.80	8.30
Enstrom											
280FX	280FX	$.451	$.140	$.420	1	4	1	40	4.40	3.90	4.10
480	480	$.460	$.300	$.350	2	4	1	72	5.70	4.00	5.00
480B	480B	$1.1	$.400	$1.0	2	4	1	80	5.50	4.00	5.00
F-28F	F-28F	$.451	$.110	$.400	1	3	1	40	4.40	3.90	4.10
Eurocopter											
AS 332L1 Super Puma	AS332L1	$21.7	$7.1	$21.7	12	19	2	474	5.90	5.10	22.3
AS 332L1e Super Puma	AS332L1	$23.3	N/A	N/A	12	19	2	474	5.90	5.10	22.3
AS 332L2 Super Puma	AS332L2	$14.8	$11.5	$14.2	9	19	2	548	5.90	5.10	25.8
AS 350B2	AS-350B2	$1.9	$.725	$2.2	4	6	1	95	5.41	4.26	6.56
AS 350B3 (2B)	AS-350B3	$2.6	$1.1	$1.9	4	6	1	95	5.41	4.26	6.56
AS 350B3 (2B1)	AS-350B3	$2,.2	$1.9	$2.2	4	6	1	95	5.41	4.26	6.56
AS 350B3e	AS-350B3	$2.2	N/A	N/A	4	N/A	1	95	5.41	4.26	6.56
AS 350BA	AS-350BA	$1.1	$.600	$.850	4	6	1	95	5.41	4.26	6.56
AS 355F2 Twinstar	AS355F2	$1.9	$.800	$1.2	3	6	2	106	5.41	4.26	6.56
AS 355N Twinstar	AS355N	$2.5	$1.4	$2.3	3	6	2	106	5.41	4.26	6.56
AS 355NP Twinstar	AS355NP	$3.7	$2.4	$4.0	4	6	1	106	5.41	4.26	6.56
AS 365N2 Dauphin	AS-365N2	$6.7	$2.3	$4.6	6	14	2	176	6.30	4.59	7.22
AS 365N3 Dauphin	AS 365N3	$8.6	$3.9	$8.0	6	14	2	176	6.30	4.59	7.22
BK 117B2	BK 117B2	$3.4	$2.1	$2.4	8	9	2	118	4.90	4.20	6.65
BK 117C1	BK 117C1	$4.1	$2.7	$2.8	8	9	2	118	4.90	4.20	6.65
BO 105CBS	BO-105C	$2.0	$.290	$1.1	4	4	1	85	4.90	4.00	3.30
EC 120B	EC 120	$1.8	$.630	$1.7	4	4	1	67	4.40	4.10	7.54
EC 130 B4	EC 130 B4	$2.6	$1.4	$2.3	5	7	1	120	6.12	4.20	7.19
EC 135 P1	EC 135 P1	$3.4	$1.9	$2.9	5	7	2	173	4.70	4.20	5.92
EC 135 P2	EC 135 P2	$3.5	$3.0	$3.5	5	7	2	173	4.70	4.20	5.92
EC 135 P2+	EC 135 P2+	$4.7	$3.5	$5.0	5	7	2	173	4.70	4.20	5.92
EC 135 P2e	EC 135 P2e	$4.9	N/A	N/A	5	7	2	173	4.70	4.20	5.92
EC 135 T1	EC 135 T1	$3.5	$1.8	$2.8	5	7	2	173	4.70	4.20	5.92
EC 135 T2	EC 135 T2	$3.5	$2.9	$3.4	5	7	2	173	4.70	4.20	5.92
EC 135 T2+	EC 135 T2+	$4.7	$3.4	$4.9	5	7	2	173	4.70	4.20	5.92
EC 135 T2e	EC 135 T2e	$4.9	N/A	N/A	5	7	2	173	4.70	4.20	5.92
EC 145	EC 145	$6.3	$5.0	$6.8	8	9	2	185	5.56	4.20	7.44
EC 155B1	EC 155B1	$10.1	$5.8	$10.0	6	14	2	235	6.72	4.39	8.37
EC 225	EC 225	$23.9	N/A	N/A	12	19	2	547	5.90	4.75	25.8
Guimbal Helicopters											
Capri G2	G2	$.393	N/A	N/A	1	1	1	N/A	4.07	4.10	N/A
MD Helicopters											
MD 500E	369E	$1.7	$.425	$1.4	3	4	1	48	4.50	4.40	3.50
MD 500ER	369E	$1.7	$.442	$1.4	3	4	1	48	4.50	4.40	3.50
MD 520N	520N	$2.2	$.720	$.780	3	4	1	48	4.50	4.40	3.50
MD 530F	530F	$2.2	$.550	$1.6	3	4	1	62	4.50	4.40	3.50
MD 600N	600N	$2.3	$.830	$2.1	5	7	1	92	4.50	4.40	6.00
MD 902 Explorer	900	$6.2	$1.7	$6.1	4	7	2	116	4.75	4.08	6.25
Robinson											
R22 Beta II	R22 Beta	$.265	$.125	$.235	1	1	1	28	3.60	4.00	4.30
R44 Raven I	R44	$.355	$.235	$.340	3	3	1	69	3.80	4.10	5.70
R44 Raven II	R44 II	$.434	$.235	$.415	3	3	1	69	3.80	4.10	5.70
R66 Turbine	R66	$.814	N/A	N/A	3	4	1	N/A	4.50	4.33	6.67
Sikorsky											
S-300C	269C	$.393	$.050	$.380	1	1	1	45	4.30	4.30	4.20
S-300CBi	300CBi	$.343	$.200	$.330	1	1	1	45	4.30	4.30	4.20
S-330 SP	330SP	$.571	$.400	$.420	2	2	1	73	6.20	4.10	4.20
S-333	333	$1.4	$.420	$1.4	2	2	1	69	5.70	4.20	4.60
S-76B	S-76B	$7.5	$1.0	$2.3	6	13	2	204	6.25	4.50	8.75
S-76C	S-76C	$7.0	$1.6	$2.1	6	13	2	204	6.25	4.50	8.75
S-76C+	S-76C	$8.5	$2.7	$5.6	6	13	2	204	6.25	4.50	8.75
S-76C++	S-76C	$11.6	$7.0	$11.4	6	13	2	204	6.25	4.50	8.75
S-76D	S-76D	$12.5	N/A	N/A	6	13	2	204	6.25	4.50	8.75
S-92	S-92	$24.0	$10.0	$21.0	10	24	2	700	6.40	6.00	19.20

Source: Conklin & de Decker

N/A = not available

HELICOPTERS

Max Takeoff Weight	Fuel Capacity (gallons)	Max Payload (full fuel)	Range (nm)	Specific Range		High-Speed Cruise	Service Ceiling (ft)	Production		Number Built	Aircraft Name
				Long-Range Cruise	High-Speed Cruise			Year Started	Year Ended		
											Agusta/Westland
32,187	1,363	2,305	466	0.076	0.076	150	15,000	1994	In Production	N/A	AW101
5,997	147	515	146	0.351	0.351	147	15,000	1989	1996	111	AW109 C
7,000	147	1,254	360	0.318	0.285	155	16,200	2005	2010	415	AW109 Grand
7,000	147	1,383	360	0.318	0.285	155	16,200	2010	In Production	N/A	AW109 GrandNew
6,284	200	444	75	0.259	0.245	147	15,000	1993	2003	367	AW109 K2
6,614	156	1,287	260	N/A	N/A	154	15,000	1997	In Production	415	AW109 Power
6,283	156	1,385	380	0.328	0.319	140	17,900	2007	In Production	179	AW119 Ke
5,997	156	951	N/A	0.348	0.329	140	17,900	2000	2006	N/A	AW119 Koala
14,110	409	1,937	460	0.153	0.145	165	20,000	2004	In Production	431	AW139
											Bell
3,200	90	208	270	0.665	0.628	118	13,500	1977	2010	2,307	206B3
4,450	109	737	253	0.448	0.440	110	10,000	1993	In Production	439	206L4
11,200	214	2447	162	0.170	0.170	111	12,900	1971	1999	629	212
8,400	245	550	293	0.231	0.227	148	15,500	1992	1995	949	230
5,250	127	1142	N/A	0.356	0.340	128	17,900	1996	In Production	1,149	407
11,900	328	1814	279	0.173	0.165	124	16,500	1994	In Production	473	412EP
6,350	202	495	325	0.280	0.267	138	20,000	1999	In Production	87	427
7,000	218	882	276	0.271	0.246	155	18,714	2009	In Production	96	429
9,300	245	1247	N/A	0.220	0.214	140	14,600	1996	2008	129	430
											Enstrom
2,600	36	525	214	1.057	0.895	102	12,000	1985	In Production	N/A	280FX
2,650	95	302	265	0.582	0.582	112	N/A	1994	2000	N/A	480
3,000	89	258	198	0.622	0.622	112	13,000	2001	In Production	N/A	480B
2,600	36	525	214	1.011	0.860	102	12,000	1981	In Production	N/A	F-28F
											Eurocopter
18,960	521	3,366	406	0.123	0.121	141	10,500	1987	In Production	N/A	AS 332L1 Super Puma
18,960	521	3,366	406	0.123	0.121	141	10,500	2011	In Production	N/A	AS 332L1e Super Puma
20,502	521	5,732	392	0.123	0.012	150	17,000	1993	2007	N/A	AS 332L2 Super Puma
4,960	140	878	312	0.377	0.366	133	15,100	1990	In Production	1159	AS 350B2
4,960	139	708	300	0.371	0.361	137	14,950	1997	2008	1101 (all B1, B2)	AS 350B3 (2B)
5,225	139	920	300	0.371	0.361	137	N/A	2008	In Production	1101 (all B1, B2)	AS 350B3 (2B1)
5,225	139	920	300	0.371	0.361	137	N/A	2011	In Production	9	AS 350B3e
4,630	140	559	326	0.413	0.413	126	16,000	1992	1997	473	AS 350BA
5,600	188	685	313	0.281	0.281	130	11,152	1987	1998	186	AS 355F2 Twinstar
5,732	188	530	320	0.288	0.288	120	13,123	1993	2006	190	AS 355N Twinstar
5,732	192	398	315	0.293	0.288	120	13,530	2007	In Production	36	AS 355NP Twinstar
9,369	293	1,295	420	0.246	0.220	151	12,136	1990	2001	134	AS 365N2 Dauphin
9,479	298	1,517	354	0.210	0.210	152	15,320	1998	In Production	201	AS 365N3 Dauphin
7,385	182	1,248	221	0.230	0.230	133	14,200	1992	1995	33	BK 117B2
7,385	183	1,412	221	0.233	0.232	133	14,200	1992	2003	36	BK 117C1
5,512	149	1,024	240	0.299	0.299	131	10,000	1977	1995	23	BO 105CBS
3,780	108	383	240	0.516	0.500	125	20,000	1997	In Production	659	EC 120B
5,291	142	786	280	0.346	N/A	135	16,500	2000	In Production	408	EC 130 B4
6,250	175	1,001	254	N/A	N/A	140	17,000	1997	2004	49	EC 135 P1
6,250	183	729	254	0.274	0.269	140	17,000	2004	2006	173	EC 135 P2
6,415	183	894	254	0.270	0.265	140	17,000	2006	In Production	288	EC 135 P2+
6,503	183	982	254	0.270	0.265	140	17,000	2011	In Production	N/A	EC 135 P2e
5,984	175	749	262	N/A	N/A	141	17,150	1997	2004	109	EC 135 T1
6,250	183	729	262	0.267	0.264	140	17,150	2004	2006	149	EC 135 T2
6,503	183	982	254	0.267	0.265	140	17,000	2006	In Production	201	EC 135 T2+
6,415	183	894	254	0.267	0.265	140	17,000	2011	In Production	N/A	EC 135 T2e
7,904	227	1,412	274	0.234	0.234	133	17,200	2001	In Production	331	EC 145
10,692	329	1,117	373	0.188	0.188	151	15,000	2003	In Production	102	EC 155B1
24,250	741	4,730	354	0.097	0.097	152	15,320	2005	In Production	97	EC 225
											Guimbal Helicopters
1,543	40	1,274	404	N/A	N/A	100	13,000	2010	In Production	N/A	Capri G2
											MD Helicopters
3,000	60	504	174	0.635	0.590	136	16,000	1983	In Production	355	MD 500E
3,000	60	504	174	0.635	0.590	136	16,000	1983	In Production	N/A	MD 500ER
3,350	60	750	138	0.536	0.523	135	20,000	1992	In Production	98	MD 520N
3,100	60	494	173	0.526	0.509	135	16,000	1984	In Production	105	MD 530F
4,100	114	631	235	0.487	0.487	134	20,000	1997	In Production	67	MD 600N
6,250	157	1,035	205	N/A	N/A	134	20,000	1998	In Production	86	MD 902 Explorer
											Robinson
1,370	17	220	161	1.627	1.600	96	14,000	1997	In Production	N/A	R22 Beta II
2,400	27	566	204	1.282	1.256	113	14,000	2003	In Production	1182	R44 Raven I
2,500	44	275	251	1.300	1.300	117	14,000	2003	In Production	1682	R44 Raven II
2,700	73	924	260	N/A	N/A	N/A	N/A	2010	In Production	N/A	R66 Turbine
											Sikorsky
2050	27	520	195	1.268	1.023	88	10,200	1970	In Production	N/A	S-300C
1750	32	194	215	N/A	N/A	85	10,000	2005	In Production	N/A	S-300CBi
2260	73	427	248	N/A	N/A	100	12,800	1997	2000	N/A	S-330 SP
2550	73	362	229	0.642	0.597	105	13,000	2000	In Production	N/A	S-333
11,700	279	1,075	260	0.178	0.153	155	15,000	1985	1997	98	S-76B
11,700	279	1,367	335	0.221	0.207	155	11,800	1991	1996	74	S-76C
11,700	279	1,367	335	0.226	0.207	155	12,700	1996	2005	117	S-76C+
11,700	279	1,688	335	0.208	0.185	155	13,800	2006	In Production	218	S-76C++
11,700	293	1,496	325	N/A	N/A	154	14,000	2011	In Production	8	S-76D
26,500	754	2,325	439	0.107	0.091	155	15,000	2002	In Production	160	S-92


AgustaWestland AW139


Bell 429


Sikorsky S76


MD Helicopters MD500E


Robinson R66


Eurocopter EC 135


Guimbal Cabri G2