

JETS

Aircraft Name	Model Number	Price New	Price Used Minimum	Price Used Maximum	Passenger Seats (typical)	Passengers Max	Pilot Seats	Cabin Volume (cu ft)	Cabin Width (ft)	Cabin Height (ft)	Cabin Length (ft)
Airbus											
A318 Elite	A318-112	\$62,000,000	--	--	19	132	2	5,300	12.2	7.3	70.1
Corporate Jetliner	A319-133	\$75,000,000	--	--	19	156	2	5,900	12.2	7.3	78.0
A320 Prestige	A320-100	\$80,000,000	\$12,180,000	\$47,330,000	19	179	2	6,825	12.2	7.3	90.2
Boeing											
BBJ	737-700IGW	\$62,300,000	--	--	19	149	2	5,390	11.5	7.0	79.2
BBJ 2	737-800	\$75,900,000	--	--	19	189	2	6,695	11.5	7.0	98.5
BBJ 3	737-900ER	\$82,700,000	--	--	19	215	2	7,290	11.5	7.0	107.3
Bombardier											
Learjet 31A	LR 31	\$6,525,000	\$1,900,000	\$3,100,000	6	10	2	271	4.9	4.4	12.9
Learjet 35A	LR 35	\$4,795,000	\$900,000	\$2,450,000	6	8	2	268	4.9	4.3	12.9
Learjet 36A	LR 36	\$5,140,000	\$950,000	\$2,450,000	4	8	2	202	4.9	4.3	10.5
Learjet 40	LR 40	\$7,995,000	\$5,800,000	\$6,300,000	6	7	2	368	5.1	4.9	17.8
Learjet 40XR	LR 40XR	\$9,750,000	\$6,700,000	\$8,200,000	6	7	2	363	5.1	4.9	17.7
Learjet 45	LR 45	\$10,250,000	\$5,400,000	\$7,900,000	8	9	2	410	5.1	4.9	19.8
Learjet 45XR	LR 45XR	\$11,724,000	\$8,100,000	\$11,500,000	8	9	2	410	5.1	4.9	19.8
Learjet 60	LR 60	\$12,600,000	\$5,200,000	\$9,400,000	7	10	2	453	5.9	5.7	17.7
Learjet 60XR	LR 60XR	\$12,903,000	\$9,500,000	\$13,600,000	7	10	2	453	5.9	5.7	17.7
Challenger 300	BD100-1A10	\$22,698,000	\$16,000,000	\$21,000,000	8	16	2	860	7.2	6.1	28.6
Challenger 601-3A	CL600-2B16	\$17,900,000	\$9,000,000	\$10,300,000	9	19	2	1,035	8.2	6.1	28.3
Challenger 601-3R	CL600-2B16	\$19,100,000	\$10,900,000	\$12,000,000	9	19	2	1,035	8.2	6.1	28.3
Challenger 604	CL600-2B16	\$26,800,000	\$15,600,000	\$24,000,000	9	19	2	1,150	8.2	6.1	28.4
Challenger 605	CL600-2B16	\$28,359,000	\$26,000,000	\$28,000,000	9	19	2	1,150	8.2	6.1	28.4
Challenger 850	CL600-2B19	\$29,748,000	\$26,000,000	\$28,000,000	15	19	2	1,990	8.2	6.1	48.4
Global 5000	BD700-1A11	\$42,921,000	\$35,000,000	\$39,000,000	13	19	2	1,840	8.2	6.3	42.5
Global Express	BD700-1A10	\$45,500,000	\$31,000,000	\$42,000,000	13	10	2	1,960	8.2	6.3	48.4
Global Express XRS	BD700-1A10	\$52,507,000	\$44,000,000	\$49,000,000	13	19	2	1,960	8.2	6.3	48.4
Cessna											
Citation Mustang	CE510	\$2,859,000	\$2,100,000	\$2,770,000	4	5	1	144	4.6	4.5	9.8
Citation CJ1	CE525	\$4,145,000	\$2,600,000	\$3,300,000	5	6	2	198	4.8	4.8	11.0
Citation CJ1+	CE525	\$5,095,000	\$3,600,000	\$5,046,000	5	6	2	198	4.8	4.8	11.0
CitationJet	CE525	\$3,695,000	\$1,900,000	\$2,500,000	5	6	2	186	4.8	4.8	11.0
Citation CJ2	CE525A	\$5,716,000	\$4,200,000	\$5,300,000	6	8	2	248	4.8	4.8	13.6
Citation CJ2+	CE525A	\$6,882,000	\$5,500,000	\$6,744,000	6	8	2	246	4.8	4.8	13.6
Citation CJ3	CE525B	\$8,119,000	\$6,000,000	\$8,056,000	6	8	2	283	4.8	4.8	15.7
Citation CJ4	CE525C	\$8,750,000	N/A	N/A	8	9	2	325	4.8	4.8	17.3
Citation II/HISP	CE550	\$3,650,000	\$1,100,000	\$2,100,000	7	11	2	263	4.8	4.7	15.8
Citation Bravo	CE550B	\$6,150,000	\$2,400,000	\$4,000,000	7	11	2	278	4.8	4.7	15.8
Citation Encore	CE560	\$8,100,000	\$5,200,000	\$6,700,000	7	11	2	307	4.8	4.8	17.3
Citation Encore+	CE560	\$9,137,000	\$7,200,000	\$8,864,000	7	11	2	307	4.8	4.8	17.3
Citation Ultra	CE560	\$7,395,000	\$3,200,000	\$3,700,000	7	11	2	292	4.8	4.8	17.3
Citation V	CE560	\$5,386,500	\$2,200,000	\$2,900,000	7	11	2	292	4.8	4.8	17.3
Citation Excel	CE560XL	\$10,270,000	\$6,000,000	\$8,200,000	7	12	2	461	5.5	5.7	18.5
Citation XLS	CE560XL	\$11,271,000	\$9,000,000	\$10,700,000	8	12	2	461	5.5	5.7	18.5
Citation XLS+	CE560XL	\$12,326,000	\$11,500,000	\$12,361,000	8	12	2	461	5.5	5.7	18.5
Citation VI	CE650	\$8,053,275	\$3,400,000	\$4,000,000	7	13	2	438	5.5	5.7	18.4
Citation VII	CE650	\$11,414,000	\$4,600,000	\$6,500,000	7	13	2	438	5.5	5.7	18.4
Citation Sovereign	CE680	\$17,469,000	\$13,250,000	\$17,577,000	9	12	2	620	5.5	5.7	25.2
Citation X	CE750	\$21,721,000	\$9,200,000	\$21,671,000	8	12	2	593	5.5	5.7	23.9
Dassault											
Falcon 50	Mystere F50	\$15,000,000	\$5,400,000	\$9,500,000	9	19	2	700	6.1	5.8	23.5
Falcon 50EX	Mystere F50	\$21,400,000	\$12,000,000	\$19,000,000	9	19	2	700	6.1	5.9	23.5
Falcon 2000	F2000	\$24,600,000	\$15,000,000	\$23,000,000	8	19	2	1,024	7.7	6.2	26.3
Falcon 2000DX	F2000EX	\$28,550,000	\$26,000,000	\$28,500,000	8	19	2	1,024	7.7	6.2	26.3
Falcon 2000EX EASy	F2000EX	\$30,200,000	\$24,000,000	\$30,200,000	8	19	2	1,024	7.7	6.2	26.3
Falcon 7X	F7X	\$47,400,000	\$45,000,000	\$47,400,000	12	19	2	1,552	7.7	6.2	39.1
Falcon 900B	Mystere F900	\$26,200,000	\$17,000,000	\$20,500,000	12	19	2	1,264	7.7	6.2	33.2
Falcon 900C	Mystere F900	\$31,600,000	\$21,500,000	\$28,500,000	12	19	2	1,264	7.7	6.2	33.2
Falcon 900DX	F900EX	\$36,850,000	\$29,000,000	\$36,850,000	12	19	2	1,264	7.7	6.2	33.2
Falcon 900EX EASy	F900EX	\$40,175,000	\$31,000,000	\$40,175,000	12	19	2	1,264	7.7	6.2	33.2
Falcon 900LX	F900EX	\$40,975,000	N/A	N/A	12	19	2	1,264	7.7	6.2	33.2
Eclipse Aviation											
Eclipse 500	EA500	\$2,150,000	\$1,000,000	\$1,100,000	4	4	1	160	4.7	4.2	7.6
Embraer											
Phenom 100	EMB 500	\$3,600,000	\$3,300,000	\$3,300,000	4	6	1	208	5.1	4.9	11.0
Phenom 300	EMB 505	\$7,610,000	N/app.	N/app.	7	9	2	311	5.1	4.9	17.2
Legacy 600	EMB 135BJ	\$26,930,000	\$16,500,000	\$25,000,000	13	N/A	2	1,650	7.0	6.0	49.8
Lineage 1000	ERJ 190-100 ECJ	\$46,015,000	\$44,000,000	\$44,000,000	19	N/A	2	4,085	8.8	6.6	84.3

Source: Conklin & De Decker, Orleans, Mass. (except the numbers built, which are from AMSTAT Corp.)

N/A = not available. N/app. = not applicable.

JETS

Maximum Takeoff Weight	Fuel Capacity (gallons)	Max Payload (full fuel)	Range (nm)	Max Cruise Speed (kt)	Service Ceiling (ft)	BFL Mtow	Landing Distance (ft)	Production Year Started	Production Year Ended	Number Built	Aircraft Name
Airbus											
145,504	6,779	6,909	3,800	N/A	41,000	N/A	N/A	2005	Current	N/A	A318 Elite
168,654	10,656	1,710	6,000	486	41,000	6,750	3,950	1998	Current	27	Corporate Jetliner
169,785	7,827	20,117	4,950	486	41,000	N/A	N/A	1987	Current	N/A	A320 Prestige
Boeing											
171,000	10,627	4,723	6,141	486	41,000	6,141	3,900	1998	Current	105	BBJ
174,200	10,368	2,618	5,644	473	37,300	7,210	4,062	2001	Current	17	BBJ 2
187,700	9,334	1,093	4,790	473	35,000	7,250	4,100	2006	Current	N/A	BBJ 3
Bombardier											
17,200	611	1,873	1,211	462	46,200	3,800	4,786	1991	2002	209	Learjet 31A
18,300	918	1,992	1,930	470	41,000	6,300	4,400	1976	1995	610	Learjet 35A
18,300	1,091	790	2,425	470	41,000	5,300	4,400	1976	1995	46	Learjet 36A
20,350	796	1,507	1,573	465	45,000	4,330	3,890	2003	2005	40	Learjet 40
21,000	796	2,014	1,572	465	45,200	4,680	3,890	2005	Current	81	Learjet 40XR
20,500	898	798	1,423	465	45,000	4,350	3,915	1998	2005	249	Learjet 45
21,500	898	1,575	1,777	465	44,700	5,040	3,915	2003	Current	146	Learjet 45XR
23,500	1,172	1,068	2,186	465	42,400	5,450	5,050	1993	2005	316	Learjet 60
23,500	1,172	660	2,186	465	42,400	5,450	5,050	2006	Current	56	Learjet 60XR
38,850	2,081	1,455	3,100	476	44,000	4,810	4,334	2003	Current	281	Challenger 300
43,100	2,433	830	3,080	459	39,000	6,100	4,600	1987	1993	134	Challenger 601-3A
45,100	2,613	1,365	3,380	459	38,100	6,500	4,600	1993	1996	61	Challenger 601-3R
48,200	2,941	1,263	3,824	488	37,500	5,765	3,936	1996	2006	365	Challenger 604
48,200	2,708	1,465	3,879	488	38,250	5,840	4,629	2006	Current	109	Challenger 605
53,000	2,707	186	2,584	459	37,760	6,305	4,850	2006	Current	54	Challenger 850
87,700	5,333	1,110	4,724	511	44,600	5,000	4,501	2004	Current	95	Global 5000
95,000	6,394	1,792	5,940	505	43,000	6,170	4,501	1999	2005	148	Global Express
98,000	6,614	2,408	6,055	511	42,400	6,170	4,501	2005	Current	127	Global Express XRS
Cessna											
8,645	382	600	1,050	340	41,000	3,684	2,210	2006	Current	227	Citation Mustang
10,600	477	430	775	381	41,000	4,220	4,400	2000	2005	199	Citation CJ1
10,700	477	455	857	389	41,000	3,990	4,400	2005	Current	100	Citation CJ1+
10,400	477	330	750	377	41,000	4,010	4,400	1993	2000	359	CitationJet
12,375	583	668	1,075	413	45,000	3,820	4,550	2000	2006	243	Citation CJ2
12,500	583	645	1,074	413	45,000	3,820	4,550	2005	Current	174	Citation CJ2+
13,870	698	775	1,488	417	45,000	3,440	4,200	2004	Current	332	Citation CJ3
16,950	861	1,000	1,317	435	45,000	3,500	N/A	2010	N/app.	N/app.	Citation CJ4
14,100	736	680	1,220	355	41,000	4,580	3,500	1978	1994	610	Citation II/IISP
14,800	715	801	1,290	405	43,000	4,160	4,296	1997	2006	337	Citation Bravo
16,630	800	905	1,410	430	45,000	3,920	4,155	2000	2006	165	Citation Encore
16,830	800	1,170	1,485	430	45,000	3,920	4,155	2006	Current	61	Citation Encore+
16,300	855	779	1,259	400	45,000	3,510	3,817	1994	1999	279	Citation Ultra
15,900	855	930	1,220	397	43,000	3,740	3,900	1989	1994	262	Citation V
20,000	999	960	1,449	433	44,000	4,060	4,994	1998	2004	372	Citation Excel
20,200	999	1,090	1,539	433	45,000	3,940	4,675	2004	2007	329	Citation XLS
20,200	999	860	1,539	440	45,000	3,940	4,675	2007	Current	51	Citation XLS+
22,000	1,086	1,071	1,770	427	43,000	5,630	4,100	1991	1995	38	Citation VI
23,000	1,086	1,620	1,693	452	43,000	5,170	5,067	1992	2000	119	Citation VII
30,300	1,662	1,184	2,643	459	43,000	3,813	4,584	2004	Current	286	Citation Sovereign
36,100	1,916	1,444	2,890	525	43,000	5,480	4,694	1996	Current	304	Citation X
Dassault											
38,320	2,300	1,280	3,057	480	41,000	5,000	3,649	1980	1996	248	Falcon 50
39,700	2,300	2,130	3,223	480	41,900	5,000	3,649	1997	2007	101	Falcon 50EX
35,800	1,801	1,095	2,975	475	44,500	5,440	4,300	1995	2007	231	Falcon 2000
41,000	2,163	3,410	3,335	482	43,000	5,300	4,370	2007	Current	4	Falcon 2000DX
42,200	2,468	2,550	3,915	482	43,000	5,585	4,370	2003	Current	136	Falcon 2000EX EASy
69,000	4,732	2,988	5,950	N/A	N/A	5,505	3,775	2007	Current	44	Falcon 7X
45,500	2,839	1,260	3,450	500	39,600	5,144	3,900	1991	1998	149	Falcon 900B
45,500	2,839	1,260	3,450	500	39,600	5,144	3,900	1999	2005	25	Falcon 900C
46,700	2,790	3,600	4,100	482	40,600	4,890	3,895	2005	Current	21	Falcon 900DX
48,300	3,111	2,800	4,500	482	40,100	5,215	3,895	2004	Current	227	Falcon 900EX EASy
48,300	3,111	2,420	4,800	482	40,100	5,215	3,930	2008	Current	N/A	Falcon 900LX
Eclipse Aviation											
6,000	252	502	530	0	41,000	N/A	N/A	2006	2008	354	Eclipse 500
Embraer											
10,472	415	580	1,048	390	41,000	4,070	4,122	2008	Current	N/A	Phenom 100
N/A	N/A	N/A	1,720	450	45,000	3,944	4,000	2010	N/app.	N/A	Phenom 300
49,604	2,692	1,506	3,063	459	39,000	5,887	3,843	2002	Current	183	Legacy 600
120,152	7,143	1,078	4,222	483	36,000	6,440	3,694	2008	Current	N/A	Lineage 1000

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JETS continued from preceding page

Aircraft Name	Model Number	Price New	Price Used Minimum	Price Used Maximum	Passenger Seats (typical)	Passengers Max	Pilot Seats	Cabin Volume (cu ft)	Cabin Width (ft)	Cabin Height (ft)	Cabin Length (ft)
Emivest Aerospace											
SJ30-2	SJ30-2	\$7,000,000	N/A	N/A	5	6	2	191	4.7	4.3	12.5
Gulfstream											
G100	G100	\$12,087,000	\$7,400,000	\$8,900,000	7	9	2	375	4.6	5.6	17.1
G150	G150	\$15,050,000	\$13,000,000	\$14,000,000	7	8	2	465	5.8	5.8	17.8
G200	1126	\$23,325,000	\$11,000,000	\$21,000,000	8	18	2	868	7.2	6.3	24.5
G250	G250	N/A	N/A	N/A	9	N/A	2	935	7.2	6.3	25.8
GIV-SP	GIV	\$32,750,000	\$16,500,000	\$23,000,000	13	19	2	1,525	7.3	6.2	45.1
G300	GIV	\$25,500,000	\$20,000,000	\$20,500,000	13	19	2	1,525	7.3	6.2	45.1
G400	GIV	\$32,500,000	\$26,000,000	\$31,000,000	13	19	2	1,525	7.3	6.2	45.1
G350	GIVX	\$31,955,000	\$22,000,000	\$31,000,000	14	19	2	1,525	7.3	6.2	45.1
G450	GIVX	\$36,955,000	\$29,000,000	\$35,000,000	14	19	2	1,525	7.3	6.2	45.1
GV	GV	\$43,134,000	\$25,000,000	\$32,000,000	13	19	2	1,669	7.3	6.2	50.1
G500	GV-SP	\$40,995,000	\$33,000,000	\$39,000,000	18	19	2	1,669	7.3	6.2	50.1
G550	GV-SP	\$48,995,000	\$41,000,000	\$47,000,000	18	19	2	1,669	7.3	6.2	50.1
G650	G650	\$58,500,500	N/app	N/app	16	19	2	2,138	8.5	6.4	53.6
Hawker Beechcraft											
Premier I	390	\$5,727,180	\$3,600,000	\$4,300,000	6	7	2	315	5.5	5.4	13.6
Premier IA	390	\$6,396,300	\$4,800,000	\$6,100,000	6	7	2	315	5.5	5.4	13.6
Premier II	390	\$7,115,700	N/A	N/A	6	7	2	315	5.5	5.4	13.6
Beechjet 400A	400A	\$6,650,000	\$1,600,000	\$3,400,000	7	9	2	305	4.9	4.8	15.6
Hawker 400XP	400A	\$7,400,000	\$3,400,000	\$5,400,000	8	9	2	305	4.9	4.8	15.6
Hawker 750	125-850XP	\$12,486,300	\$12,228,000	\$12,228,000	8	15	2	604	6.0	5.8	21.3
Hawker 800	125-800	\$9,995,000	\$3,400,000	\$5,700,000	8	15	2	604	6.0	5.8	21.3
Hawker 800XP	125-800XP	\$13,207,680	\$6,300,000	\$9,700,000	8	15	2	604	6.0	5.8	21.3
Hawker 850XP	125-850XP	\$14,107,700	\$11,000,000	\$13,000,000	8	15	2	604	6.0	5.8	21.3
Hawker 900XP	125-900XP	\$15,021,800	\$15,006,500	\$15,006,500	8	15	2	604	6.0	5.8	21.3
Hawker 1000	125-1000	\$12,955,000	\$7,300,000	\$7,900,000	8	15	2	680	6.0	5.8	24.4
Hawker 4000	4000	\$21,563,500	\$18,000,000	\$20,899,000	8	14	2	762	6.5	6.0	25.0
Honda Aircraft											
HondaJet	HA420	\$3,900,000	N/app.	N/app.	5	N/A	1	N/A	5.0	4.8	17.8
IAI											
Astra SP	1125	\$8,795,000	\$3,800,000	\$4,800,000	7	9	2	375	4.8	5.6	17.1

TURBOPROPS

Aircraft Name	Model Number	Price New	Price Used Minimum	Price Used Maximum	Passenger Seats (typical)	Passengers Max	Pilot Seats	Cabin Volume (cu ft)	Cabin Width (ft)	Cabin Height (ft)	Cabin Length (ft)
Cessna											
208 Caravan	208-675	\$1,969,050	\$700,000	\$1,750,000	9	13	1	254	5.3	4.5	12.8
208B Grand Caravan	208B	\$2,017,225	\$903,900	\$1,953,900	9	13	1	340	5.3	4.5	16.4
Daher-Socata											
TBM 700C2	TBM 700C2	\$2,689,620	\$1,900,000	\$2,200,000	5	6	1	152	4.0	4.1	10.0
TBM 850	TBM 850	\$2,919,850	\$2,900,000	\$3,082,700	5	6	1	152	4.0	4.1	10.0
Hawker Beechcraft											
King Air C90B	C90B	\$2,750,000	\$1,300,000	\$2,100,000	5	12	2	227	4.5	4.8	12.4
King Air C90GT	C90GT	\$2,952,010	\$2,500,000	\$2,600,000	5	12	2	227	4.5	4.8	12.4
King Air C90GTi	C90GTi	\$3,362,000	N/A	N/A	5	15	2	227	4.5	4.8	12.4
King Air B200	B200	\$5,268,000	\$1,250,000	\$4,250,000	6	15	2	303	4.5	4.8	16.7
King Air B200GT	B200GT	\$5,430,000	\$4,900,000	\$4,900,000	6	15	2	303	4.5	4.8	16.7
King Air 350	350	\$6,370,000	\$2,300,000	\$6,100,000	8	15	2	351	4.5	4.8	19.2
King Air 350ER	350ER	\$7,335,000	N/A	N/A	8	15	2	351	4.5	4.8	19.2
King Air 350i	350i	\$6,605,000	\$2,300,000	\$6,100,000	8	15	2	351	5.0	5.0	19.0
New Piper											
Meridian	PA 46-500T	\$1,896,500	\$850,000	\$1,600,000	5	5	1	201	4.2	3.9	12.3
Piaggio											
Avanti P180	P180	\$6,425,000	\$2,700,000	\$4,900,000	6	9	2	375	6.1	5.8	14.9
Avanti II	Avanti II	\$7,195,000	\$5,500,000	\$6,400,000	6	9	2	375	6.1	5.8	14.9
Pilatus											
PC-12	PC-12	\$3,414,000	\$2,100,000	\$3,400,000	7	10	1	326	5.0	4.8	16.9
PC-12 Next Generation	PC-12 NG	\$4,033,000	N/A	N/A	7	10	1	326	5.0	4.8	16.9
Quest Aircraft											
Kodiak	Kodiak 100	\$1,450,000	N/A	N/A	9	9	1	214	4.8	4.5	15.5
Viking Air											
DHC 6-400 Twin Otter	DHC-6-400	\$3,925,000	N/A	N/A	19	19	2	384	5.3	4.9	18.5

Source: Conklin & De Decker, Orleans, Mass. (except the numbers built, which are from AMSTAT Corp.)

N/A = not available. N/app. = not applicable.

JETS

continued from preceding page

Maximum Takeoff Weight	Fuel Capacity (gallons)	Max Payload (full fuel)	Range (nm)	Max Cruise Speed (kt)	Service Ceiling (ft)	BFL Mtow	Landing Distance (ft)	Production Year Started	Production Year Ended	Number Built	Aircraft Name
Emivest Aerospace											
13,950	719	550	1,850	476	45,000	4,250	4,600	2006	Current	11	SJ30-2
Gulfstream											
24,650	1,387	920	2,550	474	41,000	6,000	4,000	2002	2006	22	G100
26,100	1,526	850	2,760	470	41,000	5,640	4,050	2006	Current	87	G150
35,450	2,222	650	3,130	470	39,000	6,600	4,300	1999	Current	231	G200
39,600	2,163	1,000	3,200	470	45,000	N/A	N/A	2011	N/app.	N/A	G250
74,600	4,338	2,019	3,880	500	40,500	5,700	4,400	1993	2002	289	GIV-SP
72,000	3,956	2,000	3,486	500	41,000	4,700	4,450	2003	2004	13	G300
74,600	4,338	2,019	3,880	500	41,000	5,700	4,400	2003	2004	23	G400
70,900	3,823	2,493	3,486	500	41,000	4,700	4,450	2005	Current	11	G350
73,900	4,338	2,019	4,100	500	41,000	5,700	4,400	2005	Current	194	G450
90,500	6,074	1,500	6,250	508	42,400	6,200	3,670	1995	2002	194	GV
85,100	5,850	2,660	5,620	508	43,000	5,200	3,670	2003	Current	10	G500
91,000	6,074	2,500	6,490	508	41,000	5,960	3,670	2003	Current	287	G550
99,600	7,072	1,800	7,000	506	41,000	6,179	4,167	est. 2012	N/app.	N/app.	G650
Hawker Beechcraft											
12,500	2,163	414	850	461	41,000	4,650	5,250	2001	2005	133	Premier I
12,500	544	370	850	461	41,000	4,650	5,250	2006	Current	142	Premier IA
13,800	541	930	1,074	461	45,000	4,346	5,277	2009	Current	N/A	Premier II
16,100	728	473	1,180	458	43,450	4,600	5,100	1990	2003	351	Beechjet 400A
16,300	728	603	1,180	450	42,750	4,600	5,100	2004	Current	241	Hawker 400XP
27,000	1,259	2,250	2,050	447	39,000	4,900	3,750	2008	Current	39	Hawker 750
27,400	1,481	1,520	2,390	442	39,000	6,300	3,825	1984	1995	273	Hawker 800
28,000	1,481	1,750	2,470	449	39,000	5,200	3,700	1995	2005	474	Hawker 800XP
28,000	1,481	1,790	2,525	452	39,000	5,641	3,973	2005	Current	119	Hawker 850XP
28,000	1,481	1,700	2,733	452	41,000	5,641	3,973	2007	Current	115	Hawker 900XP
31,100	1,694	1,510	2,970	470	39,000	6,000	4,100	1990	1996	52	Hawker 1000
39,500	2,163	1,600	3,390	470	43,100	4,509	2,907	2005	Current	43	Hawker 4000
Honda Aircraft											
9,963	N/A	N/A	1,080	420	43,000	4,388	4,293	est. 2010	N/app.	N/A	HondaJet
IAI											
24,650	1,384	2,055	2,330	460	39,700	6,400	3,800	1990	1995	36	Astra SP

TURBOPROPS

Maximum Takeoff Weight	Fuel Capacity (gallons)	Max Payload (full fuel)	Range (nm)	Max Cruise Speed (kt)	Service Ceiling (ft)	BFL Mtow	Landing Distance (ft)	Production Year Started	Production Year Ended	Number Built	Aircraft Name
Cessna											
8,000	329	916	570	186	25,000	2,220	2,550	1985	Current	361	208 Caravan
8,750	329	1,761	780	186	23,700	2,630	2,625	1990	Current	1,075	208B Grand Caravan
Daher-Socata											
7,394	280	654	1,000	292	31,000	3,100	3,750	2003	2006	100	TBM 700C2
7,394	283	931	1,102	320	31,000	3,100	3,750	2006	Current	173	TBM 850
Hawker Beechcraft											
10,100	381	377	640	250	28,900	4,519	3,500	1992	2005	437	King Air C90B
10,100	381	237	N/A	270	30,000	4,519	3,500	2006	2007	100	King Air C90GT
10,100	381	437	N/A	270	30,000	4,519	3,500	2007	Current	99	King Air C90GTi
12,500	540	125	920	290	35,000	5,300	4,450	1981	2008	1,133	King Air B200
12,500	540	185	960	305	35,000	5,300	4,450	2007	Current	84	King Air B200GT
15,000	535	1,604	1,440	320	35,000	3,300	3,950	1990	Current	658	King Air 350
16,500	769	1,008	1,878	303	35,000	5,105	4,279	2008	Current	N/A	King Air 350ER
15,000	535	1,604	1,440	320	35,000	3,300	3,950	N/A	Current	658	King Air 350i
New Piper											
5,092	169	358	550	267	30,000	2,000	1,950	2001	Current	398	Meridian
Piaggio											
11,550	415	798	980	390	37,000	3,100	4,550	1990	2005	105	Avanti P180
12,100	415	1,348	1,420	402	39,400	3,262	4,550	2005	Current	82	Avanti II
Pilatus											
10,450	400	1,226	1,340	261	30,000	2,450	3,050	1995	2008	789	PC-12
10,450	400	1,009	1,309	280	30,000	2,450	3,050	2008	Current	136	PC-12 Next Generation
Quest Aircraft											
6,750	312	1,014	460	205	25,000	1,000	1,050	2007	Current	N/A	Kodiak
Viking Air											
12,500	364	2,666	440	0	27,700	2,280	1,500	2009	Current	N/A	DHC 6-400 Twin Otter

continued on next page

HELICOPTERS

Aircraft Name	Model Number	Price New	Price Used Minimum	Price Used Maximum	Passenger Seats (typical)	Passengers Max	Pilot Seats	Cabin Volume (cu ft)	Cabin Width (ft)	Cabin Height (ft)	Cabin Length (ft)
AgustaWestland											
A109C	A109C	\$2,500,000	\$1,400,000	\$1,950,000	5	7	2	100	4.7	4.2	5.3
Grand	A109E	\$6,700,000	N/app.	N/app.	5	7	2	138	5.3	4.2	7.7
Power	A109E	\$5,550,000	\$3,000,000	\$5,300,000	5	7	2	124	5.3	4.2	6.9
AW109 K2	A109K2	\$3,750,000	\$2,350,000	\$2,900,000	5	7	2	120	4.7	4.2	5.3
Koala	A119	\$3,020,000	\$1,782,000	\$3,205,000	5	7	1	146	5.3	4.2	5.8
Koala Enhanced	A119Ke	\$3,400,000	N/app.	N/app.	7	7	1	146	5.3	4.2	6.9
AW139	AB139	\$12,600,000	\$1,782,000	\$12,500,000	8	15	2	282	7.2	4.7	8.9
EH 101	AW101	\$20,000,000	N/app.	N/app.	10	30	2	970	8.2	6.2	21.3
Bell											
JetRanger	206B3	\$1,315,000	\$460,000	\$1,200,000	3	4	1	55	3.9	4.2	3.3
LongRanger	206L4	\$1,965,000	\$1,200,000	\$2,200,000	5	6	1	83	3.9	4.2	5.0
210	210	\$3,800,000	N/app.	N/app.	6	9	1	220	8.0	4.3	8.6
212	212	\$4,858,500	\$1,600,000	\$3,450,000	6	14	2	220	8.0	4.3	8.6
230	230	\$3,665,000	\$1,990,000	\$2,190,000	5	9	2	136	4.8	4.8	6.8
407	407	\$2,305,000	\$1,850,000	\$2,800,000	5	6	1	105	4.8	4.2	5.0
412EP	412EP	\$8,640,000	\$4,100,000	\$8,800,000	6	14	2	220	8.0	4.3	8.6
412EP	412EP	\$4,422,000	\$3,600,000	\$4,100,000	6	14	2	220	8.0	4.3	8.6
427	427	\$4,265,000	\$2,825,000	\$3,425,000	5	7	2	102	4.6	4.2	5.8
429	429	\$4,865,000	N/app.	N/app.	4	6	2	204	5.1	3.8	N/A
Enstrom											
F-28F	F-28F	\$404,900	\$115,000	\$380,000	1	3	1	40	4.4	3.9	4.1
280FX	280FX	\$404,900	\$145,000	\$390,000	1	4	1	40	4.4	3.9	4.1
430	430	\$6,025,000	\$4,800,000	\$8,000,000	5	9	2	158	4.8	4.8	8.3
480	480	\$460,000	\$440,000	\$470,000	2	4	1	72	5.7	4.0	5.0
480B	480B	\$939,500	\$600,000	\$850,000	2	4	1	80	5.5	4.0	5.0
Eurocopter											
AStar	AS 350B2	\$1,780,017	\$1,150,000	\$2,450,000	4	6	1	95	5.4	4.3	6.6
AStar	AS 350B3	\$2,142,504	\$1,450,000	\$2,800,000	4	6	1	95	5.4	4.3	6.6
AStar	AS 350BA	\$1,050,000	\$980,000	\$1,150,000	4	6	1	95	5.4	4.3	6.6
TwinStar	AS 355F2	\$1,862,350	\$905,000	\$1,525,000	3	6	2	106	5.4	4.3	6.6
TwinStar	AS 355N	\$2,489,000	\$1,500,000	\$3,000,000	3	6	2	106	5.4	4.3	6.6
TwinStar	AS 355NP	\$3,100,222	N/app.	N/app.	4	6	1	106	5.4	4.3	6.6
Dauphin	AS 365N2	\$6,740,896	\$2,850,000	\$5,300,000	6	14	2	176	6.3	4.6	7.2
Dauphin	AS 365N3	\$8,104,535	\$4,350,000	\$6,700,000	6	14	2	176	6.3	4.6	7.2
BO 105CBS	BO 105C	\$2,034,900	\$350,000	\$1,220,000	3	4	2	85	4.9	4	3.3
BK 117B2	BK 117B2	\$3,400,000	\$2,250,000	\$2,650,000	8	9	2	118	4.9	4.2	6.7
BK 117C1	BK 117C1	\$4,144,000	\$2,850,000	\$3,200,000	8	9	2	118	4.9	4.2	6.7
EC 120B	EC 120	\$1,571,045	\$830,000	\$1,450,000	4	4	1	67	4.4	4.1	7.5
EC 130 B4	EC 130 B4	\$2,285,179	\$2,300,000	\$2,900,000	5	7	1	120	6.1	4.2	7.2
EC 135 P1	EC 135 P1	\$3,408,000	\$2,700,000	\$3,900,000	5	7	2	134	4.7	4.2	5.9
EC 135 P2	EC 135 P2	\$3,507,000	\$4,100,000	\$4,900,000	5	7	2	134	4.7	4.2	5.9
EC 135 P2+	EC 135 P2+	\$4,414,448	N/app.	N/app.	5	7	2	134	4.7	4.2	5.9
EC 135 T1	EC 135 T1	\$3,476,710	\$2,700,000	\$3,900,000	5	7	2	134	4.7	4.2	5.9
EC 135 T2	EC 135 T2	\$3,507,000	\$4,100,000	\$4,900,000	5	7	2	134	4.7	4.2	5.9
EC 135 T2+	EC 135 T2+	\$4,414,448	N/app.	N/app.	5	7	2	134	4.7	4.2	5.9
EC 145	EC 145	\$5,807,249	\$5,900,000	\$6,100,000	8	9	2	136	5.6	4.2	7.4
EC 155B1	EC 155B1	\$8,864,319	\$8,000,000	\$8,800,000	6	14	2	235	6.7	4.4	8.4
Super Puma	AS 332L1	\$15,000,000	\$9,500,000	\$17,400,000	11	19	2	474	5.9	5.1	22.3
Super Puma	AS 332L2	\$14,790,000	\$13,000,000	\$17,000,000	9	19	2	548	5.9	5.1	25.8
EC 225	EC 225	\$16,700,000	N/app.	N/app.	12	19	2	547	5.9	4.8	25.8
MD Helicopters											
MD 500E	369E	\$1,650,000	\$505,000	\$710,000	3	4	1	48	4.5	4.4	3.5
MD 500ER	369E	\$1,660,000	\$521,950	\$726,950	3	4	1	48	4.5	4.4	3.5
MD520	520N	\$1,825,000	\$825,000	\$910,000	3	4	1	48	4.5	4.4	3.5
MD530F	530F	\$1,900,000	\$650,000	\$960,000	3	4	1	62	4.5	4.4	3.5
MD600N	600N	\$2,000,000	\$830,000	\$1,060,000	5	7	1	92	4.5	4.4	6.0
Explorer	900	\$5,850,000	\$1,375,000	\$2,325,000	6	7	2	116	4.8	4.1	6.3
Sikorsky											
S-76B	S-76B	\$7,500,000	\$3,525,000	\$5,500,000	6	13	2	204	6.3	4.5	8.3
S-76C	S-76C	\$7,000,000	\$3,500,000	\$4,500,000	6	13	2	204	6.3	4.5	8.3
S-76C	S-76C+	\$8,500,000	\$5,000,000	\$8,800,000	6	13	2	204	6.3	4.5	8.3
S-76C	S-76C++	\$9,890,000	\$9,200,000	\$10,000,000	6	13	2	204	6.3	4.5	8.3
S-92	S-92	\$21,735,000	N/app.	N/app.	9	24	2	790	6.4	6	19.2

Source: Conklin & De Decker, Orleans, Mass. (except the numbers built, which are from AMSTAT Corp.)

N/A = not available. N/app. = not applicable.

HELICOPTERS

Maximum Takeoff Weight	Fuel Capacity (gallons)	Max Payload (full fuel)	Range (nm)	Max Cruise Speed (kt)	Service Ceiling (ft)	BFL Mtow	Landing Distance (ft)	Production Year Started	Production Year Ended	Number Built	Aircraft Name
AgustaWestland											
5,997	147	515	146	147	15,000	N/app.	N/app.	1989	1996	69	A109C
7,000	147	1,383	360	155	16,200	N/app.	N/app.	2005	Current	111	Grand
6,614	156	1,287	260	154	15,000	N/app.	N/app.	1997	Current	367	Power
6,284	156	444	75	147	15,000	N/app.	N/app.	1993	2003	41	AW109 K2
5,997	156	951	0	140	17,900	N/app.	N/app.	2000	2006	N/A	Koala
6,283	156	1,561	380	140	17,900	N/app.	N/app.	2007	Current	N/A	Koala Enhanced
14,110	409	1,937	460	165	20,000	N/app.	N/app.	2004	Current	211	AW139
32,187	1,362	2,305	466	150	15,000	N/app.	N/app.	1994	Current	N/A	EH 101
Bell											
3,200	90	208	270	118	13,500	N/app.	N/app.	1977	Current	2,215	JetRanger
4,450	742	737	253	110	10,000	N/app.	N/app.	1993	Current	407	LongRanger
10,500	110	3,088	N/A	N/A	N/A	N/app.	N/app.	2005	2008	N/A	210
11,200	214	2,447	162	111	12,900	N/app.	N/app.	1971	1999	N/A	212
8,400	245	550	293	148	15,500	N/app.	N/app.	1992	1995	37	230
5,250	127	1,142	0	128	17,900	N/app.	N/app.	1996	Current	949	407
11,900	328	1,814	279	124	16,500	N/app.	N/app.	1994	Current	392	412EP
11,900	328	1,781	279	124	16,500	N/app.	N/app.	1991	1994	27	412EP
6,350	202	495	325	138	20,000	N/app.	N/app.	1999	Current	80	427
7,000	215	1,150	368	155	20,000	N/app.	N/app.	2009	N/app.	5	429
Enstrom											
2,600	36	525	214	102	12,000	N/app.	N/app.	1981	Current	N/A	F-28F
2,600	36	525	214	102	12,000	N/app.	N/app.	1985	Current	N/A	280FX
9,300	245	1,247	N/A	140	14,600	N/app.	N/app.	1996	2008	129	430
2,650	103	302	265	106	N/A	N/app.	N/app.	1994	2000	N/A	480
3,000	90	258	198	106	13,000	N/app.	N/app.	2001	Current	N/A	480B
Eurocopter											
4,960	140	878	312	133	15,100	N/app.	N/app.	1990	Current	1,019	AStar
4,960	142	765	280	133	16,570	N/app.	N/app.	1997	Current	754	AStar
4,630	140	559	326	126	16,000	N/app.	N/app.	1992	1997	459	AStar
5,600	188	685	313	130	11,152	N/app.	N/app.	1987	1998	184	TwinStar
5,732	192	530	320	120	13,123	N/app.	N/app.	1993	2008	181	TwinStar
5,732	192	398	315	120	13,530	N/app.	N/app.	2007	Current	19	TwinStar
9,369	293	1,295	420	151	12,136	N/app.	N/app.	1990	2003	137	Dauphin
9,479	30	1,517	354	152	15,320	N/app.	N/app.	1998	Current	155	Dauphin
5,512	149	1,024	240	131	10,000	N/app.	N/app.	1977	1995	N/A	BO 105CBS
7,385	182	1,248	221	133	14,200	N/app.	N/app.	1992	1995	N/A	BK 117B2
7,385	183	1,412	221	133	14,200	N/app.	N/app.	1992	2003	N/A	BK 117C1
3,780	108	383	240	125	20,000	N/app.	N/app.	1997	Current	N/A	EC 120B
5,291	142	786	280	135	16,500	N/app.	N/app.	2000	Current	286	EC 130 B4
6,250	175	1,001	254	140	17,000	N/app.	N/app.	1997	2004	N/A	EC 135 P1
6,250	183	729	254	140	17,000	N/app.	N/app.	1997	2007	N/A	EC 135 P2
6,250	183	729	254	140	17,000	N/app.	N/app.	2006	Current	N/A	EC 135 P2+
5,984	175	749	262	141	17,150	N/app.	N/app.	1997	2004	N/A	EC 135 T1
6,250	183	729	262	140	17,150	N/app.	N/app.	1997	2007	N/A	EC 135 T2
6,415	183	894	254	140	17,000	N/app.	N/app.	2006	Current	N/A	EC 135 T2+
7,904	227	1,412	274	133	17,200	N/app.	N/app.	2001	Current	176	EC 145
10,692	329	1,117	373	151	15,000	N/app.	N/app.	2003	Current	67	EC 155B1
18,960	52	4,690	406	141	12,956	N/app.	N/app.	1987	Current	N/A	Super Puma
20,502	52	5,732	392	150	17,000	N/app.	N/app.	1993	2007	N/A	Super Puma
24,250	740	4,730	354	152	15,320	N/app.	N/app.	2005	Current	41	EC 225
MD Helicopters											
3,000	60	504	174	136	16,000	N/app.	N/app.	1983	Current	324	MD 500E
3,000	60	504	174	136	16,000	N/app.	N/app.	1983	Current	N/A	MD 500ER
3,350	60	750	138	135	20,000	N/app.	N/app.	1992	Current	88	MD520
3,100	60	494	173	135	16,000	N/app.	N/app.	1984	Current	14	MD530F
4,100	114	631	235	134	20,000	N/app.	N/app.	1997	Current	63	MD600N
6,250	157	1,035	205	134	20,000	N/app.	N/app.	1998	Current	81	Explorer
Sikorsky											
11,700	279	1,075	260	155	15,000	N/app.	N/app.	1985	1997	98	S-76B
11,700	279	1,367	335	155	11,800	N/app.	N/app.	1991	1996	78	S-76C
11,700	279	1,367	335	155	12,700	N/app.	N/app.	1996	2005	114	S-76C+
11,700	279	1,688	335	155	12,700	N/app.	N/app.	2006	Current	192	S-76C++
26,500	760	4,048	439	155	15,000	N/app.	N/app.	2002	Current	N/A	S-92