



Bombardier Challenger 605

Aircraft Guide

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 1998. This means our list includes some models manufactured before that year, as long as they were still being produced as recently as 1998. 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.

JETS

Aircraft Name	Model Number	Price (millions)			Seats		
		New	Used (min)	Used (max)	Passengers (typical)	Passengers (max)	Pilots
Airbus							
ACJ318 Elite	A 318-112	\$72.0	\$20.4	\$25.8	19	132	2
ACJ319 (ACJ)	A 319-133	\$87.0	\$17.4	\$46.6	19	156	2
ACJ320	A 320-100	\$95.0	\$9.8	\$53.1	19	179	2
ACJ321	A 321-200	\$110.0	\$19.6	\$61.5	19	220	2
ACJ340	A 340-200	\$141.1	\$24.6	\$57.1	19	420	2
Beechcraft/Textron Aviation							
Beechjet 400A	Beechjet 400A	\$6.7	\$0.6	\$1.4	7	9	2
Hawker 4000	Hawker 4000	\$22.9	\$5.2	\$6.0	8	14	2
Hawker 400XP	Hawker 400XP	\$7.8	\$1.5	\$2.6	8	9	2
Hawker 400XPR	Hawker 400XP	N/A	\$2.9	\$2.5	8	9	2
Hawker 750	Hawker 750	\$13.3	\$3.8	\$6.5	8	15	2
Hawker 800XP	Hawker 800XP	\$13.2	\$1.9	\$3.0	8	15	2
Hawker 800XPi	Hawker 800XP	\$13.2	\$3.7	\$3.7	8	15	2
Hawker 800XPR	Hawker 800XP	N/A	\$1.9	\$3.7	8	15	2
Hawker 850XP	Hawker 850XP	\$14.1	\$4.2	\$5.4	8	15	2
Hawker 900XP	Hawker 900XP	\$16.1	\$5.0	\$9.5	8	15	2
Premier I	Premier I	\$5.7	\$1.1	\$1.5	6	7	2
Premier IA	Premier IA	\$7.1	\$1.6	\$2.9	6	7	2
Boeing							
BBJ	B 737-700IGW	\$73.5	\$68.0	\$68.0	19	149	2
BBJ 2	B 737-800	\$91.5	\$82.0	\$82.0	19	189	2
BBJ 3	B 737-900ER	\$99.3	\$93.0	\$93.0	19	215	2
Bombardier							
Challenger 300	BD-100-1A10	\$24.9	\$10.3	\$23.0	8	16	2
Challenger 350	BD-100-1A10	\$25.9	\$25.0	\$25.0	8	16	2
Challenger 604	CL-600-2B16	\$26.8	\$5.0	\$12.0	10	19	2
Challenger 605	CL-600-2B16	\$31.0	\$13.0	\$26.0	10	19	2
Challenger 850	CL-600-2B19	\$32.0	\$12.8	\$18.9	15	19	2
Global 5000	BD-700-1A11	\$49.0	\$18.3	\$42.0	13	19	2
Global 6000	BD-700-1A10	\$62.3	\$44.0	\$53.0	13	19	2
Global Express	BD-700-1A10	\$45.5	\$14.5	\$22.4	13	10	2
Global Express XRS	BD-700-1A10	\$58.5	\$24.0	\$39.0	13	19	2
Learjet 31A	LJ 31	\$6.5	\$0.8	\$1.7	6	10	2
Learjet 40	LJ 40	\$8.0	\$2.3	\$3.2	6	7	2
Learjet 40XR	LJ 40XR	\$10.8	\$3.0	\$8.0	6	7	2
Learjet 45	LJ 45	\$10.3	\$2.4	\$4.2	8	9	2
Learjet 45XR	LJ 45XR	\$13.2	\$3.3	\$7.5	8	9	2
Learjet 60	LJ 60	\$12.6	\$1.4	\$2.4	7	10	2
Learjet 60XR	LJ 60XR	\$14.7	\$4.7	\$7.8	7	10	2
Learjet 70	LJ 70	\$11.3	\$8.7	\$9.5	6	10	2
Learjet 75	LJ 75	\$13.8	\$10.0	\$11.0	8	10	2
Cessna/Textron Aviation							
Citation Bravo	CE-550B	\$6.2	\$1.5	\$2.9	7	11	2
Citation CJ1	CE-525	\$4.1	\$1.4	\$1.9	5	6	2
Citation CJ1+	CE-525	\$5.2	\$2.2	\$3.5	5	6	2
Citation CJ2	CE-525A	\$5.7	\$2.4	\$2.9	6	8	2
Citation CJ2+	CE-525A	\$7.2	\$4.0	\$6.9	6	8	2
Citation CJ3	CE-525B	\$8.3	\$3.9	\$7.9	6	8	2
Citation CJ3+	CE-525B	\$8.3	\$8.1	\$8.1	6	8	2
Citation CJ4	CE-525C	\$9.3	\$6.5	\$9.0	7	9	2
Citation Encore	CE-560	\$8.1	\$2.6	\$3.9	7	11	2
Citation Encore+	CE-560	\$9.2	\$4.1	\$5.0	7	11	2
Citation Excel	CE-560XL	\$10.3	\$2.5	\$3.9	7	12	2
Citation Jet	CE-525	\$3.7	\$0.9	\$1.3	5	6	2
Citation M2	CE-525	\$4.5	\$4.2	\$4.5	6	6	2
Citation Mustang	CE-510	\$3.4	\$1.7	\$3.1	4	5	1
Citation Sovereign	CE-680	\$17.8	\$6.2	\$13.8	9	12	2

Source: Conklin & de Decker.

JETS

Volume (cu ft)	Cabin			Max Takeoff Weight (lb)	Fuel Capacity (gal)	Range (nm)	Production		Number Built
	Width (ft)	Height (ft)	Length (ft)				Year Started	Year Ended	
5,300	12.08	7.33	70.92	145,504	45,761	3,800	2005	In Production	18
5,843	12.08	7.33	78.75	168,650	71,930	6,100	1998	In Production	72
6,825	12.08	7.33	91	169,785	52,830	4,950	1989	In Production	7
8,547	12.08	7.33	113.75	196,210	52,350	4,590	1997	In Production	N/A
N/A	17.33	7.91	166.67	568,890	248,952	7,000	1992	2008	13
305	4.9	4.8	15.6	16,100	4,912	1,180	1990	2003	351
746	6.46	6	25	39,500	14,600	3,283	2008	2012	79
305	4.92	4.75	15.5	16,300	4,912	1,180	2004	2010	252
305	4.92	4.75	15.5	16,300	4,912	1,243	1986	2003	N/A
551	6	5.75	21.3	27,000	8,500	2,050	2008	2011	49
551	6	5.75	21.3	28,000	10,000	2,470	1995	2005	474
551	6	5.75	21.3	28,000	10,000	2,470	2005	2005	N/A
551	6	5.75	21.3	28,000	10,000	2,733	1995	2005	N/A
551	6	5.75	21.3	28,000	10,000	2,525	2006	2009	121
551	6	5.75	21.3	28,000	10,000	2,733	2007	2012	196
285	5.5	5.4	13.6	12,500	3,611	850	2001	2005	133
285	5.5	5.4	13.6	12,500	3,670	850	2006	2012	165
5,396	11.5	7	79.2	171,000	71,737	6,141	1998	In Production	120
6,525	11.5	7	98.5	174,200	69,982	5,644	2001	In Production	17
7,290	11.5	7	107.25	187,700	63,007	4,790	2006	In Production	5
930	7.17	6.08	23.7	38,850	14,045	3,065	2003	2014	456
930	7.17	6.08	23.7	40,600	14,150	3,200	2014	In Production	10
1,146	8.17	6.08	28.4	48,200	19,850	3,756	1996	2007	366
1,146	8.17	6.08	28.4	48,200	19,852	3,756	2007	2015	276
1,964	8.17	6.08	48.42	53,000	18,274	2,456	2006	2012	75
1,889	8.17	6.25	42.47	92,500	38,959	5,200	2004	In Production	157
2,002	8.17	6.25	48.35	99,500	44,716	5,890	2011	In Production	192
2,002	8.17	6.25	48.35	95,000	43,158	5,940	1999	2005	148
2,002	8.17	6.25	48.35	98,000	44,642	6,055	2005	2012	171
281	4.95	4.35	12.9	17,200	4,124	1,211	1991	2003	209
369	5.12	4.92	17.67	20,350	5,375	1,573	2004	2007	40
369	5.12	4.92	17.67	21,000	6,062	1,778	2005	2014	94
415	5.12	4.92	19.75	20,500	6,062	1,423	1998	2007	249
415	5.12	4.92	19.75	21,500	6,062	1,685	2003	2012	211
447	5.92	5.71	17.67	23,500	7,910	2,186	1993	2003	316
447	5.92	5.71	17.67	23,500	7,910	2,044	2006	2013	114
369	5.12	4.92	17.67	21,500	6,062	1,849	2013	In Production	8
415	5.12	4.92	19.75	21,500	6,062	1,805	2013	In Production	22
292	4.8	4.7	15.75	14,800	4,824	1,290	1997	2006	337
201	4.83	4.75	11	10,600	3,220	775	2000	2005	199
201	4.83	4.75	11	10,700	3,220	895	2005	2011	103
248	4.83	4.75	13.58	12,375	3,932	1,075	2000	2006	243
248	4.83	4.75	13.58	12,500	3,930	1,194	2005	2014	266
286	4.83	4.75	15.67	13,870	4,710	1,374	2004	2013	416
286	4.83	4.75	15.67	13,870	4,710	1,374	2014	In Production	1
293	4.83	4.75	17.3	17,110	5,828	1,667	2010	In Production	167
314	4.83	4.75	17.33	16,630	5,400	1,410	2000	2006	169
314	4.83	4.75	17.33	16,830	5,400	1,494	2006	2011	66
422	5.5	5.7	18.5	20,000	6,740	1,449	1998	2004	373
205	4.83	4.8	11	10,400	3,220	750	1993	1999	359
201	4.83	4.75	11	10,700	3,296	694	2013	In Production	50
163	4.58	4.5	9.8	8,645	2,580	718	2006	In Production	453
571	5.5	5.7	25.25	30,300	11,223	2,620	2004	2013	385

N/A = not available



Beechcraft Hawker 4000



Gulfstream G280



SyberJet SJ30



Dassault Falcon 2000S



Eclipse 550



Embraer Lineage 1000

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).

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.

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.



Gulfstream G650

JETS

Aircraft Name	Model Number	Price (millions)			Seats		
		New	Used (min)	Used (max)	Passengers (typical)	Passengers (max)	Pilots
Citation Sovereign+	CE-680	\$18.2	\$14.5	\$17.5	9	12	2
Citation Ultra	CE-560	\$7.4	\$1.3	\$1.9	7	11	2
Citation VII	CE-650	\$11.4	\$1.5	\$2.7	7	13	2
Citation X	CE-750	\$23.1	\$3.3	\$15.2	8	12	2
Citation X+	CE-750	\$23.4	\$19.0	\$19.0	8	12	2
Citation XLS	CE-560XL	\$11.3	\$4.2	\$5.5	8	12	2
Citation XLS+	CE-560XL	\$13.1	\$6.8	\$12.0	8	12	2
Dassault							
Falcon 2000	Falcon 2000	\$24.6	\$4.5	\$10.7	10	19	2
Falcon 2000DX	Falcon 2000EX	\$29.5	\$14.5	\$17.5	10	19	2
Falcon 2000EX EASy	Falcon 2000EX	\$30.2	\$13.8	\$18.9	10	19	2
Falcon 2000LX	Falcon 2000EX	\$32.9	\$17.7	\$29.0	8	19	2
Falcon 2000LXS	Falcon 2000EX	\$33.7	\$32.0	\$32.0	8	19	2
Falcon 2000S	Falcon 2000S	\$28.4	\$25.0	\$26.5	10	19	2
Falcon 50EX	Mystère-Falcon 50	\$21.4	\$4.0	\$7.6	9	19	2
Falcon 7X	Falcon 7X	\$53.8	\$27.0	\$52.0	12	19	2
Falcon 900B	Mystère-Falcon 900	\$26.2	\$4.2	\$10.5	12	19	2
Falcon 900C	Mystère-Falcon 900	\$31.6	\$9.2	\$14.0	12	19	2
Falcon 900DX	Falcon 900EX	\$38.0	\$15.5	\$21.0	12	19	2
Falcon 900EX EASy	Falcon 900EX	\$41.4	\$18.5	\$26.5	12	19	2
Falcon 900LX	Falcon 900EX	\$42.2	\$28.5	\$40.0	12	19	2
Eclipse Aerospace							
Eclipse 500	EA 500	N/A	\$0.8	\$0.8	3	4	1
Eclipse 550	EA 500	\$2.9	N/A	N/A	3	4	1
Embraer							
Legacy 500	EMB-550	\$20.0	\$20.0	\$20.0	8	12	2
Legacy 600	EMB-135BJ	\$26.0	\$7.2	\$21.0	13	19	2
Legacy 650	EMB-135BJ	\$31.6	\$19.0	\$30.0	13	19	2
Lineage 1000	ERJ-190-100 ECJ	\$53.0	\$37.0	\$44.0	19	19	2
Lineage 1000E	ERJ-190-100 ECJ	\$53.0	\$53.0	\$53.0	19	19	2
Phenom 100	EMB-500	\$4.1	\$2.2	\$3.5	5	6	1
Phenom 100E	EMB-500	\$4.2	\$4.2	\$4.2	5	6	1
Phenom 300	EMB-505	\$9.0	\$6.7	\$8.3	7	9	2
Gulfstream							
GIV-SP	GIV	\$32.8	\$3.5	\$9.9	13	19	2
GV	GV	\$43.1	\$13.0	\$18.0	13	19	2
G100	G100	\$12.1	\$3.0	\$4.0	7	9	2
G150	G150	\$15.7	\$6.0	\$15.0	7	8	2
G200	G200	\$23.3	\$4.2	\$11.5	8	18	2
G280	G280	\$24.5	\$22.0	\$24.0	8	19	2
G300	G300	\$25.5	\$7.0	\$8.0	13	19	2
G350	G350	\$36.0	\$10.0	\$22.0	14	19	2
G400	G400	\$32.5	\$11.0	\$12.0	13	19	2
G450	G450	\$43.2	\$15.0	\$38.0	14	19	2
G500	GV-SP	\$50.5	\$20.0	\$43.50	18	19	2
G550	GV-SP	\$60.0	\$26.0	\$52.0	18	19	2
G650	G650	\$64.5	\$69.0	\$73.0	18	19	2
G650ER	G650	\$66.5	\$66.5	\$66.5	18	19	2
Honda Aircraft							
HA-420 HondaJet	HondaJet	\$4.5	N/A	N/A	5	6	1
Nextant Aerospace							
Nextant 400XT	Beechjet 400A	N/A	\$3.6	\$4.2	7	9	2
Nextant 400XTi	Beechjet 400A	\$5.0	\$3.2	\$4.2	7	9	2
SyberJet							
SJ30	SL30-2	\$7.3	\$2.0	\$3.0	5	6	2

Source: Conklin & de Decker.

JETS

Cabin				Max Takeoff Weight (lb)	Fuel Capacity (gal)	Range (nm)	Production		Number Built	
Volume (cu ft)	Width (ft)	Height (ft)	Length (ft)				Year Started	Year Ended		
585	5.5	5.7	25.25	30,755	11,390	2,773	2013	In Production	1	
310	4.83	4.8	17.33	16,300	5,771	1,259	1994	1999	279	
422	5.5	5.7	18.4	23,000	7,330	1,693	1992	2000	119	
538	5.5	5.7	23.92	36,100	12,931	2,890	1996	2012	323	
538	5.5	5.7	25.2	36,600	12,931	3,229	2013	In Production	1	
422	5.5	5.7	18.5	20,200	6,740	1,539	2004	2008	332	
422	5.5	5.7	18.5	20,200	6,740	1,528	2008	In Production	178	
Boeing Business Jet										
1,028	7.7	6.2	31	35,800	12,155	2,841	1995	2007	231	
1,028	7.7	6.2	31	41,000	14,600	3,378	2007	2010	4	
1,028	7.7	6.2	31	42,200	16,660	3,878	2004	2009	136	
1,028	7.7	6.2	31	42,800	16,660	3,970	2007	In Production	126	
1,028	7.7	6.2	31	42,800	16,660	3,970	2013	In Production	15	
1,028	7.7	6.2	31	41,000	14,600	3,385	2013	In Production	25	
569	6.1	5.9	23.5	39,700	15,520	3,223	1997	2007	100	
1,506	7.7	6.2	39.1	70,000	31,940	5,490	2007	In Production	248	
1,218	7.7	6.2	33.2	45,500	19,165	3,450	1986	2000	149	
1,218	7.7	6.2	33.2	45,500	19,165	3,450	1998	2005	25	
1,218	7.7	6.2	33.2	46,700	18,830	4,100	2005	2010	24	
1,218	7.7	6.2	33.2	49,000	21,000	4,500	2003	2010	249	
1,218	7.7	6.2	33.2	49,000	21,000	4,800	2010	In Production	39	
Boeing Business Jet										
109	4.66	4.16	7.6	6,000	1,698	574	2006	2008	264	
109	4.66	4.16	7.6	6,000	1,698	574	2013	In Production	14	
Boeing Business Jet										
812	6.83	6	26.8	N/A	N/A	3,026	2014	In Development	10	
1,656	6.92	6	49.8	49,604	18,170	3,091	2002	In Production	193	
1,656	6.92	6	49.8	53,572	20,600	3,661	2010	In Production	74	
3,914	8.75	6.58	84.32	120,152	48,217	4,198	2008	2013	24	
3,914	8.75	6.58	84.32	120,152	48,217	4,242	2014	In Production	N/A	
212	5.08	4.92	11	10,472	2,804	915	2008	2013	328	
212	5.08	4.94	11	10,472	2,804	917	2014	In Production	N/A	
324	5.08	4.92	17.17	17,968	5,353	1,811	2009	In Production	250	
Boeing Business Jet										
1,658	7.3	6.2	45.1	74,600	29,281	3,880	1992	2002	287	
1,595	7.3	6.2	50.1	90,500	41,000	6,250	1995	2002	194	
215	4.75	5.6	17.1	24,650	9,365	2,550	2001	2006	24	
521	5.75	5.75	17.7	26,100	10,300	2,760	2005	In Production	115	
869	7.2	6.25	24.5	35,450	15,000	3,130	1999	2011	248	
888	7.2	6.25	32.25	39,600	14,600	3,420	2012	In Production	63	
1,658	7.3	6.2	45.1	72,000	26,700	3,486	2003	2004	13	
1,658	7.3	6.2	45.1	70,900	25,807	3,680	2004	2011	11	
1,658	7.3	6.2	45.1	74,600	29,281	3,880	2003	2004	23	
1,658	7.3	6.2	45.1	74,600	29,281	4,070	2004	In Production	331	
1,812	7.3	6.2	50.1	85,100	34,940	5,620	2003	In Production	9	
1,812	7.3	6.2	50.1	91,000	41,000	6,360	2003	In Production	501	
2,421	8.5	6.4	53.6	99,600	44,200	6,520	2012	In Production	110	
2,421	8.5	6.4	53.6	103,600	48,200	7,095	2014	In Production	N/A	
Boeing Business Jet										
N/A	5	4.94	12	9,963	N/A	1,035	2012	In Production	N/A	
Boeing Business Jet										
305	4.92	4.75	15.5	16,300	4,912	1,852	1986	2003	43	
305	4.92	4.75	15.5	16,300	4,912	1,852	1986	2003	N/A	
Boeing Business Jet										
210	4.7	4.3	12.5	13,950	4,850	1,748	2006	2010	9	

N/A = not available



Boeing BBJ Max8



Nextant 400XT



HondaJet



Bombardier Learjet 45XR



Airbus ACJ340



Embraer Phenom 300



Cessna Grand Caravan EX



Quest Kodiak



Daher-Socata TBM 900



Extra 500



Dornier Seastar



Beechcraft King Air C90GTx



Viking Twin Otter

TURBOPROPS

Aircraft Name	Model Number	Prices (\$ millions)			Seats		
		New	Used (min)	Used (max)	Passengers (typical)	Passengers (max)	Pilots
Beechcraft/Textron Aviation							
King Air 250	250	\$6.1	\$4.2	\$5.7	6	15	2
King Air 350	350	\$6.4	\$1.4	\$3.9	8	15	2
King Air 350ER	350ER	\$7.8	\$4.7	\$5.1	8	15	2
King Air 350i	350	\$7.4	\$4.3	\$7.0	8	15	2
King Air 350iER	350	\$8.4	\$4.5	\$7.4	8	15	2
King Air B200	B200	\$5.3	\$0.8	\$2.9	6	15	2
King Air B200GT	B200GT	\$5.8	\$2.8	\$3.6	6	15	2
King Air C90B	C90B	\$2.8	\$0.9	\$1.6	5	12	2
King Air C90GT	C90GT	\$3.0	\$1.6	\$1.7	5	12	2
King Air C90GTi	C90GTi	\$3.4	\$1.9	\$2.1	5	15	2
King Air C90GTx	C90GTx	\$3.8	\$2.4	\$3.2	5	5	2
Cessna/Textron Aviation							
208 Caravan	208-675	\$2.1	\$0.5	\$2.1	9	13	1
208B Grand Caravan	208B	\$2.3	\$0.7	\$2.2	9	13	1
208B Grand Caravan EX	208B	\$2.1	\$2.4	\$2.4	9	13	1
Daher-Socata							
TBM 700C2	TBM 700C2	\$2.7	\$1.5	\$1.7	5	6	1
TBM 850	TBM 700 N	\$3.4	\$2.3	\$2.8	5	6	1
TBM 900	TBM 700 N	\$3.7	\$3.7	\$3.7	5	6	1
Dornier Seaplane							
Seastar CD2	Seastar CD2	\$6.2	N/A	N/A	6	N/A	2
Extra Aircraft							
Extra 500	EA-500	\$1.8	N/A	N/A	5	5	2
Piaggio							
Avanti P180	P180	\$6.4	\$1.5	\$2.7	6	9	2
Avanti P180 II	P180	\$7.2	\$2.7	\$6.9	6	9	2
Pilatus							
PC-12	PC-12/47	\$3.4	\$1.3	\$2.6	7	10	1
PC-12 NG	PC-12/47E	\$4.5	\$2.8	\$4.5	7	10	1
Piper							
Meridian PA-46TP	PA46-500T	\$2.2	\$0.7	\$2.2	5	5	1
Quest Aircraft							
Kodiak	Kodiak 100	\$2.0	\$1.1	\$1.6	5	9	1
Viking Air							
DHC 6-400 Twin Otter	DHC-6-400	\$5.9	\$5.6	\$7.0	19	19	2

Source: Conklin & de Decker

N/A = not available

TURBOPROPS

Volume (cu ft)	Cabin			Max Takeoff Weight (lb)	Fuel Capacity (gal)	Range (nm)	Production		Number Built
	Width (ft)	Height (ft)	Length (ft)				Year Started	Year Ended	
303	4.8	4.5	16.7	12,500	3,645	636	2011	In Production	106
344	4.8	4.5	19.2	15,000	3,611	1,440	1990	2009	683
344	4.8	4.5	19.2	16,500	5,192	1,878	2008	2009	79
344	4.8	4.5	19.2	15,000	3,611	1,440	2009	In Production	262
344	4.8	4.5	19.5	16,500	5,192	1,635	2010	In Production	2
303	4.8	4.5	16.7	12,500	3,645	920	1981	2008	1138
303	4.8	4.5	16.7	12,500	3,645	960	2008	2013	126
218	4.8	4.5	12.4	10,100	2,573	640	1992	2005	437
218	4.8	4.5	12.4	10,100	2,573	N/A	2006	2007	100
218	4.8	4.5	12.4	10,100	2,573	N/A	2007	2010	130
218	4.8	4.5	12.4	10,485	2,573	903	2010	In Production	141
271	4.5	5.3	12.8	8,000	2,224	325	1985	In Production	431
352	4.5	5.3	16.4	8,750	2,224	529	1990	2013	1825
352	4.5	5.3	15.83	8,807	2,247	494	2013	In Production	87
143	4.1	4	10	7,394	1,887	1,000	2003	2006	100
143	4.1	4	10	7,394	1,910	1,102	2006	2013	338
143	4.1	4	10	7,394	2,017	989	2006	2013	46
287	4.5	5.42	13.08	10,141	2,801	150	2013	In Production	N/A
N/A	4.08	4.83	13.5	4,696	1,154	560	2010	In Production	N/A
375	5.8	6.1	14.9	11,550	2,802	980	1990	2005	104
375	5.8	6.1	17.5	12,100	2,802	752	2006	In Production	124
326	4.75	5	16.9	10,450	2,704	1,340	1995	2008	789
330	4.83	5	16.92	10,450	2,704	1,309	2008	In Production	465
120	3.9	4.2	12.3	5,092	1,140	489	2001	In Production	545
248	4.5	4.8	15.5	7,255	2,110	524	2008	In Production	N/A
581	4.9	5.3	18.5	12,500	2,513	108	2010	In Production	50



Pilatus PC-12-NG



Beechcraft King Air 350i



Piaggio Avanti II



Piper Meridian M500