

# JETS

Aircraft	Model Number	Price New (\$ millions)	Price Used (min)	Price Used (max)	Passenger Seats (typical)	Passengers (max)	Pilot Seats	Cabin Volume (cu ft)	Cabin Width (ft)	Cabin Height (ft)	Cabin Length (ft)
<b>Airbus</b>											
A318 Elite	A318-112	\$62.0	\$24.6	\$30.1	19	132	3	5,300	12.2	7.3	70.1
Corporate Jetliner	A319-133	\$75.0	\$75.0	N/A	19	156	3	5,900	12.2	7.3	78.0
A320 Prestige	A320-100	\$80.0	\$14.8	\$44.6	19	179	3	6,825	12.2	7.3	90.2
<b>Boeing</b>											
BBJ	737-700IGW	\$65.0	N/A	N/A	19	149	3	5,390	11.5	7.0	79.2
BBJ 2	737-800	\$80.5	N/A	N/A	19	189	3	6,695	11.5	7.0	98.5
BBJ 3	737-900ER	\$87.7	N/A	N/A	19	215	2	7,290	11.5	7.0	107.3
<b>Bombardier</b>											
Learjet 31A	LR 31	\$6.5	\$1.7	\$2.8	6	10	2	271	4.9	4.4	12.9
Learjet 35A	LR 35	\$4.8	\$0.7	\$1.9	6	8	2	268	4.9	4.3	12.9
Learjet 36A	LR 36	\$5.1	\$0.7	\$2.0	4	8	2	202	4.9	4.3	10.5
Learjet 40	LR 40	\$7.9	\$4.0	\$4.8	6	7	2	368	5.1	4.9	17.7
Learjet 40XR	LR 40XR	\$10.6	\$5.20	\$9.0	6	7	2	363	5.1	4.9	17.7
Learjet 45	LR 45	\$10.2	\$4.1	\$5.9	8	9	2	410	5.1	4.9	19.8
Learjet 45XR	LR 45XR	\$12.8	\$5.8	\$11.7	8	9	2	410	5.1	4.9	19.8
Learjet 60	LR 60	\$12.6	\$3.6	\$6.8	7	10	2	453	5.9	5.7	17.7
Learjet 60XR	LR 60XR	\$13.9	\$7.6	\$13.0	7	10	2	453	5.9	5.7	17.7
Learjet 85	LJ 85	N/A	N/A	N/A	8	N/A	2	665	6.1	5.9	24.8
Challenger 300	BD100-1A10	\$24.3	\$13.0	\$21.2	8	16	3	860	7.2	6.1	28.6
Challenger 601-3A	CL600-2B16	\$17.9	\$5.2	\$6.5	9	19	3	1,035	8.2	6.1	28.3
Challenger 601-3R	CL600-2B16	\$19.1	\$7.0	\$7.9	9	19	3	1,035	8.2	6.1	28.3
Challenger 604	CL600-2B16	\$26.8	\$9.5	\$16.9	9	19	3	1,150	8.2	6.1	28.4
Challenger 605	CL600-2B16	\$31.9	\$20.0	\$27.5	9	19	3	1,150	8.2	6.1	28.4
Challenger 850	CL600-2B19	\$32.9	\$19.5	\$31.0	15	19	3	1,990	8.2	6.1	48.4
Global 5000	BD700-1A11	\$44.7	\$28.0	\$39.0	13	19	3	2,022	8.2	6.3	42.5
Global Express	BD700-1A10	\$45.5	\$24.0	\$32.0	13	10	3	2,140	8.2	6.3	48.4
Global Express XRS	BD700-1A10	\$53.3	\$36.0	\$49.0	13	19	3	2,140	8.2	6.3	48.4
<b>Cessna</b>											
Citation Mustang	CE510	\$3.07	\$1.9	\$2.8	4	5	1	144	4.6	4.5	9.8
Citation CJ1	CE525	\$4.1	\$2.3	\$2.8	5	6	2	198	4.8	4.8	11.0
Citation CJ1+	CE525	\$5.06	\$3.0	\$5.05	5	6	2	198	4.8	4.8	11.0
CitationJet	CE525	\$3.7	\$1.4	\$2.0	5	6	2	186	4.8	4.8	11.0
Citation CJ2	CE525A	\$5.8	\$3.1	\$4.3	6	8	2	248	4.8	4.8	13.6
Citation CJ2+	CE525A	\$6.9	\$4.5	\$6.7	6	8	2	246	4.8	4.8	13.6
Citation CJ3	CE525B	\$8.2	\$4.7	\$8.05	6	8	2	283	4.8	4.8	15.7
Citation CJ4	CE525C	\$9.04	N/A	N/A	8	9	2	311	4.8	4.8	17.3
Citation II/IIISP	CE550	\$3.7	\$0.95	\$1.9	7	11	2	263	4.8	4.7	15.8
Citation Bravo	CE550B	\$6.15	\$1.9	\$3.4	7	11	2	278	4.8	4.7	15.8
Citation Encore	CE560	\$8.1	\$3.8	\$5.3	7	11	2	307	4.8	4.8	17.3
Citation Encore+	CE560	\$9.2	\$5.7	\$8.5	7	11	2	307	4.8	4.8	17.3
Citation Ultra	CE560	\$7.4	\$2.4	\$2.9	7	11	2	292	4.8	4.8	17.3
Citation V	CE560	\$5.4	\$1.4	\$2.0	7	11	2	292	4.8	4.8	17.3
Citation Excel	CE560XL	\$10.27	\$4.3	\$6.1	7	12	2	461	5.5	5.7	18.5
Citation XLS	CE560XL	\$11.3	\$6.7	\$8.2	8	12	2	461	5.5	5.7	18.5
Citation XLS+	CE560XL	\$12.4	\$9.0	\$11.9	8	12	2	461	5.5	5.7	18.5
Citation VI	CE650	\$8.05	\$2.8	\$3.2	7	13	2	438	5.5	5.7	18.4
Citation VII	CE650	\$11.4	\$3.7	\$5.6	7	13	2	438	5.5	5.7	18.4
Citation Sovereign	CE680	\$17.6	\$10.7	\$17.0	9	12	2	620	5.5	5.7	25.2
Citation X	CE750	\$21.7	\$8.0	\$21.0	8	12	3	593	5.5	5.7	23.9
<b>Cirrus</b>											
Vision	SF50	\$1.7	N/A	N/A	3	6	1	N/A	N/A	N/A	N/A
<b>Dassault</b>											
Falcon 50	Mystere F50	\$15.0	\$4.0	\$7.6	9	19	3	700	6.1	5.8	23.5
Falcon 50EX	Mystere F50	\$21.4	\$8.5	\$14.0	9	19	3	700	6.1	5.9	23.5
Falcon 2000	F2000	\$24.6	\$10.5	\$18.5	8	19	3	1,024	7.7	6.2	26.3
Falcon 2000DX	F2000EX	\$29.5	\$23.0	\$29.0	8	19	3	1,024	7.7	6.2	26.3
Falcon 2000EX EASy	F2000EX	\$30.2	\$19.5	\$29.0	8	19	3	1,024	7.7	6.2	26.3
Falcon 2000LX	F2000EX	\$31.6	\$29.5	\$31.6	8	19	3	1,024	7.7	6.2	26.3
Falcon 7X	F7X	\$48.6	\$41.0	\$47.4	12	19	3	1,552	7.7	6.2	39.1
Falcon 900B	Mystere F900	\$26.2	\$10.5	\$18.0	12	19	3	1,264	7.7	6.2	33.2
Falcon 900C	Mystere F900	\$31.6	\$17.0	\$24.0	12	19	2	1,264	7.7	6.2	33.2
Falcon 900DX	F900EX	\$37.95	\$24.5	\$37.95	12	19	2	1,264	7.7	6.2	33.2
Falcon 900EX EASy	F900EX	\$41.35	\$26.0	\$41.35	12	19	2	1,264	7.7	6.2	33.2
Falcon 900LX	F900EX	\$42.15	N/A	N/A	12	19	2	1,264	7.7	6.2	33.2
<b>Diamond</b>											
D-Jet	N/A	N/A	N/A	N/A	3	N/A	2	N/A	N/A	N/A	N/A
<b>Eclipse Aerospace</b>											
Eclipse 500	EA500	\$2.15	\$.875	\$1.0	4	4	1	160	4.7	4.2	7.6
<b>Embraer</b>											
Phenom 100	EMB 500	\$3.75	\$3.0	\$3.6	4	6	1	208	5.1	4.9	11.0
Phenom 300	EMB 505	\$8.14	\$7.5	\$7.5	6	9	1	325	5.1	4.9	17.2
Legacy 450	N/A	\$15.0	N/A	N/A	6	N/A	2	N/A	N/A	N/A	N/A
Legacy 500	N/A	\$18.4	N/A	N/A	8	12	2	N/A	N/A	N/A	N/A
Legacy 600	EMB 135BJ	\$27.45	\$13.5	\$25.0	13	N/A	3	1,650	7.0	6.0	49.8
Legacy 650	EMB 135BJ	\$29.5	N/A	N/A	13	19	3	1,650	6.9	6.0	49.8
Lineage 1000	ERJ 190-100 ECJ	\$49.25	\$45.0	\$46.015	19	19	3	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** continued from preceding page

Aircraft	Model Number	Price New	Price Used (min)	Price Used (max)	Passenger Seats (typical)	Passengers Max	Pilot Seats	Cabin Volume (cu ft)	Cabin Width (ft)	Cabin Height (ft)	Cabin Length (ft)
<b>Emivest Aerospace</b>											
SJ30	SJ30	\$7.0	N/A	N/A	5	6	2	191	4.7	4.3	12.5
<b>Gulfstream</b>											
G100	G100	\$12.1	\$5.8	\$7.5	7	9	2	375	4.8	5.6	17.1
G150	G150	\$15.05	\$9.0	\$15.0	7	8	2	465	5.8	5.8	17.8
G200	1126	\$23.32	\$8.0	\$22.0	8	18	3	868	7.2	6.3	24.5
G250	G250	\$24.0	N/A	N/A	9	N/A	3	935	7.2	6.3	25.8
GIV-SP	GIV	\$32.75	\$11.5	\$17.7	13	19	3	1,525	7.3	6.2	45.1
G300	GIV	\$25.5	\$15.0	\$15.5	13	19	3	1,525	7.3	6.2	45.1
G400	GIV	\$32.5	\$20.0	\$21.0	13	19	3	1,525	7.3	6.2	45.1
G350	GIVX	\$33.25	\$18.0	\$31.0	14	19	3	1,525	7.3	6.2	45.1
G450	GIVX	\$38.25	\$24.0	\$36.0	14	19	3	1,525	7.3	6.2	45.1
GV	GV	\$43.13	\$20.0	\$27.0	13	19	3	1,669	7.3	6.2	50.1
G500	GV-SP	\$42.5	\$27.0	\$40.0	18	19	3	1,669	7.3	6.2	50.1
G550	GV-SP	\$50.5	\$32.0	\$48.0	18	19	3	1,669	7.3	6.2	50.1
G650	G650	\$58.5	N/app.	N/app.	16	19	2	2,138	8.5	6.4	53.6
<b>Hawker Beechcraft</b>											
Premier I	390	\$5.72	\$2.7	\$3.3	6	7	2	315	5.5	5.4	13.6
Premier IA	390	\$6.61	\$3.8	\$6.0	6	7	2	315	5.5	5.4	13.6
Premier II	390	\$7.06	N/A	N/A	6	7	2	315	5.5	5.4	13.6
Beechjet 400A	400A	\$6.65	\$1.0	\$2.6	7	9	2	305	4.9	4.8	15.6
Hawker 400XP	400A	\$7.58	\$2.8	\$6.5	8	9	2	305	4.9	4.8	15.6
Hawker 750	125-850XP	\$13.01	\$8.5	\$12.0	8	15	2	604	6.0	5.8	21.3
Hawker 800	125-800	\$9.99	\$2.4	\$3.6	8	15	2	604	6.0	5.8	21.3
Hawker 800XP	125-800XP	\$13.21	\$3.7	\$6.7	8	15	2	604	6.0	5.8	21.3
Hawker 850XP	125-850XP	\$14.10	\$7.9	\$13.5	8	15	2	604	6.0	5.8	21.3
Hawker 900XP	125-900XP	\$15.80	\$11.0	\$15.0	8	15	2	604	6.0	5.8	21.3
Hawker 1000	125-1000	\$12.95	\$4.0	\$4.6	8	15	2	680	6.0	5.8	24.4
Hawker 4000	4000	\$21.96	\$17.0	\$21.0	8	14	3	762	6.5	6.0	25.0
<b>Honda Aircraft</b>											
HondaJet	HA420	\$4.5	N/app.	N/app.	5	N/A	1	N/A	5.0	4.9	17.8
<b>IAI</b>											
Astra SP	1125	\$8.795	\$2.6	\$3.7	7	9	2	375	4.8	5.6	17.1
<b>Piper</b>											
PiperJet	PA-47	\$2.38	N/A	N/A	4	7	1	N/A	N/A	N/A	N/A

**TURBOPROPS**

Aircraft	Model Number	Price New	Price Used (min)	Price Used (max)	Passenger Seats (typical)	Passengers (max)	Pilot Seats	Cabin Volume (cu ft)	Cabin Width (ft)	Cabin Height (ft)	Cabin Length (ft)
<b>Cessna</b>											
208 Caravan	208-675	\$2.02	\$.625	\$1.6	9	13	1	254	5.3	4.5	12.8
208B Grand Caravan	208B	\$2.01	\$.775	\$1.7	9	13	1	340	5.3	4.5	16.4
<b>Daher-Socata</b>											
TBM 700C2	TBM 700C2	\$2.68	\$1.85	\$2.15	5	6	1	120	4.0	4.1	10.0
TBM 850	TBM 850	\$3.17	\$2.30	\$3.0	5	6	1	120	4.0	4.1	10.0
<b>Hawker Beechcraft</b>											
King Air C90B	C90B	\$2.75	\$1.15	\$1.8	5	12	2	227	4.5	4.8	12.4
King Air C90GT	C90GT	\$2.95	\$2.1	\$2.2	5	12	2	227	4.5	4.8	12.4
King Air C90GTi	C90GTi	\$3.36	\$2.6	\$3.2	5	15	2	227	4.5	4.8	12.4
King Air C90GTX	PA 46-500T	\$3.67	N/A	N/A	5	5	2	227	4.5	4.8	12.4
King Air B200	B200	\$5.26	\$950	\$3.7	6	15	2	303	4.5	4.8	16.7
King Air B200GT	B200GT	\$5.61	\$4.5	\$5.0	6	15	2	303	4.5	4.8	16.7
King Air 350	350	\$6.37	\$2.2	\$6.0	8	15	2	351	4.5	4.8	19.2
King Air 350ER	350ER	\$7.78	N/A	N/A	8	15	2	351	4.5	4.8	19.2
King Air 350i	350i	\$6.78	N/A	N/A	8	15	2	351	4.5	4.8	19.2
<b>Piaggio</b>											
Avanti P180	P180	\$6.42	\$2.5	\$4.4	6	9	2	375	6.1	5.8	14.9
Avanti II	Avanti II	\$7.19	\$4.4	\$7.0	6	9	2	375	6.1	5.8	17.5
<b>Pilatus</b>											
PC-12	PC-12	\$3.4	\$1.7	\$3.0	7	10	1	326	5.0	4.8	16.9
PC-12 Next Generation	PC-12 NG	\$4.37	\$3.6	\$4.0	7	10	1	330	5.0	4.8	16.9
<b>Piper</b>											
Meridian	PA 46-500T	\$1.8	\$850	\$1.60	5	5	1	201	4.2	3.9	12.3
<b>Quest Aircraft</b>											
Kodiak	Kodiak 100	\$1.45	N/A	N/A	9	9	1	214	4.8	4.5	15.5
<b>Viking Air</b>											
DHC 6-400 Twin Otter	DHC-6-400	\$4.95	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

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 Year Started	Production Year Ended	Number Built	Aircraft
				Long Range Cr.	High Speed Cr.								
Emivest Aerospace													
13,950	719	550	1,850	0.637	.4	476	45,000	4,250	4,600	2006	Current	11	SJ30
Gulfstream													
24,650	1,387	920	2,550	0.376	0.328	474	41,000	6,000	4,000	2001	2006	22	G100
26,100	1,526	850	2,760	0.363	0.245	470	41,000	5,640	4,050	2006	Current	90	G150
35,450	2,222	650	3,130	0.277	0.228	470	39,000	6,600	4,350	1999	Current	236	G200
39,600	2,163	1,000	3,115	N/A	N/A	470	41,000	5,160	5,300	2011	N/app.	N/A	G250
74,600	4,338	2,019	3,880	0.166	0.145	500	40,500	5,700	4,400	1993	2002	287	GIV-SP
72,000	3,956	2,000	3,486	0.173	0.146	500	41,000	4,700	4,450	2003	2004	13	G300
74,600	4,338	2,019	3,880	0.165	0.145	500	41,000	5,700	4,400	2003	2004	23	G400
70,900	3,823	2,493	3,684	0.183	0.16	500	41,000	5,315	4,420	2005	Current	11	G350
73,900	4,338	2,019	4,100	0.179	0.156	500	41,000	5,700	4,420	2005	Current	213	G450
90,500	6,074	1,500	6,250	0.177	0.154	508	42,400	6,200	3,670	1995	2002	194	GV
85,100	5,176	2,660	5,620	0.189	0.162	508	43,000	5,385	3,670	2003	Current	8	G500
91,000	6,074	2,500	6,490	0.179	0.151	508	41,000	6,200	3,670	2003	Current	297	G550
99,600	6,548	1,800	7,000	N/A	N/A	506	41,000	6,179	4,167	est. 2012	N/app.	N/A	G650
Hawker Beechcraft													
12,500	535	414	850	0.557	0.375	461	41,000	4,650	5,250	2001	2005	133	Premier I
12,500	548	370	850	0.557	0.375	461	41,000	4,650	5,250	2006	Current	142	Premier IA
13,800	541	930	1,074	0.603	0.324	461	45,000	4,346	5,384	2013	Current	N/A	Premier II
16,100	728	473	1,180	0.453	0.386	458	43,450	4,600	5,100	1990	2003	351	Beechjet 400A
16,300	728	603	1,180	0.441	0.359	450	42,750	4,600	5,100	2004	Current	246	Hawker 400XP
27,000	1,259	2,420	2,050	0.331	0.245	447	39,000	4,900	3,750	2008	Current	44	Hawker 750
27,400	1,481	1,520	2,390	0.333	0.268	442	39,000	6,300	3,825	1984	1995	273	Hawker 800
28,000	1,481	1,750	2,470	0.333	0.245	449	39,000	5,640	3,700	1995	2005	474	Hawker 800XP
28,000	1,481	1,790	2,525	0.344	0.245	452	39,000	5,641	3,973	2005	Current	122	Hawker 850XP
28,000	1,481	1,700	2,733	0.358	0.256	452	41,000	5,258	3,973	2007	Current	133	Hawker 900XP
31,100	1,694	1,510	2,970	0.346	0.26	470	39,000	6,000	4,100	1990	1996	52	Hawker 1000
39,500	2,163	1,600	3,390	0.27	0.254	470	43,100	4,509	2,907	2008	Current	57	Hawker 4000
Honda Aircraft													
9,963	N/A	N/A	1,180	N/A	N/A	420	43,000	4,388	4,293	est. 2010	N/app.	N/A	HondaJet
IAI													
24,650	1,384	2,055	2,330	0.422	0.282	460	39,700	6,400	3,800	1990	1995	36	Astra SP
Piper													
N/A	N/A	N/A	1,300	N/A	N/A	360	N/A	N/A	N/A	N/A	In develop.	N/A	Piper Jet

# TURBOPROPS

Maximum 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 Year Started	Production Year Ended	Number Built	Aircraft
				Long Range Cr.	High Speed Cr.								
Cessna													
8,000	329	916	570	0.557	0.492	186	25,000	2,220	2,550	1985	Current	375	208 Caravan
8,750	329	1,761	780	0.53	0.479	186	23,700	2,630	2,625	1990	Current	1,159	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	Current	205	TBM 850
Hawker Beechcraft													
10,100	381	377	640	0.634	0.416	250	28,900	4,519	3,500	1992	2005	437	King Air C90B
10,100	381	237	N/A	0.627	0.441	270	30,000	4,519	3,500	2006	2007	100	King Air C90GT
10,100	381	437	903	0.627	0.441	270	30,000	4,519	3,500	2007	Current	126	King Air C90GTi
10,485	381	537	902	0.627	0.441	274	30,000	3,888	3,675	2010	Current	15	King Air C90GTx
12,500	540	125	920	0.603	0.413	290	35,000	5,300	4,450	1981	2008	1,135	King Air B200
12,500	540	185	960	0.595	0.422	305	35,000	5,300	4,450	2007	Current	110	King Air B200GT
15,000	535	1,604	1,440	0.649	0.404	320	35,000	3,300	3,950	1990	Current	683	King Air 350
16,500	769	1,008	1,878	0.592	0.397	303	35,000	5,105	4,279	2008	Current	N/A	King Air 350ER
15,000	535	1,604	1,440	0.649	0.404	320	35,000	3,300	3,950	2009	Current	43	King Air 350i
Piaggio													
11,550	415	798	980	0.804	0.502	390	37,000	3,100	4,550	1990	2005	105	Avanti P180
12,100	415	1,348	1,370	0.779	0.505	402	39,400	5,750	5,470	2005	Current	99	Avanti II
Pilatus													
10,450	401	1,226	1,340	0.901	0.632	261	30,000	2,450	3,050	1995	2008	789	PC-12
10,450	401	1,009	1,309	0.839	0.57	280	30,000	2,450	3,050	2008	Current	214	PC-12 Next Generation
Piper													
5,092	169	358	550	1.326	1.066	267	30,000	2,000	1,950	2001	Current	398	Meridian
Quest Aircraft													
6,750	313	1,014	460	0.607	0.525	205	25,000	1,000	1,050	2007	Current	N/A	Kodiak
Viking Air													
12,500	364	2,666	440	N/A	N/A	N/A	27,700	2,280	1,500	2009	Current	N/A	DHC 6-400 Twin Otter

\*nautical miles per pound of fuel

continued on next page

# HELICOPTERS

Aircraft	Model Number	Price New (\$ millions)	Price Used (min)	Price Used (max)	Passenger Seats (typical)	Passengers (max)	Pilot Seats	Cabin Volume (cu ft)	Cabin Width (ft)	Cabin Height (ft)	Cabin Length (ft)
<b>AgustaWestland</b>											
A109C	A109C	\$2.5	\$1.2	\$1.75	5	7	2	100	4.7	4.2	5.3
Grand	A109E	\$6.35	\$5.6	\$6.7	5	7	2	138	5.3	4.2	7.7
Power	A109E	\$5.6	\$2.5	\$5.7	5	7	2	124	5.3	4.2	6.9
AW109 K2	A109K2	\$3.75	\$2.15	\$2.7	5	7	2	120	4.7	4.2	5.3
Koala	A119	\$3.02	\$1.48	\$2.5	5	7	1	146	5.3	4.2	5.8
Koala Enhanced	A119Ke	\$3.3	N/app.	N/app.	5	7	1	146	5.3	4.2	6.9
AW139	AB139	\$10.8	\$6.25	\$10.8	8	15	2	282	7.2	4.7	8.9
EH 101	AW101	\$20	N/app.	N/app.	10	30	2	970	8.2	6.2	21.3
<b>Bell</b>											
JetRanger	206B3	\$1.4	\$350	\$1.3	3	9	1	55	3.9	4.2	3.3
LongRanger	206L4	\$2.1	\$950	\$2.15	5	14	1	83	3.9	4.2	5.0
210	210	\$3.8	N/app.	N/app.	6	9	1	220	8.0	4.3	8.6
212	212	\$4.85	\$1.4	\$3.6	6	9	2	220	8.0	4.3	8.6
230	230	\$3.66	\$1.6	\$1.9	5	6	2	136	4.8	4.8	6.8
407	407	\$2.44	\$1.45	\$2.4	5	7	1	105	4.8	4.2	5.0
412EP	412EP	\$9.07	\$3.5	\$9.8	6	9	2	220	8.0	4.3	8.6
412HP	412HP	\$4.42	\$3.15	\$3.55	6	4	2	220	8.0	4.3	8.6
427	427	\$4.26	\$1.8	\$2.7	5	6	1	102	4.6	4.2	5.8
429	429	\$5.19	N/app.	N/app.	5	14	2	130	N/A	N/A	N/A
430	430	\$8.0	\$3.1	\$6.5	5	14	2	158	4.8	4.8	8.3
<b>Enstrom</b>											
F-28F	F-28F	\$0.42	\$110	\$400	1	3	1	40	4.4	3.9	4.1
280FX	280FX	\$0.42	\$140	\$400	1	4	1	40	4.4	3.9	4.1
480	480	\$0.46	\$350	\$380	2	4	1	72	5.7	4.0	5.0
480B	480B	\$0.99	\$500	\$900	2	4	1	80	5.5	4.0	5.0
<b>Eurocopter</b>											
AStar	AS 350B2	\$1.81	\$825	\$2.3	4	6	1	95	5.4	4.3	6.6
AStar	AS 350B3	\$2.177	\$1.2	\$2.7	4	6	1	95	5.4	4.3	6.6
AStar	AS 350BA	\$1.05	\$700	\$950	4	6	1	95	5.4	4.3	6.6
TwinStar	AS 355F2	\$1.86	\$875	\$1.3	3	6	2	106	5.4	4.3	6.6
TwinStar	AS 355N	\$2.49	\$1.7	\$2.6	3	6	2	106	5.4	4.3	6.6
TwinStar	AS 355NP	\$3.21	\$3.3	\$3.5	4	6	1	106	5.4	4.3	6.6
Dauphin	AS 365N2	\$6.74	\$2.75	\$5.1	6	14	2	176	6.3	4.6	7.2
Dauphin	AS 365N3	\$8.38	\$4.15	\$6.5	6	14	2	176	6.3	4.6	7.2
BO 105CBS	BO 105C	\$2.03	\$290	\$1.07	4	4	1	85	4.9	4	3.3
BK 117B2	BK 117B2	\$3.4	\$2.1	\$2.475	8	9	2	118	4.9	4.2	6.7
BK 117C1	BK 117C1	\$4.14	\$2.7	\$3.1	8	9	2	118	4.9	4.2	6.7
EC 120B	EC 120	\$1.62	\$730	\$1.685	4	4	1	67	4.4	4.1	7.5
EC 130 B4	EC 130 B4	\$2.32	\$1.6	\$2.8	5	7	1	120	6.1	4.2	7.2
EC 135 P1	EC 135 P1	\$3.41	\$2.1	\$3.3	5	7	2	173	4.7	4.2	5.9
EC 135 P2	EC 135 P2	\$3.5	\$3.4	\$3.9	5	7	2	173	4.7	4.2	5.9
EC 135 P2+	EC 135 P2+	\$4.58	\$3.9	\$5.075	5	7	2	173	4.7	4.2	5.9
EC 135 T1	EC 135 T1	\$3.48	\$2.1	\$3.3	5	7	2	173	4.7	4.2	5.9
EC 135 T2	EC 135 T2	\$3.51	\$3.4	\$3.9	5	7	2	173	4.7	4.2	5.9
EC 135 T2+	EC 135 T2+	\$4.58	\$3.9	\$5.08	5	7	2	173	4.7	4.2	5.9
EC 145	EC 145	\$5.99	\$5.4	\$6.87	8	9	2	185	5.6	4.2	7.4
EC 155B1	EC 155B1	\$9.17	\$6.8	\$9.5	6	14	2	235	6.7	4.2	8.3
Super Puma	AS 332L1	\$21.0	\$9.57	\$17.0	11	19	2	474	5.9	5.1	22.3
Super Puma	AS 332L2	\$14.79	\$13.67	\$17.43	9	19	2	548	5.9	5.1	25.8
EC 225	EC 225	\$21.0	N/app.	N/app.	12	19	2	547	5.9	4.8	25.8
<b>MD Helicopters</b>											
MD 500E	369E	\$1.711	\$425	\$630	3	4	1	48	4.5	4.4	3.5
MD 500ER	369E	\$1.711	\$441	\$647	3	4	1	48	4.5	4.4	3.5
MD520	520N	\$1.89	\$700	\$760	3	4	1	48	4.5	4.4	3.5
MD530F	530F	\$1.970	\$550	\$860	3	4	1	62	4.5	4.4	3.5
MD600N	600N	\$2.07	\$830	\$1.06	5	7	1	92	4.5	4.4	6.0
Explorer	900	\$6.07	\$1.37	\$3.32	4	7	2	116	4.8	4.1	6.3
<b>Robinson</b>											
R22 Beta II	R22 Beta	\$0.25	\$0.25	\$243	1	1	1	28	3.6	4	4.3
R44 Raven	R44	\$0.34	\$0.34	\$404	3	3	1	69	3.8	4.1	5.7
R44 Raven II	R44 II	\$0.41	\$0.41	\$404	3	3	1	69	3.8	4.1	5.7
R66	R66	\$0.77	\$0.77	N/A	4	4	1	N/A	N/A	N/A	N/A
<b>Sikorsky/Schweizer</b>											
S-300C	269C	\$0.34	\$0.34	\$405	1	1	1	45	4.3	4.3	4.2
S-300CBI	300CBI	\$0.29	\$0.29	\$350	1	1	1	45	4.3	4.3	4.2
S-333	333	\$0.91	\$0.91	\$982	2	2	1	69	5.7	4.2	4.6
S-76B	S-76B	\$7.5	\$2.5	\$4.2	6	13	2	204	6.3	4.5	8.8
S-76C	S-76C	\$7.0	\$2.8	\$3.8	6	13	2	204	6.3	4.5	8.8
S-76C	S-76C+	\$8.5	\$4.8	\$8.0	6	13	2	204	6.3	4.5	8.8
S-76C	S-76C++	\$10.25	\$8.5	\$11.3	6	13	2	204	6.3	4.5	8.8
S-92	S-92	\$22.54	N/app.	N/app.	10	24	2	700	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

Max Takeoff Weight	Fuel Capacity (gallons)	Max Payload (full fuel)	Range (nm)	Specific Range*		Max Cruise Speed (kt)	Service Ceiling (ft)	Production Year Started	Production Year Ended	Number Built	Aircraft
				Long Range Cr.	High Speed Cr.						
<b>AgustaWestland</b>											
5,997	147	515	146	0.351	0.351	147	15,000	1989	1996	111	A109C
7,000	147	1,383	360	0.318	0.285	155	16,200	2005	Current	167	Grand
6,614	156	1,287	260	N/A	N/A	154	15,000	1997	Current	398	Power
6,284	200	444	75	0.259	0.245	147	15,000	1993	2003	367	AW109 K2
5,997	156	951	0	0.348	0.329	140	17,900	2000	2006	N/A	Koala
6,283	156	1,561	380	0.328	0.319	140	17,900	2007	Current	N/A	Koala Enhanced
14,110	409	1,937	460	0.153	0.145	165	20,000	2004	Current	253	AW139
32,187	1,363	2,305	466	0.076	0.076	150	15,000	1994	Current	N/A	EH 101
<b>Bell</b>											
3,200	90	208	270	0.665	0.628	118	13,500	1977	Current	2,307	JetRanger
4,450	110	737	253	0.448	0.440	110	10,000	1993	Current	418	LongRanger
10,500	110	3,088	N/A	N/A	N/A	N/A	N/A	2005	2008	N/A	210
11,200	214	2,447	162	0.170	0.170	111	12,900	1971	1999	37	212
8,400	245	550	293	0.231	0.227	148	15,500	1992	1995	949	230
5,250	127	1,142	0	0.356	0.340	128	17,900	1996	Current	1,013	407
11,900	328	1,814	279	0.173	0.165	124	16,500	1994	Current	407	412EP
11,900	328	1,781	279	0.165	0.165	124	16,500	1991	1994	2,215	412HP
6,350	202	495	325	0.280	0.267	138	20,000	1999	Current	N/A	427
7,000	215	485	338	0.271	0.246	155	18,714	2009	N/app.	N/A	429
9,300	245	1,247	N/A	0.220	0.214	140	14,600	1996	2008	129	430
<b>Enstrom</b>											
2,600	36	525	214	1.011	0.860	102	12,000	1981	Current	N/A	F-28F
2,600	36	525	214	1.057	0.895	102	12,000	1985	Current	N/A	280FX
2,650	95	302	265	0.582	0.582	106	N/A	1994	2000	N/A	480
3,000	90	258	198	0.622	0.622	106	13,000	2001	Current	N/A	480B
<b>Eurocopter</b>											
4,960	140	878	312	0.377	0.366	133	15,100	1990	Current	1,082	AStar
5,225	139	973	300	0.371	0.361	137	14,950	1997	Current	896	AStar
4,630	140	559	326	0.413	0.413	126	16,000	1992	1997	466	AStar
5,600	189	685	313	0.281	0.281	130	11,152	1987	1998	184	TwinStar
5,732	192	530	320	0.288	0.288	120	13,123	1993	2008	190	TwinStar
5,732	192	398	315	0.293	0.288	120	13,530	2007	Current	30	TwinStar
9,369	293	1,295	420	0.246	0.220	151	12,136	1990	2003	137	Dauphin
9,479	298	1,517	354	0.210	0.210	152	15,320	1998	Current	173	Dauphin
5,512	149	1,024	240	0.299	0.299	131	10,000	1977	1995	N/A	BO 105CBS
7,385	182	1,248	221	0.230	0.232	133	14,200	1992	1995	N/A	BK 117B2
7,385	183	1,412	221	0.233	0.232	133	14,200	1992	2003	N/A	BK 117C1
3,780	108	383	240	0.516	0.500	125	20,000	1997	Current	N/A	EC 120B
5,291	142	786	280	0.346	N/A	135	16,500	2000	Current	336	EC 130 B4
6,250	175	1,001	254	N/A	N/A	140	17,000	1997	2004	N/A	EC 135 P1
6,250	183	729	254	0.274	0.269	140	17,000	1997	2007	N/A	EC 135 P2
6,250	183	729	254	0.270	0.265	140	17,000	2006	Current	211	EC 135 P2+
5,984	175	749	262	N/A	N/A	141	17,150	1997	2004	N/A	EC 135 T1
6,250	183	729	262	0.267	0.264	140	17,150	1997	2004	2006	EC 135 T2
6,415	183	894	254	0.267	0.265	140	17,000	2006	Current	129	EC 135 T2+
7,904	227	1,412	274	0.234	0.234	133	17,200	2001	Current	200	EC 145
10,692	329	1,117	373	0.188	0.188	151	15,000	2003	Current	75	EC 155B1
18,960	521	4,690	406	0.123	0.121	141	12,956	1987	Current	N/A	Super Puma
20,502	521	5,732	392	0.123	0.012	150	17,000	1993	2007	N/A	Super Puma
24,250	740	4,730	354	0.097	0.097	152	15,320	2005	Current	69	EC 225
<b>MD Helicopters</b>											
3,000	60	504	174	0.635	0.590	136	16,000	1983	Current	342	MD 500E
3,000	60	504	174	0.635	0.590	136	16,000	1983	Current	N/A	MD 500ER
3,350	60	750	138	0.536	0.523	135	20,000	1992	Current	96	MD520
3,100	60	494	173	0.526	0.509	135	16,000	1984	Current	14	MD530F
4,100	114	631	235	0.487	0.487	134	20,000	1997	Current	64	MD600N
6,250	157	1,035	205	N/A	N/A	134	20,000	1998	Current	84	Explorer
<b>Robinson</b>											
1,370	17	220	161	1.627	1.600	96	14,000	1997	Current	N/A	R22 Beta II
2,400	27	566	204	1.282	1.256	113	14,000	2003	Current	N/A	R44 Raven
2,500	44	275	251	1.300	1.300	117	14,000	2003	Current	N/A	R44 Raven II
2,700	73	727	265	N/A	N/A	120	14,000	2010	In develop.	N/A	R66
<b>Sikorsky/Schweizer</b>											
2,050	27	520	195	1.268	1.023	88	10,200	1970	Current	N/A	S-300C
1,750	32	194	215	N/A	N/A	85	10,000	2005	Current	N/A	S-300CBI
2,550	73	362	24	0.642	0.597	105	N/A	2000	Current	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	12,700	2006	Current	207	S-76C++
26,500	754	2,325	439	0.107	0.091	155	15,000	2002	Current	N/A	S-92

\*nautical miles per pound of fuel