Here are the results of our 2018 Readers’ Choice Survey, which attracted 1,487 respondents, a record number and a 24 percent increase from last year’s total of 1,182. As promised, we have made a contribution for every completed survey to Corporate Angel Network, which arranges flights on business aircraft to treatment centers for cancer patients.

Note: Percentages don’t always total 100 due to rounding.
Flying Privately

What are the three most important reasons you fly privately?

How has your private flying changed in the past year, compared with the year before?

How do you expect your flying to change in the year ahead?

Which three of these aircraft features are most important to you?

<table>
<thead>
<tr>
<th>Number of respondents</th>
<th>Range</th>
<th>Economical operation</th>
<th>Cabin size</th>
<th>Speed</th>
<th>Aircraft manufacturer</th>
<th>Cabin amenities &amp; technology</th>
<th>Age of aircraft</th>
<th>Aircraft model’s accident history</th>
<th>Runway performance</th>
<th>Cockpit technology</th>
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<td>95</td>
<td>120</td>
<td>92</td>
<td>58</td>
<td>97</td>
</tr>
</tbody>
</table>

Number of respondents

Most important | Second most important | Third most important
Might you ever be willing to fly on a pilotless aircraft?

- Definitely: 37%
- Probably: 8%
- Maybe: 17%
- Definitely not: 34%

How many passengers does your typical trip involve?

- Just me: 8%
- 2: 27%
- 3-5: 53%
- 6-8: 10%
- 9-11: 1%
- 12 or more: 1%

How long is your typical flight?

- Shorter than 250 miles: 6%
- 250-499 miles: 20%
- 500-999 miles: 29%
- 1,000-1,499 miles: 22%
- 1,500-1,999 miles: 10%
- 2,000-2,499 miles: 5%
- 2,500-2,999 miles: 2%
- 3,000 miles or more: 6%

Do you have catering on your typical flight?

- No: 52%
- Yes: 48%

Where is your typical flight?

- Within North America: 71%
- Within Western Europe: 9%
- Within Asia-Pacific: 7%
- Within South America: 4%
- Intercontinental: 3%
- Other: 5%
- Definite: 6%
- Probably not: 76%

Do you have a flight attendant on your typical flight?

- No: 24%
- Yes: 76%
Fractional-Share Providers

Please rate the fractional aircraft provider you’ve used the most on each of these factors*:

<table>
<thead>
<tr>
<th></th>
<th>Aircraft model choices</th>
<th>Availability of aircraft on short notice</th>
<th>Customer Service</th>
<th>Peak-day policies</th>
<th>Residual-value terms</th>
<th>Overall satisfaction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flexjet</td>
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<td>28%</td>
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<td>33%</td>
<td>45%</td>
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<tr>
<td>NetJets</td>
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<td>7</td>
<td>10</td>
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</tr>
</tbody>
</table>

* *Asked of respondents who owned a fractional share in the past three years. Companies listed are the ones for which we received sufficient response to allow for meaningful results.

** Weighted averages were determined by assigning points to ratings: Excellent (5), Very Good (4), Average (3), Fair (2), Poor (1)
Charter and Jet Card Providers and Membership Clubs

Please rate your most recent experience with a charter, jet card, or membership club on each of these factors*:

<table>
<thead>
<tr>
<th>Aircraft model choices</th>
<th>Availability of aircraft on short notice</th>
<th>Customer service</th>
<th>Peak-day policies</th>
<th>Value for price paid</th>
<th>Overall satisfaction</th>
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</thead>
<tbody>
<tr>
<td>Delta Private Jets</td>
<td>42</td>
<td>50</td>
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<tr>
<td>Executive Jet Management</td>
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</tbody>
</table>

* Asked of respondents who used a charter operator, jet card, or membership club in the past three years. Companies listed are the ones for which we received sufficient response to allow for meaningful results.

** Weighted averages were determined by assigning points to ratings: Excellent (5), Very Good (4), Average (3), Fair (2), Poor (1)
## Owned Airplanes

Please rate the owned airplane you use the most on each of these factors*:

<table>
<thead>
<tr>
<th></th>
<th>Aircraft reliability</th>
<th>Aircraft value for price paid</th>
<th>Cabin amenities &amp; technology</th>
<th>Cost of maintenance</th>
<th>Manufacturer's product support</th>
<th>Overall satisfaction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beechcraft (Textron Aviation)</td>
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<td>Cessna (Textron Aviation)</td>
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<td>Hawker (Textron Aviation)</td>
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<td>4</td>
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</tbody>
</table>

* Asked of respondents who said that they or their companies have owned an airplane in the past three years. Companies listed are the ones for which we received sufficient response to allow for meaningful results.

** Weighted averages were determined by assigning points to ratings: Excellent (5), Very Good (4), Average (3), Fair (2), Poor (1)
Owned Helicopters

Please rate the owned helicopter you use the most on each of these factors*:

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<thead>
<tr>
<th>Aircraft reliability</th>
<th>Aircraft value for price paid</th>
<th>Cabin amenities &amp; technology</th>
<th>Cost of maintenance</th>
<th>Manufacturer’s product support</th>
<th>Overall satisfaction</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Airbus Helicopters</strong> (formerly Eurocopter)</td>
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<tr>
<td>Excellent</td>
<td>Very Good</td>
<td>Average</td>
<td>Fair or Poor</td>
<td>Weighted Average**</td>
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<td>4.41</td>
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<td>3.72</td>
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</table>

* Asked of respondents who said that they or their companies have owned a helicopter in the past three years. Companies listed are the ones for which we received sufficient response to allow for meaningful results.
** Weighted averages were determined by assigning points to ratings: Excellent (5), Very Good (4), Average (3), Fair (2), Poor (1)
Preferred Aircraft

If you could regularly fly on any of these aircraft, which would you choose in each category?

Single-engine turboprops

<table>
<thead>
<tr>
<th>Aircraft</th>
<th>%</th>
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<tbody>
<tr>
<td>Pilatus PC-12</td>
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<td>Daher TBM 900/930</td>
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</tr>
<tr>
<td>Cessna Caravan</td>
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<tr>
<td>Piper M600</td>
<td>5</td>
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</table>

Twin turboprops

<table>
<thead>
<tr>
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<th>%</th>
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<tbody>
<tr>
<td>Beechcraft King Air</td>
<td>74</td>
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<tr>
<td>Piaggio Avanti P180</td>
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</tr>
<tr>
<td>Nextant G90XT</td>
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</table>

Very light jets (VLJs)

<table>
<thead>
<tr>
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<th>%</th>
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</thead>
<tbody>
<tr>
<td>Cessna Citation 525 M2</td>
<td>39</td>
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<tr>
<td>Embraer Phenom 100</td>
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</tr>
<tr>
<td>Honda Aircraft Hondalet</td>
<td>20</td>
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<tr>
<td>Eclipse 550</td>
<td>4</td>
</tr>
<tr>
<td>Cirrus Vision SF50</td>
<td>3</td>
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</tbody>
</table>

Small-cabin/light jets

<table>
<thead>
<tr>
<th>Aircraft</th>
<th>%</th>
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</thead>
<tbody>
<tr>
<td>Embraer Phenom 300</td>
<td>29</td>
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<tr>
<td>Cessna Citation C4</td>
<td>26</td>
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<tr>
<td>Bombardier Learjet 70/75</td>
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</tr>
<tr>
<td>Pilatus PC-24</td>
<td>18</td>
</tr>
<tr>
<td>Hawker/Beechjet 400</td>
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</tr>
<tr>
<td>Nextant 400/400XTi</td>
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</table>

Midsize-cabin jets

<table>
<thead>
<tr>
<th>Aircraft</th>
<th>%</th>
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</thead>
<tbody>
<tr>
<td>Cessna Citation Latitude</td>
<td>34</td>
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<tr>
<td>Embraer Legacy 450</td>
<td>26</td>
</tr>
<tr>
<td>Gulfstream G150</td>
<td>25</td>
</tr>
<tr>
<td>Hawker 800/900</td>
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</tr>
</tbody>
</table>

Super-midsize-cabin jets

<table>
<thead>
<tr>
<th>Aircraft</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bombardier Challenger 300/350</td>
<td>35</td>
</tr>
<tr>
<td>Gulfstream G280</td>
<td>28</td>
</tr>
<tr>
<td>Cessna Citation X+</td>
<td>23</td>
</tr>
<tr>
<td>Embraer Legacy 500</td>
<td>14</td>
</tr>
</tbody>
</table>
Preferred Aircraft

Large-cabin jets

- Gulfstream G450: 47%
- Dassault Falcon 900EX: 30%
- Bombardier Challenger 650: 15%
- Embraer Legacy 650: 7%

Ultra-long-range/Heavy jets

- Gulfstream G650/G650ER: 62%
- Dassault Falcon 8X: 20%
- Bombardier Global 6000: 18%

Bizliners

- Boeing BBJ/BBJ2/BBJ3: 76%
- Airbus ACJ318/ACJ319/ACJ320: 15%
- Embraer Lineage 1000: 9%

Light single-turbine helicopters

- Bell Helicopter 505: 50%
- Airbus Helicopters H130: 20%
- MD Helicopters MD 500 series: 12%
- Leonardo AW119: 11%
- Robinson R66: 5%
- Enstrom 480/480B: 2%

Light twin-turbine helicopters

- Bell Helicopter 427/429: 59%
- Airbus Helicopters H135: 21%
- Leonardo AW109 series: 12%
- MD Helicopters MD Explorer: 7%

Medium twin-turbine helicopters

- Sikorsky S-76 series: 40%
- Bell Helicopter 412: 34%
- Airbus Helicopters H145: 15%
- Leonardo AW139 or 169: 10%

Large twin-turbine helicopters

- Sikorsky S-92: 65%
- Airbus Helicopters H175: 23%
- Leonardo AW189: 12%