

HONEYWELL'S BUSINESS AIRCRAFT

| Model | Years produced | Variable cost/hour for latest model | Seating (exec/max) | Range (nm) | Max cruise speed (kt) | Max takeoff weight (lb) | Cost new (millions) | Cost range used (millions) |
|----------------------------------|----------------|-------------------------------------|--------------------|------------|-----------------------|-------------------------|---------------------|----------------------------|
| <i>Gulfstream G650</i> | 2012–current | \$5,374 | 18/19 | 7,000 | 516 | 99,600 | \$73M | \$69M–\$71M |
| <i>Gulfstream G550 (2)</i> | 2003–current | \$4,980 | 18/19 | 6,820 | 508 | 91,000 | \$60M | \$29M–\$53M |
| <i>Bombardier Challenger 300</i> | 2003–current | \$3,200 | 8/16 | 3,220 | 470 | 38,850 | \$24.86M | \$10.25M–\$20M |
| <i>Dassault Falcon 7X</i> | 2007–current | \$4,133 | 8/16 | 5,803 | 495 | 70,000 | \$52.8M | \$29M–\$49M |
| <i>Dassault Falcon 900EXy</i> | 2003–2010 | \$3,773 | 12/19 | 4,630 | 482 | 49,000 | N.A. | \$19M–\$28M |
| <i>AgustaWestland AW139</i> | 2005–current | \$2,153 | 8/15 | 503 | 150 | 14,110 | \$14.1M | \$7M–\$13M |

Notes: Hourly costs include fuel, routine maintenance, reserves and misc. expenses and assume jet fuel costs \$7.13/gallon. Range assumes four passengers (200 lb each including baggage), NBAA IFR fuel reserve, 200 nm alternate. Sources: Conklin & de Decker Aircraft Cost Evaluator, Conklin & de Decker Aircraft Performance Comparator, Vref Aircraft Value Reference.