

Category (Range of cabin volumes)	Manufacturer	Model ^{2,4}	Cabin Volume (cu ft)	Max Passenger Seats ²	Max Takeoff Weight (lb) ⁶	
Personal Very Light Jets ^{1,3,5}	Epic	VICTORY	n/a	4	5,500	
	Cirrus	VISION SF50	n/a	6	n/a	
	Piper	PIPERJET	n/a	6	n/a	
	Diamond	D-JET	165	4	5,690	
	ExcelJet	SPORT-JET	179	3	5,000	
Compact Very Light Jets ^{3,5}	Epic	ELITE	n/a	7	7,700	
	Eclipse Aviation	ECLIPSE 500	160	5	5,995	
	Cessna	MUSTANG	210	5	8,645	
	Embraer	PHENOM 100	305	7*	9,700	
Small-cabin (Light) Jets (190 to 359 cu ft)	Honda	HONDAJET*	n/a	6*	n/a	
	Emivest	SJ30*	191	6*	13,950	
	Cessna	CITATION CJ1+*	198	7*	10,700	
	Cessna	CITATION I/ISP*	205	7*	11,850	
	Cessna	CITATION JET	208	6	10,400	
	Spectrum	S-33 INDEPENDENCE*	235	8*	7,500	
	Cessna	CITATION CJ2+*	246	7*	12,500	
	Dassault	FALCON 10/100	251	9	18,740	
	Cessna	CITATION II/ISP	263	11	14,100	
	Bombardier	LEARJET 31A	268	10	15,500	
	Bombardier	LEARJET 31A/ER	268	9	17,000	
	Bombardier	LEARJET 35A	268	10	18,300	
	Bombardier	LEARJET 36A	268	8	18,300	
	Bombardier	LEARJET 24E	270	8	12,700	
	Bombardier	LEARJET 25D	270	10	15,000	
	Cessna	CITATION BRAVO	278	11	14,800	
	Cessna	CITATION CJ3	283	6	13,870	
	Cessna	CITATION V	292	11	15,900	
	Hawker Beechcraft	BEECHJET 400A	305	9	16,100	
	Hawker Beechcraft	HAWKER 400XP	305	9	16,300	
	Hawker Beechcraft	PREMIER IA*	315	7*	12,500	
	Hawker Beechcraft	PREMIER II*	315	7*	13,800	
	IAI	WESTWIND	323	10	23,500	
	Embraer	PHENOM 300*	325	8*	n/a	
	Sabreliner	SABRE 40A	330	5	19,612	
	Midsize Cabin Jets (360 to 619 cu ft)	Bombardier	LEARJET 40	363	6	20,350
		Bombardier	LEARJET 40XR	368	7	21,000
		Gulfstream	G100	375	7	24,650
IAI		ASTRA SP	375	9	23,500	
Cessna		CITATION CJ4	398	6	n/a	
Sabreliner		SABRE 60/65/80	400	10	20,200	
Grob		SPN	405	9	13,889	
Bombardier		LEARJET 55/55B	407	10	21,500	
Bombardier		LEARJET 45	410	10	19,500	
Bombardier		LEARJET 45XR	410	9	21,500	
Cessna		CITATION III	438	13	22,000	
Cessna		CITATION VI	438	13	22,000	
Cessna		CITATION VII	438	13	23,000	
Bombardier		LEARJET 60	453	10	23,100	
Bombardier		LEARJET 60XR	453	9	23,500	
Cessna		CITATION EXCEL/XLS/XLS+	461	11	20,200	
Gulfstream		G150	465	8	26,100	
Spectrum		S-40 FREEDOM*	540 (est)	10*	9,550	
Hawker Beechcraft		HAWKER 400	545	7	23,300	
Cessna		CITATION X	593	11	36,100	
Hawker Beechcraft		HAWKER 600/700	604	10	24,800	
Hawker Beechcraft		HAWKER 750	604	14	27,000	
Hawker Beechcraft		HAWKER 800XP	604	15	28,000	
Hawker Beechcraft		HAWKER 900XP	604	15	28,000	

**TERMS USED IN THE TABLES
ON PAGES 26 TO 31
GENERAL SPECIFICATIONS**

USED PRICES

Airplane and some helicopter selling prices are based on the latest available edition of the *Aircraft Bluebook Price Digest*. Additional helicopter pricing data is from *HeliValues*.

TYPICAL CREW/PASSENGER SEATING

This is the typical crew and passenger seating on the aircraft, not the maximum certified seats. These numbers may vary for different operations (corporate, commercial, EMS, etc.). Maximum number of passengers are as certified.

CABIN DIMENSIONS

Cabin height, width and length are based on a completed interior. On "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. Height and width are the maximum within that cabin space. Cabin volume is the interior volume, with headliner in place, without chairs or other furnishings.

WEIGHTS

Maximum takeoff weight is specified during aircraft certification.

Fuel capacity is in gallons based on 6.7 pounds per gallon (jet fuel).

Maximum payload with full fuel is the useful load minus the usable fuel. The useful load is based on the maximum ramp weight minus the basic operating weight.

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.

Category (Range of cabin volumes)	Manufacturer	Model ^{2,4}	Cabin Volume (cu ft)	Max Passenger Seats ²	Max Takeoff Weight (lb) ⁶
Super-midsize Cabin Jets (620 to 999 cu ft)	Dassault	SMS	n/a	n/a	n/a
	Cessna	CITATION SOVEREIGN	620	8	30,300
	Bombardier	LEARJET 85	675	8	n/a
	Hawker Beechcraft	HAWKER 1000	680	15	31,100
	Dassault	FALCON 20	700	10	29,100
	Dassault	FALCON 200	700	10	32,000
	Dassault	FALCON 50EX	712	10	39,700
	Hawker Beechcraft	HAWKER 4000	762	14	39,500
	Lockheed	JETSTAR II/731	850	10	43,750
	Bombardier	CHALLENGER 300	860	9	38,850
	Gulfstream	G200	868	10	35,450
	Embraer	LEGACY 450	918	8	n/a
	Gulfstream	G250	935	10	39,600
Large-cabin Jets (1,000 to 1,499 cu ft)	Embraer	LEGACY 500	1,098	9	n/a
	Bombardier	CHALLENGER 600/604	1,150	19	47,600
	Dassault	FALCON 2000DX	1,240	10	41,000
	Dassault	FALCON 2000LX	1,240	10	42,200
	Dassault	FALCON 900DX	1,264	16	46,700
	Dassault	FALCON 900EX	1,264	16	48,300
	Gulfstream	GII	1,269	19	64,800
	Gulfstream	GIII	1,345	19	69,700
	Embraer	LEGACY 600	1,413	14	49,604
Large-cabin (Heavy) Jets (1,500 to 2,499 cu ft)	Gulfstream	GIV-SP	1,525	19	74,600
	Gulfstream	G350	1,525	16	70,900
	Gulfstream	G450	1,525	16	73,900
	Dassault	FALCON 7X	1,552	15	69,000
	Bombardier	CHALLENGER 850	1,625	15	53,000
	Gulfstream	G500/V	1,669	18	85,100
	Gulfstream	G550	1,669	18	91,000
	Bombardier	GLOBAL 5000	1,702	17	92,500
	Bombardier	GLOBAL EXPRESS XRS	1,766	19	98,600
	Gulfstream	G650	2,138	18	99,600
Bizliners (2,500 cu ft and up)	Embraer	LINEAGE 1000	4,085	19	120,150
	Airbus	A318 ELITE	5,300	18	149,913
	Boeing	BBJ	5,390	18	171,000
	Airbus	CORPORATE JETLINER (ACJ)	5,900	19	168,652
	Boeing	BBJ2	6,695	19	174,200
	Airbus	A320 PRESTIGE	6,820	19	169,724
	Boeing	BBJ3	7,290	19	187,700

***Notes:**

1. All personal very light jets have one engine. All other jets listed have two engines.
2. All personal very light jets, compact very light jets and other jets marked with an asterisk (*) are approved or planned to be approved for operation by one pilot. The maximum passenger seating of these aircraft therefore includes one passenger in the right seat in the cockpit. Seating for all other aircraft assumes a two-pilot crew and maximum "typical" executive seating. In corporate shuttle configurations, the Airbus and Boeing bizliners may be configured with many more seats than indicated in the table.
3. The cabin volumes of the personal and compact very light jets include the cockpit, because their small sizes preclude having a fixed divider between cockpit and cabin.
4. Aircraft are listed in order of cabin volume first, followed by maximum takeoff weight, if cabin volumes are equal.
5. By convention only, very light jets have maximum takeoff weights under 10,000 pounds.
6. By FAA certification rules, all airplanes with maximum takeoff weights above 12,500 pounds are considered "heavy airplanes" and must be certified to stricter FAR Part 25 air transport category rules. Airplanes weighing less than 12,500 pounds are considered "light airplanes" and may be certified under less-stringent FAR Part 23 rules, though by manufacturer choice some are certified to Part 25. With FAA approval, a company may apply to certify a multi-engine airplane weighing up to 19,000 pounds using Part 23 commuter category rules. The Emivest SJ30 and Hawker Beechcraft Premier II fall into this group.



THE CESSNA MUSTANG, WHICH HAS A 210-CUBIC-FOOT CABIN, IS ASSIGNED TO THE "COMPACT VERY LIGHT JETS" CATEGORY.

PERFORMANCE SPECIFICATIONS

JET and TURBOPROP RANGE

The maximum IFR range with all passenger seats occupied. This uses the NBAA IFR alternate fuel reserve calculation for a 200-nm alternate.

HELICOPTER RANGE

The maximum VFR range of the aircraft with all passenger seats occupied. This is used for all helicopters.

CRUISE SPEED

Max (ktas) is the maximum cruise speed at maximum continuous power. This is also commonly referred to as high-speed cruise. Normal cruise speed is the recommended cruise speed established by the manufacturer. This speed may be the same as maximum cruise speed.

SERVICE CEILING

For airplanes, this is the highest altitude at which a 100-fpm rate of climb is possible at maximum takeoff weight with all engines running. For helicopters, this is the maximum certified altitude for operation.

**BALANCED FIELD LENGTH (BFL)
- AIRPLANES ONLY**

BFL is the distance obtained by-determining the decision speed (V₁) at which the takeoff distance and the accelerate-stop distance are equal (multi-engine aircraft only). This is based on four passengers and maximum fuel on board (turbine aircraft). BFL is based on a dry level runway, no wind, NBAA IFR reserves and 86 degrees F.

LANDING DISTANCE-AIRPLANES ONLY

This is computed using the landing distance from 50 or 35 feet above the ground (depends on certification criteria) multiplied by 1.667. No credit is given for thrust reversers. Configuration is with four passengers and NBAA IFR fuel reserve on board.