## THE BICGEST JETS AT A GLAMCE

| Model Number | Aircraft Name | Price New w/interior (\$ millions) | Typical Pax Seats (executive) | Typical Pax Seats (airliner) | Cabin Volume (cu ft) | Cabin Width (ft) | Cabin Height (ft) | Cabin Length (ft) | $\begin{aligned} & \text { Range } \\ & \text { Typical VIP } \\ & (\mathrm{nm}) \end{aligned}$ | Production Started Year |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Airbus |  |  |  |  |  |  |  |  |  |  |
| A318-112 | A318 Elite | \$62 | 8 | 107 | 5,300 | 12.1 | 7.3 | 69.8 | 4,200 | 2005 |
| A319-133 | Airbus (ACJ) | \$75 | 8 | 124 | 5,900 | 12.1 | 7.3 | 77.6 | 6,000 | 1998 |
| A320 | A320 Prestige | \$85 | 8 | 150 | 6,820 | 12.1 | 7.3 | 88.8 | 4,200 | 1997 |
| A330-200 | A330 Prestige | \$180 ${ }^{1}$ | 25 | 253 | N/A | 17.3 | 7.9 | 150.3 | 8,500 | $1998{ }^{3}$ |
| A340-300 | A340 Prestige | \$215 ${ }^{1}$ | 25 | 295 | N/A | 17.3 | 7.9 | 166.7 | 8,350 | $1993{ }^{3}$ |
| A340-500 | A340 Prestige | \$240 ${ }^{1}$ | 25 | 313 | N/A | 17.3 | 7.9 | 177.2 | 9,900 | $2003{ }^{3}$ |
| A340-600 | A340 Prestige | \$250 ${ }^{1}$ | 25 | 380 | N/A | 17.3 | 7.9 | 201.5 | 8,750 | $2002{ }^{3}$ |
| A350-800 | A350 Prestige | \$210 ${ }^{1}$ | 25 | 270 | N/A | 18.4 | N/A | 151.0 | 10,100 | Note 4 |
| A350-900 | A350 Prestige | \$240 ${ }^{1}$ | 25 | 314 | N/A | 18.4 | N/A | 172.0 | 10,050 | Note 4 |
| A380 | A380 Prestige | \$325 ${ }^{1}$ | 50 | 525 | N/A | 21.6 | N/A | 172.4 | 9,500 | $2007{ }^{3}$ |
| Boeing |  |  |  |  |  |  |  |  |  |  |
| 737-700IGW | BBJ | \$57 ${ }^{2}$ | 19 | 149 | 5,390 | 11.5 | 7 | 79.2 | 6,141 | 1998 |
| 737-800 | BBJ 2 | \$682 | 19 | 189 | 6,695 | 11.5 | 7 | 98.5 | 5,644 | 2001 |
| 737-900ER | BBJ 3 | \$74 ${ }^{2}$ | 19 | 215 | 7,290 | 11.5 | 7 | 107.3 | 4,790 | 2006 |
| 747-8 | VIP | \$320 ${ }^{2}$ | 8 | 467 | N/A | 20.2 | 7.8 | 207.4 | $9,260^{5}$ | 2008 |
| 777-200LR | VIP | \$281 ${ }^{2}$ | 8 | 301 | N/A | 19.3 | 7.8 | 161.0 | 10,825 ${ }^{6}$ | 2004 |
| 787-8 | VIP Dreamliner | \$226 ${ }^{2}$ | 8 | 250 | N/A | 17.9 | 7.5 | 138.8 | $9,125^{6}$ | 2007 |
| Embraer |  |  |  |  |  |  |  |  |  |  |
| ERJ190-100ECJ | Lineage 1000 | \$46 | 19 | 100 | 4,085 | 8.8 | 6.6 | 84.3 | 3,967 | 2008 |

Notes:

1. Prices with airliner interior. 2. "Green" delivery; i.e., without interior. 3. First delivery of airliner version. 4. In development. 5. Range with 100 passengers. 6 . Range with 75 passengers.

Sources: Conklin \& de Decker, Orleans, Mass.; Airbus and Boeing.

