

BUSINESS JET MODEL/MARKET SUMMARY

2Q 2021 QUICK REFERENCE GUIDE



"At Duncan Aviation, they have high quality people with high standards and excellent work ethic. Their aircraft sales team in particular is helpful, honest and up-front whether you are buying or selling."

Franklin Graham, Samaritan's Purse



WHAT IS THE MODEL/MARKET SUMMARY?

When acquiring or upgrading a business aircraft, selecting the right make/model is one of your most important decisions. Duncan Aviation's Aircraft Sales and Acquisitions team can help you narrow your selection with the use of a comprehensive and up-to-date Model/Market Summary. The summary data is compiled for the light jet, mid-size jet and long-range jet categories. And the team regularly updates the data in these lists with the latest market intelligence on business aircraft models in operation today and how they compare to others in the same size category.

The Model/Market Summary is sorted by the seats-full range for aircraft built in the last decade. It displays one-line descriptions detailing several attributes, including the following:

- Years Produced. The range of years the model was in production.
- Vref Price Range. The current marketing value according to the Vref - Aircraft Value Reference.
- Variable Cost / Hour. The estimated cost to operate the aircraft at full capacity.
- Normal Cruise Speed.
- Total Baggage Volume / Cabin Volume / Length / Height.
- Cabin Seats. The typical number of available seats expected on the aircraft.
- Expected Avionics. The expected avionics found in the Flightdeck.
- NBAA IFR Range-Seats Full. The list is sorted by this, the flight range in nautical miles with all seats full.
- NBAA IFR Range Ferry. Flight range in nautical miles with no passengers.
- Payload with Fuel Full. In pounds.
- Average Fuel Burn. In gallons per hour.

The data in this summary is a good starting point when considering your first aircraft or your next upgrade. All the data in these reports comes from Conklin & de Decker aviation information, the aircraft manufacturers' preliminary data and Vref valuations.

To access the most recent Model/Market Summary, visit www.DuncanAviation.aero/aircraftsales or call one of our aircraft acquisitions representatives.

Making A Quick Reference Tool

Aircraft Sales first developed the Model/Market Summary when a client called asking for advice about upgrading his light business jet to one that had a little more payload and range. Our aircraft sales team wanted to make the process of narrowing down the search as easy as possible, so in the days leading up to their meeting, they created a listing of every model in the light jet category, taking care to detail several attributes. Through a process of simple elimination, the sales team and customer identified an aircraft model to investigate further. They closed on an available one just one month later. Seeing how much easier this tool made the identification of the most appropriate model of aircraft for the specific needs of the client, the team has since honed the information and expanded it to other size categories. Now, they publish it quarterly.

MEET YOUR TEAM



Tim Barber is Duncan Aviation's Aircraft Sales and Acquisitions Representative in Europe, the Middle East and Africa. He has been in aircraft sales for 10 years. He was the driving force behind the establishment of JetBrokers Europe and oversaw its operational merger with JetBrokers Inc. He has also held directorships with businesses listed on the Financial Times Stock Exchange (FTSE) and the Alternative Investment Market (AIM).



Rene Cardona has been working in aircraft sales since 1980. In 1988, he joined Duncan Aviation's Aircraft Sales and Acquisitions team. His brokerage experience, understanding of the intricacies present in the pre-owned aircraft market and desire to work hard have served him well. And his ability to speak Spanish, Portuguese and English has helped clients expand their market.



David Coleman resides outside of Chicago and has 27 years of aviation industry experience. Growing up in a business aviation-oriented family, Dave has extensive experience in aircraft sales, maintenance oversight, and flight operations. Dave has a particular expertise in complex cross-border, distress, and inventory transactions.



Bob McCammon is a long-time Duncan Aviation team member, starting in the Line Department in 1968. He has since worked in a variety of areas and moved to Aircraft Sales & Acquisitions in 1992. Bob enjoys working with customers who are buying and selling aircraft, getting to know them and their companies. He loves that so many turn into repeat customers when they sell or upgrade.



Doug Roth offers almost 40 years of aviation experience. After starting his career as an avionics technician, he honed his skills in evaluating and purchasing aircraft while providing management, brokerage, acquisition and pilot services for his own company before joining Duncan Aviation in 1994. He also holds an ATP pilot certificate with Learjet, Citation 500, CitationJet and DC-3 type ratings.



Steve Gade has been a member of the Duncan Aviation senior management team since 1991; he provides leadership and strategic direction to enterprise marketing and communications activities, and aircraft sales services. Prior to joining Duncan Aviation, Steve's professional career included positions with IBM and the Federal Bureau of Investigation. He also holds a private pilot's license and is a past Chairman of NARA (National Aircraft Resale Association).



Leah Lenardic has been working in the aviation industry for 17 years; she brings a combination of marketing and business development expertise as well as experience with aviation management and communication to her role at Duncan Aviation. She currently serves as a market research analyst for the aircraft sales and acquisitions team, and previously held positions with Business Aviation Insights and Vertiport Chicago.



Rebekah Williams has been a member of the Duncan Aviation team for over 7 years. As a market research analyst with the aircraft sales and acquisitions team, Williams is responsible for market research in core aircraft segments including market summaries, aircraft valuations, sales analyses, and operational and maintenance cost projections while developing industry relationships with aircraft brokers and contacts.

Light Jet Model/Market Summary

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Aircraft Models	Years Produced	Vref Price Range (000)	Total Variable Cost/Hour	Normal Cruise Speed (KTAS)	Total Baggage Volume (cu. ft.)	Cabin Volume (cu. ft.)	Cabin Length (ft.)	Cabin Width (ft.)	Cabin Height (ft.)	Typical Cabin Seats	Avionics	NBAA IFR Range-Seats Full (NM)	NBAA IFR Range-Ferry No Pax (NM)	Payload with Max Fuel (lbs)	Avg Fuel Burn (gal/hr)
Honda Jet ELITE	2019 - Present	\$4,200 - \$5,480	\$1,381	413	66	TBD	5	12.1	4.90	5	Garmin 3000, 3T, 14.1"	511	1651	476	123
Eclipse 500	2006 - 2008	\$670-\$760	\$1,165	369	16	109	4.66	7.6	4.16	3	Avidyne/S&S ISAS/AvioNG	574	964	502	73
Eclipse 550	2013 - 2015	\$1,400 - \$1,600	\$1,165	369	16	109	4.66	7.6	4.16	3	ISAS	574	964	502	73
Citation M2	2013 - Present	\$2,650 - \$5,575	\$1,556	379	46	201	4.83	11	4.75	6	Garmin 3000 3T 14.1"	694	1380	504	130
Citation Mustang	2007 - 2017	\$1,200 - \$2,200	\$1,343	340	63	163	4.58	9.75	4.5	4	Garmin 1000	718	1070	600	87
Citation 525 CJ1	2000 - 2005	\$1,150 - \$1,500	\$1,552	381	59	201	4.83	11	4.75	5	ProLine 21, 2T, 3T opt	775	1161	430	130
Honda Jet HA-420	2015 - 2018	\$2,500 - \$3,500	\$1,391	422	66	TBD	5	12.1	4.80	5	Garmin 3000, 3T, 14.1"	792	1188	556	123
Beech Premier 1	2001 - 2005	\$900 - \$1,350	\$1,874	426	78	285	5.5	13.6	5.4	6	ProLine 21, 3T	850	1340	414	154
Beech Premier 1A	2006 - 2012	\$1,500 - \$2,050	\$1,874	426	78	285	5.5	13.6	5.4	6	ProLine 21, 3T	850	1340	320	154
Citation 525 CJ1+	2005 - 2011	\$1,700 - \$2,300	\$1,589	389	45	201	4.83	11	4.75	5	ProLine 21, 3T, C&W, 10X8"	895	1245	545	146
Embraer Phenom 100	2008 - 2020	\$1,300 - \$4,100	\$1,530	371	70	212	5.08	11	4.92	5	Garmin 1000 Prodigy	915	1242	580	106
Citation 525A CJ2	2000 - 2005	\$1,900 - \$2,400	\$1,551	413	74	248	4.83	13.58	4.75	6	ProLine 21, 2T,3T opt, 10X8"	1075	1530	668	136
Beech 400XP	2003 - 2010	\$1,050 - \$1,650	\$2,336	450	56	305	4.92	15.6	4.8	8	ProLine 4	1180	1519	603	214
Citation 525A CJ2+	2006 - 2014	\$2,600 - \$3,700	\$1,707	413	65	248	4.83	13.58	4.75	6	ProLine 21, 3T, C&W	1194	1626	715	154
Learjet 31	1988 - 1991	\$465 - \$590	\$2,470	441	30	281	4.95	12.9	4.35	6	Bendix King	1211	1337	243	195
Learjet 31A	1991 - 2002	\$640 - \$1,000	\$2,472	441	40	281	4.95	12.9	4.35	6	Bendix King	1211	1337	1873	195
Citation Bravo	1997 - 2006	\$950 - \$1,650	\$2,054	405	74	292	4.8	15.75	4.7	7	Primus 1000	1290	1720	765	165
Citation 525B CJ3	2004 - 2015	\$3,000 - \$4,750	\$1,701	404	65	286	4.83	15.67	4.75	6	ProLine 21,C&W, Garmin 3000	1385	1899	580	166
Citation CJ3+	2014 - Present	\$4,950 - \$9,440	\$1,697	404	65	286	4.83	15.67	4.75	6	ProLine 21,C&W, Garmin 3000	1410	1904	620	166
Citation Encore	2000 - 2006	\$1,700 - \$2,300	\$2,229	430	71	314	4.83	17.33	4.75	7	Primus 1000	1410	1736	905	198
Lear 45	1998 - 2006	\$1,100 - \$2,200	\$2,973	436	65	415	5.12	19.75	4.92	8	Primus 1000	1423	1968	798	198
Citation Encore+	2007 - 2011	\$2,900 - \$3,500	\$2,230	430	71	314	4.83	17.33	4.75	7	ProLine 21, 3T, 10X8"	1494	1792	1170	198
Pilatus PC-24	2018 - Present	\$8,000 - \$11,246	\$1,888	440	90	501	5.58	23	5.08	6	Pilatus A.C.E.S, 4T	1525	1950	716	220
Lear 40	2004 - 2007	\$1,100 - \$1,500	\$2,880	436	65	369	5.12	17.67	4.92	6	Primus 1000	1573	1707	1507	200
Citation 525C CJ4	2010 - Present	\$4,700 - \$10,750	\$1,995	454	77	293	4.83	17.3	4.75	7	ProLine 21, 4T, C&W	1667	1991	1052	202
Lear 45XR	2003 - 2012	\$1,800 - \$3,500	\$3,079	436	65	415	5.12	19.75	4.92	8	Primus 1000	1685	1937	1563	219
Lear 40XR	2005 - 2012	\$1,300 - \$2,900	\$2,962	436	65	369	5.12	17.67	4.92	6	Primus 1000	1778	1960	1239	217
Lear 75	2013 - 2020	\$4,600 - \$8,800	\$2,804	436	65	415	5.12	19.75	4.92	8	Garmin 5000 Vision	1805	1998	1798	214
Embraer Phenom 300	2010 - 2019	\$4,800 - \$7,900	\$2,023	430	85	324	5.08	17.17	4.92	7	Garmin 1000 Prodigy	1811	2077	1361	169
Lear 70	2013 - 2017	\$3,600 - \$5,200	\$2,696	436	65	369	5.12	17.67	4.92	6	Garmin 5000 Vision	1849	2000	1973	211

Fuel Cost based on \$4.26 per Gallon. Maintenance Cost based on routine maintenance, major inspections not included. Conklin de Decker Associates, Inc.

Midsize Jet Model/Market Summary

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Aircraft Models	Years Produced	Vref Price Range (000)	Total Variable Cost/Hour	Normal Cruise Speed (KTAS)	Total Baggage Volume (cu. ft.)	Cabin Volume (cu. ft.)	Cabin Length (ft.)	Cabin Width (ft.)	Cabin Height (ft.)	Typical Cabin Seats	Avionics	NBAA IFR Range-Seats Full (NM)	NBAA IFR Range-Ferry No Pax (NM)	Payload with Max Fuel (lbs)	Avg Fuel Burn (gal/hr)
Citation Excel	1998 - 2004	\$2,150 - \$3,100	\$2,656	433	90	422	5.5	18.5	5.7	7	Primus 1000, 3T, 8X7"	1449	1839	960	241
Citation XLS+	2008 - Present	\$4,800 - \$14,640	\$2,510	440	90	422	5.5	18.5	5.7	8	Primus 1000, 3T, 10X8" CDS	1528	1976	860	230
Citation XLS	2004 - 2009	\$3,400 - \$4,500	\$2,580	433	90	422	5.5	18.5	5.7	8	ProLine 21, 4T, C&W, 10X8"	1539	1989	860	231
Citation VII	1992 - 2000	\$900 - \$1,550	\$3,192	452	54	422	5.5	18.4	5.7	7	Honeywell SPZ-8000	1693	1824	1015	278
Learjet 60XR	2007 - 2013	\$2,300 - \$3,400	\$2,910	436	48	447	5.92	17.67	5.75	7	ProLine 21, 4T, C&W, 10X8"	2044	2398	944	214
Hawker 750	2008 - 2011	\$2,050 - \$2,650	\$3,444	430	79	551	6	21.3	5.75	8	ProLine 21, 4T, C&W, 10X8"	2050	2200	2200	281
Learjet 60/SE	1993 - 2007	\$950 - \$2,150	\$2,990	436	48	447	5.92	17.67	5.71	7	ProLine 4, 4T, 8X7"	2186	2418	1068	231
Gulfstream Astra/SP	1986 - 1995	\$470 - \$920	\$2,527	448	64	304	4.75	17.1	5.6	7	Dual Collins EFIS-86, Pro Line II, 5T	2330	2780	2055	232
Gulfstream Astra SPX	1996 - 2001	\$1,000 - \$1,600	\$2,527	448	64	304	4.75	17.1	5.6	7	ProLine 4	2330	2780	2055	198
Hawker 800A	1984 - 1995	\$500 - \$940	\$3,221	429	48	551	6	21.3	5.75	8	Honeywell Primus II, ProLine II, 5T	2390	2570	1520	252
Citation Latitude	2015 - Present	\$9,500 - \$19,105	\$3,302	429	127	587	6.42	21.75	6	9	Garmin 5000, 3T, 14"	2455	2870	1000	303
Hawker 800XP/i	1995 - 2005	\$980 - \$1,900	\$3,483	430	48	551	6	21.3	5.75	8	EFIS-86, SPZ-8000, ProLine 21	2470	2620	1750	281
Embraer Legacy 450	2015 - 2020	\$10,000 - \$15,700	\$3,284	459	177	705	6.83	24	6	7	Collins ProLine Fusion, 4T, 15"	2498	2963	611	284
Hawker 850XP	2006 - 2009	\$2,000 - \$2,600	\$3,492	430	50	551	6	21.3	5.75	8	ProLine 21, 4T, C&W	2525	2710	1790	287
Gulfstream G100	2001 - 2005	\$1,600 - \$2,100	\$2,724	459	64	304	4.75	17.1	5.6	7	ProLine 4	2550	2910	920	220
Citation Sovereign	2004 - 2012	\$4,400 - \$8,400	\$3,255	459	135	571	5.5	25.25	5.7	9	Honeywell Primus Epic, 4T, 10X8"	2620	3010	1177	271
Hawker 900XP	2008 - 2012	\$3,200 - \$4,500	\$3,075	430	50	551	6	21.3	5.75	8	ProLine 21, 4T, C&W, 10X8"	2733	2929	1620	256
Gulfstream G150	2006 - 2017	\$3,000 - \$7,500	\$2,779	459	80	521	5.75	17.7	5.75	7	ProLine 21, 4T, C&W, 12X10"	2760	3130	850	228
Citation X	1996 - 2012	\$1,800 - \$6,500	\$4,467	525	82	538	5.5	23.75	5.7	8	Honeywell Primus 2000, 5T, 8X7"	2890	3125	1444	231

Fuel Cost based on \$4.26 per Gallon. Maintenance Cost based on routine maintenance, major inspections not included. Conklin de Decker Associates, Inc.

Large Jet Model/Market Summary

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Aircraft Models	Years Produced	Vref Price Range (000)	Total Variable Cost/Hour	Normal Cruise Speed (KTAS)	Total Baggage Volume (cu. ft.)	Cabin Volume (cu. ft.)	Cabin Length (ft.)	Cabin Width (ft.)	Cabin Height (ft.)	Typical Cabin Seats	Avionics	NBAA IFR Range-Seats Full (NM)	NBAA IFR Range-Ferry No Pax (NM)	Payload with Max Fuel (lbs)	Avg Fuel Burn (gal/hr)
Embraer Legacy 500	2014 - 2020	\$10,000 - \$19,000	\$3,624	459	155	823	27.5	6.83	6	8	Collins ProLine Fusion, 4T, 15"	2762	3167	1628	268
Citation Sovereign 680+	2013 - 2020	\$8,900 - \$15,000	\$3,138	444	135	585	25.25	5.5	5.7	9	Garmin G5000, 3T, 14"	2773	3163	1125	265
Falcon 2000	1995 - 2006	\$2,400 - \$6,500	\$4,269	459	134	1028	31.2	7.7	6.2	10	Collins Pro 4, 4T	2841	3130	1095	277
Falcon 50	1980 - 1996	\$750 - \$1,900	\$4,483	431	115	569	23.5	6.1	5.8	9	Collins ProLine 4, EFIS 85 & Up.	3057	3200	1280	343
Challenger 300	2004 - 2015	\$6,000 - \$10,500	\$3,833	459	106	930	23.7	7.17	6.08	8	ProLine 21, 4T, 12X10"	3065	3340	1105	286
Embraer Legacy 600	2006 - 2015	\$4,700 - \$12,200	\$4,428	447	286	1656	49.8	6.92	6	13	Honeywell Primus Elite, 5T 8X7"	3091	3485	1169	350
Gulfstream G200	2000 - 2011	\$2,300 - \$5,500	\$3,943	459	150	869	24.5	7.2	6.25	8	Collins ProLine 4, 5T, 7X7"	3130	3530	650	268
Falcon 50EX	1997 - 2008	\$2,200 - \$4,400	\$4,181	459	115	569	23.5	6.1	5.09	9	Collins ProLine 4, 4T	3223	3388	2130	307
Citation X+	2014 - 2018	\$7,500 - \$11,000	\$4,440	518	82	593	25.2	5.5	5.7	8	Garmin 5000, 3T, 14"	3229	3380	1505	386
Challenger 350	2014 - 2020	\$12,000 - \$18,700	\$3,879	459	106	930	23.7	7.17	6.08	9	Collins Pro Line 21, 4T	3277	3421	1907	280
Hawker 4000	2008 - 2012	\$2,800 - \$3,600	\$4,078	470	114	746	25	6.46	6	8	Honeywell Primus Epic, 5T, 8X10"	3283	3100	1400	310
Citation Longitude	2018 - Present	\$20,000 - \$29,765	\$3,585	469	112	755	25.17	6.42	6	8	Garmin 5000, 3T	3365	3510	1589	284
Falcon 2000S	2013 - Present	\$15,000 - \$28,800	\$3,734	453	131	1028	31.2	7.7	6.2	8	Honeywell Primus Epic EASy, 4T	3371	3638	1850	280
Falcon 2000DX	2008 - 2009	\$9,000,000	\$3,791	459	131	1028	26.17	7.7	6.2	10	Honeywell Primus Epic EASy, 4T, 13X10"	3378	3440	3410	282
Gulfstream G280	2012 - Present	\$10,000 - \$24,500	\$3,965	470	154	935	32.25	7.16	6.25	8 / 10	Gulfstream PlaneView 250, 3T,15"	3379	3722	880	274
Falcon 900B	1987 - 1999	\$2,500 - \$5,200	\$4,358	466	127	1270	33.2	7.66	6.16	12	Honeywell Primus Elite Series, 5T	3450	4080	1260	316
Falcon 900C	1999 - 2005	\$5,050 - \$7,800	\$4,225	466	127	1270	33.2	7.66	6.16	12	Honeywell Primus 2000XP, 5T, 8X7"	3450	4080	1260	316
Gulfstream G300	2003 - 2004	\$4,000 - \$4,500	\$5,215	476	169	1658	45.1	7.3	6.2	13	Honeywell SPZ-8400, 6T	3486	3820	2000	520
Embraer Legacy 650	2010 - 2017	\$8,200 - \$14,700	\$4,561	447	286	1656	49.8	6.92	6	13	Honeywell Primus Elite, 5T, 8X7"	3661	3980	1909	388
Gulfstream G350	2005 - 2012	\$6,000 - \$11,000	\$5,190	476	169	1658	45.1	7.3	6.2	14	Gulfstream Plane View, 4T, 13X10"	3680	3900	2493	498
Challenger 604	1996 - 2007	\$3,200 - \$5,800	\$4,129	459	115	1146	28.4	8.17	6.08	10	Collins ProLine 4, 6T, 7X7"	3756	4119	1263	348
Challenger 605	2007 - 2015	\$6,800 - \$12,000	\$4,008	459	115	1146	28.4	8.17	6.08	10	Collins ProLine 21, 4T, 12X10"	3756	4123	1298	348
Challenger 650	2015 - 2020	\$14,500 - \$21,500	\$3,877	459	115	1146	28.4	8.17	6.08	10	Collin ProLine Advanced,4T, 12X10"	3756	4123	1298	317
Gulfstream GIV	1986 - 1992	\$2,200 - \$2,800	\$5,446	476	169	1658	45.1	7.3	6.2	13	Honeywell SPZ-8000, 4T	3800	4200	1220	520
Falcon 2000LXS	2013 - Present	\$17,000 - \$35,100	\$3,736	453	131	1028	31.2	7.7	6.2	8	Honeywell Primus Epic EASy, 4T, 13X10"	3803	4151	1840	270
Falcon 2000EX	2003 - 2004	\$6,400 - \$6,600	\$3,754	459	131	1028	31.2	7.7	6.2	10	Honeywell Primus 2000XP, 4T, 7X7"	3878	4045	2550	274
Falcon 2000EX EASy	2004 - 2009	\$7,600 - \$10,500	\$3,754	459	131	1028	26.17	7.7	6.2	10	Honeywell Primus Epic EASy, 4T, 13X10"	3878	4045	2550	274
Gulfstream G400	2003 - 2004	\$6,000 - \$6,100	\$5,219	476	169	1658	45.1	7.3	6.2	13	Honeywell SPZ-8400, 6T	3880	4166	2019	521
Gulfstream GIVSP	1992 - 2002	\$3,200 - \$5,800	\$5,448	476	169	1658	45.1	7.3	6.2	13	Honeywell SPZ-8400, 6T	3880	4166	2019	520
Falcon 2000LX	2007 - 2013	\$9,500 - \$16,000	\$3,736	453	131	1028	26.17	7.7	6.2	10	Honeywell Primus Epic EASy, 4T, 13X10"	3891	4185	1840	270

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Gulfstream G450	2005 - 2017	\$8,000 - \$18,000	\$5,195	476	169	1658	45.1	7.3	6.2	13	Gulfstream Plane View, 4T, 13X10"	4070	4425	2719	498
Falcon 900DX	2005 - 2010	\$9,800 - \$13,000	\$4,280	459	127	1270	33.2	7.7	6.2	12	Honeywell Primus Epic EASy, 4T, 13X10"	4100	4290	2270	303
Falcon 900EX	1996 - 2003	\$5,700 - \$7,500	\$4,278	459	127	1270	33.2	7.66	6.16	12	Honeywell Primus 2000XP, 5T, 8X7"	4500	4725	2800	303
Falcon 900EX EASy	2003 - 2010	\$10,500 - \$15,000	\$4,205	459	127	1270	33.2	7.7	6.2	12	Honeywell Primus Epic EASy, 4T, 13X10"	4500	4725	3500	293
Falcon 900LX	2010 - Present	\$16,000 - \$44,000	\$4,233	459	127	1270	33.2	7.7	6.2	12	Honeywell Primus Epic EASy, 4T, 13X10"	4800	5000	1545	293
Global 5000	2005 - 2019	\$8,500 - \$30,000	\$6,048	488	195	1889	40.9	7.9	6.25	13	Honeywell EASy, 4T, 13X10"	5200	5350	2930	488
Gulfstream G500 (P&W)*	2018 - Present	\$36,000 - \$48,500	\$4,948	499	460	1715	47.58	7.9	6.3	13	Honeywell P2000/Collins Fusion	5233	5447	2990	350
Falcon 7X	2007 - Present	\$13,290 - \$53,800	\$4,879	488	140	1506	39.1	7.7	6.2	12	Collins ProLine Fusion, 4T, 15"	5466	5840	1660	375
Global 6000	2012 - 2020	\$20,000 - \$42,000	\$6,086	488	195	2002	43.3	7.9	6.25	13	Honeywell Primus 2000, 6T, 8X7"	5890	6080	2470	494
Global Express	1999 - 2005	\$5,600 - \$8,200	\$6,189	488	195	2002	48.35	8.17	6.25	13	Honeywell Primus 2000, 6T, 8X7"	5940	6125	1792	516
Global Express XRS	2005 - 2011	\$10,400 - \$15,500	\$6,152	488	195	2002	48.35	8.17	6.25	13	Gulfstream Symetry, 4T, 13X10"	6055	6226	2408	513
Gulfstream GV	1996 - 2002	\$6,600 - \$9,000	\$5,758	488	226	1812	50.1	7.3	6.2	13	Honeywell EASy, 4T, 13X10"	6250	6675	1500	485
Falcon 8X	2016 - Present	\$39,000 - \$60,000	\$4,671	488	140	1695	42.7	7.7	6.2	12	Honeywell Planeview, 4T, 13X10"	6290	6630	2200	364
Gulfstream G600	2019 - Present	\$53,000 - \$58,500	\$5,181	499	230	1884	52.12	7.9	6.3	13	Honeywell SPZ-8500, 6T	6439	6700	2360	463
Gulfstream G550	2003 - 2020	\$11,000 - \$40,000	\$5,546	476	226	1812	50.1	7.3	6.2	18	Honeywell Planeview II	6583	6954	2300	431
Gulfstream G650	2012 - Present	\$29,000 - \$68,500	\$5,527	499	235	2421	53.6	8.5	6.4	13	Honeywell Planeview II	6850	7163	2130	485
Gulfstream G650ER	2014 - Present	\$33,000 - \$70,500	\$5,556	488	195	2421	53.6	8.5	6.4	13	Global Vision	7095	7685	1800	485
Global 7500	2018 - 2020	\$58,000 - \$64,000	\$5,859	488	195	2637	54.42	8	6.17	16	Bombardier Vision (Collins Pro Line Fusion)	7474	7896	1897	460

Fuel Cost based on \$4.26 per Gallon. Maintenance Cost based on routine maintenance, major inspections not included. Conklin de Decker Associates, Inc.