

BUSINESS JET MODEL/MARKET SUMMARY

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



Leah Alexander grew up in business aviation and began working in the industry over 20 years ago. She brings a combination of market analysis and business development expertise as well as experience with aviation management and consulting to her role at Duncan Aviation. She previously served as an analyst for the aircraft sales and acquisitions team, held a management position at Vertiport Chicago, and was principal of Business Aviation Insights prior to joining Duncan Aviation.



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.



Ryan Huss assumed his current role as Vice President of Sales and became a member of Duncan Aviation's SMT in 2020. Previously, he managed sales for Airframe and Engine Services for the Lincoln, Nebraska, facility. Ryan started his career with Duncan Aviation in 2001 as an Airframe Mechanic and was quickly promoted to leadership positions. Prior to joining Duncan Aviation, Ryan served in the U.S. Air Force and is a licensed A&P mechanic. He enjoys working with customers, building relationships with them, and providing them knowledgeable options for their aircraft and flight departments.



Maria Maruna brings over 14 years of global aviation experience to her role on Duncan Aviation's Aircraft Sales & Acquisitions team. Her career spans MRO sales, completions, and international business development, with a strong emphasis on high-level client relationships and cross-border transactions. Fluent in English, Russian, and German, Maria has held key leadership positions throughout the industry and excels at navigating international negotiations and providing exceptional customer support.



Ann Pollard is a skilled aviation professional with 30+ years of diverse experience. Before joining Duncan Aviation in September of 2021, Ann held the positions of Vice President/Director of Sales & Acquisitions, Director of Charter and Managed Aircraft Accounts, Airport Manager, and FBO/Operations Manager at Shoreline Aviation. Ann has her FAA Private Pilot's License and MA Airport Manager License. She has extensive experience with complex aircraft transactions, aircraft management relationships, and development/oversight of completion projects, inspections, and avionics/cabin upgrades.



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.



Robert Suarez began his career at Duncan Aviation in 2016 and has since attained significant experience in several capacities within the company. Robert acquired his Private Pilot's License in 2019, is IFR rated and is working toward his Seaplane Rating. He has logged more than 250 flight hours. Robert joined the Aircraft Sales team as a Market Research Analyst in 2021, tracking core business aircraft markets, creating marketing campaigns, and assisting in the consignment, acquisition, and sale of aircraft. In 2023, Robert transitioned to a full-time Aircraft Broker.



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

QUICK REFERENCE GUIDE

1 402.475.2611

www.DuncanAviation.aero/aircraftsales

| 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/ELITE II | 2019 - 2024 | \$3,367 - \$6,950 | \$1,741 | 413 | 66 | TBD | 12.1 | 5 | 4.90 | 5 | Garmin 3000, 3T, 14.1" | 511 | 1651 | 476 | 123 |
| Eclipse 500 | 2006 - 2008 | \$854 - \$985 | \$1,613 | 369 | 16 | 109 | 7.6 | 4.66 | 4.16 | 3 | Avidyne/S&S ISAS/AvioNG | 574 | 964 | 502 | 73 |
| Eclipse 550 | 2013 - 2017 | \$1,707 - \$2,364 | \$1,613 | 369 | 16 | 109 | 7.6 | 4.66 | 4.16 | 3 | ISAS | 574 | 964 | 502 | 73 |
| Citation M2 | 2013 - Present | \$2,753 - \$6,250 | \$2,186 | 379 | 46 | 201 | 11 | 4.83 | 4.75 | 6 | Garmin 3000 3T 14.1" | 694 | 1380 | 504 | 130 |
| Citation Mustang | 2007 - 2017 | \$1,521 - \$2,789 | \$1,695 | 340 | 63 | 163 | 9.75 | 4.58 | 4.5 | 4 | Garmin 1000 | 718 | 1070 | 600 | 87 |
| Citation 525 CJ1 | 2000 - 2005 | \$1,614 - \$2,047 | \$2,186 | 381 | 59 | 201 | 11 | 4.83 | 4.75 | 5 | ProLine 21, 2T, 3T opt | 775 | 1161 | 430 | 130 |
| Honda Jet HA-420 | 2015 - 2018 | \$2,273 - \$3,183 | \$1,724 | 422 | 66 | TBD | 12.1 | 5 | 4.80 | 5 | Garmin 3000, 3T, 14.1" | 792 | 1188 | 556 | 123 |
| Beech Premier 1 | 2001 - 2005 | \$1,083 - \$1,624 | \$2,751 | 426 | 78 | 285 | 13.6 | 5.5 | 5.4 | 6 | ProLine 21, 3T | 850 | 1340 | 414 | 154 |
| Beech Premier 1A | 2006 - 2012 | \$1,814 - \$2,479 | \$2,751 | 426 | 78 | 285 | 13.6 | 5.5 | 5.4 | 6 | ProLine 21, 3T | 850 | 1340 | 320 | 154 |
| Citation 525 CJ1+ | 2005 - 2011 | \$2,215 - \$2,872 | \$2,237 | 389 | 45 | 201 | 11 | 4.83 | 4.75 | 5 | ProLine 21, 3T, C&W, 10X8" | 895 | 1245 | 545 | 146 |
| Embraer Phenom 100/E/EV | 2008 - 2024 | \$1,587 - \$4,405 | \$1,962 | 371 | 70 | 212 | 11 | 5.08 | 4.92 | 5 | Garmin 1000 Prodigy | 915 | 1242 | 580 | 106 |
| Citation 525A CJ2 | 2000 - 2005 | \$2,376 - \$3,137 | \$2,315 | 413 | 74 | 248 | 13.58 | 4.83 | 4.75 | 6 | ProLine 21, 2T,3T opt, 10X8" | 1075 | 1530 | 668 | 136 |
| Beech 400XP | 2004 - 2010 | \$1,477 - \$2,215 | \$3,162 | 450 | 56 | 305 | 15.6 | 4.92 | 4.8 | 8 | ProLine 4 | 1180 | 1519 | 603 | 214 |
| Citation 525A CJ2+ | 2006 - 2014 | \$3,508 - \$4,993 | \$2,024 | 413 | 65 | 248 | 13.58 | 4.83 | 4.75 | 6 | ProLine 21, 3T, C&W | 1194 | 1626 | 715 | 154 |
| Learjet 31 | 1988 - 1991 | \$543 - \$689 | \$3,256 | 441 | 30 | 281 | 12.9 | 4.95 | 4.35 | 6 | Bendix King | 1211 | 1337 | 243 | 195 |
| Learjet 31A | 1991 - 2002 | \$710 - \$1,087 | \$3,258 | 441 | 40 | 281 | 12.9 | 4.95 | 4.35 | 6 | Bendix King | 1211 | 1337 | 1873 | 195 |
| Citation Bravo | 1997 - 2006 | \$1,645 - \$2,857 | \$2,720 | 405 | 74 | 292 | 15.75 | 4.8 | 4.7 | 7 | Primus 1000 | 1290 | 1720 | 765 | 165 |
| Citation 525B CJ3 | 2004 - 2015 | \$4,102 - \$5,973 | \$1,995 | 404 | 65 | 286 | 15.67 | 4.83 | 4.75 | 6 | ProLine 21,C&W, Garmin 3000 | 1385 | 1899 | 580 | 166 |
| Citation CJ3+ | 2014 - Present | \$6,309 - \$10,415 | \$2,405 | 404 | 65 | 286 | 15.67 | 4.83 | 4.75 | 6 | ProLine 21,C&W, Garmin 3000 | 1410 | 1904 | 620 | 166 |
| Citation Encore | 2000 - 2006 | \$2,362 - \$3,195 | \$2,880 | 430 | 71 | 314 | 17.33 | 4.83 | 4.75 | 7 | Primus 1000 | 1410 | 1736 | 905 | 198 |
| Lear 45 | 1998 - 2006 | \$1,575 - \$3,150 | \$3,965 | 436 | 65 | 415 | 19.75 | 5.12 | 4.92 | 8 | Primus 1000 | 1423 | 1968 | 798 | 198 |
| Citation Encore+ | 2007 - 2011 | \$3,894 - \$5,142 | \$2,868 | 430 | 71 | 314 | 17.33 | 4.83 | 4.75 | 7 | ProLine 21, 3T, 10X8" | 1494 | 1792 | 1170 | 198 |
| Pilatus PC-24 | 2018 - Present | \$8,608 - \$11,265 | \$2,619 | 440 | 90 | 501 | 23 | 5.58 | 5.08 | 6 | Pilatus A.C.E.S, 4T | 1525 | 1950 | 716 | 220 |
| Lear 40 | 2004 - 2007 | \$1,580 - \$2,154 | \$3,696 | 436 | 65 | 369 | 17.67 | 5.12 | 4.92 | 6 | Primus 1000 | 1573 | 1707 | 1507 | 200 |
| Citation 525C CJ4 | 2010 - Present | \$5,870 - \$12,200 | \$2,776 | 454 | 77 | 293 | 17.3 | 4.83 | 4.75 | 7 | ProLine 21, 4T, C&W | 1667 | 1991 | 1052 | 202 |
| Lear 45XR | 2003 - 2012 | \$2,577 - \$4,765 | \$4,094 | 436 | 65 | 415 | 19.75 | 5.12 | 4.92 | 8 | Primus 1000 | 1685 | 1937 | 1563 | 219 |
| Lear 40XR | 2005 - 2012 | \$1,827 - \$3,987 | \$3,795 | 436 | 65 | 369 | 17.67 | 5.12 | 4.92 | 6 | Primus 1000 | 1778 | 1960 | 1239 | 217 |
| Lear 75/Liberty | 2013 - 2022 | \$5,131 - \$8,672 | \$3,729 | 436 | 65 | 415 | 19.75 | 5.12 | 4.92 | 8 | Garmin 5000 Vision | 1805 | 1998 | 1798 | 214 |
| Embraer Phenom 300/E | 2010 - Present | \$5,750 - \$12,895 | \$2,615 | 430 | 85 | 324 | 17.17 | 5.08 | 4.92 | 7 | Garmin 1000 Prodigy | 1811 | 2077 | 1361 | 169 |
| Lear 70 | 2013 - 2017 | \$3,648 - \$5,267 | \$3,625 | 436 | 65 | 369 | 17.67 | 5.12 | 4.92 | 6 | Garmin 5000 Vision | 1849 | 2000 | 1973 | 211 |
| Fuel Cost based on \$5.69 per Gallon. Maintenance Cost based on routine maintenance, major inspections not included. Conklin de Decker Associates, Inc. | | | | | | | | | | | | | | | |

Midsize Jet Model/Market Summary

QUICK REFERENCE GUIDE

| 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 | \$2,726 - \$3,816 | \$3,456 | 433 | 90 | 422 | 18.5 | 5.5 | 5.7 | 7 | Primus 1000, 3T, 8X7" | 1449 | 1839 | 960 | 241 |
| Citation XLS+ | 2008 - Present | \$5,947 - \$16,400 | \$3,308 | 440 | 90 | 422 | 18.5 | 5.5 | 5.7 | 8 | Primus 1000, 3T, 10X8" CDS | 1528 | 1976 | 860 | 230 |
| Citation XLS | 2004 - 2009 | \$4,389 - \$5,805 | \$3,395 | 433 | 90 | 422 | 18.5 | 5.5 | 5.7 | 8 | ProLine 21, 4T, C&W, 10X8" | 1539 | 1989 | 860 | 231 |
| Citation VII | 1992 - 2000 | \$1,316 - \$2,323 | \$3,990 | 452 | 54 | 422 | 18.4 | 5.5 | 5.7 | 7 | Honeywell SPZ-8000 | 1693 | 1824 | 1015 | 278 |
| Learjet 60XR | 2007 - 2013 | \$2,989 - \$4,374 | \$4,349 | 436 | 48 | 447 | 17.67 | 5.92 | 5.75 | 7 | ProLine 21, 4T, C&W, 10X8" | 2044 | 2398 | 944 | 214 |
| Hawker 750 | 2008 - 2011 | \$2,002 - \$2,602 | \$4,330 | 430 | 79 | 551 | 21.3 | 6 | 5.75 | 8 | ProLine 21, 4T, C&W, 10X8" | 2050 | 2200 | 2200 | 281 |
| Learjet 60/SE | 1993 - 2007 | \$2,190 - \$2,436 | \$4,447 | 436 | 48 | 447 | 17.67 | 5.92 | 5.71 | 7 | ProLine 4, 4T, 8X7" | 2186 | 2418 | 1068 | 231 |
| Gulfstream Astra/SP | 1986 - 1995 | \$587 - \$1,103 | \$3,351 | 448 | 64 | 304 | 17.1 | 4.75 | 5.6 | 7 | Dual Collins EFIS-86, Pro Line II, 5T | 2330 | 2780 | 2055 | 232 |
| Gulfstream Astra SPX | 1996 - 2001 | \$1,297 - \$1,946 | \$3,281 | 448 | 64 | 304 | 17.1 | 4.75 | 5.6 | 7 | ProLine 4 | 2330 | 2780 | 2055 | 198 |
| Hawker 800A | 1984 - 1995 | \$546 - \$1,026 | \$4,084 | 429 | 48 | 551 | 21.3 | 6 | 5.75 | 8 | Honeywell Primus II, ProLine II, 5T | 2390 | 2570 | 1520 | 252 |
| Citation Latitude | 2015 - Present | \$13,578 - \$20,575 | \$4,285 | 429 | 127 | 587 | 21.75 | 6.42 | 6 | 9 | Garmin 5000, 3T, 14" | 2455 | 2870 | 1000 | 303 |
| Hawker 800XP | 1995 - 2005 | \$1,460 - \$2,387 | \$4,215 | 430 | 48 | 551 | 21.3 | 6 | 5.75 | 8 | EFIS-86, SPZ-8000, ProLine 21 | 2470 | 2620 | 1750 | 281 |
| Hawker 800XPI | 2005 - 2007 | \$2,658 - \$2,980 | \$4,332 | 430 | 49 | 551 | 21.3 | 6 | 5.75 | 8 | Collins Pro Line 21 | 2470 | 2620 | 1750 | 281 |
| Embraer Legacy 450 | 2015 - 2020 | \$11,332 - \$16,272 | \$4,104 | 459 | 177 | 705 | 24 | 6.83 | 6 | 7 | Collins ProLine Fusion, 4T, 15" | 2498 | 2963 | 611 | 284 |
| Hawker 850XP | 2006 - 2009 | \$3,041 - \$3,729 | \$4,373 | 430 | 50 | 551 | 21.3 | 6 | 6 | 8 | ProLine 21, 4T, C&W | 2525 | 2710 | 1790 | 287 |
| Gulfstream G100 | 2001 - 2005 | \$1,979 - \$2,597 | \$3,618 | 459 | 64 | 304 | 17.1 | 4.75 | 5.6 | 7 | ProLine 4 | 2550 | 2910 | 920 | 220 |
| Citation Sovereign | 2004 - 2013 | \$5,275 - \$9,149 | \$4,195 | 459 | 135 | 571 | 25.25 | 5.5 | 6 | 9 | Honeywell Primus Epic, 4T, 10X8" | 2620 | 3010 | 1177 | 271 |
| Hawker 900XP | 2008 - 2012 | \$3,855 - \$5,421 | \$3,980 | 430 | 50 | 551 | 21.3 | 6 | 5.75 | 8 | ProLine 21, 4T, C&W, 10X8" | 2733 | 2929 | 1620 | 256 |
| Gulfstream G150 | 2006 - 2017 | \$3,303 - \$7,602 | \$3,699 | 459 | 80 | 521 | 17.7 | 5.75 | 6 | 7 | ProLine 21, 4T, C&W, 12X10" | 2760 | 3130 | 850 | 228 |
| Citation X | 1996 - 2012 | \$2,385 - \$7,634 | \$5,726 | 525 | 82 | 538 | 23.8 | 5.5 | 5.7 | 8 | Honeywell Primus 2000, 5T, 8X7" | 2890 | 3125 | 1444 | 231 |
| Fuel Cost based on \$5.69 per Gallon. Maintenance Cost based on routine maintenance, major inspections not included. Conklin de Decker Associates, Inc. | | | | | | | | | | | | | | | |

Large Jet Model/Market Summary

QUICK REFERENCE GUIDE

1 402.475.2611

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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 | \$11,051 - \$17,989 | \$4,179 | 459 | 155 | 823 | 27.5 | 6.83 | 6 | 8 | Collins Pro Line Fusion, 4T, 15" | 2762 | 3167 | 1628 | 268 |
| Citation Sovereign 680+ | 2013 - 2021 | \$10,302 - \$15,447 | \$4,001 | 444 | 135 | 585 | 25.25 | 5.5 | 5.7 | 9 | Garmin G5000 (Intronic), 3T, 14" | 2773 | 3163 | 1125 | 265 |
| Falcon 2000 | 1995 - 2006 | \$2,451 - \$6,503 | \$6,463 | 459 | 134 | 1028 | 31.2 | 7.7 | 6.2 | 10 | Collins Pro Line 4, 4T | 2841 | 3130 | 1095 | 277 |
| Falcon 50 | 1980 - 1996 | \$1,145 - \$2,901 | \$5,938 | 431 | 115 | 569 | 23.5 | 6.1 | 5.8 | 9 | Collins Pro Line 4, EFIS 85 & Up | 3057 | 3200 | 1280 | 343 |
| Challenger 300 | 2004 - 2015 | \$6,980 - \$11,910 | \$5,057 | 459 | 106 | 930 | 23.7 | 7.17 | 6.08 | 8 | Pro Line 21, 4T, 12X10" | 3065 | 3340 | 1105 | 286 |
| Embraer Legacy 600 | 2006 - 2015 | \$6,724 - \$14,318 | \$5,502 | 447 | 286 | 1656 | 49.8 | 6.92 | 6 | 13 | Honeywell Primus Elite, 5T 8X7" | 3091 | 3485 | 1169 | 350 |
| Gulfstream G200 | 2000 - 2011 | \$2,903 - \$6,045 | \$5,288 | 459 | 150 | 869 | 24.5 | 7.2 | 6.25 | 8 | Collins Pro Line 4, 5T, 7X7" | 3130 | 3530 | 650 | 268 |
| Embraer Praetor 500 | 2016 - Present | \$14,962 - \$20,595 | \$4,077 | 455 | 190 | 705 | 24 | 6.83 | 6 | 7 | Collins Pro Line Fusion, 4T, 15.1" | 3109 | 3316 | 1565 | 249 |
| Falcon 50EX | 1997 - 2008 | \$3,063 - \$5,747 | \$5,473 | 459 | 115 | 569 | 23.5 | 6.1 | 5.09 | 9 | Collins Pro Line 4, 4T | 3223 | 3388 | 2130 | 307 |
| Citation X+ | 2014 - 2018 | \$9,323 - \$13,663 | \$5,726 | 518 | 82 | 593 | 25.2 | 5.5 | 5.7 | 8 | Garmin 5000, 3T, 14" | 3229 | 3380 | 1505 | 386 |
| Challenger 350 | 2014 - 2022 | \$13,301 - \$18,648 | \$5,015 | 459 | 106 | 930 | 23.7 | 7.17 | 6.08 | 9 | Collins Pro Line 21, 4T, 12x10" | 3277 | 3421 | 1907 | 280 |
| Challenger 3500 | 2022 - Present | \$19,836 - \$29,000 | \$4,965 | 459 | 106 | 930 | 25.2 | 7.17 | 6 | 9 | Collins Pro Line 21, 4T, 24" 4K | 3277 | 3421 | 1907 | 280 |
| Hawker 4000 | 2008 - 2012 | \$3,415 - \$4,269 | \$5,296 | 470 | 114 | 746 | 25 | 6.46 | 6 | 8 | Honeywell Primus Epic, 5T, 8X10" | 3283 | 3100 | 1400 | 310 |
| Citation Longitude | 2018 - Present | \$17,381 - \$29,995 | \$4,927 | 469 | 112 | 755 | 25.17 | 6.42 | 6 | 8 | Garmin 5000, 3T, 14" | 3365 | 3510 | 1589 | 284 |
| Falcon 2000S | 2013 - 2021 | \$13,240 - \$21,356 | \$5,171 | 453 | 131 | 1028 | 31.2 | 7.7 | 6.2 | 8 | Honeywell Primus Epic EASy, 4T | 3371 | 3638 | 1850 | 280 |
| Falcon 2000DX | 2008 - 2009 | \$9,706 - \$9,914 | \$5,236 | 459 | 131 | 1028 | 26.17 | 7.7 | 6.2 | 10 | Honeywell Primus Epic EASy, 4T, 13X10" | 3378 | 3440 | 3410 | 282 |
| Gulfstream G280 | 2012 - Present | \$11,343 - \$25,000 | \$4,979 | 470 | 154 | 935 | 32.25 | 7.16 | 6.25 | 8 / 10 | Gulfstream PlaneView 250, 3T,15" | 3379 | 3722 | 880 | 274 |
| Falcon 900B | 1987 - 1999 | \$2,896 - \$5,647 | \$5,830 | 466 | 127 | 1270 | 33.2 | 7.66 | 6.16 | 12 | Honeywell Primus Elite Series, 5T | 3450 | 4080 | 1260 | 316 |
| Falcon 900C | 1999 - 2005 | \$5,484 - \$8,253 | \$5,830 | 466 | 127 | 1270 | 33.2 | 7.66 | 6.16 | 12 | Honeywell Primus 2000XP, 5T, 8X7" | 3450 | 4080 | 1260 | 316 |
| Gulfstream G300 | 2003 - 2004 | \$3,363 - \$3,784 | \$6,772 | 476 | 169 | 1658 | 45.1 | 7.3 | 6.2 | 13 | Honeywell SPZ-8400, 6T | 3486 | 3820 | 2000 | 520 |
| Embraer Legacy 650/E | 2010 - 2020 | \$11,332 - \$21,060 | \$5,891 | 447 | 286 | 1656 | 49.8 | 6.92 | 6 | 13 | Honeywell Primus Elite, 5T, 8X7" | 3661 | 3980 | 1909 | 388 |
| Gulfstream G350 | 2005 - 2012 | \$4,962 - \$9,097 | \$6,772 | 476 | 169 | 1658 | 45.1 | 7.3 | 6.2 | 14 | Gulfstream Plane View, 4T, 13X10" | 3680 | 3900 | 2493 | 498 |
| Embraer Praetor 600 | 2019 - Present | \$19,016 - \$23,995 | \$4,244 | 455 | 155 | 823 | 27.5 | 6.83 | 6 | 8 | Collins Pro Line Fusion, 4T, 15.1" | 3745 | 3978 | 2193 | 254 |
| Challenger 604 | 1996 - 2007 | \$3,654 - \$6,890 | \$5,161 | 459 | 115 | 1146 | 28.4 | 8.17 | 6.08 | 10 | Collins Pro Line 4, 6T, 7X7" | 3756 | 4119 | 1263 | 348 |
| Challenger 605 | 2007 - 2015 | \$8,037 - \$12,959 | \$5,024 | 459 | 115 | 1146 | 28.4 | 8.17 | 6.08 | 10 | Collins Pro Line 21, 4T, 12X10" | 3756 | 4123 | 1298 | 348 |
| Challenger 650 | 2015 - Present | \$14,130 - \$34,000 | \$5,079 | 459 | 115 | 1146 | 28.4 | 8.17 | 6.08 | 10 | Collins Pro Line Advanced, 4T, 12X10" | 3756 | 4123 | 1298 | 317 |
| Gulfstream GIV | 1986 - 1992 | \$2,031 - \$2,585 | \$7,046 | 476 | 169 | 1658 | 45.1 | 7.3 | 6.2 | 13 | Honeywell SPZ-8000, 4T | 3800 | 4200 | 1220 | 520 |
| Falcon 2000LXS | 2013 - 2024 | \$17,132 - \$34,113 | \$5,174 | 453 | 131 | 1028 | 31.2 | 7.7 | 6.2 | 8 | Honeywell Primus Epic EASy, 4T, 13X10" | 3803 | 4151 | 1840 | 270 |
| Falcon 2000EX | 2003 - 2004 | \$6,678 - \$7,109 | \$5,193 | 459 | 131 | 1028 | 31.2 | 7.7 | 6.2 | 10 | Honeywell Primus 2000XP, 4T, 7X7" | 3878 | 4045 | 2550 | 274 |
| Falcon 2000EX EASy | 2004 - 2009 | \$8,244 - \$11,511 | \$5,193 | 459 | 131 | 1028 | 26.17 | 7.7 | 6.2 | 10 | Honeywell Primus Epic EASy, 4T, 13X10" | 3878 | 4045 | 2550 | 274 |
| Gulfstream G400 | 2003 - 2004 | \$5,353 - \$5,574 | \$6,772 | 476 | 169 | 1658 | 45.1 | 7.3 | 6.2 | 13 | Honeywell SPZ-8400, 6T | 3880 | 4166 | 2019 | 521 |
| Fuel Cost based on \$5.69 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 w/ Full Fuel (lbs) | Avg Fuel Burn (gal/hr) |
|------------------------|----------------------|------------------------|--------------------------|----------------------------|--------------------------------|------------------------|--------------------|-------------------|--------------------|---------------------|--|---------------------------------|-----------------------------------|----------------------------|------------------------|
| Gulfstream GIVSP | 1992 - 2002 | \$2,594 - 4,573 | \$7,048 | 476 | 169 | 1658 | 45.1 | 7.3 | 6.2 | 13 | Honeywell SPZ-8400, 6T | 3880 | 4166 | 2019 | 520 |
| Gulfstream G450 | 2005 - 2017 | \$8,022 - \$17,454 | \$6,772 | 476 | 169.00 | 1658.00 | 45.10 | 7.30 | 6.20 | 13 | Gulfstream Plane View, 4T, 13X10" | 4070 | 4425 | 2719 | 498 |
| Falcon 2000LX | 2006 - 2014 | \$9,773 - \$15,941 | \$5,174 | 453 | 131 | 1028 | 26.17 | 7.7 | 6.2 | 10 | Honeywell Primus Epic EASy, 4T, 13X10" | 3891 | 4185 | 1840 | 270 |
| Falcon 900DX | 2005 - 2010 | \$11,686 - \$15,825 | \$5,730 | 459 | 127 | 1270 | 33.2 | 7.7 | 6.2 | 12 | Honeywell Primus Epic EASy, 4T, 13X10" | 4100 | 4290 | 2270 | 303 |
| Gulfstream G400* | 2023 - Present | \$33,810 - \$42,250 | \$6,772 | 476 | 169 | 1441 | 36.4 | 7.7 | 6.2 | 12 | Gulfstream Symmetry, 7T | 4200 | TBD | 1819 | 512 |
| Falcon 900EX | 1996 - 2003 | \$7,682 - \$9,790 | \$5,753 | 459 | 127 | 1270 | 33.2 | 7.66 | 6.16 | 12 | Honeywell Primus 2000XP, 5T, 8X7" | 4500 | 4725 | 2800 | 303 |
| Falcon 900EX EASy | 2003 - 2010 | \$9,790 - \$16,174 | \$5,238 | 459 | 127 | 1270 | 33.2 | 7.7 | 6.2 | 12 | Honeywell Primus Epic EASy, 4T, 13X10" | 4500 | 4725 | 3500 | 293 |
| Falcon 900LX | 2010 - Present | \$18,091 - \$43,218 | \$5,238 | 459 | 127 | 1270 | 33.2 | 7.7 | 6.2 | 12 | Honeywell Primus Epic EASy, 4T, 13X10" | 4800 | 5000 | 1545 | 293 |
| Global 5000 | 2005 - 2022 | \$7,298 - \$37,924 | \$8,337 | 488 | 195 | 1889 | 40.9 | 7.9 | 6.25 | 13 | Global Vision, 4T, 13X10" | 5200 | 5350 | 2930 | 488 |
| Gulfstream G500 (P&W)* | 2018 - Present | \$32,150 - \$50,750 | \$6,962 | 499 | 460 | 1715 | 47.58 | 7.9 | 6.3 | 13 | Gulfstream Symmetry, 4T, 13x10" | 5233 | 5447 | 2990 | 350 |
| Falcon 7X | 2007 - 2023 | \$14,787 - \$49,966 | \$6,998 | 488 | 140 | 1506 | 39.1 | 7.7 | 6.2 | 12 | Honeywell Primus Epic EASy II, 4T, 15" | 5466 | 5840 | 1660 | 375 |
| Falcon 6X | 2021 - Present | \$44,107 - \$52,704 | \$6,621 | 488 | 155 | 1843 | 40.4 | 8.6 | 6.6 | 19 | Honeywell Easy IV, 4T, 14.1" | 5500 | 5735 | 3220 | 419 |
| Global 6000 | 2012 - Present | \$18,601 - \$62,300 | \$8,382 | 488 | 195 | 2002 | 43.3 | 7.9 | 6.25 | 13 | Global Vision, 6T, 8X7" | 5890 | 6080 | 2470 | 494 |
| Global 5500 | 2020 - Present | \$33,550 - \$49,000 | \$7,552 | 488 | 195 | 1620 | 40.9 | 7.11 | 6.2 | 16 | Global Vision, 4T, 15" | 5934 | 6104 | 2500 | 481 |
| Global Express | 1999 - 2005 | \$6,081 - \$8,251 | \$8,505 | 488 | 195 | 2002 | 48.35 | 8.17 | 6.25 | 13 | Honeywell Primus 2000, 6T, 8X7" | 5940 | 6125 | 1792 | 516 |
| Global Express XRS | 2005 - 2011 | \$10,148 - \$15,489 | \$8,492 | 488 | 195 | 2002 | 48.35 | 8.17 | 6.25 | 13 | Honeywell Primus 2000XP, 4T, 13X10" | 6055 | 6226 | 2408 | 513 |
| Gulfstream GV | 1996 - 2002 | \$5,917 - \$8,069 | \$7,686 | 488 | 226 | 1812 | 50.1 | 7.3 | 6.2 | 13 | Honeywell SPZ 8500, 4T, 13X10" | 6250 | 6675 | 1500 | 485 |
| Falcon 8X | 2016 - Present | \$38,564 - \$64,386 | \$7,114 | 488 | 140 | 1695 | 42.7 | 7.7 | 6.2 | 12 | Honeywell Primus Epic EASy III, 4T, 13X10" | 6290 | 6630 | 2200 | 364 |
| Gulfstream G600 | 2019 - Present | \$46,303 - \$60,750 | \$7,304 | 499 | 230 | 1884 | 52.12 | 7.9 | 6.3 | 13 | Gulfstream Symmetry, 4T, 13x10" | 6439 | 6700 | 2360 | 463 |
| Global 6500 | 2019 - Present | \$28,586 - \$60,000 | \$7,786 | 488 | 195 | 1720 | 43.3 | 7.11 | 6.2 | 17 | Global Vision, 4T, 15.1" | 6563 | 6754 | 2805 | 460 |
| Gulfstream G550 | 2003 - 2020 | \$10,976 - \$30,394 | \$7,260 | 476 | 226 | 1812 | 50.1 | 7.3 | 6.2 | 18 | Gulfstream PlaneView, 4T, 14" | 6583 | 6954 | 2300 | 431 |
| Gulfstream G650 | 2012 - 2022 | \$28,642 - \$49,229 | \$8,295 | 499 | 235 | 2421 | 53.6 | 8.5 | 6.4 | 13 | Gulfstream PlaneView II, 4T, 14" | 6850 | 7163 | 2130 | 485 |
| Gulfstream G650ER | 2014 - Present | \$33,264 - \$68,500 | \$8,105 | 488 | 195 | 2421 | 53.6 | 8.5 | 6.4 | 13 | Gulfstream PlaneView II, 4T, 14" | 7095 | 7685 | 1800 | 485 |
| Gulfstream G700 | 2021 - Present | \$73,382 - \$82,000 | \$7,741 | 499 | 195 | 2603 | 56.11 | 8.2 | 6.3 | 13 | Gulfstream Symmetry, 10T, 13.1 | 7365 | 7925 | 1835 | 493 |
| Global 7500 | 2018 - Present | \$49,170 - \$80,000 | \$7,377 | 488 | 195 | 2637 | 54.42 | 8 | 6.17 | 16 | Bombardier Vision (Collins Pro Line Fusion), 4T, 24" | 7474 | 7896 | 1897 | 460 |
| Falcon 10X | 2024 | \$84,000 | \$3,652 | 516 | 198 | 2780 | 53.10 | 9.1 | 6.8 | 19 | NeXus Flight Deck, 8 Touch Enabled, | 7500 | TBD | 6000 | TBD |
| Gulfstream G800 | 2023 - Present | \$79,750 - \$75,500 | \$8,000 | 650 | 195 | 2138 | 46.10 | 8.2 | 6.3 | 17 | Gulfstream Symmetry, 10T Displays | 8000 | TBD | 2300 | 462 |
| Global 8000 | 2019, 2023 - Present | \$69,000 - \$81,000 | \$8,374 | 487 | 195 | 2236 | 54.42 | 8 | 6.16 | 17 | Global Vision, 4T, | 8000 | TBD | 2300 | 486 |

Fuel Cost based on \$5.69 per Gallon. Maintenance Cost based on routine maintenance, major inspections not included. Conklin de Decker Associates, Inc.