

BUSINESS JET MODEL/MARKET SUMMARY

3Q 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 kilometers with all seats full.
- NBAA IFR Range Ferry. Flight range in kilometers with no passengers.
- Payload with Fuel Full. In kilograms.
- Average Fuel Burn. In liters 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.



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 towards his Seaplane Rating. He has logged over 250 flight hours. As a Market Research Analyst, Robert tracks Duncan Aviation core markets, creates marketing campaigns, and assists in the consignment, acquisition, and sale of aircraft.

Light Jet Model/Market Summary

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1 402.475.2611

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| Aircraft Models | Years Produced | Vref Price Range USD (000) | Total Variable Cost/Hour (USD) | Normal Cruise Speed (k/ph) | Total Baggage Volume (cbm) | Total Cabin Volume (cbm) | Cabin Length (m) | Cabin Width (m) | Cabin Height (m) | Typical Cabin Seats | Avionics | NBAA IFR Range-Seats Full (km) | NBAA IFR Range-Ferry No Pax (km) | Payload with Max Fuel (kg) | Avg Fuel Burn (ltrs/hr) |
|--------------------|----------------|----------------------------|--------------------------------|----------------------------|----------------------------|--------------------------|------------------|-----------------|------------------|---------------------|------------------------------|--------------------------------|----------------------------------|----------------------------|-------------------------|
| Honda Jet ELITE | 2019 - Present | \$4,200 - \$5,480 | \$1,381 | 765 | 1.87 | TBD | 1.52 | 3.69 | 1.49 | 5 | Garmin 3000, 3T, 14.1" | 946 | 3058 | 216 | 466 |
| Eclipse 500 | 2006 - 2008 | \$670-\$760 | \$1,165 | 683 | 0.45 | 3.09 | 1.42 | 2.32 | 1.27 | 3 | Avidyne/S&S ISAS/AvioNG | 1063 | 1785 | 228 | 276 |
| Eclipse 550 | 2013 - 2015 | \$1,400 - \$1,800 | \$1,165 | 683 | 0.45 | 3.09 | 1.42 | 2.32 | 1.27 | 3 | ISAS | 1063 | 1785 | 228 | 276 |
| Citation M2 | 2013 - Present | \$2,650 - \$5,575 | \$1,556 | 702 | 1.30 | 5.69 | 1.47 | 3.35 | 1.45 | 6 | Garmin 3000 3T 14.1" | 1285 | 2556 | 229 | 492 |
| Citation Mustang | 2007 - 2017 | \$1,200 - \$2,200 | \$1,343 | 630 | 1.78 | 4.62 | 1.40 | 2.97 | 1.37 | 4 | Garmin 1000 | 1330 | 1982 | 272 | 329 |
| Citation 525 CJ1 | 2000 - 2005 | \$1,150 - \$1,500 | \$1,552 | 706 | 1.67 | 5.69 | 1.47 | 3.35 | 1.45 | 5 | ProLine 21, 2T, 3T opt | 1435 | 2150 | 195 | 492 |
| Honda Jet HA-420 | 2015 - 2018 | \$2,500 - \$3,500 | \$1,391 | 782 | 1.87 | TBD | 1.52 | 3.69 | 1.46 | 5 | Garmin 3000, 3T, 14.1" | 1467 | 2200 | 252 | 466 |
| Beech Premier 1 | 2001 - 2005 | \$900 - \$1,350 | \$1,874 | 789 | 2.21 | 8.07 | 1.68 | 4.15 | 1.65 | 6 | ProLine 21, 3T | 1574 | 2482 | 188 | 583 |
| Beech Premier 1A | 2006 - 2012 | \$1,500 - \$2,050 | \$1,874 | 789 | 2.21 | 8.07 | 1.68 | 4.15 | 1.65 | 6 | ProLine 21, 3T | 1574 | 2482 | 145 | 583 |
| Citation 525 CJ1+ | 2005 - 2011 | \$1,700 - \$2,300 | \$1,589 | 720 | 1.27 | 5.69 | 1.47 | 3.35 | 1.45 | 5 | ProLine 21, 3T, C&W, 10X8" | 1658 | 2306 | 247 | 553 |
| Embraer Phenom 100 | 2008 - 2020 | \$1,350 - \$4,250 | \$1,530 | 687 | 1.98 | 6.00 | 1.55 | 3.35 | 1.50 | 5 | Garmin 1000 Prodigy | 1695 | 2300 | 263 | 401 |
| Citation 525A CJ2 | 2000 - 2005 | \$1,900 - \$2,400 | \$1,551 | 765 | 2.10 | 7.02 | 1.47 | 4.14 | 1.45 | 6 | ProLine 21, 2T,3T opt, 10X8" | 1991 | 2834 | 303 | 515 |
| Beech 400XP | 2003 - 2010 | \$1,050 - \$1,650 | \$2,336 | 833 | 1.59 | 8.64 | 1.50 | 4.75 | 1.45 | 8 | ProLine 4 | 2185 | 2813 | 274 | 810 |
| Citation 525A CJ2+ | 2006 - 2014 | \$2,600 - \$3,700 | \$1,707 | 765 | 1.84 | 7.02 | 1.47 | 4.14 | 1.45 | 6 | ProLine 21, 3T, C&W | 2211 | 3011 | 324 | 583 |
| Learjet 31 | 1988 - 1991 | \$465 - \$590 | \$2,470 | 817 | 0.85 | 7.96 | 1.51 | 3.93 | 1.33 | 6 | Bendix King | 2243 | 2476 | 110 | 738 |
| Learjet 31A | 1991 - 2002 | \$640 - \$980 | \$2,472 | 817 | 1.13 | 7.96 | 1.51 | 3.93 | 1.33 | 6 | Bendix King | 2243 | 2476 | 850 | 738 |
| Citation Bravo | 1997 - 2006 | \$950 - \$1,650 | \$2,054 | 750 | 2.10 | 8.27 | 1.46 | 4.80 | 1.43 | 7 | Primus 1000 | 2389 | 3185 | 347 | 625 |
| Citation 525B CJ3 | 2004 - 2015 | \$3,000 - \$4,950 | \$1,701 | 748 | 1.84 | 8.10 | 1.47 | 4.78 | 1.45 | 6 | ProLine 21,C&W, Garmin 3000 | 2565 | 3517 | 263 | 628 |
| Citation CJ3+ | 2014 - Present | \$4,950 - \$9,440 | \$1,697 | 748 | 1.84 | 8.10 | 1.47 | 4.78 | 1.45 | 6 | ProLine 21,C&W, Garmin 3000 | 2611 | 3526 | 281 | 628 |
| Citation Encore | 2000 - 2006 | \$1,700 - \$2,300 | \$2,229 | 796 | 2.01 | 8.89 | 1.47 | 5.28 | 1.45 | 7 | Primus 1000 | 2611 | 3215 | 411 | 750 |
| Lear 45 | 1998 - 2006 | \$1,100 - \$2,200 | \$2,973 | 807 | 1.84 | 11.75 | 1.56 | 6.02 | 1.50 | 8 | Primus 1000 | 2635 | 3645 | 362 | 750 |
| Citation Encore+ | 2007 - 2011 | \$2,900 - \$3,500 | \$2,230 | 796 | 2.01 | 8.89 | 1.47 | 5.28 | 1.45 | 7 | ProLine 21, 3T, 10X8" | 2767 | 3319 | 531 | 750 |
| Pilatus PC-24 | 2018 - Present | \$8,000 - \$11,246 | \$1,888 | 815 | 2.55 | 14.19 | 1.70 | 7.01 | 1.55 | 6 | Pilatus A.C.E.S, 4T | 2824 | 3611 | 325 | 833 |
| Lear 40 | 2004 - 2007 | \$1,100 - \$1,500 | \$2,880 | 807 | 1.84 | 10.45 | 1.56 | 5.39 | 1.50 | 6 | Primus 1000 | 2913 | 3161 | 684 | 757 |
| Citation 525C CJ4 | 2010 - Present | \$4,700 - \$10,750 | \$1,995 | 841 | 2.18 | 8.30 | 1.47 | 5.27 | 1.45 | 7 | ProLine 21, 4T, C&W | 3087 | 3687 | 477 | 765 |
| Lear 45XR | 2003 - 2012 | \$1,800 - \$3,400 | \$3,079 | 807 | 1.84 | 11.75 | 1.56 | 6.02 | 1.50 | 8 | Primus 1000 | 3121 | 3587 | 709 | 829 |
| Lear 40XR | 2005 - 2012 | \$1,300 - \$2,900 | \$2,962 | 807 | 1.84 | 10.45 | 1.56 | 5.39 | 1.50 | 6 | Primus 1000 | 3293 | 3630 | 562 | 821 |
| Lear 75 | 2013 - 2020 | \$4,400 - \$8,400 | \$2,804 | 807 | 1.84 | 11.75 | 1.56 | 6.02 | 1.50 | 8 | Garmin 5000 Vision | 3343 | 3700 | 816 | 810 |
| Embraer Phenom 300 | 2010 - 2019 | \$4,800 - \$7,900 | \$2,023 | 796 | 2.41 | 9.17 | 1.55 | 5.23 | 1.50 | 7 | Garmin 1000 Prodigy | 3354 | 3847 | 617 | 640 |
| Lear 70 | 2013 - 2017 | \$3,400 - \$5,000 | \$2,696 | 807 | 1.84 | 10.45 | 1.56 | 5.39 | 1.50 | 6 | Garmin 5000 Vision | 3424 | 3704 | 895 | 799 |

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 USD (000) | Total Variable Cost/Hour (USD) | Normal Cruise Speed (k/ph) | Total Baggage Volume (cbm) | Total Cabin Volume (cbm) | Cabin Length (m) | Cabin Width (m) | Cabin Height (m) | Typical Cabin Seats | Avionics | NBAA IFR Range-Seats Full (km) | NBAA IFR Range-Ferry No Pax (km) | Payload with Max Fuel (kg) | Avg Fuel Burn (ltrs/hr) |
|----------------------|----------------|----------------------------|--------------------------------|----------------------------|----------------------------|--------------------------|------------------|-----------------|------------------|---------------------|---------------------------------------|--------------------------------|----------------------------------|----------------------------|-------------------------|
| Citation Excel | 1998 - 2004 | \$2,100 - \$3,000 | \$2,656 | 802 | 2.55 | 11.95 | 1.68 | 18.5 | 1.74 | 7 | Primus 1000, 3T, 8X7" | 2684 | 3406 | 435 | 912 |
| Citation XLS+ | 2008 - Present | \$4,800 - \$14,640 | \$2,510 | 815 | 2.55 | 11.95 | 1.68 | 18.5 | 1.74 | 8 | Primus 1000, 3T, 10X8" CDS | 2830 | 3660 | 390 | 871 |
| Citation XLS | 2004 - 2009 | \$3,300 - \$4,500 | \$2,580 | 802 | 2.55 | 11.95 | 1.68 | 18.5 | 1.74 | 8 | ProLine 21, 4T, C&W, 10X8" | 2850 | 3684 | 390 | 874 |
| Citation VII | 1992 - 2000 | \$850 - \$1,500 | \$3,192 | 837 | 1.53 | 11.95 | 1.68 | 18.4 | 1.74 | 7 | Honeywell SPZ-8000 | 3135 | 3378 | 460 | 1052 |
| Learjet 60XR | 2007 - 2013 | \$2,300 - \$3,400 | \$2,910 | 807 | 1.36 | 12.66 | 1.80 | 17.67 | 1.75 | 7 | ProLine 21, 4T, C&W, 10X8" | 3785 | 4441 | 428 | 810 |
| Hawker 750 | 2008 - 2011 | \$2,000 - \$2,600 | \$3,444 | 796 | 2.24 | 15.60 | 1.83 | 21.3 | 1.75 | 8 | ProLine 21, 4T, C&W, 10X8" | 3797 | 4074 | 998 | 1064 |
| Learjet 60/SE | 1993 - 2007 | \$950 - \$2,150 | \$2,990 | 807 | 1.36 | 12.66 | 1.80 | 17.67 | 1.74 | 7 | ProLine 4, 4T, 8X7" | 4048 | 4478 | 484 | 874 |
| Gulfstream Astra/SP | 1986 - 1995 | \$470 - \$920 | \$2,527 | 830 | 1.81 | 8.61 | 1.45 | 17.1 | 1.71 | 7 | Dual Collins EFIS-86, Pro Line II, 5T | 4315 | 5149 | 932 | 878 |
| Gulfstream Astra SPX | 1996 - 2001 | \$1,000 - \$1,600 | \$2,527 | 830 | 1.81 | 8.61 | 1.45 | 17.1 | 1.71 | 7 | ProLine 4 | 4315 | 5149 | 932 | 750 |
| Hawker 800A | 1984 - 1995 | \$500 - \$940 | \$3,221 | 795 | 1.36 | 15.60 | 1.83 | 21.3 | 1.75 | 8 | Honeywell Primus II, ProLine II, 5T | 4426 | 4760 | 689 | 954 |
| Citation Latitude | 2015 - Present | \$9,300 - \$19,105 | \$3,302 | 795 | 3.60 | 16.62 | 1.96 | 21.75 | 1.83 | 9 | Garmin 5000, 3T, 14" | 4547 | 5315 | 454 | 1147 |
| Hawker 800XP/i | 1995 - 2005 | \$980 - \$1,900 | \$3,483 | 796 | 1.36 | 15.60 | 1.83 | 21.3 | 1.75 | 8 | EFIS-86, SPZ-8000, ProLine 21 | 4574 | 4852 | 794 | 1064 |
| Embraer Legacy 450 | 2015 - 2020 | \$9,900 - \$15,000 | \$3,284 | 850 | 5.01 | 19.96 | 2.08 | 24 | 1.83 | 7 | Collins ProLine Fusion, 4T, 15" | 4626 | 5487 | 277 | 1075 |
| Hawker 850XP | 2006 - 2009 | \$2,000 - \$2,600 | \$3,492 | 796 | 1.42 | 15.60 | 1.83 | 21.3 | 1.75 | 8 | ProLine 21, 4T, C&W | 4676 | 5019 | 812 | 1086 |
| Gulfstream G100 | 2001 - 2005 | \$1,600 - \$2,100 | \$2,724 | 850 | 1.81 | 8.61 | 1.45 | 17.1 | 1.71 | 7 | ProLine 4 | 4723 | 5389 | 417 | 833 |
| Citation Sovereign | 2004 - 2012 | \$4,200 - \$8,200 | \$3,255 | 850 | 3.82 | 16.17 | 1.68 | 25.25 | 1.74 | 9 | Honeywell Primus Epic, 4T, 10X8" | 4852 | 5574 | 534 | 1026 |
| Hawker 900XP | 2008 - 2012 | \$3,200 - \$4,500 | \$3,075 | 796 | 1.42 | 15.60 | 1.83 | 21.3 | 1.75 | 8 | ProLine 21, 4T, C&W, 10X8" | 5061 | 5424 | 735 | 969 |
| Gulfstream G150 | 2006 - 2017 | \$3,000 - \$7,300 | \$2,779 | 850 | 2.27 | 14.75 | 1.75 | 17.7 | 1.75 | 7 | ProLine 21, 4T, C&W, 12X10" | 5111 | 5797 | 386 | 863 |
| Citation X | 1996 - 2012 | \$1,800 - \$6,000 | \$4,467 | 972 | 2.32 | 15.23 | 1.68 | 23.75 | 1.74 | 8 | Honeywell Primus 2000, 5T, 8X7" | 5352 | 5787 | 655 | 874 |

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 USD (000) | Total Variable Cost/Hour (USD) | Normal Cruise Speed (k/ph) | Total Baggage Volume (cbm) | Total Cabin Volume (cbm) | Cabin Length (m) | Cabin Width (m) | Cabin Height (m) | Typical Cabin Seats | Avionics | NBAA IFR Range- Seats Full (km) | NBAA IFR Range- Ferry No Pax (km) | Payload with Max Fuel (kg) | Avg Fuel Burn (ltrs/hr) |
|-------------------------|----------------|----------------------------|--------------------------------|----------------------------|----------------------------|--------------------------|------------------|-----------------|------------------|---------------------|--|---------------------------------|-----------------------------------|----------------------------|-------------------------|
| Embraer Legacy 500 | 2014 - 2020 | \$10,000 - \$18,000 | \$3,624 | 850 | 4.39 | 23.30 | 8.38 | 2.08 | 1.83 | 8 | Collins ProLine Fusion, 4T, 15" | 5115 | 5865 | 738 | 1014 |
| Citation Sovereign 680+ | 2013 - 2020 | \$8,700 - \$14,500 | \$3,138 | 822 | 3.82 | 16.57 | 7.70 | 1.68 | 1.74 | 9 | Garmin G5000, 3T, 14" | 5136 | 5858 | 510 | 1003 |
| Falcon 2000 | 1995 - 2006 | \$2,400 - \$6,500 | \$4,269 | 850 | 3.79 | 29.11 | 9.51 | 2.35 | 1.89 | 10 | Collins Pro 4, 4T | 5262 | 5797 | 497 | 1049 |
| Falcon 50 | 1980 - 1996 | \$750 - \$1,900 | \$4,483 | 798 | 3.26 | 16.11 | 7.16 | 1.86 | 1.77 | 9 | Collins ProLine 4, EFIS 85 & Up. | 5662 | 5926 | 581 | 1298 |
| Challenger 300 | 2004 - 2015 | \$6,000 - \$10,500 | \$3,833 | 850 | 3.00 | 26.33 | 7.22 | 2.19 | 1.85 | 8 | ProLine 21, 4T, 12X10" | 5676 | 6186 | 501 | 1083 |
| Embraer Legacy 600 | 2006 - 2015 | \$4,700 - \$12,200 | \$4,428 | 828 | 8.10 | 46.89 | 15.18 | 2.11 | 1.83 | 13 | Honeywell Primus Elite, 5T 8X7" | 5724 | 6454 | 530 | 1325 |
| Gulfstream G200 | 2000 - 2011 | \$2,300 - \$5,400 | \$3,943 | 850 | 4.25 | 24.61 | 7.47 | 2.19 | 1.91 | 8 | Collins ProLine 4, 5T, 7X7" | 5797 | 6538 | 295 | 1014 |
| Falcon 50EX | 1997 - 2008 | \$2,200 - \$4,400 | \$4,181 | 850 | 3.26 | 16.11 | 7.16 | 1.86 | 1.55 | 9 | Collins ProLine 4, 4T | 5969 | 6275 | 966 | 1162 |
| Citation X+ | 2014 - 2018 | \$7,000 - \$10,500 | \$4,440 | 959 | 2.32 | 16.79 | 7.68 | 1.68 | 1.74 | 8 | Garmin 5000, 3T, 14" | 5980 | 6260 | 683 | 1461 |
| Challenger 350 | 2014 - 2020 | \$12,000 - \$26,700 | \$3,879 | 850 | 3.00 | 26.33 | 7.22 | 2.19 | 1.85 | 9 | Collins Pro Line 21, 4T | 6069 | 6336 | 865 | 1060 |
| Hawker 4000 | 2008 - 2012 | \$2,800 - \$3,500 | \$4,078 | 870 | 3.23 | 21.12 | 7.62 | 1.97 | 1.83 | 8 | Honeywell Primus Epic, 5T, 8X10" | 6080 | 5741 | 635 | 1173 |
| Citation Longitude | 2018 - Present | \$20,000 - \$29,765 | \$3,585 | 869 | 3.17 | 21.38 | 7.67 | 1.96 | 1.83 | 8 | Garmin 5000, 3T | 6232 | 6500 | 721 | 1075 |
| Falcon 2000S | 2013 - Present | \$14,500 - \$28,800 | \$3,734 | 839 | 3.71 | 29.11 | 9.51 | 2.35 | 1.89 | 8 | Honeywell Primus Epic EASy, 4T | 6243 | 6738 | 839 | 1060 |
| Falcon 2000DX | 2008 - 2009 | \$9,000,000 | \$3,791 | 850 | 3.71 | 29.11 | 7.98 | 2.35 | 1.89 | 10 | Honeywell Primus Epic EASy, 4T, 13X10" | 6256 | 6371 | 1547 | 1067 |
| Gulfstream G280 | 2012 - Present | \$9,750 - \$24,500 | \$3,965 | 870 | 4.36 | 26.48 | 9.83 | 2.18 | 1.91 | 8 / 10 | Gulfstream PlaneView 250, 3T,15" | 6258 | 6893 | 399 | 1037 |
| Falcon 900B | 1987 - 1999 | \$2,500 - \$5,200 | \$4,358 | 863 | 3.60 | 35.96 | 10.12 | 2.33 | 1.88 | 12 | Honeywell Primus Elite Series, 5T | 6389 | 7556 | 572 | 1196 |
| Falcon 900C | 1999 - 2005 | \$5,050 - \$7,600 | \$4,225 | 863 | 3.60 | 35.96 | 10.12 | 2.33 | 1.88 | 12 | Honeywell Primus 2000XP, 5T, 8X7" | 6389 | 7556 | 572 | 1196 |
| Gulfstream G300 | 2003 - 2004 | \$4,000 - \$4,500 | \$5,215 | 882 | 4.79 | 46.95 | 13.75 | 2.23 | 1.89 | 13 | Honeywell SPZ-8400, 6T | 6456 | 7075 | 907 | 1968 |
| Embraer Legacy 650 | 2010 - 2017 | \$8,200 - \$21,000 | \$4,561 | 828 | 8.10 | 46.89 | 15.18 | 2.11 | 1.83 | 13 | Honeywell Primus Elite, 5T, 8X7" | 6780 | 7371 | 866 | 1469 |
| Gulfstream G350 | 2005 - 2012 | \$6,000 - \$11,000 | \$5,190 | 882 | 4.79 | 46.95 | 13.75 | 2.23 | 1.89 | 14 | Gulfstream Plane View, 4T, 13X10" | 6815 | 7223 | 1131 | 1885 |
| Challenger 604 | 1996 - 2007 | \$3,200 - \$5,800 | \$4,129 | 850 | 3.26 | 32.45 | 8.66 | 2.49 | 1.85 | 10 | Collins ProLine 4, 6T, 7X7" | 6956 | 7628 | 573 | 1317 |
| Challenger 605 | 2007 - 2015 | \$6,800 - \$11,500 | \$4,008 | 850 | 3.26 | 32.45 | 8.66 | 2.49 | 1.85 | 10 | Collins ProLine 21, 4T, 12X10" | 6956 | 7636 | 589 | 1317 |
| Challenger 650 | 2015 - 2020 | \$14,500 - \$32,400 | \$3,877 | 850 | 3.26 | 32.45 | 8.66 | 2.49 | 1.85 | 10 | Collin ProLine Advanced,4T, 12X10" | 6956 | 7636 | 589 | 1200 |
| Gulfstream GIV | 1986 - 1992 | \$2,200 - \$2,800 | \$5,446 | 882 | 4.79 | 46.95 | 13.75 | 2.23 | 1.89 | 13 | Honeywell SPZ-8000, 4T | 7038 | 7778 | 553 | 1968 |
| Falcon 2000LXS | 2013 - Present | \$16,500 - \$35,100 | \$3,736 | 839 | 3.71 | 29.11 | 9.51 | 2.35 | 1.89 | 8 | Honeywell Primus Epic EASy, 4T, 13X10" | 7043 | 7688 | 835 | 1022 |
| Falcon 2000EX | 2003 - 2004 | \$6,200 - \$6,600 | \$3,754 | 850 | 3.71 | 29.11 | 9.51 | 2.35 | 1.89 | 10 | Honeywell Primus 2000XP, 4T, 7X7" | 7182 | 7491 | 1157 | 1037 |
| Falcon 2000EX EASy | 2004 - 2009 | \$7,600 - \$10,500 | \$3,754 | 850 | 3.71 | 29.11 | 7.98 | 2.35 | 1.89 | 10 | Honeywell Primus Epic EASy, 4T, 13X10" | 7182 | 7491 | 1157 | 1037 |
| Gulfstream G400 | 2003 - 2004 | \$6,000 - \$6,100 | \$5,219 | 882 | 4.79 | 46.95 | 13.75 | 2.23 | 1.89 | 13 | Honeywell SPZ-8400, 6T | 7186 | 7715 | 916 | 1972 |
| Gulfstream GIVSP | 1992 - 2002 | \$3,200 - \$5,800 | \$5,448 | 882 | 4.79 | 46.95 | 13.75 | 2.23 | 1.89 | 13 | Honeywell SPZ-8400, 6T | 7186 | 7715 | 916 | 1968 |
| Falcon 2000LX | 2007 - 2013 | \$9,500 - \$15,500 | \$3,736 | 839 | 3.71 | 29.11 | 7.98 | 2.35 | 1.89 | 10 | Honeywell Primus Epic EASy, 4T, 13X10" | 7206 | 7751 | 835 | 1022 |

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 USD (000) | Total Variable Cost/Hour (USD) | Normal Cruise Speed (k/ph) | Total Baggage Volume (cbm) | Total Cabin Volume (cbm) | Cabin Length (m) | Cabin Width (m) | Cabin Height (m) | Typical Cabin Seats | Avionics | NBAA IFR Range-Seats Full (km) | NBAA IFR Range-Ferry No Pax (km) | Payload with Max Fuel (kg) | Avg Fuel Burn (ltrs/hr) |
|------------------------|----------------|----------------------------|--------------------------------|----------------------------|----------------------------|--------------------------|------------------|-----------------|------------------|---------------------|---|--------------------------------|----------------------------------|----------------------------|-------------------------|
| Gulfstream G450 | 2005 - 2017 | \$8,000 - \$18,000 | \$5,195 | 882 | 4.79 | 46.95 | 13.75 | 2.23 | 1.89 | 13 | Gulfstream Plane View, 4T, 13X10" | 7538 | 8195 | 1233 | 1885 |
| Falcon 900DX | 2005 - 2010 | \$9,600 - \$13,000 | \$4,280 | 850 | 3.60 | 35.96 | 10.12 | 2.35 | 1.89 | 12 | Honeywell Primus Epic EASy, 4T, 13X10" | 7593 | 7945 | 1030 | 1147 |
| Falcon 900EX | 1996 - 2003 | \$5,700 - \$7,300 | \$4,278 | 850 | 3.60 | 35.96 | 10.12 | 2.33 | 1.88 | 12 | Honeywell Primus 2000XP, 5T, 8X7" | 8334 | 8751 | 1270 | 1147 |
| Falcon 900EX EASy | 2003 - 2010 | \$10,300 - \$15,000 | \$4,205 | 850 | 3.60 | 35.96 | 10.12 | 2.35 | 1.89 | 12 | Honeywell Primus Epic EASy, 4T, 13X10" | 8334 | 8751 | 1588 | 1109 |
| Falcon 900LX | 2010 - Present | \$16,000 - \$44,000 | \$4,233 | 850 | 3.60 | 35.96 | 10.12 | 2.35 | 1.89 | 12 | Honeywell Primus Epic EASy, 4T, 13X10" | 8890 | 9260 | 701 | 1109 |
| Global 5000 | 2005 - 2019 | \$7,500 - \$50,400 | \$6,048 | 904 | 5.52 | 53.49 | 12.47 | 2.41 | 1.91 | 13 | Honeywell EASy, 4T, 13X10" | 9630 | 9908 | 1329 | 1847 |
| Gulfstream G500 (P&W)* | 2018 - Present | \$36,000 - \$48,500 | \$4,948 | 924 | 13.03 | 48.56 | 14.50 | 2.41 | 1.92 | 13 | Honeywell P2000/Collins Fusion | 9691 | 10088 | 1356 | 1325 |
| Falcon 7X | 2007 - Present | \$14,600 - \$53,800 | \$4,879 | 904 | 3.96 | 42.64 | 11.92 | 2.35 | 1.89 | 12 | Collins ProLine Fusion, 4T, 15" | 10123 | 10816 | 753 | 1420 |
| Global 6000 | 2012 - 2020 | \$20,000 - \$62,300 | \$6,086 | 904 | 5.52 | 56.69 | 13.20 | 2.41 | 1.91 | 13 | Honeywell Primus 2000, 6T, 8X7" | 10908 | 11260 | 1120 | 1870 |
| Global Express | 1999 - 2005 | \$5,500 - \$7,300 | \$6,189 | 904 | 5.52 | 56.69 | 14.74 | 2.49 | 1.91 | 13 | Honeywell Primus 2000, 6T, 8X7" | 11001 | 11343 | 813 | 1953 |
| Global Express XRS | 2005 - 2011 | \$9,500 - \$14,500 | \$6,152 | 904 | 5.52 | 56.69 | 14.74 | 2.49 | 1.91 | 13 | Gulfstream Symetry, 4T, 13X10" | 11214 | 11530 | 1092 | 1942 |
| Gulfstream GV | 1996 - 2002 | \$6,600 - \$9,000 | \$5,758 | 904 | 6.40 | 51.31 | 15.27 | 2.23 | 1.89 | 13 | Honeywell EASy, 4T, 13X10" | 11575 | 12362 | 680 | 1836 |
| Falcon 8X | 2016 - Present | \$38,000 - \$60,000 | \$4,671 | 904 | 3.96 | 48.00 | 13.02 | 2.35 | 1.89 | 12 | Honeywell Planeview, 4T, 13X10" | 11649 | 12279 | 998 | 1378 |
| Gulfstream G600 | 2019 - Present | \$52,000 - \$58,500 | \$5,181 | 924 | 6.51 | 53.35 | 15.89 | 2.41 | 1.92 | 13 | Honeywell SPZ-8500, 6T | 11925 | 12408 | 1070 | 1753 |
| Gulfstream G550 | 2003 - 2020 | \$11,000 - \$38,000 | \$5,546 | 882 | 6.40 | 51.31 | 15.27 | 2.23 | 1.89 | 18 | Honeywell Planeview II | 12192 | 12879 | 1043 | 1632 |
| Gulfstream G650 | 2012 - Present | \$29,000 - \$68,500 | \$5,527 | 924 | 6.65 | 68.55 | 16.34 | 2.59 | 1.95 | 13 | Honeywell Planeview II | 12686 | 13266 | 966 | 1836 |
| Gulfstream G650ER | 2014 - Present | \$33,000 - \$70,500 | \$5,556 | 904 | 5.52 | 68.55 | 16.34 | 2.59 | 1.95 | 13 | Global Vision | 13140 | 14233 | 816 | 1836 |
| Global 7500 | 2018 - 2020 | \$57,000 - \$75,000 | \$5,859 | 904 | 5.52 | 74.67 | 16.59 | 2.44 | 1.88 | 16 | Bombardier Vision (Collins Pro Line Fusion) | 13842 | 14623 | 860 | 1741 |

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