

Aircraft Information



Provided as “preliminary” information only.

Make – Model	Knots	IFR Range	PAX	\$DOC	\$NM	Production
ASTRA SPX	456	2,949	6	2,018	4.87	1995-2001
Boeing Business Jet	448	6,200	18	2,375	--	1997-Present
CHALLENGER 300	459	3,335	8	5,071	5.49	2001-Present
CHALLENGER 600	458	2,880	9	3,671	9.09	1981-1983
CHALLENGER 601-3R	459	3,400	9	2,977	7.37	1993-1996
CHALLENGER 604	459	4,077	9	2,375	5.74	1995-2006
CHALLENGER 605	459	4,045	9	--	--	2006-Present
CITATION Bravo	386	1,720	7	1,295	3.71	1997-2006
CITATION Encore / +	430	1,736	7	1,472	3.74	1995-Present
CITATION Excel	433	1,890	7	1,817	4.59	1998-2004
CITATION II	355	1,520	7	1,567	4.71	1978-1994
CITATION III	427	2,000	7	2,443	5.74	1983-1991
CITATION Jet	364	1,130	5	1,161	3.50	1992-2000
CITATION S/II	386	1,840	7	1,694	4.71	1984-1988
CITATION Sovereign	459	3,021	9	2,020	4.95	2003-Present
CITATION V	397	1,644	7	1,697	4.64	1989-1994
CITATION VI	427	2,000	7	2,368	5.56	1991-1995
CITATION VII	452	2,224	7	2,373	5.56	1992-2000
CITATION X	525	3,125	8	2,736	5.81	1995-Present
CITATION XLS / +	433	2,014	8	1,733	4.29	2003-Present
CJ1 / +	381	1,161	5	1,061	3.20	2000-Present
CJ2 / +	413	1,530	6	1,092	3.02	2000-Present
CJ3	417	1,908	6	1,283	3.51	2004-Present
FALCON 10	452	1,620	6	2,303	5.39	1973-1983
FALCON 100	452	1,620	6	2,209	5.17	1982-1989
FALCON 20 (731)	455	2,260	9	2,215	5.52	Conversion
FALCON 20	435	1,500	9	2,917	7.42	1965-1984
FALCON 200	440	2,270	9	3,402	8.43	1979-1991
FALCON 2000	459	3,130	8	2,351	5.55	1995-Present
FALCON 2000EX	459	3,999	8	2,341	5.52	2003-Present
FALCON 50	431	3,200	9	3,024	7.24	1980-1995
FALCON 50EX	459	3,388	9	2,527	6.21	1996-Present
FALCON 7X	459	5,950	12	2,423	5.64	2007-Present
FALCON 900B/C	466	4,080	12	2,891	6.92	1986-2000
FALCON 900DX	459	4,143	12	2,567	6.14	2005-Present
FALCON 900EX	459	4,562	12	2,606	6.24	1995-Present
G-100	459	2,910	7	1,760	4.25	2001-2005
G-200	459	3,550	8	2,337	5.51	1997-Present
G-300	476	3,820	13	3,363	7.93	2003-2004
G-400	476	4,166	13	3,365	7.94	2003-2005
G-450	476	4,166	13	3,233	7.63	2004-Present
G-500	488	5,991	13	3,328	7.67	2004-Present
G-550	488	6,950	13	3,345	7.71	2003-Present
GLOBAL Express	488	6,125	13	3,655	8.52	1997-2005
GLOBAL XRS	511	6,055	13	3,577	8.34	2004-Present
GLOBAL 5000	511	4,724	13	3,617	8.43	2003-Present

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GULFSTREAM II	475	2,748	12	4,781	11.57	1967-1979
GULFSTREAM IIB	460	3,720	12	4,581	10.71	1968-1979
GULFSTREAM III	478	3,750	12	4,345	10.17	1979-1987
GULFSTREAM IV	467	4,166	13	3,517	8.20	1986-1993
GULFSTREAM IVSP	469	4,220	13	3,536	8.38	1993-2002
GULFSTREAM V	459	6,500	13	3,636	8.38	1995-2002
HAWKER 125-700	420	2,170	8	2,378	6.22	1977-1984
HAWKER 125-800	413	2,570	8	2,165	5.63	1983-1996
HAWKER 800XP	424	2,620	8	2,130	5.29	1995-2005
HAWKER 900XP	428	2,800	8	--	--	2008-
LEARJET 35A	436	2,125	6	2,007	4.68	1976-1993
LEARJET 36A	436	2,550	4	1,994	4.65	1976-1990
LEARJET 40XR	457	1,707	6	1,617	3.91	2004-Present
LEARJET 45	457	1,968	8	1,660	4.01	1997-Present
LEARJET 45XR	457	1,969	8	1,663	4.02	2003-Present
LEARJET 55	447	2,040	7	2,329	5.47	1981-1990
LEARJET 60 / XR	466	2,418	6	1,793	4.33	1993-Present
PREMIER 1 / A	426	1,340	6	1,196	3.05	1998-Present

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