

Business & General Aviation Aircraft

GENERAL DATA		DIMENSIONS			WEIGHTS		POWERPLANTS	PERFORMANCE							STATUS/OUTLOOK/REMARKS	
DESIGNATION	NO. OF SEATS	WING SPAN (FT.)	LENGTH (FT.)	HEIGHT (FT.)	WING AREA (SQ. FT.)	EMPTY WEIGHT (LB.)	GROSS WEIGHT (LB.)	NO., MODEL MAKE & LB.-THRUST/SHP./HP.	MAX. SPEED (MPH. OR MACH NO.)	NORMAL CRUISE SPEED (MPH. OR MACH NO.)	MAX. RANGE W/45 MIN. RESERVE (MI.) MAX RANGE 75% POWER (MI.)	APPROACH SPEED (MPH.) STALL SPEED (MPH.)	FAA TAKEOFF FIELD LENGTH (FT.) TAKEOFF DISTANCE OVER 50-FT. OBSTACLE (FT.)	FAA LANDING FIELD LENGTH (FT.) LANDING DISTANCE OVER 50-FT. OBSTACLE (FT.)		NORMAL FUEL CAPACITY (GAL. USABLE)
TURBOFAN																
AAI ACQUISITION INC., Englewood, CO, USA																
A700	1+6	44	40.75	9.6	—	—	—	2 X WM FJ-33-4A-15/1,564 lb. t.	340	340	1,100	—	—	—	—	Uncertain.
AIRBUS, Blagnac, France																
Airbus Corporate Jetliner	4+19/156	111.8	111	38.6	1,318	95,900	168,650	2 X CFM56-5B or IAE V2527-A5M/~54,000 lb. t.	M 0.82	M 0.80	6,110	128	6,170	2,230	10,425	In service.
A318 Elite	4+18/120	111.8	103.2	42.1	1,320	93,720	145,505	2 X CFM56-5B9-P or PW6124/~56,000 lb. t.	M 0.82	M 0.78	4,100	120	5,430	2,170	7,325	In service.
A330-200 Prestige	50	197.9	188.7	57.1	3,892	282,000	515,700	2 X CF6-80E1 or PW400 or RR Trent 700/~140,000 lb. t.	M 0.86	M 0.82	8,300	—	—	—	36,750	In service.
A340-300 Prestige	75	197.9	208.9	55.3	3,892	399,000	609,600	4 X CFM56-5C4P/~136,000 lb. t.	M 0.86	M 0.82	7,700	—	—	—	39,060	In service.
A340-500 Prestige	75	208.2	222.7	56.1	4,729	412,000	837,800	4 X RR Trent 500/~224,000 lb. t.	M 0.86	M 0.83	10,000	—	—	—	58,646	In service.
A340-600 Prestige	94	208.2	247.1	56.8	4,729	425,000	837,800	4 X RR Trent 500/~240,000 lb. t.	M 0.86	M 0.83	8,500	—	—	—	54,023	In service.
A380 Prestige	118	261.7	239.3	79.7	9,100	620,000	1,235,000	4 X RR Trent 900 or GE/PW GP7000/~280,000 lb. t.	M 0.89	M 0.85	9,700	—	—	—	81,890	In service.
THE BOEING CO., Boeing Commercial Airplanes, Renton, WA, USA																
Boeing Business Jet	2-63	117.4	110.3	41.2	1,341	94,980	171,000	2 X CFM56-7B/52,800 lb. t.	M 0.82	M 0.79	7,135	133	5,790	2,315	—	737 derivative. 1998 certification.
Boeing Business Jet 2	2-100	117.4	129.5	41.2	1,341	101,910	174,200	2 X CFM56-7B/52,800 lb. t.	M 0.82	M 0.79	6,502	139	6,950	2,485	—	—
Boeing Business Jet 3	—	117.5	138.2	41.2	1,341	110,500	187,700	2 X CFM56-7B/52,800 lb. t.	M 0.82	M 0.79	5,483	—	7,900	5,450	—	Version of 737-900ER.
BOMBARDIER AEROSPACE, St. Laurent, Quebec, Canada																
Challenger 300	2+9	63.8	68.6	20.3	522	23,500	38,850	2 X Honeywell HFT7000/6,826 lb. t.	M 0.82	M 0.80	3,568	—	4,810	2,600	2,112	In service since 2004.
Challenger 604	2-1+9-19	64.3	68.4	20.7	492	26,629	47,600	2 X GE CF34-3B/8,729 lb. t.	M 0.71	M 0.69	4,692	136	5,840	2,776	2,985	Out of production.
Challenger 605	3+12	64.3	68.4	20.7	492	26,985	48,200	2 X GE CF34-3B/8,729 lb. t.	M 0.82	M 0.80	4,655	—	5,840	2,777	2,985	In service since Jan. 2007.
Challenger 800	2+14-19	69.6	87.8	20.4	520.4	33,900	53,250	2 X GE CF34-3B1/8,729 lb. t.	M 0.71	M 0.68	3,590	142	6,295	2,910	—	—
Challenger 850	2+15	69.6	87.8	20.4	520.4	34,167	53,000	2 X GE CF34-3B1/8,729 lb. t.	M 0.80	M 0.77	—	—	6,305	2,910	2,732	In service since May 2005.
Challenger 850 Corporate Shuttle	27-50	69.5	87.8	20.4	520.4	31,945	53,000	2 X GE CF34-3B1/8,729 lb. t.	M 0.80	M 0.77	—	—	6,305	2,910	2,732	In service since May 2005.
Challenger 870 Corporate Shuttle	42-70	76.2	106.6	24.8	738.7	44,907	77,500	2 X GE CF34-BC5B1	M 0.82	M 0.78	—	—	6,072	3,071	—	In service since 2005.
Challenger 890 Corporate Shuttle	52-90	81.6	118.9	24.8	738.7	48,262	85,000	2 X GE CF34-8C5	M 0.80	M 0.78	—	—	6,379	3,193	—	In service since 2005.
BOMBARDIER AEROSPACE, Downsview, Ontario, Canada																
Global 5000	2-3+8-17	94	96.8	25.5	1,022	50,830	87,700	2 X RR BR710A2-20/14,750 lb. t.	M 0.89	M 0.85	5,524	122	5,000	2,670	5,373	—
Global Express XRS	2-4+8-19	94	99.4	25.5	1,022	51,200	98,000	2 X RR BR710A2-20/14,750 lb. t.	M 0.89	M 0.85	7,077	122	6,190	2,670	6,713	—
BOMBARDIER AEROSPACE, Wichita, KS, USA																
Learjet 40	2+7	47.8	55.5	14.1	311.6	16,000	20,600	2 X Honeywell TFE731-20-AR/3,500 lb. t.	M 0.81	M 0.79	2,075	—	4,330	2,660	—	In service since 2004.
Learjet 40XR	2+7	47.8	55.5	14.1	311.6	13,715	21,000	2 X Honeywell TFE731-20-BR/3,500 lb. t.	M 0.81	M 0.81	2,099	—	4,680	2,660	802	In service since 2004.
Learjet 45	2+9	47.8	57.6	14.1	311.6	16,000	20,750	2 X Honeywell TFE731-20-AR/3,500 lb. t.	M 0.81	M 0.79	2,419	142	4,405	2,660	881	In service since 1998.
Learjet 45XR	2+9	47.8	57.6	14.1	311.6	13,890	21,500	2 X Honeywell TFE731-20-BR/3,500 lb. t.	M 0.81	M 0.81	2,402	—	5,040	2,660	905	In service since 2004.
Learjet 60SE	2+9	43.8	58.7	14.7	264.5	17,000	23,750	2 X PWC 305A/4,600 lb. t.	M 0.81	M 0.79	2,872	160	5,450	3,420	1,181	In service since 2004.
Learjet 60XR	2+9	43.8	58.7	14.6	264.5	14,985	23,500	2 X PWC 305A/4,600 lb. t.	M 0.81	M 0.79	2,821	—	5,450	3,420	1,181	In service since 2007.
Learjet 85	2+8	—	—	—	—	—	—	2 X P&W PW307B	M 0.71	M 0.68	3,445	—	—	—	—	In development. All-composite structure.
CESSNA AIRCRAFT CO. (Div. of Textron), Wichita, KS, USA																
Citation CJ1+	7	46.9	42.6	13.8	240	6,820	10,700	2 X WM-Rolls FJ-44-1AP/3,930 lb. t.	448	420	1,496	115	3,250	2,590	481	In production.
Citation CJ2+	8-9	49.8	47.7	14	264	7,750	12,500	2 X WM-Rolls FJ-44-3A-24/4,980 lb. t.	481	449	1,856	117	3,360	2,980	587	In production.
Citation CJ3	7-8	53.3	50.2	15.2	294.1	8,300	13,870	2 X WM-Rolls FJ-44-3A/5,640 lb. t.	479	449	2,158	113	3,180	2,770	703	In production.
Citation CJ4	8-9	50.8	53.3	15.3	330	—	—	2 X WM-Rolls FJ-44-4A/6,800 lb. t.	501	466	2,100	—	3,300	2,665	—	In flight test.
Citation Columbus	8	80	77	24.6	709.2	—	—	2 X PWC PW810/8,830 lb. t.	—	—	—	—	—	—	—	In development.
Citation Encore+	8-11	54.8	48.9	15.2	322.2	10,100	16,830	2 X PWC PW535B/6,800 lb. t.	493	449	2,611	114	3,560	2,865	806	In production.
Citation Mustang	5	43.2	40.6	13.4	210	5,350	8,645	2 X PWC 615F/2,920 lb. t.	391	368	1,323	100	3,110	2,390	385	In production.
Citation Sovereign	9-12	63.3	63.5	20.3	515.8	17,720	30,300	2 X PWC PW306C/11,540 lb. t.	527	472	3,276	110	3,640	2,650	1,674	In production.
Citation X	8-12	63.9	72.3	19.3	527	21,700	36,100	2 X RR AE-3007C-1/13,528 lb. t.	604	552	3,533	129	5,140	3,400	1,930	In production.
Citation XLS	9-12	56.3	51.9	17.2	369.6	12,400	20,200	2 X PWC PW545A/8,238 lb. t.	492	466	2,447	121	3,590	3,180	1,006	In transition to XLS+.
Citation XLS+	9-12	56.3	52.5	17.2	369.6	12,400	20,200	2 X PWC PW545A/8,238 lb. t.	506	466	2,447	121	3,590	3,180	1,006	In production.
CIRRUS DESIGN CORP., Duluth, MN, USA																
Cirrus Vision SJ50	5-7	38.4	—	—	—	—	—	1 X WM FJ33-4A-19/1,900 lb. t.	—	345	1,150	67	—	—	269	In development.
DASSAULT AVIATION, Paris, France																
Falcon 7X	12-19	86	76.1	25.7	761	34,272	69,000	3 X PWC PW307A/19,200 lb. t.	M 0.90	M 0.80	5,950	120	5,555	2,260	4,767	Intercontinental range.
Falcon 900DX	12-19	63.4	66.3	24.8	527.4	23,645	46,700	3 X Honeywell TFE731-60/15,000 lb. t.	M 0.87	M 0.80	4,100	125	4,890	2,365	2,810	Intercontinental range.
Falcon 900LX	12-19	70.2	66.3	24.8	527.4	24,255	48,300	3 X Honeywell TFE731-60/15,000 lb. t.	M 0.87	M 0.80	4,800	127	5,215	2,400	3,134	Intercontinental range. Optional 49,000 lb. MTOW.
Falcon 2000DX	8-19	63.4	66.3	23.2	527.4	22,360	41,000	2 X PWC PW308C/14,000 lb. t.	M 0.86	M 0.80	3,250	130	5,300	2,640	2,179	Transcontinental range.
Falcon 2000LX	8-19	70.2	66.3	23.2	527.4	22,635	42,200	2 X PWC PW308C/14,000 lb. t.	M 0.86	M 0.80	4,000	131	5,585	2,660	2,487	Intercontinental range.
DIAMOND AIRCRAFT INDUSTRIES INC., London, Ontario, Canada																
D-JET	2+3	37.5	35.1	11.6	—	—	5,690	1 X WM FJ33-4A-19	362	276	1,350	—	—	—	260	Business. In flight test.

OUTLOOK/
SPECIFICATIONS

COMMERCIAL
SATELLITE OPERATORS

WORLD MILITARY
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PRIME CONTRACTOR AND MAJOR
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DESIGNATION	NO. OF SEATS	WING SPAN (FT.)	LENGTH (FT.)	HEIGHT (FT.)	WING AREA (SQ. FT.)	EMPTY WEIGHT (LB.)	GROSS WEIGHT (LB.)	NO., MODEL MAKE & LB.-THRUST/SHP./HP.	MAX. SPEED (MPH. OR MACH NO.)	NORMAL CRUISE SPEED (MPH. OR MACH NO.)	MAX. RANGE W/45 MIN. RESERVE (MI.) MAX RANGE 75% POWER (MI.)	APPROACH SPEED (MPH.) STALL SPEED (MPH.)	FAA TAKEOFF FIELD LENGTH (FT.) TAKEOFF DISTANCE OVER 50-FT. OBSTACLE (FT.)	FAA LANDING FIELD LENGTH (FT.) LANDING DISTANCE OVER 50-FT. OBSTACLE (FT.)	NORMAL FUEL CAPACITY (GAL. USABLE)	
ECLIPSE AVIATION, Albuquerque, NM, USA																
Eclipse 400	4	36	29	8.8	—	2,940	4,780	1 X PWC PW615F/1,200 lb. t.	380	380	1,439	70	2,045	2,100	188	In development.
Eclipse 500	6	37.9	33.5	11	144	3,634	6,034	2 X PWC PW610F/1,800 lb. t.	426	426	1,496	79	2,345	2,250	249	In production.
EMIVEST AEROSPACE, San Antonio, TX, USA																
SJ30	7	42.3	46.8	14.2	190.7	10,500	13,950	2 X FJ44 Williams Rolls/2,300 lb. t.	M 0.83	M 0.76	2,875	105	3,939	2,941	724	In production.
EMPRESA BRASILEIRA DE AERONAUTICA S.A. (Embraer), Sao Jose dos Campos, Sao Paulo, Brazil																
Legacy 450	7-9	66.4	62.8	22.1	—	—	—	2 X Honeywell HTF7500E	M 0.83	M 0.82	3,450	—	4,000	—	—	Entry into service planned for second half of 2013.
Legacy 500	8-12	66.4	67.3	22.1	—	—	—	2 X Honeywell HTF7500E	M 0.83	M 0.82	2,645	—	4,600	—	—	Entry into service planned for second half of 2012.
Legacy 600	13-16	69.5	86.4	22.2	558	29,995	49,604	2 X RR AE3007 A1E/7,987 lb. t.	M 0.80	M 0.78	3,740	145	5,551	2,685	2,712	In service since 2002.
Legacy Shuttle	16-37	65.8	86.4	22.2	551	25,687	44,092	2 X RR AE3007 A1/3/7,057 lb. t.	M 0.78	M 0.76	2,130	146	5,450	2,675	1,690	In service since 2001.
Lineage 1000	13-19	94.2	118.9	34.7	996	—	120,150	2 X GE CF34-10E7/18,500 lb. t.	M 0.82	M 0.80	4,830	145	6,660	2,675	7,195	Entry into service first quarter of 2009.
Phenom 100	4-6	40.4	41.7	14.4	—	—	—	2 X PWC PW617F/1,615 lb. t.	M 0.70	—	1,450	—	3,400	—	—	Entry into service first quarter of 2009.
Phenom 300	6-8	53.2	52.1	16.4	—	—	—	2 X PWC PW535E/3,200 lb. t.	M 0.78	—	2,080	—	3,700	—	—	Entry into service planned for second half of 2009.
GENERAL DYNAMICS, Gulfstream Aerospace Corp., Savannah, GA, USA																
Gulfstream G150	6-8	55.6	56.8	19.4	337	15,100	26,150	2 X Joneywell TFE731-40/8,840 lb. t.	M 0.85	M 0.80	3,775	148	5,000	2,880	1,530	In production.
Gulfstream G200	8-10	58.1	62.2	21.4	369	19,950	35,600	2 X PWC PW306A/12,080 lb. t.	M 0.85	M 0.80	4,170	162	6,080	3,280	2,239	In production.
Gulfstream G250	2+10	63	66.9	21.3	—	—	39,600	2 X Honeywell HTF7250G/7,445 lb. t.	—	M 0.69	3,906	—	—	—	—	In development.
Gulfstream G350	11-19	77.8	89.3	25.2	950	43,000	71,300	2 X RR Toy Mk. 611-8C/27,700 lb. t.	M 0.88	M 0.80	4,850	167	5,050	3,260	3,852	In production.
Gulfstream G450	11-19	77.8	89.3	25.2	950	43,000	74,300	2 X RR Toy Mk. 611-8C/27,700 lb. t.	M 0.88	M 0.80	5,350	167	5,450	3,260	4,370	In production.
Gulfstream G500	14-19	93.5	96.4	25.8	1,136.5	47,800	85,500	2 X RR Toy BR710/30,770 lb. t.	M 0.89	M 0.85	7,100	156	5,150	2,770	5,215	In production.
Gulfstream G550	14-19	93.5	96.4	25.8	1,136.5	48,300	91,400	2 X RR Toy BR710/30,770 lb. t.	M 0.89	M 0.85	8,130	156	5,910	2,770	6,119	In production.
Gulfstream G650	14-19	99.6	99.8	25.3	1,283	54,000	100,000	2 X RR BR725A1-12/32,200 lb. t.	M 0.93	M 0.90	8,400	151	6,000	3,000	6,597	In development.
GROB AEROSPACE, Tussenhausen-Mattsies, Germany																
spn	1-2+9-8	48.8	48.6	16.8	269	7,739	13,889	2 X WM FJ44-3A/2,820 lb. t.	M 0.70	M 0.68	2,280	89	3,000	2,670	685	In flight test.
HAWKER BEECHCRAFT CORP., Wichita, KS, USA																
Beechcraft Premier 1A	1+6-7	44.5	46	15.3	247	8,350	12,500	2 X WM FJ44-2A/2,300 lb. t.	M 0.80	M 0.78	1,745	127	3,792	2,940	548	In production.
Beechcraft Premier II	1+6	—	—	—	—	—	13,800	2 X WM FJ44-3AP/6,000 lb. t.	M 0.70	—	1,725	—	—	—	900	In development.
Hawker 400XP	2+7-9	43.5	48.4	13.9	241	10,585	16,300	2 X PWC JT15D-5R/2,965 lb. t.	M 0.78	M 0.77	2,126	121	3,802	2,960	733	In production.
Hawker 750	2+8-12	51.3	51.1	18.1	374	15,540	27,000	2 X Honeywell TFE731-5BR/4,600 lb. t.	M 0.80	M 0.77	2,832	127	4,696	2,344	1,269	In production.
Hawker 800XP	2+8-12	54.3	51.1	18.1	381	15,670	28,000	2 X Honeywell TFE731-5BR/4,600 lb. t.	M 0.80	M 0.77	3,439	130	5,030	2,344	1,493	In production.
Hawker 850XP	2+8-15	54.3	51.1	18.1	—	15,670	28,000	2 X Honeywell TFE731-5BR/4,600 lb. t.	—	M 0.60	3,143	146	5,032	2,650	1,492	In production.
Hawker 900XP	2+8-12	54.3	51.1	18.1	381	15,760	28,000	2 X Honeywell TFE731-50R/4,600 lb. t.	M 0.80	M 0.77	3,565	130	4,965	2,344	1,493	In production.
Hawker 4000	2+8-10	61.8	69.5	19.8	531	22,800	39,500	2 X PWC PW308A/6,900 lb. t.	M 0.84	M 0.82	4,119	128	5,169	2,995	2,179	In production.
HONDA AIRCRAFT COMPANY, INC., Greensboro, NC, USA																
HondaJet	2+5	39.87	41.7	13.2	—	—	9,200	2 X GE Honda HF120/2,095 lb. t.	483	483	1,608	—	—	—	—	In development.
PIPER AIRCRAFT, Vero Beach, FL, USA																
PA-47-2400J PiperJet	6	44.6	33.8	16.5	—	—	—	1 X WM FJ44-3AP-24/2,490 lb. t.	414	414	1,300	92	—	—	—	In development.
NEXTANT AEROSPACE LLC, Richmond Heights, OH, USA																
400NX	2/7	43.4	48.4	13.9	241.3	10,600	16,500	2 X WM FJ44-3AP/3,050 lb. t.	460	437	2,150	—	3,906	2,960	733	In certification process.
SPECTRUM AERONAUTICAL, Carlsbad, CA, USA																
S-33 Independence	1+6-9	43.2	45.10	10.7	—	—	7,500	2 X WM FJ33-4/1,750 lb. t.	489	—	2,280	—	—	—	—	In development.
S-40 Freedom	1+7-9	45.5	53.9	45.5	—	—	9,550	2 X GE Honda HF120/1,700 lb. t.	497	—	2,513	—	—	—	—	In development.
TURBOPROP																
BERIEV AIRCRAFT CO., Taganrog, Russian Federation																
Be-32KM	2+7-15	55.8	51.5	18.1	344	—	16,094	2 X PW PK6A-65B/2,200 hp.	317	230	1,210	106	1,411	2,723	—	Multipurpose.
Be-200	2+1	107.5	105.2	29.2	1,264	61,950	83,555	2 X D-436 TP	441	373	1,780	124	2,297/3,281 ⁽¹⁾	3,445/4,265 ⁽¹⁾	—	Amphibious firefighting, multipurpose.
Be-200ES	2+2	107.5	105.2	29.2	1,264	61,950	90,389/83,555 ⁽¹⁾	2 X D-436 TP	435	348	1,780	—	4,167/3,281 ⁽¹⁾	3,346/4,265 ⁽¹⁾	4,604	Amphibious firefighting, multipurpose.
BOMBARDIER AEROSPACE (de Havilland), Downsview, Ontario, Canada																
Bombardier 415	2+8	93.9	65	29.8	1,080	28,400	43,850	2 X PWC PW123AF/2,380 shp.	223	223	1,508	—	2,750	2,210	1,530	Amphibious firefighting, multipurpose.
Bombardier 415MP	2+13	93.9	67	29.8	1,080	30,000	43,850	2 X PWC PW123AF/2,380 shp.	223	223	1,508	—	2,750	2,210	1,521	Amphibious, multipurpose.
CESSNA AIRCRAFT (Div. of Textron), Wichita, KS, USA																
208B Grand Caravan	10-14	52.1	41.6	15.5	279.4	4,584	8,750	1 X PWC PT6A-114A/675 shp.	212	208	1,162	72	2,420	1,795	332	In production.
208B Grand Caravan with Pod	10-14	52.1	41.6	15.5	279.4	5,193	8,750	1 X PWC PT6A-114A/675 shp.	201	198	1,086	86	2,500	1,740	332	In production.
208B Super Cargo Master	2	52.1	41.6	15.5	279.4	4,680	8,750	1 X PWC PT6A-114A/675 shp.	201	198	1,086	86	2,500	1,740	332	In production.
Caravan 675	8-14	52.1	37.6	14.8	279.4	4,716	8,000	1 X PWC PT6A-114A/675 shp.	214	214	1,229	86	2,055	1,625	332	In production.
Caravan 675 Amphibian	8-14	52.1	38.9	16.3	279.4	5,443	8,360	1 X PWC PT6A-114A/675 shp.	190	186	1,039	89	3,280	2,045	332	In production.

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GENERAL DATA		DIMENSIONS			WEIGHTS		POWERPLANTS	PERFORMANCE							STATUS/OUTLOOK/REMARKS	
DESIGNATION	NO. OF SEATS	WING SPAN (FT.)	LENGTH (FT.)	HEIGHT (FT.)	WING AREA (SQ. FT.)	EMPTY WEIGHT (LB.)	GROSS WEIGHT (LB.)	NO., MODEL MAKE & LB.-THRUST/SHP./HP.	MAX. SPEED (MPH. OR MACH NO.)	NORMAL CRUISE SPEED (MPH. OR MACH NO.)	MAX. RANGE W/45 MIN. RESERVE (MI.) MAX RANGE 75% POWER (MI.)	APPROACH SPEED (MPH.) STALL SPEED (MPH.)	FAA TAKEOFF FIELD LENGTH (FT.) TAKEOFF DISTANCE OVER 50-FT. OBSTACLE (FT.)	FAA LANDING FIELD LENGTH (FT.) LANDING DISTANCE OVER 50-FT. OBSTACLE (FT.)		NORMAL FUEL CAPACITY (GAL. USABLE)
EADS SOCATA, Tarbes Lourdes Pyrenees Airport, France																
TBM 700C2	6	41.6	34.9	14.3	193.8	4,651	7,394	1 X PWC PT6A-64/700 shp.	345	333	1,565	97	2,832	2,427	281	Out of production.
TBM 850	1-2+4-6	41.6	34.9	14.3	193.7	4,698	7,394	1 X PWC PT6A-66D/850 shp.	368	290	1,784	—	2,840	2,430	282	Business.
GROB AEROSPACE, Tussenhausen-Mattsies, Germany																
G 140TP	1+3	34.8	29.2	9.2	143.2	2,425	3,968	1 X RR 250-B17F/450 shp.	381	257	1,266	63	1,225	1,500	137	Company bankrupt.
HAWKER BEECHCRAFT CORP., Wichita, KS, USA																
Beechcraft King Air 350	1+9-15	57.9	46.7	14.3	303	9,658	15,000	2 X PWC PT6A-60A/2,100 shp.	359	359	1,978	115	3,300	2,390	539	In production.
Beechcraft King Air B200GT	1+7-15	54.5	43.8	14.8	303	8,470	12,500	2 X PWC PT6A-52/1,700 shp.	336	336	2,083	119	2,579	2,845	544	In production.
Beechcraft King Air C90GT	1+5-12	50.3	35.5	14.3	294	6,950	10,100	2 X PWC PT6A-135A/1,100 shp.	311	311	1,310	116	2,392	2,355	384	In production.
KOMSOMOLSK-ON-AMUR AIRCRAFT PRODUCTION ASSN. (KNAAPO) JSC, Komsomolsk-on-Amur, Russian Federation																
Be-103	2	41.7	35	12.3	270.2	—	4,193	2 X TCM IO-360ES4/420 hp.	149	124	665	—	1,148/1,837 ⁽¹⁾	1,312/1,181 ⁽¹⁾	90	Light amphibious.
MAULE AIR INC., Moultrie, GA, USA																
MT-7-420	5	32.9	23.5	8.3	165.6	1,600	2,500	1 X RR 250-B17C/420 hp.	—	190	—	50	600	500	85	Has nose wheel. "AC" version has fixed-pitch prop, spring aluminum main gear.
PACIFIC AEROSPACE LTD., Hamilton, New Zealand																
PAC 750XL	2-10	42	38.8	13.3	305	3,300	7,500	1 X PWC PT6A-34/750 shp.	196	161	670	67	1,503	1,928	221	In production. Also agricultural version.
PIAGGIO AERO INDUSTRIES, Genoa, Italy																
P.180 Avanti II	1-2+7-9	46.1	47.3	13.1	172.2	7,800	12,100	2 X PWC PT6A-66/850 shp.	455	415	2,013	107	2,850	2,860	418	In production.
PILATUS AIRCRAFT LTD., Stans, Switzerland																
PC-12	2+6-8+9	53.2	47.2	14	—	5,867	4,740	1 X PWC PT6A-67B/1,200 shp.	519	312	2,915	76	2,650	1,830	—	In production.
PIPER AIRCRAFT, Vero Beach, FL, USA																
PA-46-500 TP Meridian	6	43	29.6	11.3	183	3,417	5,134	1 X PWC PT6A-42A/500 shp.	299	299	1,000	92	2,438	2,110	170	In production.
REIMS AVIATION, Reims, France																
Cessna F 406 Caravan 2	14	49.5	39	13.2	252.8	5,033	9,925	2 X PW PT6A-112/1,000 shp.	283	265	1,990	90	2,635	2,212	475	Light transport.
RECIPROCATING ENGINE-POWERED																
AMERICAN CHAMPION AIRCRAFT CORP., Rochester, WI, USA																
Citabria Adventure 76CAA	2	33.5	22.1	7.7	165	1,200	1,750	1 X Lyc. 0-320-B2B	140	135	418	52	895	850	35	Personal/sport.
Citabria Aurora 7ECA	2	33.5	22.1	7.7	165	1,120	1,750	1 X Lyc. 0-235-K2C	120	115	586	52	1,050	885	35	Primary trainer.
Citabria Explorer 76CBC	2	34.5	22.1	7.7	171.9	1,250	1,800	1 X Lyc. 0-320-B2B	132	128	397	46	756	740	35	Personal/sport.
Scout 86CBC	2	36.2	23	9.7	180	1,400	2,150	1 X Lyc. 0-360-C1G	140	130	806	49	1,025	1,235	70	Utility.
Super Decathlon 8KCAB	2	32	22.9	7.7	169.1	1,340	1,800	1 X Lyc. AEIO-360-H1B	155	147	500	53	904	1,051	40	Aerobatic trainer.
The Champ 7EC	2	33.5	22.1	7.7	165	950	1,320	1 X TCM 0-200-A	135	108	190	46	970	928	17	Sport/aerobatic.
APEX AIRCRAFT, Darois, France																
Alpha 120T	2	27.3	23.3	7	140	1,190	1,984	1 X Lyc. 0-235-L2A	180	130	640	52	1,608	1,575	31.6	Basic trainer.
Alpha 160A	2	27.4	23.3	7	140	1,235	1,764/1,964	1 X Lyc. 0-320-D2A	205	151	529	53	1,883	1,444	31.6	Aerobatic trainer. Lyc. AEIO 320 engine optional.
DR 400/120 Dauphin 2+2	3-4	28.7	22.8	7.4	146.4	1,212	1,984	1 X Lyc. 0-235-L2A	150	133	575	51	1,755	1,510	29	Trainer.
DR 400/135CDI	4	28.7	22.8	7.4	146.4	1,434	2,163	1 X HTV-06-A	164	125	545	54	1,034	1,262	29	Trainer.
DR 400/140B Dauphin	4	28.7	22.8	7.4	146.4	1,278	2,205	1 X Lyc. 0-320-D2A	164	135	534	54	1,591	1,541	29	Trainer.
DR 400/160 Major	4	28.7	22.8	7.4	153	1,318	2,315	1 X Lyc. 0-320	202	152	950	58	1,936	1,788	50.2	Sport.
DR 400/180 Regent	4	28.7	23	7.4	153	1,345	2,425	1 X Lyc. 0-360-A3A	173	161	903	59	2,000	1,739	50.2	Sport.
DR 400/180R Remorqueur	4	28.7	23	7.4	146.4	1,305	2,205	1 X Lyc. 0-360-A3A	168	143	490	54	1,312	1,542	29	Glider towing.
DR 400/200R	4	28.7	23	7.4	146.4	1,433	2,425	1 X Lyc. IO-360-A1B6	191	155	469	56	1,312	1,360	29	Glider towing.
DR 400/500 President	4-5	28.7	23.2	7.3	153	1,607	2,535	1 X Lyc. IO-360-A1B6	169	158	1,127	63	850	—	72.6	Sport.
BERIEV AIRCRAFT CO., Taqanrog, Russian Federation																
Be-103	1+1	41.7	34.9	12.3	270	4,021	5,004	2 X TCM IO-360ES4	—	—	577	—	—	—	—	Light amphibious, multipurpose.
CESSNA AIRCRAFT CO. (Div. of Textron), Single Engine Div., Independence, KS, USA																
Cessna 350	4	35.8	25.2	9	141.2	2,427	3,400	1 X TCM IO-550-N/310 hp.	220	208	1,605	67	2,300	2,350	102	In production.
Cessna 400	4	35.8	25.2	9	141.2	2,575	3,600	1 X TCM TSIO-500-N/310 hp.	270	253	1,438	70	1,900	2,600	102	In production. Turbocharged.
Skycatcher 162	2	30	22.8	8.3	120	830	1,320	1 X TCM 0-200D/100 hp.	136	129	541	45	1,250	1,040	24	In development.
Skyhawk 172R	4	36.1	27.2	8.9	174	1,691	2,450	1 X Lyc. IO-360-L2A/160 hp.	129	135	801	54	1,685	1,295	53	In production.
Skyhawk 172S	4	36.1	27.2	8.9	174	1,717	2,550	1 X Lyc. IO-360-L2A/180 hp.	145	132	702	55	1,633	1,335	53	In production.
Skylane 182T	4	36	29	9.3	174	1,984	3,100	1 X Lyc. IO-540-AB1A5/230 hp.	173	151	1,067	56	1,515	1,350	87	In production.
Skylane T182T	4	36	29	9.3	174	2,082	3,100	1 X Lyc. TIO-540-AK1A/235 hp.	203	190	1,053	56	1,385	1,350	87	In production. Turbocharged.
Stationair 206H	6	36	28.3	9.3	174	2,241	3,600	1 X Lyc. IO-540-AC1A5/300 hp.	174	147	794	62	1,860	1,395	87	In production.
Turbo Stationair T206H	6	36	28.3	9.3	174	2,349	3,600	1 X Lyc. TIO-540-AJ1A/310 hp.	205	175	705	62	1,743	1,395	87	In production. Turbocharged.
CIRRUS DESIGN CORP., Duluth, MN, USA																
SR20	4	38.3	26	8.9	144.9	2,080	3,050	1 X TCM IO-360-ES/200 hp.	190	184	721	64	2,221	2,636	56	In production.
SR22	4	38.3	26	8.9	144.9	2,225	3,400	1 X TCM IO-550-N/310 hp.	214	209	1,346	69	1,594	2,344	92	In production.

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GENERAL DATA		DIMENSIONS			WEIGHTS		POWERPLANTS	PERFORMANCE							STATUS/OUTLOOK/REMARKS	
DESIGNATION	NO. OF SEATS	WING SPAN (FT.)	LENGTH (FT.)	HEIGHT (FT.)	WING AREA (SQ. FT.)	EMPTY WEIGHT (LB.)	GROSS WEIGHT (LB.)	NO., MODEL MAKE & LB.-THRUST/SHP./HP.	MAX. SPEED (MPH. OR MACH NO.)	NORMAL CRUISE SPEED (MPH. OR MACH NO.)	MAX. RANGE W/45 MIN. RESERVE (MI.) MAX RANGE 75% POWER (MI.)	APPROACH SPEED (MPH.) STALL SPEED (MPH.)	FAA TAKEOFF FIELD LENGTH (FT.) TAKEOFF DISTANCE OVER 50-FT. OBSTACLE (FT.)	FAA LANDING FIELD LENGTH (FT.) LANDING DISTANCE OVER 50-FT. OBSTACLE (FT.)	NORMAL FUEL CAPACITY (GAL. USABLE)	
SR22 Turbo	4	38.3	26	8.9	144.9	2,320	3,400	1 X TCM IO-550-N/310 hp.	—	252	1,065	69	1,594	2,344	92	In production.
SRV-G3	4	38.3	26	8.9	144.9	2,050	3,050	1 X TCM IO-360-ES/200 hp.	—	173	713	64	2,221	2,636	56	In production.
COMMANDER PREMIER AIRCRAFT CORP., Farmington, CT, USA																
115/115AT	4-5	32.8	24.9	8.6	152	2,102	3,260	1 X Lyc. IO-540-T4B5/260 hp.	188	184	1,156	62	1,145	720	88	In production.
115TC	4-5	32.8	24.9	8.6	152	2,152	3,305	1 X Lyc. TIO-540-AG1A/270 hp.	225	215	1,001	68	1,408	734	88	In production.
DIAMOND AIRCRAFT INDUSTRIES INC., London, Ontario, Canada																
DA20	2	35.7	23.5	7.2	—	—	1,764	1 X TCM IO-240-3B3/125 hp.	—	159	630	52	1,640	1,360	24	Trainer.
DA40 XLS/CS	4	39.5	26.4	6.5	—	—	2,645	1 X Lyc. IO-360-M1A/180 hp.	181	173	829	56	1,700	2,093	50	—
DA42	4	44	28.1	8.2	—	—	3,935	2 X TAE Centurion 2.0/270 hp.	—	193	1,177	64	1,730	1,877	50	—
EADS SOCATA, Le Bourget Airport, France																
TB9 Tampico GT	4	32.8	25.3	9.9	128.1	1,426	2,337	1 X Lyc. O-320-D2A	132	132	650	77	1,870	1,378	40.2	Out of production.
TB10 Tobago GT	5	32.8	25.3	9.9	128.1	1,543	2,535	1 X Lyc. O-360-A1AD	146	146	802	84	1,657	1,509	53.8	Out of production.
TB20 Trinidad GT	5	32.7	25.3	9.4	128.1	1,764	3,086	1 X Lyc. IO-540-C4D5D	187	187	1,277	86	2,150	1,820	86.2	Out of production.
TB21 Trinidad GT Turbo	5	32.7	25.3	9.4	128.1	1,860	3,086	1 X Lyc. TIO-540-AB1AD	218	218	1,191	86	1,953	1,770	86.2	Out of production.
TB200 Tobago GT	5	32.8	25.3	9.9	128.1	1,576	2,535	1 X Lyc. IO-360-A1B6	150	132	733	84	1,560	1,474	53.8	Out of production.
GROB AEROSPACE, Tussenhausen-Mattsies, Germany																
G 115E/EG	1+1	32.8	24.7	7.9	131.4	1,510	2,183	1 X Lyc. AEIO-360-B1F/B/180 hp.	213	143	506	60	1,510	1,610	37.8	Out of production.
G 120A	1+1	33.4	26.5	8.4	143.1	2,381	3,175	1 X Lyc. AEIO-540-D4D5/260 hp.	270	184	753	66	2,150	1,840	66.6	Out of production.
HAWKER BEECHCRAFT CORP., Wichita, KS, USA																
Beechcraft Baron G58	6	37.8	29.8	9.8	199	3,880	5,500	2 X TCM IO-550-C/600 hp.	200	193	1,798	86	2,300	2,450	194	In production.
Beechcraft Bonanza G36	6	33.5	27.5	8.6	180	2,530	3,650	1 X TCM IO-550-B/300 hp.	174	163	1,070	59	1,913	1,450	74	In production.
LIBERTY AEROSPACE, Melbourne, FL, USA																
Liberty X12	2	28	20.5	7.3	122	1,065	1,653	1 X TCM IOF-240B/125 hp. Faded controlled	152	138	500	53	1,250	750	28	In production.
MAULE AIR INC., Moultrie, GA, USA																
M-7-235B/C	5	32.9	23.5	6.3	165.6	1,605/1,653	2,500	1 X Lyc. O-540-B4B5 or IO-540-W1A5	—	160	—	40	600	500	73	"B" version has oleo strut main gear; "C" has spring aluminum.
M-7-260/C	5	32.9	23.5	6.3	165.6	1,610/1,671	2,500	1 X Lyc. IO-540-V4A5	—	164	—	40	600	500	73	"260" has oleo strut main gear; "C" has spring aluminum.
MT-7-235	5	32.9	23.5	8.3	165.6	1,665	2,500	1 X Lyc. O-540-B4B5 or IO-540-W1A5	—	160	—	40	600	500	70	Has nose wheel.
MT-7-260	5	32.9	23.5	8.3	165.6	1,696	2,500	1 X Lyc. IO-540-V4A5	—	164	—	40	600	500	73	Has nose wheel.
MX-7-180B/C	4	32.9	23.5	6.3	165.6	1,438/1,483	2,500/2,400	1 X Lyc. O-360-C1F	—	145	—	40	1,100	500	73	"B" has oleo strut main gear; "C" has spring aluminum.
MXT-7-180	4	32.9	23.5	8.3	165.6	1,528	2,400	1 X Lyc. O-360-C1F	—	145	—	40	1,100	500	73	Has nose wheel and constant speed prop.
MOONEY AEROSPACE GROUP (MASG), Kerrville, TX, USA																
Acclaim	4-5	36.5	26.7	8.5	175.2	2,372	3,368	1 X TCM TSIO-550-G/280 hp.	273	273	1,040	86	2,150	2,550	100	Out of production.
Acclaim Type S	4-5	36.5	26.7	8.5	175.2	2,372	3,368	1 X TCM TSIO-550-G/280 hp.	278	278	1,065	89	2,150	2,650	100	Out of production.
Ovation2 GX	4-5	36.1	26.7	8.5	174.8	2,254	3,368	1 X TCM IO-550-G/280 hp.	219	219	1,296	86	2,250	2,500	100	Out of production.
Ovation3	4-5	36.1	26.7	8.5	174.8	2,254	3,368	1 X TCM IO-550-G/310 hp.	225	219	1,296	86	1,750	2,500	100	Out of production.
PIPER AIRCRAFT INC., Vero Beach, FL, USA																
PA-28-161 Warrior III	4	35	23.8	7.3	170	1,539	2,447	1 X Lyc. O-320-D3G/160 hp.	134	132	513	51	1,620	1,160	48	In production.
PA-28-181 Archer III	4	35.5	24	7.3	171.8	1,680	2,558	1 X Lyc. O-360-A4M/180 hp.	153	147	522	52	1,608	1,400	48	In production.
PA-28R-201 Arrow	4	35.4	24.7	7.9	170	1,791	2,758	1 X Lyc. IO-360-C1C6/200 hp.	167	158	880	61	1,600	1,520	72	In production.
PA-32-301FT Piper 6X	6	36.2	27.8	9.5	178.3	2,222	3,615	1 X Lyc. IO-540-K1G5/300 hp.	178	170	804	68	2,028	1,822	102	In production.
PA-32R-301T Saratoga II TC	6	36.2	27.9	8.5	178.3	2,478	3,615	1 X Lyc. TIO-540-AH1A/300 hp.	215	213	950	73	1,810	1,700	102	In production.
PA-34-220T Seneca 5	6	38.9	28.6	9.9	208.7	3,393	4,773	2 X TCM TSIO-360RB or L/TSIO-360-RB/440 hp.	251	227	828	74	1,707	2,180	122	In production.
PA-44-180 Seminole	4	38.6	27.6	8.5	183.8	2,601	3,816	2 X Lyc. O-360-A1H6 or L/O-360-A1H6/360 hp.	193	186	770	63	2,200	1,490	108	In production.
PA-46-350P Mirage	6	43	28.9	11.3	175	3,122	4,358	1 X Lyc. TIO-540-AE2A/350 hp.	253	245	1,345	67	2,090	1,968	120	In production.
PA-46R-350T Malibu Matrix	6	43	28.9	11.3	175	2,960	4,358	1 X Lyc. TIO-540-AE2A/350 hp.	253	245	1,345	67	2,090	1,968	120	In production.
SUKHOI DESIGN BUREAU, Moscow, Russia																
Su-26	1	25.6	22.3	7.9	127	1,540	1,740	1 X M14P/360 hp. (M3: 420 hp.)	280	—	556	—	—	—	53	Sport/aerobatic.
Su-29	2	26.9	24	9.5	131	1,740	1,950	1 X M14P/360 hp.	274	—	746	74	394	1,247	74	Sport/aerobatic.
Su-31	1	25.6	22	9.1	127	1,540	1,775	1 X M14P/400 hp.	280	—	684	71	361	984	79	Sport/aerobatic.
VULCANAIR SPA., Casoria (Naples), Italy																
P68 Observer2	6	39.4	30.9	11.2	200.2	2,910	4,630	2 X Lyc. IO-360-A1B6/200 hp.	173	170	2,965	57	1,312	1,968	177	In production. Patrol. Glass cockpit since 2008.
P68C	6	39.4	31.3	11.2	200.2	2,910	4,630	2 X Lyc. IO-360-A1B6/200 hp.	173	170	2,965	57	1,312	1,968	177	In production. Trainer/business. Glass cockpit since 2008.
P68C-TC	6	39.4	31.3	11.2	200.2	2,976	4,630	2 X Lyc. TIO-360-C1A6D/210 hp.	173	170	2,965	57	1,361	1,968	177	In production. Business. Turbocharged. Glass cockpit since 2008.
P68TC Observer	6	39.4	31.3	11.2	200.2	2,976	4,630	2 X Lyc. TIO-360-C1A6D/210 hp.	173	170	2,965	57	1,361	1,968	177	In production. Patrol. Glass cockpit since 2008.

Abbreviations: CFE—CFE Co.; CFM—CFM International; GE—General Electric; Lyc.—Lycoming; PWC—Pratt & Whitney Canada; RR—Rolls-Royce; TCM—Teledyne Continental Motors Inc.;

WM—Williams International.

Footnotes: (1) Land/sea.

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