

QUARTERLY DEEP DIVE

PRIVATE & CONFIDENTIAL
PREPARED FOR THE PRINCIPAL

Business Aviation *Quarterly Deep Dive*

Q3 2026 · UNITED STATES

Hayden Christie · Head of AI & Aircraft Research, Integris Aviation Consultancy



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SECTION 01 · THIS QUARTER AT A GLANCE

A market in two halves: fresh inventory at the top, aging inventory at the bottom.

Over the third quarter the US business jet fleet grew from 15,659 to 15,710 aircraft in operation, and the number listed for sale rose from 1,131 to 1,177. The share of the fleet on the market moved from 7.2 to 7.5 percent. The headline suggests a market loosening slowly. The detail shows two markets moving in opposite directions, and the September close confirmed the broad pattern our interim edition flagged in August.

At the top, Ultra Long Range added six listings, yet the average listed aircraft had been on the market 132 days at 30 September against 144 at the end of June. Super Midsize (186 to 177 days) and Large Cabin (269 to 249, despite eleven more listings) moved the same way. At the light end the reverse held. Light Jet listings fell (403 to 394), yet the aircraft still listed had been on the market 26 days longer on average, 274. Very Light Jets took on the most new supply in the market, 24 listings, and now carry the highest for-sale rate at 9.2 percent.

For a principal selling a large or late-model aircraft, added competition has not left listings sitting. For a buyer at the light end, there is more choice among very light jets and more aging inventory among light jets, both of which favour negotiation. JETNET recorded roughly 540 US jet sales over the quarter, new and pre-owned, or about 180 a month. One caution on the measure used throughout: days on market is how long the aircraft still listed have been for sale, not how long sold aircraft took to sell. New listings pull it down; aircraft that sit push it up.

15,710

US JETS IN OPERATION
· 30 SEP

1,177

ACTIVE US LISTINGS ·
UP 46 IN Q3

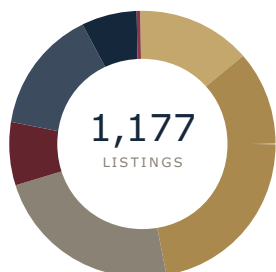
3.9%

TIGHTEST · ULTRA
LONG RANGE

255 days

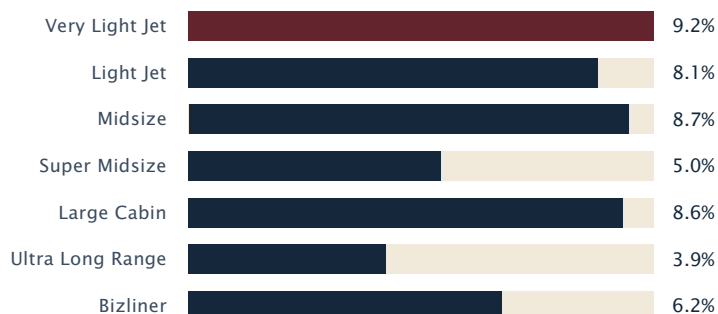
AVERAGE DAYS ON
MARKET

ACTIVE US LISTINGS BY SEGMENT · 30 SEP 2026



Very Light Jet	162
Light Jet	394
Midsize	269
Super Midsize	90
Large Cabin	179
Ultra Long Range	77
Bizliner	6

SHARE OF US FLEET FOR SALE · 30 SEP 2026



SECTION 02 · SEGMENT DETAIL

Seven segments, 253 models, the whole US fleet.

US JET MARKET BY SEGMENT · JETNET STAR · 30 SEPTEMBER 2026

SEGMENT	REPRESENTATIVE MODELS	US FLEET	FOR SALE	RATE	ASKING RANGE	AVG DAYS ON MARKET
Very Light Jet	Cirrus Vision SF50 G2+, Citation Mustang, Eclipse EA500	1,767	162	9.2%	\$160K to \$5,981K	209
Light Jet	Embraer Phenom 300, Citation CJ3, Embraer Phenom 300E	4,891	394	8.1%	\$350K to \$13,532K	274
Midsized	Citation Latitude, Citation Excel, Hawker 800XP	3,095	269	8.7%	\$115K to \$18,495K	320
Super Midsized	Challenger 300, Challenger 350, Gulfstream G280	1,812	90	5.0%	\$3,098K to \$22,900K	177
Large Cabin	Gulfstream G450, Gulfstream G-IVSP, Challenger 604	2,072	179	8.6%	\$625K to \$14,500K	249
Ultra Long Range	Gulfstream G550, Gulfstream G650ER, Gulfstream G600	1,976	77	3.9%	\$9,360K to \$59,995K	132
Bizliner	Boeing BBJ, Challenger 850, Embraer Legacy Shuttle	97	6	6.2%	n/a	291
US jet market		15,710	1,177	7.5%		255

Asking range is the span of model-level average asking prices within each segment, counting only models with at least one US listing. It is an asking figure in every case, never a transaction price.

SECTION 03 · QUARTER MOVEMENT

How the market moved over the quarter.

Each segment at the start and the end of the quarter, on the same basis: US based jets in operation. Recorded sales are approximate and include new deliveries.

QUARTER-OVER-QUARTER MOVEMENT · 30 JUNE TO 30 SEPTEMBER 2026

SEGMENT	LISTED 30 JUN	LISTED 30 SEP	CHANGE	RATE	AVG DAYS ON MARKET	RECORDED SALES Q3
Very Light Jet	138	162	+24	7.9% to 9.2%	196 to 209	65
Light Jet	403	394	-9	8.2% to 8.1%	248 to 274	154
Midsized	257	269	+12	8.3% to 8.7%	336 to 320	106
Super Midsized	87	90	+3	4.8% to 5.0%	186 to 177	64
Large Cabin	168	179	+11	8.1% to 8.6%	269 to 249	69
Ultra Long Range	71	77	+6	3.6% to 3.9%	144 to 132	80
Bizliner	7	6	-1	7.2% to 6.2%	221 to 291	3
US jet market	1,131	1,177	+46	7.2% to 7.5%	253 to 255	541

Sales: change in JETNET STAR's running count of recorded US retail sales, new and pre-owned; approximate, as aircraft entering or leaving the US base move the count. 30 June figures are model-row sums (see Sources).

SECTION 04 · SEGMENT BY SEGMENT

What the quarter meant in each part of the market.

Ultra Long Range. The scarcest part of the market stayed scarce, though it loosened slightly. Listings rose from 71 to 77 of 1,976 aircraft (3.6 to 3.9 percent), yet the average listed aircraft had been on the market 132 days, against 144 at the end of June. The additions came from the Falcon 7X (eight to eleven listings), the Global 5000 (six to nine) and the in-production Gulfstream G500 (one to four). The newest aircraft remain closed to resale. The G700 (45 in US service) and G800 (25) carried no listings all quarter. The G650ER rose from five to seven on 264 aircraft, and its average ask moved from \$55,000K to \$48,900K, a listing-mix effect rather than a measured repricing. One caution on the G550: JETNET's average asking price for the model moved from \$34,950K at 31 August to \$27,500K at 30 September with ten to eleven listings throughout, which points to a change in which aircraft carry a published price rather than a repricing. For a buyer here, expect competition and little room to negotiate.

Large Cabin. Large Cabin took on eleven listings (168 to 179, 8.1 to 8.6 percent), and the average time on market of listed aircraft still fell, from 269 to 249 days. The new supply is older aircraft: the Challenger 604 rose from 14 to 19 listings, the Falcon 2000LX from three to eight and the Challenger 605 from six to ten. Some legacy pools cleared at the same time, with the Falcon 900EX down from seven listings to three and the Falcon 2000LXS from four to one. The Challenger 650 held at two listings on 107 aircraft all quarter.

Super Midsize. Super Midsize stayed the second-tightest segment at 5.0 percent, with listed aircraft averaging 177 days on market against 186. The modern core is close to sold out. The Challenger 300 fell from 20 listings to 12 and the Challenger 350 from eight to four on 310 aircraft, while the Challenger 3500 carried none on 151. The Praetor 600 held at three. The pressure valve is the older Gulfstream G200, which rose from 28 listings to 34, a quarter of its US fleet. JETNET recorded about 64 sales in the segment over the quarter, led by the Challenger 300 (17) and the Praetor 600 and G280 (11 each).

Midsize. Midsize added twelve listings (257 to 269, 8.3 to 8.7 percent) and its listed aircraft have been on the market longest of any segment, 320 days on average, though that is down from 336 at the end of June. The build came from older aircraft: the Learjet 60XR (11 to 16 listings), the Falcon 50EX (17 to 21), the Gulfstream G150 (five to nine) and the Hawker 800XP (20 to 23). The Citation Latitude rose from eight listings to eleven on 375 aircraft, with JETNET's average asking price for the model moving from \$16,000K to \$17,675K. The Praetor 500 carried no listings on 149 aircraft.

SECTION 04 · SEGMENT BY SEGMENT

What the quarter meant in each part of the market.

Light Jet. Light Jet listings fell (403 to 394), yet the aircraft still listed had been on the market 26 days longer on average, 274, the largest rise of any segment with a meaningful fleet. Aircraft are selling, but the ones left are aging. The Citation CJ3 cleared from 19 listings to 11, the Citation V from 20 to 15 and the CJ2+ from eight to four, while the Beechjet 400A rose from 12 to 18. At the modern end the Phenom 300E held at four listings on 267 aircraft and, with 23 recorded sales, tied with the new Cirrus SF50 G3 as the most-sold jet in the US over the quarter. The CJ4 doubled from three listings to six and the PC-24 held at ten. Light Jets also carried the most sales of any segment, about 154, so this is a market that is trading, but one where aging inventory gives buyers room.

Very Light Jet. Very Light Jets absorbed the largest build in the market: 24 more listings (138 to 162), lifting the for-sale rate from 7.9 to 9.2 percent, now the highest of any segment. Average time on market lengthened from 196 to 209 days. Most of the addition is older aircraft. The Eclipse EA500 rose from 19 listings to 29, 14 percent of its US fleet, and the Phenom 100 from 14 to 18. The HondaJet HA-420 reached 19 listings on 77 aircraft. New deliveries continue alongside: the Cirrus Vision SF50 G3 entered the data this quarter with 23 aircraft in US service and none listed. With the highest share of its fleet for sale of any segment, this is where supply most favours the buyer.

Bizliner. Six listings on 97 aircraft at 30 September, against seven at the end of June. The segment is too thin to read as a trend.

How to read the quarter. The useful signal is the days-on-market split, read carefully. From Midsize to Ultra Long Range, the average time on market of listed aircraft fell over the quarter even where listings rose, so fresh listings and turnover outweighed aging stock. In both light segments it rose: the aircraft left on the market are sitting longer. Days on market measures the stock still for sale, not how long sold aircraft took to sell, so it shows direction, not speed. The pricing lesson holds either way: at the light end, an aircraft priced above the market will simply wait.

SECTION 05 · ACTIVITY AND SOURCES

The quarter in closings, and what the data does not show.

One sale closed on the Integris book this quarter, a 2026 Citation Latitude, and it closed below its asking price: the clearest guide to how far asking prices sit from what aircraft trade for.

NOTABLE Q3 CLOSINGS AND OWNERSHIP EVENTS

DATE	AIRCRAFT	EVENT	PRICE
2 Jul 2026	2016 Gulfstream G650ER	New operator, international end user	Not disclosed
2 Jul 2026	2004 Gulfstream G550	New owner	Not disclosed
2 Jul 2026	2010 Gulfstream G550	Import	Not disclosed
Q3 2026	Embraer Phenom 300E	23 recorded US sales, joint most with the SF50 G3	Not disclosed
Q3 2026	Cirrus Vision SF50 G3	23 recorded US sales, new deliveries, joint most	Not disclosed
Q3 2026	Challenger 300	17 recorded US sales	Not disclosed
Q3 2026	Citation Latitude	15 recorded US sales	Not disclosed
Q3 2026	Cirrus Vision SF50 G2+	15 recorded US sales	Not disclosed
Q3 2026	Gulfstream G-IVSP	13 recorded US sales	Not disclosed

Sales counts are approximate (JETNET STAR, see Movement). Ownership events are JETNET registry changes; no price is disclosed or implied. Recent Events for August and September were not pulled, so the event list is incomplete.

Asking versus transaction. The 2026 Citation Latitude that closed on the Integris book this quarter closed below its asking price. By 30 September JETNET's average asking price for the model was \$17,675K. Read every other price in this report as the opening of a negotiation, not as market value.

Brazil and cross-border. Brazil changed this quarter at the very top. At 31 July and 31 August none of Brazil's 77 Ultra Long Range jets was listed. At 30 September one was: a Gulfstream G550, listed for six days. One listing is not a trend, but it is the first domestic supply of its class in our Brazil series. Brazil as a whole lists 5.1 percent of its jets, against 7.5 percent in the US. Brazilian buyers source mainly from North American inventory, so that demand presses on the tightest US segment.

SECTION 06 · OUTLOOK

What we are watching into Q4.

Nothing in the quarter suggests a turn in the market, only a gap between the top and the bottom that the September close has now confirmed. The fourth quarter will test whether it widens.

Ultra Long Range scarcity. The G700 and G800 (and, in Super Midsize, the Challenger 3500) went the whole quarter without a listing, and the average time on market of listed Ultra Long Range aircraft fell over the quarter. Sellers of late-model large aircraft hold the advantage. Watch whether the added Falcon 7X and Global 5000 listings are absorbed or begin to accumulate.

Very Light Jet supply. Twenty-four new listings in a quarter, led by the Eclipse EA500, is the largest build in the market. If listed aircraft keep aging, asking prices on older very light jets will have to adjust.

Light Jet pace. Fewer listings but 26 more days on market. Watch whether buyers return to the segment in the fourth quarter or continue to wait for price.

Midsize turnover. Twelve more listings with average time on market down 16 days suggests turnover rather than accumulation. The Latitude, now at eleven listings, is the model to watch for price discipline.

Cross-border demand at the top. Brazil's first Ultra Long Range listing in our series is a single aircraft at an untested price. Whether it trades, how fast and at what discount will say a good deal about Brazilian demand at the top of the market.

SOURCE AND BASIS

JETNET STAR, Aircraft Market Statistics By Model, All Jets, US based aircraft in operation, as of 30 June, 31 July, 31 August and 30 September 2026. Model rows reconcile exactly to JETNET's ALL JETS line for the last three dates; for 30 June they match JETNET's per-make subtotals but sit 11 aircraft (one listing) below its ALL JETS line, a gap inside the source report. Brazil: JETNET Aircraft Search, business jets based in Brazil, in operation, 31 July to 30 September. Transaction: Integris CRM, queried 5 October 2026. Gaps: JETNET Recent Events for August and September not pulled; sales counts approximate; no Brazil reading for 30 June. Asking figures in \$K are at the nearest \$1,000. This edition supersedes the interim issued 2 October 2026.

SECTION 07 · MODEL APPENDIX

Very Light Jet

20 MODELS · JETNET STAR, 30 SEPTEMBER 2026

MODEL	US FLEET	WORLD FLEET	FOR SALE	RATE	AVG DAYS ON MARKET	AVG ASKING
Citation Mustang	245	469	18	7.3%	162	\$2,040K
Citation M2	188	306	8	4.2%	114	\$3,997K
Citation M2 Gen 2	61	107	5	8.1%	49	\$5,981K
Cirrus Vision SF50 G2+	397	472	27	6.8%	182	\$3,284K
Cirrus Vision SF50 G2	156	181	7	4.4%	178	\$2,577K
Cirrus Vision SF50	73	83	5	6.8%	155	\$1,864K
Cirrus Vision SF50 G3	23	32	0	0.0%	n/a	n/a
Eclipse EA500	203	251	29	14.2%	226	\$1,358K
Eclipse 550	21	29	5	23.8%	326	\$1,950K
Embraer Phenom 100	139	287	18	12.9%	203	\$2,502K
Embraer Phenom 100EV	25	68	3	12.0%	30	\$5,115K
Embraer Phenom 100E	17	49	1	5.8%	97	\$2,595K
Embraer Phenom 100EX	8	27	0	0.0%	n/a	n/a
HondaJet HA-420	77	108	19	24.6%	297	\$3,516K
HondaJet Elite II	43	53	3	6.9%	144	n/a
HondaJet Elite	37	62	2	5.4%	378	\$4,200K
HondaJet Elite S	36	45	10	27.7%	346	\$4,205K
Diamond IA	12	26	2	16.6%	284	\$160K
SyberJet SJ30-2	6	6	0	0.0%	n/a	n/a
Diamond I	.	1	0	.	n/a	n/a
Subtotal	1,767	2,662	162	9.2%	209	

Among models with a US listing, the lowest share listed is the Citation M2 at 4.2% of its US fleet; the highest is the HondaJet Elite S at 27.7%. 1 model on this page has no US-based aircraft and is shown for completeness with the world fleet only.

SECTION 07 · MODEL APPENDIX

Light Jet

Bombardier Learjet

20 MODELS · JETNET STAR, 30 SEPTEMBER 2026

MODEL	US FLEET	WORLD FLEET	FOR SALE	RATE	AVG DAYS ON MARKET	AVG ASKING
Learjet 35A	144	306	7	4.8%	466	\$745K
Learjet 45XR	110	201	16	14.5%	164	\$3,518K
Learjet 45	108	214	14	12.9%	177	\$2,056K
Learjet 75	84	137	7	8.3%	304	\$8,015K
Learjet 31A	81	183	20	24.6%	387	\$1,022K
Learjet 40XR	48	89	7	14.5%	169	\$2,674K
Learjet 36A	15	35	0	0.0%	n/a	n/a
Learjet 25D	13	61	1	7.6%	1710	\$833K
Learjet 31	13	27	1	7.6%	105	\$950K
Learjet 35	12	18	0	0.0%	n/a	n/a
Learjet 40	12	36	0	0.0%	n/a	n/a
Learjet 75 Liberty	12	17	0	0.0%	n/a	n/a
Learjet 36	11	14	0	0.0%	n/a	n/a
Learjet 70	10	14	1	10.0%	541	\$4,395K
Learjet 24D	9	17	1	11.1%	247	\$350K
Learjet 25B	8	16	2	25.0%	495	\$375K
Learjet 24F	4	7	0	0.0%	n/a	n/a
Learjet 23	4	6	1	25.0%	230	n/a
Learjet 24	3	4	0	0.0%	n/a	n/a
Learjet 24E	2	6	0	0.0%	n/a	\$199K
Subtotal	703	1,408	78	11.1%	297	

Among models with a US listing, the lowest share listed is the Learjet 35A at 4.8% of its US fleet; the highest is the Learjet 25B and Learjet 23 at 25.0%.

SECTION 07 · MODEL APPENDIX

Light Jet

Bombardier Learjet / Cessna Citation

20 MODELS · JETNET STAR, 30 SEPTEMBER 2026

MODEL	US FLEET	WORLD FLEET	FOR SALE	RATE	AVG DAYS ON MARKET	AVG ASKING
Learjet 24A	1	1	0	0.0%	n/a	n/a
Learjet 24B	1	2	1	100.0%	302	\$750K
Learjet 25C	1	3	0	0.0%	n/a	n/a
Learjet 25	.	1	0	.	n/a	n/a
Learjet 25G	.	2	0	.	n/a	n/a
Learjet 28	.	2	0	.	n/a	n/a
Learjet 29	.	2	0	.	n/a	n/a
Citation CJ3	316	410	11	3.4%	113	\$5,094K
Citation CJ4	261	339	6	2.2%	80	\$6,974K
Citation II	254	443	37	14.5%	367	\$902K
Citation CJ3+	218	311	11	5.0%	90	\$9,925K
Citation 525	211	332	23	10.9%	223	\$1,430K
Citation Bravo	201	307	24	11.9%	194	\$1,760K
Citation Ultra	200	257	24	12.0%	172	\$2,110K
Citation V	199	245	15	7.5%	249	\$1,658K
Citation I/SP	173	256	20	11.5%	437	\$737K
Citation CJ2	155	235	10	6.4%	322	\$3,048K
Citation Encore	139	156	11	7.9%	187	\$3,025K
Citation CJ4 Gen2	121	154	6	4.9%	98	\$12,600K
Citation CJ2+	107	222	4	3.7%	224	\$3,903K
Subtotal	2,558	3,680	203	7.9%	245	

Among models with a US listing, the lowest share listed is the Citation CJ4 at 2.2% of its US fleet; the highest is the Learjet 24B at 100.0%. 4 models on this page have no US-based aircraft and are shown for completeness with the world fleet only.

SECTION 07 · MODEL APPENDIX

Light Jet

Cessna Citation / Embraer / Hawker Beechcraft / Pilatus

19 MODELS · JETNET STAR, 30 SEPTEMBER 2026

MODEL	US FLEET	WORLD FLEET	FOR SALE	RATE	AVG DAYS ON MARKET	AVG ASKING
Citation CJ1	101	195	8	7.9%	196	\$1,740K
Citation S/II	87	131	19	21.8%	309	\$1,301K
Citation 500	57	156	7	12.2%	1268	\$511K
Citation ENCORE+	53	64	2	3.7%	98	n/a
Citation CJ1+	41	99	1	2.4%	103	\$2,563K
Citation II/SP	32	60	2	6.2%	747	\$1,250K
Citation CJ3 Gen 2	16	17	0	0.0%	n/a	n/a
Citation I	2	15	0	0.0%	n/a	\$850K
Embraer Phenom 300	348	506	3	0.8%	155	\$8,495K
Embraer Phenom 300E	267	437	4	1.4%	81	\$13,532K
Beechjet 400A	129	238	18	13.9%	253	\$1,271K
Premier IA	99	153	11	11.1%	129	\$2,087K
Hawker 400XP	96	207	9	9.3%	275	\$2,018K
Premier I	80	107	9	11.2%	217	\$1,478K
Nextant 400XTi	24	38	3	12.5%	431	\$2,230K
Nextant 400XT	14	24	4	28.5%	203	\$1,448K
Beechjet 400	11	23	1	9.0%	314	\$695K
Hawker 400XPR	4	6	2	50.0%	648	n/a
Pilatus PC-24	169	361	10	5.9%	212	\$11,031K
Subtotal	1,630	2,837	113	6.9%	310	

Among models with a US listing, the lowest share listed is the Embraer Phenom 300 at 0.8% of its US fleet; the highest is the Hawker 400XPR at 50.0%.

SECTION 07 · MODEL APPENDIX

Midsize

Bombardier Learjet / Cessna Citation / Dassault Falcon

17 MODELS · JETNET STAR, 30 SEPTEMBER 2026

MODEL	US FLEET	WORLD FLEET	FOR SALE	RATE	AVG DAYS ON MARKET	AVG ASKING
Learjet 60	148	235	18	12.1%	363	\$2,457K
Learjet 60XR	60	112	16	26.6%	176	\$3,584K
Learjet 55	43	80	13	30.2%	693	\$657K
Learjet 55C	4	10	2	50.0%	850	n/a
Learjet 55B	2	4	0	0.0%	n/a	n/a
Citation Latitude	375	471	11	2.9%	71	\$17,675K
Citation Excel	267	341	6	2.2%	85	\$2,518K
Citation Sovereign	208	323	13	6.2%	128	\$7,063K
Citation XLS	204	295	5	2.4%	174	\$4,482K
Citation XLS+	186	313	10	5.3%	55	\$7,848K
Citation III	85	155	13	15.2%	309	\$1,118K
Citation VII	71	108	13	18.3%	211	\$1,943K
Citation SOVEREIGN+	68	99	4	5.8%	55	\$12,073K
Citation XLS Gen 2	37	60	5	13.5%	86	\$14,550K
Citation VI	11	31	4	36.3%	75	\$1,356K
Citation Ascend	10	10	1	10.0%	251	\$18,495K
Falcon 50	123	170	13	10.5%	477	\$3,117K
Subtotal	1,902	2,817	147	7.7%	262	

Among models with a US listing, the lowest share listed is the Citation Excel at 2.2% of its US fleet; the highest is the Learjet 55C at 50.0%.

SECTION 07 · MODEL APPENDIX

Midsize

Dassault Falcon / Embraer

17 MODELS · JETNET STAR, 30 SEPTEMBER 2026

MODEL	US FLEET	WORLD FLEET	FOR SALE	RATE	AVG DAYS ON MARKET	AVG ASKING
Falcon 50EX	85	100	21	24.7%	215	\$4,644K
Falcon 20F-5	46	55	2	4.3%	768	\$1,700K
Falcon 10	37	57	1	2.7%	3607	\$255K
Falcon 20F	34	57	0	0.0%	n/a	n/a
Falcon 100	14	22	1	7.1%	1532	\$610K
Falcon 20D	8	14	0	0.0%	n/a	n/a
Falcon 20C-5	8	10	1	12.5%	429	\$789K
Falcon 50-40	8	8	1	12.5%	371	\$2,500K
Falcon 200	7	16	1	14.2%	20	\$125K
Falcon 20C	6	28	0	0.0%	n/a	n/a
Falcon 50-4	5	5	2	40.0%	121	n/a
Falcon 20E-5	3	8	0	0.0%	n/a	n/a
Falcon 20E	2	24	0	0.0%	n/a	n/a
Falcon 20D-5	1	1	0	0.0%	n/a	n/a
Falcon 20G	.	5	0	.	n/a	n/a
Embraer Praetor 500	149	188	0	0.0%	n/a	\$20,000K
Embraer Legacy 450	13	22	1	7.6%	236	\$14,500K
Subtotal	426	620	31	7.3%	402	

Among models with a US listing, the lowest share listed is the Falcon 10 at 2.7% of its US fleet; the highest is the Falcon 50-4 at 40.0%. 1 model on this page has no US-based aircraft and is shown for completeness with the world fleet only.

SECTION 07 · MODEL APPENDIX

Midsize

Gulfstream / Hawker Beechcraft

17 MODELS · JETNET STAR, 30 SEPTEMBER 2026

MODEL	US FLEET	WORLD FLEET	FOR SALE	RATE	AVG DAYS ON MARKET	AVG ASKING
Gulfstream G150	73	122	9	12.3%	102	\$5,233K
Gulfstream G100	13	21	3	23.0%	640	\$2,795K
Hawker 800XP	213	362	23	10.7%	214	\$2,365K
Hawker 900XP	115	176	13	11.3%	196	\$4,559K
Hawker 800A	60	149	9	15.0%	713	\$1,483K
Hawker 850XP	49	99	1	2.0%	105	\$5,000K
Hawker 800XPI	22	51	2	9.0%	290	\$3,200K
Hawker 750	19	47	0	0.0%	n/a	n/a
Hawker 1000A	19	28	4	21.0%	928	\$1,400K
Hawker 125-700A	12	75	0	0.0%	n/a	\$588K
Hawker 1000B	1	6	0	0.0%	n/a	n/a
Hawker 125-1AS	1	4	0	0.0%	n/a	n/a
Hawker 125-400AS	1	10	0	0.0%	n/a	n/a
Hawker 125-600A	1	3	0	0.0%	n/a	n/a
Hawker 125-1A	.	2	0	.	n/a	n/a
Hawker 125-1B	.	6	0	.	n/a	n/a
Hawker 125-3A	.	1	0	.	n/a	n/a
Subtotal	599	1,162	64	10.7%	330	

Among models with a US listing, the lowest share listed is the Hawker 850XP at 2.0% of its US fleet; the highest is the Gulfstream G100 at 23.0%. 3 models on this page have no US-based aircraft and are shown for completeness with the world fleet only.

SECTION 07 · MODEL APPENDIX

Midsize

Hawker Beechcraft / Legacy OEMs

17 MODELS · JETNET STAR, 30 SEPTEMBER 2026

MODEL	US FLEET	WORLD FLEET	FOR SALE	RATE	AVG DAYS ON MARKET	AVG ASKING
Hawker 125-3A/RA	.	3	0	.	n/a	n/a
Hawker 125-3AS	.	1	0	.	n/a	n/a
Hawker 125-3B	.	6	0	.	n/a	n/a
Hawker 125-3B/RAS	.	1	0	.	n/a	n/a
Hawker 125-400A	.	3	0	.	n/a	n/a
Hawker 125-400B	.	6	0	.	n/a	n/a
Hawker 125-400BS	.	1	0	.	n/a	n/a
Hawker 125-600AS	.	2	0	.	n/a	n/a
Hawker 125-600B	.	1	0	.	n/a	n/a
Hawker 125-700B	.	12	0	.	n/a	n/a
Hawker 800B	.	39	0	.	n/a	n/a
Astra 1125SPX	32	55	9	28.1%	395	\$1,839K
Westwind 1	28	57	2	7.1%	342	\$279K
Westwind 2	26	53	3	11.5%	491	\$567K
Astra 1125SP	25	36	7	28.0%	270	\$1,013K
Sabreliner 65	24	37	3	12.5%	122	\$445K
Westwind 1124	11	14	0	0.0%	n/a	n/a
Subtotal	146	327	24	16.4%	332	

Among models with a US listing, the lowest share listed is the Westwind 1 at 7.1% of its US fleet; the highest is the Astra 1125SPX at 28.1%. 11 models on this page have no US-based aircraft and are shown for completeness with the world fleet only.

SECTION 07 · MODEL APPENDIX

Midsize

Legacy OEMs

17 MODELS · JETNET STAR, 30 SEPTEMBER 2026

MODEL	US FLEET	WORLD FLEET	FOR SALE	RATE	AVG DAYS ON MARKET	AVG ASKING
Astra 1125	6	11	2	33.3%	1138	\$895K
Sabreliner 60	4	17	0	0.0%	n/a	n/a
Sabreliner 40A	3	15	0	0.0%	n/a	n/a
Sabreliner 60ELXM	3	19	0	0.0%	n/a	n/a
Sabreliner 80	2	8	1	50.0%	3876	\$115K
Jet Commander 1121B	1	1	0	0.0%	n/a	n/a
Sabreliner 40	1	6	0	0.0%	n/a	n/a
Sabreliner 40R	1	1	0	0.0%	n/a	n/a
Sabreliner 60SCELXM	1	2	0	0.0%	n/a	n/a
Jet Commander 1121	.	3	0	.	n/a	n/a
Sabreliner 40EL	.	3	0	.	n/a	n/a
Sabreliner 60A	.	2	0	.	n/a	n/a
Sabreliner 60EL	.	1	0	.	n/a	n/a
Sabreliner 60EX	.	1	0	.	n/a	n/a
Sabreliner 80A	.	1	0	.	n/a	n/a
Sabreliner 80SC	.	4	0	.	n/a	n/a
Westwind 1123	.	1	0	.	n/a	n/a
Subtotal	22	96	3	13.6%	2050	

Among models with a US listing, the lowest share listed is the Astra 1125 at 33.3% of its US fleet; the highest is the Sabreliner 80 at 50.0%. 8 models on this page have no US-based aircraft and are shown for completeness with the world fleet only.

SECTION 07 · MODEL APPENDIX

Super Midsize

11 MODELS · JETNET STAR, 30 SEPTEMBER 2026

MODEL	US FLEET	WORLD FLEET	FOR SALE	RATE	AVG DAYS ON MARKET	AVG ASKING
Challenger 300	352	443	12	3.4%	115	\$12,036K
Challenger 350	310	419	4	1.2%	93	\$17,465K
Challenger 3500	151	202	0	0.0%	n/a	n/a
Citation X	236	290	11	4.6%	244	\$4,686K
Citation Longitude	159	170	5	3.1%	52	\$22,900K
Citation X+	29	31	1	3.4%	233	\$9,400K
Embraer Praetor 600	98	169	3	3.0%	33	\$22,000K
Embraer Legacy 500	43	84	4	9.3%	161	\$16,750K
Gulfstream G280	263	326	6	2.2%	67	\$16,250K
Gulfstream G200	132	229	34	25.7%	231	\$3,891K
Hawker 4000	39	61	10	25.6%	203	\$3,098K
Subtotal	1,812	2,424	90	5.0%	177	

Among models with a US listing, the lowest share listed is the Challenger 350 at 1.2% of its US fleet; the highest is the Gulfstream G200 at 25.7%.

SECTION 07 · MODEL APPENDIX

Large Cabin

Bombardier Challenger / Dassault Falcon

18 MODELS · JETNET STAR, 30 SEPTEMBER 2026

MODEL	US FLEET	WORLD FLEET	FOR SALE	RATE	AVG DAYS ON MARKET	AVG ASKING
Challenger 604	185	344	19	10.2%	242	\$6,096K
Challenger 605	133	287	10	7.5%	213	\$13,188K
Challenger 650	107	184	2	1.8%	77	n/a
Challenger 601-3A	72	108	12	16.6%	386	\$1,740K
Challenger 601-3R	34	47	7	20.5%	180	n/a
Challenger 600	16	34	5	31.2%	280	\$625K
Challenger 601-1A	11	22	4	36.3%	195	\$1,200K
Falcon 2000	143	200	20	13.9%	227	\$4,830K
Falcon 900	119	162	15	12.6%	230	\$5,141K
Falcon 2000LXS	106	160	1	0.9%	103	n/a
Falcon 2000LX	94	146	8	8.5%	107	\$12,423K
Falcon 900EX EASy	81	118	4	4.9%	101	\$13,498K
Falcon 900EX	81	118	3	3.7%	87	n/a
Falcon 900LX	66	97	1	1.5%	106	n/a
Falcon 2000EX EASy	63	87	5	7.9%	146	\$9,995K
Falcon 2000S	29	47	1	3.4%	75	\$14,500K
Falcon 900C	21	25	2	9.5%	216	\$7,850K
Falcon 2000EX	19	25	2	10.5%	257	\$7,250K
Subtotal	1,380	2,211	121	8.8%	218	

Among models with a US listing, the lowest share listed is the Falcon 2000LXS at 0.9% of its US fleet; the highest is the Challenger 601-1A at 36.3%.

SECTION 07 · MODEL APPENDIX

Large Cabin

Dassault Falcon / Embraer / Gulfstream / Legacy OEMs

17 MODELS · JETNET STAR, 30 SEPTEMBER 2026

MODEL	US FLEET	WORLD FLEET	FOR SALE	RATE	AVG DAYS ON MARKET	AVG ASKING
Falcon 900DX	13	24	0	0.0%	n/a	\$14,500K
Falcon 2000DX	3	4	0	0.0%	n/a	n/a
Embraer Legacy 600	37	169	5	13.5%	136	\$6,850K
Embraer Legacy 650	8	96	0	0.0%	n/a	\$14,950K
Embraer Legacy 650E	.	14	0	.	n/a	n/a
Gulfstream G450	222	350	12	5.4%	96	\$10,950K
Gulfstream G-IVSP	208	287	24	11.5%	187	\$4,728K
Gulfstream G-IV	95	138	11	11.5%	421	\$3,720K
Gulfstream G-III	48	93	4	8.3%	1425	\$658K
Gulfstream G-IV (G400)	17	23	0	0.0%	n/a	n/a
Gulfstream G-IIB	10	12	0	0.0%	n/a	n/a
Gulfstream G-II	9	31	0	0.0%	n/a	n/a
Gulfstream G-IV (G300)	7	13	1	14.2%	498	n/a
Gulfstream G350	8	11	1	12.5%	1059	n/a
JetStar II	6	9	0	0.0%	n/a	n/a
JetStar 731	1	3	0	0.0%	n/a	n/a
JetStar 8	.	3	0	.	n/a	n/a
Subtotal	692	1,280	58	8.4%	313	

Among models with a US listing, the lowest share listed is the Gulfstream G450 at 5.4% of its US fleet; the highest is the Gulfstream G-IV (G300) at 14.2%. 2 models on this page have no US-based aircraft and are shown for completeness with the world fleet only.

SECTION 07 · MODEL APPENDIX

Ultra Long Range

20 MODELS · JETNET STAR, 30 SEPTEMBER 2026

MODEL	US FLEET	WORLD FLEET	FOR SALE	RATE	AVG DAYS ON MARKET	AVG ASKING
Global 6000	126	331	3	2.3%	70	\$23,900K
Global 7500	103	245	2	1.9%	119	\$59,995K
Global 5000	91	231	9	9.8%	90	\$10,995K
Global Express	73	129	6	8.2%	298	\$10,723K
Global 6500	72	150	2	2.7%	135	n/a
Global Express XRS	57	157	1	1.7%	37	n/a
Global 5500	36	57	1	2.7%	47	n/a
Global 8000	2	7	0	0.0%	n/a	n/a
Falcon 7X	124	298	11	8.8%	118	\$22,421K
Falcon 8X	26	117	1	3.8%	61	\$41,300K
Falcon 6X	6	27	0	0.0%	n/a	n/a
Gulfstream G550	381	617	10	2.6%	73	\$27,500K
Gulfstream G650ER	264	452	7	2.6%	59	\$48,900K
Gulfstream G600	162	215	2	1.2%	57	n/a
Gulfstream G500	152	195	4	2.6%	66	\$38,425K
Gulfstream G-V	149	188	15	10.0%	239	\$9,360K
Gulfstream G650	75	144	3	4.0%	116	\$42,950K
Gulfstream G700	45	120	0	0.0%	n/a	n/a
Gulfstream G800	25	34	0	0.0%	n/a	n/a
Gulfstream GV-SP (G500)	7	9	0	0.0%	n/a	n/a
Subtotal	1,976	3,723	77	3.9%	132	

Among models with a US listing, the lowest share listed is the Gulfstream G600 at 1.2% of its US fleet; the highest is the Gulfstream G-V at 10.0%.

SECTION 07 · MODEL APPENDIX

Bizliner

Airbus / Boeing

12 MODELS · JETNET STAR, 30 SEPTEMBER 2026

MODEL	US FLEET	WORLD FLEET	FOR SALE	RATE	AVG DAYS ON MARKET	AVG ASKING
Airbus ACJ319	5	67	1	20.0%	156	n/a
Airbus ACJ TwoTwenty	1	4	0	0.0%	n/a	n/a
Airbus ACJ318	.	19	0	.	n/a	\$25,000K
Airbus ACJ319neo	.	5	0	.	n/a	n/a
Airbus ACJ320	.	18	0	.	n/a	n/a
Airbus ACJ320neo	.	8	0	.	n/a	n/a
Airbus ACJ330	.	3	0	.	n/a	n/a
Boeing BBJ	43	125	1	2.3%	133	n/a
Boeing BBJ2	4	26	1	25.0%	261	n/a
Boeing BBJ MAX 8	3	9	0	0.0%	n/a	n/a
Boeing BBJ787-8	1	2	0	0.0%	n/a	n/a
Boeing BBJ MAX 9	.	1	0	.	n/a	n/a
Subtotal	57	287	3	5.3%	183	

Among models with a US listing, the lowest share listed is the Boeing BBJ at 2.3% of its US fleet; the highest is the Boeing BBJ2 at 25.0%. 6 models on this page have no US-based aircraft and are shown for completeness with the world fleet only.

SECTION 07 · MODEL APPENDIX

Bizliner

Boeing / Bombardier Challenger / Embraer / Legacy OEMs

11 MODELS · JETNET STAR, 30 SEPTEMBER 2026

MODEL	US FLEET	WORLD FLEET	FOR SALE	RATE	AVG DAYS ON MARKET	AVG ASKING
Boeing BBJ3	.	7	0	.	n/a	n/a
Boeing BBJ747-8	.	3	0	.	n/a	n/a
Boeing BBJ787-9	.	1	0	.	n/a	n/a
Challenger 850	19	75	2	10.5%	450	n/a
Challenger 800	2	9	0	0.0%	n/a	n/a
Challenger 870	1	9	0	0.0%	n/a	n/a
Embraer Legacy Shuttle	13	18	1	7.6%	299	n/a
Embraer Lineage 1000E	4	12	0	0.0%	n/a	n/a
Embraer Lineage 1000	.	17	0	.	n/a	n/a
Dornier Envoy 3	1	10	0	0.0%	n/a	\$4,000K
Sukhoi SBJ	.	4	0	.	n/a	n/a
Subtotal	40	165	3	7.5%	399	

Among models with a US listing, the lowest share listed is the Embraer Legacy Shuttle at 7.6% of its US fleet; the highest is the Challenger 850 at 10.5%. 5 models on this page have no US-based aircraft and are shown for completeness with the world fleet only.