

Turboprop

Quarterly Deep Dive

Q3 2026 · UNITED STATES

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SECTION 01 · THIS QUARTER AT A GLANCE

New supply went where the buyers are.

Over the third quarter the US turboprop fleet held steady at about 8,100 aircraft in operation (8,096 to 8,105), and listings rose from 521 to 545. The share of the fleet for sale moved from 6.4 to 6.7 percent, still below the jet market's 7.5 percent. Average time on market eased slightly, from 296 to 291 days.

Almost all of the added supply landed in one place. Owner-flown singles (TBM, Meridian, M600, Epic) took on 28 more listings, lifting their rate from 7.2 to 8.8 percent, yet the average time on market of listed aircraft fell from 246 to 209 days, and the segment recorded the most sales in the turboprop market, about 65. The King Air 350 family (four more) and the King Air 200 and 250 line (three more) also added listings; every other segment shed them. The Pilatus PC-12 family stayed the tightest segment in the market at 3.2 percent, and listed light King Airs, at 480 days on market (up from 419), have been for sale longer than any other segment's.

For a buyer, that means real choice in the owner-flown singles and the legacy twins, and very little in late-model PC-12s and utility singles. For a seller of a light King Air, price is the lever that matters. JETNET recorded roughly 250 US turboprop sales over the quarter, new and pre-owned. Days on market throughout is how long the aircraft still listed have been for sale, not how long sold aircraft took to sell.

8,105

US TURBOPROPS IN
OPERATION · 30 SEP

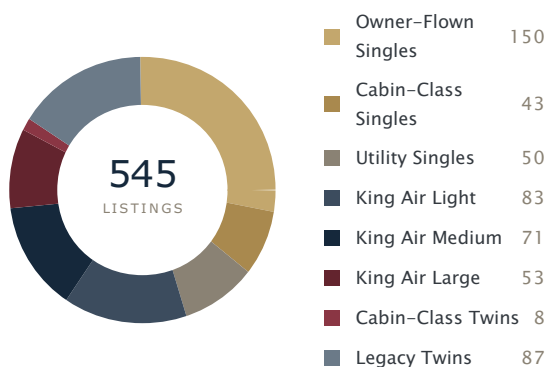
545

ACTIVE US LISTINGS ·
UP 24 IN Q3

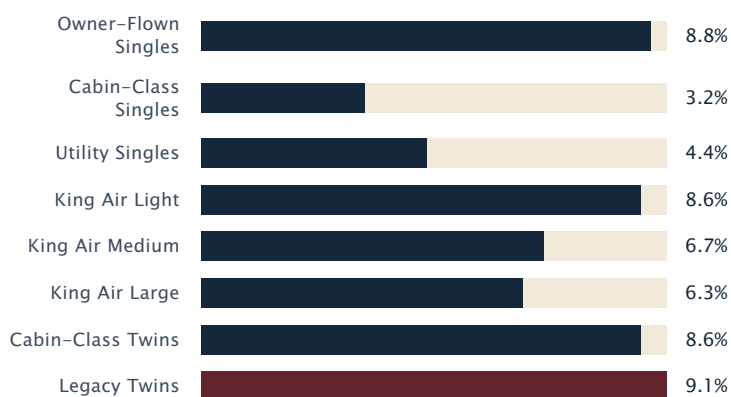
3.2%

TIGHTEST · PC-12
(CABIN-CLASS SINGLES)

291 days

AVERAGE DAYS ON
MARKETACTIVE US LISTINGS BY SEGMENT · 30
SEP 2026

SHARE OF US FLEET FOR SALE · 30 SEP 2026



SECTION 02 · SEGMENT DETAIL

Eight segments, 123 models, the whole US turboprop fleet.

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

SEGMENT	REPRESENTATIVE MODELS	US FLEET	FOR SALE	RATE	ASKING RANGE	AVG DAYS ON MARKET
Owner-Flown Singles	Piper Meridian, Socata TBM-850, Socata TBM-960	1,707	150	8.8%	\$895K to \$4,205K	209
Cabin-Class Singles	Pilatus PC-12 NG, Pilatus PC-12/45, Pilatus PC-12 NGX	1,344	43	3.2%	\$3,004K to \$7,650K	168
Utility Singles	Caravan 208B, Caravan 208B EX, Caravan 208	1,143	50	4.4%	\$1,567K to \$2,645K	246
King Air Light	King Air C90B, King Air C90, King Air E90	969	83	8.6%	\$229K to \$3,397K	480
King Air Medium	King Air B200, King Air 200, King Air A200	1,057	71	6.7%	\$795K to \$5,500K	333
King Air Large	King Air 350, King Air 350i, King Air 300	840	53	6.3%	\$2,284K to \$5,995K	233
Cabin-Class Twins	Avanti II, Avanti P180, Avanti EVO	93	8	8.6%	\$2,286K to \$4,000K	267
Legacy Twins	Conquest II, Conquest I, Cheyenne II	952	87	9.1%	\$299K to \$3,250K	343
US turboprop market		8,105	545	6.7%		291

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 turboprops 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
Owner-Flown Singles	122	150	+28	7.2% to 8.8%	246 to 209	65
Cabin-Class Singles	44	43	-1	3.3% to 3.2%	174 to 168	43
Utility Singles	53	50	-3	4.7% to 4.4%	230 to 246	39
King Air Light	87	83	-4	9.0% to 8.6%	419 to 480	31
King Air Medium	68	71	+3	6.4% to 6.7%	330 to 333	21
King Air Large	49	53	+4	5.8% to 6.3%	247 to 233	24
Cabin-Class Twins	9	8	-1	9.4% to 8.6%	462 to 267	3
Legacy Twins	89	87	-2	9.3% to 9.1%	332 to 343	23
US turboprop market	521	545	+24	6.4% to 6.7%	296 to 291	249

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.

SECTION 04 · SEGMENT BY SEGMENT

What the quarter meant in each part of the market.

Owner-Flown Singles. Owner-flown singles took on most of the quarter's new supply. Listings rose from 122 to 150, lifting the for-sale rate from 7.2 to 8.8 percent. Yet the average time on market of listed aircraft fell, to 209 days from 246 at the end of June, and the segment led the turboprop market in recorded sales, about 65 over the quarter. The additions were broad. The Piper Meridian rose from 26 listings to 34, and the recent TBMs all grew: the TBM 930 and TBM 940 from two listings to six each, the TBM 910 from two to five. The M600 SLS moved the other way, from 16 listings to 13, and its listed aircraft averaged 137 days on market against 232. The new TBM 960 recorded 13 sales with five listed. This is a liquid segment with real choice for a buyer, and with the most recorded sales of any turboprop segment, sellers who price to the market are finding buyers.

Cabin-Class Singles (Pilatus PC-12). The PC-12 family stayed the tightest segment in the turboprop market at 3.2 percent, 43 listings on 1,344 aircraft, with listed aircraft averaging 168 days on market. The older PC-12/45 cleared from 18 listings to 12, the PC-12 NG added three to 21, and the current PC-12 NGX held at six on 260 aircraft, with an average asking price of \$7,650K. The newest PC-12 PRO recorded 12 sales on 29 US aircraft, with one listed. For a buyer of a late-model PC-12, the market remains thin, which favours sellers.

Utility Singles. Caravans and Kodiaks eased slightly, from 53 listings to 50 (4.4 percent), but listed aircraft averaged 246 days on market against 230. The Caravan 208B EX cleared from 16 listings to 12, while the Caravan 208B rose from 16 to 18 and was the most-sold turboprop in the US over the quarter, with 18 recorded sales. The Kodiak 100 carried no listings at quarter end, and the Kodiak 100 Series III two on 60 aircraft. This remains a tight segment for operators who need the type.

King Air Large. The King Air 350 family added four listings (49 to 53, 6.3 percent), and listed aircraft averaged 233 days on market against 247. The King Air 350 rose from 25 listings to 28 and was the busiest King Air of the quarter, with 11 recorded sales. The 350i moved from four listings to five, at an average asking price of \$5,995K. The current King Air 360 showed one listing on 54 aircraft.

SECTION 04 · SEGMENT BY SEGMENT

What the quarter meant in each part of the market.

King Air Medium. The King Air 200 and 250 line edged up from 68 listings to 71 (6.7 percent), with time on market steady at 333 days. The B200 accounted for most of the build, from 31 listings to 35 on 499 aircraft, with 10 recorded sales. The King Air 250 eased from three listings to two, at an average ask of \$5,500K.

King Air Light. Listed light King Airs have been on the market longer than any other segment's, and the gap is widening. Listings eased from 87 to 83, but average time on market rose from 419 to 480 days. The original King Air C90 carries 26 listings at an average of 702 days. At the other end of the line, the C90GTx holds three listings at an average ask of \$3,397K. For a buyer, aging inventory usually means room to negotiate. For a seller, price is the lever that shortens the wait.

Legacy Twins. Cheyennes, Conquests and MU-2s held a high 9.1 percent of the fleet for sale (87 listings on 952 aircraft), the highest rate in the turboprop market, with listed aircraft averaging 343 days on market. The Conquest II rose from seven listings to 11, while several Cheyenne variants cleared listings.

Cabin-Class Twins. The Piaggio Avanti line, 93 aircraft, moved from nine listings to eight. The Avanti II cleared from five to one while the older P180 rose from four to seven. Too thin to read as a trend.

How to read the quarter. Where buyers are active, added supply is not piling up: the owner-flown singles added the most listings, recorded the most sales and saw the average time on market of listed aircraft fall. Where aircraft are older and the buyer pool narrower, as in the light King Airs, listed aircraft keep aging. The overall for-sale rate rose only from 6.4 to 6.7 percent: 35 listings were added in three segments and 11 cleared from the other five, a net 24.

SECTION 05 · ACTIVITY AND SOURCES

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

No turboprop closed on the Integris book this quarter. The quarter's one Integris closing was a jet, a 2026 Citation Latitude, and it closed below its asking price, a point that applies to every price in this report.

MOST ACTIVE TURBOPROPS IN Q3 · RECORDED US SALES

DATE	AIRCRAFT	EVENT	PRICE
Q3 2026	Cessna Caravan 208B	18 recorded US sales, most of any turboprop	Not disclosed
Q3 2026	Daher TBM 960	13 recorded US sales	Not disclosed
Q3 2026	Pilatus PC-12 PRO	12 recorded US sales	Not disclosed
Q3 2026	Pilatus PC-12 NG	12 recorded US sales	Not disclosed
Q3 2026	Piper Meridian	12 recorded US sales	Not disclosed
Q3 2026	King Air 350	11 recorded US sales	Not disclosed
Q3 2026	King Air B200	10 recorded US sales	Not disclosed
Q3 2026	Pilatus PC-12/45	10 recorded US sales	Not disclosed

Counts are approximate, from JETNET STAR (see Movement), and include new deliveries. Prices are not disclosed for these and none is implied. No turboprop closed on the Integris book in the quarter. JETNET's Recent Events log for the quarter was not pulled for this edition.

Asking versus transaction. No turboprop closed on the Integris book this quarter, so there is no Integris transaction price to set against the asks in this report. The quarter's one Integris closing, a 2026 Citation Latitude, makes the general point: it closed below its asking price. Every price in this report is an asking price. Read the ranges as the opening of a negotiation, not as market value.

Brazil and cross-border. Brazil operates more turboprops than jets, 1,634 against 1,341 at 30 September, but its turboprop market is far less liquid: 38 aircraft listed, 2.3 percent of the fleet, against 6.7 percent in the US. The Brazilian fleet grew by 28 aircraft between 31 July and 30 September, 12 of them Piper M500s; the data do not show whether those are new deliveries or imports. Brazil's most numerous turboprops, the King Air line (780 aircraft) and the utility singles (246), have very little domestic supply, with 24 and two listings respectively. A Brazilian buyer in those categories will, in practice, be sourcing from the US.

SECTION 06 · OUTLOOK

What we are watching into Q4.

The turboprop market is calm at the headline level. The signals worth watching are in two places: the owner-flown singles, where supply is growing fast, and the light King Airs, where listed aircraft keep aging.

Owner-flown single absorption. Twenty-eight added listings, yet the segment led in sales and its listed aircraft are fresher than in June. If that holds in the fourth quarter, this is healthy turnover. If listed aircraft start to age, asks on the Meridian and older TBMs will need to adjust.

Light King Air time on market. Listed aircraft average 480 days on market and rising. With 8.6 percent of the fleet for sale, this is one of the clearest buyer's markets in the turboprop sector.

PC-12 scarcity. At 3.2 percent for sale, late-model PC-12s remain a seller's market. Expect firm pricing on the NGX and PRO.

Utility singles. Caravans and Kodiaks are tight, and their listed aircraft average 246 days on market against 230. Operators replacing utility aircraft should plan around limited choice.

Brazil. Brazil's turboprop fleet keeps growing while domestic supply stays near 2 percent. Brazilian demand will continue to draw on US inventory.

SOURCE AND BASIS

JETNET STAR, Aircraft Market Statistics By Model, All Turboprops, 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 TURBOPROPS line at all four dates. Asking prices use JETNET's US average asking price per model. Brazil: JETNET Aircraft Search, turboprops based in Brazil, in operation, 31 July to 30 September. Transactions: Integris CRM, queried 5 October 2026 (no turboprop closing). Gaps: JETNET Recent Events not pulled; sales counts approximate; no Brazil reading for 30 June. Asking figures in \$K are at the nearest \$1,000.

SECTION 07 · MODEL APPENDIX

Owner-Flown Singles

20 MODELS · JETNET STAR, 30 SEPTEMBER 2026

MODEL	US FLEET	WORLD FLEET	FOR SALE	RATE	AVG DAYS ON MARKET	AVG ASKING
Piper Meridian	332	530	34	10.2%	237	\$1,345K
Socata TBM-850	228	318	16	7.0%	153	\$2,379K
Socata TBM-960	145	194	5	3.4%	23	n/a
Piper Malibu JetProp	131	268	15	11.4%	408	\$988K
Piper M600 SLS	117	195	13	11.1%	137	\$3,178K
Socata TBM-940	105	145	6	5.7%	145	\$4,049K
Socata TBM-900	86	109	2	2.3%	530	\$2,895K
Socata TBM-930	77	96	6	7.7%	63	\$3,398K
Socata TBM-700C2	71	90	6	8.4%	283	\$1,898K
Epic E1000 GX	64	71	12	18.7%	206	\$4,205K
Socata TBM-700B	66	81	10	15.1%	280	\$1,455K
Piper M600	56	97	4	7.1%	119	\$2,537K
Piper M700 Fury	57	98	6	10.5%	144	\$3,923K
Socata TBM-700A	52	95	4	7.6%	225	\$895K
Socata TBM-910	49	70	5	10.2%	127	\$3,283K
Epic E1000 AX	33	34	1	3.0%	205	n/a
Piper M500	18	140	4	22.2%	118	\$1,992K
Epic E1000	11	11	1	9.0%	91	\$3,325K
Socata TBM-980	8	9	0	0.0%	n/a	n/a
Socata TBM-700C1	1	4	0	0.0%	n/a	n/a
Subtotal	1,707	2,655	150	8.8%	209	

Among models with a US listing, the lowest share listed is the Socata TBM-900 at 2.3% of its US fleet; the highest is the Piper M500 at 22.2%.

SECTION 07 · MODEL APPENDIX

Cabin-Class Singles

5 MODELS · JETNET STAR, 30 SEPTEMBER 2026

MODEL	US FLEET	WORLD FLEET	FOR SALE	RATE	AVG DAYS ON MARKET	AVG ASKING
Pilatus PC-12 NG	518	920	21	4.0%	146	\$4,255K
Pilatus PC-12/45	403	543	12	2.9%	225	\$3,004K
Pilatus PC-12 NGX	260	469	6	2.3%	33	\$7,650K
Pilatus PC-12/47	134	194	3	2.2%	417	\$3,295K
Pilatus PC-12 PRO	29	87	1	3.4%	14	n/a
Subtotal	1,344	2,213	43	3.2%	168	

Among models with a US listing, the lowest share listed is the Pilatus PC-12/47 at 2.2% of its US fleet; the highest is the Pilatus PC-12 NG at 4.0%.

SECTION 07 · MODEL APPENDIX

Utility Singles

11 MODELS · JETNET STAR, 30 SEPTEMBER 2026

MODEL	US FLEET	WORLD FLEET	FOR SALE	RATE	AVG DAYS ON MARKET	AVG ASKING
Caravan 208B	532	1,471	18	3.3%	226	\$1,567K
Caravan 208B EX	202	856	12	5.9%	280	\$2,645K
Caravan 208	138	509	9	6.5%	299	\$2,275K
Kodiak 100 Series III	60	75	2	3.3%	85	n/a
Kodiak 100	52	118	0	0.0%	n/a	n/a
Kodiak 100 Series I	50	111	2	4.0%	231	n/a
De Havilland DHC-3T	35	88	0	0.0%	n/a	n/a
De Havilland DHC-2T	25	58	0	0.0%	n/a	n/a
Kodiak 100 Series II	26	44	3	11.5%	228	n/a
Kodiak 900	23	28	4	17.3%	227	n/a
Pilatus PC-6/B2-H4	.	6	0	.	n/a	n/a
Subtotal	1,143	3,364	50	4.4%	246	

Among models with a US listing, the lowest share listed is the Caravan 208B and Kodiak 100 Series III at 3.3% of their US fleet; the highest is the Kodiak 900 at 17.3%. 1 model on this page has no US-based aircraft and is shown for completeness with the world fleet only.

SECTION 07 · MODEL APPENDIX

King Air Light

20 MODELS · JETNET STAR, 30 SEPTEMBER 2026

MODEL	US FLEET	WORLD FLEET	FOR SALE	RATE	AVG DAYS ON MARKET	AVG ASKING
King Air C90B	191	392	9	4.7%	229	\$1,948K
King Air C90	149	332	26	17.4%	702	\$695K
King Air E90	130	221	11	8.4%	583	\$778K
King Air C90A	89	208	6	6.7%	453	\$1,299K
King Air F90	86	174	11	12.7%	269	\$1,241K
King Air A90-1	76	78	0	0.0%	n/a	n/a
King Air B100	57	92	5	8.7%	626	\$900K
King Air C90GTx	36	198	3	8.3%	469	\$3,397K
King Air C90GT	26	94	0	0.0%	n/a	n/a
King Air C90GTi	24	120	2	8.3%	96	n/a
King Air A90	24	39	2	8.3%	547	\$649K
King Air B90	24	59	1	4.1%	237	\$495K
King Air C90-1	18	35	1	5.5%	56	n/a
King Air F90-1	13	29	2	15.3%	147	n/a
King Air A100	9	66	0	0.0%	n/a	n/a
King Air 100	6	26	2	33.3%	366	\$595K
King Air 90	5	8	1	20.0%	210	\$229K
King Air A/B90	3	6	1	33.3%	114	\$449K
King Air C90SE	2	16	0	0.0%	n/a	n/a
Nextant G90XT	1	1	0	0.0%	n/a	n/a
Subtotal	969	2,194	83	8.6%	480	

Among models with a US listing, the lowest share listed is the King Air B90 at 4.1% of its US fleet; the highest is the King Air 100 and King Air A/B90 at 33.3%.

SECTION 07 · MODEL APPENDIX

King Air Medium

13 MODELS · JETNET STAR, 30 SEPTEMBER 2026

MODEL	US FLEET	WORLD FLEET	FOR SALE	RATE	AVG DAYS ON MARKET	AVG ASKING
King Air B200	499	1,022	35	7.0%	312	\$2,281K
King Air 200	205	509	27	13.1%	374	\$1,416K
King Air A200	138	165	2	1.4%	433	\$795K
King Air 250	92	271	2	2.1%	77	\$5,500K
King Air B200GT	47	116	3	6.3%	147	\$3,195K
King Air B200C	39	110	1	2.5%	1108	\$2,750K
King Air 260	20	91	1	5.0%	72	n/a
King Air 200C	6	24	0	0.0%	n/a	n/a
King Air 200T	5	15	0	0.0%	n/a	n/a
King Air B200T	3	21	0	0.0%	n/a	n/a
King Air B200CGT	2	8	0	0.0%	n/a	n/a
King Air B200SE	1	5	0	0.0%	n/a	n/a
King Air B200CT	.	7	0	.	n/a	n/a
Subtotal	1,057	2,364	71	6.7%	333	

Among models with a US listing, the lowest share listed is the King Air A200 at 1.4% of its US fleet; the highest is the King Air 200 at 13.1%. 1 model on this page has no US-based aircraft and is shown for completeness with the world fleet only.

SECTION 07 · MODEL APPENDIX

King Air Large

10 MODELS · JETNET STAR, 30 SEPTEMBER 2026

MODEL	US FLEET	WORLD FLEET	FOR SALE	RATE	AVG DAYS ON MARKET	AVG ASKING
King Air 350	388	648	28	7.2%	277	\$3,380K
King Air 350i	212	463	5	2.3%	53	\$5,995K
King Air 300	119	185	13	10.9%	227	\$2,284K
King Air 360	54	118	1	1.8%	40	n/a
King Air 350C	38	93	0	0.0%	n/a	n/a
King Air 350ER	16	41	3	18.7%	287	\$5,250K
King Air 360C	5	33	0	0.0%	n/a	n/a
King Air 300LW	2	17	1	50.0%	111	n/a
King Air 350iER	4	15	2	50.0%	184	\$5,250K
King Air 360ER	2	10	0	0.0%	n/a	n/a
Subtotal	840	1,623	53	6.3%	233	

Among models with a US listing, the lowest share listed is the King Air 360 at 1.8% of its US fleet; the highest is the King Air 300LW and King Air 350iER at 50.0%.

SECTION 07 · MODEL APPENDIX

Cabin-Class Twins

3 MODELS · JETNET STAR, 30 SEPTEMBER 2026

MODEL	US FLEET	WORLD FLEET	FOR SALE	RATE	AVG DAYS ON MARKET	AVG ASKING
Avanti II	49	120	1	2.0%	58	\$4,000K
Avanti P180	41	79	7	17.0%	297	\$2,286K
Avanti EVO	3	15	0	0.0%	n/a	n/a
Subtotal	93	214	8	8.6%	267	

Among models with a US listing, the lowest share listed is the Avanti II at 2.0% of its US fleet; the highest is the Avanti P180 at 17.0%.

SECTION 07 · MODEL APPENDIX

Legacy Twins (1 of 3)

14 MODELS · JETNET STAR, 30 SEPTEMBER 2026

MODEL	US FLEET	WORLD FLEET	FOR SALE	RATE	AVG DAYS ON MARKET	AVG ASKING
Conquest II	157	261	11	7.0%	190	\$1,442K
Conquest I	145	190	15	10.3%	262	\$1,018K
Cheyenne II	65	240	4	6.1%	260	\$832K
Cheyenne I	57	146	3	5.2%	273	n/a
Turbo Commander 690B	57	151	8	14.0%	241	\$675K
Turbo Commander 690A	49	146	5	10.2%	303	\$745K
Mitsubishi Marquise	46	74	8	17.3%	359	\$955K
Turbo Commander 840	32	86	4	12.5%	583	\$1,145K
Mitsubishi Solitaire	32	36	5	15.6%	771	\$1,017K
Merlin Iiib	27	49	0	0.0%	n/a	n/a
Cheyenne IIXL	23	68	1	4.3%	26	\$990K
Mitsubishi MU-2K	24	29	3	12.5%	317	\$423K
Cheyenne 400	21	34	1	4.7%	699	\$990K
Turbo Commander 1000	20	73	3	15.0%	254	\$3,250K
Subtotal	755	1,583	71	9.4%	321	

Among models with a US listing, the lowest share listed is the Cheyenne IIXL at 4.3% of its US fleet; the highest is the Mitsubishi Marquise at 17.3%.

SECTION 07 · MODEL APPENDIX

Legacy Twins (2 of 3)

14 MODELS · JETNET STAR, 30 SEPTEMBER 2026

MODEL	US FLEET	WORLD FLEET	FOR SALE	RATE	AVG DAYS ON MARKET	AVG ASKING
Mitsubishi MU-2P	17	22	2	11.7%	443	\$825K
Merlin IV-C	15	27	0	0.0%	n/a	n/a
Mitsubishi MU-2M	15	18	3	20.0%	689	\$1,008K
Cheyenne Iiia	14	36	2	14.2%	225	n/a
Cheyenne III	12	58	1	8.3%	288	\$975K
Mitsubishi MU-2F	11	21	0	0.0%	n/a	n/a
Mitsubishi MU-2N	12	17	3	25.0%	601	\$973K
Turbo Commander 900	12	24	3	25.0%	333	\$1,650K
Merlin Iiia	11	27	0	0.0%	n/a	n/a
Turbo Commander 980	10	48	0	0.0%	n/a	n/a
Jetstream 31	9	52	0	0.0%	n/a	n/a
Merlin IIIC	9	19	0	0.0%	n/a	n/a
Merlin Iib	7	16	0	0.0%	n/a	n/a
Gulfstream G-I	7	19	0	0.0%	n/a	n/a
Subtotal	161	404	14	8.7%	463	

Among models with a US listing, the lowest share listed is the Cheyenne III at 8.3% of its US fleet; the highest is the Mitsubishi MU-2N and Turbo Commander 900 at 25.0%.

SECTION 07 · MODEL APPENDIX

Legacy Twins (3 of 3)

13 MODELS · JETNET STAR, 30 SEPTEMBER 2026

MODEL	US FLEET	WORLD FLEET	FOR SALE	RATE	AVG DAYS ON MARKET	AVG ASKING
Cheyenne IA	5	17	0	0.0%	n/a	n/a
Jetstream 41	5	46	0	0.0%	n/a	n/a
Mitsubishi MU-2L	6	7	1	16.6%	191	\$449K
Merlin III	4	13	0	0.0%	n/a	n/a
Mitsubishi MU-2J	4	12	1	25.0%	392	\$299K
Starship 2000A	4	5	0	0.0%	n/a	n/a
Jetstream 32	2	72	0	0.0%	n/a	n/a
Merlin 300	2	8	0	0.0%	n/a	n/a
Merlin IV-A	2	10	0	0.0%	n/a	n/a
Turbo Commander 690	2	24	0	0.0%	n/a	n/a
Merlin IV	.	2	0	.	n/a	n/a
Mitsubishi MU-2C	.	16	0	.	n/a	n/a
Mitsubishi MU-2S	.	10	0	.	n/a	n/a
Subtotal	36	242	2	5.6%	291	

Among models with a US listing, the lowest share listed is the Mitsubishi MU-2L at 16.6% of its US fleet; the highest is the Mitsubishi MU-2J at 25.0%. 3 models on this page have no US-based aircraft and are shown for completeness with the world fleet only.