

Corporate aircraft census

| Manufacturer Type | Total | Africa | Asia | Central America | Europe | North America | Oceania | South America |
|-------------------------------------|-------|--------|------|-----------------|--------|---------------|---------|---------------|
| Challenger 604 | 192 | 3 | 10 | 4 | 31 | 141 | | 3 |
| Challenger SE | 13 | 1 | 5 | | 2 | 5 | | |
| Global Express | 71 | 1 | 6 | 1 | 7 | 56 | | |
| Learjet 23 | 35 | 2 | 1 | 3 | | 29 | | |
| Learjet 24 | 209 | 7 | 1 | 20 | 2 | 164 | | 15 |
| Learjet 25 | 309 | 7 | | 27 | 5 | 251 | | 19 |
| Learjet 28/29 | 9 | | 2 | 3 | | 4 | | |
| Learjet 31/31A | 225 | 7 | 6 | 11 | 21 | 169 | | 11 |
| Learjet 35/35A | 552 | 3 | 11 | 22 | 54 | 408 | 5 | 49 |
| Learjet 36/36A | 51 | | 3 | 1 | 5 | 36 | 2 | 4 |
| Learjet 45 | 152 | 7 | 5 | 4 | 22 | 111 | | 3 |
| Learjet 55 | 140 | | | 1 | 16 | 113 | | 10 |
| Learjet 60 | 222 | 2 | 3 | 7 | 31 | 173 | 1 | 5 |
| CESSNA | | | | | | | | |
| Citation I | 312 | 9 | 3 | 18 | 47 | 191 | 3 | 41 |
| Citation I/SP | 289 | 3 | 3 | 5 | 29 | 242 | 1 | 6 |
| Citation II | 582 | 8 | 11 | 17 | 73 | 426 | 10 | 37 |
| Citation II/SP | 90 | 4 | | | 18 | 58 | | 10 |
| Citation S/II | 157 | 2 | 5 | 2 | 16 | 125 | 1 | 6 |
| Citation V | 262 | 9 | 3 | 5 | 30 | 203 | | 12 |
| Citation V Ultra | 256 | 4 | 8 | 3 | 20 | 208 | 3 | 10 |
| Citation III | 196 | | | 10 | 20 | 160 | | 6 |
| Citation VI | 41 | | 2 | 2 | 5 | 30 | | 2 |
| Citation VII | 119 | | 1 | 4 | 14 | 91 | 1 | 8 |
| Citation X | 163 | 1 | 1 | 2 | 10 | 147 | | 2 |
| Citation Bravo | 183 | 4 | | 4 | 39 | 126 | 4 | 6 |
| Citation Encore | 30 | | | | 2 | 28 | | |
| Citation Excel | 184 | 3 | 4 | 3 | 28 | 136 | | 10 |
| CitationJet | 358 | 1 | 3 | 4 | 93 | 238 | 2 | 17 |
| CitationJet CJ1 | 86 | | 1 | | 17 | 63 | | 5 |
| CitationJet CJ2 | 30 | | | | 3 | 27 | | |
| CESSNA/SIERRA INDUSTRIES | | | | | | | | |
| Citation Eagle | 36 | 1 | | 1 | 3 | 27 | 3 | 1 |
| Citation Longwing | 5 | | | | | 5 | | |
| DASSAULT | | | | | | | | |
| Falcon 10 | 164 | 5 | 1 | 6 | 16 | 134 | 1 | 1 |
| Falcon 100 | 35 | 2 | | 1 | 12 | 19 | | 1 |
| Falcon 20 | 245 | 3 | 25 | 11 | 55 | 143 | | 8 |
| Falcon 20-5/5B | 112 | 5 | | 1 | 19 | 87 | | |
| Falcon 200 | 33 | | 2 | 1 | 3 | 26 | 1 | |
| Falcon 2000 | 152 | 2 | 4 | 2 | 38 | 104 | | 2 |
| Falcon 50 | 243 | 8 | 3 | 6 | 52 | 168 | 1 | 5 |
| Falcon 50-40 | 1 | | | | | 1 | | |
| Falcon 50EX | 63 | 1 | | 2 | 13 | 46 | | 1 |
| Falcon 900 | 189 | 7 | 10 | 6 | 53 | 105 | 6 | 2 |
| Falcon 900EX | 86 | 2 | 2 | 2 | 23 | 53 | | 4 |
| EMBRAER | | | | | | | | |
| ERJ-135 | 6 | | | | 4 | 2 | | |
| FAIRCHILD DORNIER | | | | | | | | |
| 328JET | 8 | 3 | | | 3 | 2 | | |
| FOKKER | | | | | | | | |
| F28 | 22 | 5 | 10 | | 1 | 1 | | 5 |
| 70 | 6 | 1 | 1 | | 2 | 2 | | |
| 100 | 2 | 1 | 1 | | | | | |
| GULFSTREAM | | | | | | | | |
| GII/IIIB | 150 | 4 | 10 | 6 | 4 | 125 | | 1 |
| GIII | 192 | 7 | 8 | 5 | 10 | 160 | | 2 |
| GIV | 196 | 5 | 19 | | 26 | 141 | 4 | 1 |
| GIV-SP | 248 | 10 | 8 | 2 | 5 | 221 | 1 | 1 |
| GV | 132 | 1 | 9 | 3 | 12 | 103 | | 4 |
| G100 (Astra SPX) | 51 | | 2 | | 7 | 40 | 1 | 1 |
| G200 (Galaxy) | 20 | | 2 | | 3 | 15 | | |
| GULFSTREAM/AVIATION PARTNERS | | | | | | | | |
| GII SP | 94 | 1 | 1 | 5 | | 87 | | |

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|------------------------------------|-------|--------|------|-----------------|--------|---------------|---------|---------------|
| HFB | | | | | | | | |
| HFB 320 | 10 | | | | 2 | 7 | | 1 |
| ISRAELI AIRCRAFT INDUSTRIES | | | | | | | | |
| Astra | 33 | | 1 | | | 30 | | 2 |
| Astra SP | 36 | | | 1 | 1 | 29 | 1 | 4 |
| Jet Commander | 41 | | | 3 | | 36 | | 2 |
| Commodore Jet | 16 | | | 2 | | 9 | | 5 |
| Westwind I | 159 | | 1 | 3 | 4 | 143 | 6 | 2 |
| Westwind II | 85 | | | 1 | 1 | 78 | 1 | 4 |
| LOCKHEED | | | | | | | | |
| JetStar 6/8 | 32 | 5 | 3 | 11 | | 13 | | |
| JetStar 731 | 44 | | 2 | 4 | 4 | 33 | | 1 |
| JetStar II | 38 | 2 | 9 | 3 | 1 | 23 | | |
| TriStar 100/500 | 6 | | 3 | | | 3 | | |
| MCDONNELL DOUGLAS | | | | | | | | |
| DC-8 | 13 | 1 | 3 | | 6 | 1 | | 2 |
| DC-9 | 19 | | 1 | 1 | 3 | 14 | | |
| DC-10 | 2 | | 1 | | | 1 | | |
| MORANE SAULNIER | | | | | | | | |
| MS760 Paris | 23 | | | | | 23 | | |
| PIAGGIO | | | | | | | | |
| PD808 | 11 | | | | 11 | | | |
| RAYTHEON | | | | | | | | |
| Beechjet 400 | 62 | 2 | 2 | 6 | 3 | 49 | | |
| Beechjet 400A | 319 | 2 | 2 | 9 | 23 | 266 | 2 | 15 |
| Diamond 1 | 18 | | 2 | | 1 | 15 | | |
| Diamond 1A | 68 | | | | 2 | 63 | | 3 |
| Diamond II | 1 | | | | | 1 | | |
| Hawker/125-1A/B | 27 | 2 | 1 | 5 | 1 | 17 | | 1 |
| Hawker/125-3A/B | 31 | 4 | 1 | 7 | 3 | 10 | | 6 |
| Hawker/125-F3B | 4 | 1 | | | 1 | 2 | | |
| Hawker/125-400A/B | 43 | 8 | 1 | 6 | 1 | 17 | | 10 |
| Hawker/125-F400A/B | 13 | | 1 | | 1 | 11 | | |
| Hawker/125-600A/B | 43 | 5 | | 5 | 1 | 32 | | |
| Hawker/125-F600A/B | 14 | | | | 2 | 12 | | |
| Hawker/125-700A/B | 204 | 2 | 6 | 5 | 25 | 165 | | 1 |
| Hawker/125-731 | 62 | 1 | | 5 | 1 | 54 | | 1 |
| Hawker/125-800 | 260 | 5 | 7 | 7 | 38 | 194 | | 9 |
| Hawker 800XP | 250 | 1 | 23 | 3 | 32 | 182 | 2 | 7 |
| Hawker/125-1000 | 51 | 1 | 1 | 2 | 5 | 41 | | 1 |
| ROCKWELL | | | | | | | | |
| Sabreliner 40 | 67 | | | 18 | | 47 | | 2 |
| Sabreliner 50 | 1 | | | | | 1 | | |
| Sabreliner 60 | 115 | | | 38 | | 71 | | 6 |
| Sabreliner 65 | 75 | | | 3 | 1 | 71 | | |
| Sabreliner 75 | 52 | | 2 | 6 | | 41 | | 3 |
| Sabreliner 80 | 8 | | | 2 | | 6 | | |

The *Flight International* Corporate Aircraft Census is prepared using data supplied by BUCHair UK, 78 High Street, Reigate, Surrey RH2 9AP UK. Tel: +44 1737 224747 Fax: +44 1737 226777 Totals are derived from the base country of the aircraft and not the country of registration. Aircraft in military service have been excluded from the census where possible. The figures are correct as of 31 July 2001.



Comfort is key for business aircraft customers