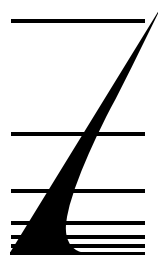


The Market for Business Jet Aircraft

Product Code #F613

A Special Focused Market Segment Analysis by:



FORECAST INTERNATIONAL

Analysis 3

The Market for Business Jet Aircraft 2009-2018

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PROGRAMS

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Adam Aircraft A700
Boeing 737 BBJ
Bombardier Challenger
Bombardier Challenger 300
Bombardier Global 5000
Bombardier Global Express
Cessna Citation Excel/XLS
Cessna Citation X
Cessna CJ1/CJ2/CJ3/CJ4
Cessna Encore
Cessna Mustang
Cessna Sovereign
Dassault Falcon 900/7X/SMS
Dassault Falcon 2000
Diamond D-JET
Eclipse Aviation 500
Embraer Legacy 450/500
Embraer Legacy 600
Embraer Phenom 100
Embraer Phenom 300
Emivest Aerospace SJ30
Grob SPn
Gulfstream G150/G200/G250
Gulfstream G350/G450
Gulfstream G500/G550
Gulfstream G650
Hawker Beechcraft 750/850XP/900XP
Hawker Beechcraft Hawker 400XP/450XP
Hawker Beechcraft Hawker 4000
Hawker Beechcraft Premier IA
Honda Aircraft HondaJet
Learjet 40/45/60/85
Piper Aircraft PiperJet

Introduction

Dwindling order intake and rising numbers of cancellations and deferrals have caused business jet manufacturers to slash production rates over the past 12 months. A business jet market that had been booming since 2004 ground to a screeching halt in the second half of 2008.

Robust sales during the boom years resulted in manufacturers accumulating impressively high order backlogs. OEMs, suppliers, and completion centers were all bumping up against their capacity limits, and many had drawn up plans for plant expansions.

When the market turned sour in late 2008, a number of the manufacturers believed that the robust backlogs afforded them considerable protection from market fluctuations. However, the suddenness and severity of the downturn led to new order activity essentially drying up and numerous existing orders being canceled.

The consequence was a rapid shrinking of those order backlogs. Manufacturers scrambled to protect what was left of their backlogs by significantly reducing build rates, laying off workers, and even temporarily closing production facilities.

It is important, though, that the scope of the backlog reductions not be overstated. Thousands of business jets remain on order, providing manufacturers with considerable future work. The manufacturers would be in much worse shape if order backlogs were not still relatively large.

Through much of 2008, numerous indications began appearing that the business jet market was heading into a cyclical downturn. However, a collapse in U.S. financial markets in the fall of that year sent the general economy into a tailspin. Within a few months, demand for new business jet aircraft had largely disappeared; customers started to defer scheduled deliveries, and order cancellations began mounting.

As 2009 comes to a close, signs are evident of economic stabilization and even recovery, particularly in Asia and Europe. Corporate profitability, a key leading indicator of business jet demand, is slowly beginning to improve. Meanwhile, business aircraft utilization is rising and, after growing for several consecutive months, the inventory of used business jets for sale has finally stabilized.

While these are all reasons for optimism, actual improvement in overall business jet build rates is still a couple of years away. Business jet production will decline in 2010 and even 2011, before finally turning

upward in 2012. And the ensuing recovery will likely be slow and gradual.

Business jet manufacturers are hoping to stimulate market demand and kickstart the recovery through the introduction of new aircraft. A number of new models are currently in the development pipeline. Their appearance on the market, combined with pent-up demand, sets the stage for what should be a long-lasting recovery.

Many of the new business jets are targeted for service entry in the 2012-2014 time period. As mentioned, our forecast calls for annual business jet production to finally begin rising in 2012. Thus, the recovery would be just in time for, and in part caused by, the anticipated service entry of the new products.

Each of the Big Six established business jet manufacturers (Bombardier, Cessna, Dassault, Embraer, Gulfstream, and Hawker Beechcraft) has at least one new business jet currently in development. Some of the new models are all-new, clean-sheet designs such as Bombardier's all-composite Learjet 85 medium jet, Embraer's new Legacy 450/500 family, and Gulfstream's ambitious and possibly game-changing G650. Others are extensively improved variants of existing types, such as Cessna's CJ4 light jet, Hawker Beechcraft's Premier II, or Dassault's winglet-equipped Falcon 900LX.

New competitors are continuing their attempts to gain entrance into the business jet market. Some of these new contenders are new start-up ventures, while others are piston/turboprop manufacturers looking to break into the jet ranks. Most are looking to compete at the lower end of the market, particularly in the Very Light Jet (VLJ) segment. The VLJ class has lost some of its luster recently, but nevertheless retains considerable promise.

The growth of the business jet market over the past two decades has been boosted by the rising popularity of alternatives to outright aircraft ownership. These alternatives, which include fractional ownership arrangements, jet card programs, and air charter services, increase the affordability of, and ease accessibility to, the world of private aviation.

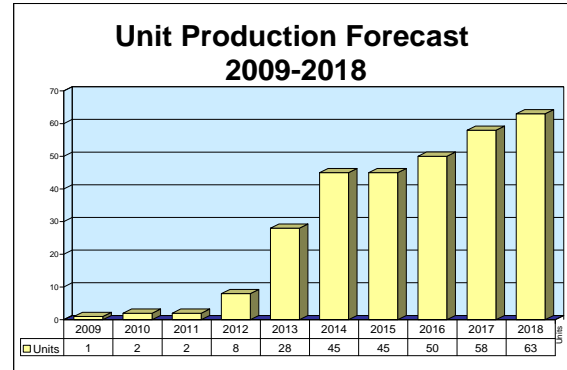
While this market analysis concerns business jet aircraft, it should be noted that other types of business aircraft also exist. Turboprops such as the Daher-Socata TBM 850, the Hawker Beechcraft King Air, and the Pilatus PC-12 are often used for business purposes, as are pistons such as Hawker Beechcraft's Baron and

Continued...

Gulfstream G650

Outlook

- Largest, fastest, longest-range business jet in the Gulfstream fleet
- Service entry is planned for 2102



Orientation

Description. Twin-turbofan-powered, inter-continental-range corporate/executive jet transport aircraft.

Sponsor. The G650 is sponsored by Gulfstream Aerospace.

Status. Design and development.

Total Produced. None to date.

Application. Intercontinental executive/corporate transportation.

Price Range. Initial aircraft are priced at \$56 million. The price then gradually escalates for succeeding aircraft until it reaches \$59.5 million.



G650

Source: Gulfstream

Contractors

Prime

Gulfstream Aerospace Corp	http://www.gulfstream.com , 500 Gulfstream Rd, Savannah, GA 31408 United States, Tel: + 1 (912) 965-3000, Fax: + 1 (912) 965-3775, Prime
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Gulfstream G650

Subcontractor

AMETEK Aerospace & Defense	http://www.ametekaerodefense.com , 50 Fordham Rd, Wilmington, MA 01887 United States, Tel: + 1 (978) 988-4639, Fax: + 1 (978) 988-4944 (Hydraulic Pressure Transducer; Hydraulic Temperature Sensor; Flight Data System Accelerometer; Cooling Fans; Fan Speed Sensor)
CPI Aerostructures Inc	http://www.cpiaero.com , 60 Heartland Blvd, Edgewood, NY 11717 United States, Tel: + 1 (631) 586-5200, Fax: + 1 (631) 586-5840 (Fixed Leading Edge Assemblies)
Daher Aerospace	http://www.daher.com , 23, Route de Tours, Saint Julien de Chedon, 41400 France (Upper Part of Vertical Tail)
Dunlop Equipment	http://www.dunlop-equipment.com , Holbrook Ln, Coventry, CV6 4QY West Midlands, United Kingdom, Tel: + 44 2476 294200, Fax: + 44 2476 683407 (Engine Pneumatics Valve Package)
GE - Aviation Systems	http://http://www.geaviationsystems.com/ , 1 Neuman Way, Cincinnati, OH 45215 United States, Tel: + 1 20(84) 58-3232, Fax: + 1 20(84) 58-4380 (Secondary Power)
Goodrich Aircraft Interior Products	http://www.aip.goodrich.com , 3414 S 5th St, Phoenix, AZ 85040 United States, Tel: + 1 (602) 243-2200, Fax: + 1 (602) 243-2300, Email: aipsales@goodrich.com (Flight Deck Observer Seats)
Goodrich Engine Control Systems	http://www.enginecontrols.goodrich.com , Charter Oak Blvd, PO Box 330651, West Hartford, CT 06133 United States, Tel: + 1 (860) 236-0651, Fax: + 1 (860) 236-1062 (FADEC)
Goodrich Landing Gear	http://www.lgd.goodrich.com , 8000 Marble Ave, Cleveland, OH 44105 United States, Tel: + 1 (216) 341-1700, Fax: + 1 (216) 429-4800 (Main & Nose Landing Gear)
Hamilton Sundstrand Electric Systems	http://www.hamiltonsundstrand.com , 4747 Harrison Ave, Rockford, IL 61125-7002 United States, Tel: + 1 (815) 226-6000 (Emergency Power Ram Air Turbine; Power Distribution Boxes; Primary Electrical Power Generating System)
Honeywell Aerospace	http://www.honeywell.com/sites/aero/ , 11100 N Oracle Rd, Tucson, AZ 85740 United States, Tel: + 1 (520) 469-1000, Fax: + 1 (520) 469-6600 (Cabin Pressure Control System; Environmental Control System)
Honeywell Aerospace, Business Aviation	http://www.honeywell.com , 5353 W Bell Rd, Glendale, AZ 85308 United States, Tel: + 1 (602) 436-8936, Fax: + 1 (602) 978-6070, Email: avionics@honeywell.com (Avionics)
Honeywell Aerospace, Engine Control Systems	http://www.honeywell.com/sites/aero/Engine_Controls.htm , 2525 W 190th St, Torrance, CA 90504-6099 United States, Tel: + 1 (310) 323-9500, Fax: + 1 (310) 512-2221 (Air Turbine Starter)
Honeywell Aerospace, Engines, Systems & Services	http://www.honeywell.com/sites/aero/ , 111 S 34th St, Phoenix, AZ 85034-2892 United States, Tel: + 1 (602) 231-1000, Fax: + 1 (602) 231-5713 (RE220 APU)
Kidde Graviner Ltd	http://www.kiddegraviner.com , Mathisen Way, Colnbrook, SL3 0HB Berkshire, United Kingdom, Tel: + 44 1753 683245, Fax: + 44 1753 685126, Email: kidde.graviner@kiddegraviner.com (Engine Fire Detection System)
Kollsman Inc	http://www.kollsman.com , 220 Daniel Webster Hwy, Merrimack, NH 03054 United States, Tel: + 1 (603) 889-2500, Fax: + 1 (603) 889-7966 (Enhanced Vision System II)
Meggitt Aircraft Braking Systems	http://www.meggitt-mabs.com , 1204 Massillon Rd, Akron, OH 44306-4186 United States, Tel: + 1 (330) 796-4400, Fax: + 1 (330) 796-9805 (Carbon Brakes; Brake-by-Wire Control System; Main Wheels)
Moog Inc	http://www.moog.com , Jamison Rd, East Aurora, NY 14052 United States, Tel: + 1 (716) 652-2000, Fax: + 1 (716) 687-4457 (Flap System)
NORDAM Interiors & Structures Division	6910 N Whirlpool Drive, PO Box 3365, Tulsa, OK 74117 United States, Tel: + 1 (918) 401-5000, Fax: + 1 (918) 401-5745 (Composite Wing-to-Body Fairing; Main Landing Gear Doors)
PPG Aerospace - Transparencies	http://corporate.ppg.com/PPG/Aerospace/default.htm , 1719 Hwy 72 E, Huntsville, AL 35811 United States, Tel: + 1 (256) 859-2500 (Cockpit Window; Cabin-Window Assemblies)

Gulfstream G650

Parker Aerospace Air & Fuel Division	http://www.parker.com/ , 16666 Von Karman Ave, Irvine, CA 92606-4917 United States, Tel: + 1 (949) 833-3000, Fax: + 1 (949) 851-3341, Email: AFDMarketing@Parker.com (Ecology Bottle; Hydraulic Selector Valve; Oil and Hydraulic Replenishment Reservoirs; Oil Selector Valve)
Parker Aerospace Control Systems Division, Irvine Facility	http://www.parker.com , 14300 Alton Pkwy, Irvine, CA 92618-1898 United States, Tel: + 1 (949) 833-3000, Fax: + 1 (949) 586-8456 (Fly-by-Wire Flight Control Actuation System)
Parker Aerospace Electronic Systems Division	http://www.parker.com , 300 Marcus Blvd, PO Box 9400, Smithtown, NY 11787-9400 United States, Tel: + 1 (631) 231-3737, Fax: + 1 (631) 434-8152, Email: esdmarket@parker.com (Fuel Quantity Indicator)
Parker Aerospace Hydraulic Systems Division	http://www.parker.com/ag/ , 2220 Palmer Ave, Kalamazoo, MI 49001-4165 United States, Tel: + 1 (269) 384-3400 (Auxiliary Electric Motor Pump; Electro-Hydrostatic Motor Pump Unit; Landing Gear Retraction and Door Actuators; Engine-Driven Hydraulic Pump)
Rockwell Collins Inc	http://www.rockwellcollins.com , 400 Collins Rd NE, Cedar Rapids, IA 52498-0001 United States, Tel: + 1 (319) 295-1000, Fax: + 1 (319) 295-5429 (Pilot Controls; Horizontal Stabilizer Trim System; Head-Up Guidance System)
Rolls-Royce Deutschland Ltd & Co KG	http://www.rolls-royce.com/deutschland , Eschenweg 11, Dahlewitz, D-15827 Germany, Tel: + 49 33 708 6 0, Fax: + 49 33 708 6 3000, Email: rrdinfo@rolls-royce.com (BR725 Turbofan Engine)
Saint-Gobain Flight Structures	http://www.radome.com , 335 N Diamond St, Ravenna, OH 44266 United States, Tel: + 1 (330) 296-9948, Fax: + 1 (330) 296-7955 (Radome)
Spirit AeroSystems	http://www.spiritaero.com , 3801 S Oliver St, PO Box 780008, Wichita, KS 67278 United States, Tel: + 1 (316) 526-9000, Fax: + 1 (316) 526-1845, Email: communications@spiritaero.com (Engine Nacelle; Thrust Reverser; Engine Buildup Components)
Spirit AeroSystems, AeroStructures Business Unit	http://www.spiritaero.com/ , 3330 N Mingo Rd, Tulsa, OK 74116 United States, Tel: + 1 (918) 835-3111 (Wing)
Stork Fokker AESP BV	http://www.storkaerospace.com/fokker , PO Box 59, Hoogeveen, 7900 AB Netherlands, Tel: + 31 528 285 000, Email: info.fokkeraesp@stork.com (Empennage; Fuselage Panels)
Thales Aerospace	http://www.thalesgroup.com/aerospace/ , 45, rue de Villiers, Neuilly Sur Seine, 92526 France, Tel: + 33 1 57 77 80 00, Fax: + 33 1 57 77 86 59 (Three-Axis Fly-by-Wire Flight Control Computer System)
Vibro-Meter SA	http://www.vibro-meter.com , Route de Moncor 4, Fribourg, CH-1701 Switzerland, Tel: + 41 26 407 1111 (Engine Sensors)
Whittaker Controls Inc	http://www.wkr.com , 12838 Saticoy St, North Hollywood, CA 91605 United States, Tel: + 1 (818) 765-8160, Fax: + 1 (818) 759-2190 (PTU Shut-Off Valve; Ground Suction Shut-Off Valve)
ZKM Forging	http://www.zkmforging.com , ul. W. Grabskiego 54, Stalowa Wola, 37-450 Poland, Tel: + 48 15 813 5451, Fax: + 48 15 813 6568 (Landing Gear Structural Components)

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Contractors are invited to submit updated information to Editor, International Contractors, Forecast International, 22 Commerce Road, Newtown, CT 06470, USA; rich.pettibone@forecast1.com

Technical Data

Design Features. The G650 will have a fuselage cross-section different from any previous Gulfstream model. The fuselages of earlier Gulfstreams are circular in shape, but the G650 fuselage is oval, allowing for more cabin with less aerodynamic drag.

The wing of the G650 is mounted low on the fuselage. The wing and fuselage are mostly composed of aluminum, but there is some use of composite materials, such as in the empennage, the winglets, the radome, the cabin floor, the engine cowlings, and the engine pylons.

Gulfstream G650

Parts count of the G650 is over 50 percent less than that of earlier Gulfstream aircraft, due to the use of larger, CNC-milled parts and fewer hydro-formed sheet metal pieces. Utilization of adhesive bonding eliminates 60 percent of mechanical fasteners.

The cabin has been designed according to Gulfstream's Cabin Essential design philosophy. This means that all major cabin systems have redundancy so that a single-point failure does not result in a loss of functionality. The cabin has 16 windows, each measuring 28 inches by 20.5 inches.

The G650 is equipped with the PlaneView II cockpit, which is based on the Honeywell Primus Epic avionics suite. The cockpit includes four 14-inch adaptive liquid-crystal displays (LCDs), a Honeywell IntuVue

three-dimensional weather radar, and a standby multi-function controller that combines a display controller function with standby flight instruments. The G650 is equipped with vision systems to improve pilot situational awareness and flight safety. These systems include the Gulfstream/Kollsman Enhanced Vision System II (EVS II), the Gulfstream/Honeywell Synthetic Vision-Primary Flight Display (SV-PFD) system, and a Rockwell Collins head-up display (HUD).

The G650 has a three-axis fly-by-wire flight control system. The system features a quadruple-redundant flight control computer system that commands all flight control surfaces. It also has a separate, dedicated back-up flight control computer for additional safety.

	<u>Metric</u>	<u>U.S.</u>
Dimensions		
Length	30.40 m	99.75 ft
Height	7.82 m	25.67 ft
Wingspan (inc. winglets)	30.35 m	99.58 ft
Cabin length	16.33 m	53.58 ft
Cabin width	2.59 m	8.50 ft
Cabin height	1.96 m	6.42 ft
Cabin volume	60.5 cu m	2,138 cu ft
Weight		
Basic operating weight	24,494 kg	54,000 lb
Maximum takeoff weight	45,179 kg	99,600 lb
Maximum landing weight	37,876 kg	83,500 lb
Maximum zero-fuel weight	27,443 kg	60,500 lb
Maximum payload	2,948 kg	6,500 lb
Performance		
Mmo	Mach 0.925	Mach 0.925
Takeoff distance (SL, ISA, MTOW)	1,829 m	6,000 ft
Maximum cruise altitude	15,545 m	51,000 ft
Maximum range at Mach 0.85 with eight pax, four crew, and NBAA IFR reserves	12,964 km	7,000 nm
Propulsion		
G650	(2)	Rolls-Royce BR725 turbofan engines rated 71.6 kN (16,100 lbst) each.

Seating

G650: Typical configuration is for 11-18 passengers.

Program Review

Background. Gulfstream secretly launched the G650 development effort in 2005. The aircraft is an all-new, clean sheet design. Not derived from any previous Gulfstream aircraft, the G650 will be the fastest, largest, and longest-range business jet in the Gulfstream fleet.

Preliminary Design Review of the G650 was completed in mid-2007. Gulfstream publicly announced the new aircraft in March 2008. By the end of 2008, the company plans to have an "iron bird" systems mock-up operational. Gulfstream is also building a full-scale

Gulfstream G650

cabin mock-up to test cabin management systems and wiring. Studies on interior configurations and furnishings are being jointly conducted with Georgia Tech and the Savannah College of Art and Design.

First flight of the G650 is scheduled for the second half of 2009. Five aircraft, including three test aircraft and the first two production G650s, are to be used in an 18-month flight test program. Gulfstream projects that the

G650 will receive U.S. Federal Aviation Administration (FAA) type certification, as well as validation by the European Aviation Safety Agency (EASA), in 2011. The firm expects to begin customer deliveries in 2012.

The G650 will be produced in a recently completed 308,000-square-foot manufacturing facility located in Savannah, Georgia.

Related News

Product Development Team Leader Named – In August 2008, Gulfstream named John Hodges as a product development team leader for the G650 program. In this position, Hodges leads a cross-functional team of systems stress analysts, as well as mass properties and materials and process engineers. He reports to Mark Ard, chief G650 engineer.

At the time of his appointment, Hodges had been with Gulfstream for 12 years, most recently serving as lead engineer for stress analysis. (Gulfstream, 8/08)

Supplier Liaison Appointed – Gulfstream appointed Paul Lu in August 2008 as the on-site program manager for suppliers supporting the G650 program. In this position, Lu serves as the company liaison with key Gulfstream suppliers in the Irvine (California) area. He is responsible for overseeing the design, test, certification, quality, and reliability of the parts and components supplied to Gulfstream. He reports to Kurt Erbacher, vice president for the G650 program.

Lu had been with Gulfstream for 12 years prior to his appointment, most recently serving as a program manager for Special Missions, supporting government and military programs across various Gulfstream service center sites. (Gulfstream, 8/08)

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Funding

Development of the G650 is estimated to cost \$1.0 billion. Gulfstream intends to share this cost with a number of risk-sharing partners, including GE Aviation Systems, Goodrich, Honeywell, Meggitt, Spirit AeroSystems, and Stork Fokker.

Timetable

<u>Month</u>	<u>Year</u>	<u>Major Development</u>
	2005	G650 development effort launched
Mid-	2007	Preliminary Design Review completed
Mar	2008	Public announcement of the G650
	2009	Scheduled first flight
	2011	Planned approvals by FAA and EASA
	2012	Customer deliveries scheduled to begin

Gulfstream G650

Forecast Rationale

All New

When Gulfstream finally unveiled its long-rumored "widebody" business jet in March 2008, the aircraft turned out to be a clean sheet, all-new design. The new jet, the G650, is not derived from any previous Gulfstream model. Now the flagship of the company product line, the G650 will be the largest aircraft ever built by Gulfstream.

The G650 has the potential to change the competitive dynamics at the top end of the business jet market. It features a larger cabin and longer range than any purpose-built business jet currently on the market. In addition, the G650 will have a maximum operating speed of Mach 0.925, making it faster than any civil aircraft now in production.

Indeed, the G650 expands the parameters of the business jet market in such a way that the aircraft really occupies its own exclusive market niche. The G650 is much more than a simple competitor to global-range jets such as Bombardier's Global Express XRS and Gulfstream's own G550. The size and performance characteristics of the G650 essentially place it in a different market subclass than those aircraft.

Gulfstream is positioning the G650 to slot between the XRS and the G550 on one side and corporate-configured airliner types on the other. No business jet now on the market is a true direct competitor to the G650. For now, Gulfstream has this niche to itself.

The G650 can be expected to draw potential customers away from both the XRS and the G550. In addition, the G650 is much better positioned than the G550 to take on corporate-configured airliners such as the Airbus A318 Elite, the Airbus Corporate Jetliner (ACJ), the Boeing Business Jet (BBJ), and the Embraer Lineage 1000. Though sales of such aircraft are relatively low, they have become increasingly popular in the past few years and often garner sales at the expense of the G550 and the XRS.

Thus, in many respects, the G650 has the potential to be a game-changer in the business jet market. Eventually, Bombardier will probably feel forced to respond with a new model above its current top-of-the-line XRS. It will also bear watching to see if Dassault responds as well.

Good Timing

Though the business jet market has been plummeting since late 2008, the G650 program seems to be well-timed to ride out the storm. Service entry of the new

aircraft is not planned until 2012 and, despite the current depths of the downturn, the market should certainly be recovering by that point.

Still, the market slump will likely slow the growth of the G650 order book. The conversion of Letters of Intent into firm orders will not proceed as quickly.

In April 2008, just a few weeks after the announcement of the G650, Gulfstream parent General Dynamics indicated that more than 500 Letters of Intent had been signed for the new aircraft. By July 2008, nearly 100 G650 Letters of Intent had been converted into firm orders. No updated sales figures have been announced since.

Replacing the G550?

With the G650, Gulfstream had originally set out to design a replacement for the G550. As the design matured, however, the company decided that the new aircraft could actually exploit a market niche sufficiently distinct from that of the G550 to justify producing both aircraft simultaneously.

Gulfstream currently views the G650 and the G550 as complementary products. The firm has no plans to end production of the G550, and is willing to let the market dictate that model's production fate. Perhaps more tellingly, Gulfstream has not put any program in place to migrate G550 customers to the G650. The two aircraft are to have a common pilot type rating, thus promoting fleet sales.

Nevertheless, the advent of the G650 does not bode well for the future of the G550. The G650 is bound to have a considerable negative impact on G550 sales, with many potential G550 customers opting instead for the newer, higher-performance, more advanced G650. The larger cabin of the G650 will be a big drawing card for such buyers, as a lack of cabin comfort has often been cited as the main shortcoming (perhaps the only one) of the G550.

Gulfstream intends that the G650 will be the first model in a new aircraft family. If and when the company ends production of the G550, a reduced-specification version of the G650 could fill the resulting gap in the Gulfstream product line.

Manufacturing Effort

Gulfstream plans to build green G650s at a new, dedicated manufacturing facility in Savannah, Georgia. The facility, which is already open, has the capacity to house two G650 production lines, each capable of

Gulfstream G650

building 45 aircraft per year. Gulfstream has so far committed to opening only one production line, but has been considering opening the second by 2014.

G650 completions will be performed in Savannah as well as at company facilities in Long Beach, California; Brunswick, Georgia; and Appleton, Wisconsin.

Ten-Year Outlook

ESTIMATED CALENDAR YEAR UNIT PRODUCTION												
Designation or Program	High Confidence					Good Confidence			Speculative			Total
	Thru 2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Gulfstream Aerospace Corp												
G650 <- BR725												
	0	1	2	2	8	28	45	45	50	58	63	302
Total	0	1	2	2	8	28	45	45	50	58	63	302

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