

Appendix J

Listing of business class jet airplanes with takeoff and landing performance specifications.

Red highlighted cell indicates the airplane's performance requirements exceed given runway and, therefore, the airplane may not be able to safely operate from a 4,300' runway.

Column #1, Takeoff Distance, assuming maximum takeoff weight at sea level on standard temperature day (59F, 10C) from dry pavement.

Column #2, Landing Distance, assuming maximum land weight at sea level on standard temperature day (59F, 10C) on dry pavement.

Column #3, Adjusted for applicable Part 135 & Part 91 landing restrictions, Landing Distance 60% of given runway, assuming maximum land weight at sea level on standard temperature day (59F, 10C) on dry pavement.

Column #4, Adjusted for applicable Part 91 landing restrictions, Landing Distance 80% of given runway, assuming maximum land weight at sea level on standard temperature day (59F, 10C) on dry pavement.

Column #5, Takeoff Distance at ARB, adjusted for maximum average high July temperature (83F) assuming maximum takeoff weight at 829' mean sea level, from runway gradient dry pavement.

Column #6, Adjusted for applicable Part 135 & Part 91 landing restrictions, Landing Distance 60% of given runway, Landing Distance at ARB, adjusted for maximum average high July temperature (83F) assuming maximum takeoff weight at 829' mean sea level, from runway gradient dry pavement.

Column #7, Adjusted for applicable Part 91 landing restrictions, Landing Distance 80% of given runway, Landing Distance at ARB, adjusted for maximum average high July temperature (83F) assuming maximum takeoff weight at 829' mean sea level, from runway gradient dry pavement.

MFG, number of airplanes models manufactured in fleet.

Notes, year a particular model stopped being produced and other general notes about model.

Business Jet Airplane Landing and Take Off Analysis
from 4,300' Runway

TYPE OF JET	ARC	1.3 X	WING SPAN (FEET)	MAX T.O. WEIGHT	T.O. DISTANCE ISA (2)	LANDING DISTANCE ISA (3)	3	4	5	6	7	# MFG	NOTES
		STALL SPEED (KNOTS)					(2,580' - #2)	(3,440' - #2)	(2,580' - #5)	(3,440' - #5)			
							Part 135.393 & 91 subpart K Landing Dist. 60% of 4,300' (2,580')	Part 91 subpart K Landing Dist. 80% of 4,300' (3,440')	T.O. DISTANCE ARB (4)	Part 135.393 Landing Dist. 60% of 4,300' (2,580')	Part 91 subpart K Landing Dist. 80% of 4,300' (3,440')		
JET AIRCRAFT THAT CAN OPERATE AT 3,500' OR HAVE OPERATED AT ARB													
AEROSPATIALE SN-601 CORVETTE (1)	B-I	118	42.2	14,550	3,051	2,953	(373)	487	3,713	(1,133)	(273)	40	ended 1977, according to FAA registration records, only 1 remaining with valid US registration (Elyria, OH)
CESSNA CITATION MUSTANG	B-I		43.2	8,645	3,110	2,380	200	1,060	3,784	(1,204)	(344)		
CESSNA 500 CITATION (1)	B-I	108	47.1	11,850	2,930	2,270	310	1,170	3,568	(988)	(128)	418	ended 1985
CESSNA 501 CITATION I/SP (1)	B-I	112	46.8	10,600	2,830	2,350	230	1,090	3,448	(868)	(8)	325	ended 1985
CESSNA 525 CITATIONJET (CJ-1)	B-I	107	46.7	10,400	3,080	2,750	(170)	690	3,748	(1,168)	(308)	430	
EMBRAER PHENOM 100	B-I		40.3	10,472	3,400	2,699	(119)	741	4,132	(1,552)	(692)		
HONDAJET HA 420	B-I		39.9	9,200	3,120	2,500	80	940	3,796	(1,216)	(356)		
CESSNA CITATION CJ4	B-II		50.9	16,950	3,300	2,665	(85)	775	4,012	(1,432)	(572)		
CESSNA 550 CITATION II	B-II	108	51.7	13,300	2,990	2,270	310	1,170	3,640	(1,060)	(200)	733	
CESSNA 560 CITATION BRAVO	B-II	112	52.2	14,800	3,250	2,974	(394)	466	3,952	(1,372)	(512)	161	
CESSNA 551 CITATION II/SP (1)	B-II	108	51.8	12,500	2,650	2,210	370	1,230	3,232	(652)		208	94 ended 1984
CESSNA 552/T-47 A	B-II	107	52.2	16,300	3,180	2,800	(220)	640	3,868	(1,288)	(428)	15	
CESSNA S550 CITATION S/II (1)	B-II	n/a	52.2	15,900	3,240	2,247	333	1,193	3,940	(1,360)	(500)	162	ended 1988
CESSNA 560 CITATION V Ultra	B-II	108	52.2	16,300	3,180	2,770	(190)	670	3,868	(1,288)	(428)	538	
CESSNA 560 CITATION ENCORE	B-II	108	52.2	16,830	3,560	2,865	(285)	575	4,324	(1,744)	(884)	25	
CESSNA 560 CITATION EXCEL	B-II	107	55.7	20,000	3,590	3,180	(600)	260	4,360	(1,780)	(920)	160	
CESSNA 680 CITATION SOVEREIGN	B-II		63.3	30,300	3,640	2,650	(70)	790	4,420	(1,840)	(980)		
DASSAULT FALCON 10	B-I	104	42.9	18,740	4,450	3,700	(1,120)	(260)				226	
LEARJET 25 (1)	C-I	137	35.6	15,500	3,937	2,953	(373)	487	4,777	(2,197)	(1,337)	373	ended 1986, now mostly used as freight haulers, few based in YIP
LEARJET 31 (1)	C-I	124	43.1	16,500	3,410	2,870	(290)	570	4,144	(1,564)	(704)	220	ended 2003
LEARJET 45	C-I	129	47.1	20,200	4,220	3,140	(560)	300	5,117	(2,537)	(1,677)	256	
MITSUBISHI MU-300 DIAMOND (1)	B-I	109	43.5	14,630	4,300	3,200	(620)	240	5,213	(2,633)	(1,773)	111	became beechjet 400
SABRELINER 60 (1)	C-I	134	44.6	20,200	3,500	3,400	(820)	40	4,252	(1,672)	(812)	146	ended 1973, according to FAA registration records, only 20 remaining with valid US registration.
IAI ASTRA-WESTWIND 1125 (1)	C-II	126	52.8	23,500	5,300	3,500	(920)	(60)	6,413	(3,833)	(2,973)	135	became G100 in 2001

Business Jet Airplane Landing and Take Off Analysis
from 4,300' Runway

TYPE OF JET	ARC	1.3 X STALL SPEED (KNOTS)	WING SPAN (FEET)	MAX T.O. WEIGHT	1	2	3	4	5	6	7	# MFG	NOTES
					T.O. DISTANCE ISA (2)	LANDING DISTANCE ISA (3)	Part 135.393 & 91 subpart K Landing Dist. 60% of 4,300' (2,580')	Part 91 subpart K Landing Dist. 80% of 4,300' (3,440')	T.O. DISTANCE ARB (4)	Part 135.393 Landing Dist. 60% of 4,300' (2,580')	Part 91 subpart K Landing Dist. 80% of 4,300' (3,440')		
ADDITIONAL JET AIRCRAFT THAT COULD MARGINALLY OPERATE AT 4,300'													
RAYTHEON 390 PREMIER	B-I	120	44	12,500	3,792	3,300	(720)	140	4,603	(2,023)	(1,163)	42	
EMBRAER PHENOM 300	B-II		53.1	17,526	3,700	2,950	(370)	490	4,492	(1,912)	(1,052)		
BEECHJET 400A/T/ HAWKER 400	C-I	121	43.5	16,100	4,169	2,960	(380)	480	5,955	(2,475)	(1,615)	581	
LEARJET 23 (1)	C-I	124		12,500	4,000	4,300	(1,720)	(860)	4,853	(2,273)	(1,413)	100	ended 1966, according to FAA registration records, only 15 remaining with valid US registration.
JET AIRCRAFT THAT ARE UNLIKELY TO OPERATE AT 4,300'													
LEARJET 28/29 (1)	B-I	120	43.7	15,000	n/a	n/a						9	ended 1982
RAYTHEON/HAWKER 125-800	B-I	120	51.3	28,000	5,380	4,500	(1,920)	(1,060)				533	
SABRELINER 40 (1)	B-I	120	44.5	18,650	4,900	2,950	(370)	490				137	ended 1967
DASSAULT FALCON 20 (1)	B-II	107	53.5	28,660	5,249	3,609	(1,029)	(169)				515	ended 1988
DASSAULT FALCON 2000	B-II	114	63.5	35,800	5,249	5,249	(2,669)	(1,809)				140	
DASSAULT FALCON 50	B-II	113	61.9	37,480	4,593	3,609	(1,029)	(169)				310	
DASSAULT FALCON 900	B-II	100	63.4	45,500	4,921	2,297	263	1,143				190	
BAE 125-700 (1)	C-I	125	47	24,200	5,577	2,953	(373)	487				212	ended 1984
HAWKER-SIDDELEY 125-400 (1)	C-I	124	47	23,300	n/a	n/a						291	ended 1974
HAWKER-SIDDELEY 125-600 (1)	C-I	125	47	25,000	n/a	n/a						71	ended 1978
IAI 1121 & WESTWIND 1123/1124 (1)	C-I	130	43.3	23,500	4,840	2,460	120	980				442	ended 1987
LEARJET 24	C-I	128	35.6	13,500	4,300	5,325	(2,745)	(1,885)				257	
LEARJET 35/36 (1)	C-I	133	39.5	18,300	5,000	3,051	(471)	389				739	ended 1994
LEARJET 55 (1)	C-I	138	43.7	21,500	5,310	3,250	(670)	190				147	ended 1990
SABRELINER 75 (1)	C-I	137	44.5	23,300	5,500	3,750	(1,170)	(310)				9	ended 1981
BOMBARDIER CL-600 CHALLENGER	C-II	125	61.8	41,250	5,700	2,775	(195)	665				85	
BOMBARDIER CL-601 CHALLENGER	C-II	125	61.8	41,250	5,700	2,775	(195)	665				66	
BOMBARDIER CL-601-3A/3R CHALLENGER	C-II	125	61.8	41,250	5,700	2,775	(195)	665				194	
BOMBARDIER CL-604 CHALLENGER	C-II	125	61.8	47,600	5,700	2,775	(195)	665				180	
CESSNA 650 CITATION III/VI	C-II	131	53.3	21,000	5,200	2,925	(345)	515				241	
CESSNA 650 CITATION VII	C-II	126	53.6	23,000	4,850	3,220	(640)	220				119	
CESSNA 750 CITATION X	C-II	131	63.6	36,100	5,140	3,410	(830)	30				160	
DASSAULT FALCON 900 EX	C-II	126	63.5	48,300	5,215	2,375	205	1,065				85	
GALAXY 1126 (G200 since 2001)	C-II	140	58.2	34,850	5,500	3,500	(920)	(60)				33	
GULFSTREAM III (1)	C-II	136	77.8	68,700	5,906	3,281	(701)	159				199	ended 1986
RAYTHEON/HAWKER 125-1000 HORIZON	C-II	130	61.9	36,000	5,250	2,340	240	1,100				50	
SABRELINER 65 (1)	C-II	124	50.5	24,000	5,450	3,345	(765)	95				76	ended 1981
SABRELINER 75a180 (1)	C-II	128	50.4	24,500	4,460	3,450	(870)	(10)				72	ended 1981
BOMBARDIER BD-700 GLOBAL EXPRESS	C-III	126	94	96,000	6,300	2,700	(120)	740				85	
LEARJET 60	D-I	149	43.9	23,500	5,360	3,420	(840)	20				281	
GULFSTREAM II	D-II	141	68.8	65,300	5,500	4,450	(1,870)	(1,010)				258	
GULFSTREAM IV	D-II	149	77.8	71,780	5,250	3,281	(701)	159				469	
GULFSTREAM V	D-III	n/a	98.6	89,000	5,150	2,900	(320)	540				160	

