

## 10 Questions to Ask Yourself When Considering Private Jet Flights

Though the cost is significant, the benefits of private jet or charter flights are substantial. It provides tremendous convenience and reduces travel stress as you skip the security line. Sometimes this includes driving right onto the tarmac to board for your private jet flights. For business travelers, the flexibility to book personal aircraft flights at a moment's notice is an enormous benefit. So is the productivity of hosting collaborative meetings mid-flight, and the positive image a corporate jet conveys.

It also can save a lot of time since by flying directly to your destination instead of changing planes. Changing planes is becoming more common in commercial air traffic. As for comfort, you'll sit beside your companion. If you'd like you can also have your pet by your side, in an incredible leather recliner with plenty of leg room. Compare this to being crammed into a row of six. Plus, private aircraft flights help maintain individual privacy, as well as help isolate you from other possibly ill travelers..



## 10 Questions to Ask Yourself When Considering Private Aviation

There are several critical questions to consider when determining which of these most popular access options will best suit your needs:

- Chartering a jet
- Buying hours on a jet card
- Considering fractional ownership
- Purchasing or leasing a jet

### 1. How many trips do you take per year?

Probably the single most important question to ask yourself is “how many hours do you fly per year?” This will help you determine if it’s most beneficial to charter or purchase a jet. While your net worth and annual spending certainly come in to play when making this significant decision, how much you plan to fly is more important. Someone who takes two short trips per year on a turboprop may only spend about \$10,000 in charter fees, while a corporate executive who travels 2-3 days per week on an ultra-long-range jet should be prepared to spend millions in travel costs, tens of millions if they purchase the jet.

Hours Flown per Year	Best Option to Consider	Cost Range	Equipment
0 to 25 Hours	<b>Charter</b>	\$10,000 - \$500,000*	Turboprop to Ultra-Long-Range Jet
25 to 50 Hours	<b>Jet Card</b>	\$200,000 - \$1,000,000*	Light Cabin Jet to Ultra-Long-Range Jet
50 to 400 Hours	<b>Fractional Ownership</b>	\$300,000 - \$6,000,000*	Light Cabin Jet to Ultra-Long-Range Jet
400+ Hours	<b>Purchase</b>	\$1,500,000 - \$75,000,000**	Turboprop to Ultra-Long-Range Jet

\* Includes operating costs

\*\* One time, does not include operating costs

Source: *Sherpa Report: Guide to Private Aviation 2021 & Verden*

### 2. Where do you typically fly?

Another important variable in the equation of how to fly private is “where do you usually travel?” as this will help you determine what equipment you will need for the mission. Once you identify your destination, you can calculate how many nautical miles it will take to get there. Then, use the speed and range of an aircraft ([see our Equipment Guide in Appendix A](#)) to determine what type of plane can get the job done. Keep in mind that many exotic destinations are surrounded by mountains and water so runway length may be a consideration as well. Though a turboprop is not as fast and comfortable as a larger jet, it can access most of these hard to get to locations. St. Barths in the Caribbean is a perfect example of this. The runway is only 2170 feet long, so you need a Short Take Off & Landing (STOL) plane like a Pilatus PC-12

and a pilot who has the training to accomplish a feat akin to landing on an aircraft carrier. Most high-end travelers will utilize larger private jets to get to Puerto Rico or St. Martin and then switch over to a turbo prop to shuttle them across to this secluded island.

A family that has homes in two locations is the easiest to solve for, while someone who has 3+ homes and flies regularly for business is significantly more complex. Take a couple who lives just outside of Washington D.C. and has a vacation home in Kiawah Island, South Carolina. They travel back and forth about once a month (4-hour round trip X 12 times = 50 hours approximately). They choose to purchase a 50-hour jet card with Wheels Up that enables them to fly from Washington to Charleston on a King Air 350i

turboprop. Another family has homes in Massachusetts, Florida, Colorado, and California. While a light cabin jet with a range of 1900 nautical miles can transport them comfortably from Boston, MA to Naples, FL, they need a midsize or super-midsize to get them from the East Coast to their home in San Francisco. A family that requires the

### 3. Who will be traveling with you?

Now that you know where you are going and how often, it's time to determine how many people will be traveling with you. If the kids are grown and out of the house, maybe it's just two of you heading to Florida or Colorado for a long weekend. In contrast, some families like to travel with kids and grandchildren which can require a larger aircraft. After you have completed the head count estimate, think about how much luggage you typically need. Are you someone who travels light because you already have everything from clothes to toiletries at your vacation homes, or do you (or your significant other) tend to pack everything but the

### 4. When do you typically travel?

Anyone who has ever booked a flight for the week between Christmas and New Years can tell you that when you want to travel is almost as important as where you want to go. Private jet charter rates go up dramatically and, in some cases, can nearly double for high-demand days and holiday periods. Many jet card programs have restrictions that limit or prevent their members from using their travel hours around the top 40 to 50 travel days. Fractional aircraft owners are often required to give advanced notice. Thanksgiving is the perfect example as blackout dates do

use of different types of equipment should consider chartering, participating in a jet card or fractional platform that allows flexibility or putting a purchased jet into a charter pool where they can utilize other owner's jets.

[See our Equipment Guide in Appendix A.](#)

kitchen sink for a weekend away? Private jets do not have the cargo space that commercial planes offer, so this should factor into your decision regarding equipment needs. Finally, would you enjoy bringing your pets with you? They will require additional space onboard, and some charter services/platforms may not allow them. Candidly, the desire to travel with beloved family pets is one of the top reasons that many people fly private. They bounce from one home to another for weeks at a time and do not want to leave their pets behind but also do not want to subject them to flying beneath a passenger jet like luggage.

not allow you to travel in some cases from the Tuesday before Thanksgiving until the Monday after. Prior to signing up for any program, make sure you have done a detailed analysis of your typical travel dates and read the fine print regarding peak date restrictions. If you plan on chartering for a holiday trip, book early as these flights are often very popular, and prices only increase as the date approaches.

[See our List of High-Demand Days and Holiday Periods in Appendix B.](#)

## 5. How flexible are you when it comes to booking trips, making travel changes and cancellations?

Flexibility when it comes to booking, cancelling, and making changes to a trip is another significant consideration when deciding on a private aviation strategy. Families who do not work 9 to 5 and no longer have kids in school have a lot more freedom than a company CEO who needs to board a flight first thing in the morning to discuss an important merger or acquisition face-to-face. Every family is different on this front. Some preplan every trip a year in advance, while others decide on a whim or unexpected weather

change to pick up and fly south for more warmth or go west to catch a recent dump of fresh powder. Having your own jet gives you ultimate flexibility, however, that comes with a significant price. While chartered aircraft are readily available to most destinations and times, reserving them last minute will also cost you a pretty penny. If you plan to buy a jet card or a fractional share, make sure you fully understand the rules associated with last-minute bookings and changes.

## 6. Do you prefer brand new equipment or is older equipment acceptable?

Just like buying a car, there can be a significant difference in features, comfort, and price between the latest model to hit the market and a used aircraft that has been around for a few years, so you will need to weigh the pros and cons of flying new equipment versus realizing cost savings with used. To determine the “true age” of an aircraft, calculate its remaining service life using the number of years since it was built, its total flight hours, and the number of takeoffs and landings. The average private jet is between 1 and 40 years old with most inside of 25 years. Planes that are older than 20 years are considered “old”, while those 10-20 years old are “standard” and those younger than 10 years old are considered “new”. Most private jet operators put between 300 and 1,000 hours on a plane per year. This means that many standard jets will have about 10,000 hours on them while older equipment can exceed 20,000 hours if well maintained. Maintenance history is key. This is probably the biggest difference between chartering a plane vs. embracing a jet card or fractional ownership plan. While you can pay a premium to charter a newer piece of equipment, there are a lot of older jets in the charter

market. Private aviation membership and fractional platforms like NetJets and Flexjet typically have much newer aircraft. Those considering the outright purchase of planes should keep in mind that it will only be the “new, new thing” for several years before more advanced models come out. Though some choose to upgrade their jet every few years to stay current, this can be very expensive over time, as the most significant depreciation of the asset occurs in the first year. For business-use jets, many companies maximize the tax depreciation of the equipment and then upgrade when it is done. Many of the newer jets are faster, have longer range and cabins that are more comfortable for passengers. That said, many jet owners have gutted and completely refurbished the interior of their planes to give older equipment a more modern look and feel. In addition to the aesthetics, this can also include updating the jet’s electronics and instruments to keep up with changing technology and industry standards. For many people in the charter market, this is the ultimate “value trade” as it looks new, but the rate is lower to reflect the plane’s age.

## 7. Will your travel be for personal reasons, business travel or both?

From a complexity standpoint, another significant determination as to whether the plane will be used for personal trips, business travel or a mix of both. If you use the equipment for any business travel, it is incredibly important to keep a detailed log of everything from where you travelled to what company you visited to see, who was on the flight, their role in the organization and why they needed to join the meeting. These records will help you maximize your aircraft cash-flow while minimizing your tax liabilities. They will be used to prepare your company's aircraft-related federal / state tax returns, in aviation financial reporting for regulatory bodies like the SEC and in aircraft related audit defenses with the IRS / state. Whether you have an accounting team with private jet taxation experience or choose to partner with a specialty firm like Aviation CPAs, it's crucial to work with someone that has experience in navigating the often-conflicting FAA and IRS rules, layered regulations, and compliance issues that you will face in business aircraft ownership. Though some try to keep records in a standard Excel spreadsheet, we highly

recommend that you either outsource it entirely or utilize software like Flight Tax Systems to record all your trips. This will help you keep track of the Standard Industry Fare Level (SIFL) which is the taxable fringe benefit charged to employees for non-business use of the company aircraft. Companies are required to disallow aircraft costs, expenses, and depreciation from non-business flights which involves a specific calculation. Flight tracking software also allows users to track Qualified Business Use (QBU) for § 280F Depreciation Recapture for Business Aircraft. You will need to track days, miles, and landings within applicable states, which can result in substantial taxpayer savings on state sales tax filings. If your company is public, your CFO will need to report the incremental cost of your personal use of a business aircraft for proxy disclosure purposes. That said, even if you only use your private jet for personal travel, it is still important to keep detailed records so that you or your team can perform an annual analysis to optimize your use of this expensive asset.

## 8. When it comes to safety, what certifications do you require?

One of the most important questions to ask when booking a private charter or purchasing a jet card or fractional ownership from a platform is, "have they been safety audited by one of the four major ratings organizations (IS-BAO, ARGUS, BARS & Wyvern) and what level did they achieve?"

The International Standard for Business Aircraft Operations (IS-BAO) was created by the International Business Aviation Council because of the need to provide standards that look beyond those of the FAA's for operators that provide international flights. IS-BAO audits use benchmarks created by the International Civil Aviation Organization, which are recognized around the globe. IS-BAO-registered operators are those that follow international best practices, perform internal audits, and pass third-party IS-BAO audits to receive a Certificate of Registration from the IBAC

Standards Board. IS-BAO has three stages (I, II, & III) of safety auditing, with stage III being the most prestigious and most difficult to achieve.

The Aviation Research Group US (ARGUS) audits an operator's maintenance records, flight history, insurance coverage, the frequency of aircraft inspections and a program's ability to meet or exceed FAA standards. Other considerations include flight hours, pilot training, and their medical records. ARGUS has four rating tiers for operators: Does Not Qualify, Gold, Gold Plus and Platinum. All ARGUS-rated operators must provide the auditing firm with its latest records to ensure that they're cleared before each flight. Before flights, a "TripCheq" can be requested that provides further information about a specific crew and plane.

The Basic Aviation Risk Standard Program (BARS) was developed by the Flight Safety Foundation (FSF) in conjunction with the onshore resource sector to provide a system of oversight for the contracted aviation sector. Operators undergo an annual audit to the BAR Standard to become registered BARS Aircraft Operators (AO). Color code designations are applied to the operator's BARS registration that include amber, green, silver and gold which is their highest rating.

Wyvern Consulting offers different levels of audits that comply with private aviation industry standards. Registered Operator is its entry-level program in which operators have their records on file in the due diligence-related Registered

Standard PASS Program that Wyvern's corporate, operator and broker clients can access before a flight. (Wayvern's PASS is similar to ARGUS' TripCheq system.) The highest-level tier for Wyvern is the Wingman Program which is much more difficult to obtain.

To determine if a charter company or private aviation membership platform is certified, and at what safety rating, you should inquire with the private jet operator directly or check the company's website. One reason chartering a jet can be less expensive than the major membership / fractional platforms is that they typically only acquire one to two safety audit certifications, and their resulting ratings are often lower.

### Safety Certifications\*

International Standard for Business Aircraft Operations (IS-BAO)		
Good	Stage I	Demonstrated the establishment of an appropriate Safety Management System (SMS) and that safety management activities are appropriately targeted.
Better	Stage II	Ensures that safety management activities are appropriately targeted and that safety risks are being effectively managed.
Best	Stage III	Verifies that safety management activities are fully integrated into the operator's business and that a positive safety culture is being sustained.
Aviation Research Group US (ARGUS)		
Good	Gold	Meets or exceeds ARGUS standards and the company does not have outstanding safety issues or history.
Better	Gold Plus	Meets all of the Gold standards, along with an ARGUS on-site safety audit or registration with the IS-BAO.
Best	Platinum	Meets all of the Gold Plus standards, as well as have an emergency response plan and a functioning safety management system.
Basic Aviation Risk Standard Program (BARS)		
In Process	Amber	Indicates the audit has been conducted and non-conformities are still open within the allocated time (normal for the renewal cycle).
Good	Green	Indicates that the operator has undertaken an audit and closed all priority 1 and P2 non-conformities.
Better	Silver	AO has conducted two audits with the renewal audit before the current registration expired and closed P1 and P2 non-conformities within the allotted timeframe.
Best	Gold	AOs have completed two or more renewal audits before registration expiration and closed the P1 and P2 non-conformities within the allocated timeframes.
Wyvern Consulting		
Good	Registered Operators	Provides Wyvern with their records, makes them available to their clients to review and meets certain standards. Has not been audited by Wyvern.
Best	Wingman Program	Must follow specific methods that reflect the latest and best safety practices. Have been audited and have passed Wyvern's audit standard.

\*Source: International Standard for Business Aircraft Operations, Aviation Research Group US, Basic Aviation Risk Standard Program, & Wyvern Consulting

## 9. Does privacy matter?

While many athletes and celebrities enjoy the privacy of flying private so that they do not have to endure enthusiastic fans pressing for photos and autographs, it is not as private as you might think. Private jets ownership can easily be tracked via the equipment's tail number or the ADS-B technology that every plane in U.S. airspace is now required to carry which anyone with the right antennae can pick up. This information has become very valuable in recent years as it's often used by hedge funds, competing companies and the media to predict mergers and acquisition targets. A business deal of that magnitude

often requires multiple trips to the other company's headquarters, so it is quite easy—and perfectly legal—to figure out, since the information is readily available to the public. Though some companies will try to block access to this data by registering their corporate jet to another legal entity, it's still possible for motivated parties to uncover the owner's identity. The preferred way to mitigate these types of risks and to maintain your privacy is to charter a jet or take advantage of an anonymous pool of planes via a jet card or fractional ownership program.

## 10. How has the industry changed post-COVID and how will it impact me?

The COVID-19 pandemic has had a huge impact on the private aviation industry. For health reasons, many people no longer wanted to fly commercial or couldn't during the shutdown so the demand to fly private skyrocketed. As we all learned in Economics 101, a substantial shift in demand typically results in an increase in price, but in this case, the supply side of the equation has also been impacted sending prices even higher. To further exacerbate the problem, we have also witnessed a shortage of qualified labor to operate and service the private jet industry. As a result of all these factors, the cost to fly private has increased significantly on everything from chartering a jet to purchasing a jet card or fractional ownership to buying the equipment itself, if you can find it. The shortage in planes

has made it very difficult for potential buyers to locate what they are looking for and, in some cases, they have had to engage in bidding wars to be able to secure one. The pandemic-related supply chain issues that have limited the availability of planes have also caused frequent flight delays and cancellations due to trouble getting aircraft parts. To combat the rapid growth of the industry, most major providers of jet cards and fractional ownership have made changes to slow the demand. This includes price increases, altering dates some customers can fly, requiring advanced notification to book flights and not allowing new clients onto their platforms.

## Conclusion

If all of this seems incredibly complex to you, that's because it is. One of the benefits of having your own single-family office or being part of a multi-family office is that they often help you with private aviation consultation, charter booking and aircraft management. At Verdence/Family, we help our clients do this complex analysis to determine their travel and equipment needs so they know which solution is right for their situation. Once we help them make the determination of how they are going to fly privately, we allow them to fully enjoy the experience by comparing quotes, scheduling missions, and keeping detailed records of their flights for tax purposes and expense optimization. Private aviation is one of the world's most sought-after luxuries, but it can be a complexity nightmare with plenty of opportunities to overpay so make sure you do your homework or partner with the right team to advise you.

## Appendix A: Verdence Equipment Guide\*

Aircraft Type	Manufacturer	Model	Platforms	In-Service Year	Max Speed	Max Range	Max Pass	Bag Cap
Turboprop	Piaggio Avanti EVO	P180	Jet Linx, Stratos Jets	1986	460 mph	1668 nm	8	44 ft3
Turboprop	Hawker Beechcraft	King Air 90	Magellan, Stratos Jets	1963	283 mph	1260 mi	8	48 ft3
Turboprop	Hawker Beechcraft	King Air B200	Magellan, Stratos Jets	2004	333 mph	920 mi	6	55 ft3
Turboprop	Hawker Beechcraft	King Air 250/300	Stratos Jets	1987	368 mph	2255 nm	9	55 ft3
Turboprop	Hawker Beechcraft	King Air 350i	Wheels Up, Magellan, Jet Linx, Stratos Jets	2009	368 mph	600 mi	8	70 ft3
Turboprop	Pilatus	PC-12	Plane Sense, Stratos Jets	1991	333 mph	1803 nm	10	40 ft3
Turboprop	Beechcraft/Raytheon	Beechcraft King Air 100	Stratos Jets	1964	307 mph	1473 nm	8	44 ft3
Turboprop	Cessna	Caravan	Stratos Jets	1984	341 mph	1088 nm	9	34 ft3
Turboprop	Cessna	Conquest II	Stratos Jets	1987	342 mph	1807 nm	8	65 ft3
Turboprop	Mitsubishi	MU-2	Stratos Jets	1986	326 mph	1605 nm	7	38 ft3
Turboprop	Piper	Cheyenne	Stratos Jets	1993	326 mph	2577 nm	9	41 ft3
Turboprop	TBM	Socata TBM 850	Stratos Jets	1988	368 mph	1191 nm	5	12 ft3
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Very Light Jet	Cessna	Citation Mustang	Magellan, Stratos Jets	2006	453 mph	1050 nm	4	63 ft3
Very Light Jet	Cessna	Citation 500/525	Magellan, Stratos Jets	1971	465 mph	730 nm	5	57 ft3
Very Light Jet	Raytheon	Beechjet 400/400A	Jet Linx, Magellan, Stratos Jets	2003	513 mph	1140 nm	4	25 ft3
Very Light Jet	Embraer	Phenom 100	Magellan, Stratos Jets	2008	537 mph	1178 nm	4	55 ft3
Very Light Jet	Eclipse	500	Linear, Stratos Jets	2006	426 mph	1294 nm	4	40 ft3
Very Light Jet	Nextant	400XTi	Jet Linx, Magellan	2010	514 mph	2005 nm	6	56 ft3
Very Light Jet	Bombardier	LearJet 24D/25D	Magellan, Stratos Jets	1966	546 mph	850 nm	5	40 ft3
Very Light Jet	Bombardier	LearJet 35A/36A	Magellan, Stratos Jets	1973	542 mph	1930 nm	4 - 6	40 ft3
Very Light Jet	Williams International	Cirrus Vision Jet	Stratos Jets	2016	345 mph	1275 nm	6	31 ft3
Very Light Jet	Honda	Honda Jet	Stratos Jets	2015	483 mph	1223 nm	5	66 ft3
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Light Cab. Jet	Hawker Beechcraft	Hawker 400/A/XP	Jet Linx, Magellan, Stratos Jets	1978	518 mph	1400 nm	7 - 8	53 ft3
Light Cab. Jet	Hawker Beechcraft	Diamond 1A/Premier	Jet Linx, Magellan, Stratos Jets	1998	523 mph	1140 nm	7	77 ft3
Light Cab. Jet	Bombardier	Learjet 31	Stratos Jets	1991	617 mph	1449 nm	7	66 ft3
Light Cab. Jet	Bombardier	LearJet 40/40XR	Jet Linx, Magellan, Stratos Jets	2004	537 mph	1617 nm	6 - 7	50 ft3
Light Cab. Jet	Bombardier	LearJet 45/45XR	Jet Linx, Magellan, Stratos Jets	2003	533 mph	1869 nm	7	65 ft3
Light Cab. Jet	Bombardier	LearJet 55	Magellan, Stratos Jets	1987	541 mph	2039 nm	7	60 ft3
Light Cab. Jet	Bombardier	LearJet 70	Stratos Jets	2013	535 mph	2347 nm	6	50 ft3
Light Cab. Jet	Bombardier	LearJet 75	Magellan, Stratos Jets	2013	535 mph	2080 nm	8	65 ft3



Light Cab. Jet	Cessna	Citation Bravo/II	Magellan, Stratos Jets	1995	464 mph	1290 nm	7	73 ft3
Light Cab. Jet	Cessna	Citation III	Stratos Jets	1991	479 mph	2992 nm	7	62 ft3
Light Cab. Jet	Cessna	Citation CJ1/CJ2/+	Magellan, Stratos Jets	2012	448 mph	1127 nm	5 - 7	65 ft3
Light Cab. Jet	Cessna	Citation V/Ultra/Encore/+	XO, Fly Exclusive, Jet Linx, Magellan, Stratos Jets	1991/1996	493 mph	1220 nm	9	46 ft3
Light Cab. Jet	Cessna	Citation VI/VII	Magellan, Stratos Jets	1992/2000	528 mph	1693 nm	7	51 ft3
Light Cab. Jet	Cessna	Citation CJ2/CJ3/CJ4	Fly Exclusive, Jet Linx, Stratos Jets	2008	522 mph	1511 nm	8	77 ft3
Light Cab. Jet	Cessna	Citation S/II	Stratos Jets	1988	444 mph	1645 nm	6	77 ft3
Light Cab. Jet	Cessna	Citation Excel/XLS/XLS+	NetJets, Wheels Up, XO, Fly Exclusive, Jet Linx, Stratos Jets	1996	571 mph	2000 nm	7 - 8	90 ft3
Light Cab. Jet	Dassault	Falcon 10/100	Magellan, Stratos Jets	1970	492 mph	1520 nm	6	41 ft3
Light Cab. Jet	Embraer	Phenom 300/E	Flexjet, NetJets, GrandView, Magellan, Stratos Jets	2008	533 mph	1971 nm	6	76 ft3
Light Cab. Jet	Pilatus	PC-24	Plane Sense, Stratos Jets	2014	506 mph	2076 nm	6	90 ft3
Midsize Jet	Hawker Beechcraft	Hawker 700	Stratos Jets	1984	471 mph	2100 nm	7	50 ft3
Midsize Jet	Hawker Beechcraft	Hawker 750	Stratos Jets	2012	514 mph	2429 nm	8	79 ft3
Midsize Jet	Hawker Beechcraft	Hawker 800/SP/XP/A/850	Magellan, Stratos Jets	1983	514 mph	2390/3150 nm	8	48 ft3
Midsize Jet	Hawker Beechcraft	Hawker 900 XP	Jet Linx, Magellan, Stratos Jets	2012	516 mph	2733 nm	7	50 ft3
Midsize Jet	Bombardier	LearJet 60/60XR	Jet Linx, Magellan, Stratos Jets	2012	521 mph	2310 nm	7	48 ft3
Midsize Jet	Cessna	Citation Sovereign/Plus	NetJets, Fly Exclusive, Jet Linx, Magellan, Stratos Jets	2013	515 mph	3200 nm	8	100 ft3
Midsize Jet	Cessna	Citation Latitude	NetJets, Magellan, Stratos Jets	2014	506 mph	2700 nm	9	126 ft3
Midsize Jet	Dassault	Falcon 200	Magellan	1995	529 mph	2975 nm	8	41 ft3
Midsize Jet	Embraer	Legacy 450/Praetor 500	FlexJet, Magellan, Stratos Jets	2013	624 mph	2904 nm	9	155 ft3
Midsize Jet	Gulfstream	G100/G150	Jet Linx, Magellan, Stratos Jets	2006	541 mph	2550 nm	7	64 ft3
Midsize Jet	Gulfstream	G200/G280	Jet Linx, Stratos Jets	2009	559 mph	3130 nm	8	150 ft3
Midsize Jet	IAI	Astra SPX	Magellan, Stratos Jets	1986	543 mph	2330 nm	7	42 ft3
Midsize Jet	Rockwell	Sabreliner 60	Stratos Jets	1979	492 mph	1841 nm	6	43 ft3
Midsize Jet	Israel Aircraft Industries	Westwind	Stratos Jets	1987	540 mph	2199 nm	6	63 ft3
Super-Midsize Jet	Bombardier	Challenger 300/350	FlexJet, NetJets, VistaJet, XO, Magellan, Stratos Jets	2011	629 mph	3276 nm	8	106 ft3
Super-Midsize Jet	Cessna	Citation X/X+	Wheels Up, XO, Fly Exclusive, Jet Linx, Magellan, Stratos Jets	1996	700 mph	2890 nm	11	72 ft3
Super-Midsize Jet	Cessna	Citation Longitude	NetJets	2019	550 mph	3500 nm	12	112 ft3
Super-Midsize Jet	Dassault	Falcon 20	Magellan, Stratos Jets	1963	552 mph	1200 nm	9	60 ft3
Super-Midsize Jet	Dassault	Falcon 50/EX	Jet Linx, Magellan, Stratos Jets	1976	569 mph	3057 nm	8	115 ft3
Super-Midsize Jet	Dassault	Falcon 2000	Jet Linx	1993	547 mph	2975 nm	8	134 ft3
Super-Midsize Jet	Embraer	Legacy 500/Praetor 600	FlexJet, Magellan, Stratos Jets	2014	624 mph	3112 nm	12	155 ft3

Super-Midsize Jet	Hawker Beechcraft	Hawker 1000/A	Magellan, Stratos Jets	1993	540 mph	2970 nm	8	65 ft3
Super-Midsize Jet	Hawker Beechcraft	Hawker 4000	Jet Linx, Stratos Jets	2008	639 mph	3390 nm	8	108 ft3
Ultra-Long Range Jet	Embraer	Legacy 600/650	Jet Linx, Magellan, Stratos Jets	2002	528 mph	3766 nm	13	286 ft3
Ultra-Long Range Jet	Embraer	Lineage 1000	Stratos Jets	2007	540 mph	5178 nm	14	323 ft3
Ultra-Long Range Jet	Dassault	Falcon 900/B/C/EX	Jet Linx, Magellan, Stratos Jets	1984	564 mph	3590 nm	12	127 ft3
Ultra-Long Range Jet	Dassault	Falcon 2000 DX/EX/LX	Magellan, Stratos Jets	1993	555 mph	4000 nm	12 - 13	131 ft3
Ultra-Long Range Jet	Dassault	Falcon 6X/7x	Magellan	2021	593 mph	5950 nm	12	155 ft3
Ultra-Long Range Jet	Dassault	Falcon 10X	Stratos Jets	2025	704 mph	7500-8055 nm	7	198 ft3
Ultra-Long Range Jet	Bombardier	Challenger 600/601	Magellan, Stratos Jets	1990	528 mph	3912 nm	14	115 ft3
Ultra-Long Range Jet	Bombardier	Challenger 604/605	VistaJet, Jet Linx, Stratos Jets	2012	541 mph	3824 nm	10	115 ft3
Ultra-Long Range Jet	Bombardier	Challenger 650	NetJets, Stratos Jets	2015	541 mph	4000 nm	9	115 ft3
Ultra-Long Range Jet	Bombardier	Challenger 850/870/890	VistaJet, Magellan, Stratos Jets	2006	528 mph	3235 nm	12 - 16	202 ft3
Ultra-Long Range Jet	Bombardier	Global Express/XRS	Flexjet, Jet Linx, Magellan, Stratos Jets	1996	590 mph	6305 nm	13	195 ft3
Ultra-Long Range Jet	Bombardier	Global 5000	NetJets, VistaJet, Jet Linx, Magellan, Stratos Jets	2003	590 mph	4800 nm	13	195 ft3
Ultra-Long Range Jet	Bombardier	Global 5500	Stratos Jets	2020	594 mph	5900 nm	16	195 ft3
Ultra-Long Range Jet	Bombardier	Global 6000	NetJets, VistaJet, Magellan, Stratos Jets	2012	548 mph	6163 nm	13	195 ft3
Ultra-Long Range Jet	Bombardier	Global 7500	NetJets, VistaJet, Stratos Jets	2018	709 mph	7700 nm	17	195 ft3
Ultra-Long Range Jet	Gulfstream	G II	Magellan, Stratos Jets	1966	582 mph	4123 nm	14	157 ft3
Ultra-Long Range Jet	Gulfstream	G III	Magellan, Stratos Jets	1979	577 mph	5070 nm	14	157 ft3
Ultra-Long Range Jet	Gulfstream	G-IV/G-IV-SP	Fly Exclusive, Jet Linx, Magellan, Stratos Jets	1985	581 mph	4091/4220 nm	16	169 ft3
Ultra-Long Range Jet	Gulfstream	G300/G350	Magellan, Stratos Jets	2005	548 mph	3486 nm	14	169 ft3
Ultra-Long Range Jet	Gulfstream	G450	FlexJet, NetJets, Jet Linx, Magellan, Stratos Jets	2005	670 mph	4345 nm	14	169 ft3
Ultra-Long Range Jet	Gulfstream	G500/G550	FlexJet, Magellan, Stratos Jets	2004	585 mph	5200 nm	14 - 16	170 ft3
Ultra-Long Range Jet	Gulfstream	G650	Flexjet, NetJets, Magellan, Stratos Jets	2008	610 mph	7000 nm	19	195 ft3
Ultra-Long Range Jet	Gulfstream	G700	Flexjet, Stratos Jets	2019	690 mph	7500 nm	19	195 ft3
Ultra-Long Range Jet	Gulfstream	GV	Magellan, Stratos Jets	1997	600 mph	6425 nm	13	226 ft3

Silver = Verdencc 2nd Choice

Gold = Verdencc 1st Choice

\*Source: Jet Linx, Stratos Jets, Magellan, Wheels Up, Plane Sense, XO, Fly Exclusive, Net Jets, Flexjet, VistaJet, Grandview, Sherpa Report: Guide to Private Aviation 2021 & Verdencc

### Appendix B: High-Demand Dates and Holiday Periods\*

Description	2024	2025	Description	2024	2025
New Year's Return Travel Day	1/1/24	1/1/25	Easter Monday	4/1/24	4/21/25
New Year's Return Travel Day	1/2/24	1/2/25	Thursday before Memorial Day	5/23/24	5/22/25
New Year's Return Travel Day	1/3/24	1/3/25	Friday before Memorial Day	5/24/24	5/23/25
New Year's Return Travel Day	1/4/24	1/4/25	Sunday of Memorial Day	5/26/24	5/25/25
Thursday before MLK Jr. Day	1/11/24	1/16/25	Memorial Day	5/27/24	5/26/25
Friday before MLK Jr. Day	1/12/24	1/17/25	Last Thursday in June	6/27/24	6/26/25
Day before MLK Jr. Day	1/14/24	1/19/25	Friday before Independence Day	7/28/24	6/27/25
Martin Luther King Jr. Day	1/15/24	1/20/25	Independence Day Return Travel Day	7/7/24	7/6/25
Second Friday in February	2/9/24	2/14/25	Sunday after Independence Day	7/7/24	7/6/25
Second Sunday in February	2/11/24	2/9/25	Friday before Labor Day	8/30/24	9/29/25
Wednesday before President's Day	2/14/24	2/12/25	Labor Day	9/2/24	9/1/25
Thursday before Presidents Day	2/15/24	2/13/25	Thursday before Columbus Day	10/10/24	10/9/25
Friday before Presidents Day	2/16/24	2/14/25	Friday before Columbus Day	10/11/24	10/10/25
Sunday before Presidents Day	2/18/24	2/16/25	Sunday before Columbus Day	10/13/24	10/12/25
Presidents Day	2/19/24	2/17/25	Columbus Day	10/14/24	10/13/25
Tuesday after Presidents Day	2/20/24	2/18/25	Thursday before Thanksgiving	11/21/24	11/20/25
Early Thursday in March	3/7/24	3/6/25	Friday before Thanksgiving	11/22/24	11/21/25
Early Friday in March	3/1/24	3/7/25	Tuesday before Thanksgiving	11/26/24	11/25/25
Early Saturday in March	3/2/24	3/8/25	Wednesday before Thanksgiving	11/27/24	11/26/25
Early Sunday in March	3/3/24	3/9/25	Thanksgiving	11/28/24	11/27/25
Second Thursday in March	3/14/24	3/13/25	Saturday after Thanksgiving	11/30/24	11/29/25
Second Friday in March	3/8/24	3/14/25	Sunday after Thanksgiving	12/1/24	11/30/25
Second Saturday in March	3/9/24	3/15/25	Monday after Thanksgiving	12/2/24	12/1/25
Second Sunday in March	3/10/24	3/16/25	Tuesday after Thanksgiving	12/3/24	12/2/25
Third Thursday in March	3/21/24	3/20/25	Friday Weekend before Christmas	12/20/24	12/19/25
Third Friday in March	3/15/24	3/21/25	Saturday Weekend before Christmas	12/21/24	12/20/25
Third Saturday in March	3/16/24	3/22/25	Wednesday before Christmas	12/18/24	12/17/25
Third Sunday in March	3/17/24	3/23/25	Thursday before Christmas	12/19/24	12/18/25
Fourth Thursday in March	3/28/24	3/27/25	Friday before Christmas	12/20/24	12/19/25
Fourth Friday in March	3/22/24	3/28/25	Christmas Eve	12/24/24	12/24/25
Fourth Saturday in March	3/23/24	3/29/25	Christmas	12/25/24	12/25/25
Fourth Sunday in March	3/24/24	3/30/25	Day after Christmas	12/26/24	12/26/25
Second Friday in April	4/12/24	4/11/25	Monday after Christmas	12/30/24	12/29/25
Second Sunday in April	4/14/24	4/13/25	Weekday after Christmas travel	12/31/24	12/30/25
2 days before Good Friday	3/27/24	4/16/25	Weekday after Christmas travel	12/31/24	12/30/25
Day before Good Friday	3/28/24	4/17/25	Weekday after Christmas travel	1/1/24	12/31/25
Good Friday	3/29/24	4/18/25	New Year's Eve	12/31/24	12/31/25
Easter Sunday	3/31/24	4/20/25			

\*Source: Net Jets, Flexjet, Wheels Up & Verdenca

**Disclaimer:**

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