

# Evolution of the Large Cabin Business Jet Market

FAA Aircraft Type Certificate Development by OEM (1965-2025)

### Type Certificate Legend

**Model Type (Outline color)**

- Clean sheet
- Derivative
- Follow-on
- Commercial designation
- Regional variant
- Future model

**Primary Modification (Fill color)**

- Engines
- Fuselage
- Wing / winglets
- Avionics / flight deck
- Other systems (e.g. fuel tanks, interiors)

**Examples**

- 7X** Clean sheet aircraft
- 50EX** Comm'l designation for 50 upgrade
- G-III** Stretched derivative of G-II-ER
- Legacy 600** Business jet derivative of ERJ-135 RJ

### Aircraft Portfolio Legend

**Model Name**

- \$43M
- 4,600 nm
- 6-8 pax + crew, IFR reserves
- M speed varies by aircraft
- Est. Aircraft Price for next available delivery

**Cabin Volume**

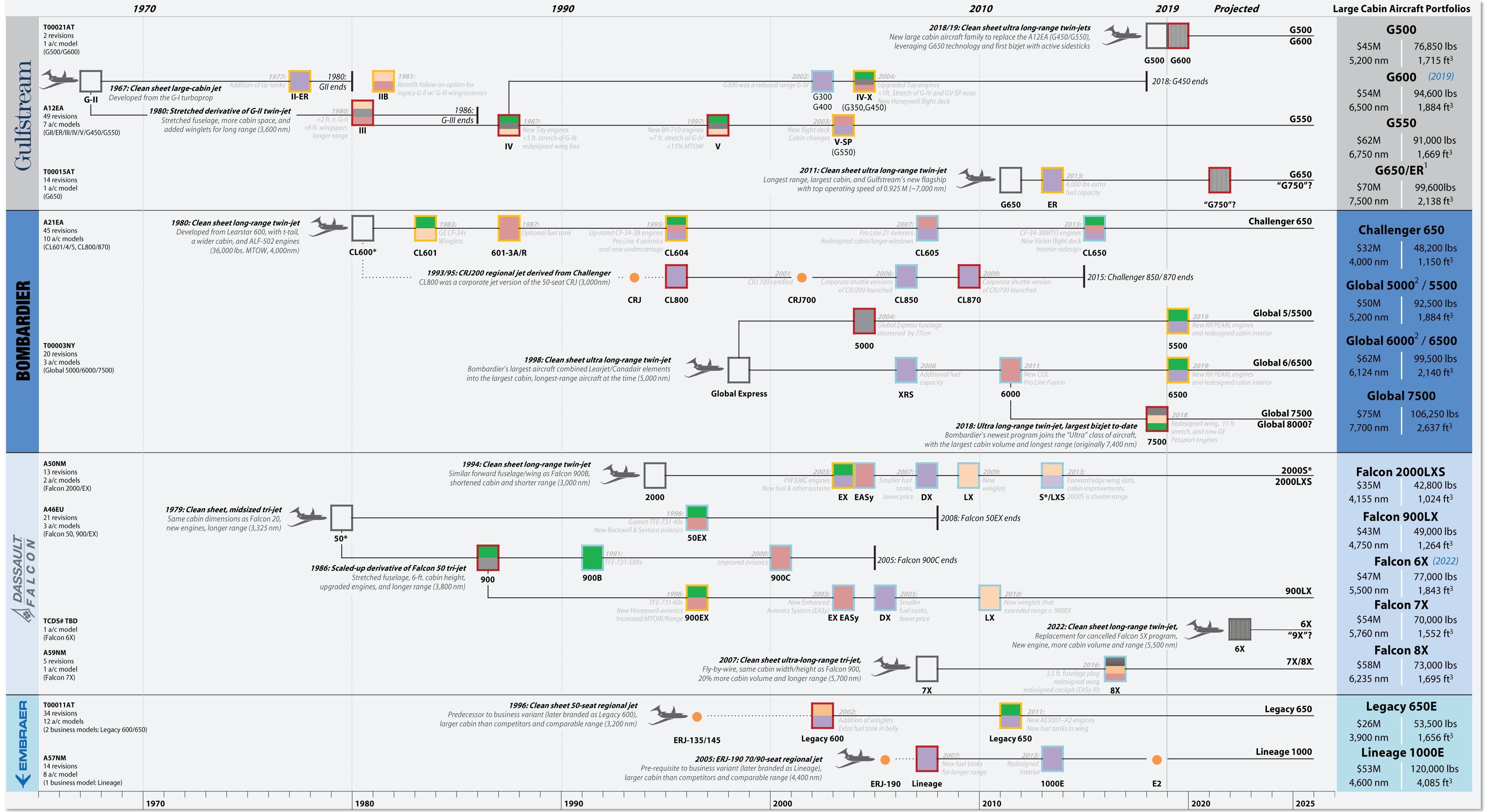
- 49,000 lbs.
- 1,264 cu. ft.
- excluding baggage / cockpit
- Max Takeoff Weight approved for start of takeoff run

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- In 1963, the business jet industry was born with the Learjet 23, but **in 1967 it was Gulfstream (Grumman) that developed the first purpose-built, large-cabin business jet, the G-II**; Gulfstream remained the sole supplier in the segment for almost 20 years, developing the G-II into the G-III, G-IV, & G-V derivatives (re-branded as the G450/G550 family). **In 2011, Gulfstream expanded its portfolio with the clean sheet G650**, establishing the "Ultra" large cabin, long-range segment.
- **In 1980, Bombardier (Canadair) introduced the Challenger 600, derived from the Learstar**, which it developed into a longer-range follow-on in 1995, the CL-604. **In 1998, Bombardier expanded its portfolio with a new ultra long-range, large cabin twin-jet, the Global Express.**
- **In 1986, Dassault entered the large cabin segment with a tri-jet derivative of its smaller Falcon 50, called the Falcon 900**, which is still in production today as the 900LX. **In 1994, it expanded its portfolio with the smaller Falcon 2000 and again in 2007 with the new flagship Falcon 7X**, which it further modified & branded as the 8X.
- **In 2002, Embraer entered the large cabin market with the Legacy 600**, derived from its successful 40-seat ERJ-135/145 regional jet family. **In 2007, Embraer pushed further upmarket with the Lineage 1000**, derived from its 90-seat E-190 regional jet family, which offered the most cabin space for its class/price.
- Today, Gulfstream is refreshing its portfolio with the G500 and G600 in 2018/19, Bombardier with the Global 7500 in 2018 and a refresh of the Global 5/6000 in 2019, and Dassault with the new Falcon 6X in 2022.