

State of the Canadian Aircraft Market

2024 EDITION



Levaero
AVIATION



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Note:

All figures presented in the report are as of January 1 of each year, unless otherwise noted.

Welcome to Levaero Aviation. Your one-stop solution for all of your aircraft sales and acquisition needs. With nearly 28 years of experience in the industry, our team of experts has built a reputation for exceptional service and remarkable results. Our collective experience has allowed our team to build a strong and dependable global network. We assist our clients in identifying the ideal aircraft to meet their requirements, and achieving maximum returns when selling their aircraft. Whether you are a business leader, an owner-pilot, or first-time aircraft buyer, we have more than 75 years of combined experience helping people just like you!

So why choose Levaero? It's simple. We have a deep understanding of the aviation industry and are dedicated to providing you with unparalleled service and support every step of the way. With Levaero, you can trust that you have the right people in your corner to help achieve your aircraft sales and acquisition goals. From initial consultations to final negotiations, Levaero Aviation has the expertise and resources to guide you through the buying and selling process seamlessly.





Welcome to the latest edition of Levaero Aviation's Canadian Aircraft Market Report. In an industry built on precision and foresight, staying ahead of market trends is critical. For nearly 28 years, Levaero Aviation has been a trusted advisor in business aviation, helping clients navigate the complexities of aircraft ownership, transactions, and market dynamics. This year's report continues that tradition, providing a comprehensive analysis of aircraft activity across Canada — including transaction trends, inventory levels, and the broader economic forces shaping the sector.

The 2024 Market Report focuses exclusively on in-production aircraft that have transacted throughout the year — whether the transaction occurred out of Canada, into Canada, or within Canada. This targeted scope provides a clear view of the current landscape and meaningful benchmark for aircraft owners and prospective buyers alike.

The current market brings a new level of uncertainty. While business aviation remains essential, external pressures are mounting. Potential tariffs on aircraft and key materials could introduce significant cost challenges, altering acquisition strategies and reshaping market demand. Meanwhile, Canada has experienced a change in federal leadership, adding another layer of unpredictability to aviation policy. These shifting dynamics make it more critical than ever for industry stakeholders to stay informed and prepared.

At the same time, we are witnessing a market correction. After years of historically low pre-owned inventory and surging demand, supply levels are rising, aircraft are spending more time on the market, and pricing is stabilizing. While this normalization benefits buyers by providing more options, sellers must adjust

expectations as the market finds its new equilibrium. However, this shift must be considered alongside continued external challenges — most notably in Canada, the punitive Luxury Tax, which remains a major disadvantage for Canadian buyers and businesses. While other nations actively support their aviation sectors, this tax discourages investment and growth in aircraft owners that is vital to Canada's economic success.

Despite these challenges, one fact remains: Canada depends on business aviation. With a vast geography, remote businesses, and dispersed economic hubs, business aircraft are not a luxury — they are a necessity. Canada continues to have one of the highest concentrations of private aircraft per capita in the world, underscoring their essential role in business operations, supply chains, and economic connectivity.

At Levaero Aviation, we remain committed to providing clear, strategic guidance to help our clients navigate these changes with confidence. Whether you are acquiring, selling, or refining your fleet strategy, our expertise ensures you have the insights needed to make informed decisions.

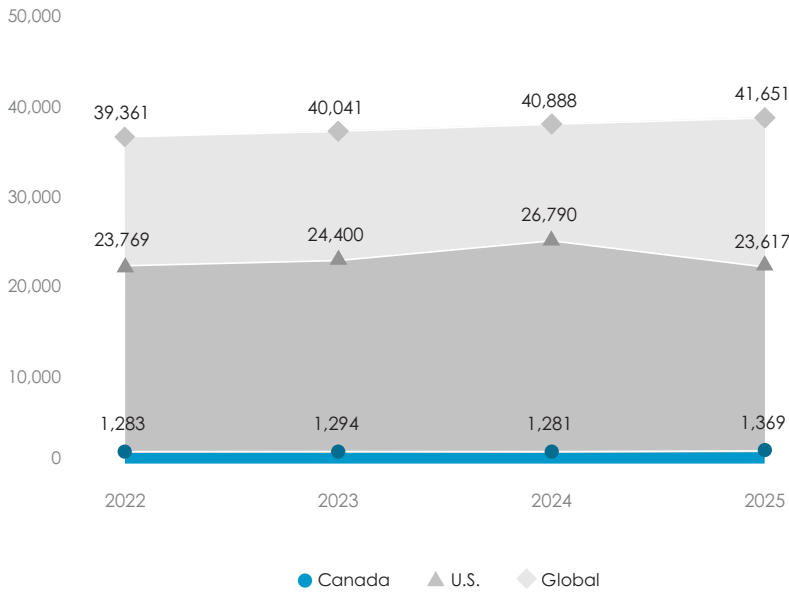
We hope this report serves as a valuable resource as you evaluate today's evolving business aviation landscape.

Stan Kuliavas
Stan Kuliavas

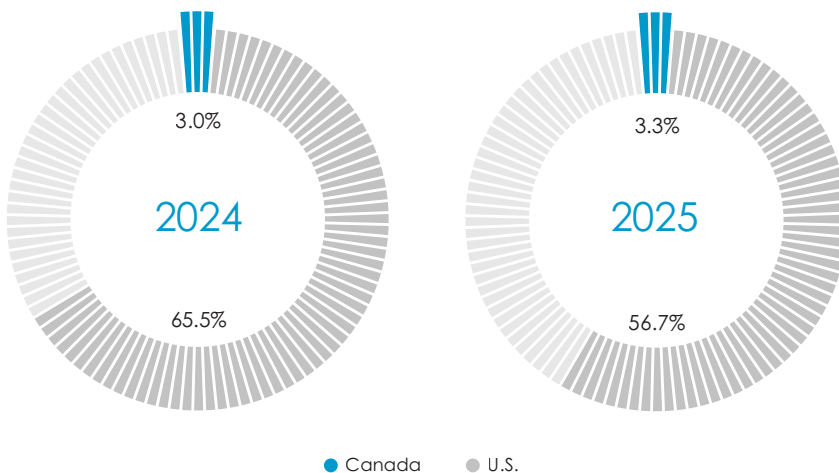


Aircraft Sales Data

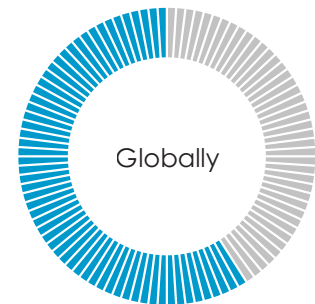
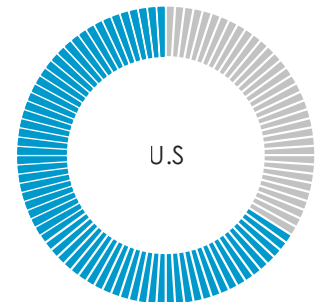
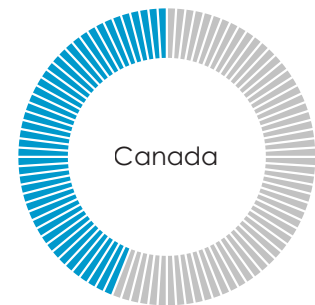
Number of Aircraft Registered in Canada, U.S. & Globally



Share of Global Fleet Registered in Canada & U.S. (2024 vs. 2025)

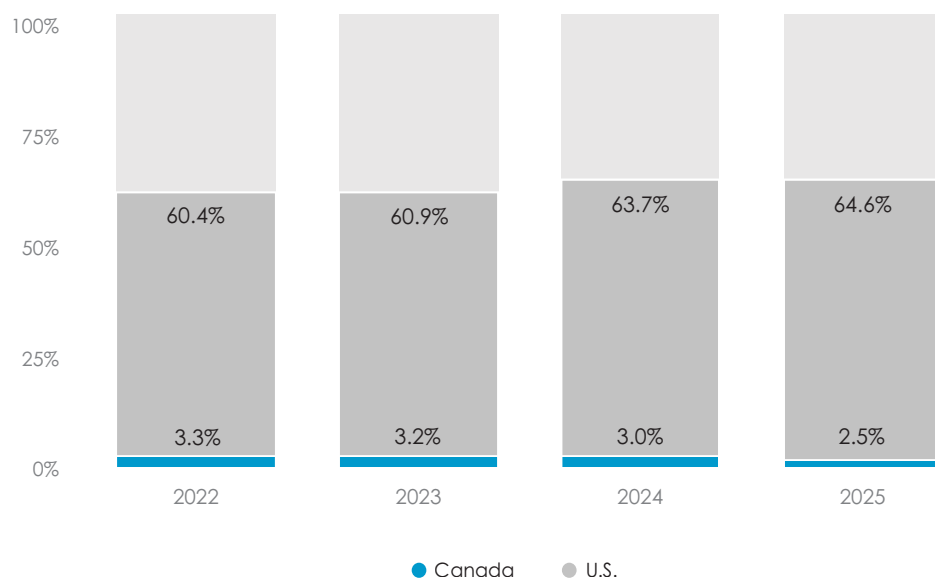


Share of Aircraft Registered by Aircraft Type in Canada, U.S. & Globally in 2025

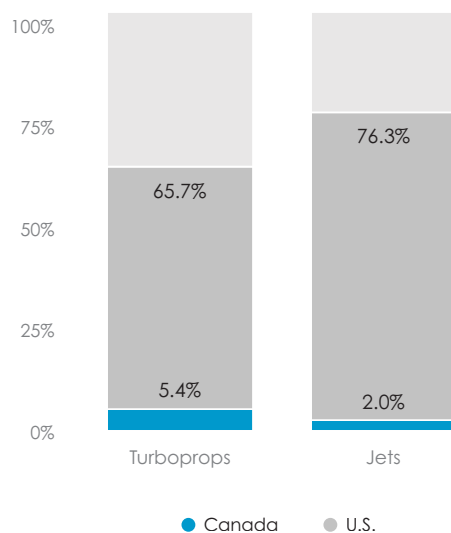


Share of Global Inventory For Sale in Canada & U.S

*As of February 26, 2025.

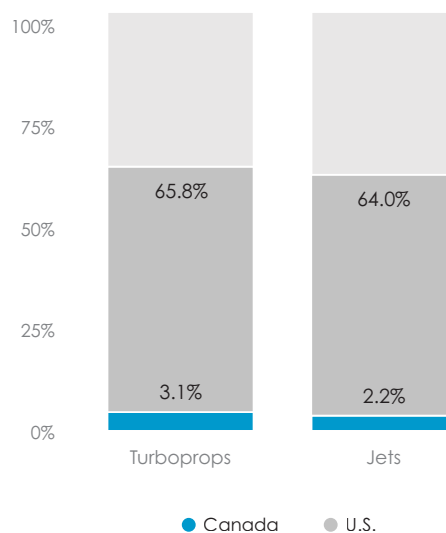


Percent of Global Inventory For Sale in Canada & U.S. by Aircraft Type in 2024



Percent of Global Inventory For Sale in Canada & U.S. by Aircraft Type in 2025

*As of February 26, 2025.

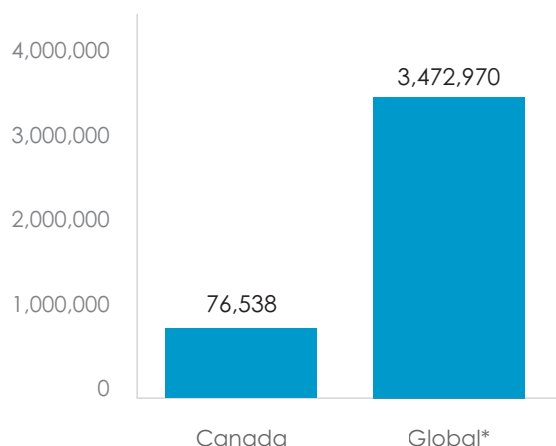


JET MARKET



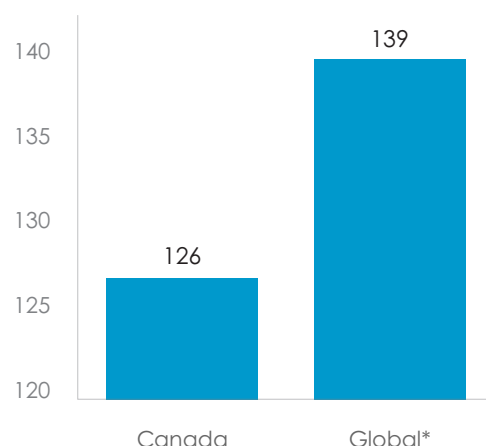
Jet Market Summary

Estimated Annual Fleet Hours



*Global figure includes Canadian hours.

Estimated Average Annual Fleet Hours per Aircraft



*Global figure includes Canadian aircraft.

Where Canadian Jets Actually Fly

Top 20 City Pairs by Annual Flight Activity

Rank	Route	Flights/yr	Distance (nm)
1	KTEB - CYYZ	426	300
2	CYYZ - KTEB	418	300
3	CYLW - CYYC	407	216
4	CYYC - CYLW	393	216
5	CYEG - CYYC	346	133
6	CYYC - CYEG	330	133
7	CYUL - CYYZ	320	274
8	CYYZ - CYUL	314	274
9	CYLW - CYVR	270	155
10	CYVR - CYLW	237	155

Rank	Route	Flights/yr	Distance (nm)
11	CYYC - CYVR	225	372
12	CYVR - CYYC	220	372
13	CYUL - KTEB	206	278
14	KTEB - CYUL	205	278
15	CYUL - CYQB	189	126
16	CYEG - CYLW	183	296
17	CYLW - CYEG	176	296
18	CYOW - CYYZ	160	197
19	CYYC - KPSP	157	1,042
20	CYEG - CYVR	151	438

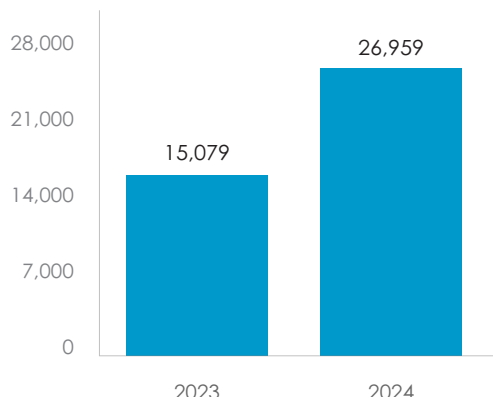
Bombardier Challenger 3500

Aircraft Description

The latest in the line of Bombardier's successful Challenger family of aircraft, the Challenger 3500 combines impressive performance and reliability with an elevated passenger experience. Features include Bombardier's patented Nuage zero-gravity seats, sustainability-focused design, and signature smooth ride – making this aircraft a popular choice with charter operators and corporate flight departments.



Global Annual Fleet Hours



42.0% of the fleet is LADD-enrolled; flight hours may be underreported.

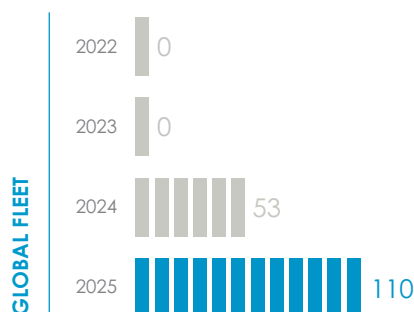
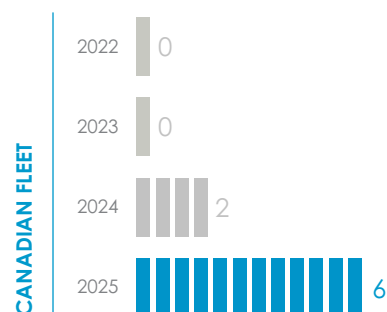
Aircraft Overview

Production Years:	2021-Present
Category:	Super-Midsize Jet
Max Passengers:	Up to 10
Max Range:	3,400 nm
Global Fractional Percent:	19.8%
Aircraft for Sale:	0

Residual Value

	Price When New	Current Retail Value	Depreciation Rate	Retention Rate
Original Model Year	\$23,850,000	\$20,240,901	-15.1%	84.9%
5-Year-Old Model	-	-	-	-
3-Year-Old Model	-	-	-	-

Transaction Summary



3

Canadian Transactions in 2023

4

Canadian Transactions in 2024

Average Days on Market

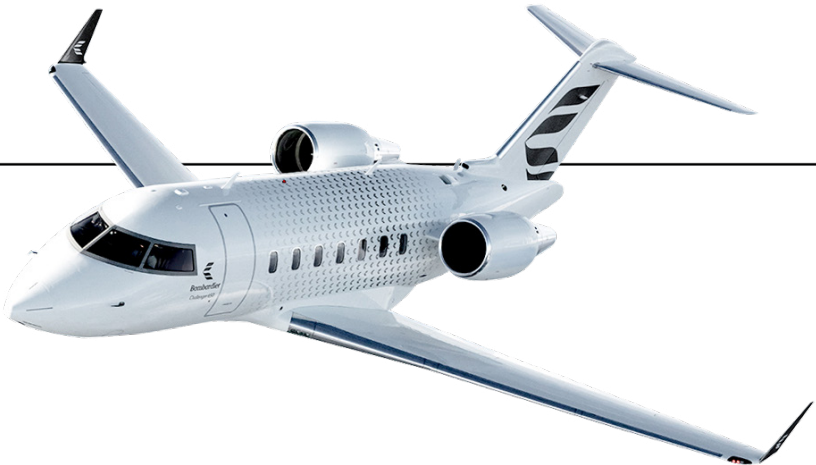
23 days
Sold Aircraft

— Aircraft for Sale

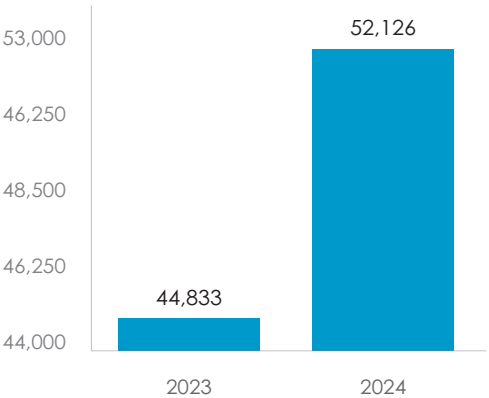
Bombardier Challenger 650

Aircraft Description

With its signature smooth ride and wide cabin, combined with low direct operating costs, the Challenger 650 is popular with both passengers and charter operators. The aircraft is equipped with Bombardier's Vision flight deck, featuring synthetic vision, and offers an extremely high dispatch reliability rate of 99.9% with over five million flight hours flown.



Global Annual Fleet Hours



37.8% of the fleet is LADD-enrolled; flight hours may be underreported.

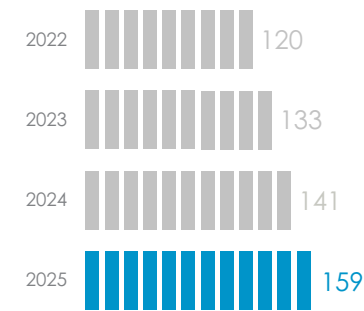
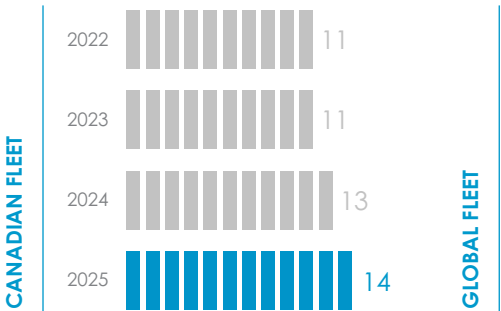
Aircraft Overview

Production Years:	2015-Present
Category:	Large Jet
Max Passengers:	12
Max Range:	4,000 nm
Global Fractional Percent:	34.6%
Aircraft for Sale:	3

Residual Value

	Price When New	Current Retail Value	Depreciation Rate	Retention Rate
Original Model Year	\$32,350,000	\$14,418,854	-55.4%	44.6%
5-Year-Old Model	\$31,421,250	\$18,000,615	-42.7%	57.3%
3-Year-Old Model	\$31,166,667	\$20,802,036	-33.3%	66.7%

Transaction Summary



4
Canadian
Transactions
in 2023

2
Canadian
Transactions
in 2024

Average Days
on Market

109 days
Sold Aircraft

Aircraft for Sale

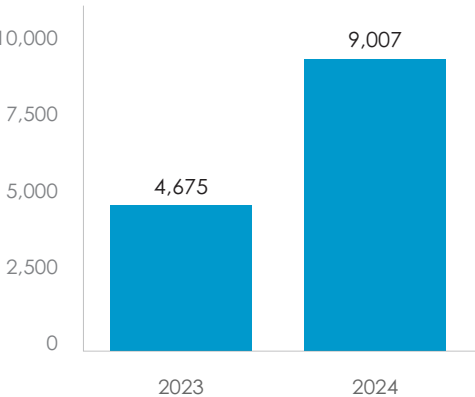
Bombardier Global 6500



Aircraft Description

With purpose-built Rolls-Royce Pearl 15 engines for greater efficiency, advanced wing design and Bombardier's new Nuage seats, the ultra-long-range Global 6500 also offers a comprehensive avionics suite in Bombardier's Vision flight deck. Achieving a top speed of Mach 0.9, the Global 6500 can also access shorter airfields with steep approaches, including London City.

Global Annual Fleet Hours



64.6% of the fleet is LADD-enrolled; flight hours may be underreported.

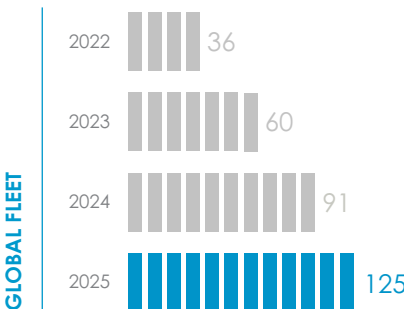
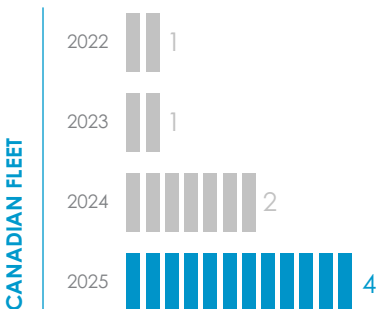
Aircraft Overview

Production Years:	2019-Present
Category:	Long Range Jet
Max Passengers:	17
Max Range:	6,600 nm
Global Fractional Percent:	1.9%
Aircraft for Sale:	5

Residual Value

	Price When New	Current Retail Value	Depreciation Rate	Retention Rate
Original Model Year	\$52,000,000	\$28,585,730	-45.0%	55.0%
5-Year-Old Model	\$52,000,000	\$28,585,730	-45.0%	55.0%
3-Year-Old Model	\$55,166,667	\$41,363,551	-25.0%	75.0%

Transaction Summary



2
Canadian Transactions in 2023

4
Canadian Transactions in 2024

Average Days on Market

247 days
Sold Aircraft

239 days
Aircraft for Sale

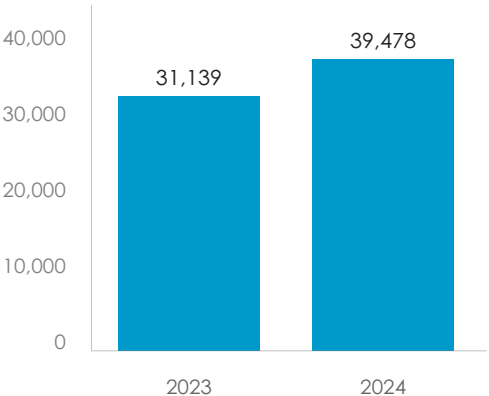
Bombardier Global 7500

Aircraft Description

Canadian manufacturer Bombardier's flagship aircraft, the ultra-long-range Global 7500, features a pair of GE Passport engines that enable it to reach a top speed of Mach 0.925. With a range of 7,700 nautical miles, passengers fly in ultimate comfort and luxury with four true cabin living zones. In December 2024, Bombardier marked the delivery of the 200th Global 7500 aircraft.



Global Annual Fleet Hours



63.4% of the fleet is LADD-enrolled; flight hours may be underreported.

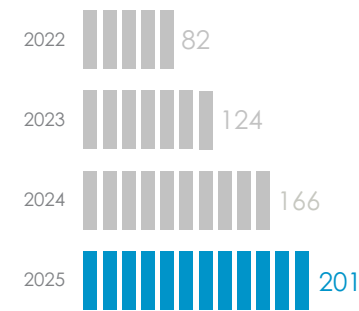
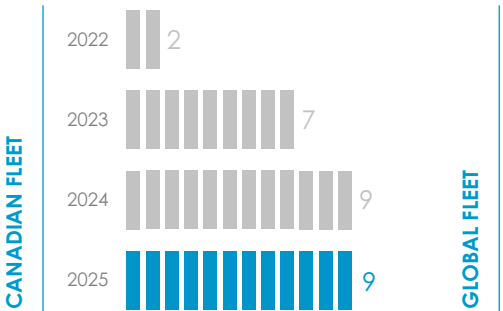
Aircraft Overview

Production Years:	2018-Present
Category:	Long Range Jet
Max Passengers:	19
Max Range:	7,700 nm
Global Fractional Percent:	8.5%
Aircraft for Sale:	8

Residual Value

	Price When New	Current Retail Value	Depreciation Rate	Retention Rate
Original Model Year	\$72,800,000	\$51,758,280	-28.9%	71.1%
5-Year-Old Model	\$72,400,000	\$56,519,308	-21.9%	78.1%
3-Year-Old Model	\$75,000,000	\$59,139,348	-21.2%	78.9%

Transaction Summary



4
Canadian
Transactions
in 2023

2
Canadian
Transactions
in 2024

Average Days
on Market

69 days
Sold Aircraft

169 days
Aircraft for Sale

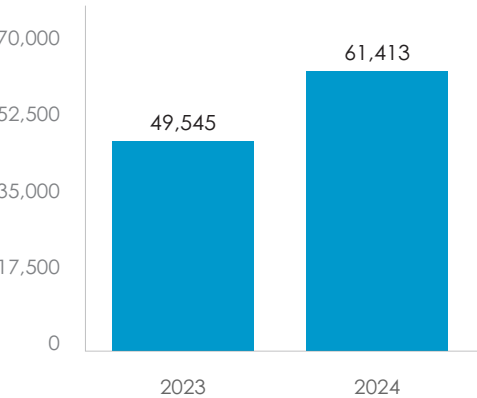
Cessna Citation CJ3+



Aircraft Description

Introduced in 2014, the Citation CJ3+ offers Garmin G3000 avionics and increased range over the original CJ3 model. It is powered by two Williams International FJ44-3A engines and has a maximum range of 2,040 nautical miles. The Citation CJ3 Gen 2 made its debut in 2023, offering a redesigned cabin with upgraded seating and storage. In the cockpit, the Garmin G3000 avionics suite delivers large LCD displays and modern functionality.

Global Annual Fleet Hours



23.8% of the fleet is LADD-enrolled; flight hours may be underreported.

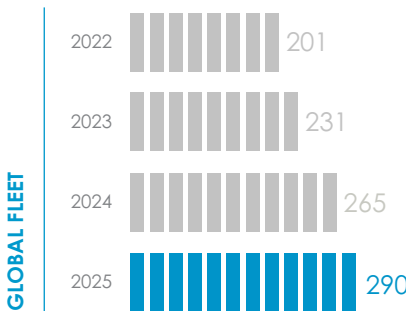
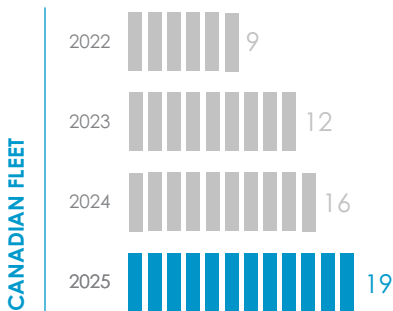
Aircraft Overview

Production Years:	2014-2024
Category:	Light Jet
Max Passengers:	9 + 1 pilot
Max Range:	2,040 nm
Global Fractional Percent:	9.0%
Aircraft for Sale:	11

Residual Value

	Price When New	Current Retail Value	Depreciation Rate	Retention Rate
Original Model Year	\$8,400,000	\$6,503,883	-22.6%	77.4%
5-Year-Old Model	\$8,560,000	\$7,329,303	-14.4%	85.6%
3-Year-Old Model	\$9,440,000	\$8,513,001	-9.8%	90.2%

Transaction Summary



4

Canadian
Transactions
in 2023

5

Canadian
Transactions
in 2024

Average Days
on Market

125 days
Sold Aircraft

123 days
Aircraft for Sale

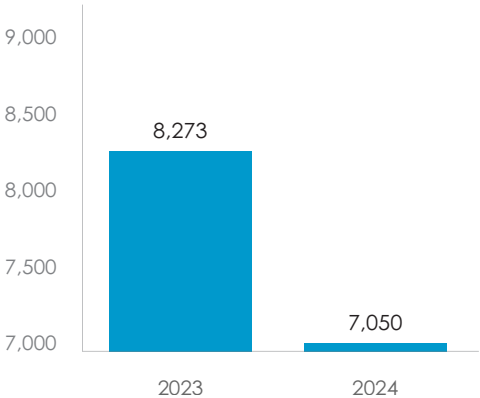
Dassault Falcon 2000LXS

Aircraft Description

Nearly 700 Falcon 2000 series aircraft are in operation, with each iteration building on the platform's strengths. The 8 to 10 passenger Falcon 2000LXS offers a 4,000 nautical mile range and is certified to a maximum altitude of 47,000 feet. Passengers control cabin management solutions with their hand-held devices, while pilots appreciate the EASy flight deck, packed with features to enhance teamwork and situational awareness. Plus, the Falcon 2000LXS is certified for steep approach airports, including London City.



Global Annual Fleet Hours



71.4% of the fleet is LADD-enrolled; flight hours may be underreported.

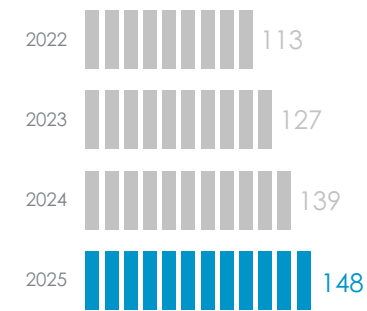
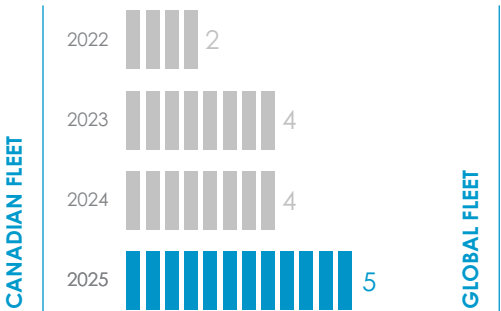
Aircraft Overview

Production Years:	2013-Present
Category:	Super-Midsize Jet
Max Passengers:	Up to 10
Max Range:	4,000 nm
Global Fractional Percent:	0.0%
Aircraft for Sale:	6

Residual Value

	Price When New	Current Retail Value	Depreciation Rate	Retention Rate
Original Model Year	\$32,600,000	\$17,131,987	-47.5%	52.6%
5-Year-Old Model	\$34,587,500	\$24,642,095	-28.8%	71.3%
3-Year-Old Model	\$34,712,500	\$27,277,603	-21.4%	78.6%

Transaction Summary



0

Canadian Transactions in 2023

1

Canadian Transactions in 2024

Average Days on Market

141 days

Sold Aircraft

113 days

Aircraft for Sale

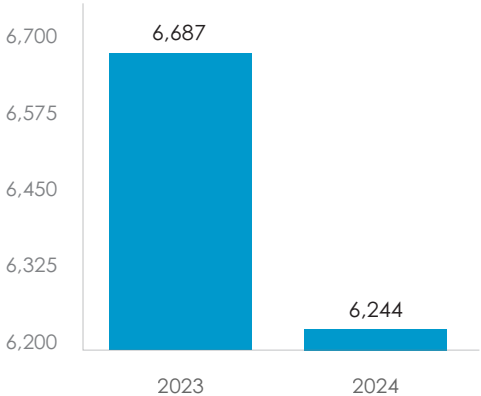
Dassault Falcon 900LX

Aircraft Description

Powered by three Honeywell TFE731-60 engines, the Falcon 900LX carries 12 to 14 passengers with a maximum range of 4,750 nautical miles. Featuring the EASy II Flight Deck with Honeywell Primus Epic avionics system, the Falcon 900LX also boasts three separate lounge areas for work, relaxation and rest – with the quietest cabin in the 900 Series.



Global Annual Fleet Hours



67.0% of the fleet is LADD-enrolled; flight hours may be underreported.

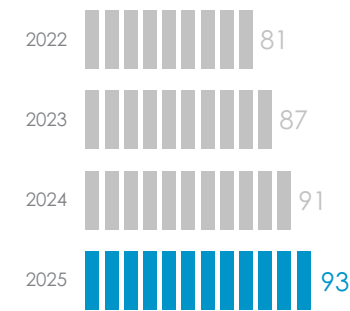
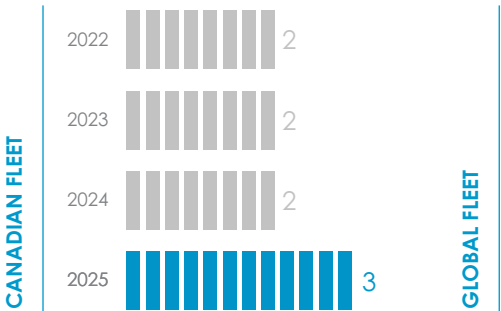
Aircraft Overview

Production Years:	2010-Present
Category:	Long Range Jet
Max Passengers:	Up to 14
Max Range:	4,750 nm
Global Fractional Percent:	1.1%
Aircraft for Sale:	4

Residual Value

	Price When New	Current Retail Value	Depreciation Rate	Retention Rate
Original Model Year	\$42,400,000	\$18,091,023	-57.3%	42.7%
5-Year-Old Model	\$43,700,000	\$28,181,116	-35.5%	64.5%
3-Year-Old Model	\$43,250,000	\$32,293,326	-25.3%	74.7%

Transaction Summary



0
Canadian
Transactions
in 2023

1
Canadian
Transactions
in 2024

Average Days
on Market

181 days
Sold Aircraft

131 days
Aircraft for Sale

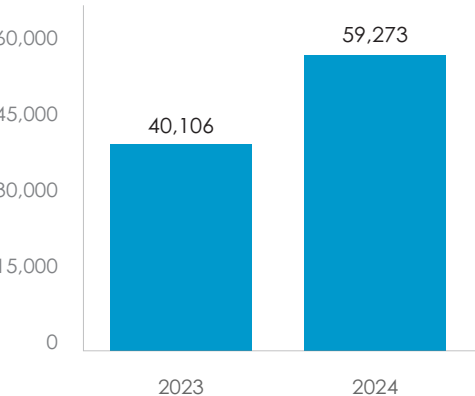
Embraer Phenom 300E

Aircraft Description

Powered by two Pratt & Whitney PW535E1 engines, the Phenom 300E offers steep approach capability and features the Garmin G3000 Prodigy Touch Flight Deck. Embraer bills it as the world's fastest and longest-ranged single-pilot aircraft, capable of speeds up to Mach 0.80. The 300E model descends from the original Phenom 300, first certified in 2009.



Global Annual Fleet Hours



35.2% of the fleet is LADD-enrolled; flight hours may be underreported.

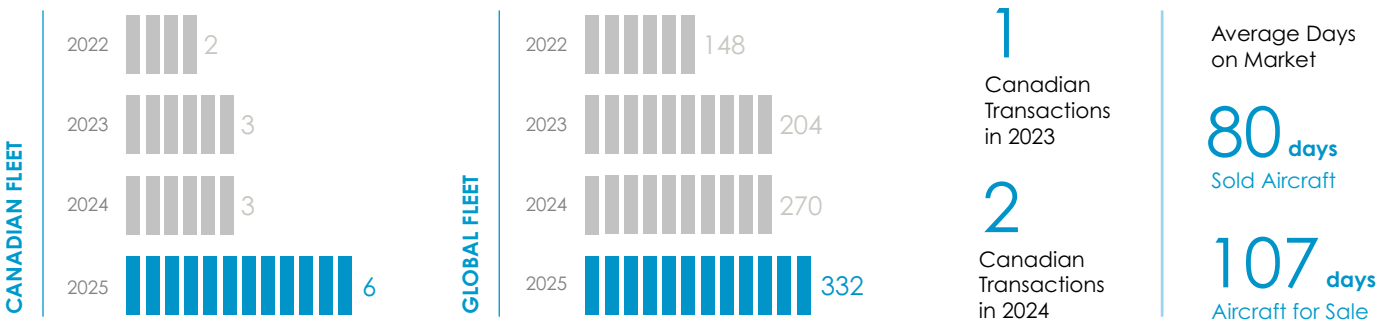
Aircraft Overview

Production Years:	2018-Present
Category:	Light Jet
Max Passengers:	10 + 1 pilot
Max Range:	2,010 nm
Global Fractional Percent:	13.9%
Aircraft for Sale:	8

Residual Value

	Price When New	Current Retail Value	Depreciation Rate	Retention Rate
Original Model Year	\$9,450,000	\$10,156,838	+7.5%	107.5%
5-Year-Old Model	\$9,391,667	\$10,780,341	+14.8%	114.8%
3-Year-Old Model	\$9,708,333	\$11,650,221	+20.0%	120.0%

Transaction Summary



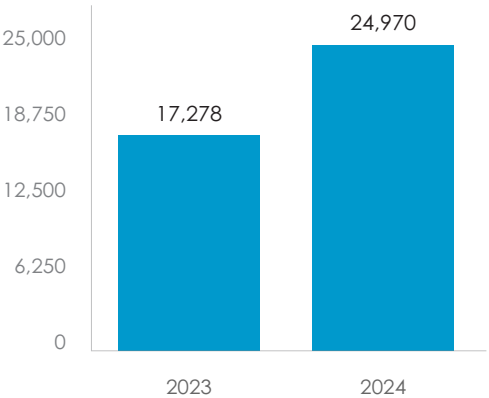
Embraer Praetor 600

Aircraft Description

Brazilian OEM Embraer emphasizes capability and flexibility with its Praetor 600, featuring a roomy cabin that is thoughtfully designed for the ultimate in passenger comfort. Its ultra-quiet cabin boasts lightning-fast connectivity for working or relaxing, fully flat berthable seating, a stand-up cabin with flat floor, wet galley and active turbulence reduction.



Global Annual Fleet Hours



43.9% of the fleet is LADD-enrolled; flight hours may be underreported.

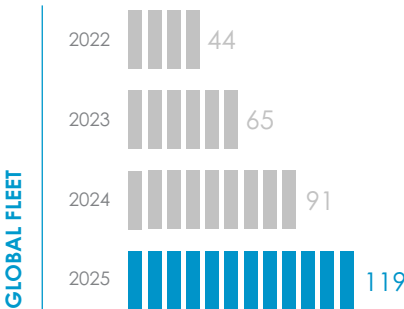
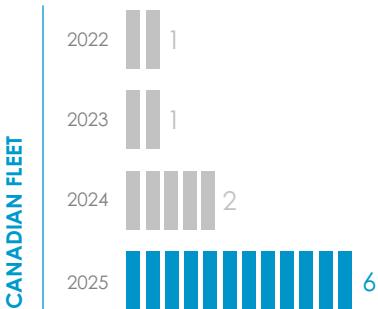
Aircraft Overview

Production Years:	2019-Present
Category:	Super-Midsize Jet
Max Passengers:	Up to 12
Max Range:	4,018 nm
Global Fractional Percent:	13.4%
Aircraft for Sale:	5

Residual Value

	Price When New	Current Retail Value	Depreciation Rate	Retention Rate
Original Model Year	\$20,995,000	\$19,016,400	-9.4%	90.6%
5-Year-Old Model	\$20,995,000	\$19,016,400	-9.4%	90.6%
3-Year-Old Model	\$21,329,167	\$20,799,251	-2.5%	97.5%

Transaction Summary



1
Canadian
Transactions
in 2023

2
Canadian
Transactions
in 2024

Average Days
on Market

360 days
Sold Aircraft

158 days
Aircraft for Sale

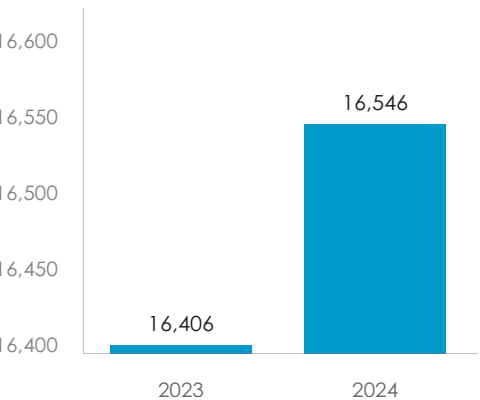
Gulfstream G280

Aircraft Description

The Gulfstream G280 is a two-pilot business jet that is certified for steep-approach operations. It can reach maximum speeds of Mach 0.85 and offers standard autothrottle and autobraking systems. Configurations include a galley, baggage compartment and lavatory with a full-size closet.



Global Annual Fleet Hours



62.5% of the fleet is LADD-enrolled; flight hours may be underreported.

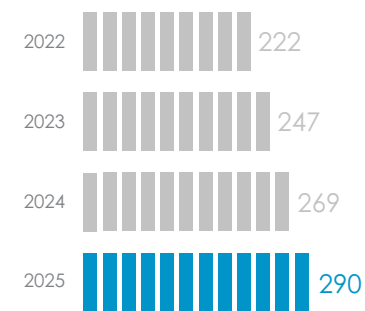
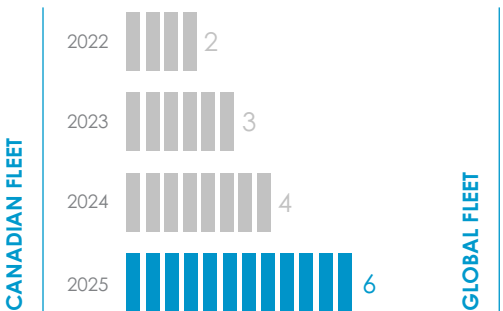
Aircraft Overview

Production Years:	2012-Present
Category:	Super-Midsize Jet
Max Passengers:	10
Max Range:	3,600 nm
Global Fractional Percent:	2.1%
Aircraft for Sale:	12

Residual Value

	Price When New	Current Retail Value	Depreciation Rate	Retention Rate
Original Model Year	\$24,000,000	\$12,067,250	-49.7%	50.3%
5-Year-Old Model	\$23,937,500	\$16,661,955	-30.4%	69.6%
3-Year-Old Model	\$24,083,333	\$18,585,393	-22.8%	77.2%

Transaction Summary



1
Canadian
Transactions
in 2023

2
Canadian
Transactions
in 2024

Average Days
on Market

114 days
Sold Aircraft

152 days
Aircraft for Sale

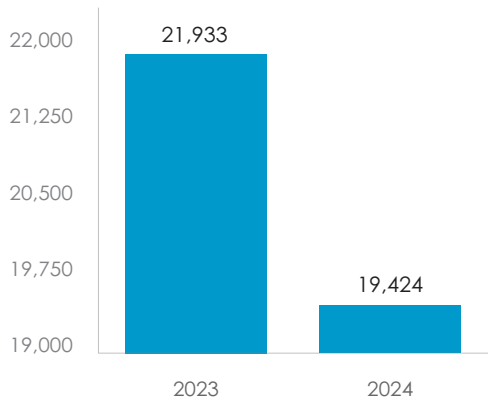
HondaJet Elite

Aircraft Description

The HondaJet Elite represents the first major upgrade package to the original HA-420 HondaJet, known for its unique design featuring an over-the-wing engine mount configuration. The Elite package increases the jet's range by 17 percent, allows for a shorter takeoff roll, and incorporates avionics improvements. Most recently, the Elite II model was announced in October 2022. It features an upgraded interior and updated avionics, an expanded range of 1,547 nautical miles, and increased fuel capacity, among other improvements.



Global Annual Fleet Hours



21.8% of the fleet is LADD-enrolled; flight hours may be underreported.

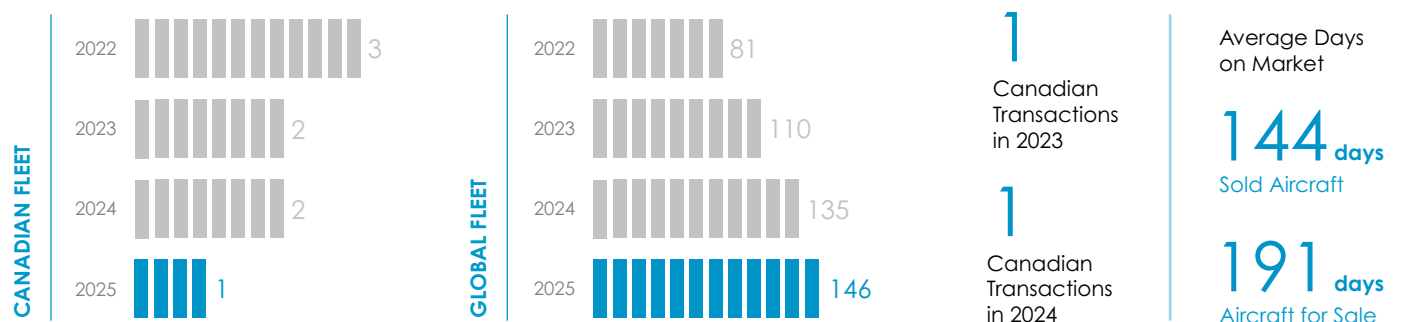
Aircraft Overview

Production Years:	2019-Present
Category:	Very Light Jet
Max Passengers:	7 + 1 pilot
Max Range:	1,437 nm
Global Fractional Percent:	2.1%
Aircraft for Sale:	16

Residual Value

	Price When New	Current Retail Value	Depreciation Rate	Retention Rate
Original Model Year	\$5,250,000	\$3,366,539	-35.9%	64.1%
5-Year-Old Model	\$5,250,000	\$3,366,539	-35.9%	64.1%
3-Year-Old Model	\$5,630,000	\$4,364,376	-22.5%	77.5%

Transaction Summary



Pilatus PC-24

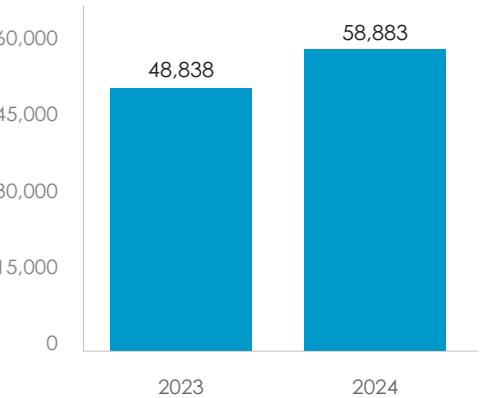


Aircraft Description

With the PC-24 Super Versatile Jet, Pilatus goes where no business jet has gone before. PC-12 customers asked the OEM for a jet that could do everything the single-engine turboprop could do, while going faster and farther. The PC-24 is the result. Since it was introduced in 2018 (2019 in Canada), the PC-24 has earned accolades for its ability to access nearly 20,000 unpaved runways around the world - double the number of any other business jet. Keeping versatility at the forefront, the PC-24 is quickly reconfigured for a variety of missions, including air ambulance. It offers a flat floor and the roomiest

cabin in its class. Owners can choose from a variety of bespoke interior configurations crafted by BMW Designworks. Certified for single-pilot operation, the PC-24's Advanced Cockpit Environment sets the standard for high-tech simplicity. Significant product enhancements were incorporated in 2024, including increased payload, more range, as well as cabin improvements.

Global Annual Fleet Hours



30.8% of the fleet is LADD-enrolled; flight hours may be underreported.

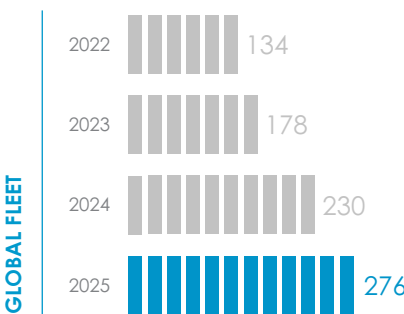
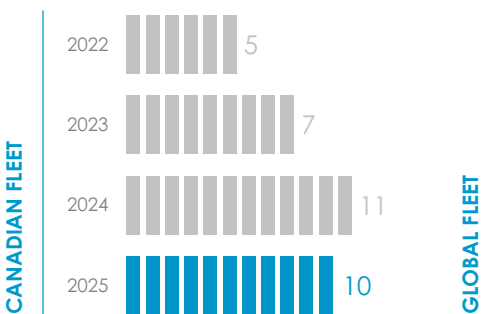
Aircraft Overview

Production Years:	2018-Present
Category:	Light Jet
Max Passengers:	11 + 1 pilot
Max Range:	2,040 nm
Global Fractional Percent:	11.6%
Aircraft for Sale:	16

Residual Value

	Price When New	Current Retail Value	Depreciation Rate	Retention Rate
Original Model Year	\$8,900,000	\$9,060,726	+1.8%	101.8%
5-Year-Old Model	\$9,500,000	\$9,538,014	+0.4%	100.4%
3-Year-Old Model	\$11,245,800	\$10,693,082	-4.9%	95.1%

Transaction Summary



6
Canadian
Transactions
in 2023

4
Canadian
Transactions
in 2024

Average Days
on Market

139 days
Sold Aircraft

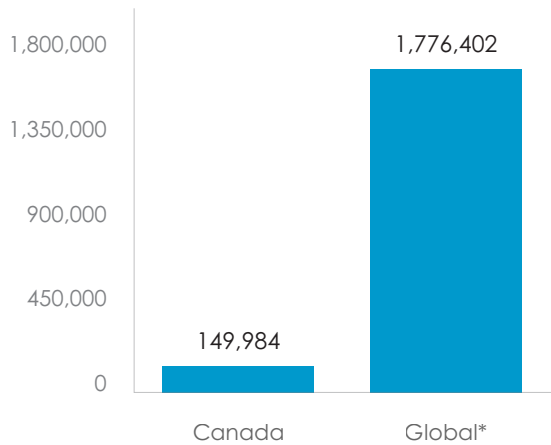
196 days
Aircraft for Sale

TURBOPROP MARKET



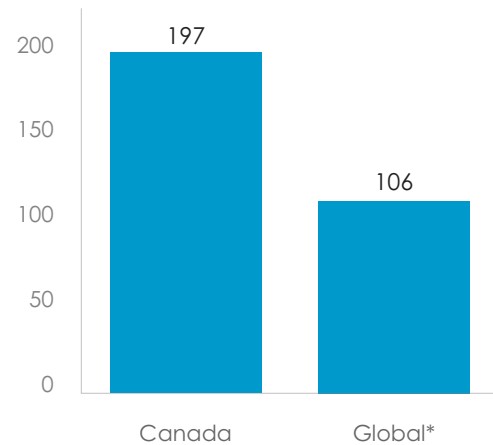
Turboprop Market Summary

Estimated Annual Fleet Hours



*Global figure includes Canadian hours.

Estimated Average Annual Fleet Hours per Aircraft



*Global figure includes Canadian aircraft.

Where Canadian Turboprops Actually Fly

Top 20 City Pairs by Annual Flight Activity

Rank	Route	Flights/yr	Distance (nm)
1	CYXL - CYQT	1,592	716
2	CYQT - CYXL	1,429	146
3	CYPG - CYPG	1,356	-
4	CYWG - CYTH	901	355
5	CYQU - CYEG	862	218
6	CYMM - CYEG	821	217
7	CYTH - CYWG	778	355
8	CYTS - CYMO	768	166
9	CYEG - CYMM	759	217
10	CYEG - CYQU	730	218

Rank	Route	Flights/yr	Distance (nm)
11	CYQT - CYQT	698	-
12	CYWG - CYWG	682	-
13	CYYC - CYXH	679	142
14	CYXH - CYYC	676	142
15	CYMO - CYTS	658	166
16	CYEG - CYYC	656	133
17	CYQB - CYHU	634	114
18	CYSB - CYTS	622	119
19	CYYC - CYEG	621	133
20	CYTS - CYSB	616	119

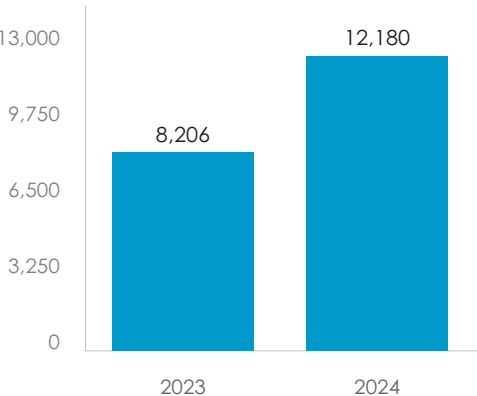
Beechcraft King Air 360/360C

Aircraft Description

The Beechcraft King Air, now produced by Textron Aviation, is popular with Canadian operators for a variety of mission types, from executive transport, to medevac, to patrol. It, too, has evolved over its nearly six decades of operation. The King Air 360 models feature advanced avionics and constant speed, fully reversing propellers.



Global Annual Fleet Hours



21.9% of the fleet is LADD-enrolled; flight hours may be underreported.

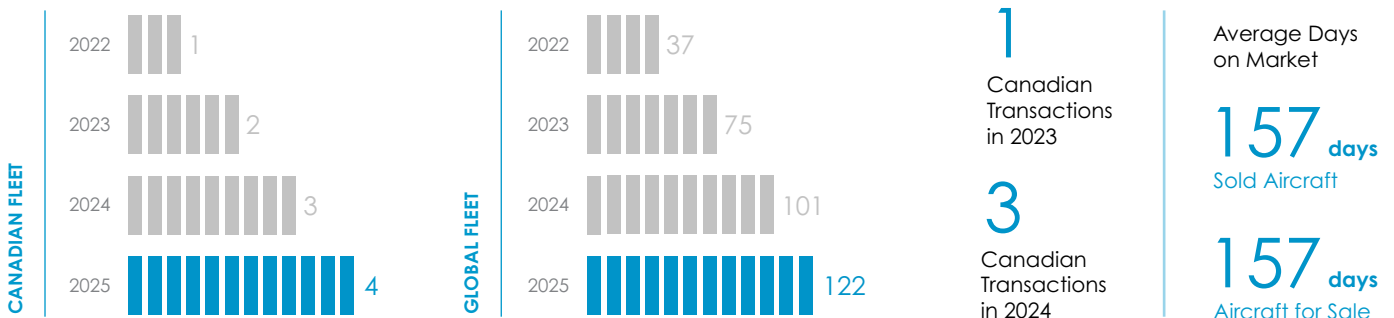
Aircraft Overview

Production Years:	2019-Present
Category:	Medium Turboprop
Max Passengers:	10 + 1 pilot
Max Range:	1,806 nm
Global Fractional Percent:	0.0%
Aircraft for Sale:	5

Residual Value

	Price When New	Current Retail Value	Depreciation Rate	Retention Rate
Original Model Year	\$7,755,000	\$5,568,394	-28.2%	71.8%
5-Year-Old Model	\$7,755,000	\$5,568,394	-28.2%	71.8%
3-Year-Old Model	\$7,900,000	\$7,053,120	-10.7%	89.3%

Transaction Summary



1

Canadian Transactions in 2023

3

Canadian Transactions in 2024

Average Days on Market

157 days

Sold Aircraft

157 days

Aircraft for Sale

Cessna Caravan 208

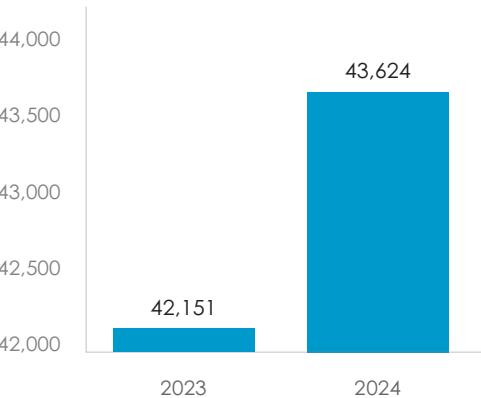


Aircraft Description

The Cessna Caravan 208, now manufactured by Textron, is a dependable workhorse used to perform a variety of demanding missions, from cargo to humanitarian work, to passenger service. Its unpressurized airframe is supported by a sturdy fixed tricycle landing gear, but the aircraft can also be outfitted with floats or skis. Originally equipped with a single Pratt & Whitney Canada PT6A-114 turboprop engine, later versions

were upgraded to the higher-powered PT6A-114A. Likewise, modern versions feature the latest cockpit technology, including the Garmin G1000 NXi avionics suite.

Global Annual Fleet Hours



11.7% of the fleet is LADD-enrolled; flight hours may be underreported.

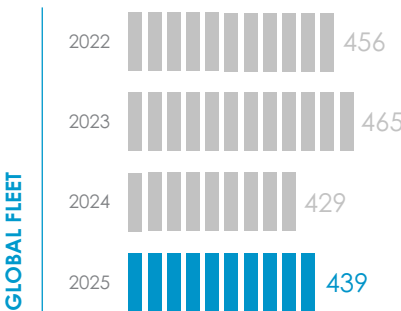
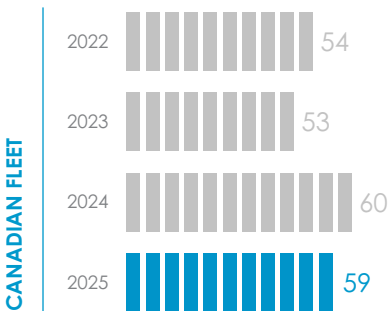
Aircraft Overview

Production Years:	1985-Present
Category:	Medium Turboprop
Max Passengers:	9
Max Range:	1,070 nm
Global Fractional Percent:	0.2%
Aircraft for Sale:	16

Residual Value

	Price When New	Current Retail Value	Depreciation Rate	Retention Rate
Original Model Year	\$2,250,000	\$2,191,254	-2.6%	97.4%
5-Year-Old Model	\$2,320,000	\$2,262,640	-2.5%	97.5%
3-Year-Old Model	\$2,320,000	\$2,333,966	+0.6%	100.6%

Transaction Summary



8
Canadian
Transactions
in 2023

7
Canadian
Transactions
in 2024

Average Days
on Market

211 days
Sold Aircraft

443 days
Aircraft for Sale

Cessna Caravan 208B Grand EX

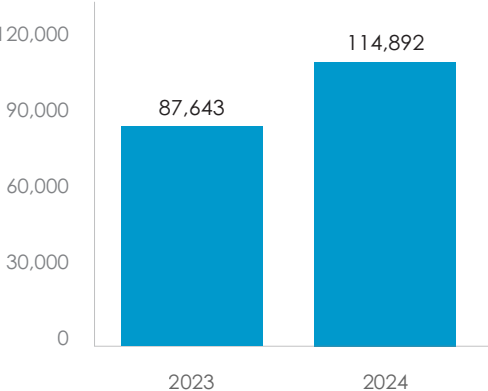


Aircraft Description

Cessna's Grand Caravan EX is a rugged performer featuring a fixed tricycle landing gear, although it is also commonly outfitted with floats. The aircraft typically serves in a utility role or in a short-haul regional airliner capacity and is known for low operating costs and fuel efficiency while performing a variety of special missions. The Grand Caravan 208B is four feet longer than the standard Caravan 208, with a larger payload capacity

and increased range. The EX maintains its 208B designation, but brings increased speed and climb capability, thanks to a more powerful Pratt & Whitney engine.

Global Annual Fleet Hours



12.9% of the fleet is LADD-enrolled; flight hours may be underreported.

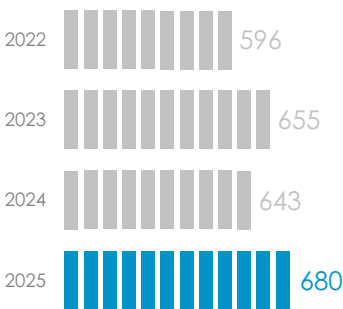
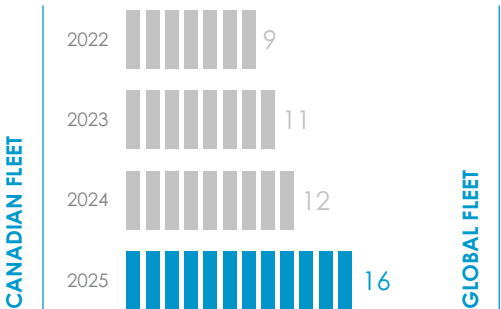
Aircraft Overview

Production Years:	2013-Present
Category:	Large Turboprop
Max Passengers:	Up to 14
Max Range:	912 nm
Global Fractional Percent:	0.0%
Aircraft for Sale:	39

Residual Value

	Price When New	Current Retail Value	Depreciation Rate	Retention Rate
Original Model Year	\$2,407,520	\$2,009,471	-16.5%	83.5%
5-Year-Old Model	\$2,685,000	\$2,251,097	-16.2%	83.8%
3-Year-Old Model	\$2,685,000	\$2,559,653	-4.7%	95.3%

Transaction Summary



2
Canadian Transactions in 2023

3
Canadian Transactions in 2024

Average Days on Market

105 days
Sold Aircraft

316 days
Aircraft for Sale

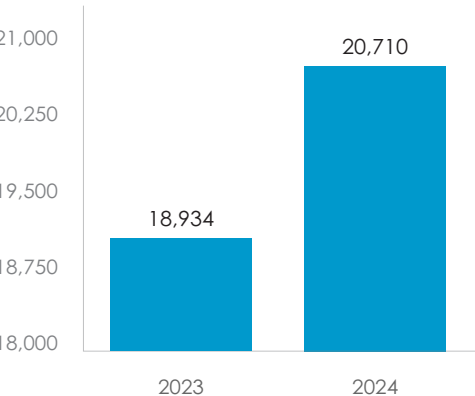
Daher Kodiak 100

Aircraft Description

Originally introduced by Idaho-based Quest Aircraft, which was subsequently purchased by French manufacturer Daher, the Kodiak 100 is characterized by a fixed tricycle landing gear, cargo door, and short takeoff and landing capability. It is multi-mission capable and suitable for hauling cargo or passengers. It has also proven to be popular in a seaplane configuration.



Global Annual Fleet Hours



9.0% of the fleet is LADD-enrolled; flight hours may be underreported.

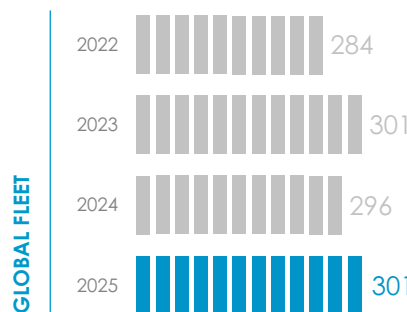
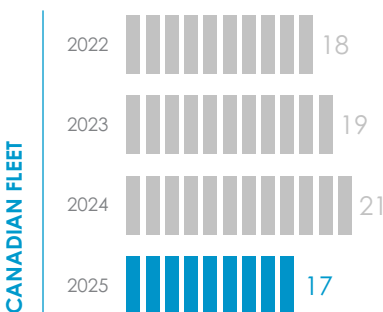
Aircraft Overview

Production Years:	2007-Present
Category:	Light Turboprop
Max Passengers:	9 + 1 pilot
Max Range:	1,132 nm
Global Fractional Percent:	0.3%
Aircraft for Sale:	13

Residual Value

	Price When New	Current Retail Value	Depreciation Rate	Retention Rate
Original Model Year	\$1,111,000	\$1,092,202	-1.7%	98.3%
5-Year-Old Model	\$2,150,000	\$2,071,980	-3.6%	96.4%
3-Year-Old Model	\$2,223,346	\$2,224,934	+0.1%	100.1%

Transaction Summary



6
Canadian
Transactions
in 2023

8
Canadian
Transactions
in 2024

Average Days
on Market

93 days
Sold Aircraft

157 days
Aircraft for Sale

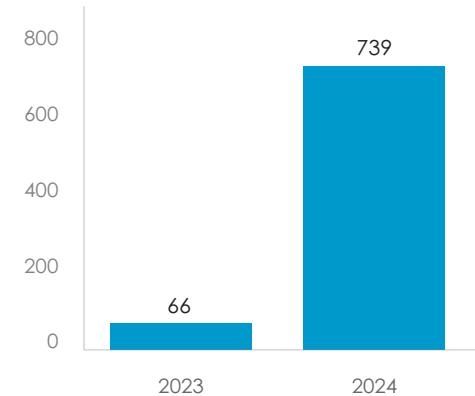
Daher Kodiak 900

Aircraft Description

A larger and faster version of the Kodiak 100, the Kodiak 900 features a longer fuselage to provide more passenger and cargo space, boasts a cruise speed increase of 210 knots, and carries more while flying further – to a maximum range of 1,129 nautical miles. Daher has also leveraged its expertise with interiors to create a refined and configurable interior targeting maximum passenger comfort.



Global Annual Fleet Hours



17.6% of the fleet is LADD-enrolled; flight hours may be underreported.

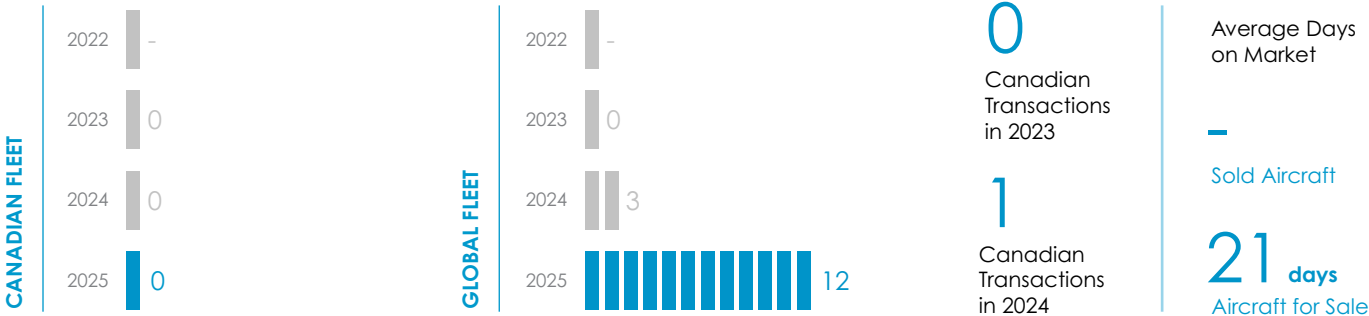
Aircraft Overview

Production Years:	2023-Present
Category:	Light Turboprop
Max Passengers:	9 + 1 pilot
Max Range:	1,129 nm
Global Fractional Percent:	0.0%
Aircraft for Sale:	1

Residual Value

	Price When New	Current Retail Value	Depreciation Rate	Retention Rate
Original Model Year	\$3,285,043	\$3,285,043	0.0%	100.0%
5-Year-Old Model	-	-	-	-
3-Year-Old Model	-	-	-	-

Transaction Summary



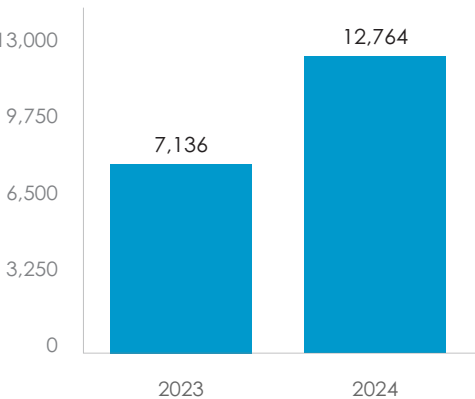
Daher TBM 960



Aircraft Description

The TBM family was first introduced in 1990 with the TBM 700 model. Since then, additional variants have been produced, leading up the latest TBM 910 and 960. The baseline 910 features the Garmin G1000 NXi avionics suite and synthetic vision with a range of "e-copilot" systems, while the latest 960 model offers a digitally-controlled engine, five-bladed composite propeller and Emergency Autoland.

Global Annual Fleet Hours



14.4% of the fleet is LADD-enrolled; flight hours may be underreported.

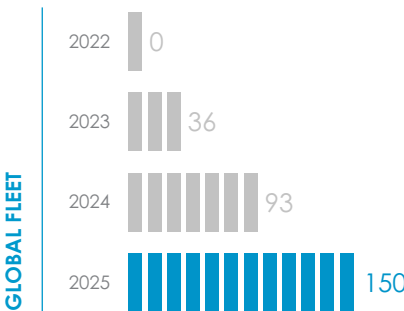
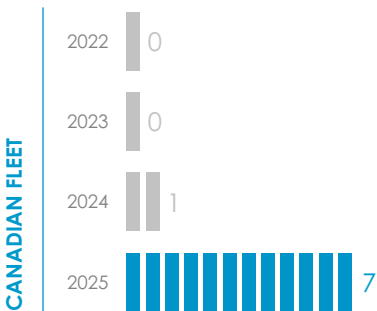
Aircraft Overview

Production Years:	2022-Present
Category:	Light Turboprop
Max Passengers:	Up to 6
Max Range:	1,730 nm
Global Fractional Percent:	0.0%
Aircraft for Sale:	1

Residual Value

	Price When New	Current Retail Value	Depreciation Rate	Retention Rate
Original Model Year	\$4,778,964	\$4,255,584	-11.0%	89.1%
5-Year-Old Model	-	-	-	-
3-Year-Old Model	-	-	-	-

Transaction Summary



2
Canadian
Transactions
in 2023

6
Canadian
Transactions
in 2024

Average Days
on Market

78 days
Sold Aircraft

153 days
Aircraft for Sale

Pilatus PC-12

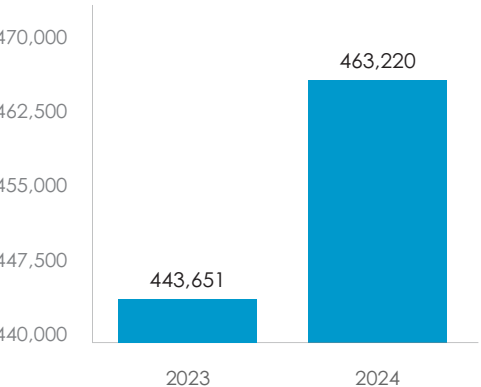


Aircraft Description

The Swiss-made Pilatus PC-12, inclusive of the legacy /45 & /47, NG and NGX series, has earned a loyal Canadian following since it entered service in 1994. Indeed, the type is the best-selling pressurized aircraft in its class worldwide, with more than 2,000 aircraft and over 11 million flight hours to date. Likened to an "aerial SUV," the PC-12 has evolved over time, with the birth of the PC-12 NG, the PC-12 NGX, and most recently, the PC-12 PRO. Built for single-pilot operations, later members of the PC-12 family feature advanced avionics, alongside the ultra-dependable Pratt & Whitney Canada

PT6 engine. The new PC-12 PRO offers a completely new cockpit experience, complete with ergonomic control yokes, Emergency Autoland, Smart Glide and Electronic Stability features. A redesigned passenger cabin and all-new cabinetry complete the refresh of this progressive, proven and professional single.

Global Annual Fleet Hours



19.1% of the fleet is LADD-enrolled; flight hours may be underreported.

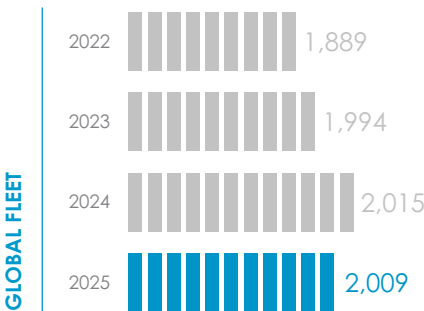
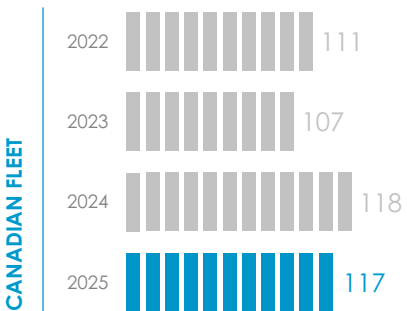
Aircraft Overview

Production Years:	1995-Present
Category:	Medium Turboprop
Max Passengers:	10 + 1 pilot
Max Range:	1,803 nm
Global Fractional Percent:	19.5%
Aircraft for Sale:	28: PC-12 Legacy 50: PC-12 NG 10: PC-12 NGX

Residual Value

PC-12 NGX	Price When New	Current Retail Value	Depreciation Rate	Retention Rate
Original Model Year	\$5,353,000	\$5,685,628	+6.2%	106.2%
5-Year-Old Model	-	-	-	-
3-Year-Old Model	\$5,443,000	\$5,824,581	+7.0%	107.0%

Transaction Summary



15
Canadian Transactions in 2023

13
Canadian Transactions in 2024

Average Days on Market

134 days
Sold Aircraft

151 days
Aircraft for Sale

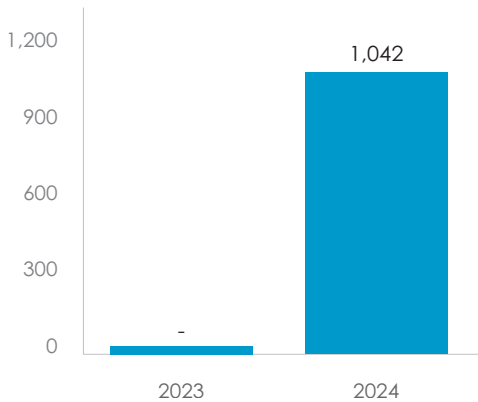
Piper M700 Fury



Aircraft Description

Unveiled in 2024, Piper's five-passenger, single-engine turboprop M700 Fury features a powerful Pratt & Whitney PT6A-52 engine and innovative Garmin G3000 avionics, including the HALO Safety System and Emergency Autoland feature. The M700 Fury cruises at speeds in excess of 300 knots and climbs 30 per cent faster than its predecessor.

Global Annual Fleet Hours



17.4% of the fleet is LADD-enrolled; flight hours may be underreported.

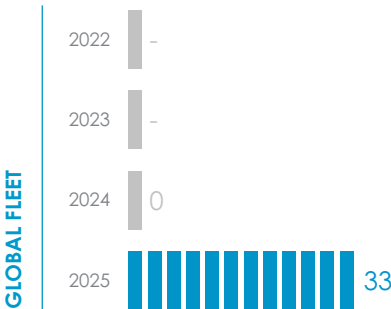
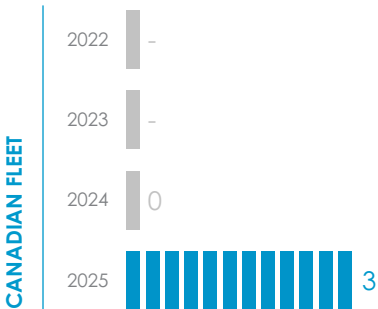
Aircraft Overview

Production Years:	2024-Present
Category:	Light Turboprop
Max Passengers:	5 + 1 pilot
Max Range:	1,852 nm
Global Fractional Percent:	0.0%
Aircraft for Sale:	5

Residual Value

	Price When New	Current Retail Value	Depreciation Rate	Retention Rate
Original Model Year	\$4,150,000	\$4,150,000	0.0%	100.0%
5-Year-Old Model	-	-	-	-
3-Year-Old Model	-	-	-	-

Transaction Summary



Canadian Transactions in 2023

3

Canadian Transactions in 2024

Average Days on Market

Sold Aircraft

128 days
Aircraft for Sale



OUT-OF-PRODUCTION

Out-of-Production Summary

Beyond technical performance, the continued prevalence of out-of-production aircraft in Canada is deeply tied to the country's geography, industry structure, and operational demands. In contrast to more centralized air networks in the U.S. or Europe, Canada's aviation sector serves a vast landscape with approximately 1,800 aerodromes, many of them unpaved, remote, or seasonally accessible. Aircraft are not simply transportation tools; they are critical infrastructure, relied upon for medical evacuation, cargo delivery, regional commuting, wildfire suppression, and the movement of personnel in industries like oil and gas, mining, hydroelectric power, and forestry. In these roles, reliability and proven performance matter just as much, if not more, than the age or appearance of the airframe.

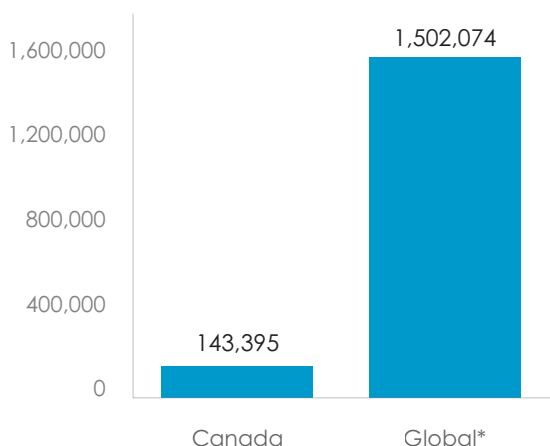
Canadian operators also face unique financial and cultural dynamics that influence fleet planning. Risk management plays a significant role, particularly among smaller regional carriers, Indigenous-owned operators, and companies serving low-yield or seasonal routes. For many, the economics of acquiring brand-new aircraft — including capital outlay, depreciation schedules, insurance costs, and limited financing availability — must be carefully balanced against operational realities. In these cases, maintaining

and upgrading a proven platform, even one that is no longer in production, often provides a more predictable and sustainable business path. This long-term stewardship mindset is especially common in Canada, where aviation businesses are often multi-generational and deeply rooted in the communities they serve.

At the same time, newer aircraft technology continues to bring real advantages. Where mission profiles, financing structures, and operational needs align, many Canadian operators are actively modernizing their fleets. However, newer platforms are not always purpose-built for Canada's specific operating environment. While some OEMs intentionally design for rugged use, not all new aircraft can match the short-field performance, payload efficiency, and cold-weather reliability of certain legacy turboprops. With skilled maintenance personnel, strong aftermarket support, and airframes designed for tough service, many out-of-production aircraft continue to thrive as vital, dependable assets across Canada. Their ongoing use reflects a pragmatic response to geography, mission demands, and the economic realities that define the Canadian aviation market, while newer aircraft will continue to play an increasingly important role in its future.

Annual Turboprop Fleet Hours

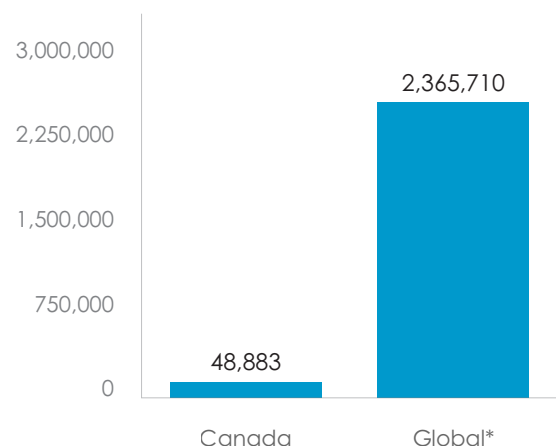
Out-of-Production



*Global figure includes Canadian hours.

Annual Jet Fleet Hours

Out-of-Production



*Global figure includes Canadian hours.

Insights Backed by Experience

The Canadian Aircraft Market Report is more than a snapshot, it's a starting point. Whether you're considering buying, selling, or simply evaluating your current aircraft strategy, the right expertise makes all the difference.

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