There is a new leader in the light-jet race – a leader in performance, comfort and innovation. The Nextant 400XTi is one of the fastest aircraft in the sky, getting you to your destination quicker than anything else in this cabin size. And it goes further, with an operational radius that puts whole new territories within reach.

Its ergonomically designed cabin optimizes space and efficiency while low noise levels minimize fatigue. Fully equipped to support high-value users, its data and communications systems ensure maximum productivity at all times.

Intelligent use of advanced technology makes the 400XTi exceptionally economical to own and operate. Low maintenance costs are backed by a full factory warranty and a world-wide network of owned and authorized service centers.

There is just one more thing you need to know: all this capability is yours for half the price of a comparable aircraft.

That is leadership.
NEXTANT – WHEN YOU NEED MORE THAN JUST A NEW PLANE.
// REBUILT

Nextant has the engineering pedigree and financial strength to rival any legacy airframe constructor. It is a pedigree that puts years of technical and operational know-how into the most thorough aircraft rebuild in the industry. Nextant’s formula for success integrates an unlimited-life structure with a perfectly matched outfit of new engines, avionics, interiors and systems.

This 6,000 man-hour process of meticulous inspection, overhaul and renewal delivers a factory-fresh aircraft that meets or exceeds all relevant FAA and EASA standards. With Williams FJ44-3AP FADEC engines, a powerful APU (Auxiliary Power Unit) and Rockwell Collins Pro Line 21™ avionics, it is listed in Aircraft Bluebook as a new product type – already taking its place at the forefront of the light-jet market in safety, economy, performance and handling.

Add the latest Collins Venue™ cabin management system and the finest furnishings and fittings elegantly enhanced by a bespoke exterior finish. The result is an investment that looks as good on the flight line as it does in the annual report.

// AIRCRAFT BLUEBOOK

// FAA DATA PLATE
How do you make a good aircraft great? Take an aircraft already in service, then have a sample group of pilots, mechanics, engineers and customers come together to work through their wish list, and then put it through a remanufacturing process. This is exactly what Nextant Aerospace does.

DAN WOLFE, PROFESSIONAL PILOT, SEPTEMBER 2011

OVERHAUL AND REPLACEMENT ITEMS:
- All life-limited components returned to zero time status all by either replacement or overhaul
- Scheduled A, B, C, and D inspections completed
- 60+ Nextant engineering orders focused on improving dispatch reliability and minimizing operating costs
- Replacement of all new primary wiring harnesses

IN ALL:
- Over 40 time-controlled components replaced (excluding engines and engine components)
- 500 individual inspections completed
- Over 6,000 man hours required to complete the entire remanufacturing process

“How do you make a good aircraft great? Take an aircraft already in service, then have a sample group of pilots, mechanics, engineers and customers come together to work through their wish list, and then put it through a remanufacturing process. This is exactly what Nextant Aerospace does.”

DAN WOLFE, PROFESSIONAL PILOT, SEPTEMBER 2011
From the highest mountains to the hottest deserts, the 400XTi was conceived with worldwide travel in mind. Nextant designers chose the latest generation FJ44-3AP engine for its proven performance at the most demanding high-temperature and high-elevation airports. For example, in a 400XTi four passengers can fly from Aspen, Colorado to Teterboro, New Jersey on a 15°C day without making a fuel stop en route.`

*IIFR Reserves – 100nm alternate, average equipped aircraft
/// POWER PLANT: FJ44-3AP ENGINE

The 400XTi’s exceptional range is largely due to the revolutionary FJ44-3AP engine which is significantly lighter and more fuel efficient than its predecessors (by up to 32 percent).

Full Authority Digital Engine Control (FADEC) eliminates the need for a thrust reverser – further reducing weight and operating costs whilst improving operational reliability.

The addition of Autothrottle saves fuel and greatly reduces pilot workload, especially at critical phases of flight.

As well as increased range and reduced fuel burn, the FJ44-3AP performs in the workshop too with maintenance costs 27 percent lower than for the engines it replaces. Time between overhauls is extended to 5,000 hours.

The engine is also significantly quieter, allowing the 400XTi to be certified to Category IV noise compliance regulations.

Finally, the FJ44-3AP produces 32 percent less greenhouse gas (GHG) than previous generation engines – an important factor for international markets and of growing relevance in the US.

An elevation of nearly 7,850ft (2,400m) can make Aspen a challenge to operate from on summer days. Not for the Nextant. The 400XTi is capable of flying four passengers non-stop from Aspen, Colorado to Teterboro, New Jersey on a 15°C day (IFR Reserves – 100nm (185km) alternate, average equipped aircraft)
//OUTFLY (AND OUTSAVE) THE COMPETITION

The 400XTi pays its greatest dividends in range and operating costs, with a best-in-category range of 2,003nm* and operating costs of just $2.13 per mile**. Plus, with its own APU it operates with minimal ground support for maximum operational flexibility.

*four passengers, IFR reserves – 100nm or 185km alternate.
** All comparative data based on BCA Purchase and Planning Handbook and Operations Planning Guide. Operating cost per kilometer on IFR 1,852km mission with four passengers @ $6.00 per gallon.
With their distinctive LED lights the 400XTi’s raked winglets might look like a style statement but in fact they contribute to improved performance by reducing drag. The same computational fluid dynamics (CFD) analysis, revealed a supersonic shockwave generating excessive drag between the original engine nacelles and fuselage at normal cruise speeds.

Nextant completely redesigned the engine cowlings and pylons in order to eliminate the drag, reduce fuel consumption, deliver additional range and provide for simplified engine service access reducing maintenance downtime and costs.
The Rockwell Collins Pro Line 21 avionics system is at the heart of most modern business aviation cockpits. In the 400XTi it is combined with equally advanced powerplant and aerodynamic technology to deliver improved aircraft performance, low operating costs and a host of safety and maintenance benefits. The uncluttered instrument panel features just four LCD screens – the iconic glass cockpit – significantly reducing pilot workload while contributing to a better awareness of flight progress, weather hazards and other traffic. Engine, electrical, fuel and other systems are seamlessly integrated to provide pilots with all the information needed for safe and economical management of the aircraft. Pro Line 21 is designed for in-service upgrades so operators and flight departments can plan ahead with confidence.
BASE AVIONICS SYSTEM INCLUDES:
› Four LCD Adaptive EFIS Displays (Pro Line 21)
› Dual Collins FMS 6100
› Single IFIS installation (electronic charts) Version 6
› Dual Solid State AHRS 3000S
› Collins Autopilot
› Global Positioning System – GPS 4000S
› Dual Collins Communication Transceivers
› Dual Collins Navigation Receivers
› Collins ADF
› Collins DME
› Dual Collins Transponders
› Collins Radar Altimeter
› Collins Weather Radar
› Terrain Avoidance Warning System (TAWS)
› Dual Marker Beacons
› RVSM Compliant
› TCAS II
› WAAS/LPV
› 406 MHz ELT
› DBU 5010E database loader
› Standby Attitude Module (SAM)

INTERNATIONAL OPTION PACKAGE CONSISTING OF:
› Digital Flight Data Recorder (DFDR)
› TAWS A
› Enhanced Mode S Surveillance and Flight ID

ADDITIONAL OPTIONS:
› XM Weather (graphical weather displays available on either MFD)
› KHF 950 HF Radio with Selcal functionality
› Second IFIS
› Second GPS
› Aircell Axxess® System: Combined high-speed wireless internet & dual Satellite phone
› ST3100 Satellite Phone
It is on the inside that you really appreciate the possibilities of life with a 400XTi. Already known for its flat-floor design and "squared oval cross-section, Nextant has added a revolutionary composite shell interior to the 400XTi. These advanced materials give the Nextant 400XTi passenger more space where it’s needed – around the shoulders (extra 3 in/7cm) and head (extra 2.5in/6cm).

Among many seating options the most popular is the three-place divan + four-place club seat, perfect for creating spacious surroundings on the longer stage-lengths now available. Just as welcome in minimizing fatigue is the 9dB noise reduction made possible by the cabin’s new acoustic insulation package which cuts ambient cabin noise by nearly 50% and makes the 400XTi by far the quietest in its class.

And, no matter where you are, the 400XTi’s APU will supply fresh, conditioned cabin air independent of ground support.

Even the lavatory has received a makeover and now features an additional 4 inches (10 cm) of interior space for extra comfort and privacy.

Whichever interior you choose, there’s still room for a full-service galley with space for dual hot cup containers (MAPCO), dual ice containers, a waste container and plenty of stowage for wine and sodas. You can even specify an espresso machine for instant refreshment on the fly.

// Cabin baggage capacity .57 cu. m.
External aft baggage capacity .75 cu. m.
Total baggage capacity 1.31 cu. m.

// 8 PASSENGER LEFT-HAND GALLEY FLOOR PLAN
(left-hand galley RK 109 and prior, right-hand galley RK 110 and higher)

// 6 PASSENGER FLOOR PLAN
CUSTOMIZED PAINT AND INTERIOR DESIGN

Each 400XTi is delivered with a refined, handcrafted bespoke interior and striking custom exterior paint design. With years of experience, our professional design team and craftsmen are ready to create a jet to your precise specification. With a choice of the finest hardwoods and laminates, leathers, carpeting and fabrics for the interior it is also possible to add touches of luxury and the latest in integrated digital productivity and entertainment technologies. You can create exclusive artwork, lighting and special features – then admire your own corporate colors flying high on the 400XTi’s exterior paint scheme.
The 400XTi offers unbeatable value not just in performance and technology but in comfort too. Every detail of the spacious cabin is an elegant statement of quality and restrained good taste.

Here, the highest-grade materials to timeless craftsmanship. First impressions count, and the 400XTi’s cabin speaks the language of success. Quietly.
//ROCKWELL COLLINS VENUE™
CABIN MANAGEMENT SYSTEM

Inspired by the latest trends in high-end home entertainment, Venue offers a true theater-quality audio and video experience. Whether accessing your iPhone playlists and apps, or watching the latest DVD release on the integrated Blu-ray Disc player, Venue sets the new standard in high-definition cabin management systems including individual passenger control of cabin lighting and temperature settings.

KEY FEATURES & BENEFITS
› High-definition cabin management system: Provides you with digital, high-definition video distribution
› Highly configurable: Scalable to meet your cabin management needs
› Seamless integration which allows streaming of content wirelessly from the onboard Apple iTunes library to Apple iOS devices and your cabin display
› Supports portable media devices: View iPad content on your cabin displays; play your carry-on music collection on the cabin audio system
› Built for connectivity: Designed to keep you connected and informed when used with an IP-based, network-enabled communication system

MOVING MAP PASSENGER INFORMATION SYSTEM
The Venue Cabin Management System also includes the latest version of Airshow’s 3D moving map program, featuring:
› Current time to destination, air speed, and altitude readings
› Realistic day and night views on all 3D maps
› A new heads-up display designed to offer a pilot’s eye view of the flight
› Worldwide points of interest
//ADDITIONAL CABIN OPTIONS

Further options are available to make the most of the 400XTi in-flight experience.

LED LIGHTING
An optional high-quality LED cabin lighting system can be installed in place of traditional incandescent fixtures to provide more consistent, energy-efficient lighting as well as greatly reduced maintenance.

AIRCELL AXCESS® CABIN COMMUNICATION SYSTEM
While business jets have long been known to enhance corporate productivity, the Axxess System lets you make the most of your time in the air. Axxess provides both satellite phone service and true high-speed Wi-Fi service. Bandwidth is sufficient to allow multiple passengers simultaneous internet access. Axxess includes two phone handsets – one in the cabin and one in the cockpit – with intercom capability.

Dual 110V / 220V AC Universal Power Outlet and two optional 110V / 220V outlets provide continuous power for business and personal electronic devices. Adjacent to each power outlet are optional RJ-45 Ethernet ports which connect to the Aircell Axxess Broadband system, if installed.
### //400XTi COMPARISON TABLE

The 400XTi by Nextant Aerospace is the only remanufactured light jet that clearly outperforms the competition in nearly every category and is available at a price just under $5 million. Once you’ve studied the figures, the difference is clear.

<table>
<thead>
<tr>
<th></th>
<th>400XTi</th>
<th>PHENOM 300</th>
<th>CJ3</th>
<th>CJ4</th>
<th>LEAR 40/70</th>
</tr>
</thead>
<tbody>
<tr>
<td>Acquisition Price ($)</td>
<td>4,950,000</td>
<td>8,755,000</td>
<td>8,150,000</td>
<td>9,342,000</td>
<td>10,838,000</td>
</tr>
<tr>
<td>Output Thrust Per Engine</td>
<td>3,050 lbs</td>
<td>3,360 lbs</td>
<td>2,780 lbs</td>
<td>3,621 lbs</td>
<td>3,500 lbs</td>
</tr>
<tr>
<td>Long Range Cruise Speed</td>
<td>405 kts</td>
<td>383 kts</td>
<td>350 kts</td>
<td>376 kts</td>
<td>433 kts</td>
</tr>
<tr>
<td>High Speed Cruise Speed</td>
<td>471 kts</td>
<td>444 kts</td>
<td>415 kts</td>
<td>442 kts</td>
<td>465 kts</td>
</tr>
<tr>
<td>Takeoff Length at MTOW (Sea Level/ISA Std Day)</td>
<td>3,821 ft</td>
<td>3,138 ft</td>
<td>3,179 ft</td>
<td>3,190 ft</td>
<td>4,230 ft</td>
</tr>
<tr>
<td>Landing Distance (Four Pax, IFR Res.*, SL, ISA)</td>
<td>2,898 ft</td>
<td>2,220 ft</td>
<td>2,421 ft</td>
<td>2,277 ft</td>
<td>2,355 ft</td>
</tr>
<tr>
<td>Single Engine Climb Rate (ft / min)</td>
<td>845</td>
<td>911</td>
<td>808</td>
<td>839</td>
<td>394</td>
</tr>
<tr>
<td>Range (Four Passengers IFR Res.*)</td>
<td>2,003 nm</td>
<td>1,903 nm</td>
<td>1,687 nm</td>
<td>1,920 nm</td>
<td>1,903 nm</td>
</tr>
<tr>
<td>Acquisition Cost of IFR Range ($)</td>
<td>2,471 / mile</td>
<td>4,600 / mile</td>
<td>4,831 / mile</td>
<td>4,865 / mile</td>
<td>5,695 / mile</td>
</tr>
<tr>
<td>Maximum Range</td>
<td>2,160 mile</td>
<td>2,080 mile</td>
<td>1,913 mile</td>
<td>2,035 mile</td>
<td>1,684 mile</td>
</tr>
<tr>
<td>Operating Cost ($)**</td>
<td>3.17 / mile</td>
<td>4.04 / mile</td>
<td>4.03 / mile</td>
<td>4.61 / mile</td>
<td>4.78 / mile</td>
</tr>
<tr>
<td>Time to Climb All Engines</td>
<td>16/FL370</td>
<td>14/FL370</td>
<td>15/FL370</td>
<td>14/FL370</td>
<td>15/FL370</td>
</tr>
</tbody>
</table>


*100 nautical mile (185km) alternate. Range based on base model aircraft.

**Operating cost per mile on IFR 600nm mission with four passengers @ $6.00 per gallon.
## 400XTi Direct Operating Costs ($)

<table>
<thead>
<tr>
<th>Category</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>FUEL</strong></td>
<td></td>
</tr>
<tr>
<td>Fuel Cost per Gallon</td>
<td>6</td>
</tr>
<tr>
<td>Gallons/Hour^1</td>
<td>137</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>822</td>
</tr>
<tr>
<td><strong>MAINTENANCE/PARTS</strong>^2</td>
<td></td>
</tr>
<tr>
<td>Maintenance Labor</td>
<td>134.10</td>
</tr>
<tr>
<td>Parts – Airframe/Engine/Avionics</td>
<td>104.32</td>
</tr>
<tr>
<td>Engine Restoration</td>
<td>276.82</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>515.24</td>
</tr>
<tr>
<td><strong>MISCELLANEOUS EXPENSES</strong>^3</td>
<td></td>
</tr>
<tr>
<td>Landing/Parking</td>
<td>18.09</td>
</tr>
<tr>
<td>Crew Expenses</td>
<td>70.24</td>
</tr>
<tr>
<td>Supplies/Catering</td>
<td>33.42</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>121.75</td>
</tr>
<tr>
<td><strong>TOTAL VARIABLE COST PER HOUR</strong></td>
<td>1,458.99</td>
</tr>
<tr>
<td><strong>COST PER NAUTICAL MILE</strong>^4</td>
<td>3.17</td>
</tr>
</tbody>
</table>

1. Average fuel burn on a 600nm (690sm) trip
2. Guaranteed Whole Aircraft Maintenance Program
3. Taken from Conklin & de Decker 2013 Vol. I Issue and subject to change
4. Based on 460 knots (530 mph) average speed

Note: Numbers are estimates only and subject to change

“Nextant has fielded an aircraft that eclipses the Hawker and performs on par with the Phenom 300 and CJ4. Flight Operations Managers who have a fiduciary responsibility would be remiss not to take a close look at the Nextant 400XTi.”

MICHAEL GERZANICS, FLIGHT INTERNATIONAL
MAY 2013
Despite its latest generation technology, extensive automation and advanced design features, the crucial element in the 400XTi’s safe and efficient operation is still an experienced, well-trained and fully current flight crew. That is why Nextant has formed a partnership with industry leader CAE SimuFlite to be its exclusive supplier of specialized flight training.

Included in the aircraft purchase price, each 400XTi owner will receive training for two pilots with an optional line maintenance familiarization course. CAE will provide initial and recurrent training in a dedicated, level D full-flight simulator, timed to enable crews to be fully qualified before aircraft delivery.
// AIRCRAFT WARRANTY

A whole aircraft warranty is provided with the purchase of each new 400XTi:

› Airframe  2 Years (or 800 flight hours) – Parts & Labor
› Systems and Components  2 Years (or 800 flight hours) – Parts & Labor
› Rockwell Collins Avionics  2 Years (no hour limit)
› Williams International Engines  3 Years (or 1,500 hours)
› Paint and Interior Items  2 Years (or 800 flight hours)

Extended warranty service is also available providing the added benefit of guaranteed operating rates.
The 400XTi delivers great performance at an unbeatable price. But long term, we know our customers will measure its true value by the support system that keeps it in the air and working hard. Day after day, flight after flight.

Their investment is a trust we honor with a commitment to providing the best after-sales service in the business.

That is why, before we sold a single jet, we invested heavily in our support network. We spent years creating a complete support infrastructure to keep our class-leading aircraft ahead of the competition, on the ground as well as in the air.

We forged agreements with key industry partners such as Aerospace Products International (like Nextant, part of the portfolio of Directional Aviation Capital), creating a logistics network that spans the planet. So now our customers can call on the largest number of factory-owned service centers for the BE40 airframe, backed up by the world’s biggest and most responsive 400XTi parts inventory.

All that investment translates into short lead times, quick turnarounds and maximum dispatch reliability. In other words, more efficiency when our customers need it most.

Nextant owners can fly with confidence, knowing that their 400XTi is being cared for by a uniquely qualified team of experts. Our technicians and engineering specialists share a vast operating experience with Beechjet. They are part of a through-life customer service philosophy that focuses on reliability right at the start of the remanufacturing process.

That’s why we invest in their expertise too. Just like the aircraft they know in loving detail, it’s money well spent.
Nextant’s powerful parts support infrastructure can quickly and effectively source the exact parts you need, anywhere you fly. We focus all our energy on increasing aircraft availability, minimizing delivery times and reducing costs.

This is possible because we maintain the world’s largest inventory of rotatable parts for the aircraft and have access to the industry’s leading provider of innovative distribution and supply chain services. Our Illustrated Parts Catalogue makes it quick and easy to select and order parts directly from the factory. It just takes one call to a Nextant technical representative.

Nextant has partnered with API to distribute aircraft parts and accessories to our service centers and operators. Together with API, Nextant offers worldwide customer service 24x7x365 through our Cleveland headquarters and strategically located distribution centers & partnerships in the USA, Canada, China, Asia Pacific, Australia, Europe, Middle East and Africa. For a copy of our Illustrated Parts Catalogue, please call +1 216.261.9000 or email service@nextantaerospace.com
Nextant’s global customer support infrastructure consists of an international network of owned and authorized maintenance and overhaul facilities. The design and manufacturing teams are based at the headquarters at Cuyahoga County Airport in Cleveland, Ohio. The Service Center Network facilities are available 24/7/365 for any and all maintenance or avionics needs.

Future Service Center Locations:
- London
- Dubai
- Riyadh
- Delhi
- Shanghai
- Hong Kong
- Australia
### 400XTi SPECIFICATIONS & PERFORMANCE

<table>
<thead>
<tr>
<th>Group</th>
<th>Description</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Passengers</strong></td>
<td></td>
<td>2 + 8 / 10</td>
</tr>
<tr>
<td><strong>Wing Loading</strong></td>
<td></td>
<td>66.7 lbs (30.3 kg)</td>
</tr>
<tr>
<td><strong>Power Loading</strong></td>
<td></td>
<td>2.64 lbs (1.2 kg)</td>
</tr>
<tr>
<td><strong>EXTERNAL DIMENSIONS:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Length</td>
<td></td>
<td>48 ft 5 in (14.76 m)</td>
</tr>
<tr>
<td>Height</td>
<td></td>
<td>13 ft 11 in (4.24 m)</td>
</tr>
<tr>
<td>Span</td>
<td></td>
<td>43 ft 6 in (13.26 m)</td>
</tr>
<tr>
<td><strong>ENGINES:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Manufacturer</td>
<td></td>
<td>Williams International</td>
</tr>
<tr>
<td>Model</td>
<td></td>
<td>FJ44-3AP</td>
</tr>
<tr>
<td>Output</td>
<td></td>
<td>3,050/ISA+7°C</td>
</tr>
<tr>
<td>Inspection Interval</td>
<td></td>
<td>5,000 hrs</td>
</tr>
<tr>
<td><strong>WEIGHTS:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Max Ramp</td>
<td></td>
<td>16,500 lb Max (7,484 kg)</td>
</tr>
<tr>
<td>Takeoff</td>
<td></td>
<td>16,300 lbs (7,394 kg)</td>
</tr>
<tr>
<td>Max Landing</td>
<td></td>
<td>15,700 lb Max (7,121 kg)</td>
</tr>
<tr>
<td>Zero Fuel</td>
<td></td>
<td>13,000 lbs (5,897 kg)</td>
</tr>
<tr>
<td>Typically Equipped Basic Operating</td>
<td></td>
<td>10,800 lbs (4,898 kg)</td>
</tr>
<tr>
<td><strong>RANGE:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maximum Range</td>
<td></td>
<td>2,160 mile (4,000 km)</td>
</tr>
<tr>
<td>Range (Four Passengers IFR Res.)</td>
<td></td>
<td>2,003 mile (3,710 km)</td>
</tr>
<tr>
<td><strong>PAYLOAD / CAPACITIES:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Max Payload</td>
<td></td>
<td>2,200 lbs (998 kg)</td>
</tr>
<tr>
<td>Useful Load</td>
<td></td>
<td>5,700 lbs (2,585 kg)</td>
</tr>
<tr>
<td>Max Fuel Capacity</td>
<td></td>
<td>4,912 lbs (2,228 kg)</td>
</tr>
<tr>
<td>(1 U.S. gal = 6.7 lbs)</td>
<td></td>
<td>733 US gal</td>
</tr>
<tr>
<td>Payload w/Max Fuel</td>
<td></td>
<td>788 lbs (357 kg)</td>
</tr>
<tr>
<td>Fuel w/Max Payload</td>
<td></td>
<td>3,500 lbs (1,588 kg)</td>
</tr>
<tr>
<td><strong>CABIN DIMENSIONS:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Length</td>
<td></td>
<td>15 ft 6 in (4.72 m)</td>
</tr>
<tr>
<td>Height</td>
<td></td>
<td>4 ft 9 in (1.45 m)</td>
</tr>
<tr>
<td>Width</td>
<td></td>
<td>4 ft 11 in (1.50 m)</td>
</tr>
<tr>
<td><strong>CABIN VOLUME:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cockpit</td>
<td></td>
<td>95 cu. ft (2.96 cu. m)</td>
</tr>
<tr>
<td>Passenger Cabin (including lavatory &amp; baggage)</td>
<td></td>
<td>226 cu. ft (6.40 cu. m)</td>
</tr>
<tr>
<td>Total Volume</td>
<td></td>
<td>321 cu. ft (9.10 cu. m)</td>
</tr>
<tr>
<td><strong>BAGGAGE CAPACITY:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Internal Lavatory/Baggage Area</td>
<td></td>
<td>20.0 cu ft/350 lbs (0.57 cu. m/159 kg)</td>
</tr>
<tr>
<td>External/Tailcone</td>
<td></td>
<td>26.4 cu ft/450 lbs (0.75 cu. m/204 kg)</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>46.4 cu ft/800 lbs (1.31 cu. m/363 kg)</td>
</tr>
<tr>
<td><strong>PRESSURIZATION:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Differential</td>
<td></td>
<td>9.1 PSI</td>
</tr>
<tr>
<td>Sea Level Cabin To (ft)</td>
<td></td>
<td>24,000 ft (7,315 m)</td>
</tr>
</tbody>
</table>
### PAYLOAD / CAPACITIES:
- Max Payload: 2,200 lbs (998 kg)
- Useful Load: 5,700 lbs (2,585 kg)
- Max Fuel Capacity: 4,912 lbs (2,228 kg)
- Payload with Max Fuel: 788 lbs (357 kg)
- Fuel with Max Payload: 3,500 lbs (1,588 kg)

### CABIN DIMENSIONS:
- Length: 15 ft 6 in (4.72 m)
- Height: 4 ft 9 in (1.45 m)
- Width: 4 ft 11 in (1.50 m)

### CABIN VOLUME:
- Cockpit: 95 cu. ft (2.96 cu. m)
- Passenger Cabin (including lavatory & baggage): 226 cu. ft (6.40 cu. m)
- Total Volume: 321 cu. ft (9.10 cu. m)

### BAGGAGE CAPACITY:
- Internal Lavatory/Baggage Area: 20.0 cu ft/350 lbs (0.57 cu. m/159 kg)
- External/Tailcone: 26.4 cu ft/450 lbs (0.75 cu. m/204 kg)
- Total: 46.4 cu ft/800 lbs (1.31 cu. m/363 kg)

### PRESSURIZATION:
- Differential: 9.1 PSI
- Sea Level Cabin To: 24,000 ft (7,315 m)

### AIRPORT PERFORMANCE:

#### Takeoff Field Length:
- Max. Takeoff Weight, Sea Level, ISA: 3,821 ft (1,165 m)
- 16,300 lbs. TOW, FL050, 25°C/77°F: 6,926 ft (2,111 m)
- Landing 4 Pax., IFR Reserves – 100nm alternate, SL, ISA: 2,898 ft (883 m)
- Vref: 117 kt

#### CLIMB PERFORMANCE (MAX TAKEOFF WEIGHT):
- Time to Climb / Altitude: 16 min / FL 370
- FAR 25 Engine – Out Rate: 845 fpm (258 m/min)
- FAR 25 Engine – Out Gradient: 364 ft/nm (26 m/km)

#### CEILINGS:
- Certified: 45,000 ft (13,716 m)
- All Engine Service Ceiling: 45,000 ft (13,716 m)
- Engine Out Service Ceiling: 29,000 ft (8,839 m)

#### CRUISE PERFORMANCE (@ 13,000 lbs):
- High Speed Cruise Speed: 460 kt/529mph (851 km/hr)
- Fuel Flow: 922 lbs/hr (418 kg/hr)
- Altitude: FL 430
- Long Range Cruise Speed: 406 kt/467mph (751 km/hr)
- Fuel Flow: 704 lbs/hr (319 kg/hr)
- Altitude: FL 450

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“The 400XT is in tune with the times. Not only does it offer the prospect of relatively cheap purchasing and operating costs, it is about as green as private jets can get.”

ROHIT JAGGI, FINANCIAL TIMES MAY 2012
Nextant is a Directional Aviation Capital company, a private investment firm whose single focus is the business of aviation.