

# BUYERS' GUIDE

FOR LIGHT JETS



*Charlie Bravo*  
AVIATION



# BEECHCRAFT PREMIER I

## CHARLIE'S INSIGHTS

Hawker-Beechcraft's Premier 1 has one of the largest cabins among jets of its size, offering half a foot more headroom than other light jets. The Premier's fuselage is made of a high-strength carbon fiber/epoxy honeycomb composite, making it one of the safest planes on the market. With a cruising speed of over 400 knots, it competes with some of the fastest light jets in the industry, while maintaining low

operating costs. Its unique swept wings and Rolls-Royce engines offer a balance of high performance and fuel efficiency. The Premier 1 is known for its affordability, comfort and reliability, although several pilots have told us that it's not a plane for amateurs (or people who like to fly slowly). Even though the Premier is no longer in production, service and parts are readily available through the Textron network.



### BASIC CONFIGURATION

Fuselage (ft.)	
Length	46'0"
Height	15'4"
Wingspan	44'6"
Cabin (ft.)	
Length	13'7"
Height	5'4"
Width	5'6"
Typical Configuration	
Passengers	7
Pressurization (PSI)	8.40
Fuel Capacity (lbs & gals)	3,611 lbs 539 gal
Weight (lbs)	
Max Ramp	12,590.00
Max Takeoff	12,500.00
Max Landing	11,600.00
Useful Payload w/ Full Fuel	404.00
Basic Operating	8,351.00
Speed (knots)	
Normal Cruise TAS	415.00
Climb	
Normal (fpm)	2,055.00
Ceiling (ft.)	41,000.00
Takeoff Performance (ft.)	4,534.00
Landing Performance (ft.)	3,978.00
5000' + 20C BFL	6,888.00
Range (nm)	1,174.00

### ANNUAL FIXED COSTS

Crew Expense	74,100.00
Hangar Cost	27,202.00
Insurance (Hull + Legal Liability)	5,460.00
Training	15,307.50
<b>Total Fixed Costs</b>	<b>122,069.50</b>

\*Costs calculated on US averages; will be different in other world regions

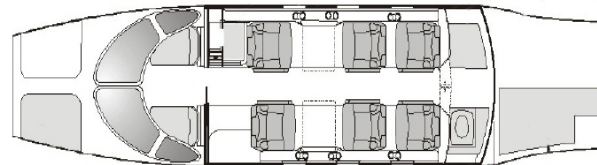
### DIRECT COSTS PER/HR

Fuel (at \$5/gal)	770.00
Burn Rate (Gal/hr)	154.00
Maintenance	608.00
Airframe	306.00
Engine/APU	302.00
<b>Total Direct Costs</b>	<b>1,378.00</b>
MPH (average)	478.00
<b>Total Cost Per Statute Mile</b>	<b>2.88</b>

\*Does not include catering, expenses, or pilot fees.

### ANNUAL BUDGET

Miles	200,000.00
Hours	418.00
<b>Total Direct Costs</b>	<b>576,004.00</b>
<b>Total Fixed Costs</b>	<b>122,069.50</b>
<b>Total Cost</b>	<b>698,073.50</b>
<b>Cost Per Hour</b>	<b>1,670.03</b>
<b>Cost Per Statute Mile</b>	<b>3.49</b>



Costs are calculated in U.S. dollars, printed courtesy of Aircraft Cost Calculator.

- Years Manufactured: 2000-2006
- Serial Numbers: RB-004 - 134
- Jet Class: Light Jets
- Standard Avionics: Collins Pro Line
- Engine Type: FJ44-2A
- TBO: 3,500
- Hots: 1,750





# BEECHCRAFT PREMIER 1A

## CHARLIE'S INSIGHTS

Hawker-Beechcraft's Premier was created to compete with Cessna's successful CJ line, which, at the time consisted of only the CJ, CJ1 and CJ2 models. Hawker-Beechcraft's goal was to create a single-pilot business jet with minimal operating and acquisition costs, while maintaining high performance standards. The fuselage is made of a high-strength carbon fiber/epoxy honeycomb composite, making it one of the safest planes on the market. The only differences between the Premier 1 and Premier 1A are improved avionics

and brakes and a redesigned cabin. The Premier 1A's unique, swept wings and Rolls-Royce engines allow it to compete with some of the fastest light jets in the industry while maintaining low operating costs. Like its predecessor, the Premier 1A is known for its affordability, comfort and reliability, although several pilots have told us that it's not a plane for amateurs (or people who like to fly slowly). Even though the Premier is no longer in production, service and parts are readily available through the Textron network.





### BASIC CONFIGURATION

Fuselage (ft.)	
Length	46'0"
Height	15'5"
Wingspan	44'7"
Cabin (ft.)	
Length	13'7"
Height	5'4"
Width	5'6"
Typical Configuration	
Passengers	7
Pressurization (PSI)	8.40
Fuel Capacity (lbs & gals)	3,670 lbs 548 gal
Weight (lbs)	
Max Ramp	12,590.00
Max Takeoff	12,500.00
Max Landing	11,600.00
Useful Payload w/ Full Fuel	312.00
Basic Operating	8,385.00
Speed (knots)	
Normal Cruise TAS	415.00
Climb	
Normal (fpm)	2,176.00
Ceiling (ft.)	41,000.00
Takeoff Performance (ft.)	4,534.00
Landing Performance (ft.)	3,978.00
5000' + 20C BFL	6,888.00
Range (nm)	1,174.00

### ANNUAL FIXED COSTS

Crew Expense	74,100.00
Hangar Cost	27,202.50
Insurance (Hull + Legal Liability)	7,800.00
Training	15,307.50
<b>Total Fixed Costs</b>	<b>124,410.00</b>

\*Costs calculated on US averages; will be different in other world regions

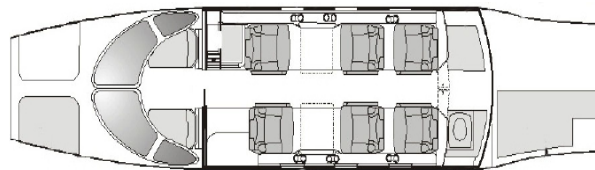
### DIRECT COSTS PER/HR

Fuel (at \$5/gal)	770.00
Burn Rate (Gal/hr)	154.00
Maintenance	588.00
Airframe	286.00
Engine/APU	302.00
<b>Total Direct Costs</b>	<b>1,358.00</b>
MPH (average)	478.00
<b>Total Cost Per Statute Mile</b>	<b>2.84</b>

\*Does not include catering, expenses, or pilot fees.

### ANNUAL BUDGET

Miles	200,000.00
Hours	418.00
<b>Total Direct Costs</b>	<b>567,644.00</b>
<b>Total Fixed Costs</b>	<b>124,410.00</b>
<b>Total Cost</b>	<b>692,054.00</b>
<b>Cost Per Hour</b>	<b>1,655.63</b>
<b>Cost Per Statute Mile</b>	<b>3.46</b>



Costs are calculated in U.S. dollars, printed courtesy of Aircraft Cost Calculator.

- Years Manufactured: 2005-2013
- Serial Numbers: RB-102 - 295
- Jet Class: Light Jets
- Standard Avionics: Collins Pro Line
- Engine Type: FJ44-2A
- TBO: 3,500
- Hots: 1,750



# BOMBARDIER LEARJET 31

## CHARLIE'S INSIGHTS

Bombardier built the Learjet 31 for only three years before making significant improvements to its design, resulting in the Learjet 31A. Bombardier's smallest light jet provides economic efficiency, speed, and a sleek design, but remains one of the more expensive light jets to operate. Its closest competitors are the Citation CJ1+ and CJ2, neither of which come close to the speed and power of the Learjet 31. Fuel

costs, maintenance, and the need for two pilots drive up the Lear's direct operating costs. The Learjet 31 is the perfect "New York to Florida" plane, with a range of more than 1,200 nautical miles. During its peak years, the Lear 31 was the fastest light jet on the market. Not surprisingly, it was a popular choice with professional racecar drivers.



### BASIC CONFIGURATION

Fuselage (ft.)	
Length	48'8"
Height	12'4"
Wingspan	43'9"
Cabin (ft.)	
Length	12'11"
Height	4'4"
Width	4'11"
Typical Configuration	
Crew	2
Passengers	6
Pressurization (PSI)	9.40
Fuel Capacity (lbs & gals)	4,124 lbs 615 gal
Weight (lbs)	
Max Ramp	17,200.00
Max Takeoff	15,500.00
Max Landing	15,300.00
Useful Payload w/ Full Fuel	237.00
Basic Operating	10,923.00
Speed (knots)	
Normal Cruise TAS	429.00
Climb	
Normal (fpm)	5,480.00
Ceiling (ft.)	51,000.00
Takeoff Performance (ft.)	4,485.00
Landing Performance (ft.)	3,208.00
5000' + 20C BFL	6,251.00
Range (nm)	1,252.00

### ANNUAL FIXED COSTS

Crew Expense	253,759.00
Hangar Cost	28,372.50
Insurance (Hull + Legal Liability)	5,460.00
Training	23,010.00
<b>Total Fixed Costs</b>	<b>205,042.50</b>

\*costs calculated on US averages; will be different in other world regions

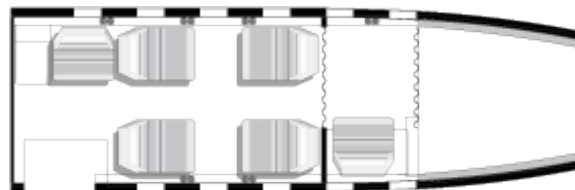
### DIRECT COSTS PER/HR

Fuel (at \$5/gal)	975.00
Burn Rate (Gal/hr)	195.00
Maintenance	1,141.00
Airframe	588.00
Engine/APU	553.00
<b>Total Direct Costs</b>	<b>2,116.00</b>
MPH (average)	494.00
<b>Total Cost Per Statute Mile</b>	<b>4.28</b>

\*Does not include catering, expenses, or pilot fees.

### ANNUAL BUDGET

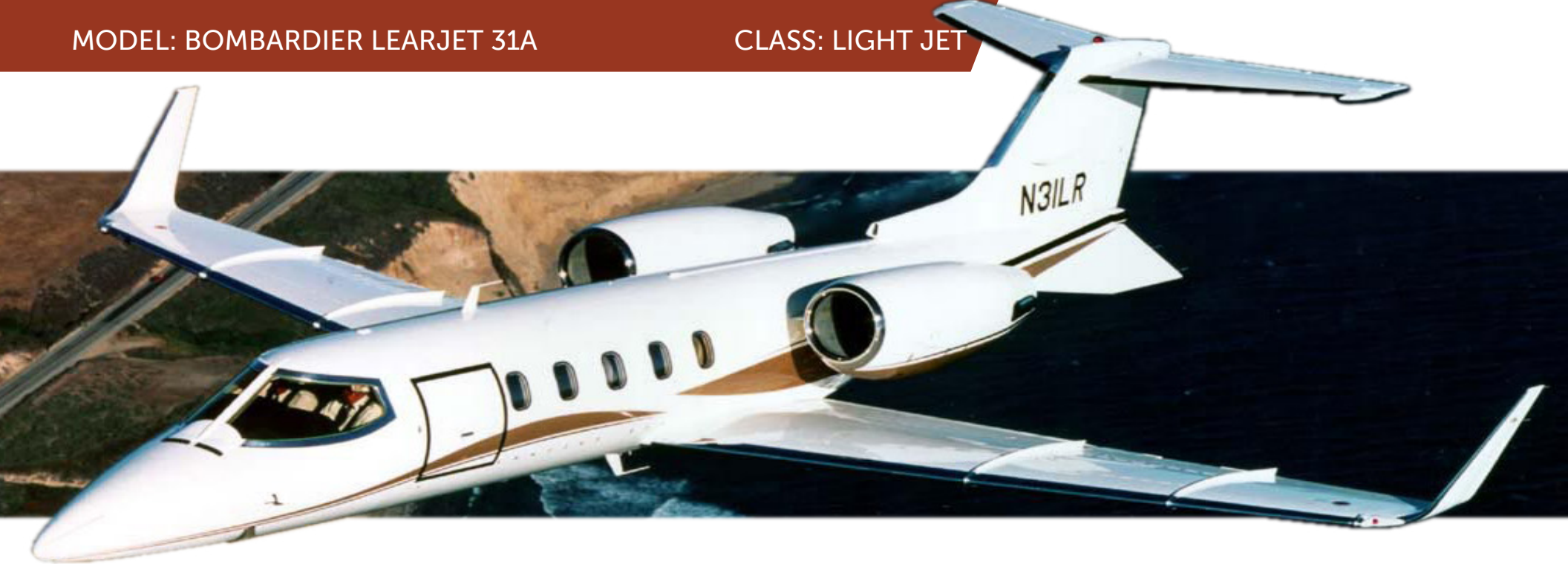
Miles	200,000.00
Hours	404.00
<b>Total Direct Costs</b>	<b>708,163.52</b>
<b>Total Fixed Costs</b>	<b>205,042.50</b>
<b>Total Cost</b>	<b>913,206.02</b>
<b>Cost Per Hour</b>	<b>2,260.41</b>
<b>Cost Per Statute Mile</b>	<b>4.57</b>



Costs are calculated in U.S. dollars, printed courtesy of Aircraft Cost Calculator.

- Years Manufactured: 1988 - 1991
- Serial Numbers: 31-002 - 034
- Jet Class: Light Jets
- Standard Avionics: Dual Bendix/King
- Engine Type: TFE731-2-3B
- TBO: 4,200
- Hots: 2,100





# BOMBARDIER LEARJET 31A

## CHARLIE'S INSIGHTS

Bombardier's Learjet 31A is the fastest of the small-cabin light jets commercially available. Its closest competitors are the Citation CJ1+ and CJ2, neither of which come close to the speed and power of the Learjet 31A. For those that don't mind an older model (the 31A was in production from 1991-2003), this light jet provides economic efficiency, speed, and a sleek design. Compared to the Learjet 31, the 31A has improved takeoff performance, max takeoff and landing weights, useful payload, and avionics system. With this model, Bombardier added a two-zone air conditioning control, as well. Options that make this plane attractive include an MSP engine program, thrust reversers, a 36" cargo door, forward

lavatory, TCAS II, Raisbeck Locker and ZR Lite modifications. When buying this jet, keep in mind that the 12-year inspection can significantly affect the aircraft's value.

The Learjet 31A is simply more plane than the Learjet 31, which is, for the most part, obsolete. When buying a Lear 31A, it's important to ask if it has had the ZR lite modification, which significantly improves efficiency, and whether or not the Raisback aft locker has been added. **Pilot talk:** check to see how the pilots have treated the Lear 31A's windshield. In the pilot's manual, it says to keep the defog on throughout the duration of each flight, which inadvertently decreases the lifespan of its \$65,000 windshields.



### BASIC CONFIGURATION

Fuselage (ft.)	
Length	48'8"
Height	12'4"
Wingspan	43'9"
Cabin (ft.)	
Length	12'11"
Height	4'4"
Width	4'11"
Typical Configuration	
Crew	2
Passengers	6
Pressurization (PSI)	9.40
Fuel Capacity (lbs & gals)	4,124 lbs 615 gal
Weight (lbs)	
Max Ramp	17,200.00
Max Takeoff	17,200.00
Max Landing	16,000.00
Useful Payload w/ Full Fuel	1,826.00
Basic Operating	10,923.00
Speed (knots)	
Normal Cruise TAS	429.00
Climb	
Normal (fpm)	5,480.00
Ceiling (ft.)	51,000.00
Takeoff Performance (ft.)	3,705.00
Landing Performance (ft.)	3,208.00
5000' + 20C BFL	6,251.00
Range (nm)	1,251.00

### ANNUAL FIXED COSTS

Crew Expense	253,759.00
Hangar Cost	28,372.50
Insurance (Hull + Legal Liability)	6,825.00
Training	23,010.00
<b>Total Fixed Costs</b>	<b>206,407.50</b>

\*Costs calculated on US averages; will be different in other world regions

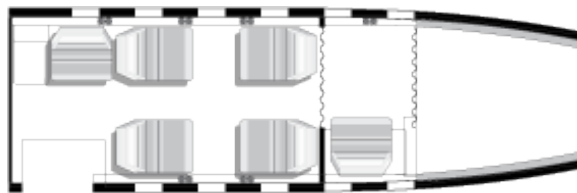
### DIRECT COSTS PER/HR

Fuel (at \$5/gal)	975.00
Burn Rate (Gal/hr)	195.00
Maintenance	1,111.00
Airframe	558.00
Engine/APU	553.00
<b>Total Direct Costs</b>	<b>2,086.00</b>
MPH (average)	494.00
<b>Total Cost Per Statute Mile</b>	<b>4.22</b>

\*Does not include catering, expenses, or pilot fees.

### ANNUAL BUDGET

Miles	200,000.00
Hours	404.00
<b>Total Direct Costs</b>	<b>842,744.00</b>
<b>Total Fixed Costs</b>	<b>206,407.50</b>
<b>Total Cost</b>	<b>1,049,151.50</b>
<b>Cost Per Hour</b>	<b>2,596.90</b>
<b>Cost Per Statute Mile</b>	<b>5.25</b>



Costs are calculated in U.S. dollars, printed courtesy of Aircraft Cost Calculator.

- Years Manufactured: 1991-2003
- Serial Numbers: 31A-0035 - 0242
- Jet Class: Light Jets
- Standard Avionics: Dual Bendix/King
- Engine Type: TFE731-2-3B
- TBO: 4,200
- Hots: 2,100





# BOMBARDIER LEARJET 40

## CHARLIE'S INSIGHTS

Bombardier's Learjet 40 is the next step up from the 31A. From an operational standpoint, the hourly costs of the Lear 40 remain consistent with the 31A. This aircraft provides upgrades in cabin space, fuel capacity, and range. The Lear 40 offers significantly more room per person, featuring a cabin nearly five feet longer than the 31A and about seven inches taller, which you'd know is significant if you've ever squeezed into a 31A. Most Learjet 40s have baggage space in the lavatory. Compared to its competitor, the Citation CJ3, the Lear 40 offers faster cruising speeds and double the useful payload with

full fuel. Carbon brakes, winglets, and vertical stabilizers, in addition to one of the largest cabins in its class, contribute to this Learjet's reputation for exceptional passenger comfort. Attractive Learjet 40 options include a gross weight modification, an engine program, dual FMS and BR engine upgrades. Operationally, it costs less to fly a Lear 40 than it does to operate its big brother, the Lear 45, and you'll pay less up front, as well. Although the Lear 40 has a slightly smaller cabin, passengers will have more room, as the 45 packs in two additional seats.





### BASIC CONFIGURATION

Fuselage (ft.)	
Length	55'7"
Height	14'2"
Wingspan	47'8"
Cabin (ft.)	
Length	17'8"
Height	4'11"
Width	5'1"
Typical Configuration	
Crew	2
Passengers	6
Pressurization (PSI)	9.40
Fuel Capacity (lbs & gals)	5,300 lbs 791 gal
Weight (lbs)	
Max Ramp	20,600.00
Max Takeoff	20,350.00
Max Landing	19,200.00
Useful Payload w/ Full Fuel	1,469.00
Basic Operating	13,375.00
Speed (knots)	
Normal Cruise TAS	425.00
Climb	
Normal (fpm)	2,466.00
Ceiling (ft.)	51,000.00
Takeoff Performance (ft.)	4,222.00
Landing Performance (ft.)	3,080.00
5000' + 20C BFL	7,124.00
Range (nm)	1,616.00

### ANNUAL FIXED COSTS

Crew Expense	187,200.00
Hangar Cost	35,197.00
Insurance (Hull + Legal Liability)	12,870.00
Training	41,730.00
<b>Total Fixed Costs</b>	<b>276,997.00</b>

\*Costs calculated on US averages; will be different in other world regions

### ANNUAL BUDGET

Miles	200,000.00
Hours	409.00
Total Direct Costs	826,180.00
Total Fixed Costs	276,997.00
<b>Total Cost</b>	<b>1,103,177.00</b>
Cost Per Hour	2,697.25
Cost Per Statute Mile	5.52



Costs are calculated in U.S. dollars, printed courtesy of Aircraft Cost Calculator.

### DIRECT COSTS PER/HR

Fuel (at \$5/gal)	1,000.00
Burn Rate (Gal/hr)	200.00
Maintenance	1,020.00
Airframe	432.00
Engine/APU	588.00
<b>Total Direct Costs</b>	<b>2,020.00</b>
MPH (average)	489.00
<b>Total Cost Per Statute Mile</b>	<b>4.13</b>

\*Does not include catering, expenses, or pilot fees.



- Years Manufactured: 2004-2007
- Serial Numbers: 45-2001 - 2078
- Jet Class: Light Jets
- Standard Avionics: Honeywell Primus
- Engine Type: TFE731-20AR
- TBO: 5,000
- Hots: 2,500



# BOMBARDIER LEARJET 40XR

## CHARLIE'S INSIGHTS

The Bombardier Learjet 40XR is an updated version of the Lear 40, introduced in 2004, offering the bigger, badder "BR" engines. These upgraded engines offer increased takeoff weights, extended range, faster cruise speeds, faster climb rates, improved hot-and-high performance, and more fuel-

efficient flights. In addition to the engine upgrade, the XR model features a modern cabin redesign, as well as cabin noise reduction features. Optional upgrades include extended range modification, dual FMS, and of course, the increasingly popular WiFi.



### BASIC CONFIGURATION

Fuselage (ft.)	
Length	55'7"
Height	14'2"
Wingspan	47'8"
Cabin (ft.)	
Length	17'8"
Height	4'11"
Width	5'1"
Typical Configuration	
Crew	2
Passengers	6
Pressurization (PSI)	9.40
Fuel Capacity (lbs & gals)	6,062 lbs 905 gal
Weight (lbs)	
Max Ramp	21,250.00
Max Takeoff	21,000.00
Max Landing	19,200.00
Useful Payload w/ Full Fuel	1,208.00
Basic Operating	13,600.00
Speed (knots)	
Normal Cruise TAS	425.00
Climb	
Normal (fpm)	2,466.00
Ceiling (ft.)	51,000.00
Takeoff Performance (ft.)	4,563.00
Landing Performance (ft.)	3,101.00
5000' + 20C BFL	5,690.00
Range (nm)	1,862.00

### ANNUAL FIXED COSTS

Crew Expense	187,200.00
Hangar Cost	35,197.00
Insurance (Hull + Legal Liability)	12,870.00
Training	41,730.00
<b>Total Fixed Costs</b>	<b>276,997.00</b>

\*Costs calculated on US averages; will be different in other world regions

### DIRECT COSTS PER/HR

Fuel (at \$5/gal)	1,085.00
Burn Rate (Gal/hr)	217.00
Maintenance	864.00
Airframe	374.00
Engine/APU	490.00
<b>Total Direct Costs</b>	<b>1,949.00</b>
MPH (average)	489.00
<b>Total Cost Per Statute Mile</b>	<b>3.99</b>

\*Does not include catering, expenses, or pilot fees.

### ANNUAL BUDGET

Miles	200,000.00
Hours	409.00
<b>Total Direct Costs</b>	<b>797,141.00</b>
<b>Total Fixed Costs</b>	<b>276,997.00</b>
<b>Total Cost</b>	<b>1,074,138.00</b>
<b>Cost Per Hour</b>	<b>2,626.25</b>
<b>Cost Per Statute Mile</b>	<b>5.37</b>



Costs are calculated in U.S. dollars, printed courtesy of Aircraft Cost Calculator.

- Years Manufactured: 2004-2012
- Serial Numbers: 45-2023 - 2133
- Jet Class: Light Jets
- Standard Avionics: Honeywell Primus
- Engine Type: TFE731-20BR
- TBO: 5,000
- Hots: 2,500





# BOMBARDIER LEARJET 45

## CHARLIE'S INSIGHTS

The Bombardier Learjet 45 is, for all intents and purposes, simply an extended version of the Learjet 40, featuring two additional passenger seats and extra cabin space. Like all Learjets, the Lear 45 has a reputation for being faster and more comfortable than any aircraft in its class, while maintaining relatively low operating costs. Due to its cabin size, high cruise speed and generous baggage space, the Lear 45 typically competes with larger

mid-sized jets, such as the Citation Excel and XLS. These features make the Lear 45 a popular choice for charter operators. It's important to note that the 40 and 45 series are the only Learjet series to have lived on through the Lear 70 and 75 models, which are simply upgraded versions of their predecessors. Clearly, there's a reason Learjet has continued to make these planes.



### BASIC CONFIGURATION

Fuselage (ft.)	
Length	58'5"
Height	14'4"
Wingspan	47'9"
Cabin (ft.)	
Length	19'9"
Height	4'11"
Width	5'1"
Typical Configuration	
Crew	2
Passengers	8
Pressurization (PSI)	9.40
Fuel Capacity (lbs & gals)	6,062 lbs 905 gal
Weight (lbs)	
Max Ramp	20,750.00
Max Takeoff	20,500.00
Max Landing	19,200.00
Useful Payload w/ Full Fuel	778.00
Basic Operating	13,543.00
Speed (knots)	
Normal Cruise TAS	425.00
Climb	
Normal (fpm)	2,180.00
Ceiling (ft.)	51,000.00
Takeoff Performance (ft.)	4,241.00
Landing Performance (ft.)	3,103.00
5000' + 20C BFL	7,290.00
Range (nm)	1,824.00

### ANNUAL FIXED COSTS

Crew Expense	187,200.00
Hangar Cost	36,562.50
Insurance (Hull + Legal Liability)	17,550.00
Training	41,730.00
<b>Total Fixed Costs</b>	<b>283,042.50</b>

\*Costs calculated on US averages; will be different in other world regions

### DIRECT COSTS PER/HR

Fuel (at \$5/gal)	990.00
Burn Rate (Gal/hr)	198.00
Maintenance	976.00
Airframe	328.00
Engine/APU	648.00
<b>Total Direct Costs</b>	<b>1,966.00</b>
MPH (average)	489.00
<b>Total Cost Per Statute Mile</b>	<b>4.02</b>

\*Does not include catering, expenses, or pilot fees.

### ANNUAL BUDGET

Miles	200,000.00
Hours	409.00
<b>Total Direct Costs</b>	<b>804,094.00</b>
<b>Total Fixed Costs</b>	<b>283,042.50</b>
<b>Total Cost</b>	<b>1,087,136.50</b>
<b>Cost Per Hour</b>	<b>2,658.04</b>
<b>Cost Per Statute Mile</b>	<b>5.44</b>



- Years Manufactured: 1998-2007
- Serial Numbers: 45-005 - 328
- Jet Class: Light Jets
- Standard Avionics: Honeywell Primus
- Engine Type: TFE731-20AR
- TBO: 6,000
- Hots: 3,000



Costs are calculated in U.S. dollars, printed courtesy of Aircraft Cost Calculator.



# BOMBARDIER LEARJET 45XR

## CHARLIE'S INSIGHTS

Bombardier's Learjet 45XR is an updated version of the Lear 45, introduced in 2004 and featuring the upgraded "BR" engines. These upgraded engines offer increased takeoff weights, extended range, faster cruise speeds, faster climb rates, improved hot-and-high performance, and more fuel-efficient flights. In addition to the engine upgrade, the XR model features a modern cabin redesign with reduced

cabin noise.

Additional amenities include dual temperature controls, aft lavatory, an entertainment system and 15 cubic feet of cabin-accessible baggage space, strengthening Bombardier's reputation for producing arguably the most comfortable light jet on the market. In the early 2000s, quieter cabins were often sought after, and Learjet's XR upgrades offered just that.





### BASIC CONFIGURATION

Fuselage (ft.)	
Length	57'5"
Height	14'2"
Wingspan	47'9"
Cabin (ft.)	
Length	19'9"
Height	4'11"
Width	5'1"
Typical Configuration	
Crew	2
Passengers	8
Pressurization (PSI)	9.40
Fuel Capacity (lbs & gals)	6,062 lbs 905 gal
Weight (lbs)	
Max Ramp	21,750.00
Max Takeoff	21,500.00
Max Landing	19,200.00
Useful Payload w/ Full Fuel	1,524.00
Basic Operating	13,772.00
Speed (knots)	
Normal Cruise TAS	425.00
Climb	
Normal (fpm)	2,466.00
Ceiling (ft.)	51,000.00
Takeoff Performance (ft.)	4,914.00
Landing Performance (ft.)	3,135.00
5000' + 20C BFL	5,811.00
Range (nm)	1,937.00

### ANNUAL FIXED COSTS

Crew Expense	187,200.00
Hangar Cost	36,562.00
Insurance (Hull + Legal Liability)	19,318.65
Training	41,730.00
<b>Total Fixed Costs</b>	<b>284,810.65</b>

\*Costs calculated on US averages; will be different in other world regions

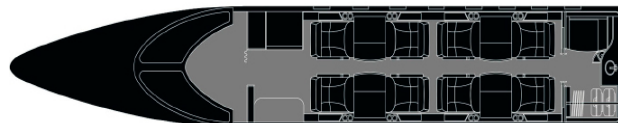
### DIRECT COSTS PER/HR

Fuel (at \$5/gal)	1,095.00
Burn Rate (Gal/hr)	219.00
Maintenance	920.00
Airframe	374.00
Engine/APU	546.00
<b>Total Direct Costs</b>	<b>2,015.00</b>
MPH (average)	489.00
<b>Total Cost Per Statute Mile</b>	<b>4.12</b>

\*Does not include catering, expenses, or pilot fees.

### ANNUAL BUDGET

Miles	200,000.00
Hours	409.00
<b>Total Direct Costs</b>	<b>824,135.00</b>
<b>Total Fixed Costs</b>	<b>284,810.65</b>
<b>Total Cost</b>	<b>1,108,945.65</b>
<b>Cost Per Hour</b>	<b>2,711.36</b>
<b>Cost Per Statute Mile</b>	<b>5.54</b>



Costs are calculated in U.S. dollars, printed courtesy of Aircraft Cost Calculator.

- Years Manufactured: 2003-2012
- Serial Numbers: 45-232 - 455
- Jet Class: Light Jets
- Standard Avionics: Honeywell Primus
- Engine Type: TFE731-20BR
- TBO: 6,000
- Hots: 3,000



# BOMBARDIER LEARJET 70

## CHARLIE'S INSIGHTS

The Bombardier Learjet 70 is an upgraded version of the Lear 40XR, featuring improvements to the jet's performance and its interior amenities. The Lear 70 offers an upgraded avionics system, revised winglets, a GWX70 weather radar, BluRay capabilities, an upgraded interior, the option to include HDTV monitors at every seat and the ability to control cabin lighting from a mobile app. The Lear 70 features an expanded galley, as well, with 30 percent more room than the 45XR. For those that were impressed with Bombardier's Lear

40 and 45, keep in mind that this new aircraft is built off of the exact same frame, offering improved amenities and mid-sized jet comfort while maintaining light jet operating costs.

With Bombardier's suspension of the Learjet 85 line of aircraft, we're a little nervous about their dedication to this model—or that of any Learjet. Hopefully we won't see the degradation of values that we saw with Hawker in the 2008-2014 market turmoil.



### BASIC CONFIGURATION

Fuselage (ft.)	
Length	55'8"
Height	14'1"
Wingspan	50'11"
Cabin (ft.)	
Length	17'8"
Height	4'11"
Width	5'1"
Typical Configuration	
Crew	2
Passengers	6
Pressurization (PSI)	9.40
Fuel Capacity (lbs & gals)	6,062 lbs 905 gal
Weight (lbs)	
Max Ramp	
Max Takeoff	21,000
Max Landing	19,200
Useful Payload w/ Full Fuel	1,436
Basic Operating	13,372
Speed (knots)	
Normal Cruise TAS	425
Climb	
Normal (fpm)	N/A
Ceiling (ft.)	51,000
Takeoff Performance (ft.)	4,124
Landing Performance (ft.)	3,101
5000' + 20C BFL	5,230
Range (nm)	1,903.00

### ANNUAL FIXED COSTS

Crew Expense	195,000.00
Hangar Cost	32,175.00
Insurance (Hull + Legal Liability)	16,526.25
Training	39,780.00
<b>Total Fixed Costs</b>	<b>283,481.25</b>

\*Costs calculated on US averages; will be different in other world regions

### DIRECT COSTS PER/HR

Fuel (at \$5/gal)	1,055.00
Burn Rate (Gal/hr)	211.00
Maintenance	833.00
Airframe	281.00
Engine/APU	552.00
<b>Total Direct Costs</b>	<b>1,888.00</b>
MPH (average)	489.00
<b>Total Cost Per Statute Mile</b>	<b>3.86</b>

\*Does not include catering, expenses, or pilot fees.

### ANNUAL BUDGET

Miles	200,000.00
Hours	408.00
<b>Total Direct Costs</b>	<b>770,304.00</b>
<b>Total Fixed Costs</b>	<b>283,481.25</b>
<b>Total Cost</b>	<b>1,053,785.25</b>
<b>Cost Per Hour</b>	<b>2,582.81</b>
<b>Cost Per Statute Mile</b>	<b>5.27</b>



- Years Manufactured: 2013-present
- Serial Numbers: 45-2134 & UP
- Jet Class: Light Jets
- Standard Avionics: Garmin G5000
- Engine Type: TFE731-40BR
- TBO: 6,000
- Hots: 3,000



Costs are calculated in U.S. dollars, printed courtesy of Aircraft Cost Calculator.





# BOMBARDIER LEARJET 75

## CHARLIE'S INSIGHTS

The Bombardier Learjet 75 is an upgraded version of the Lear 45XR, featuring improvements to the jet's performance and its interior amenities. The Lear 75 offers an upgraded avionics system, revised winglets, a GWX70 weather radar, BluRay capabilities, an upgraded interior, the option to include HDTV monitors at every seat, and the ability to control cabin lighting from a mobile app. The Lear 75 features an expanded galley, as well, with 30 percent more room than the 45XR. For those that were impressed

with Bombardier's Lear 40 and 45, keep in mind that this new aircraft is built off of the exact same frame, offering improved amenities and mid-sized jet comfort while maintaining light jet operating costs. With Bombardier's suspension of the Learjet 85 line of aircraft, we're a little nervous about their dedication to this model—or that of any Learjet. Hopefully we won't see the degradation of values that we saw with Hawker in the 2008-2014 market turmoil.



### BASIC CONFIGURATION

Fuselage (ft.)	
Length	57'7"
Height	14'2"
Wingspan	50'10"
Cabin (ft.)	
Length	19'9"
Height	4'11"
Width	5'1"
Typical Configuration	
Crew	2
Passengers	8
Pressurization (PSI)	9.40
Fuel Capacity (lbs & gals)	6,062 lbs 905 gal
Weight (lbs)	
Max Ramp	21,750.00
Max Takeoff	21,500.00
Max Landing	19,200.00
Useful Payload w/ Full Fuel	1,753.00
Basic Operating	13,890.00
Speed (knots)	
Normal Cruise TAS	425.00
Climb	
Normal (fpm)	N/A
Ceiling (ft.)	51,000.00
Takeoff Performance (ft.)	4,329.00
Landing Performance (ft.)	3,136.00
5000' + 20C BFL	5,280.00
Range (nm)	1,903.00

### ANNUAL FIXED COSTS

Crew Expense	187,200.00
Hangar Cost	38,902.00
Insurance (Hull + Legal Liability)	20,172.75
Training	41,730.00
<b>Total Fixed Costs</b>	<b>288,004.75</b>

\*Costs calculated on US averages; will be different in other world regions

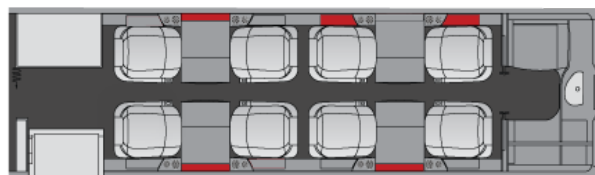
### DIRECT COSTS PER/HR

Fuel (at \$5/gal)	1,070.00
Burn Rate (Gal/hr)	214.00
Maintenance	889.00
Airframe	281.00
Engine/APU	608.00
<b>Total Direct Costs</b>	<b>1,959.00</b>
MPH (average)	489.00
<b>Total Cost Per Statute Mile</b>	<b>4.01</b>

\*Does not include catering, expenses, or pilot fees.

### ANNUAL BUDGET

Miles	200,000.00
Hours	409.00
<b>Total Direct Costs</b>	<b>801,231.00</b>
<b>Total Fixed Costs</b>	<b>288,004.75</b>
<b>Total Cost</b>	<b>1,089,235.75</b>
<b>Cost Per Hour</b>	<b>2,663.17</b>
<b>Cost Per Statute Mile</b>	<b>5.45</b>



Costs are calculated in U.S. dollars, printed courtesy of Aircraft Cost Calculator.

- Years Manufactured: 2013-present
- Serial Numbers: 45-456 & UP
- Jet Class: Light Jets
- Standard Avionics: Garmin G5000
- Engine Type: TFE731-40BR
- TBO: 6,000
- Hots: 3,000





# CESSNA CITATION I (ISP)

## CHARLIE'S INSIGHTS

In 1969, what later became known as the Citation I took flight for the first time in the form of the FanJet 500, Cessna's first business jet. Cessna's objective with this aircraft was to create a business jet that could take off and land on shorter runways. For that reason, it competed more directly with turboprops than the jets that existed at the time. Its official name at time of production in 1972 was the Citation Model 500, which changed to Citation I in 1976 after the introduction of a longer wingspan, higher

max gross weight and thrust reversers. Although Cessna ceased production on the Citation I in 1985, it continues to have one of the best runway performances of any Light Jet. Due to its outdated technology, however, it's also one of the most expensive to operate. Its operational costs are close to double those of most competing aircraft. The Citation ISP is the single-pilot version of the aircraft, but the original Citation I can also be flown by a single pilot with a waiver.



### BASIC CONFIGURATION

Fuselage (ft.)	
Length	43'6"
Height	14'4"
Wingspan	47'1"
Cabin (ft.)	
Length	12'8"
Height	4'4"
Width	4'11"
Typical Configuration	
Crew	1
Passengers	6
Pressurization (PSI)	8.5
Fuel Capacity (lbs & gals)	3,778 lbs 564 gal
Weight (lbs)	
Max Ramp	12,000
Max Takeoff	11,850
Max Landing	11,350
Useful Payload w/ Full Fuel	800
Basic Operating	7,215
Speed (knots)	
Normal Cruise TAS	352
Climb	
Normal (fpm)	2,680
Ceiling (ft.)	41,000
Takeoff Performance (ft.)	3,510
Landing Performance (ft.)	2,673
5000' + 20C BFL	5,280
Range (nm)	1,528

### ANNUAL FIXED COSTS

Crew Expense	100,669.00
Hangar Cost	23,000.00
Insurance (Hull + Legal Liability)	7,500.00
Training	8,400.00
<b>Total Fixed Costs</b>	<b>139,569.00</b>

\*Costs calculated on US averages; will be different in other world regions

### DIRECT COSTS PER/HR

Fuel (at \$5/gal)	720.00
Burn Rate (Gal/hr)	144.00
Maintenance	1,120.00
Airframe	675.00
Engine/APU	445.00
<b>Total Direct Costs</b>	<b>1,840.00</b>
MPH (average)	387.00
<b>Total Cost Per Statute Mile</b>	<b>4.75</b>

\*Does not include catering, expenses, or pilot fees.

### ANNUAL BUDGET

Miles	200,000.00
Hours	517.00
<b>Total Direct Costs</b>	<b>951,280.00</b>
<b>Total Fixed Costs</b>	<b>139,569.00</b>
<b>Total Cost</b>	<b>1,090,849.00</b>
<b>Cost Per Hour</b>	<b>2,109.96</b>
<b>Cost Per Statute Mile</b>	<b>5.45</b>



- Years Manufactured: 1972-1985
- Serial Numbers: 500-0001 - 0689 SP is 501
- Jet Class: Light Jets
- Standard Avionics: Dual Collins Pro Line
- Engine Type: JT15D-5A
- TBO: 3,500
- Hots: 1,750



Costs are calculated in U.S. dollars, printed courtesy of Aircraft Cost Calculator.





# CESSNA CITATION II (IISP)

## CHARLIE'S INSIGHTS

Cessna's Citation II is one of Cessna's best-selling private jets of all time. Considering how many different models they've manufactured, and the popularity of Cessna's Citation line, that's saying something. A thousand Citation IIs were sold in its first four years on the market, and it was in production for 16 years (from 1978 through 1994). As is the case with most Citations, practicality is what drew the masses to the Citation II. The aircraft's simplicity, both in design and operation, dramatically reduced operating and purchase costs. Costs were

more comparable to turboprops than its competitors in the light jet market. As far as older light jets are concerned, the Citation II is the standard. The Citation IISP is the single-pilot version of the aircraft, but the original Citation II can also be flown by a single pilot with a waiver. With lower acquisitions costs for the CJ line and high time on much of the Citation II fleet, these jets are not as popular as they once were and can be acquired inexpensively. Spare parts and engines with time remaining are readily available.



### BASIC CONFIGURATION

Fuselage (ft.)	
Length	47'3"
Height	15'0"
Wingspan	52'3"
Cabin (ft.)	
Length	15'9"
Height	4'8"
Width	4'10"
Typical Configuration	
Crew	1
Passengers	8
Pressurization (PSI)	8.70
Fuel Capacity (lbs & gals)	4,971 lbs 742 gal
Weight (lbs)	
Max Ramp	13,500.00
Max Takeoff	13,300.00
Max Landing	12,700.00
Useful Payload w/ Full Fuel	663.00
Basic Operating	8,434.00
Speed (knots)	
Normal Cruise TAS	346.00
Climb	
Normal (fpm)	3,070.00
Ceiling (ft.)	43,000.00
Takeoff Performance (ft.)	4,466.00
Landing Performance (ft.)	2,737.00
5000' + 20C BFL	6,300.00
Range (nm)	1,378.00

### ANNUAL FIXED COSTS

Crew Expense	74,100.00
Hangar Cost	32,760.00
Insurance (Hull + Legal Liability)	4,290.00
Training	12,967.50
<b>Total Fixed Costs</b>	<b>124,117.50</b>

\*Costs calculated on US averages; will be different in other world regions

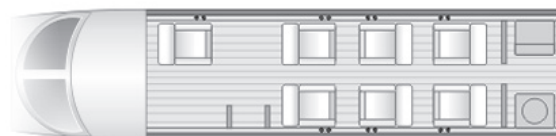
### DIRECT COSTS PER/HR

Fuel (at \$5/gal)	875.00
Burn Rate (Gal/hr)	175.00
Maintenance	778.08
Airframe	386.81
Engine/APU	391.27
<b>Total Direct Costs</b>	<b>1,653.08</b>
MPH (average)	414.00
<b>Total Cost Per Statute Mile</b>	<b>3.99</b>

\*Does not include catering, expenses, or pilot fees.

### ANNUAL BUDGET

Miles	200,000.00
Hours	483.00
<b>Total Direct Costs</b>	<b>798,437.64</b>
<b>Total Fixed Costs</b>	<b>124,117.50</b>
<b>Total Cost</b>	<b>922,555.14</b>
<b>Cost Per Hour</b>	<b>1,910.05</b>
<b>Cost Per Statute Mile</b>	<b>4.61</b>



Costs are calculated in U.S. dollars, printed courtesy of Aircraft Cost Calculator.

- Years Manufactured: 1978-1994
- Serial Numbers: 550-0003 - 0733 SP is 551
- Jet Class: Light Jets
- Standard Avionics: Dual Collins Pro Line
- Engine Type: JT15D-1A
- TBO: 3,500
- Hots: 1,750



# CESSNA CITATION V

## CHARLIE'S INSIGHTS

The Cessna Citation V is essentially a stretched Bravo, offering one of the longest cabins in the light jet class. This creates room for more than 900 pounds of useful payload and increased cabin comfort, which is typically the deciding factor for those that favor the Citation V over other light jets. The increased cabin size also allowed Cessna to install extra-wide seats. Improvements in soundproofing techniques and triple-glazed windows lead to one of the quietest light jets avail-

able at the time. The Citation V's performance specs aren't incredibly impressive, but its payload and cabin comfort are what set it apart from its competition, making it a popular choice for shorter flights. The Citation V's larger cabin and Pratt & Whitney JT15D-5A engines lead to increased fuel burn and more expensive maintenance, though finding technicians who are 560-trained does make ownership attractive.





### BASIC CONFIGURATION

Fuselage (ft.)	
Length	48'10"
Height	15'0"
Wingspan	52'3"
Cabin (ft.)	
Length	17'4"
Height	4'10"
Width	4'10"
Typical Configuration	
Crew	1
Passengers	8
Pressurization (PSI)	8.90
Fuel Capacity (lbs & gals)	5,771 lbs 861 gal
Weight (lbs)	
Max Ramp	16,100.00
Max Takeoff	15,900.00
Max Landing	15,200.00
Useful Payload w/ Full Fuel	907.00
Basic Operating	9,165.00
Speed (knots)	
Normal Cruise TAS	387.00
Climb	
Normal (fpm)	3,684.00
Ceiling (ft.)	45,000.00
Takeoff Performance (ft.)	3,647.00
Landing Performance (ft.)	2,864.00
5000' + 20C BFL	4,490.00
Range (nm)	1,960.00

### ANNUAL FIXED COSTS

Crew Expense	74,100.00
Hangar Cost	33,930.00
Insurance (Hull + Legal Liability)	4,387.50
Training	9,262.50
<b>Total Fixed Costs</b>	<b>121,680.00</b>

\*Costs calculated on US averages; will be different in other world regions

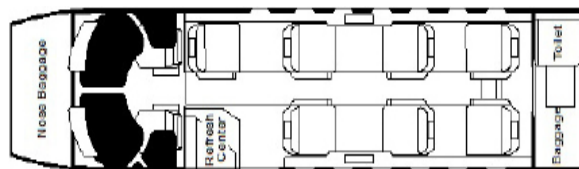
### DIRECT COSTS PER/HR

Fuel (at \$5/gal)	1,015.00
Burn Rate (Gal/hr)	203.00
Maintenance	834.00
Airframe	454.00
Engine/APU	380.00
<b>Total Direct Costs</b>	<b>1,849.00</b>
MPH (average)	445.00
<b>Total Cost Per Statute Mile</b>	<b>4.16</b>

\*Does not include catering, expenses, or pilot fees.

### ANNUAL BUDGET

Miles	200,000.00
Hours	449.00
<b>Total Direct Costs</b>	<b>830,201.00</b>
<b>Total Fixed Costs</b>	<b>121,680.00</b>
<b>Total Cost</b>	<b>951,881.00</b>
<b>Cost Per Hour</b>	<b>2,120.00</b>
<b>Cost Per Statute Mile</b>	<b>4.76</b>



Costs are calculated in U.S. dollars, printed courtesy of Aircraft Cost Calculator.

- Years Manufactured: 1989-1994
- Serial Numbers: 560-0001 - 0259
- Jet Class: Light Jets
- Standard Avionics: Dual Collins Pro Line
- Engine Type: JT15D-5A
- TBO: 3,500
- Hots: 1,750



# CESSNA CITATION BRAVO

## CHARLIE'S INSIGHTS

Cessna's Citation Bravo is the successor to the popular Citation II. The more powerful and more efficient Bravo features increased cruising speed, extended range, faster climb rate, better takeoff performance, improved fuel efficiency and lower hourly costs than the Citation II. Additionally,

trailing link landing gear makes taxiing over uneven pavement and landings smoother than its predecessor. Citations are known for simplicity, reliability, and affordability, and the Bravo is no exception. Many charter operators find it easy to sell charter hours on this aircraft.



### BASIC CONFIGURATION

Fuselage (ft.)	
Length	47'3"
Height	15'0"
Wingspan	52'0"
Cabin (ft.)	
Length	15'9"
Height	4'8"
Width	4'10"
Typical Configuration	
Crew	1
Passengers	8
Pressurization (PSI)	8.90
Fuel Capacity (lbs & gals)	4,824 lbs 720 gal
Weight (lbs)	
Max Ramp	15,000.00
Max Takeoff	14,800.00
Max Landing	13,500.00
Useful Payload w/ Full Fuel	781.00
Basic Operating	9,141.00
Speed (knots)	
Normal Cruise TAS	394.00
Climb	
Normal (fpm)	3,195.00
Ceiling (ft.)	43,000.00
Takeoff Performance (ft.)	4,065.00
Landing Performance (ft.)	3,280.00
5000' + 20C BFL	5,520.00
Range (nm)	1,495.00

### ANNUAL FIXED COSTS

Crew Expense	74,100.00
Hangar Cost	32,467.50
Insurance (Hull + Legal Liability)	11,310.00
Training	11,212.50
<b>Total Fixed Costs</b>	<b>129,090.00</b>

\*Costs calculated on US averages; will be different in other world regions

### DIRECT COSTS PER/HR

Fuel (at \$5/gal)	820.00
Burn Rate (Gal/hr)	164.00
Maintenance	677.00
Airframe	333.00
Engine/APU	344.00
<b>Total Direct Costs</b>	<b>1,497.00</b>
MPH (average)	460.00
<b>Total Cost Per Statute Mile</b>	<b>3.25</b>

\*Does not include catering, expenses, or pilot fees.

### ANNUAL BUDGET

Miles	200,000.00
Hours	435.00
<b>Total Direct Costs</b>	<b>651,195.00</b>
<b>Total Fixed Costs</b>	<b>129,090.00</b>
<b>Total Cost</b>	<b>780,285.00</b>
<b>Cost Per Hour</b>	<b>1,793.76</b>
<b>Cost Per Statute Mile</b>	<b>3.90</b>



- Years Manufactured: 1997-2006
- Serial Numbers: 550B-0801 - 1136
- Jet Class: Light Jets
- Standard Avionics: Honeywell Primus
- Engine Type: PW530A
- TBO: 4,000
- Hots: 2,000



Costs are calculated in U.S. dollars, printed courtesy of Aircraft Cost Calculator.





# CESSNA CITATION JET (CJ)

## CHARLIE'S INSIGHTS

The Cessna Citation Jet, or 525-model, is a classic single-pilot light jet, created with the entrepreneurial businessman in mind. The simplicity of the Citation Jet, both in design and operation, makes it ideal for owner operators, first-time buyers, and those who are taking the step forward from turbo-prop ownership into the business jet market. From the original Citation Jet all the way through the CJ4, Citation Jets are known for their low operating costs and ease of operation. The Citation Jet

improved upon Citation 500 and Citation II performance by implementing a laminar flow wing, reducing drag dramatically. Compared to other light jets, CJ operating costs are minimal, even comparable to turbo-props, such as the King Air B200. The Citation Jet 525 specializes in simplicity and reliability, without having to sacrifice performance. To this day, the original Citation Jet still sees significant activity in the pre-owned market, especially if retrofitted with Garmin 1000 avionics.



### BASIC CONFIGURATION

Fuselage (ft.)	
Length	42'7"
Height	13'8"
Wingspan	46'9"
Cabin (ft.)	
Length	11'0"
Height	4'9"
Width	4'10"
Typical Configuration	
Crew	1
Passengers	6
Pressurization (PSI)	8.50
Fuel Capacity (lbs & gals)	3,196 lbs 477 gal
Weight (lbs)	
Max Ramp	10,500.00
Max Takeoff	10,400.00
Max Landing	9,700.00
Useful Payload w/ Full Fuel	322.00
Basic Operating	6,776.00
Speed (knots)	
Normal Cruise TAS	354.00
Climb	
Normal (fpm)	3,311.00
Ceiling (ft.)	41,000.00
Takeoff Performance (ft.)	3,910.00
Landing Performance (ft.)	3,309.00
5000' + 20C BFL	5,870.00
Range (nm)	1,250.00

### ANNUAL FIXED COSTS

Crew Expense	74,100.00
Hangar Cost	26,520.00
Insurance (Hull + Legal Liability)	5,070.00
Training	9,847.50
<b>Total Fixed Costs</b>	<b>115,537.50</b>

\*Costs calculated on US averages; will be different in other world regions

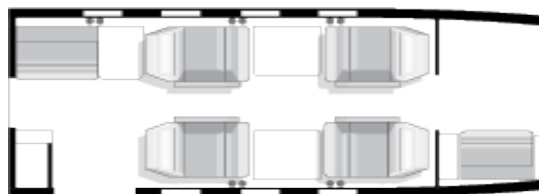
### DIRECT COSTS PER/HR

Fuel (at \$5/gal)	645.00
Burn Rate (Gal/hr)	129.00
Maintenance	686.00
Airframe	412.00
Engine/APU	274.00
<b>Total Direct Costs</b>	<b>1,331.00</b>
MPH (average)	408.00
<b>Total Cost Per Statute Mile</b>	<b>3.26</b>

\*Does not include catering, expenses, or pilot fees.

### ANNUAL BUDGET

Miles	200,000.00
Hours	490.00
<b>Total Direct Costs</b>	<b>652,190.00</b>
<b>Total Fixed Costs</b>	<b>115,537.50</b>
<b>Total Cost</b>	<b>767,727.50</b>
<b>Cost Per Hour</b>	<b>1,566.79</b>
<b>Cost Per Statute Mile</b>	<b>3.84</b>



Costs are calculated in U.S. dollars, printed courtesy of Aircraft Cost Calculator.

- Years Manufactured: 1993-2000
- Serial Numbers: 525-0001 - 359
- Jet Class: Light Jets
- Standard Avionics: SPZ5000 IFCS
- Engine Type: FJ44-1A
- TBO: 3,500
- Hots: 1,750





# CESSNA CITATION CJ1

## CHARLIE'S INSIGHTS

The CJ1 progression of the Citation Jet line improved upon the original Citation Jet by adding a more modern avionics suite and a moderate increase in maximum takeoff weight. The CJ1 features a full-length dropped aisle and reduced cabin noise, providing a comfortable flight for everybody on board, except the poor guy who drew the short straw and ended up sitting in the belted lavatory—but even that seat is better than “32B” on a commercial

flight. Like the other 525-series aircraft from Cessna, the CJ1 is user friendly for the owner-operator. Relatively easy to fly and land, this is a logical step for the pilot moving up from a turboprop. Cessna has service centers all over the world, especially now that the old Hawker Beech service centers are certified for Cessnas and vice versa. Textron also has mobile service units—nice when your CJ1 needs minor maintenance at a remote location.





### BASIC CONFIGURATION

Fuselage (ft.)	
Length	42'7"
Height	13'9"
Wingspan	46'10"
Cabin (ft.)	
Length	11'0"
Height	4'9"
Width	4'10"
Typical Configuration	
Crew	1
Passengers	6
Pressurization (PSI)	8.50
Fuel Capacity (lbs & gals)	3,220 lbs 481 gal
Weight (lbs)	
Max Ramp	10,700.00
Max Takeoff	10,600.00
Max Landing	9,800.00
Useful Payload w/ Full Fuel	419.00
Basic Operating	6,874.00
Speed (knots)	
Normal Cruise TAS	371.00
Climb	
Normal (fpm)	3,200.00
Ceiling (ft.)	41,000.00
Takeoff Performance (ft.)	4,115.00
Landing Performance (ft.)	3,366.00
5000' + 20C BFL	5,870.00
Range (nm)	1,121.00

### ANNUAL FIXED COSTS

Crew Expense	74,100.00
Hangar Cost	26,520.00
Insurance (Hull + Legal Liability)	7,410.00
Training	10,335.00
<b>Total Fixed Costs</b>	<b>118,365.00</b>

\*Costs calculated on US averages; will be different in other world regions

### DIRECT COSTS PER/HR

Fuel (at \$5/gal)	603.00
Burn Rate (Gal/hr)	130.00
Maintenance	599.00
Airframe	325.00
Engine/APU	274.00
<b>Total Direct Costs</b>	<b>1,202.00</b>
MPH (average)	437.00
<b>Total Cost Per Statute Mile</b>	<b>2.75</b>

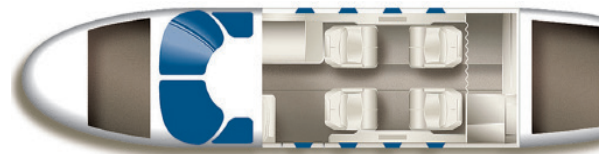
\*Does not include catering, expenses, or pilot fees.

### ANNUAL BUDGET

Miles	200,000.00
Hours	458.00
<b>Total Direct Costs</b>	<b>550,516.00</b>
<b>Total Fixed Costs</b>	<b>118,365.00</b>
<b>Total Cost</b>	<b>668,881.00</b>
<b>Cost Per Hour</b>	<b>1,460.44</b>
<b>Cost Per Statute Mile</b>	<b>3.34</b>



- Years Manufactured: 2000-2005
- Serial Numbers: 525-0360 - 0558
- Jet Class: Light Jets
- Standard Avionics: Collins Pro Line 21
- Engine Type: FJ44-1A
- TBO: 3,500
- Hots: 1,750



Costs are calculated in U.S. dollars, printed courtesy of Aircraft Cost Calculator.



# CESSNA CITATION CJ1+

## CHARLIE'S INSIGHTS

The CJ1+ progression of the Citation Jet line improved upon the performance and economic efficiency of the CJ1, offering a higher payload and greater fuel efficiency. The simplicity of the CJ1+, both in design and operation, makes it ideal for owner operators, first-time buyers and those who are taking the step forward from turbo-prop ownership into the business jet market. Compared to other light jets,

and even turboprops, CJ1+ operating costs are minimal. Citation Jets are known for simplicity and reliability, and the CJ1+ is no different. The CJ1+ comes with a significantly improved avionics package (compared to the CJ1), including the latest technology for situational awareness and the addition of FADEC (Full Authority Digital Engine Control).



### BASIC CONFIGURATION

Fuselage (ft.)	
Length	42'7"
Height	13'9"
Wingspan	46'10"
Cabin (ft.)	
Length	11'0"
Height	4'9"
Width	4'10"
Typical Configuration	
Crew	1
Passengers	6
Pressurization (PSI)	8.50
Fuel Capacity (lbs & gals)	3,220 lbs 481 gal
Weight (lbs)	
Max Ramp	10,800.00
Max Takeoff	10,700.00
Max Landing	9,900.00
Useful Payload w/ Full Fuel	531.00
Basic Operating	6,859.00
Speed (knots)	
Normal Cruise TAS	379.00
Climb	
Normal (fpm)	3,290.00
Ceiling (ft.)	41,000.00
Takeoff Performance (ft.)	3,890.00
Landing Performance (ft.)	3,158.00
5000' + 20C BFL	5,890.00
Range (nm)	1,127.00

### ANNUAL FIXED COSTS

Crew Expense	74,100.00
Hangar Cost	26,520.00
Insurance (Hull + Legal Liability)	15,600.00
Training	10,335.00
<b>Total Fixed Costs</b>	<b>126,555.00</b>

\*Costs calculated on US averages; will be different in other world regions

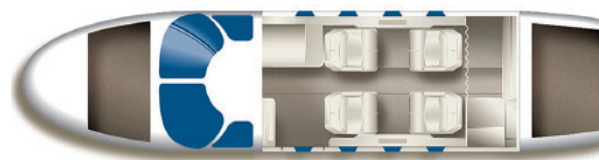
### DIRECT COSTS PER/HR

Fuel (at \$5/gal)	730.00
Burn Rate (Gal/hr)	146.00
Maintenance	569.00
Airframe	291.00
Engine/APU	278.00
<b>Total Direct Costs</b>	<b>1,299.00</b>
MPH (average)	436.00
<b>Total Cost Per Statute Mile</b>	<b>2.98</b>

\*Does not include catering, expenses, or pilot fees.

### ANNUAL BUDGET

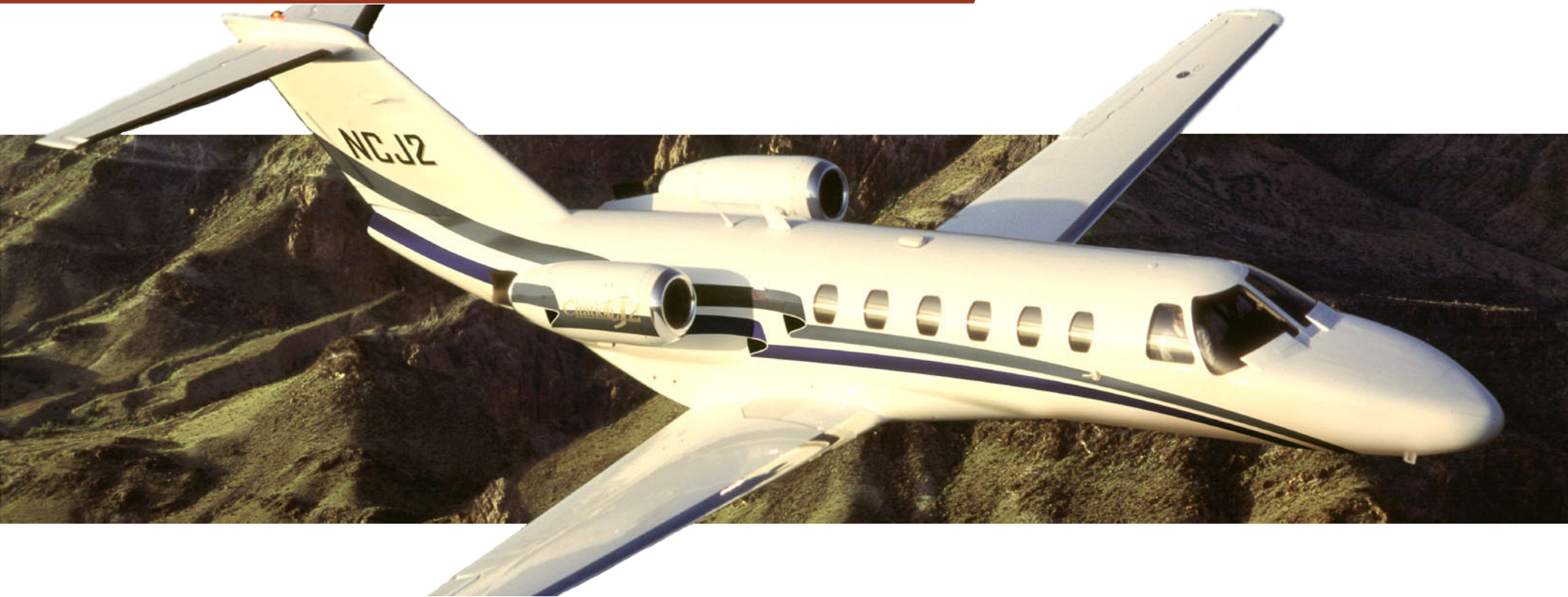
Miles	200,000.00
Hours	458.00
<b>Total Direct Costs</b>	<b>594,942.00</b>
<b>Total Fixed Costs</b>	<b>126,555.00</b>
<b>Total Cost</b>	<b>721,497.00</b>
<b>Cost Per Hour</b>	<b>1,575.32</b>
<b>Cost Per Statute Mile</b>	<b>3.61</b>



Costs are calculated in U.S. dollars, printed courtesy of Aircraft Cost Calculator.

- Years Manufactured: 2005-2011
- Serial Numbers: 525-0601 & UP
- Jet Class: Light Jets
- Standard Avionics: Collins Pro Line 21
- Engine Type: FJ44-1AP
- TBO: 3,500
- Hots: 1,750





# CESSNA CITATION CJ2

## CHARLIE'S INSIGHTS

The CJ2 progression of the Citation Jet line is bigger, faster and better than the CJ1 and CJ1+, offering a larger cabin, longer wingspan, faster cruising speed, increased payload and extended range. Like its predecessors, the CJ2 is known for its low operating costs and operation simplicity, making it ideal for owner operators, first-time buyers, and those who are taking the step forward from turbo-prop ownership into the business jet market. The CJ2's op-

erating costs remain minimal, even with the increase in weight and useful payload, while improving performance significantly. The CJ2 is yet another improvement upon the Citation Jet's reputation for simplicity and reliability, without compromising modern avionics and impressive performance. One of the biggest draws to the CJ2 is its single-pilot operation capability with a cabin comparable to that of a Learjet 45 or a Hawker 400.



### BASIC CONFIGURATION

Fuselage (ft.)	
Length	47'8"
Height	13'10"
Wingspan	49'9"
Cabin (ft.)	
Length	13'7"
Height	4'9"
Width	4'10"
Typical Configuration	
Crew	1
Passengers	7
Pressurization (PSI)	8.90
Fuel Capacity (lbs & gals)	3,930 lbs 586 gal
Weight (lbs)	
Max Ramp	12,500.00
Max Takeoff	12,375.00
Max Landing	11,500.00
Useful Payload w/ Full Fuel	651.00
Basic Operating	7,703.00
Speed (knots)	
Normal Cruise TAS	402.00
Climb	
Normal (fpm)	3,870.00
Ceiling (ft.)	45,000.00
Takeoff Performance (ft.)	3,725.00
Landing Performance (ft.)	2,619.00
5000' + 20C BFL	5,080.00
Range (nm)	1,511.00

### ANNUAL FIXED COSTS

Crew Expense	74,100.00
Hangar Cost	31,590.00
Insurance (Hull + Legal Liability)	11,310.00
Training	10,335.00
<b>Total Fixed Costs</b>	<b>127,335.00</b>

\*Costs calculated on US averages; will be different in other world regions

### DIRECT COSTS PER/HR

Fuel (at \$5/gal)	680.00
Burn Rate (Gal/hr)	136.00
Maintenance	609.00
Airframe	307.00
Engine/APU	302.00
<b>Total Direct Costs</b>	<b>1,289.00</b>
MPH (average)	463.00
<b>Total Cost Per Statute Mile</b>	<b>2.78</b>

\*Does not include catering, expenses, or pilot fees.

### ANNUAL BUDGET

Miles	200,000.00
Hours	432.00
<b>Total Direct Costs</b>	<b>556,848.00</b>
<b>Total Fixed Costs</b>	<b>127,335.00</b>
<b>Total Cost</b>	<b>684,183.00</b>
<b>Cost Per Hour</b>	<b>1,583.76</b>
<b>Cost Per Statute Mile</b>	<b>3.42</b>



Costs are calculated in U.S. dollars, printed courtesy of Aircraft Cost Calculator.

- Years Manufactured: 2000-2006
- Serial Numbers: 525A-0002 - 0244
- Jet Class: Light Jets
- Standard Avionics: Collins Pro Line 21
- Engine Type: FJ44-2C
- TBO: 3,500
- Hots: 1,750





# CESSNA CITATION CJ2+

## CHARLIE'S INSIGHTS

The CJ2+ is the fifth generation of Cessna's Citation Jet line. As is true with all "plus" progressions of the Citation Jet series, the CJ2+ improved upon the CJ2's range, payload, takeoff and landing weights, takeoff performance and climb rate while maintaining the low operating costs for which Citation Jets are known. Like its predecessors, the simplicity of the CJ2+, both in design and operation, makes it ideal for owner opera-

tors, first-time buyers, and those who are taking the step forward from turbo-prop ownership into the business jet market. The CJ2+ is yet another improvement upon the Citation Jet's reputation for simplicity and reliability, without compromising modern avionics and impressive performance. CJ2+'s improvements over the CJ2 include the addition of FADEC (Full Authority Digital Engine Control).





### BASIC CONFIGURATION

Fuselage (ft.)	
Length	47'8"
Height	14'0"
Wingspan	49'9"
Cabin (ft.)	
Length	13'7"
Height	4'9"
Width	4'10"
Typical Configuration	
Crew	1
Passengers	7
Pressurization (PSI)	8.90
Fuel Capacity (lbs & gals)	3,930 lbs 587 gal
Weight (lbs)	
Max Ramp	12,625.00
Max Takeoff	12,500.00
Max Landing	11,525.00
Useful Payload w/ Full Fuel	697.00
Basic Operating	7,781.00
Speed (knots)	
Normal Cruise TAS	402.00
Climb	
Normal (fpm)	4,120.00
Ceiling (ft.)	45,000.00
Takeoff Performance (ft.)	3,714.00
Landing Performance (ft.)	2,655.00
5000' + 20C BFL	5,180.00
Range (nm)	1,521.00

### ANNUAL FIXED COSTS

Crew Expense	74,100.00
Hangar Cost	31,590.00
Insurance (Hull + Legal Liability)	17,618.00
Training	13,845.00
<b>Total Fixed Costs</b>	<b>137,153.00</b>

\*Costs calculated on US averages; will be different in other world regions

### DIRECT COSTS PER/HR

Fuel (at \$5/gal)	770.00
Burn Rate (Gal/hr)	154.00
Maintenance	558.00
Airframe	251.00
Engine/APU	307.00
<b>Total Direct Costs</b>	<b>1,328.00</b>
MPH (average)	463.00
<b>Total Cost Per Statute Mile</b>	<b>2.89</b>

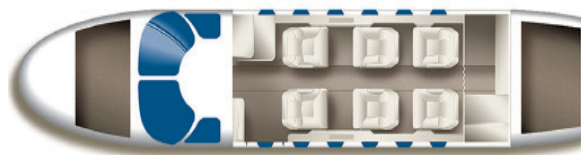
\*Does not include catering, expenses, or pilot fees.

### ANNUAL BUDGET

Miles	200,000.00
Hours	432.00
<b>Total Direct Costs</b>	<b>573,696.00</b>
<b>Total Fixed Costs</b>	<b>137,153.00</b>
<b>Total Cost</b>	<b>710,849.00</b>
<b>Cost Per Hour</b>	<b>1,645.48</b>
<b>Cost Per Statute Mile</b>	<b>3.19</b>



- Years Manufactured: 2005-2014
- Serial Numbers: 525A-0300 - 0524
- Jet Class: Light Jets
- Standard Avionics: Collins Pro Line 21
- Engine Type: FJ44-2C
- TBO: 3,500
- Hots: 1,750



Costs are calculated in U.S. dollars, printed courtesy of Aircraft Cost Calculator.



# CESSNA CITATION CJ3

## CHARLIE'S INSIGHTS

The CJ3 is the sixth generation of Cessna's Citation Jet line. Cessna significantly increased the useful payload on the CJ3, offering an additional 100 pounds, compared to the CJ2. Maximum takeoff weight was increased, as well as the maximum fuel weight, resulting in a significant range increase. The simplicity of Citation Jets, both in design and operation, makes the CJ3 ideal for owner operators, first-time buyers, and those who are taking the step

forward from turboprop ownership into the business jet market. The CJ3 is simply bigger and better than previous Citation Jet models, and continues to strengthen the Citation Jet's reputation for simplicity, reliability and low operating costs. When asked about the differences in the CJ line, pilots have one word about the CJ3 - power. This means better performance in hot and high operations.



### BASIC CONFIGURATION

Fuselage (ft.)	
Length	51'3"
Height	15'3"
Wingspan	53'4"
Cabin (ft.)	
Length	15'8"
Height	4'9"
Width	4'10"
Typical Configuration	
Crew	1
Passengers	7
Pressurization (PSI)	8.90
Fuel Capacity (lbs & gals)	4,710 lbs 703 gal
Weight (lbs)	
Max Ramp	14,070.00
Max Takeoff	13,870.00
Max Landing	12,750.00
Useful Payload w/ Full Fuel	756.00
Basic Operating	8,700.00
Speed (knots)	
Normal Cruise TAS	417.00
Climb	
Normal (fpm)	4,478.00
Ceiling (ft.)	45,000.00
Takeoff Performance (ft.)	3,180.00
Landing Performance (ft.)	2,770.00
5000' + 20C BFL	4,750.00
Range (nm)	1,875.00

### ANNUAL FIXED COSTS

Crew Expense	74,100.00
Hangar Cost	35,977.50
Insurance (Hull + Legal Liability)	20,346.30
Training	13,845.00
<b>Total Fixed Costs</b>	<b>144,268.80</b>

\*Costs calculated on US averages; will be different in other world regions

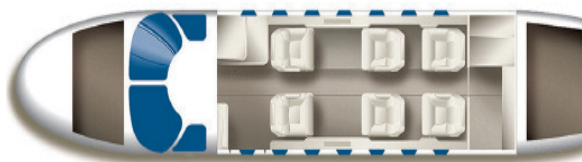
### DIRECT COSTS PER/HR

Fuel (at \$5/gal)	830.00
Burn Rate (Gal/hr)	166.00
Maintenance	573.00
Airframe	257.00
Engine/APU	316.00
<b>Total Direct Costs</b>	<b>1,403.00</b>
MPH (average)	463.00
<b>Total Cost Per Statute Mile</b>	<b>3.03</b>

\*Does not include catering, expenses, or pilot fees.

### ANNUAL BUDGET

Miles	200,000.00
Hours	432.00
<b>Total Direct Costs</b>	<b>606,096.00</b>
<b>Total Fixed Costs</b>	<b>144,268.80</b>
<b>Total Cost</b>	<b>740,364.80</b>
<b>Cost Per Hour</b>	<b>1,736.96</b>
<b>Cost Per Statute Mile</b>	<b>3.70</b>



Costs are calculated in U.S. dollars, printed courtesy of Aircraft Cost Calculator.

- Years Manufactured: 2004-2014
- Serial Numbers: 525B-0002 - 415
- Jet Class: Light Jets
- Standard Avionics: Collins Pro Line 21
- Engine Type: FJ44-3A
- TBO: 4,000
- Hots: 2,000





# CESSNA CITATION CJ3+

## CHARLIE'S INSIGHTS

The CJ3+, which Cessna has given the tagline "Efficient and Dependable," is the first Citation Jet to be equipped with Garmin's G3000 avionics system. Like its predecessor, the CJ3+'s takeoff and landing capabilities are among the best in its class. The CJ3+'s 53'9" wingspan produces more lift with less drag, and delivers greater speed, range and fuel efficiency than previous Citation Jets. In standard configuration, the nearly 16-foot long cabin seats six passengers in well-appointed comfort. Although

the CJ3+ comes standard with seating for seven passengers with a single pilot, an additional forward, side-facing seat in place of the standard large galley is available as an option. The CJ3+ cabin comes with a newly styled interior, as well as Cessna's new "Clarity" cabin management system, LED lighting throughout and the increasingly popular in-flight Wi-Fi, improving upon the Citation Jet's strong reputation for passenger comfort.



### BASIC CONFIGURATION

Fuselage (ft.)	
Length	51'3"
Height	15'3"
Wingspan	53'4"
Cabin (ft.)	
Length	15'8"
Height	4'9"
Width	4'10"
Typical Configuration	
Crew	1
Passengers	7
Pressurization (PSI)	N/A
Fuel Capacity (lbs & gals)	4,710 lbs 703 gal
Weight (lbs)	
Max Ramp	14,070.00
Max Takeoff	13,870.00
Max Landing	12,750.00
Useful Payload w/ Full Fuel	780.00
Basic Operating	8,540.00
Speed (knots)	
Normal Cruise TAS	417.00
Climb	
Normal (fpm)	4,478.00
Ceiling (ft.)	45,000.00
Takeoff Performance (ft.)	3,180.00
Landing Performance (ft.)	2,770.00
5000' + 20C BFL	N/A
Range (nm)	1,875.00

### ANNUAL FIXED COSTS

Crew Expense	74,100.00
Hangar Cost	30,420.00
Insurance (Hull + Legal Liability)	19,620.00
Training	13,845.00
<b>Total Fixed Costs</b>	<b>137,985.00</b>

\*Costs calculated on US averages; will be different in other world regions

### DIRECT COSTS PER/HR

Fuel (at \$5/gal)	830.00
Burn Rate (Gal/hr)	166.00
Maintenance	573.00
Airframe	257.00
Engine/APU	316.00
<b>Total Direct Costs</b>	<b>1,403.00</b>
MPH (average)	463.00
<b>Total Cost Per Statute Mile</b>	<b>3.03</b>

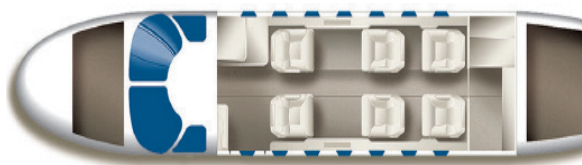
\*Does not include catering, expenses, or pilot fees.

### ANNUAL BUDGET

Miles	200,000
Hours	432.00
<b>Total Direct Costs</b>	<b>606,096.00</b>
<b>Total Fixed Costs</b>	<b>137,985.00</b>
<b>Total Cost</b>	<b>744,081.00</b>
<b>Cost Per Hour</b>	<b>1,722.41</b>
<b>Cost Per Statute Mile</b>	<b>3.72</b>



- Years Manufactured: 2014-present
- Serial Numbers: 525B-0451 & UP
- Jet Class: Light Jets
- Standard Avionics: Garmin G3000
- Engine Type: FJ44-3A
- TBO: 4,000
- Hots: 2,000



Costs are calculated in U.S. dollars, printed courtesy of Aircraft Cost Calculator.





# CESSNA CITATION CJ4

## CHARLIE'S INSIGHTS

The CJ4 is the largest of the Citation Jet series, offering a cabin 21 inches longer than that of the CJ3. All Citation Jets are known for their simplicity and reliability, and the CJ4 is no different. Like its predecessors, the CJ4 comes standard with a Collins Pro Line 21 avionics system. The difference with the CJ4, however, is the addition of four 8x10 inch AMLCD screens

in the cockpit, giving pilots improved situational awareness. One major change to the CJ4 is the implementation of a new wing design for improved performance. The new wing design is several feet shorter than the wing used in the CJ3, but with increased fuel capacity and less drag. From a passenger perspective, visibility is increased with raised windows.





### BASIC CONFIGURATION

Fuselage (ft.)	
Length	53'4"
Height	15'4"
Wingspan	50'9"
Cabin (ft.)	
Length	17'4"
Height	4'9"
Width	4'10"
Typical Configuration	
Crew	1
Passengers	8
Pressurization (PSI)	9.00
Fuel Capacity (lbs & gals)	5,828 lbs 870 gal
Weight (lbs)	
Max Ramp	17,230.00
Max Takeoff	17,110.00
Max Landing	15,660.00
Useful Payload w/ Full Fuel	1,026.00
Basic Operating	10,091.00
Speed (knots)	
Normal Cruise TAS	442.00
Climb	
Normal (fpm)	3,854.00
Ceiling (ft.)	45,000.00
Takeoff Performance (ft.)	3,413.00
Landing Performance (ft.)	3,038.00
5000' + 20C BFL	5,130.00
Range (nm)	2,192.00

### ANNUAL FIXED COSTS

Crew Expense	74,100.00
Hangar Cost	35,490.00
Insurance (Hull + Legal Liability)	22,771.13
Training	16,282.50
<b>Total Fixed Costs</b>	<b>148,643.63</b>

\*Costs calculated on US averages; will be different in other world regions

### DIRECT COSTS PER/HR

Fuel (at \$5/gal)	1,010.00
Burn Rate (Gal/hr)	202.00
Maintenance	593.00
Airframe	259.00
Engine/APU	334.00
<b>Total Direct Costs</b>	<b>1,603.00</b>
MPH (average)	509.00
<b>Total Cost Per Statute Mile</b>	<b>2.83</b>

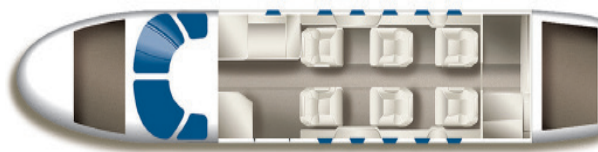
\*Does not include catering, expenses, or pilot fees.

### ANNUAL BUDGET

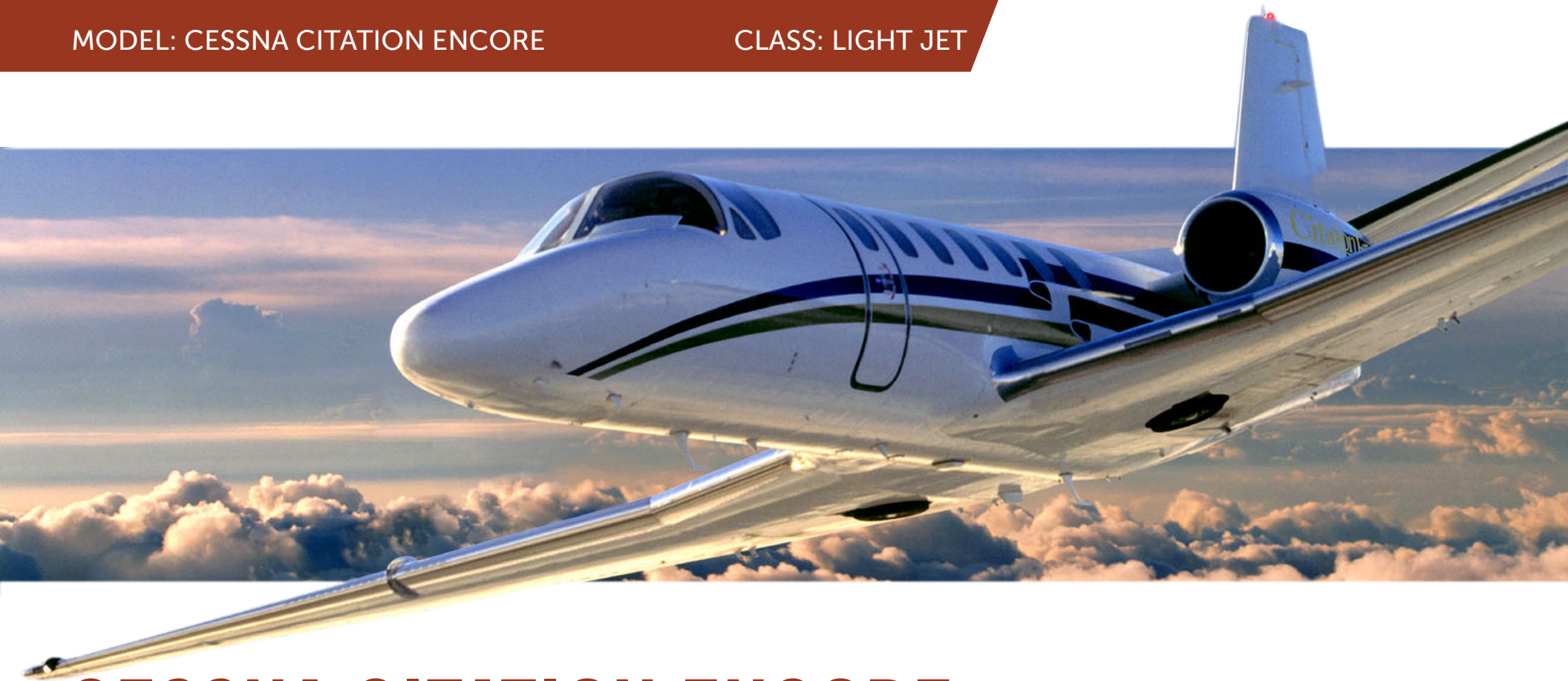
Miles	200,000.00
Hours	393.00
<b>Total Direct Costs</b>	<b>629,979.00</b>
<b>Total Fixed Costs</b>	<b>148,643.63</b>
<b>Total Cost</b>	<b>778,622.63</b>
<b>Cost Per Hour</b>	<b>1,981.23</b>
<b>Cost Per Statute Mile</b>	<b>3.89</b>



- Years Manufactured: 2010-present
- Serial Numbers: 525C-0001 & UP
- Jet Class: Light Jets
- Standard Avionics: Collins Pro Line 21
- Engine Type: FJ44-4A
- TBO: 4,000
- Hots: 2,000



Costs are calculated in U.S. dollars, printed courtesy of Aircraft Cost Calculator.



# CESSNA CITATION ENCORE

## CHARLIE'S INSIGHTS

Cessna's Citation Encore is one of the most versatile private jets in its class. Characterized by its unique ability to fly long distances and its short takeoff and landing requirements, Cessna's Citation Encore gives passengers a smooth flight and low operating costs. Its useful payload is close to 900 pounds, among the leaders when it comes to light jets. Its range is more than 1,400 nautical miles, and its takeoff perfor-

mance is impressive for a jet of its size. The Encore is the successor to the Citation Ultra model, improving its climb rate, range, useful payload, fuel efficiency, and reducing operating costs. Staying in line with Citations' reputation for simplicity, the Encore comes equipped with the pilot-friendly Honeywell Primus 1000 avionics system.



### BASIC CONFIGURATION

Fuselage (ft.)	
Length	48'10"
Height	15'3"
Wingspan	54'2"
Cabin (ft.)	
Length	17'4"
Height	4'9"
Width	4'10"
Typical Configuration	
Crew	1
Passengers	8
Pressurization (PSI)	8.90
Fuel Capacity (lbs & gals)	5,400 lbs 805 gal
Weight (lbs)	
Max Ramp	16,830.00
Max Takeoff	16,630.00
Max Landing	15,200.00
Useful Payload w/ Full Fuel	882.00
Basic Operating	10,262.00
Speed (knots)	
Normal Cruise TAS	419.00
Climb	
Normal (fpm)	4,640.00
Ceiling (ft.)	45,000.00
Takeoff Performance (ft.)	3,822.00
Landing Performance (ft.)	3,204.00
5000' + 20C BFL	5,750.00
Range (nm)	1,970.00

### ANNUAL FIXED COSTS

Crew Expense	74,100.00
Hangar Cost	35,100.00
Insurance (Hull + Legal Liability)	15,210.00
Training	11,212.50
<b>Total Fixed Costs</b>	<b>135,622.50</b>

\*Costs calculated on US averages; will be different in other world regions

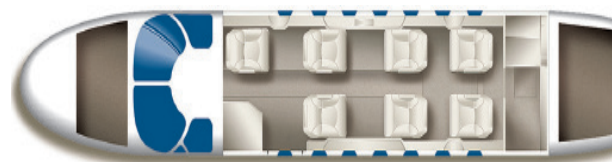
### DIRECT COSTS PER/HR

Fuel (at \$5/gal)	990.00
Burn Rate (Gal/hr)	198.00
Maintenance	748.00
Airframe	376.00
Engine/APU	372.00
<b>Total Direct Costs</b>	<b>1,738.00</b>
MPH (average)	482.00
<b>Total Cost Per Statute Mile</b>	<b>3.61</b>

\*Does not include catering, expenses, or pilot fees.

### ANNUAL BUDGET

Miles	200,000.00
Hours	415.00
<b>Total Direct Costs</b>	<b>721,270.00</b>
<b>Total Fixed Costs</b>	<b>135,622.50</b>
<b>Total Cost</b>	<b>856,892.50</b>
<b>Cost Per Hour</b>	<b>2,064.80</b>
<b>Cost Per Statute Mile</b>	<b>4.28</b>



Costs are calculated in U.S. dollars, printed courtesy of Aircraft Cost Calculator.

- Years Manufactured: 2000-2006
- Serial Numbers: 560-0539 - 0750
- Jet Class: Light Jets
- Standard Avionics: Honeywell Primus
- Engine Type: PW535A
- TBO: 5,000
- Hots: 2,500





# CESSNA CITATION ENCORE+

## CHARLIE'S INSIGHTS

Cessna's Citation Encore is one of the most versatile private jets in its class, and its successor takes it to another level. Cessna's Citation Encore+ improved upon the Encore's payload significantly and upgraded the avionics system by implementing the Collins Pro Line 21. Cessna also incorporated FADEC (Full Authority Digital Engine Control) to reduce pilot workload. These

improvements allow the Encore+ to carry heavier loads for longer distances while still managing to reduce operating costs. More specifically, the Encore+ has the ability to fly from L.A. to Memphis nonstop. The Encore+'s unique combination of range, speed and comfort is what makes it one of the most versatile private jets in its class.



### BASIC CONFIGURATION

Fuselage (ft.)	
Length	48'10"
Height	15'3"
Wingspan	54'9"
Cabin (ft.)	
Length	17'4"
Height	4'9"
Width	4'10"
Typical Configuration	
Crew	1
Passengers	8
Pressurization (PSI)	8.90
Fuel Capacity (lbs & gals)	5,400 lbs 806 gal
Weight (lbs)	
Max Ramp	17,030.00
Max Takeoff	16,830.00
Max Landing	15,200.00
Useful Payload w/ Full Fuel	1,141.00
Basic Operating	10,199.00
Speed (knots)	
Normal Cruise TAS	419.00
Climb	
Normal (fpm)	4,620.00
Ceiling (ft.)	45,000.00
Takeoff Performance (ft.)	3,822.00
Landing Performance (ft.)	3,194.00
5000' + 20C BFL	5,830.00
Range (nm)	1,673.00

### ANNUAL FIXED COSTS

Crew Expense	74,100.00
Hangar Cost	12,675.00
Insurance (Hull + Legal Liability)	12,675.00
Training	16,770.00
<b>Total Fixed Costs</b>	<b>116,220.00</b>

\*Costs calculated on US averages; will be different in other world regions

### DIRECT COSTS PER/HR

Fuel (at \$5/gal)	990.00
Burn Rate (Gal/hr)	198.00
Maintenance	702.00
Airframe	330.00
Engine/APU	372.00
<b>Total Direct Costs</b>	<b>1,692.00</b>
MPH (average)	482.00
<b>Total Cost Per Statute Mile</b>	<b>3.08</b>

\*Does not include catering, expenses, or pilot fees.

### ANNUAL BUDGET

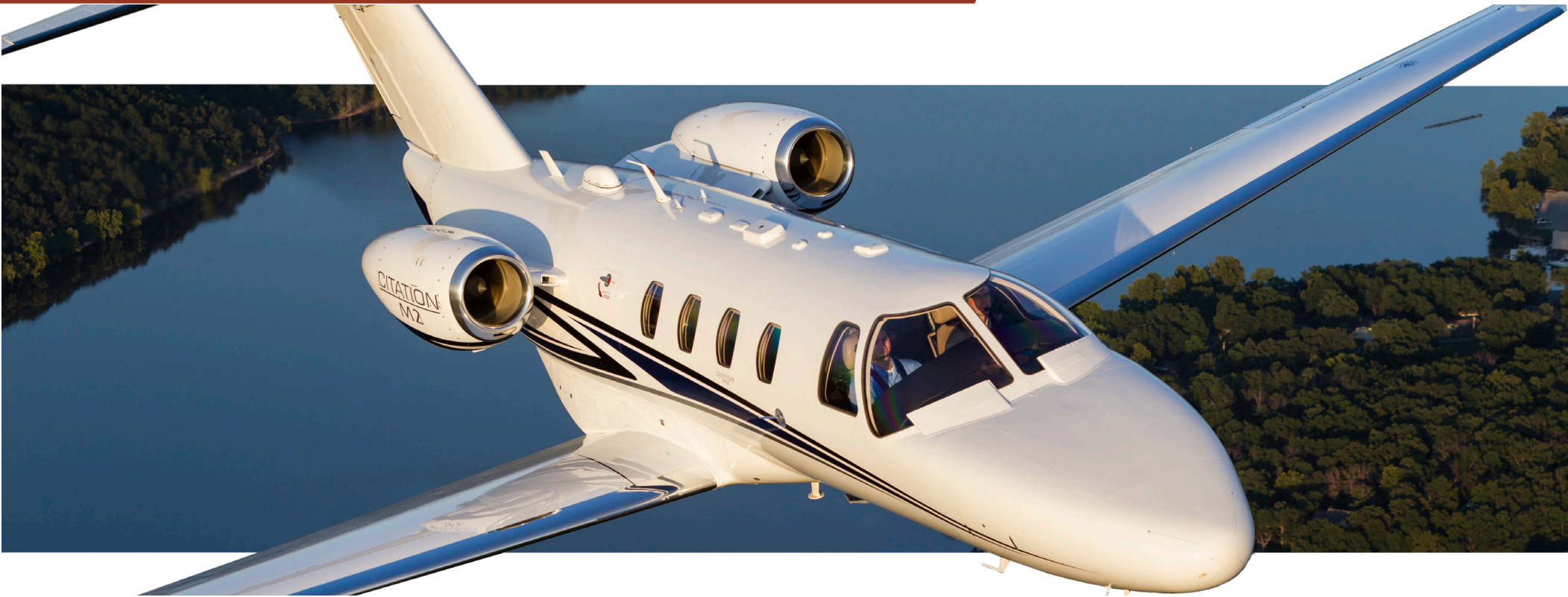
Miles	200,000.00
Hours	415.00
<b>Total Direct Costs</b>	<b>702,180.00</b>
<b>Total Fixed Costs</b>	<b>116,220.00</b>
<b>Total Cost</b>	<b>818,400.00</b>
<b>Cost Per Hour</b>	<b>1,972.05</b>
<b>Cost Per Statute Mile</b>	<b>4.09</b>



Costs are calculated in U.S. dollars, printed courtesy of Aircraft Cost Calculator.

- Years Manufactured: 2006-2011
- Serial Numbers: 560-0751 - 0815
- Jet Class: Light Jets
- Standard Avionics: Collins Pro Line
- Engine Type: PW535B
- TBO: 5,000
- Hots: 2,500





# CESSNA CITATION M2

## CHARLIE'S INSIGHTS

Cessna's Citation M2 was introduced to the market as an update for the CJ1+, targeting owner operators ready to step up from the Citation Mustang. Advancements include increased cruising speed, improved takeoff and landing performance, a redesigned cabin, reduced operating costs and improved avionics. The advanced Intrinsic Flight Deck powered by Garmin's G3000 avionics system includes touch screen, high-resolution displays which, in turn, improves situational awareness for pilots. The M2's comfortable cabin includes a

four-place club configuration, ergonomic design and a modern interior, with seating for up to seven passengers if flown single pilot. Additional amenities include a belted lavatory, redesigned interior storage for cups and other personal items, seats that move to cater to any passenger's comfort level and fold-out work tables. The M2's interior was redesigned by the same team that designed the new Latitude and Longitude models, so buyers can rest assured that the quality is top-notch.





### BASIC CONFIGURATION

Fuselage (ft.)	
Length	42'8"
Height	13'10"
Wingspan	47'4"
Cabin (ft.)	
Length	11'0"
Height	4'9"
Width	4'10"
Typical Configuration	
Crew	1
Passengers	6
Pressurization (PSI)	8.50
Fuel Capacity (lbs & gals)	3,309 lbs 494 gal
Weight (lbs)	
Max Ramp	10,800.00
Max Takeoff	10,700.00
Max Landing	9,900.00
Useful Payload w/ Full Fuel	350.00
Basic Operating	6,967.00
Speed (knots)	
Normal Cruise TAS	393.00
Climb	
Normal (fpm)	N/A
Ceiling (ft.)	41,000.00
Takeoff Performance (ft.)	3,169.00
Landing Performance (ft.)	2,640.00
5000' + 20C BFL	N/A
Range (nm)	1,174.00

### ANNUAL FIXED COSTS

Crew Expense	74,100.00
Hangar Cost	26,715.00
Insurance (Hull + Legal Liability)	17,140.50
Training	12,870.00
<b>Total Fixed Costs</b>	<b>130,825.50</b>

\*Costs calculated on US averages; will be different in other world regions

### DIRECT COSTS PER/HR

Fuel (at \$5/gal)	650.00
Burn Rate (Gal/hr)	130.00
Maintenance	525.00
Airframe	247.00
Engine/APU	278.00
<b>Total Direct Costs</b>	<b>1,175.00</b>
MPH (average)	460.00
<b>Total Cost Per Statute Mile</b>	<b>2.55</b>

\*Does not include catering, expenses, or pilot fees.

### ANNUAL BUDGET

Miles	200,000.00
Hours	435.00
<b>Total Direct Costs</b>	<b>511,125.00</b>
<b>Total Fixed Costs</b>	<b>130,825.50</b>
<b>Total Cost</b>	<b>641,950.50</b>
<b>Cost Per Hour</b>	<b>1,475.75</b>
<b>Cost Per Statute Mile</b>	<b>3.21</b>



- Years Manufactured: 2013-present
- Serial Numbers: 525-0801 & UP
- Jet Class: Light Jets
- Standard Avionics: Garmin G3000
- Engine Type: FJ44-1AP-21
- TBO: 3,500
- Hots: 1,750



Costs are calculated in U.S. dollars, printed courtesy of Aircraft Cost Calculator.



# CESSNA CITATION MUSTANG

## CHARLIE'S INSIGHTS

With a Garmin 1000 cockpit, the Cessna Citation Mustang is a very logical choice for the owner operator looking to move from a turbo-prop to a jet. This avionics system reduces single-pilot workload while consolidating all flight data onto large flat panel displays. In addition to the relatively easy-to-learn controls, the Mustang is set apart from its competition with low operating costs and acquisition costs starting in the low \$1M range. The only light jets that rival the Mustang's operat-

ing costs are the Eclipse EA500 and 550, which can't compete with the Mustang's reliability. However, the Mustang's 331-knot cruise speed is near the bottom of its class, and it climbs slower than most of its competitors. The Mustang isn't for those looking for flashy luxury or performance that blows people away, but for those who want the efficiency and cabin experience of a business jet on short one-to-two hour flights with just a few passengers.



### BASIC CONFIGURATION

Fuselage (ft.)	
Length	40'8"
Height	13'6"
Wingspan	43'3"
Cabin (ft.)	
Length	9'10"
Height	4'6"
Width	4'7"
Typical Configuration	
Crew	1
Passengers	5
Pressurization (PSI)	8.30
Fuel Capacity (lbs & gals)	2,580 lbs 385 gal
Weight (lbs)	
Max Ramp	8,730.00
Max Takeoff	8,645.00
Max Landing	8,000.00
Useful Payload w/ Full Fuel	585.00
Basic Operating	5,411.00
Speed (knots)	
Normal Cruise TAS	331.00
Climb	
Normal (fpm)	3,010.00
Ceiling (ft.)	41,000.00
Takeoff Performance (ft.)	3,296.00
Landing Performance (ft.)	2,813.00
5000' + 20C BFL	6,600.00
Range (nm)	1,150.00

### ANNUAL FIXED COSTS

Crew Expense	74,100.00
Hangar Cost	23,302.50
Insurance (Hull + Legal Liability)	13,377.00
Training	13,162.50
<b>Total Fixed Costs</b>	<b>123,942.00</b>

\*Costs calculated on US averages; will be different in other world regions

### DIRECT COSTS PER/HR

Fuel (at \$5/gal)	435.00
Burn Rate (Gal/hr)	87.00
Maintenance	508.00
Airframe	223.00
Engine/APU	285.00
<b>Total Direct Costs</b>	<b>943.00</b>
MPH (average)	391.00
<b>Total Cost Per Statute Mile</b>	<b>2.41</b>

\*Does not include catering, expenses, or pilot fees.

### ANNUAL BUDGET

Miles	200,000.00
Hours	512.00
<b>Total Direct Costs</b>	<b>482,816.00</b>
<b>Total Fixed Costs</b>	<b>123,942.00</b>
<b>Total Cost</b>	<b>606,758.00</b>
<b>Cost Per Hour</b>	<b>1,185.07</b>
<b>Cost Per Statute Mile</b>	<b>3.03</b>



Costs are calculated in U.S. dollars, printed courtesy of Aircraft Cost Calculator.

- Years Manufactured: 2006-2017
- Serial Numbers: 510-0001 - 0479
- Jet Class: Very Light Jets
- Standard Avionics: Garmin G1000
- Engine Type: PW615F
- TBO: 3,500
- Hots: 1,750





# CESSNA CITATION SII

## CHARLIE'S INSIGHTS

Cessna's Citation SII, or Super II, is the supercharged version of the Citation II. Cessna increased cruising speed by 30 knots and takeoff weight by close to 2,000 pounds. The SII takes off quicker, climbs faster and flies farther, while maintaining the low operating costs for which Citations are known. As is the case with all Citations,

practicality is what drew the masses to the Citation II. The aircraft's simplicity, both in design and operation, dramatically reduced operating and purchase costs. The SII simply made it faster and stronger. Operating and original purchase costs were more comparable to turboprops than its competitors in the light jet market.



### BASIC CONFIGURATION

Fuselage (ft.)	
Length	47'3"
Height	15'0"
Wingspan	52'3"
Cabin (ft.)	
Length	15'9"
Height	4'8"
Width	4'10"
Typical Configuration	
Crew	1
Passengers	8
Pressurization (PSI)	8.80
Fuel Capacity (lbs & gals)	5,818 lbs 862 gal
Weight (lbs)	
Max Ramp	15,300.00
Max Takeoff	15,100.00
Max Landing	14,000.00
Useful Payload w/ Full Fuel	680.00
Basic Operating	8,775.00
Speed (knots)	
Normal Cruise TAS	376.00
Climb	
Normal (fpm)	3,040.00
Ceiling (ft.)	43,000.00
Takeoff Performance (ft.)	4,046.00
Landing Performance (ft.)	3,437.00
5000' + 20C BFL	6,490.00
Range (nm)	1,970.00

### ANNUAL FIXED COSTS

Crew Expense	74,100.00
Hangar Cost	32,760.00
Insurance (Hull + Legal Liability)	5,630.63
Training	9,262.50
<b>Total Fixed Costs</b>	<b>121,753.13</b>

\*Costs calculated on US averages; will be different in other world regions

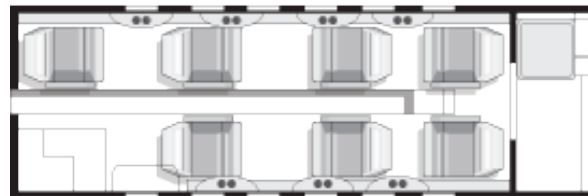
### DIRECT COSTS PER/HR

Fuel (at \$5/gal)	930.00
Burn Rate (Gal/hr)	186.00
Maintenance	1,037.00
Airframe	568.00
Engine/APU	469.00
<b>Total Direct Costs</b>	<b>1,967.00</b>
MPH (average)	464.00
<b>Total Cost Per Statute Mile</b>	<b>4.24</b>

\*Does not include catering, expenses, or pilot fees.

### ANNUAL BUDGET

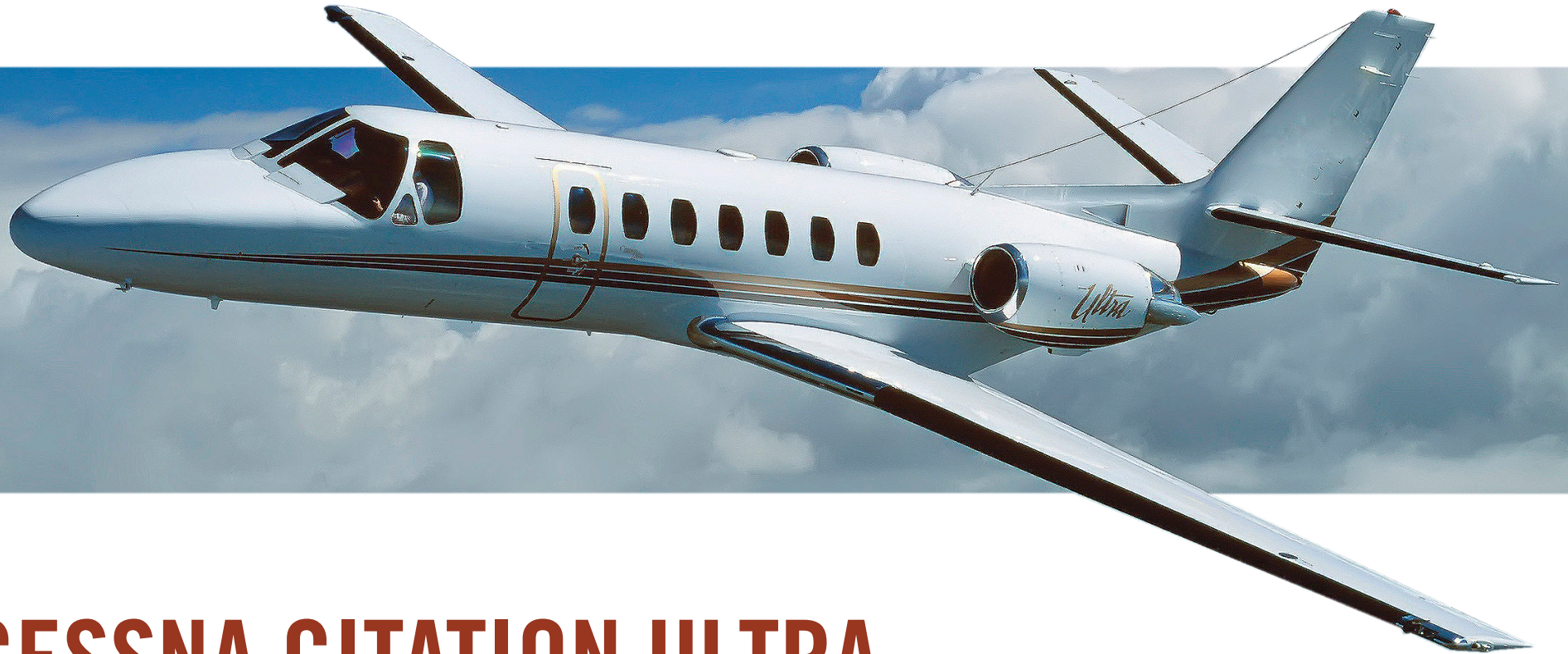
Miles	200,000.00
Hours	431.00
<b>Total Direct Costs</b>	<b>847,777.00</b>
<b>Total Fixed Costs</b>	<b>121,753.13</b>
<b>Total Cost</b>	<b>969,530.13</b>
<b>Cost Per Hour</b>	<b>2,249.49</b>
<b>Cost Per Statute Mile</b>	<b>4.85</b>



Costs are calculated in U.S. dollars, printed courtesy of Aircraft Cost Calculator.

- Years Manufactured: 1984-1988
- Serial Numbers: S550-0001 - 0160
- Jet Class: Light Jets
- Standard Avionics: Dual Collins Pro Line
- Engine Type: JT15D-4B
- TBO: 3,500
- Hots: 1,750





# CESSNA CITATION ULTRA

## CHARLIE'S INSIGHTS

Cessna's Citation Ultra is the successor to the Citation V, offering significant improvements to cruising speed, climb rate and takeoff and landing performance. The Honeywell Primus 1000 that comes standard with the Ultra makes life easy for the pilot. Like its predecessor, the Citation Ul-

tra sets itself apart from the competition with cabin comfort. One of the Ultra's most impressive assets is its ability to take off from short runways. Like the Citation V, its payload and cabin comfort make the Ultra a popular choice for shorter flights, but the Ultra will get the job done faster.





### BASIC CONFIGURATION

Fuselage (ft.)	
Length	48'10"
Height	15'0"
Wingspan	52'3"
Cabin (ft.)	
Length	17'4"
Height	4'10"
Width	4'10"
Typical Configuration	
Crew	1
Passengers	8
Pressurization (PSI)	8.90
Fuel Capacity (lbs & gals)	5,771 lbs 861 gal
Weight (lbs)	
Max Ramp	16,500.00
Max Takeoff	16,300.00
Max Landing	15,200.00
Useful Payload w/ Full Fuel	760.00
Basic Operating	9,701.00
Speed (knots)	
Normal Cruise TAS	419.00
Climb	
Normal (fpm)	4,230.00
Ceiling (ft.)	45,000.00
Takeoff Performance (ft.)	3,422.00
Landing Performance (ft.)	2,928.00
5000' + 20C BFL	4,730.00
Range (nm)	1,960.00

### ANNUAL FIXED COSTS

Crew Expense	74,100.00
Hangar Cost	33,930.00
Insurance (Hull + Legal Liability)	7,410.00
Training	11,212.50
<b>Total Fixed Costs</b>	<b>126,652.50</b>

\*Costs calculated on US averages; will be different in other world regions

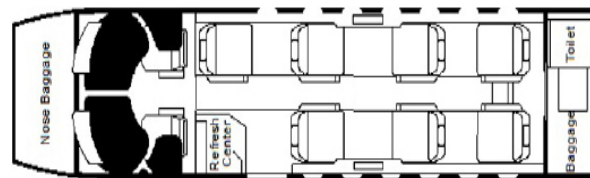
### DIRECT COSTS PER/HR

Fuel (at \$5/gal)	1,075.00
Burn Rate (Gal/hr)	215.00
Maintenance	804.00
Airframe	403.00
Engine/APU	401.00
<b>Total Direct Costs</b>	<b>1,879.00</b>
MPH (average)	491.00
<b>Total Cost Per Statute Mile</b>	<b>3.83</b>

\*Does not include catering, expenses, or pilot fees.

### ANNUAL BUDGET

Miles	200,000.00
Hours	407.00
<b>Total Direct Costs</b>	<b>764,753.00</b>
<b>Total Fixed Costs</b>	<b>126,652.50</b>
<b>Total Cost</b>	<b>891,405.50</b>
<b>Cost Per Hour</b>	<b>2,190.19</b>
<b>Cost Per Statute Mile</b>	<b>4.46</b>



Costs are calculated in U.S. dollars, printed courtesy of Aircraft Cost Calculator.

- Years Manufactured: 1994-1999
- Serial Numbers: 560-0260 - 0538
- Jet Class: Light Jets
- Standard Avionics: Honeywell Primus
- Engine Type: JT15D-5D
- TBO: 3,500
- Hots: 1,750



# ECLIPSE 500

## CHARLIE'S INSIGHTS

The Eclipse EA500 single-handedly ushered in a new era in aviation, spearheading the Very Light Jet class when it was first rolled out in 2006. This twin-turboprop VLJ combined fuel efficiency and simplicity with a sleek style. Seating up to six passengers, this jet was built with individual and small business ownership in mind. Until Federal Excise Tax laws changed, the Eclipse was the only jet charter aircraft exempt from taxes, making it a popular choice for light aircraft operators. Unfortunately, Eclipse Aviation did not stay in business

very long, filing for Chapter 11 in November 2008, just 22 months after delivering its first unit. With 259 units in operation, Eclipse Aviation's liabilities were estimated at more than \$1 billion. Assets were acquired by Sikorsky Aircraft in 2010, and the Eclipse 550, the EA500's successor, was introduced in 2012. Apart from the obvious business issues, mechanical issues with the first units limited the aircraft's widespread adoption. Overall, buyers are wary of purchasing the aircraft because of the company's history.



### BASIC CONFIGURATION

Fuselage (ft.)	
Length	33'6"
Height	11'0"
Wingspan	37'10"
Cabin (ft.)	
Length	7'7"
Height	4'2"
Width	4'8"
Typical Configuration	
Crew	1
Passengers	5
Pressurization (PSI)	8.30
Fuel Capacity (lbs & gals)	1,698 lbs 253 gal
Weight (lbs)	
Max Ramp	6,029.00
Max Takeoff	6,000.00
Max Landing	5,600.00
Useful Payload w/ Full Fuel	489.00
Basic Operating	3,738.00
Speed (knots)	
Normal Cruise TAS	359.00
Climb	
Normal (fpm)	1,480.00
Ceiling (ft.)	41,000.00
Takeoff Performance (ft.)	2,826.00
Landing Performance (ft.)	3,920.00
5000' + 20C BFL	4,155.00
Range (nm)	833.00

### ANNUAL FIXED COSTS

Crew Expense	74,100.00
Hangar Cost	16,477.50
Insurance (Hull + Legal Liability)	5,801.25
Training	13,162.50
<b>Total Fixed Costs</b>	<b>109,541.25</b>

\*Costs calculated on US averages; will be different in other world regions

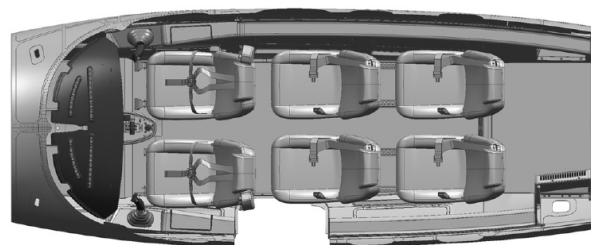
### DIRECT COSTS PER/HR

Fuel (at \$5/gal)	365.00
Burn Rate (Gal/hr)	73.00
Maintenance	500.00
Airframe	240.00
Engine/APU	260.00
<b>Total Direct Costs</b>	<b>865.00</b>
MPH (average)	432.00
<b>Total Cost Per Statute Mile</b>	<b>2.00</b>

\*Does not include catering, expenses, or pilot fees.

### ANNUAL BUDGET

Miles	200,000.00
Hours	463.00
<b>Total Direct Costs</b>	<b>400,495.00</b>
<b>Total Fixed Costs</b>	<b>109,541.25</b>
<b>Total Cost</b>	<b>510,036.25</b>
<b>Cost Per Hour</b>	<b>1,101.59</b>
<b>Cost Per Statute Mile</b>	<b>2.55</b>



Costs are calculated in U.S. dollars, printed courtesy of Aircraft Cost Calculator.

- Years Manufactured: 2006-2008
- Serial Numbers: 000001 - 000266
- Jet Class: Very Light Jets
- Standard Avionics: Avidyne Avio
- Engine Type: PW610F
- TBO: 3,500
- Hots: 1,750



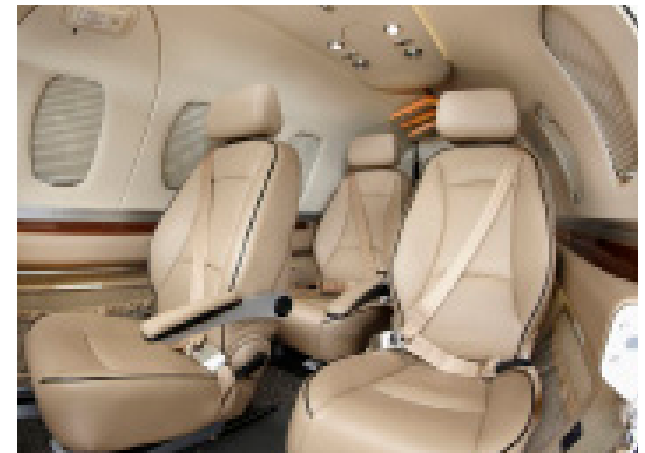


# ECLIPSE 550

## CHARLIE'S INSIGHTS

The Eclipse 550, the EA500's successor, was introduced to the market in 2012, after an investment from Sikorsky Aircraft in 2010 kept the company afloat. Although an improvement over its predecessor, business issues left a cloud hanging over the model. Overall, buyers are wary of purchasing the aircraft because of the company's history. In April 2015, Eclipse Aerospace merged with Kestrel Aircraft

to form One Aviation, which has continued production on the Eclipse 550. Seating up to six passengers, this jet was built with individual and small business ownership in mind. Compared to the EA500, the 550 has an improved avionics package, including satellite phones, autothrottles, synthetic vision and enhanced vision systems, as well as anti-skid brakes.



## BASIC CONFIGURATION

Fuselage (ft.)	
Length	33'6"
Height	11'0"
Wingspan	37'10"
Cabin (ft.)	
Length	7'6"
Height	4'2"
Width	4'8"
Typical Configuration	
Crew	1
Passengers	5
Pressurization (PSI)	N/A
Fuel Capacity (lbs & gals)	1,698 lbs 251 gal
Weight (lbs)	
Max Ramp	6,034.00
Max Takeoff	6,000.00
Max Landing	5,600.00
Useful Payload w/ Full Fuel	489.00
Basic Operating	3,738.00
Speed (knots)	
Normal Cruise TAS	359.00
Climb	
Normal (fpm)	3,424.00
Ceiling (ft.)	41,000.00
Takeoff Performance (ft.)	2,826.00
Landing Performance (ft.)	3,920.00
5000' + 20C BFL	3,881.00
Range (nm)	1,125.00

## ANNUAL FIXED COSTS

Crew Expense	74,100.00
Hangar Cost	14,135.00
Insurance (Hull + Legal Liability)	21,200.00
Training	13,162.50
<b>Total Fixed Costs</b>	<b>122,597.50</b>

\*Costs calculated on US averages; will be different in other world regions

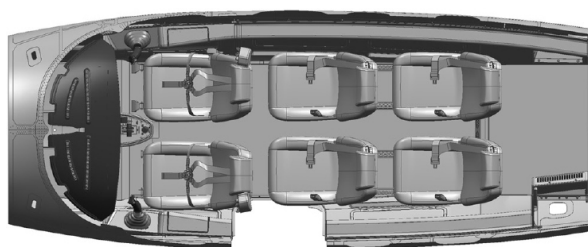
## DIRECT COSTS PER/HR

Fuel (at \$5/gal)	365.00
Burn Rate (Gal/hr)	73.00
Maintenance	465.00
Airframe	205.00
Engine/APU	260.00
<b>Total Direct Costs</b>	<b>830.00</b>
MPH (average)	432.00
<b>Total Cost Per Statute Mile</b>	<b>1.92</b>

\*Does not include catering, expenses, or pilot fees.

## ANNUAL BUDGET

Miles	200,000.00
Hours	463.00
<b>Total Direct Costs</b>	<b>384,290.00</b>
<b>Total Fixed Costs</b>	<b>122,597.50</b>
<b>Total Cost</b>	<b>506,887.50</b>
<b>Cost Per Hour</b>	<b>1,094.79</b>
<b>Cost Per Statute Mile</b>	<b>2.53</b>



Costs are calculated in U.S. dollars, printed courtesy of Aircraft Cost Calculator.



<b>Years Manufactured: 2013-2017</b>
<b>Serial Numbers: 550-0263 &amp; UP</b>
<b>Jet Class: Very Light Jets</b>
<b>Standard Avionics: Avidyne Avio</b>
<b>Engine Type: PW610F</b>
<b>TBO: 3,500</b>
<b>Hots: 1,750</b>





# EMBRAER PHENOM 100 (EV)

## CHARLIE'S INSIGHTS

Embraer's Phenom 100 is an entry-level, single-pilot jet, and one of the few planes in the world that are considered "very light jets." The Phenom 100 is the second fastest in its class (behind the market newcomer built by Honda), with a cruise speed of more than 360 knots. The Phenom 100 is bigger and faster than the EA500 and the Citation Mustang, and its max takeoff weight is nearly 2,000 pounds heavier than the Mustang, and 4,000 pounds heavier than the Eclipse EA500. It takes off quicker

and climbs faster, as well. The Phenom 100 burns a mere 99 gallons of fuel per hour, making it one of the most efficient jets in the world to fly. Embraer also released the Phenom 100EV variant with weight savings and a thrust increase from 1,695 pounds to 1,730, improving climb rate and reducing takeoff distance at high-altitude and high-temperature airports. The EV model also comes equipped with Garmin G3000 avionics instead of the Prodigy G1000 found on the original model.





### BASIC CONFIGURATION

Fuselage (ft.)	
Length	42'2"
Height	14'4"
Wingspan	40'5"
Cabin (ft.)	
Length	11'0"
Height	4'11"
Width	5'1"
Typical Configuration	
Crew	1
Passengers	5
Pressurization (PSI)	8.30
Fuel Capacity (lbs & gals)	2,804 lbs 419 gal
Weight (lbs)	
Max Ramp	10,516.00
Max Takeoff	10,472.00
Max Landing	9,766.00
Useful Payload w/ Full Fuel	566.00
Basic Operating	6,954.00
Speed (knots)	
Normal Cruise TAS	361.00
Climb	
Normal (fpm)	3,061.00
Ceiling (ft.)	41,000.00
Takeoff Performance (ft.)	2,964.00
Landing Performance (ft.)	3,116.00
5000' + 20C BFL	6,384.00
Range (nm)	1,044.00

### ANNUAL FIXED COSTS

Crew Expense	74,100.00
Hangar Cost	22,522.50
Insurance (Hull + Legal Liability)	15,912.00
Training	13,162.50
<b>Total Fixed Costs</b>	<b>125,697.00</b>

\*Costs calculated on US averages; will be different in other world regions

### DIRECT COSTS PER/HR

Fuel (at \$5/gal)	530.00
Burn Rate (Gal/hr)	106.00
Maintenance	485.00
Airframe	206.00
Engine/APU	279.00
<b>Total Direct Costs</b>	<b>1,015.00</b>
MPH (average)	437.00
<b>Total Cost Per Statute Mile</b>	<b>2.32</b>

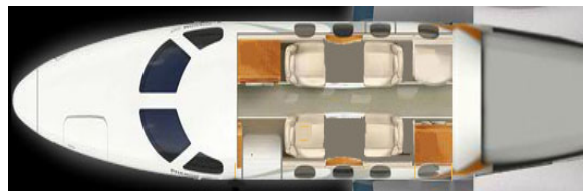
\*Does not include catering, expenses, or pilot fees.

### ANNUAL BUDGET

Miles	200,000.00
Hours	458.00
<b>Total Direct Costs</b>	<b>464,870.00</b>
<b>Total Fixed Costs</b>	<b>125,697.00</b>
<b>Total Cost</b>	<b>590,567.00</b>
<b>Cost Per Hour</b>	<b>1,289.45</b>
<b>Cost Per Statute Mile</b>	<b>2.95</b>



- Years Manufactured: 2008-present
- Serial Numbers: 500-00008 & UP
- Jet Class: Very Light Jets
- Standard Avionics: Prodigy G1000
- Engine Type: PW617F
- TBO: 3,500
- Hots: 1,750



Costs are calculated in U.S. dollars, printed courtesy of Aircraft Cost Calculator.



# EMBRAER PHENOM 300

## CHARLIE'S INSIGHTS

Embraer's Phenom 300 was the most delivered business jet in both 2013 and 2014 for a reason. The Phenom 300 was created after Embraer realized that fans of their successful Phenom 100 would like a larger aircraft, and according to Flying Mag, "it is, in essence, Embraer's attempt to stretch the limits of the light jet segment by creating an airplane with best-in-class performance, comfort and utility while keeping operating costs at turbo-prop levels." Its best assets are in line with the Phenom 100: cabin comfort, speed, reliability, and

low operating costs. The increased size allowed Embraer to nearly double the max fuel weight, leading to an extended range of more than 1,900 miles, making it the perfect aircraft for a flight from Austin to New York City. Its range, which is among the top of the light jet class, is what sets it apart from the competition. Operators find the reliability to be exceptional, and the fleet support from Embraer, which has its roots as a regional airline supplier, is top-notch.



### BASIC CONFIGURATION

Fuselage (ft.)	
Length	51'3"
Height	16'8"
Wingspan	52'3"
Cabin (ft.)	
Length	17'0"
Height	4'11"
Width	5'1"
Typical Configuration	
Crew	1
Passengers	8
Pressurization (PSI)	9.40
Fuel Capacity (lbs & gals)	5,353 lbs 799 gal
Weight (lbs)	
Max Ramp	18,078.00
Max Takeoff	17,968.00
Max Landing	16,865.00
Useful Payload w/ Full Fuel	918.00
Basic Operating	11,488.00
Speed (knots)	
Normal Cruise TAS	419.00
Climb	
Normal (fpm)	2,642.00
Ceiling (ft.)	45,000.00
Takeoff Performance (ft.)	3,060.00
Landing Performance (ft.)	2,837.00
5000' + 20C BFL	5,114.00
Range (nm)	1,903.00

### ANNUAL FIXED COSTS

Crew Expense	74,100.00
Hangar Cost	36,757.50
Insurance (Hull + Legal Liability)	21,828.30
Training	13,162.50
<b>Total Fixed Costs</b>	<b>145,848.30</b>

\*Costs calculated on US averages; will be different in other world regions

### DIRECT COSTS PER/HR

Fuel (at \$5/gal)	845.00
Burn Rate (Gal/hr)	169.00
Maintenance	598.00
Airframe	271.00
Engine/APU	327.00
<b>Total Direct Costs</b>	<b>1,443.00</b>
MPH (average)	498.00
<b>Total Cost Per Statute Mile</b>	<b>2.90</b>

\*Does not include catering, expenses, or pilot fees.

### ANNUAL BUDGET

Miles	200,000.00
Hours	401.00
<b>Total Direct Costs</b>	<b>578,643.00</b>
<b>Total Fixed Costs</b>	<b>145,848.30</b>
<b>Total Cost</b>	<b>724,491.30</b>
<b>Cost Per Hour</b>	<b>1,806.71</b>
<b>Cost Per Statute Mile</b>	<b>3.62</b>



Costs are calculated in U.S. dollars, printed courtesy of Aircraft Cost Calculator.

- Years Manufactured: 2009-present
- Serial Numbers: 50500004 & UP
- Jet Class: Light Jets
- Standard Avionics: Prodigy G1000
- Engine Type: PW535E
- TBO: 5,000
- Hots: 2,500





# HAWKER BEECHJET 400

## CHARLIE'S INSIGHTS

The design for the Beechjet 400 was taken from Mitsubishi's Diamond II, which Beechcraft purchased from Mitsubishi in 1985 in order to penetrate the light jet market. Mitsubishi's goal when creating the Diamond II was to produce the best private jet available in the charter business

jet industry. The quiet interior features a four-place executive seating arrangement and a bench in the aft of the cabin. Fold-out work tables, indirect lighting, and large windows give the Beechjet 400 one of the most comfortable cabins in its class.



### BASIC CONFIGURATION

Fuselage (ft.)	
Length	48'5"
Height	13'10"
Wingspan	43'6"
Cabin (ft.)	
Length	14'5"
Height	4'10"
Width	4'11"
Typical Configuration	
Crew	2
Passengers	8
Pressurization (PSI)	9.10
Fuel Capacity (lbs & gals)	4,750 lbs 709 gal
Weight (lbs)	
Max Ramp	15,850.00
Max Takeoff	15,780.00
Max Landing	14,220.00
Useful Payload w/ Full Fuel	536.00
Basic Operating	10,140.00
Speed (knots)	
Normal Cruise TAS	434.00
Climb	
Normal (fpm)	3,960.00
Ceiling (ft.)	41,000.00
Takeoff Performance (ft.)	4,583.00
Landing Performance (ft.)	3,437.00
5000' + 20C BFL	5,850.00
Range (nm)	1,500.00

### ANNUAL FIXED COSTS

Crew Expense	148,200.00
Hangar Cost	27,982.50
Insurance (Hull + Legal Liability)	3,071.25
Training	24,765.00
<b>Total Fixed Costs</b>	<b>204,018.75</b>

\*Costs calculated on US averages; will be different in other world regions

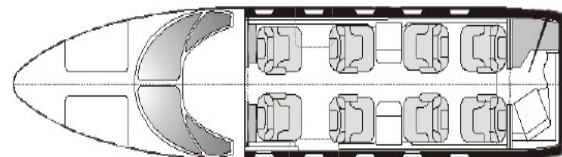
### DIRECT COSTS PER/HR

Fuel (at \$5/gal)	1,035.00
Burn Rate (Gal/hr)	207.00
Maintenance	1,027.00
Airframe	632.00
Engine/APU	395.00
<b>Total Direct Costs</b>	<b>2,062.00</b>
MPH (average)	500.00
<b>Total Cost Per Statute Mile</b>	<b>4.12</b>

\*Does not include catering, expenses, or pilot fees.

### ANNUAL BUDGET

Miles	200,000.00
Hours	400.00
<b>Total Direct Costs</b>	<b>824,800.00</b>
<b>Total Fixed Costs</b>	<b>204,018.75</b>
<b>Total Cost</b>	<b>1,028,818.75</b>
<b>Cost Per Hour</b>	<b>2,572.05</b>
<b>Cost Per Statute Mile</b>	<b>5.14</b>



Costs are calculated in U.S. dollars, printed courtesy of Aircraft Cost Calculator.

- Years Manufactured: 1986-1989
- Serial Numbers: RJ-0001 - 0065
- Jet Class: Light Jets
- Standard Avionics: Dual Collins Pro Line
- Engine Type: JT15D-5
- TBO: 3,600
- Hots: 1,800



# HAWKER BEECHJET 400A

## CHARLIE'S INSIGHTS

Beechcraft made significant improvements to the 400 series when it created the Beechjet 400A. Compared to the 400, the 400A has an increased ceiling, greater maximum takeoff and landing weights, larger fuel capacity, and improved takeoff performance. Design improvements, including relocated fuel tanks and the

use of aerospace light alloys allowed the company to increase the length of the cabin, add a rear lavatory, and improve cabin soundproofing, making it significantly more comfortable than its predecessor. Other interior features include plush leather seats, wood veneer paneling and fold-out tables.





### BASIC CONFIGURATION

Fuselage (ft.)	
Length	48'5"
Height	13'10"
Wingspan	43'6"
Cabin (ft.)	
Length	15'7"
Height	4'10"
Width	4'11"
Typical Configuration	
Crew	2
Passengers	8
Pressurization (PSI)	9.10
Fuel Capacity (lbs & gals)	4,911 lbs 733 gal
Weight (lbs)	
Max Ramp	16,300.00
Max Takeoff	16,100.00
Max Landing	15,700.00
Useful Payload w/ Full Fuel	461.00
Basic Operating	10,642.00
Speed (knots)	
Normal Cruise TAS	437.00
Climb	
Normal (fpm)	2,056.00
Ceiling (ft.)	45,000.00
Takeoff Performance (ft.)	4,485.00
Landing Performance (ft.)	3,882.00
5000' + 20C BFL	6,322.00
Range (nm)	1,519.00

### ANNUAL FIXED COSTS

Crew Expense	148,200.00
Hangar Cost	27,982.50
Insurance (Hull + Legal Liability)	5,265.00
Training	24,765.00
<b>Total Fixed Costs</b>	<b>206,212.50</b>

\*Costs calculated on US averages; will be different in other world regions

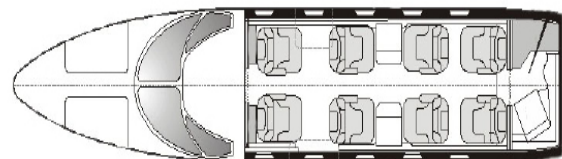
### DIRECT COSTS PER/HR

Fuel (at \$5/gal)	1,070.00
Burn Rate (Gal/hr)	214.00
Maintenance	706.00
Airframe	311.00
Engine/APU	395.00
<b>Total Direct Costs</b>	<b>1,776.00</b>
MPH (average)	503.00
<b>Total Cost Per Statute Mile</b>	<b>3.53</b>

\*Does not include catering, expenses, or pilot fees.

### ANNUAL BUDGET

Miles	200,000.00
Hours	397.00
<b>Total Direct Costs</b>	<b>705,072.00</b>
<b>Total Fixed Costs</b>	<b>206,212.50</b>
<b>Total Cost</b>	<b>911,284.50</b>
<b>Cost Per Hour</b>	<b>2,295.43</b>
<b>Cost Per Statute Mile</b>	<b>4.56</b>



Costs are calculated in U.S. dollars, printed courtesy of Aircraft Cost Calculator.

- Years Manufactured: 1990-2003
- Serial Numbers: RK-0001 - 0353
- Jet Class: Light Jets
- Standard Avionics: Dual Collins Pro Line
- Engine Type: JT15D-5
- TBO: 3,600
- Hots: 1,800



# HAWKER BEECHJET 400XP

## CHARLIE'S INSIGHTS

Eighteen years after buying the rights to Mitsubishi's design for the Beechjet 400, Hawker-Beechcraft continued to make improvements on their first light jet. Though the cabin remains the same size, a redesign of its layout makes it feel more spacious. Like its predecessors, the 400XP remains one of the most reliable light

jets on the market. The 400XP doesn't blow its competition out of the water in any single aspect, but finds a balance between reliability, comfort, luxury and performance. It's important to note that after Hawker-Beechcraft's emergence from bankruptcy, newer Hawkers are steadily appreciating in value.



### BASIC CONFIGURATION

Fuselage (ft.)	
Length	48'5"
Height	13'10"
Wingspan	43'6"
Cabin (ft.)	
Length	15'7"
Height	4'10"
Width	4'11"
Typical Configuration	
Crew	2
Passengers	8
Pressurization (PSI)	9.10
Fuel Capacity (lbs & gals)	4,912 lbs 733 gal
Weight (lbs)	
Max Ramp	16,500.00
Max Takeoff	16,300.00
Max Landing	15,700.00
Useful Payload w/ Full Fuel	588.00
Basic Operating	10,710.00
Speed (knots)	
Normal Cruise TAS	438.00
Climb	
Normal (fpm)	2,055.00
Ceiling (ft.)	45,000.00
Takeoff Performance (ft.)	4,485.00
Landing Performance (ft.)	3,838.00
5000' + 20C BFL	6,311.00
Range (nm)	1,519.00

### ANNUAL FIXED COSTS

Crew Expense	148,200.00
Hangar Cost	27,982.50
Insurance (Hull + Legal Liability)	10,140.00
Training	24,765.00
<b>Total Fixed Costs</b>	<b>211,087.50</b>

\*Costs calculated on US averages; will be different in other world regions

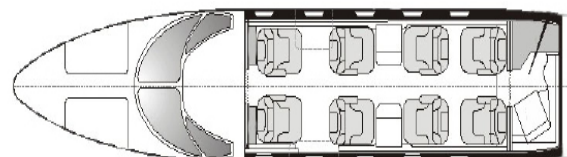
### DIRECT COSTS PER/HR

Fuel (at \$5/gal)	1,070.00
Burn Rate (Gal/hr)	214.00
Maintenance	691.00
Airframe	307.00
Engine/APU	384.00
<b>Total Direct Costs</b>	<b>1,761.00</b>
MPH (average)	505.00
<b>Total Cost Per Statute Mile</b>	<b>3.49</b>

\*Does not include catering, expenses, or pilot fees.

### ANNUAL BUDGET

Miles	200,000.00
Hours	396.00
<b>Total Direct Costs</b>	<b>697,356.00</b>
<b>Total Fixed Costs</b>	<b>211,087.50</b>
<b>Total Cost</b>	<b>908,443.50</b>
<b>Cost Per Hour</b>	<b>2,294.05</b>
<b>Cost Per Statute Mile</b>	<b>4.54</b>



Costs are calculated in U.S. dollars, printed courtesy of Aircraft Cost Calculator.

- Years Manufactured: 2004-2010
- Serial Numbers: RK-0354 - 0604
- Jet Class: Light Jets
- Standard Avionics: Dual Collins Pro Line
- Engine Type: JT15D-5
- TBO: 3,600
- Hots: 1,800





# HONDAJET HA-420 (ELITE)

## CHARLIE'S INSIGHTS

Honda's first jet, the HondaJet HA-420, features a light, all-composite fuselage and a drag-reducing over-the-wing engine mount configuration. Analysts expect the General Electric/Honda HF120 engines to give the HondaJet 35% higher fuel efficiency than similar aircraft. The sleek, all-glass Garmin G3000 avionics suite includes dual touch-screen controllers and

three 14-inch format displays, making the HondaJet incredibly easy to fly. This aircraft has a unique wing fixture that reduces drag unlike any other plane on the market. Originally due out in 2012, complications with engine certification and susceptibility to ice damage delayed the much-anticipated jet's first deliveries into 2015.



### BASIC CONFIGURATION

Fuselage (ft.)	
Length	42'7"
Height	14'10"
Wingspan	39'10"
Cabin (ft.)	
Length	17'10"
Height	4'10"
Width	5'0"
Typical Configuration	
Crew	1
Passengers	6
Pressurization (PSI)	8.70
Fuel Capacity (lbs & gals)	N/A
Weight (lbs)	
Max Ramp	N/A
Max Takeoff	9,963.00
Max Landing	N/A
Useful Payload w/ Full Fuel	N/A
Basic Operating	N/A
Speed (knots)	
Normal Cruise TAS	420.00
Climb	
Normal (fpm)	3,990.00
Ceiling (ft.)	43,000.00
Takeoff Performance (ft.)	3,120.00
Landing Performance (ft.)	2,500.00
5000' + 20C BFL	N/A
Range (nm)	1,180.00

### ANNUAL FIXED COSTS

Crew Expense	74,100.00
Hangar Cost	22,035.00
Insurance (Hull + Legal Liability)	18,766.00
Training	13,845.00
<b>Total Fixed Costs</b>	<b>128,746.00</b>

\*Costs calculated on US averages; will be different in other world regions

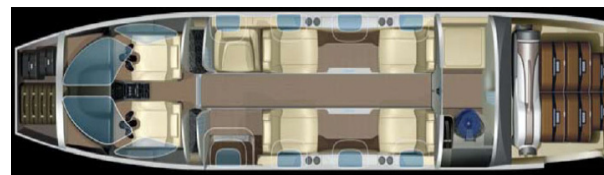
### DIRECT COSTS PER/HR

Fuel (at \$5/gal)	615.00
Burn Rate (Gal/hr)	123.00
Maintenance	435.00
Airframe	189.00
Engine/APU	246.00
<b>Total Direct Costs</b>	<b>1,050.00</b>
MPH (average)	483.00
<b>Total Cost Per Statute Mile</b>	<b>2.17</b>

\*Does not include catering, expenses, or pilot fees.

### ANNUAL BUDGET

Miles	200,000.00
Hours	414.00
<b>Total Direct Costs</b>	<b>434,700.00</b>
<b>Total Fixed Costs</b>	<b>128,746.00</b>
<b>Total Cost</b>	<b>563,446.00</b>
<b>Cost Per Hour</b>	<b>1,360.98</b>
<b>Cost Per Statute Mile</b>	<b>2.82</b>



Costs are calculated in U.S. dollars, printed courtesy of Aircraft Cost Calculator.

- Years Manufactured: 2012-present
- Serial Numbers: 4200000 & UP
- Jet Class: Very Light Jets
- Standard Avionics: Garmin G3000
- Engine Type: HF120
- TBO: 5,000
- Hots: 2,500



# NEXTANT 400XT

## CHARLIE'S INSIGHTS

Nextant Aerospace was the first company to introduce the concept of aircraft remanufacturing to the business jet market, when they began production on the first 400XT in 2011. For the 400XT and 400XTi, Nextant took old Beechjet 400As and 400XPs, and implemented new engines with FADEC (Full Authority Digital Engine Control), an upgraded Rockwell Collins Pro Line 21 avionics suite, as well as multiple airframe enhancements to improve performance. Nextant takes all life-limited components to zero-time

status, either through replacement or overhaul. The implementation of these upgrades increases the aircraft's range by 50 percent, improves fuel efficiency by 32 percent, reduces climb times by one third and reduces operating costs by 29 percent (compared to the original Beechcraft models). The remanufactured aircraft sells for close to half of the price of comparable jets in its class, making it a legitimate option for those that want the performance of a high-end business jet at a fraction of the cost.





### BASIC CONFIGURATION

Fuselage (ft.)	
Length	48'6"
Height	13'1"
Wingspan	43'7"
Cabin (ft.)	
Length	15'6"
Height	4'9"
Width	4'11"
Typical Configuration	
Crew	2
Passengers	7
Pressurization (PSI)	9.10
Fuel Capacity (lbs & gals)	4,912 lbs 733 gal
Weight (lbs)	
Max Ramp	16,500.00
Max Takeoff	16,300.00
Max Landing	15,700.00
Useful Payload w/ Full Fuel	1,031.00
Basic Operating	10,268.00
Speed (knots)	
Normal Cruise TAS	448.00
Climb	
Normal (fpm)	4,300.00
Ceiling (ft.)	45,000.00
Takeoff Performance (ft.)	4,485.00
Landing Performance (ft.)	3,089.00
5000' + 20C BFL	3,885.00
Range (nm)	2,096.00

### ANNUAL FIXED COSTS

Crew Expense	161,070.00
Hangar Cost	24,000.00
Insurance (Hull + Legal Liability)	18,720.00
Training	24,765.00
<b>Total Fixed Costs</b>	<b>228,555.00</b>

\*Costs calculated on US averages; will be different in other world regions

### DIRECT COSTS PER/HR

Fuel (at \$5/gal)	775.00
Burn Rate (Gal/hr)	155.00
Maintenance	632.00
Airframe	311.00
Engine/APU	321.00
<b>Total Direct Costs</b>	<b>1,407.00</b>
MPH (average)	516.00
<b>Total Cost Per Statute Mile</b>	<b>2.73</b>

\*Does not include catering, expenses, or pilot fees.

### ANNUAL BUDGET

Miles	200,000.00
Hours	388.00
<b>Total Direct Costs</b>	<b>545,916.00</b>
<b>Total Fixed Costs</b>	<b>228,555.00</b>
<b>Total Cost</b>	<b>774,471.00</b>
<b>Cost Per Hour</b>	<b>1,996.06</b>
<b>Cost Per Statute Mile</b>	<b>3.87</b>



Costs are calculated in U.S. dollars, printed courtesy of Aircraft Cost Calculator.

- Years Manufactured: 2011-present
- Serial Numbers: RK028 & UP
- Jet Class: Light Jets
- Standard Avionics: Pro Line 21
- Engine Type: FJ44-3AP
- TBO: 5,000
- Hots: 2,500



Stephan Widmer Photo

# PILATUS PC-24

## CHARLIE'S INSIGHTS

The Pilatus PC-24 is Pilatus' first venture into the business jet market, and all signs point to it being a good decision to do so. The PC-24 was created to meet a need from Pilatus' turboprop customers that wanted what was essentially the PC-12 turboprop in jet form. In short, they wanted a faster PC-12. According to Pilatus chairman Oscar Schwenk, the PC-24 offers "the versatility of a turboprop with the cabin size of a medium light jet, and

the performance of a light jet." Interestingly enough, the PC-24 doesn't have an APU, because the added weight would be too much to handle. Instead Pilatus' developed something called Quiet Power Mode, which lowers engine noise and fuel burn by "sub-idling" the right engine. For those that love Pilatus' wildly successful PC-12, the PC-24 is a logical step up into the business jet world.



### BASIC CONFIGURATION

Fuselage (ft.)	
Length	55'3"
Height	17'9"
Wingspan	55'9"
Cabin (ft.)	
Length	23'0"
Height	5'1"
Width	5'8"
Typical Configuration	
Passengers	10
Pressurization (PSI)	N/A
Fuel Capacity (lbs & gals)	6,000 lbs 900 gal
Weight (lbs)	
Max Ramp	N/A
Max Takeoff	17,968.00
Max Landing	16,579.00
Useful Payload w/ Full Fuel	737.00
Basic Operating	11,367.00
Speed (knots)	
Normal Cruise TAS	435.00
Climb	
Normal (fpm)	4,070.00
Ceiling (ft.)	45,000.00
Takeoff Performance (ft.)	2,810.00
Landing Performance (ft.)	2,355.00
5000' + 20C BFL	N/A
Range (nm)	1,800.00

### ANNUAL FIXED COSTS

Crew Expense	100,000.00
Hangar Cost	33,825.00
Insurance (Hull + Legal Liability)	22,220.00
Training	20,700.00
<b>Total Fixed Costs</b>	<b>176,745.00</b>

\*Costs calculated on US averages; will be different in other world regions

### DIRECT COSTS PER/HR

Fuel (at \$5/gal)	1,100.00
Burn Rate (Gal/hr)	220.00
Maintenance	599.00
Airframe	267.00
Engine/APU	332.00
<b>Total Direct Costs</b>	<b>1,699.00</b>
MPH (average)	501.00
<b>Total Cost Per Statute Mile</b>	<b>3.39</b>

\*Does not include catering, expenses, or pilot fees.

### ANNUAL BUDGET

Miles	200,000.00
Hours	399.00
<b>Total Direct Costs</b>	<b>677,901.00</b>
<b>Total Fixed Costs</b>	<b>176,745.00</b>
<b>Total Cost</b>	<b>854,646.00</b>
<b>Cost Per Hour</b>	<b>2,141.97</b>
<b>Cost Per Statute Mile</b>	<b>4.27</b>



- Years Manufactured: 2017-present
- Serial Numbers: 0101 & UP
- Jet Class: Light Jets
- Standard Avionics: Pilatus ACE
- Engine Type: Williams FJ44-4A
- TBO: 5,000
- Hots: 2,500



Costs are calculated in U.S. dollars, printed courtesy of Aircraft Cost Calculator.





**+1 (512) 868-9000**  
**WWW.WEPUSHTIN.COM**