

BUYERS' GUIDE

FOR MIDSIZE JETS



Charlie Bravo
AVIATION



BOMBARDIER CHALLENGER 300

CHARLIE'S INSIGHTS

Bombardier's Challenger 300 is one of the most popular jets in the super midsize jet class, developed specifically by Bombardier engineers to meet the mission at which it excels. This super-mid was built to fly transcontinental distances, making it a popular choice for charter operators around the world. The Challenger 300 is a bit more expensive than some of its competitors, such as the Citation Sovereign, but makes up for it with a faster climb rate

and significantly longer range. The Challenger 300's cabin is substantially larger than the Citation Sovereign, with room for a full-size bed to make 3,000 mile transcontinental flights more comfortable. Gulfstream's G200 is another one of its competitors, with almost identical speed and configuration, but the Challenger 300 is more efficient, has better range and runway performance, and a longer cabin.



BASIC CONFIGURATION

Fuselage (ft.)	
Length	68'7"
Height	20'0"
Wingspan	63'9"
Cabin (ft.)	
Length	28'7"
Height	6'1"
Width	7'2"
Typical Configuration	
Crew	2
Passengers	8
Pressurization (PSI)	8.80
Fuel Capacity (lbs & gals)	14,045 lbs 2,096 gal
Weight (lbs)	
Max Ramp	39,000.00
Max Takeoff	38,850.00
Max Landing	33,750.00
Useful Payload w/ Full Fuel	1,077.00
Basic Operating	23,254.00
Speed (knots)	
Normal Cruise TAS	447.00
Climb	
Normal (fpm)	2,642.00
Ceiling (ft.)	45,000.00
Takeoff Performance (ft.)	4,690.00
Landing Performance (ft.)	2,928.00
5000' + 20C BFL	6,860.00
Range (nm)	3,100.00

ANNUAL FIXED COSTS

Crew Expense	227,175.00
Hangar Cost	58,110.00
Insurance (Hull + Legal Liability)	29,078.40
Training	59,280.00
Total Fixed Costs	373,643.40

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

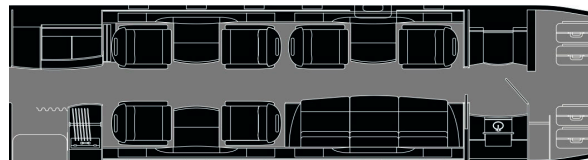
DIRECT COSTS PER/HR

Fuel (at \$5/gal)	1,430.00
Burn Rate (Gal/hr)	286.00
Maintenance	1,014.00
Airframe	467.00
Engine/APU	547.00
Total Direct Costs	2,444.00
MPH (average)	515.00
Total Cost Per Statute Mile	4.75

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

ANNUAL BUDGET

Miles	200,000.00
Hours	388.00
Total Direct Costs	948,272.00
Total Fixed Costs	373,643.40
Total Cost	1,321,915.40
Cost Per Hour	3,407.00
Cost Per Statute Mile	6.61



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

- Years Manufactured: 2003-2014
- Serial Numbers: 20007 - 20457
- Jet Class: Super Midsize Jet
- Standard Avionics: Collins Pro Line 21
- Engine Type: HTF7000
- TBO:
- Hots:



BOMBARDIER CHALLENGER 350

CHARLIE'S INSIGHTS

The Bombardier Challenger 350 is an updated version of the Challenger 300, doing virtually everything better than its predecessor. The 350 includes upgrades to its avionics system, a redesigned interior, an upgraded weather radar and the addition of synthetic vision. The Challenger 350 also has a faster climb rate and longer

range than the 300, building on the 300's strength: transcontinental and coast-to-coast charter flights. The goal of the improved interior was increased comfort. Challenger 350 passengers have full-time access to the baggage compartment located in the lavatory, and larger cabin windows increase natural light by 19 percent.



BASIC CONFIGURATION

Fuselage (ft.)	
Length	68'7"
Height	20'0"
Wingspan	63'9"
Cabin (ft.)	
Length	28'7"
Height	6'1"
Width	7'2"
Typical Configuration	
Crew	2
Passengers	8
Pressurization (PSI)	8.80
Fuel Capacity (lbs & gals)	14,045 lbs 2,096 gal
Weight (lbs)	
Max Ramp	39,000.00
Max Takeoff	38,850.00
Max Landing	33,750.00
Useful Payload w/ Full Fuel	1,077.00
Basic Operating	23,254.00
Speed (knots)	
Normal Cruise TAS	447.00
Climb	
Normal (fpm)	2,642.00
Ceiling (ft.)	45,000.00
Takeoff Performance (ft.)	4,690.00
Landing Performance (ft.)	2,928.00
5000' + 20C BFL	6,860.00
Range (nm)	3,200.00

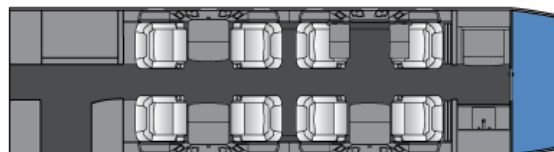
ANNUAL FIXED COSTS

Crew Expense	227,175.00
Hangar Cost	58,110.00
Insurance (Hull + Legal Liability)	29,078.40
Training	59,280.00
Total Fixed Costs	373,643.40

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

ANNUAL BUDGET

Miles	200,000.00
Hours	388.00
Total Direct Costs	935,856.00
Total Fixed Costs	373,643.40
Total Cost	1,309,499.40
Cost Per Hour	3,375.00
Cost Per Statute Mile	6.55



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

DIRECT COSTS PER/HR

Fuel (at \$5/gal)	1,400.00
Burn Rate (Gal/hr)	280.00
Maintenance	1,012.00
Airframe	413.00
Engine/APU	599.00
Total Direct Costs	2,412.00
MPH (average)	515.00
Total Cost Per Statute Mile	4.68

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



- Years Manufactured: 2014-present
- Serial Numbers: 20501 & UP
- Jet Class: Super Midsize Jet
- Standard Avionics: Collins Pro Line 21
- Engine Type: HTF7000
- TBO:
- Hots:



BOMBARDIER LEARJET 60

CHARLIE'S INSIGHTS

From 1993 to 2003, during the Lear 60's production, it was one of the fastest business jets on the market. Its nearly 2,500-nm range, coupled with the speed for which it's known, make the 60 a great option for quick flights within the US. The Lear 60 can fit six or seven passengers very comfortably, and its operating costs are low enough to justify a flight with only one or two passengers, which makes it a popular charter aircraft worldwide. Considering the relatively low acquisition cost of a Lear 60, and the powerful performance reputation that Learjets carry, it would be tough

to find a midsize business jet that gives you more bang for your buck. The downside of the Lear 60's power is that its landing speed is relatively high, emphasizing the importance of having experienced pilots at the controls. Full of passengers, the plane needs close to 4,000 feet of runway to land safely. If you're thinking about buying, it is worth noting that Lear 60s tend to require maintenance more frequently than other mid-sized jets. The Lear 60SE was produced from 2004-2007 between the Lear 60 and the 60XR.



BASIC CONFIGURATION

Fuselage (ft.)	
Length	58'8"
Height	14'8"
Wingspan	43'9"
Cabin (ft.)	
Length	17'8"
Height	5'9"
Width	5'11"
Typical Configuration	
Crew	2
Passengers	7
Pressurization (PSI)	9.40
Fuel Capacity (lbs & gals)	7,910 lbs 1,80 gal
Weight (lbs)	
Max Ramp	23,750.00
Max Takeoff	23,500.00
Max Landing	19,500.00
Useful Payload w/ Full Fuel	1,041.00
Basic Operating	14,403.00
Speed (knots)	
Normal Cruise TAS	425.00
Climb	
Normal (fpm)	4,500.00
Ceiling (ft.)	51,000.00
Takeoff Performance (ft.)	5,314.00
Landing Performance (ft.)	3,978.00
5000' + 20C BFL	8,520.00
Range (nm)	2,428.00

ANNUAL FIXED COSTS

Crew Expense	187,200.00
Hangar Cost	34,125.00
Insurance (Hull + Legal Liability)	10,530.00
Training	39,975.00
Total Fixed Costs	271,830.00

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

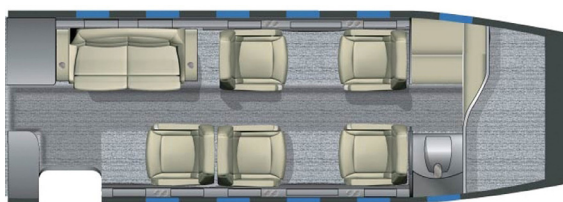
DIRECT COSTS PER/HR

Fuel (at \$5/gal)	1,155.00
Burn Rate (Gal/hr)	231.00
Maintenance	1,113.00
Airframe	506.00
Engine/APU	607.00
Total Direct Costs	2,268.00
MPH (average)	489.00
Total Cost Per Statute Mile	4.64

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

ANNUAL BUDGET

Miles	200,000.00
Hours	409.00
Total Direct Costs	927,612.00
Total Fixed Costs	271,830.00
Total Cost	1,199,442.00
Cost Per Hour	2,932.62
Cost Per Statute Mile	6.00



Images provided courtesy of Bombardier Inc.

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

- Years Manufactured: 1993-2003
- Serial Numbers: 60-003 - 269
- Jet Class: Midsize Jet
- Standard Avionics: Collins Pro Line 4
- Engine Type: PW305A
- TBO: 6,000
- Hots: 3,000



BOMBARDIER LEARJET 60XR

CHARLIE'S INSIGHTS

Like its predecessor, the Learjet 60XR was the standard when it came to midsize jets during its production from 2006 to 2013, and it remains a desirable business jet to-day. Its 425-knot cruise speed and nearly 2,500-nm range allow the 60XR to make flights from Los Angeles to New York City in less than five hours. Compared to the original Lear 60, the 60XR has a bigger galley, an improved Pro Line 21 avionics system (replacing the Lear 60's Pro Line 4), and a more space-efficient interior. Like

the Lear 60, the 60XR remains one of the most in-demand midsize jets worldwide, because of its relatively low costs, both in operation and acquisition, its reputation for speed and power, and of course, name recognition. The Lear 60SE was produced from 2004-2007 between the Lear 60 and the 60XR. While this 60 "Special Edition" had an upgraded cabin and some optional features now standard, it did not have the BR engines that mark the improved performance of a Lear 60XR.



BASIC CONFIGURATION

Fuselage (ft.)	
Length	58'8"
Height	14'7"
Wingspan	43'9"
Cabin (ft.)	
Length	17'8"
Height	5'9"
Width	5'11"
Typical Configuration	
Crew	2
Passengers	7
Pressurization (PSI)	9.40
Fuel Capacity (lbs & gals)	7,910 lbs 1,180 gal
Weight (lbs)	
Max Ramp	23,750.00
Max Takeoff	23,500.00
Max Landing	19,500.00
Useful Payload w/ Full Fuel	920.00
Basic Operating	14,524.00
Speed (knots)	
Normal Cruise TAS	425.00
Climb	
Normal (fpm)	2,846.00
Ceiling (ft.)	51,000.00
Takeoff Performance (ft.)	5,314.00
Landing Performance (ft.)	4,061.00
5000' + 20C BFL	8,540.00
Range (nm)	2,428.00

ANNUAL FIXED COSTS

Crew Expense	187,200.00
Hangar Cost	34,125.00
Insurance (Hull + Legal Liability)	21,460.73
Training	39,975.00
Total Fixed Costs	282,760.73

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

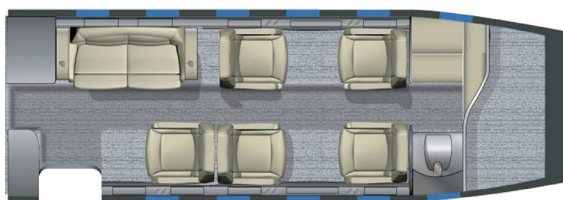
DIRECT COSTS PER/HR

Fuel (at \$5/gal)	1,070.00
Burn Rate (Gal/hr)	214.00
Maintenance	998.00
Airframe	398.00
Engine/APU	600.00
Total Direct Costs	2,068.00
MPH (average)	489.00
Total Cost Per Statute Mile	4.23

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

ANNUAL BUDGET

Miles	200,000.00
Hours	409.00
Total Direct Costs	845,812.00
Total Fixed Costs	282,760.73
Total Cost	1,128,572.73
Cost Per Hour	2,759.34
Cost Per Statute Mile	5.64



Images provided courtesy of Bombardier Inc.

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

- Years Manufactured: 2006-2013
- Serial Numbers: 60-294 - 430
- Jet Class: Midsize Jet
- Standard Avionics: Collins Pro Line 21
- Engine Type: PW305A
- TBO: 6,000
- Hots: 3,000



CESSNA CITATION III

CHARLIE'S INSIGHTS

In the late 1970s, Cessna decided it needed a midsize business jet to compete with the high-performance business jets that were flooding the market at the time. Rather than improving upon the Citation I and II, Cessna started from scratch for their third Citation model and came up with an all new airframe and their first swept-wing design in the Citation III (650 Model). The III became the first aircraft in the 650 series, to be followed by the VI and VII. With a stand-up cabin and excellent performance, the 650 design became the basis for many of Cessna's future larger cabin aircraft, including the Excel, XLS, XLS+, Sovereign and X. Upon its introduction in 1983, the III

set multiple midsize jet records, including overall speed and time-to-climb. The III typically came equipped with a seven-to-nine passenger interior and featured 1900 nm range and a cruise speed of 450 knots. Serial #105 and above featured some desirable improvements, while serial #179 and above featured a new avionics suite, Honeywell's digital SPZ-8000. Today, the III's maintenance and operating costs are among the highest in the midsize jet class, and its avionics system is considered a bit outdated. Its acquisition price, however, is low, considering the cabin size and performance this aircraft brings to the table.



BASIC CONFIGURATION

Fuselage (ft.)	
Length	55'7"
Height	16'10"
Wingspan	53'7"
Cabin (ft.)	
Length	18'5"
Height	5'8"
Width	5'6"
Typical Configuration	
Crew	2
Passengers	7
Pressurization (PSI)	9.30
Fuel Capacity (lbs & gals)	7,329 lbs 1,094 gal
Weight (lbs)	
Max Ramp	21,700.00
Max Takeoff	21,500.00
Max Landing	20,000.00
Useful Payload w/ Full Fuel	1,044.00
Basic Operating	13,455.00
Speed (knots)	
Normal Cruise TAS	450.00
Climb	
Normal (fpm)	3,699.00
Ceiling (ft.)	51,000.00
Takeoff Performance (ft.)	5,489.00
Landing Performance (ft.)	3,214.00
5000' + 20C BFL	8,370.00
Range (nm)	1,950.00

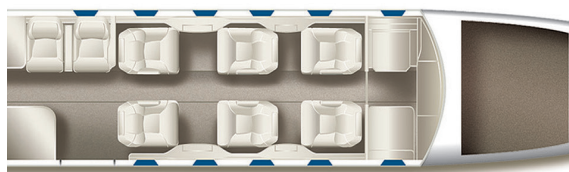
ANNUAL FIXED COSTS

Crew Expense	187,200.00
Hangar Cost	39,390.00
Insurance (Hull + Legal Liability)	4,485.00
Training	28,080.00
Total Fixed Costs	259,155.00

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

ANNUAL BUDGET

Miles	200,000.00
Hours	386.00
Total Direct Costs	1,064,588.00
Total Fixed Costs	259,155.00
Total Cost	1,323,743.00
Cost Per Hour	3,429.39
Cost Per Statute Mile	6.62



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

DIRECT COSTS PER/HR

Fuel (at \$5/gal)	1,330.00
Burn Rate (Gal/hr)	266.00
Maintenance	1,428.00
Airframe	727.00
Engine/APU	701.00
Total Direct Costs	2,758.00
MPH (average)	518.00
Total Cost Per Statute Mile	5.32

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



- Years Manufactured: 1983-1991
- Serial Numbers: 650-002 - 206
- Jet Class: Midsize Jet
- Standard Avionics: Dual Collins / SPZ-650
- Engine Type: TFE731-3B-100S
- TBO: 4,200
- Hots: 2,100



CESSNA CITATION VI

CHARLIE'S INSIGHTS

The Citation VI and VII were developed as updated iterations of the popular Citation III. Cessna produced two versions of the same physical aircraft. The VI would become the standardized, cheaper and more economical version, while the VII was designed as the more expensive, higher performing and more luxurious version. The VI came equipped with more basic avionics, a standardized eight-passenger interior, basic features, and limited available options. This approach increased production

efficiency and allowed Cessna to offer the aircraft at a cheaper price than the VII and the discontinued III. The VI also features a 500-pound lighter basic operating weight. Unfortunately, the VI was not well received by the market. Only 39 VIs were produced before production was discontinued in 1994, so Cessna could focus its efforts on the more successful Citation VII. Today the VI market is very soft with 20 percent of the fleet available on the market, and a limited number of transactions each year.



BASIC CONFIGURATION

Fuselage (ft.)	
Length	55'6"
Height	16'9"
Wingspan	53'6"
Cabin (ft.)	
Length	18'5"
Height	5'8"
Width	5'6"
Typical Configuration	
Crew	2
Passengers	8
Pressurization (PSI)	9.30
Fuel Capacity (lbs & gals)	7,332 lbs 1,094 gal
Weight (lbs)	
Max Ramp	22,200.00
Max Takeoff	22,000.00
Max Landing	20,000.00
Useful Payload w/ Full Fuel	1,044.00
Basic Operating	13,455.00
Speed (knots)	
Normal Cruise TAS	468.00
Climb	
Normal (fpm)	3,699.00
Ceiling (ft.)	51,000.00
Takeoff Performance (ft.)	5,489.00
Landing Performance (ft.)	3,214.00
5000' + 20C BFL	8,370.00
Range (nm)	1,460.00

ANNUAL FIXED COSTS

Crew Expense	187,200.00
Hangar Cost	39,390.00
Insurance (Hull + Legal Liability)	6,240.00
Training	28,080.00
Total Fixed Costs	260,910.00

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

DIRECT COSTS PER/HR

Fuel (at \$5/gal)	1,330.00
Burn Rate (Gal/hr)	266.00
Maintenance	1,323.00
Airframe	677.00
Engine/APU	646.00
Total Direct Costs	2,653.00
MPH (average)	539.00
Total Cost Per Statute Mile	4.92

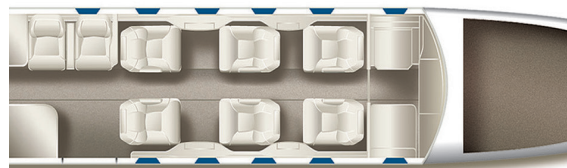
*Does not include catering, expenses, or pilot fees.

ANNUAL BUDGET

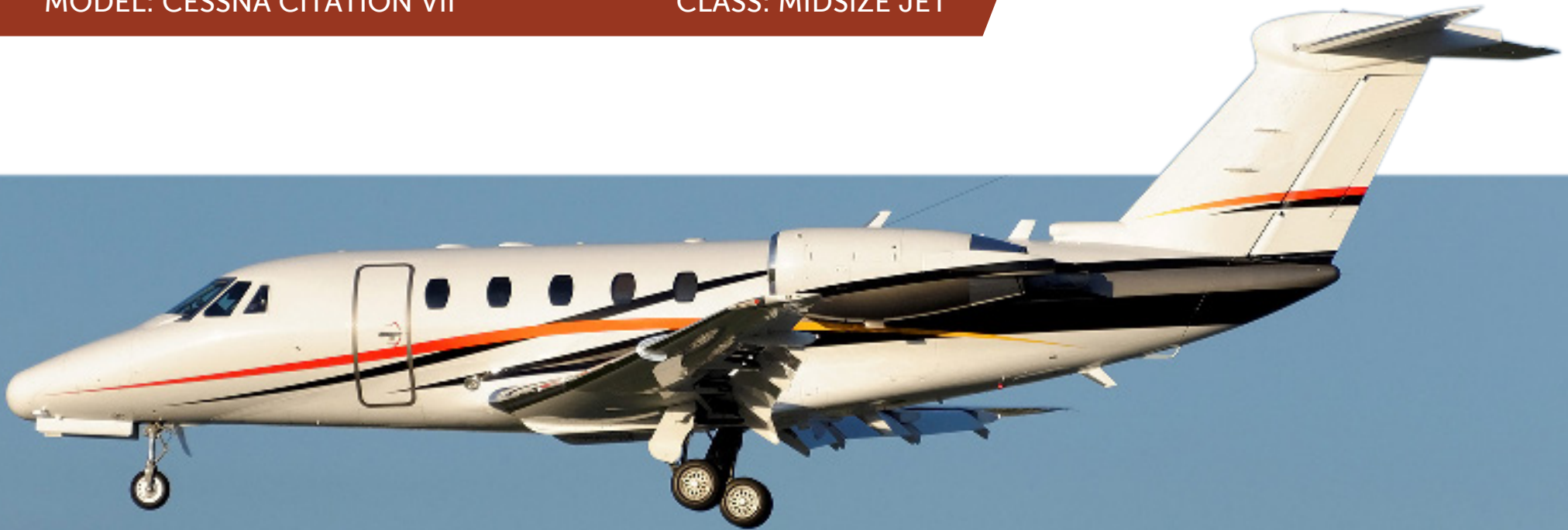
Miles	200,000.00
Hours	371.00
Total Direct Costs	984,263.00
Total Fixed Costs	260,910.00
Total Cost	1,245,173.00
Cost Per Hour	3,356.26
Cost Per Statute Mile	6.23



- Years Manufactured: 1991-1995
- Serial Numbers: 650-201 - 241
- Jet Class: Midsize Jet
- Standard Avionics: Dual Collins Pro Line
- Engine Type: TFE731-3B-100S
- TBO: 4,200
- Hots: 2,100



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



CESSNA CITATION VII

CHARLIE'S INSIGHTS

The Citation VI and VII were developed as updated iterations of the popular Citation III. The VII is essentially a high end, fully upgraded version of the VI, offering better features, more interior options and upgraded avionics. The VII also features more powerful engines than the III and VI, which allow for faster cruise speed, better performance at high altitudes, a faster climb rate and better takeoff performance. The more luxurious VII is typically equipped with a seven-to-nine passenger interior configuration and better soundproof-

ing. The Citation VII stuck around longer than the Citation VI, and after nine years, 119 Citation VIIs had been produced. This market remains relatively active today, averaging one or two sales every month. With a 1700-nm range, 470-knot cruise speed, and price tag between \$1.2M and \$2.5M, we think with an engine program, a Citation VII can be a lot of plane for the money. Without MSP, we might suggest looking elsewhere...engine overhauls are not cheap.



BASIC CONFIGURATION

Fuselage (ft.)	
Length	55'6"
Height	16'9"
Wingspan	53'6"
Cabin (ft.)	
Length	18'5"
Height	5'8"
Width	5'6"
Typical Configuration	
Crew	2
Passengers	7
Pressurization (PSI)	9.30
Fuel Capacity (lbs & gals)	7,329 lbs 1,094 gal
Weight (lbs)	
Max Ramp	23,200.00
Max Takeoff	23,000.00
Max Landing	20,000.00
Useful Payload w/ Full Fuel	1,580.00
Basic Operating	13,894.00
Speed (knots)	
Normal Cruise TAS	470.00
Climb	
Normal (fpm)	4,442.00
Ceiling (ft.)	51,000.00
Takeoff Performance (ft.)	5,041.00
Landing Performance (ft.)	3,437.00
5000' + 20C BFL	7,460.00
Range (nm)	1,690.00

ANNUAL FIXED COSTS

Crew Expense	187,200.00
Hangar Cost	39,390.00
Insurance (Hull + Legal Liability)	10,530.00
Training	28,080.00
Total Fixed Costs	265,200.00

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

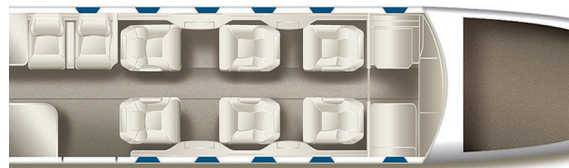
DIRECT COSTS PER/HR

Fuel (at \$5/gal)	1,390.00
Burn Rate (Gal/hr)	278.00
Maintenance	1,383.00
Airframe	664.00
Engine/APU	719.00
Total Direct Costs	2,773.00
MPH (average)	541.00
Total Cost Per Statute Mile	5.13

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

ANNUAL BUDGET

Miles	200,000.00
Hours	370.00
Total Direct Costs	1,026,010.00
Total Fixed Costs	265,200.00
Total Cost	1,291,210.00
Cost Per Hour	3,489.76
Cost Per Statute Mile	6.46



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

- Years Manufactured: 1992-2000
- Serial Numbers: 650-7001 - 7119
- Jet Class: Midsize Jet
- Standard Avionics: Dual Collins Pro Line
- Engine Type: TFE731-4R-2S
- TBO: 4,200
- Hots: 2,100



CESSNA CITATION X

CHARLIE'S INSIGHTS

The Citation X was the fastest civilian aircraft in the world for almost two decades. Today it is still the third fastest, topped only by the Gulfstream G650 and the Citation X+ which replaced it in 2013. With a normal cruise speed of around 511 knots, no other midsize jet comes close to rivaling the Citation X's airspeed. It can fly from Los Angeles to New York in less than six

hours, or from Pittsburgh to San Diego in four. The Citation X is equipped with two Rolls-Royce AE3007C engines with Full Authority Digital Engine Controls (FADEC) and Honeywell's Primus 2000 avionics suite. Cessna's Citation X is efficient, comfortable and turns heads on the runway, but where it truly stands out from the competition is its unrivaled airspeed.



BASIC CONFIGURATION

Fuselage (ft.)	
Length	72'4"
Height	19'4"
Wingspan	63'7"
Cabin (ft.)	
Length	23'11"
Height	5'8"
Width	5'6"
Typical Configuration	
Crew	2
Passengers	8
Pressurization (PSI)	9.30
Fuel Capacity (lbs & gals)	12,931 lbs 1,930 gal
Weight (lbs)	
Max Ramp	36,400.00
Max Takeoff	36,100.00
Max Landing	31,800.00
Useful Payload w/ Full Fuel	1,408.00
Basic Operating	21,474.00
Speed (knots)	
Normal Cruise TAS	511.00
Climb	
Normal (fpm)	3,650.00
Ceiling (ft.)	51,000.00
Takeoff Performance (ft.)	5,343.00
Landing Performance (ft.)	3,584.00
5000' + 20C BFL	7,350.00
Range (nm)	3,111.00

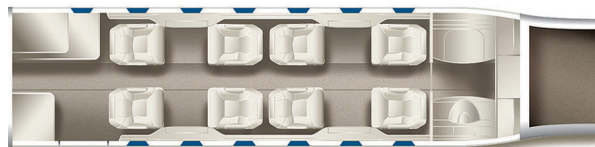
ANNUAL FIXED COSTS

Crew Expense	187,200.00
Hangar Cost	61,035.00
Insurance (Hull + Legal Liability)	27,027.00
Training	45,240.00
Total Fixed Costs	320,502.00

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

ANNUAL BUDGET

Miles	200,000.00
Hours	340.00
Total Direct Costs	1,066,580.00
Total Fixed Costs	320,502.00
Total Cost	1,387,082.00
Cost Per Hour	4,079.65
Cost Per Statute Mile	6.94



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

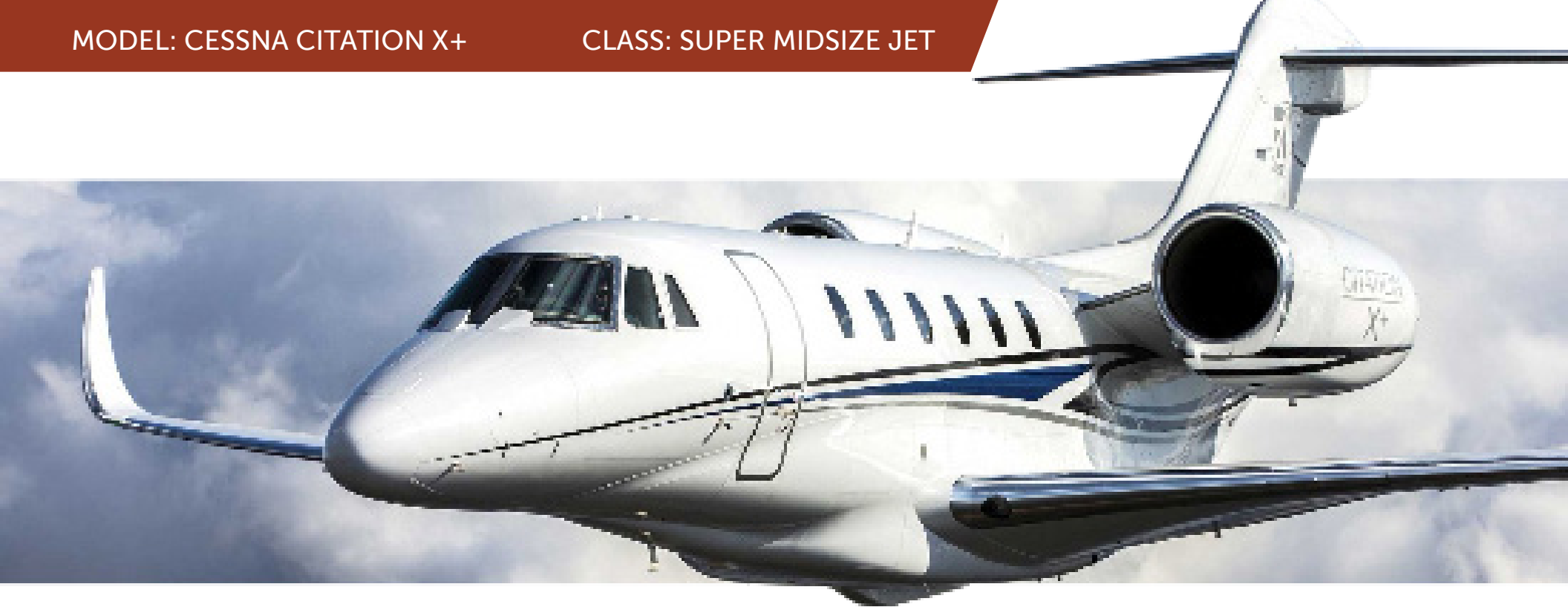
DIRECT COSTS PER/HR

Fuel (at \$5/gal)	1,860.00
Burn Rate (Gal/hr)	372.00
Maintenance	1,277.00
Airframe	523.00
Engine/APU	754.00
Total Direct Costs	3,137.00
MPH (average)	589.00
Total Cost Per Statute Mile	5.33

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



- Years Manufactured: 1996-2012
- Serial Numbers: 750-0003 - 0313
- Jet Class: Super Midsize Jet
- Standard Avionics: Honeywell Primus 2000
- Engine Type: AE3007C
- TBO: 6,000
- Hots: 3,000



CESSNA CITATION X+

CHARLIE'S INSIGHTS

As of 2015, Cessna's Citation X+ is the fastest civilian aircraft in the world. In 2012, Cessna replaced the Citation X with the upgraded X+, making its first delivery in 2013. Upgrades from the original Citation X include improved Rolls-Royce AE3007C2 engines, new Garmin G5000 touchscreen avionics, an upgraded interior, enhanced technology and an all new Clarity cabin management system. Although winglets were available as an upgrade to the orig-

inal Citation X, Cessna made them standard on the X+, improving upon its range, fuel efficiency, hot-and-high performance and climb rate. It's also worth mentioning that the X+ has a longer cabin and a longer wingspan. The upgraded Rolls-Royce engines result in an increase in useful payload, cruise speed and range, while maintaining the efficiency for which Citations are known.



BASIC CONFIGURATION

Fuselage (ft.)	
Length	73'8"
Height	19'4"
Wingspan	69'3"
Cabin (ft.)	
Length	25'2"
Height	5'8"
Width	5'6"
Typical Configuration	
Crew	2
Passengers	8
Pressurization (PSI)	
Fuel Capacity (lbs & gals)	12,931 lbs 1,930 gal
Weight (lbs)	
Max Ramp	36,900.00
Max Takeoff	36,600.00
Max Landing	32,000.00
Useful Payload w/ Full Fuel	1,467.00
Basic Operating	21,902.00
Speed (knots)	
Normal Cruise TAS	513.00
Climb	
Normal (fpm)	
Ceiling (ft.)	51,000.00
Takeoff Performance (ft.)	5,187.00
Landing Performance (ft.)	3,591.00
5000' + 20C BFL	7,350.00
Range (nm)	3,242.00

ANNUAL FIXED COSTS

Crew Expense	187,200.00
Hangar Cost	61,035.00
Insurance (Hull + Legal Liability)	27,027.00
Training	45,240.00
Total Fixed Costs	320,502.00

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

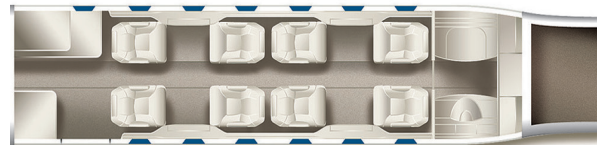
DIRECT COSTS PER/HR

Fuel (at \$5/gal)	1,930.00
Burn Rate (Gal/hr)	386.00
Maintenance	1,190.00
Airframe	435.00
Engine/APU	755.00
Total Direct Costs	3,120.00
MPH (average)	591.00
Total Cost Per Statute Mile	5.28

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

ANNUAL BUDGET

Miles	200,000.00
Hours	338.00
Total Direct Costs	1,054,560.00
Total Fixed Costs	320,502.00
Total Cost	1,375,062.00
Cost Per Hour	4,068.23
Cost Per Statute Mile	6.88



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

- Years Manufactured: 2013-present
- Serial Numbers: 750-0504 & UP
- Jet Class: Super Midsize Jet
- Standard Avionics: Garmin G5000
- Engine Type: AE3007C2
- TBO: 4,500
- Hots: 2,250



CESSNA CITATION XLS

CHARLIE'S INSIGHTS

The Citation XLS was the first successor to the Excel, featuring a glass cockpit with Honeywell's Primus 1000 EFIS avionics suite and upgraded PW545B engines for increased performance. Compared to the Excel, Cessna's Citation XLS has a faster climb rate, better takeoff and landing performance, better hot-and-high performance and improved efficiency. The cabin also received upgrades, including fold-out tables, LED lighting, sliding headrests and

wider seats than the original Excel model. The Primus 1000 avionics suite consolidates multiple displays into three LCD screens, reducing the pilot's workload. Like most Citations, the XLS has a reputation for reliability, efficiency and safety. Combined with its 560-series predecessor (the Excel) and its successor (the XLS+) there are roughly 900 of this model of aircraft in operation around the world.



BASIC CONFIGURATION

Fuselage (ft.)	
Length	51'9"
Height	17'3"
Wingspan	56'4"
Cabin (ft.)	
Length	18'6"
Height	5'8"
Width	5'6"
Typical Configuration	
Crew	2
Passengers	8
Pressurization (PSI)	9.30
Fuel Capacity (lbs & gals)	6,740 lbs 1,006 gal
Weight (lbs)	
Max Ramp	20,400.00
Max Takeoff	20,200.00
Max Landing	18,700.00
Useful Payload w/ Full Fuel	839.00
Basic Operating	12,480.00
Speed (knots)	
Normal Cruise TAS	422.00
Climb	
Normal (fpm)	3,500.00
Ceiling (ft.)	45,000.00
Takeoff Performance (ft.)	3,812.00
Landing Performance (ft.)	3,619.00
5000' + 20C BFL	5,490.00
Range (nm)	1,850.00

ANNUAL FIXED COSTS

Crew Expense	187,200.00
Hangar Cost	38,415.00
Insurance (Hull + Legal Liability)	14,137.50
Training	30,420.00
Total Fixed Costs	270,172.50

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

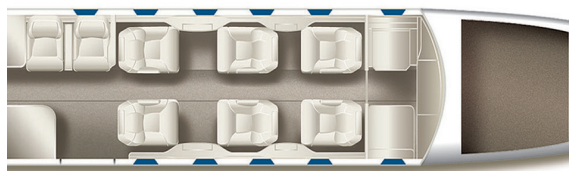
DIRECT COSTS PER/HR

Fuel (at \$5/gal)	1,155.00
Burn Rate (Gal/hr)	231.00
Maintenance	867.00
Airframe	383.00
Engine/APU	484.00
Total Direct Costs	2,022.00
MPH (average)	486.00
Total Cost Per Statute Mile	4.16

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

ANNUAL BUDGET

Miles	200,000.00
Hours	412.00
Total Direct Costs	833,064.00
Total Fixed Costs	270,172.50
Total Cost	1,103,236.50
Cost Per Hour	2,677.76
Cost Per Statute Mile	5.52



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

- Years Manufactured: 2004-2008
- Serial Numbers: 560-5502 - 5821
- Jet Class: Midsize Jet
- Standard Avionics: Honeywell Primus 1000
- Engine Type: PW545B
- TBO: 5,000
- Hots: 2,500



CESSNA CITATION XLS+

CHARLIE'S INSIGHTS

Citation's XLS+, the 560-series successor to the Excel and XLS, comes with the inclusion of FADEC engine controls, improved Pratt & Whitney engines and a re-designed nose that significantly reduces drag, similar to that of the Citation Sovereign and Citation X. The Citation XLS+ features Collins Pro Line 21 Avionics and a four-screen LCD EFIS display, as opposed

to the three-tube Honeywell display in the Excel and the three-screen LCD Primus 1000 in the XLS. The new, more powerful PW545C engines lead to increased cruise speeds and increased efficiency. The XLS+ is another addition to a long line of Citations with a reputation for safety, reliability and efficiency. The only longer-running Citation line in production is the Citation X.



BASIC CONFIGURATION

Fuselage (ft.)	
Length	52'6"
Height	17'3"
Wingspan	56'4"
Cabin (ft.)	
Length	18'6"
Height	5'8"
Width	5'6"
Typical Configuration	
Crew	2
Passengers	8
Pressurization (PSI)	9.30
Fuel Capacity (lbs & gals)	6,740 lbs 1,005 gal
Weight (lbs)	
Max Ramp	20,400.00
Max Takeoff	20,200.00
Max Landing	18,700.00
Useful Payload w/ Full Fuel	839.00
Basic Operating	12,480.00
Speed (knots)	
Normal Cruise TAS	429.00
Climb	
Normal (fpm)	3,500.00
Ceiling (ft.)	45,000.00
Takeoff Performance (ft.)	3,812.00
Landing Performance (ft.)	3,619.00
5000' + 20C BFL	5,430.00
Range (nm)	1,850.00

ANNUAL FIXED COSTS

Crew Expense	187,200.00
Hangar Cost	38,415.00
Insurance (Hull + Legal Liability)	19,157.78
Training	37,830.00
Total Fixed Costs	282,602.78

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

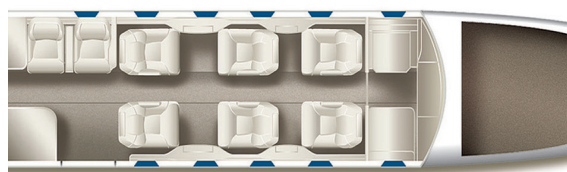
DIRECT COSTS PER/HR

Fuel (at \$5/gal)	1,150.00
Burn Rate (Gal/hr)	230.00
Maintenance	768.00
Airframe	309.00
Engine/APU	459.00
Total Direct Costs	1,918.00
MPH (average)	494.00
Total Cost Per Statute Mile	3.88

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

ANNUAL BUDGET

Miles	200,000.00
Hours	405.00
Total Direct Costs	776,790.00
Total Fixed Costs	282,602.78
Total Cost	1,059,392.78
Cost Per Hour	2,615.78
Cost Per Statute Mile	5.30



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

- Years Manufactured: 2008-present
- Serial Numbers: 560-6009 & UP
- Jet Class: Midsize Jet
- Standard Avionics: Collins Pro Line 21
- Engine Type: PW545C
- TBO: 5,000
- Hots: 2,500



CESSNA CITATION EXCEL

CHARLIE'S INSIGHTS

When Cessna began developing the Citation Excel in 1996, company engineers took some of the best features of its existing fleet to create a roomy, nine-passenger midsize jet. They combined the Citation X's stand-up fuselage, the Ultra's unswept wing and the tail from the Citation V in order to put together the original Citation Excel, which forms the basis of both the XLS and XLS+. Cessna's objective was to create a business jet that was capable of flying close to 2,000 nautical miles with low operating costs. The goal, we've

heard, was to compete with the popular twin turboprops on the market at the time in cost per nautical mile. Though it's not known for incredible performance, the Excel strikes a balance between relatively low operating costs, high efficiency and reliability while operating with respectable performance at a 422-knot cruise rate, which is why it continues to be a favorite choice for charter operators today. More than 300 Excels had been produced by the time the XLS took the Excel's spot in 2004.



BASIC CONFIGURATION

Fuselage (ft.)	
Length	52'6"
Height	17'3"
Wingspan	56'5"
Cabin (ft.)	
Length	18'6"
Height	5'8"
Width	5'6"
Typical Configuration	
Crew	2
Passengers	7
Pressurization (PSI)	9.30
Fuel Capacity (lbs & gals)	6,740 lbs 1,006 gal
Weight (lbs)	
Max Ramp	20,400.00
Max Takeoff	20,000.00
Max Landing	18,700.00
Useful Payload w/ Full Fuel	936.00
Basic Operating	12,188.00
Speed (knots)	
Normal Cruise TAS	422.00
Climb	
Normal (fpm)	3,090.00
Ceiling (ft.)	45,000.00
Takeoff Performance (ft.)	3,959.00
Landing Performance (ft.)	3,755.00
5000' + 20C BFL	4,730.00
Range (nm)	1,850.00

ANNUAL FIXED COSTS

Crew Expense	187,200.00
Hangar Cost	38,415.00
Insurance (Hull + Legal Liability)	15,600.00
Training	30,420.00
Total Fixed Costs	271,635.00

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

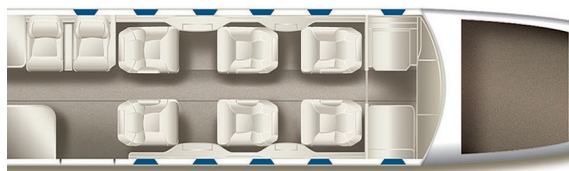
DIRECT COSTS PER/HR

Fuel (at \$5/gal)	1,205.00
Burn Rate (Gal/hr)	241.00
Maintenance	867.00
Airframe	402.00
Engine/APU	465.00
Total Direct Costs	2,072.00
MPH (average)	486.00
Total Cost Per Statute Mile	4.26

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

ANNUAL BUDGET

Miles	200,000.00
Hours	412.00
Total Direct Costs	853,664.00
Total Fixed Costs	271,635.00
Total Cost	1,125,299.00
Cost Per Hour	2,731.31
Cost Per Statute Mile	5.63



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

- Years Manufactured: 1998-2004
- Serial Numbers: 560-5002 - 5372
- Jet Class: Midsize Jet
- Standard Avionics: Honeywell Primus 1000
- Engine Type: PW545A
- TBO: 5,000
- Hots: 2,500



CESSNA CITATION LATITUDE

CHARLIE'S INSIGHTS

Cessna's brand new Citation Latitude (FAA type certified in June 2015) was created in the mold of a slightly smaller version of the Sovereign+, with an improved cabin and upgraded avionics, among other features. Besides the best lavatory in its class, the Latitude boasts the most spacious cabin in the midsize jet category at 77 inches wide, six feet tall and more than 21 feet long with a flat floor and stand-up cabin. In other words, it was built for passenger comfort.

The Latitude also comes equipped with one of the most advanced avionics systems available, the Garmin G5000 flight deck, which features autothrottle, touch-screen click-and-drag capabilities and additional features that significantly reduce the pilot's workload. Like the other members of the Cessna Citation family, we expect the Latitude to be known for world-class reliability, efficiency and safety.



BASIC CONFIGURATION

Fuselage (ft.)	
Length	62'4"
Height	20'10"
Wingspan	72'5"
Cabin (ft.)	
Length	27'6"
Height	6'0"
Width	6'5"
Typical Configuration	
Crew	2
Passengers	9
Pressurization (PSI)	9.60
Fuel Capacity (lbs & gals)	11,394 lbs 1,701 gal
Weight (lbs)	
Max Ramp	31,050
Max Takeoff	30,800.00
Max Landing	27,575.00
Useful Payload w/ Full Fuel	1,040.00
Basic Operating	19,065.00
Speed (knots)	
Normal Cruise TAS	440.00
Climb	
Normal (fpm)	
Ceiling (ft.)	45,000.00
Takeoff Performance (ft.)	4,030.00
Landing Performance (ft.)	2,780.00
5000' + 20C BFL	N/A
Range (nm)	2,850.00

ANNUAL FIXED COSTS

Crew Expense	195,000.00
Hangar Cost	51,300.00
Insurance (Hull + Legal Liability)	23,800.00
Training	55,000.00
Total Fixed Costs	325,100.00

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

DIRECT COSTS PER/HR

Fuel (at \$5/gal)	1,515.00
Burn Rate (Gal/hr)	303.00
Maintenance	941.00
Airframe	356.00
Engine/APU	585.00
Total Direct Costs	2,456.00
MPH (average)	506.00
Total Cost Per Statute Mile	4.85

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

ANNUAL BUDGET

Miles	200,000
Hours	395.00
Total Direct Costs	970,120.00
Total Fixed Costs	325,100.00
Total Cost	1,295,220.00
Cost Per Hour	3,279.04
Cost Per Statute Mile	6.48



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

- Years Manufactured: 2015-present
- Serial Numbers: 680A-0001 & UP
- Jet Class: Midsize Jet
- Standard Avionics: Garmin G5000
- Engine Type: PW306D1
- TBO: 6,000
- Hots: 3,000



CESSNA CITATION SOVEREIGN

CHARLIE'S INSIGHTS

Cessna's Citation Sovereign, manufactured from 2004 to 2013, stemmed from the idea that there was a place for a high-performance jet midway between the Excel/XLS and the Citation X. It comes equipped with the Honeywell Primus Epic avionics suite. The Sovereign is powered by two Pratt & Whitney Canada PW306C turbofan engines with FADEC controls that

move it at close to 450 knots, among the fastest super-mids available. The Sovereign is considered a transcontinental aircraft, able to fly from Los Angeles to Hawaii while meeting ETOPS requirements. Its runway performance is legendary, as it requires less than 3,800 feet to takeoff and less than 3,000 feet of runway to land.



BASIC CONFIGURATION

Fuselage (ft.)	
Length	63'6"
Height	20'4"
Wingspan	72'4"
Cabin (ft.)	
Length	25'3"
Height	5'8"
Width	5'6"
Typical Configuration	
Crew	2
Passengers	9
Pressurization (PSI)	9.30
Fuel Capacity (lbs & gals)	11,216 lbs 1,674 gal
Weight (lbs)	
Max Ramp	30,550.00
Max Takeoff	30,300.00
Max Landing	27,100.00
Useful Payload w/ Full Fuel	1,148.00
Basic Operating	17,696.00
Speed (knots)	
Normal Cruise TAS	447.00
Climb	
Normal (fpm)	4,016.00
Ceiling (ft.)	47,000.00
Takeoff Performance (ft.)	3,715.00
Landing Performance (ft.)	2,953.00
5000' + 20C BFL	4,950.00
Range (nm)	2,686.00

ANNUAL FIXED COSTS

Crew Expense	187,200.00
Hangar Cost	53,332.50
Insurance (Hull + Legal Liability)	26,043.23
Training	48,750.00
Total Fixed Costs	315,325.73

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

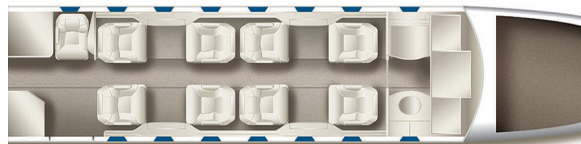
DIRECT COSTS PER/HR

Fuel (at \$5/gal)	1,355.00
Burn Rate (Gal/hr)	271.00
Maintenance	1,011.00
Airframe	407.00
Engine/APU	604.00
Total Direct Costs	2,366.00
MPH (average)	515.00
Total Cost Per Statute Mile	4.59

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

ANNUAL BUDGET

Miles	200,000.00
Hours	388.00
Total Direct Costs	918,008.00
Total Fixed Costs	315,325.73
Total Cost	1,233,333.73
Cost Per Hour	3,178.70
Cost Per Statute Mile	6.17



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

- Years Manufactured: 2004-2013
- Serial Numbers: 680-0002 - 0349
- Jet Class: Super Midsize Jet
- Standard Avionics: Honeywell Primus Epic
- Engine Type: PW306C
- TBO: 6,000
- Hots: 3,000



CESSNA CITATION SOVEREIGN+

CHARLIE'S INSIGHTS

In 2014, Cessna replaced the Citation Sovereign with the Sovereign+. The Sovereign+ features subtle winglets called "swooplets", new Garmin G5000 touch-screen avionics, an upgraded interior, an all new Clarity cabin management system, better range, more efficient engines and more useful payload. The Citation Intrinsic Flight Deck is powered by Garmin G5000 avionics and includes Garmin Synthetic Vision Technology (SVT), detailed mov-

ing map imagery, electronic charts, traffic surveillance (TCAS II Change 7.1), terrain awareness (Class-A TAWS), touch-screen control and autothrottle. Garmin's SVT system shows the pilot a virtual reality of terrain, obstacles, traffic and runways, giving the crew visibility even in IFR or nighttime VFR conditions. Typical configuration allows the Sovereign+ to seat nine passengers, but it can seat up to 12 fairly comfortably.



BASIC CONFIGURATION

Fuselage (ft.)	
Length	63'7"
Height	20'5"
Wingspan	72'5"
Cabin (ft.)	
Length	25'3"
Height	5'8"
Width	5'6"
Typical Configuration	
Crew	2
Passengers	9
Pressurization (PSI)	9.30
Fuel Capacity (lbs & gals)	11,390 lbs 1,700 gal
Weight (lbs)	
Max Ramp	31,025.00
Max Takeoff	30,755.00
Max Landing	27,575.00
Useful Payload w/ Full Fuel	1,245.00
Basic Operating	17,940.00
Speed (knots)	
Normal Cruise TAS	447.00
Climb	
Normal (fpm)	4,083.00
Ceiling (ft.)	47,000.00
Takeoff Performance (ft.)	3,725.00
Landing Performance (ft.)	2,992.00
5000' + 20C BFL	N/A
Range (nm)	3,190.00

ANNUAL FIXED COSTS

Crew Expense	187,200.00
Hangar Cost	61,035.00
Insurance (Hull + Legal Liability)	26,610.68
Training	53,430.00
Total Fixed Costs	328,275.68

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

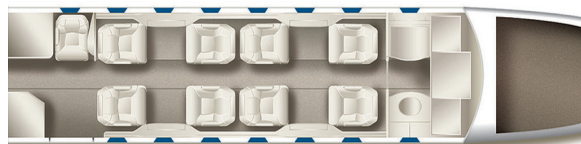
DIRECT COSTS PER/HR

Fuel (at \$5/gal)	1,325.00
Burn Rate (Gal/hr)	265.00
Maintenance	913.00
Airframe	328.00
Engine/APU	585.00
Total Direct Costs	2,238.00
MPH (average)	515.00
Total Cost Per Statute Mile	4.35

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

ANNUAL BUDGET

Miles	200,000.00
Hours	388.00
Total Direct Costs	868,344.00
Total Fixed Costs	328,275.68
Total Cost	1,196,619.68
Cost Per Hour	3,084.07
Cost Per Statute Mile	5.98



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

- Years Manufactured: 2014-present
- Serial Numbers: 750-0508 & UP
- Jet Class: Super Midsize Jet
- Standard Avionics: Garmin G5000
- Engine Type: PW306D
- TBO: 6,000
- Hots: 3,000



DASSAULT FALCON 50

CHARLIE'S INSIGHTS

Dassault's Falcon 50 sets itself apart from the competition on the runway with a three-engine (Honeywell TFE731-3-1C turboprop engines) layout that includes a beastly central engine above the fuselage. Although the Falcon 50 is usually configured to carry 8 to 10 passengers, the cabin can be modified to carry as many as 19. Its performance is nothing to scoff at, either. With a cruise speed of 420 knots and

a range of around 3,200 nautical miles, Dassault's Falcon 50 is capable of making transcontinental flights both quickly and comfortably. The original Falcon 50 first took flight in 1976, and was FAA certified in March of 1979, with first deliveries taking place in 1980. The Falcon 50 was later replaced by the Falcon 50EX, which was produced from 1997 to 2007.



BASIC CONFIGURATION

Fuselage (ft.)	
Length	60'9"
Height	22'10"
Wingspan	61'10"
Cabin (ft.)	
Length	23'6"
Height	5'10"
Width	6'1"
Typical Configuration	
Crew	2
Passengers	9
Pressurization (PSI)	9.50
Fuel Capacity (lbs & gals)	15,510 lbs 2,315 gal
Weight (lbs)	
Max Ramp	40,780.00
Max Takeoff	38,320.00
Max Landing	35,715.00
Useful Payload w/ Full Fuel	1,248.00
Basic Operating	21,450.00
Speed (knots)	
Normal Cruise TAS	420.00
Climb	
Normal (fpm)	2,176.00
Ceiling (ft.)	49,000.00
Takeoff Performance (ft.)	4,875.00
Landing Performance (ft.)	2,673.00
5000' + 20C BFL	6,670.00
Range (nm)	3,147.00

ANNUAL FIXED COSTS

Crew Expense	227,175.00
Hangar Cost	49,822.50
Insurance (Hull + Legal Liability)	13,260.00
Training	42,900.00
Total Fixed Costs	333,157.50

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

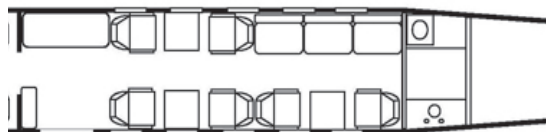
DIRECT COSTS PER/HR

Fuel (at \$5/gal)	1,715.00
Burn Rate (Gal/hr)	343.00
Maintenance	1,859.00
Airframe	873.00
Engine/APU	986.00
Total Direct Costs	3,574.00
MPH (average)	484.00
Total Cost Per Statute Mile	7.38

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

ANNUAL BUDGET

Miles	200,000.00
Hours	414.00
Total Direct Costs	1,479,636.00
Total Fixed Costs	333,157.50
Total Cost	1,812,793.50
Cost Per Hour	4,378.73
Cost Per Statute Mile	9.06



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

- Years Manufactured: 1980-1996
- Serial Numbers: 50-005 - 252
- Jet Class: Super Midsize Jet
- Standard Avionics: Collins Pro Line II
- Engine Type: TFE731-3-1C
- TBO: 4,200
- Hots: 2,100



DASSAULT FALCON 50EX

CHARLIE'S INSIGHTS

Dassault Aviation's Falcon 50EX replaced the original Falcon 50 in 1996, and the company ceased its production in 2007. The Falcon 50EX features improved Honeywell TFE731-40 engines that lead to an increased cruise speed of nearly 450 knots, increased range and significantly more efficient flights. The Falcon 50EX has remained popular due to its range, luxury, and the redundancy of the third engine

that gives it stand-out ramp presence. Like the original Falcon 50, the 50EX typically seats 8 to 10, but can be configured to seat up to 19. The EX model also has a much higher useful payload of more than 2,000 pounds. Because Dassault also manufactures fighter jets, the reliability and craftsmanship of Falcon aircraft are very well regarded.



BASIC CONFIGURATION

Fuselage (ft.)	
Length	60'10"
Height	22'10"
Wingspan	61'10"
Cabin (ft.)	
Length	23'6"
Height	5'11"
Width	6'1"
Typical Configuration	
Crew	2
Passengers	9
Pressurization (PSI)	9.20
Fuel Capacity (lbs & gals)	15,520 lbs 2,315 gal
Weight (lbs)	
Max Ramp	39,900.00
Max Takeoff	39,700.00
Max Landing	35,715.00
Useful Payload w/ Full Fuel	2,077.00
Basic Operating	21,694.00
Speed (knots)	
Normal Cruise TAS	447.00
Climb	
Normal (fpm)	2,176.00
Ceiling (ft.)	49,000.00
Takeoff Performance (ft.)	4,875.00
Landing Performance (ft.)	2,673.00
5000' + 20C BFL	7,247.00
Range (nm)	3,350.00

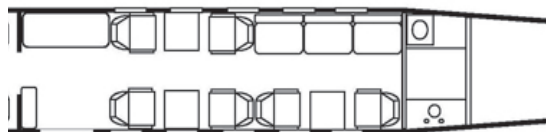
ANNUAL FIXED COSTS

Crew Expense	227,175.00
Hangar Cost	49,822.50
Insurance (Hull + Legal Liability)	19,743.75
Training	50,115.00
Total Fixed Costs	346,856.25

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

ANNUAL BUDGET

Miles	200,000.00
Hours	388.00
Total Direct Costs	1,266,432.00
Total Fixed Costs	346,856.25
Total Cost	1,613,288.25
Cost Per Hour	4,157.96
Cost Per Statute Mile	8.07



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

DIRECT COSTS PER/HR

Fuel (at \$5/gal)	1,535.00
Burn Rate (Gal/hr)	307.00
Maintenance	1,729.00
Airframe	649.00
Engine/APU	1,080.00
Total Direct Costs	3,264.00
MPH (average)	515.00
Total Cost Per Statute Mile	6.34

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



- Years Manufactured: 1997-2007
- Serial Numbers: 50-253 - 352
- Jet Class: Super Midsize Jet
- Standard Avionics: Collins Pro Line 4/21
- Engine Type: TFE731-40
- TBO: 5,000
- Hots: 2,500



EMBRAER LEGACY 450

CHARLIE'S INSIGHTS

Embraer's Legacy 450 took its first flight in 2013 and was given FAA certification in August of 2015. The Legacy 450 comes equipped with the Collins Pro Line Fusion flight deck, Honeywell HTF7500E engines, a full stand-up flat-floor cabin. It has optional heads-up display and enhanced-vision systems. What jumps off the page when you look at the specs is the Lega-

cy 450's cruise speed, which is among the highest of its midsize jet competition. Its cabin is one of the largest in its class, topped only by its big brother, the Legacy 500. With Embraer's dispatch reliability, we expect to see the Legacy 450 make a strong competitive mark as the fleet in operation continues to grow.



BASIC CONFIGURATION

Fuselage (ft.)	
Length	62'10"
Height	22'2"
Wingspan	66'5"
Cabin (ft.)	
Length	22'5"
Height	6'0"
Width	6'10"
Typical Configuration	
Crew	2
Passengers	9
Pressurization (PSI)	N/A
Fuel Capacity (lbs & gals)	N/A
Weight (lbs)	
Max Ramp	
Max Takeoff	35,350.00
Max Landing	32,500.00
Useful Payload w/ Full Fuel	1,600.00
Basic Operating	23,355.00
Speed (knots)	
Normal Cruise TAS	447.00
Climb	
Normal (fpm)	2,100.00
Ceiling (ft.)	45,000.00
Takeoff Performance (ft.)	3,800.00
Landing Performance (ft.)	2,650.00
5000' + 20C BFL	N/A
Range (nm)	2,300.00

ANNUAL FIXED COSTS

Crew Expense	195,000.00
Hangar Cost	48,850.00
Insurance (Hull + Legal Liability)	24,250.00
Training	52,250.00
Total Fixed Costs	320,350.00

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

ANNUAL BUDGET

Miles	200,000.00
Hours	389.00
Total Direct Costs	974,056.00
Total Fixed Costs	320,350.00
Total Cost	1,294,406.00
Cost Per Hour	3,327.52
Cost Per Statute Mile	6.47



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

DIRECT COSTS PER/HR

Fuel (at \$5/gal)	1,420.00
Burn Rate (Gal/hr)	284.00
Maintenance	1,084.00
Airframe	448.00
Engine/APU	636.00
Total Direct Costs	2,504.00
MPH (average)	514.00
Total Cost Per Statute Mile	4.87

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



- Years Manufactured: 2015-present
- Serial Numbers: 55010003 & UP
- Jet Class: Midsize Jet
- Standard Avionics: Collins Pro Line Fusion
- Engine Type: HTF7500E
- TBO: On Condition
- Hots: On Condition



EMBRAER LEGACY 500

CHARLIE'S INSIGHTS

Embraer's goal with the Legacy 500 was to create the most technologically advanced midsize jet on the market. The Legacy 500 is equipped with two Honeywell HTF7500E dual-FADEC turbofans, each producing 7,036 pounds of thrust, pushing it to a cruise speed of around 440 knots. With a range of around 3,000 nautical miles and far and away the biggest cabin in the mid-

size jet class, the Legacy 500 was built to compete with super-mids, as well. The 500 offers next-gen avionics, advanced power management, envelope protection and highly efficient, fully automated engines. It has autothrottles and brake-by-wire, and its flight stability mode ensures one of the most comfortable rides available.



BASIC CONFIGURATION

Fuselage (ft.)	
Length	67'5"
Height	22'2"
Wingspan	66'6"
Cabin (ft.)	
Length	26'10"
Height	6'0"
Width	6'10"
Typical Configuration	
Crew	2
Passengers	12
Pressurization (PSI)	N/A
Fuel Capacity (lbs & gals)	N/A
Weight (lbs)	
Max Ramp	
Max Takeoff	37,900.00
Max Landing	
Useful Payload w/ Full Fuel	1,600.00
Basic Operating	23,200.00
Speed (knots)	
Normal Cruise TAS	440.00
Climb	
Normal (fpm)	1,954.00
Ceiling (ft.)	45,000.00
Takeoff Performance (ft.)	4,200.00
Landing Performance (ft.)	2,400.00
5000' + 20C BFL	N/A
Range (nm)	3,125.00

ANNUAL FIXED COSTS

Crew Expense	195,000.00
Hangar Cost	51,500.00
Insurance (Hull + Legal Liability)	29,500.00
Training	52,260.00
Total Fixed Costs	328,260.00

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

DIRECT COSTS PER/HR

Fuel (at \$5/gal)	1,340.00
Burn Rate (Gal/hr)	268.00
Maintenance	1,097.00
Airframe	460.00
Engine/APU	637.00
Total Direct Costs	2,437.00
MPH (average)	506.00
Total Cost Per Statute Mile	4.82

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

ANNUAL BUDGET

Miles	200,000
Hours	395.00
Total Direct Costs	962,615.00
Total Fixed Costs	328,260.00
Total Cost	1,290,875.00
Cost Per Hour	3,268.04
Cost Per Statute Mile	6.45



- Years Manufactured: 2015-present
- Serial Numbers: 55000005 & UP
- Jet Class: Midsize Jet
- Standard Avionics: Collins Pro Line Fusion
- Engine Type: HTF7500E
- TBO: On Condition
- Hots: On Condition



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



GULFSTREAM G100

CHARLIE'S INSIGHTS

Gulfstream's G100, an aircraft formerly marketed as the Astra SPX, was designed to fly long distances at high speeds. With a maximum range of up to 2,950 nautical miles, and maximum cruise speed of 470 knots at an altitude of 41,000 feet, the G100 can get you almost anywhere within the US, and it can get you there fast. For long-range flights, the G100's speed is typically 430 knots at an altitude of 43,000 feet, with a maximum service ceiling of 45,000 feet. The cabin is rated to 8.8 psi, meaning it can maintain a sea-level pressure cabin at 23,000 feet. The G100's cabin offers all

the usual amenities: power outlets, a galley and an enclosed lavatory. Standard avionics are based on the Collins Pro Line 4 suite, with four 7.25-square-inch displays. Despite the fact that the Gulfstream G100's cabin size classifies it as a midsize private jet, it performs like a large-cabin jet. On the current market, the G100 and the Astra SPX provide buyers with a lot of airplane for the money. Although only produced for five years, the G100 has proven itself to be a worthy addition to the Gulfstream Aerospace fleet.



BASIC CONFIGURATION

Fuselage (ft.)	
Length	55'7"
Height	18'3"
Wingspan	54'7"
Cabin (ft.)	
Length	17'1"
Height	5'7"
Width	4'9"
Typical Configuration	
Crew	2
Passengers	7
Pressurization (PSI)	8.80
Fuel Capacity (lbs & gals)	9,365 lbs 1,397 gal
Weight (lbs)	
Max Ramp	24,800.00
Max Takeoff	24,650.00
Max Landing	20,700.00
Useful Payload w/ Full Fuel	897.00
Basic Operating	14,006.00
Speed (knots)	
Normal Cruise TAS	447.00
Climb	
Normal (fpm)	2,312.00
Ceiling (ft.)	45,000.00
Takeoff Performance (ft.)	5,850.00
Landing Performance (ft.)	3,332.00
5000' + 20C BFL	8,700.00
Range (nm)	2,790.00

ANNUAL FIXED COSTS

Crew Expense	187,200.00
Hangar Cost	40,267.50
Insurance (Hull + Legal Liability)	16,770.00
Training	48,165.00
Total Fixed Costs	292,402.50

*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	1,125.00
Airframe	410.00
Engine/APU	715.00
Total Direct Costs	2,225.00
MPH (average)	515.00
Total Cost Per Statute Mile	4.32

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

ANNUAL BUDGET

Miles	200,000.00
Hours	388.00
Total Direct Costs	863,300.00
Total Fixed Costs	292,402.50
Total Cost	1,155,702.50
Cost Per Hour	2,978.61
Cost Per Statute Mile	5.78



- Years Manufactured: 2001-2005
- Serial Numbers: G100-137 - 158
- Jet Class: Midsize Jet
- Standard Avionics: Collins Pro Line 4
- Engine Type: TFE731-40R-200G
- TBO: 5,000
- Hots: 2,500



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



GULFSTREAM G150

CHARLIE'S INSIGHTS

The G150 replaced the G100 in 2005, offering a longer range, upgraded avionics, a larger cabin and the addition of full authority digital engine control (FADEC). The G150's cabin is a full foot wider, seven inches longer and two inches taller, making international flights significantly more comfortable. The G150 is known as a transcontinental business jet, with a range of close to 3,000 nautical miles. The G150 retained the same engines as the G100, but Honeywell was able to increase the

takeoff thrust by five percent, climb thrust by six to seven percent and cruise thrust by four percent. The upgraded avionics suite is based on the Collins Pro Line 21 system and consists of four 10-by-12-inch portrait configuration displays. For those looking to fly internationally, the G150 is tough to beat. It's fast, comfortable and capable of crossing the Atlantic Ocean. As is the case with all Gulfstreams, the G150 is the beneficiary of fantastic service and reliability, and is still currently in production.



BASIC CONFIGURATION

Fuselage (ft.)	
Length	56'8"
Height	19'7"
Wingspan	55'8"
Cabin (ft.)	
Length	17'8"
Height	5'9"
Width	5'9"
Typical Configuration	
Crew	2
Passengers	7
Pressurization (PSI)	8.80
Fuel Capacity (lbs & gals)	10,300 lbs 1,537 gal
Weight (lbs)	
Max Ramp	26,250.00
Max Takeoff	26,100.00
Max Landing	21,700.00
Useful Payload w/ Full Fuel	829.00
Basic Operating	14,723.00
Speed (knots)	
Normal Cruise TAS	447.00
Climb	
Normal (fpm)	2,176.00
Ceiling (ft.)	45,000.00
Takeoff Performance (ft.)	5,499.00
Landing Performance (ft.)	3,093.00
5000' + 20C BFL	8,120.00
Range (nm)	2,950.00

ANNUAL FIXED COSTS

Crew Expense	187,200.00
Hangar Cost	41,827.50
Insurance (Hull + Legal Liability)	22,961.25
Training	52,455.00
Total Fixed Costs	304,443.75

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

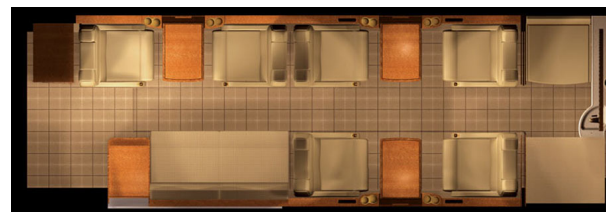
DIRECT COSTS PER/HR

Fuel (at \$5/gal)	1,100.00
Burn Rate (Gal/hr)	220.00
Maintenance	936.00
Airframe	340.00
Engine/APU	596.00
Total Direct Costs	2,036.00
MPH (average)	515.00
Total Cost Per Statute Mile	3.95

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

ANNUAL BUDGET

Miles	200,000.00
Hours	388.00
Total Direct Costs	789,968.00
Total Fixed Costs	304,443.75
Total Cost	1,094,411.75
Cost Per Hour	2,820.65
Cost Per Statute Mile	5.47



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

- Years Manufactured: 2005-present
- Serial Numbers: G150-203 & UP
- Jet Class: Midsize Jet
- Standard Avionics: Collins Pro Line 21
- Engine Type: TFE731-40AR
- TBO: 6,000
- Hots: 3,000



GULFSTREAM G200

CHARLIE'S INSIGHTS

Gulfstream's G200, originally known as the Astra Galaxy, began production in 1997, and made its first delivery in 1999. Gulfstream Aerospace acquired Galaxy Aerospace in June of 2001, after which the Astra Galaxy was renamed the G200. The G200 is known for its great range, cabin size and speed. At close to 3,400 nautical miles, the G200's range is among the top in the super midsize jet class, topped only by its successor, the G280. The G200 is capa-

ble of making transcontinental flights with eight passengers at .80 Mach. It comes equipped with 5,700-lb-thrust Pratt & Whitney PW306 turbofans, Rockwell Collins' Pro Line 4 avionics suite, and improvements over the Galaxy with a redesigned wing with the introduction of Krueger flaps on the leading edges of the inboard wing section and an all-new interior design. The G200 also has the ramp presence and oval windows for which Gulfstream is known.



BASIC CONFIGURATION

Fuselage (ft.)	
Length	62'4"
Height	21'5"
Wingspan	58'2"
Cabin (ft.)	
Length	24'5"
Height	6'3"
Width	7'2"
Typical Configuration	
Crew	2
Passengers	8
Pressurization (PSI)	8.80
Fuel Capacity (lbs & gals)	15,000 lbs 2,127 gal
Weight (lbs)	
Max Ramp	35,600.00
Max Takeoff	35,450.00
Max Landing	30,000.00
Useful Payload w/ Full Fuel	634.00
Basic Operating	19,451.00
Speed (knots)	
Normal Cruise TAS	447.00
Climb	
Normal (fpm)	1,947.00
Ceiling (ft.)	45,000.00
Takeoff Performance (ft.)	6,435.00
Landing Performance (ft.)	3,324.00
5000' + 20C BFL	8,804.00
Range (nm)	3,400.00

ANNUAL FIXED COSTS

Crew Expense	227,175.00
Hangar Cost	47,970.00
Insurance (Hull + Legal Liability)	19,012.50
Training	53,820.00
Total Fixed Costs	347,977.50

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

DIRECT COSTS PER/HR

Fuel (at \$5/gal)	1,340.00
Burn Rate (Gal/hr)	268.00
Maintenance	1,177.00
Airframe	520.00
Engine/APU	657.00
Total Direct Costs	2,517.00
MPH (average)	515.00
Total Cost Per Statute Mile	4.89

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

ANNUAL BUDGET

Miles	200,000.00
Hours	388.00
Total Direct Costs	976,596.00
Total Fixed Costs	347,977.50
Total Cost	1,324,573.50
Cost Per Hour	3,413.85
Cost Per Statute Mile	6.62



- Years Manufactured: 1999-2011
- Serial Numbers: G200-004 - 250
- Jet Class: Super Midsize Jet
- Standard Avionics: Collins Pro Line 4
- Engine Type: PW306A
- TBO: 6,000
- Hots: 3,000



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



GULFSTREAM G280

CHARLIE'S INSIGHTS

Gulfstream's G280, the G200's successor, demonstrated a range of 3,600 nautical miles at Mach 0.80 with four passengers and NBAA IFR reserves. Its best-in-class range allows the G280 to complete transcontinental flights from London to New York or Singapore to Dubai. For the G280, Gulfstream improved upon several aspects of the original G200. Improvements include increased cabin length, new Honeywell engines, autothrottle and autobraking, a new tail design, wing anti-ice, four more windows and cabin access to the baggage compartment. The new wing design, which borrows heavily from the wing design of the ultra-long-range G550 and G650, features no leading-edge devices, though it does have blended winglets. The G280's PlaneView280

flight deck with optional HUD and EVS is a development of the Rockwell Collins Pro Line Fusion flight deck. The layout gives the crew three 15-inch displays. Compared to the G200, improvements upon the avionics include approach charts, satellite weather and WAAS for LPV approaches. The cabin can be configured for eight, nine or 10 passengers. With a 6-foot, 3-inch ceiling height, 23-inch wide aisle and nearly seven feet at the shoulders, the cabin is spacious by midsize standard. The flat floor, 120 cubic-foot baggage area and larger galley and lavatory will also be appreciated on those seven-hour legs that many owners will be buying the airplane to fly.



BASIC CONFIGURATION

Fuselage (ft.)	
Length	66'9"
Height	21.4"
Wingspan	63'0"
Cabin (ft.)	
Length	25'10"
Height	6'3"
Width	7'2"
Typical Configuration	
Crew	2
Passengers	8
Pressurization (PSI)	9.20
Fuel Capacity (lbs & gals)	14,600 lbs 2,179 gal
Weight (lbs)	
Max Ramp	39,750.00
Max Takeoff	39,600.00
Max Landing	32,700.00
Useful Payload w/ Full Fuel	975.00
Basic Operating	23,546.00
Speed (knots)	
Normal Cruise TAS	458.00
Climb	
Normal (fpm)	5,000.00
Ceiling (ft.)	45,000.00
Takeoff Performance (ft.)	4,631.00
Landing Performance (ft.)	3,882.00
5000' + 20C BFL	7,320.00
Range (nm)	3,600.00

ANNUAL FIXED COSTS

Crew Expense	227,175.00
Hangar Cost	55,867.50
Insurance (Hull + Legal Liability)	28,665.00
Training	64,155.00
Total Fixed Costs	375,862.50

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

DIRECT COSTS PER/HR

Fuel (at \$5/gal)	1,370.00
Burn Rate (Gal/hr)	274.00
Maintenance	1,055.00
Airframe	425.00
Engine/APU	630.00
Total Direct Costs	2,425.00
MPH (average)	527.00
Total Cost Per Statute Mile	4.60

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

ANNUAL BUDGET

Miles	200,000.00
Hours	379.00
Total Direct Costs	919,075.00
Total Fixed Costs	375,862.50
Total Cost	1,294,937.50
Cost Per Hour	3,416.72
Cost Per Statute Mile	6.47



- Years Manufactured: 2012-present
- Serial Numbers: G280-2004 & UP
- Jet Class: Super Midsize Jet
- Standard Avionics: Collins Pro Line 4
- Engine Type: HTF7250G
- TBO: On Condition
- Hots: On Condition



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



HAWKER 800A

CHARLIE'S INSIGHTS

An improvement of the 700 series, Hawker Beechcraft's 800A was the first of a long line of 800-series aircraft, which includes the 800SP, 800XP, 800XPi and 850XP. Hawker 800Bs are a variant of the 800A equipped for European operations. The 800A is 600 pounds lighter and burns quite a bit less fuel than its more popular successor, the 800XP. Unlike most models with a set avionics suite, some 800As use the Honeywell SPZ-8000 suite and some

have Collins Pro Line II avionics, both of which include GPS, (HF) high-frequency communications, GPWS (Ground Proximity Warning System), TCAS II (Traffic Collision Avoidance System) and dual autopilot. Hawkers are popular charter aircraft because of their versatility in generous range, good fuel economy, climb and cruise performance and takeoff distance. The biggest drawback is the plane's baggage capacity, which is all in-cabin.



BASIC CONFIGURATION

Fuselage (ft.)	
Length	51'2"
Height	17'7"
Wingspan	51'5"
Cabin (ft.)	
Length	21'4"
Height	5'9"
Width	6'0"
Typical Configuration	
Crew	2
Passengers	8
Pressurization (PSI)	8.60
Fuel Capacity (lbs & gals)	10,016 lbs 1,495 gal
Weight (lbs)	
Max Ramp	27,520.00
Max Takeoff	27,400.00
Max Landing	23,350.00
Useful Payload w/ Full Fuel	1,482.00
Basic Operating	15,600.00
Speed (knots)	
Normal Cruise TAS	418.00
Climb	
Normal (fpm)	3,500.00
Ceiling (ft.)	41,000.00
Takeoff Performance (ft.)	6,143.00
Landing Performance (ft.)	2,892.00
5000' + 20C BFL	9,400.00
Range (nm)	2,713.00

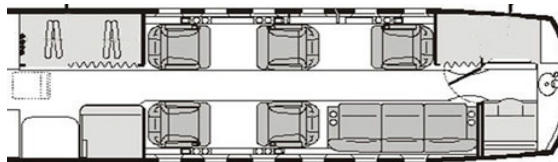
ANNUAL FIXED COSTS

Crew Expense	187,200.00
Hangar Cost	34,905.00
Insurance (Hull + Legal Liability)	6,240.00
Training	43,875.00
Total Fixed Costs	272,220.00

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

ANNUAL BUDGET

Miles	200,000.00
Hours	415.00
Total Direct Costs	1,145,400.00
Total Fixed Costs	272,220.00
Total Cost	1,417,620.00
Cost Per Hour	3,415.95
Cost Per Statute Mile	7.09



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

DIRECT COSTS PER/HR

Fuel (at \$5/gal)	1,260.00
Burn Rate (Gal/hr)	252.00
Maintenance	1,500.00
Airframe	756.00
Engine/APU	744.00
Total Direct Costs	2,760.00
MPH (average)	481.00
Total Cost Per Statute Mile	5.74

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



Years Manufactured: 1984-1995

Serial Numbers: 258003 - 258276

Jet Class: Midsize Jet

Standard Avionics: Dual Collins Pro Line

Engine Type: TFE731-5R-1H

TBO: 4,200

Hots: 2,100



HAWKER 800XP

CHARLIE'S INSIGHTS

The Hawker 800XP comes equipped with upgraded AlliedSignal TFE731-5BR engines, which reduce engine maintenance costs and improve takeoff performance, compared to the 800A. Hawker 800XPs built in 2002 or later come with the more advanced Rockwell Collins Pro Line 21

avionics suite. Compared to its predecessor, the Hawker 800XP comes with a redesigned wing, as well, leading to the addition of more than 200 extra pounds of useful payload. Like the 800A, the 800XP is a popular charter plane because of its range and impressive ramp presence.



BASIC CONFIGURATION

Fuselage (ft.)	
Length	51'2"
Height	17'7"
Wingspan	51'5"
Cabin (ft.)	
Length	21'4"
Height	5'9"
Width	6'0"
Typical Configuration	
Crew	2
Passengers	8
Pressurization (PSI)	8.60
Fuel Capacity (lbs & gals)	9,998 lbs 1,492 gal
Weight (lbs)	
Max Ramp	28,120.00
Max Takeoff	28,000.00
Max Landing	23,350.00
Useful Payload w/ Full Fuel	1,706.00
Basic Operating	15,844.00
Speed (knots)	
Normal Cruise TAS	419.00
Climb	
Normal (fpm)	3,500.00
Ceiling (ft.)	41,000.00
Takeoff Performance (ft.)	5,499.00
Landing Performance (ft.)	2,905.00
5000' + 20C BFL	7,965.00
Range (nm)	2,490.00

ANNUAL FIXED COSTS

Crew Expense	187,200.00
Hangar Cost	34,905.00
Insurance (Hull + Legal Liability)	14,430.00
Training	43,875.00
Total Fixed Costs	280,410.00

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

DIRECT COSTS PER/HR

Fuel (at \$5/gal)	1,405.00
Burn Rate (Gal/hr)	281.00
Maintenance	1,338.00
Airframe	592.00
Engine/APU	746.00
Total Direct Costs	2,743.00
MPH (average)	482.00
Total Cost Per Statute Mile	5.69

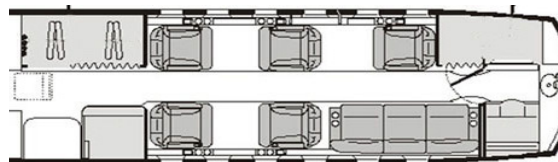
*Does not include catering, expenses, or pilot fees.

ANNUAL BUDGET

Miles	200,000.00
Hours	415.00
Total Direct Costs	1,138,345.00
Total Fixed Costs	280,410.00
Total Cost	1,418,755.00
Cost Per Hour	3,418.69
Cost Per Statute Mile	7.09



- Years Manufactured: 1995-2005
- Serial Numbers: 258277 - 258722
- Jet Class: Midsize Jet
- Standard Avionics: Dual Collins / Pro Line 21
- Engine Type: TFE731-5BR
- TBO: 4,200
- Hots: 2,100



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



HAWKER 850XP

CHARLIE'S INSIGHTS

The eight-passenger Hawker 850XP, manufactured from 2006 to 2009, was the last model of the Hawker 800 series. The 850XP has a few differences from the 800XP, including the addition of winglets, which extend its operating range by about 100 nautical miles. All 850XPs came standard with Rockwell Collins Pro Line 21 avionics, significantly reducing the pilot's workload and improving situational awareness. The

850XP has a redesigned 800XP interior with a 604-cubic-foot cabin, which was unprecedented in the midsize jet class until 2014 when Embraer rolled out the Legacy 450. The 850XP's cabin includes stand-up headroom, LCD lighting, touch-screen seat controls, berthable seats and plenty of in-cabin storage. Its nearly 1,800 pounds of useful payload is easily the largest in the midsize jet class.



BASIC CONFIGURATION

Fuselage (ft.)	
Length	51'3"
Height	18'2"
Wingspan	54'5"
Cabin (ft.)	
Length	21'4"
Height	5'9"
Width	6'0"
Typical Configuration	
Crew	2
Passengers	8
Pressurization (PSI)	8.60
Fuel Capacity (lbs & gals)	10,000 lbs 1,492 gal
Weight (lbs)	
Max Ramp	28,120.00
Max Takeoff	28,000.00
Max Landing	23,350.00
Useful Payload w/ Full Fuel	1,745.00
Basic Operating	15,922.00
Speed (knots)	
Normal Cruise TAS	419.00
Climb	
Normal (fpm)	1,947.00
Ceiling (ft.)	41,000.00
Takeoff Performance (ft.)	5,500.00
Landing Performance (ft.)	2,910.00
5000' + 20C BFL	8,013.00
Range (nm)	2,642.00

ANNUAL FIXED COSTS

Crew Expense	187,200.00
Hangar Cost	36,952.50
Insurance (Hull + Legal Liability)	13,162.50
Training	43,875.00
Total Fixed Costs	281,190.00

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

DIRECT COSTS PER/HR

Fuel (at \$5/gal)	1,435.00
Burn Rate (Gal/hr)	287.00
Maintenance	1,304.00
Airframe	563.00
Engine/APU	741.00
Total Direct Costs	2,739.00
MPH (average)	482.00
Total Cost Per Statute Mile	5.68

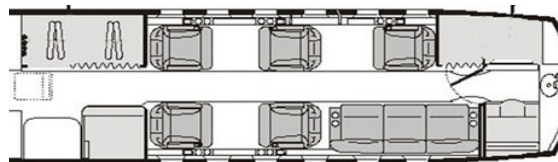
*Does not include catering, expenses, or pilot fees.

ANNUAL BUDGET

Miles	200,000.00
Hours	415.00
Total Direct Costs	1,136,685.00
Total Fixed Costs	281,190.00
Total Cost	1,417,875.00
Cost Per Hour	3,416.57
Cost Per Statute Mile	7.09



- Years Manufactured: 2006-2009
- Serial Numbers: 258750 - 258984
- Jet Class: Midsize Jet
- Standard Avionics: Collins Pro Line 21
- Engine Type: TFE731-5BR
- TBO: 4,200
- Hots: 2,100



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



HAWKER 900XP

CHARLIE'S INSIGHTS

After ending production on the 800 series, Hawker went to work on their 900XP. The 900XP comes equipped with Honeywell TFE731-50R engines, improving upon the 800-series' range, runway performance and efficiency. Like the later models of the 800 series, Hawker's 900XP cockpit features the Rockwell Collins Pro Line 21 avionics suite, improving pilots' situation-

al awareness and decreasing their overall workload. The 900XP's cabin is identical to the 850XP, with 604 cubic ft. of space, stand-up headroom, LCD lighting, touch-screen seat controls, berthable seats and generous in-cabin storage. In short, the 900XP is simply a more powerful version of Hawker's 850XP.



BASIC CONFIGURATION

Fuselage (ft.)	
Length	51'3"
Height	18'2"
Wingspan	54'5"
Cabin (ft.)	
Length	21'4"
Height	5'9"
Width	6'0"
Typical Configuration	
Crew	2
Passengers	8
Pressurization (PSI)	8.60
Fuel Capacity (lbs & gals)	10,000 lbs 1,492 gal
Weight (lbs)	
Max Ramp	28,120.00
Max Takeoff	28,000.00
Max Landing	23,350.00
Useful Payload w/ Full Fuel	1,580.00
Basic Operating	16,088.00
Speed (knots)	
Normal Cruise TAS	419.00
Climb	
Normal (fpm)	2,176.00
Ceiling (ft.)	41,000.00
Takeoff Performance (ft.)	5,127.00
Landing Performance (ft.)	2,906.00
5000' + 20C BFL	6,623.00
Range (nm)	2,818.00

ANNUAL FIXED COSTS

Crew Expense	187,200.00
Hangar Cost	36,952.50
Insurance (Hull + Legal Liability)	13,893.75
Training	43,875.00
Total Fixed Costs	281,921.25

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

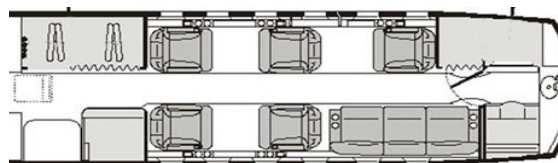
DIRECT COSTS PER/HR

Fuel (at \$5/gal)	1,280.00
Burn Rate (Gal/hr)	256.00
Maintenance	1,193.00
Airframe	553.00
Engine/APU	640.00
Total Direct Costs	2,473.00
MPH (average)	482.00
Total Cost Per Statute Mile	5.13

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

ANNUAL BUDGET

Miles	200,000.00
Hours	415.00
Total Direct Costs	1,026,295.00
Total Fixed Costs	281,921.25
Total Cost	1,308,216.25
Cost Per Hour	3,152.33
Cost Per Statute Mile	6.54



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

- Years Manufactured: 2007-2012
- Serial Numbers: HA-1 - 213
- Jet Class: Midsize Jet
- Standard Avionics: Collins Pro Line 21
- Engine Type: TFE731-50R
- TBO: 6,000
- Hots: 3,000



HAWKER 1000

CHARLIE'S INSIGHTS

The Hawker 1000 was, at the time of its release, one of the most advanced aircraft available. It was manufactured from 1990 to 1996, and came equipped with Full Authority Digital Engine Controls (FADEC) and Honeywell's Primus II avionics system, both of which were ahead of their time. The Hawker 1000 was based on the smaller Hawker 800, the idea being that the 1000 would be the intercontinental version with a nearly three-foot fuselage stretch to in-

crease cabin capacity. The Hawker 1000 and its successor, the Hawker 4000, are similar in that they don't stand out from other super-mids in any particular performance category, but strike a balance between cabin size, speed, operating cost and range. The downside to the Hawker 1000 is that Textron has no publicized intentions of continuing with the airframe, and readily available parts and service will continue to be an issue.



BASIC CONFIGURATION

Fuselage (ft.)	
Length	53'10"
Height	17'2"
Wingspan	51'5"
Cabin (ft.)	
Length	24'5"
Height	5'9"
Width	6'0"
Typical Configuration	
Crew	2
Passengers	9
Pressurization (PSI)	8.60
Fuel Capacity (lbs & gals)	11,376 lbs 1,708 gal
Weight (lbs)	
Max Ramp	31,100.00
Max Takeoff	31,000.00
Max Landing	25,000.00
Useful Payload w/ Full Fuel	1,472.00
Basic Operating	17,696.00
Speed (knots)	
Normal Cruise TAS	429.00
Climb	
Normal (fpm)	3,577.00
Ceiling (ft.)	43,000.00
Takeoff Performance (ft.)	5,850.00
Landing Performance (ft.)	2,992.00
5000' + 20C BFL	11,200.00
Range (nm)	2,713.00

ANNUAL FIXED COSTS

Crew Expense	195,000.00
Hangar Cost	31,600.00
Insurance (Hull + Legal Liability)	(estimated) 20,000.00
Training	24,765.00
Total Fixed Costs	271,365.00

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

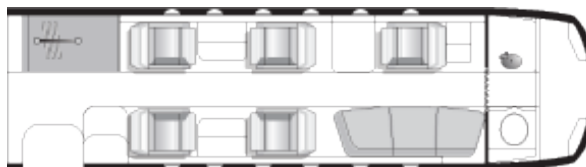
DIRECT COSTS PER/HR

Fuel (at \$5/gal)	1,265.00
Burn Rate (Gal/hr)	253.00
Maintenance	1,417.00
Airframe	769.00
Engine/APU	648.00
Total Direct Costs	2,682.00
MPH (average)	494.00
Total Cost Per Statute Mile	5.43

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

ANNUAL BUDGET

Miles	200,000.00
Hours	405.00
Total Direct Costs	1,086,210.00
Total Fixed Costs	271,365.00
Total Cost	1,357,575.00
Cost Per Hour	3,352.04
Cost Per Statute Mile	6.79



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

- Years Manufactured: 1990-1996
- Serial Numbers: 259000 - 259051
- Jet Class: Super Midsize Jet
- Standard Avionics: Honeywell Primus II
- Engine Type: PW305
- TBO: 5,000
- Hots: 2,500



HAWKER 4000

CHARLIE'S INSIGHTS

The Hawker 4000 (also known as the Hawker Horizon) has one of the longest ranges in the super-mid class at around 3,400 nautical miles. Its 458-knot cruise speed is also among the top of its class. The Hawker 4000 is powered by two Pratt & Whitney Canada PW308A engines, similar to the Pratt & Whitney PW305 engines used on its predecessor, the Hawker 1000. Compared to the Hawker 1000, the the company improved upon the 4000's

range, cruise speed, cabin size, efficiency and takeoff performance. The best thing about the Hawker 4000 is its acquisition cost, which is a fraction of its competition, even in the same year model. However, when Textron acquired Hawker Beechcraft, company officials made it plain that the 4000 would not be continued—and barely supported at that. That makes ongoing maintenance a little scary for the faint-of-heart.



BASIC CONFIGURATION

Fuselage (ft.)	
Length	69'3"
Height	19'7"
Wingspan	61'9"
Cabin (ft.)	
Length	25'0"
Height	6'0"
Width	6'6"
Typical Configuration	
Crew	2
Passengers	8
Pressurization (PSI)	9.60
Fuel Capacity (lbs & gals)	14,300 lbs 2,134 gal
Weight (lbs)	
Max Ramp	39,700.00
Max Takeoff	39,500.00
Max Landing	33,500.00
Useful Payload w/ Full Fuel	1,365.00
Basic Operating	23,108.00
Speed (knots)	
Normal Cruise TAS	458.00
Climb	
Normal (fpm)	2,466.00
Ceiling (ft.)	45,000.00
Takeoff Performance (ft.)	5,323.00
Landing Performance (ft.)	3,340.00
5000' + 20C BFL	6,701.00
Range (nm)	3,393.00

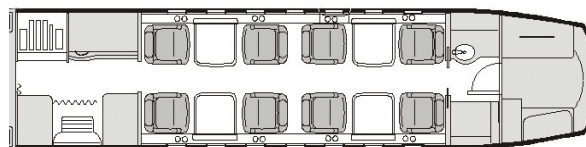
ANNUAL FIXED COSTS

Crew Expense	227,175.00
Hangar Cost	56,647.50
Insurance (Hull + Legal Liability)	20,718.75
Training	64,350.00
Total Fixed Costs	368,891.25

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

ANNUAL BUDGET

Miles	200,000.00
Hours	379.00
Total Direct Costs	1,037,702.00
Total Fixed Costs	368,891.25
Total Cost	1,406,593.25
Cost Per Hour	3,711.33
Cost Per Statute Mile	7.03



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

DIRECT COSTS PER/HR

Fuel (at \$5/gal)	1,550.00
Burn Rate (Gal/hr)	310.00
Maintenance	1,188.00
Airframe	548.00
Engine/APU	640.00
Total Direct Costs	2,738.00
MPH (average)	527.00
Total Cost Per Statute Mile	5.20

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



- Years Manufactured: 2008-2012
- Serial Numbers: RC-7 - 76
- Jet Class: Super Midsize Jet
- Standard Avionics: Honeywell Primus Epic
- Engine Type: PW308A
- TBO: 6,000
- Hots: 3,000



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