

BUYERS' GUIDE

FOR SINGLE-PILOT PLANES



Charlie Bravo
AVIATION

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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
Total Fixed Costs	122,069.50

*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	470.73
Airframe	214.42
Engine/APU	256.31
Total Direct Costs	1,240.73
MPH (average)	478.00
Total Cost Per Statute Mile	2.60

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

ANNUAL BUDGET

Miles	200,000.00
Hours	418.00
Total Direct Costs	518,625.14
Total Fixed Costs	122,069.50
Total Cost	640,694.64
Cost Per Hour	1,532.76
Cost Per Statute Mile	3.20



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
Total Fixed Costs	124,410.00

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

ANNUAL BUDGET

Miles	200,000.00
Hours	418.00
Total Direct Costs	513,701.10
Total Fixed Costs	124,410.00
Total Cost	638,111.10
Cost Per Hour	1,526.58
Cost Per Statute Mile	3.19



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

DIRECT COSTS PER/HR

Fuel (at \$5/gal)	770.00
Burn Rate (Gal/hr)	154.00
Maintenance	458.95
Airframe	202.64
Engine/APU	256.31
Total Direct Costs	1,228.95
MPH (average)	478.00
Total Cost Per Statute Mile	2.57

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



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



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	
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)	1,329

ANNUAL FIXED COSTS

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

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

ANNUAL BUDGET

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



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

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
Total Direct Costs	1,840.00
MPH (average)	387.00
Total Cost Per Statute Mile	4.75

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



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



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	
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	360.00
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)	1,600.00

ANNUAL FIXED COSTS

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

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

ANNUAL BUDGET

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



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

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
Total Direct Costs	1,653.08
MPH (average)	414.00
Total Cost Per Statute Mile	3.99

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



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	
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	427.00
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
Total Fixed Costs	121,680.00

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

ANNUAL BUDGET

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



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

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
Total Direct Costs	1,849.00
MPH (average)	445.00
Total Cost Per Statute Mile	4.16

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



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	
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	400.00
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)	1,658.00

ANNUAL FIXED COSTS

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

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

ANNUAL BUDGET

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



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

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
Total Direct Costs	1,497.00
MPH (average)	460.00
Total Cost Per Statute Mile	3.25

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



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



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	
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

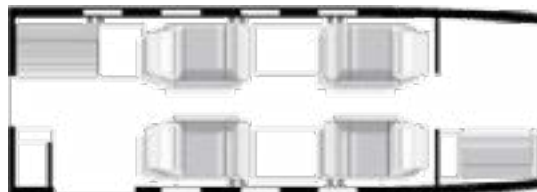
ANNUAL FIXED COSTS

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

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

ANNUAL BUDGET

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



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

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
Total Direct Costs	1,331.00
MPH (average)	408.00
Total Cost Per Statute Mile	3.26

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



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	
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	380.00
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)	1,500.00

ANNUAL FIXED COSTS

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

*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
Total Direct Costs	1,202.00
MPH (average)	437.00
Total Cost Per Statute Mile	2.75

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

ANNUAL BUDGET

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



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	
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
Total Fixed Costs	126,555.00

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

ANNUAL BUDGET

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



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

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
Total Direct Costs	1,299.00
MPH (average)	436.00
Total Cost Per Statute Mile	2.98

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



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	
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
Total Fixed Costs	127,335.00

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

ANNUAL BUDGET

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



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

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
Total Direct Costs	1,289.00
MPH (average)	463.00
Total Cost Per Statute Mile	2.78

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



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	
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
Total Fixed Costs	137,153.00

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

ANNUAL BUDGET

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



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

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
Total Direct Costs	1,328.00
MPH (average)	463.00
Total Cost Per Statute Mile	2.89

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



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



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	
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)	1,770.00

ANNUAL FIXED COSTS

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

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

ANNUAL BUDGET

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



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

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
Total Direct Costs	1,403.00
MPH (average)	463.00
Total Cost Per Statute Mile	3.03

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



Years Manufactured: 2004-2014

Serial Numbers: 525B-0002 - 415

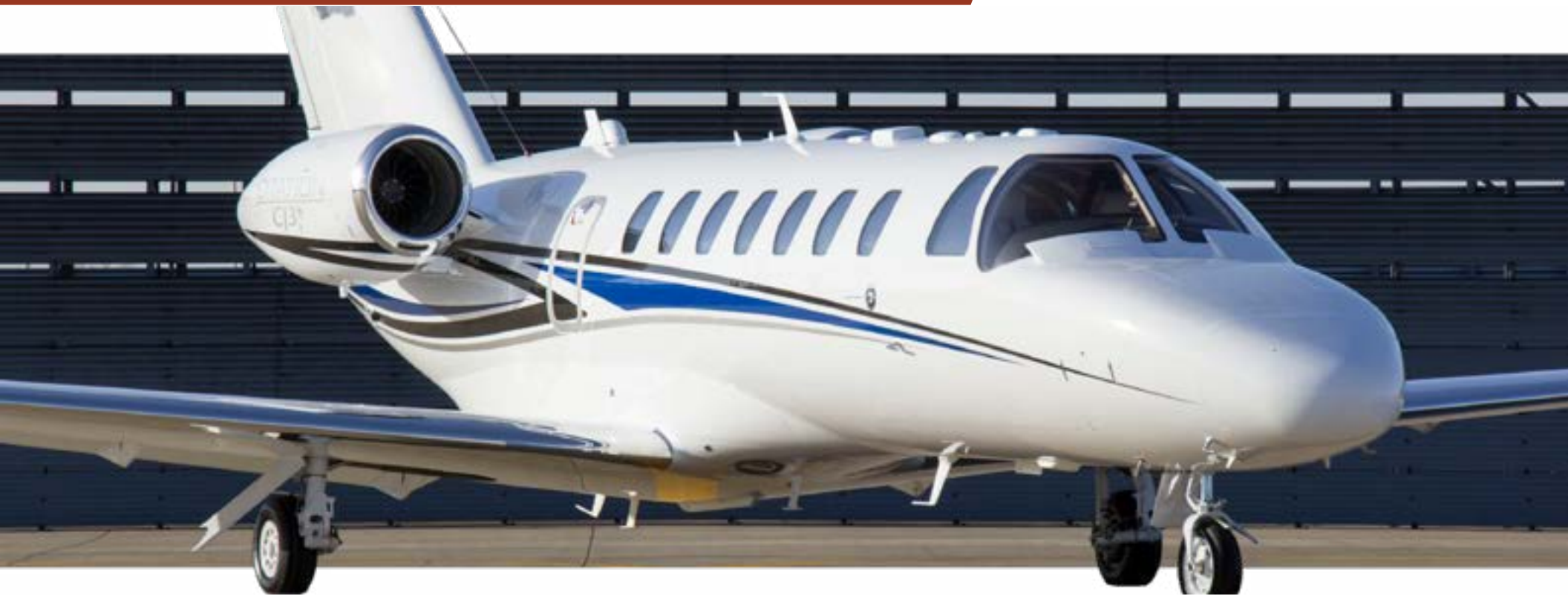
Jet Class: Light Jets

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	
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	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)	1,770.00

ANNUAL FIXED COSTS

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

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

ANNUAL BUDGET

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



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

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
Total Direct Costs	1,403.00
MPH (average)	463.00
Total Cost Per Statute Mile	3.03

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



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



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	
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)	1,963.00

ANNUAL FIXED COSTS

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

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

ANNUAL BUDGET

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



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

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
Total Direct Costs	1,603.00
MPH (average)	509.00
Total Cost Per Statute Mile	2.83

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



Years Manufactured: 2010-present

Serial Numbers: 525C-0001 & UP

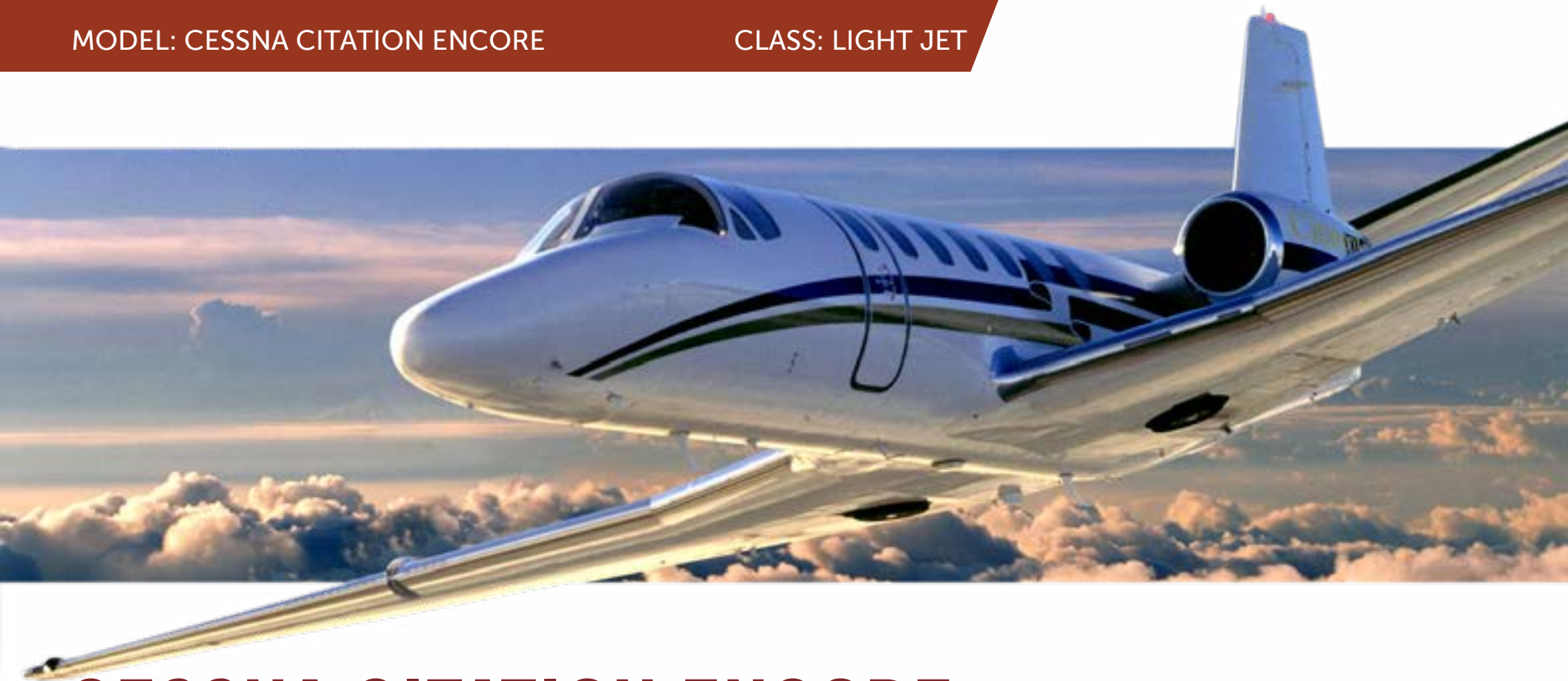
Jet Class: Light Jets

Standard Avionics: Collins Pro Line 21

Engine Type: FJ44-4A

TBO: 4,000

Hots: 2,000



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	
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)	1,577.00

ANNUAL FIXED COSTS

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

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

ANNUAL BUDGET

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



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

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
Total Direct Costs	1,738.00
MPH (average)	482.00
Total Cost Per Statute Mile	3.61

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



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	
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)	1,577.00

ANNUAL FIXED COSTS

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

*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
Total Direct Costs	1,692.00
MPH (average)	482.00
Total Cost Per Statute Mile	3.08

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

ANNUAL BUDGET

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



Years Manufactured: 2006-2011

Serial Numbers: 560-0751 - 0815

Jet Class: Light Jets

Standard Avionics: Collins Pro Line

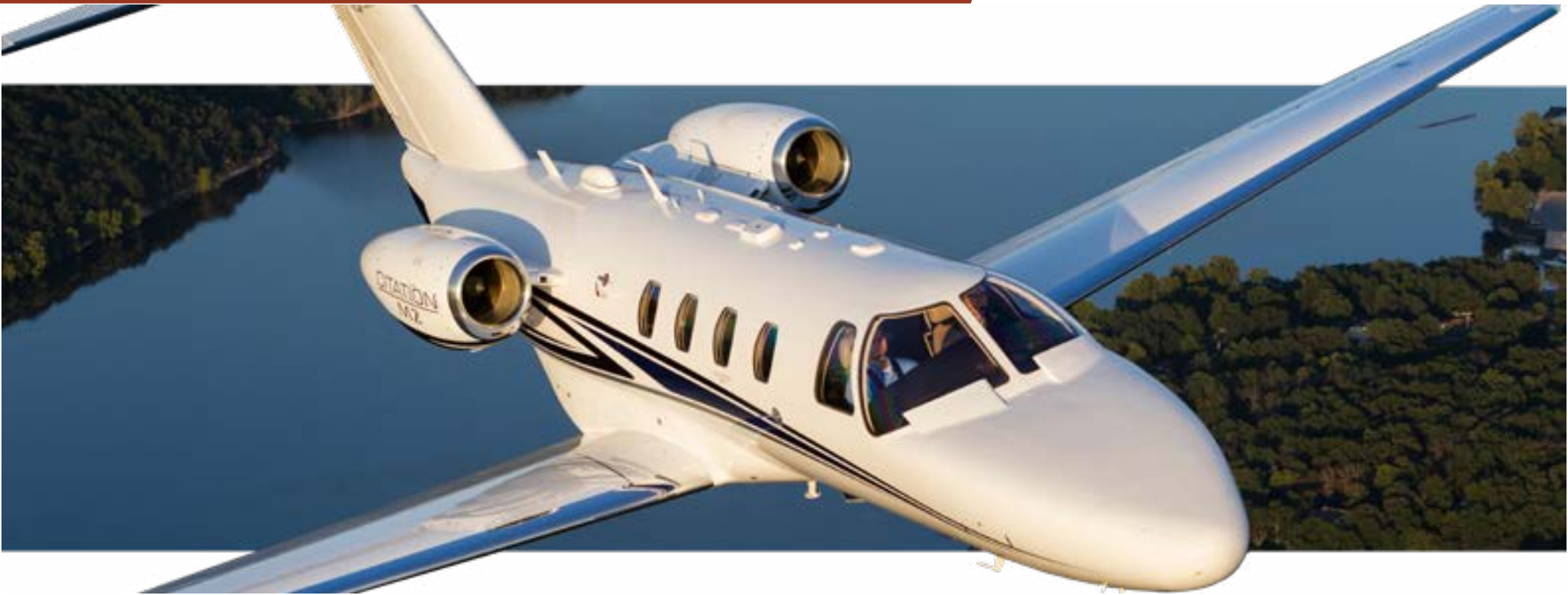
Engine Type: PW535B

TBO: 5,000

Hots: 2,500



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



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	
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	400.00
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)	1,300.00

ANNUAL FIXED COSTS

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

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

ANNUAL BUDGET

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



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

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
Total Direct Costs	1,175.00
MPH (average)	460.00
Total Cost Per Statute Mile	2.55

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



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



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	
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	340.00
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
Total Fixed Costs	123,942.00

*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
Total Direct Costs	943.00
MPH (average)	391.00
Total Cost Per Statute Mile	2.41

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

ANNUAL BUDGET

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



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



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



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	
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	403.00
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)	1,739.00

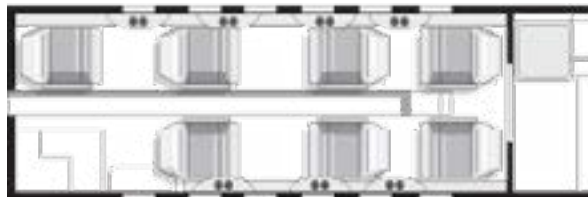
ANNUAL FIXED COSTS

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

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

ANNUAL BUDGET

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



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

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
Total Direct Costs	1,967.00
MPH (average)	464.00
Total Cost Per Statute Mile	4.24

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



Years Manufactured: 1984-1988

Serial Numbers: S550-0001 - 0160

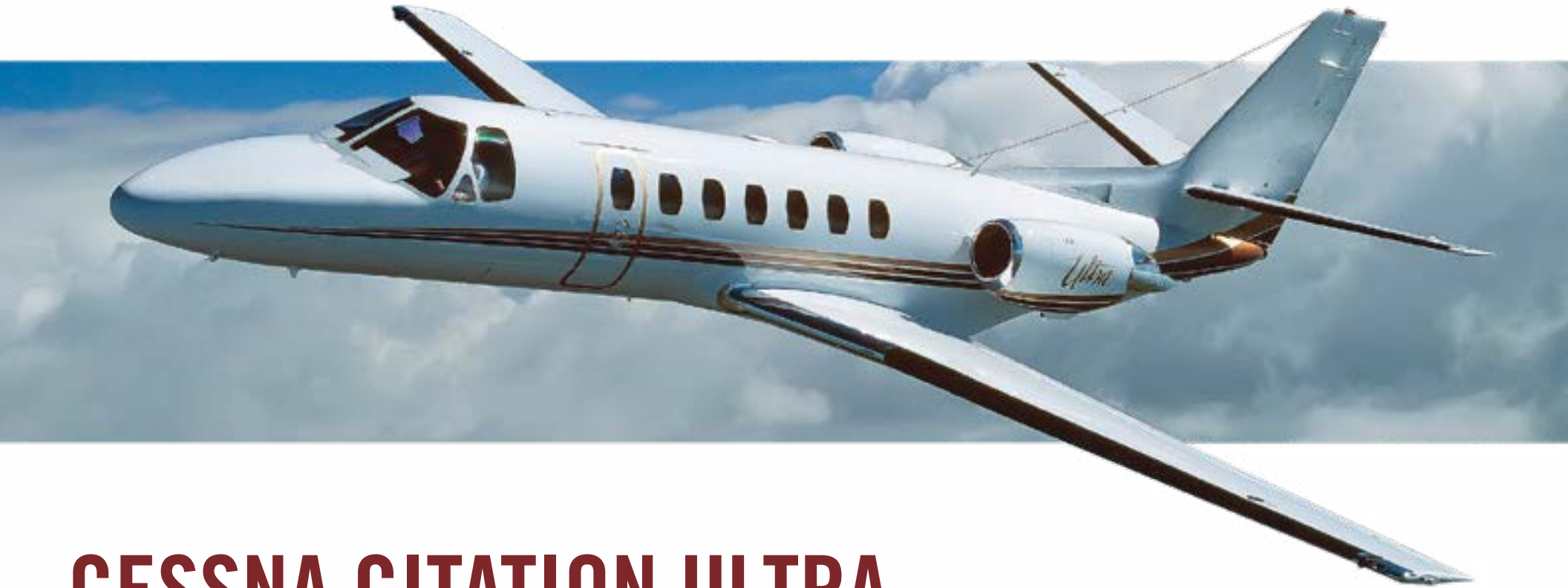
Jet Class: Light Jets

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	
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	427.00
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

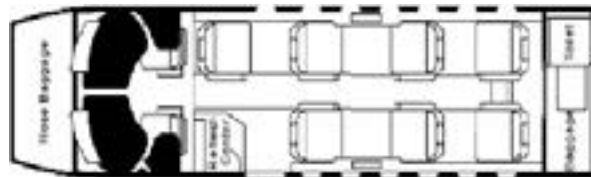
ANNUAL FIXED COSTS

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

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

ANNUAL BUDGET

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



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

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
Total Direct Costs	1,879.00
MPH (average)	491.00
Total Cost Per Statute Mile	3.83

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



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	
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	375.00
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)	1,125.00

ANNUAL FIXED COSTS

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

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

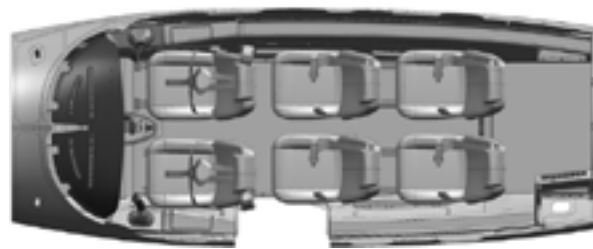
DIRECT COSTS PER/HR

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

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

ANNUAL BUDGET

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



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	
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	375.00
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

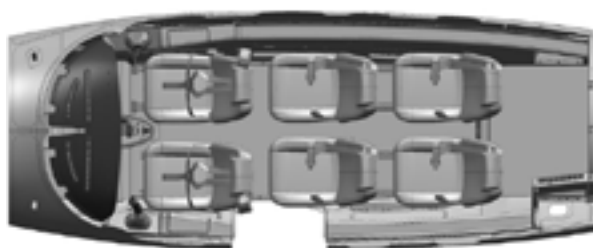
ANNUAL FIXED COSTS

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

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

ANNUAL BUDGET

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



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

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
Total Direct Costs	830.00
MPH (average)	432.00
Total Cost Per Statute Mile	1.92

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



Years Manufactured: 2013-2017

Serial Numbers: 550-0263 & UP

Jet Class: Very Light Jets

Standard Avionics: Avidyne Avio

Engine Type: PW610F

TBO: 3,500

Hots: 1,750



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	
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	380.00
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)	1,160.00

ANNUAL FIXED COSTS

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

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

ANNUAL BUDGET

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



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

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
Total Direct Costs	1,015.00
MPH (average)	437.00
Total Cost Per Statute Mile	2.32

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



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



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	
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	433.00
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
Total Fixed Costs	145,848.30

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

ANNUAL BUDGET

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



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

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
Total Direct Costs	1,443.00
MPH (average)	498.00
Total Cost Per Statute Mile	2.90

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



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



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	
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
Total Fixed Costs	128,746.00

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

ANNUAL BUDGET

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



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

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
Total Direct Costs	1,050.00
MPH (average)	483.00
Total Cost Per Statute Mile	2.17

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



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



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
Total Fixed Costs	176,745.00

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

ANNUAL BUDGET

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



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

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
Total Direct Costs	1,699.00
MPH (average)	501.00
Total Cost Per Statute Mile	3.39

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



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



BEECHCRAFT KING AIR 200

CHARLIE'S INSIGHTS

Beechcraft's King Air 200 is one of many iterations of the longest tenured turboprop line of all time, the Super King Air, which includes the 200 and 300 series King Airs. Beechcraft dropped the "Super" designation in 1996, but continues to produce 200 and 300 King Air models. The original King Air 200 is powered by two Pratt & Whitney PT6A-41 engines that allow it to cruise at around 289 knots. These engines burn a mere 101 gallons per hour and allow the

aircraft to fly approximately 1,500 nautical miles. The King Air 200 was in production from 1974 to 1981, but lived on in the form of the King Air B200 and the 250, both upgraded successors of the 200. The King Air 200 was the first King Air model to utilize the "T-tail" with the horizontal stabilizer, giving it a unique ramp presence while also making flap deployment and retraction easier on the pilot.



BASIC CONFIGURATION

Fuselage (ft.)	
Length	43'9"
Height	15'0"
Wingspan	54'8"
Cabin (ft.)	
Length	16'8"
Height	4'10"
Width	4'6"
Typical Configuration	
Passengers	8
Pressurization (PSI)	6.00
Fuel Capacity (lbs & gals)	3,645 lbs 544 gal
Weight (lbs)	
Max Ramp	12,590.00
Max Takeoff	12,500.00
Max Landing	12,500.00
Useful Payload w/ Full Fuel	385.00
Basic Operating	8,336.00
Speed (knots)	
Normal Cruise TAS	289.00
Climb	
Normal (fpm)	2,450.00
Ceiling (ft.)	35,000.00
Takeoff Performance (ft.)	5,168.00
Landing Performance (ft.)	3,309.00
5000' + 20C BFL	3,890.00
Range (nm)	1,500.00

ANNUAL FIXED COSTS

Crew Expense	68,250.00
Hangar Cost	31,785.00
Insurance (Hull + Legal Liability)	7,166.25
Training	7,215.00
Total Fixed Costs	114,416.25

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

ANNUAL BUDGET

Miles	200,000.00
Hours	601.00
Total Direct Costs	835,390.00
Total Fixed Costs	114,416.25
Total Cost	949,806.25
Cost Per Hour	1,580.38
Cost Per Statute Mile	4.75



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

DIRECT COSTS PER/HR

Fuel (at \$5/gal)	545.00
Burn Rate (Gal/hr)	109.00
Maintenance	845.00
Airframe	546.00
Engine/APU	299.00
Total Direct Costs	1,390.00
MPH (average)	333.00
Total Cost Per Statute Mile	4.17

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



Years Manufactured: 1974-1981

Serial Numbers: BB2 - BB912

Class: Turboprop

Standard Avionics: Dual Collins ProLine

Engine Type: PT6A-41 (42, 52, 61)

TBO: 3,600

Hots: 1,800



BEECHCRAFT KING AIR 250

CHARLIE'S INSIGHTS

Beechcraft's King Air 250 was the successor of the B200, continuing the Super King Air's run as the longest tenured turboprop line in the world. The 250 is essentially a B200 with Hartzell composite propellers, third-party winglets and Ram Air Recovery system. One of the reasons for the 250's popularity is the aircraft's versatility, able to haul heavy cargo into mountain ranges, fly business executives to meetings and take friends and family on vacations. Many King Air 250 owners use the aircraft for various purposes, making a relatively simple seat

change to switch from one mission to the next. Compared to the King Air B200, the 250 is able to go more places, with more people, in more comfort. Its takeoff and landing performance is significantly better, allowing it to access airports with shorter runways that previous King Air models couldn't. In hot and high conditions, the difference in runway performance is even more noticeable. The most obvious physical change is the addition of winglets, improving lift and reducing drag.



BASIC CONFIGURATION

Fuselage (ft.)	
Length	43'10"
Height	14'10"
Wingspan	57'10"
Cabin (ft.)	
Length	16'8"
Height	4'9"
Width	4'6"
Typical Configuration	
Passengers	8
Pressurization (PSI)	6.5
Fuel Capacity (lbs & gals)	3,645 lbs 544 gal
Weight (lbs)	
Max Ramp	12,590.00
Max Takeoff	12,500.00
Max Landing	12,500.00
Useful Payload w/ Full Fuel	2,450.00
Basic Operating	8,755.00
Speed (knots)	
Normal Cruise TAS	310.00
Climb	
Normal (fpm)	1,755.00
Ceiling (ft.)	35,000.00
Takeoff Performance (ft.)	3,827.00
Landing Performance (ft.)	3,532.00
5000' + 20C BFL	3,099.00
Range (nm)	1,582.00

ANNUAL FIXED COSTS

Crew Expense	68,250.00
Hangar Cost	33,735.00
Insurance (Hull + Legal Liability)	17,858.10
Training	12,480.00
Total Fixed Costs	132,323.10

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

ANNUAL BUDGET

Miles	200,000.00
Hours	560.00
Total Direct Costs	682,640.00
Total Fixed Costs	132,323.10
Total Cost	814,963.10
Cost Per Hour	1,455.29
Cost Per Statute Mile	4.07



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

DIRECT COSTS PER/HR

Fuel (at \$5/gal)	720.00
Burn Rate (Gal/hr)	144.00
Maintenance	499.00
Airframe	194.00
Engine/APU	305.00
Total Direct Costs	1,219.00
MPH (average)	357.00
Total Cost Per Statute Mile	3.41

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



Years Manufactured: 2011-present

Serial Numbers: BY117 & UP

Class: Turboprop

Standard Avionics: Collins ProLine 21

Engine Type: PT6A-52

TBO: 3,600

Hots: 1,800



BEECHCRAFT KING AIR 300 (300LW)

CHARLIE'S INSIGHTS

Beechcraft created two versions of the King Air 300, the standard Model 300 with an increased max takeoff weight of 14,000 lbs and the Model 300LW with a lower max takeoff weight limited to meet the aviation regulatory requirements of some countries. The 300LW was created with a lower certified Take-Off Gross Weight of 12,500 lbs specifically for the European market to meet certain tax requirements. For the 300, Beechcraft took the B200's

airframe and gave it more powerful PT6A-60A engines, increasing its cruise speed by close to 30 knots, improving its climb rate and, as mentioned above, increasing its max takeoff weight. The King Air 300 has a range of close to 1,800 nautical miles and a cruise speed of just above 300 knots. The conversion from a 300LW to a 300 is fairly simple for those who want to carry more weight.



BASIC CONFIGURATION

Fuselage (ft.)	
Length	43'10"
Height	15'0"
Wingspan	54'6"
Cabin (ft.)	
Length	16'8"
Height	4'9"
Width	4'6"
Typical Configuration	
Passengers	8
Pressurization (PSI)	6.50
Fuel Capacity (lbs & gals)	3,611 lbs 539 gal
Weight (lbs)	
Max Ramp	14,100.00
Max Takeoff	14,000.00
Max Landing	14,000.00
Useful Payload w/ Full Fuel	1,520.00
Basic Operating	8,707.00
Speed (knots)	
Normal Cruise TAS	317.00
Climb	
Normal (fpm)	2,844.00
Ceiling (ft.)	35,000.00
Takeoff Performance (ft.)	3,851.00
Landing Performance (ft.)	3,157.00
5000' + 20C BFL	3,600.00
Range (nm)	1,795.00

ANNUAL FIXED COSTS

Crew Expense	68,250.00
Hangar Cost	31,687.50
Insurance (Hull + Legal Liability)	6,727.50
Training	15,502.50
Total Fixed Costs	122,167.50

*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	745.00
Airframe	425.00
Engine/APU	320.00
Total Direct Costs	1,395.00
MPH (average)	365.00
Total Cost Per Statute Mile	3.82

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

ANNUAL BUDGET

Miles	200,000.00
Hours	548.00
Total Direct Costs	764,460.00
Total Fixed Costs	122,167.50
Total Cost	886,627.50
Cost Per Hour	1,617.93
Cost Per Statute Mile	4.43



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



Years Manufactured: 1984-1994

Serial Numbers: FA1 - FA247

Class: Turboprop

Standard Avionics: Dual Collins ProLine

Engine Type: PT6A-60A

TBO: 3,600

Hots: 1,800



BEECHCRAFT KING AIR 350 (I, IER, IC, ICER)

CHARLIE'S INSIGHTS

Due to the success of Beechcraft's 200 series of King Airs, they decided to move forward with a more powerful, redesigned successor in the King Air 300 series, which includes the 300 and the 350, along with their variants. The 350 line includes the 350i, 350iER, 350iC, and 350 iCER. The 350's cabin is close to three feet longer than the 300's, giving it room for nine passengers. The 350 was also given

winglets that the 300 does not have. The 350i comes equipped with improvements to the cabin, increasing comfort levels and reducing cabin noise. The ER versions have an extended range, and the C versions come equipped with a cargo door. Wheels Up's selection of the King Air 350 as its primary platform has caused a resurgence in executive turboprop charter.



BASIC CONFIGURATION

Fuselage (ft.)	
Length	46'8"
Height	14'4"
Wingspan	57'10"
Cabin (ft.)	
Length	19'5"
Height	4'9"
Width	4'6"
Typical Configuration	
Passengers	10
Pressurization (PSI)	6.6
Fuel Capacity (lbs & gals)	3,611 lbs 539 gal
Weight (lbs)	
Max Ramp	15,100.00
Max Takeoff	15,000.00
Max Landing	15,000.00
Useful Payload w/ Full Fuel	1,563.00
Basic Operating	9,638.00
Speed (knots)	
Normal Cruise TAS	310.00
Climb	
Normal (fpm)	2,700.00
Ceiling (ft.)	35,000.00
Takeoff Performance (ft.)	3,217.00
Landing Performance (ft.)	3,161.00
5000' + 20C BFL	5,376.00
Range (nm)	1,806.00

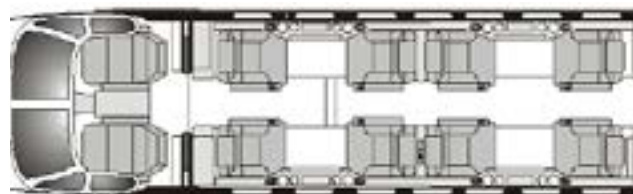
ANNUAL FIXED COSTS

Crew Expense	68,250.00
Hangar Cost	30,000.00
Insurance (Hull + Legal Liability)	28,500.00
Training	15,502.50
Total Fixed Costs	142,252.50

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

ANNUAL BUDGET

Miles	200,000.00
Hours	560.00
Total Direct Costs	659,120.00
Total Fixed Costs	142,252.50
Total Cost	801,372.50
Cost Per Hour	1,431.02
Cost Per Statute Mile	4.00



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

DIRECT COSTS PER/HR

Fuel (at \$5/gal)	655.00
Burn Rate (Gal/hr)	131.00
Maintenance	522.00
Airframe	202.00
Engine/APU	320.00
Total Direct Costs	1,177.00
MPH (average)	357.00
Total Cost Per Statute Mile	3.30

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



Years Manufactured: 1990-present

Serial Numbers: FL1 & UP

Class: Turboprop

Standard Avionics: Dual Collins ProLine

Engine Type: PT6A-60A

TBO: 3,600

Hots: 1,800



BEECHCRAFT KING AIR B200 (SE, C, T, CT)

CHARLIE'S INSIGHTS

Beechcraft followed the King Air 200 with the B200, upgrading the aircraft with more powerful, more efficient PT6A-42 engines. There are several variants of the B200: the SE model is equipped with updated Electronic Flight Instrument System (EFIS) avionics, the C model has a cargo door, the T model is configured for aerial surveillance and the CT model combined the car-

go door of the C model with the various subtleties added for surveillance on the T model. The B200 has a range of close to 1,800 nautical miles, which is among the best in its class. It's 275-knot cruise speed is pretty average compared to competing turboprops, but its low operational costs are among the best in its class, as well.



BASIC CONFIGURATION

Fuselage (ft.)	
Length	43'9"
Height	15'0"
Wingspan	54'6"
Cabin (ft.)	
Length	16'8"
Height	4'10"
Width	4'6"
Typical Configuration	
Passengers	8
Pressurization (PSI)	6.60
Fuel Capacity (lbs & gals)	3,645 lbs 544 gal
Weight (lbs)	
Max Ramp	12,590.00
Max Takeoff	12,500.00
Max Landing	12,500.00
Useful Payload w/ Full Fuel	122.00
Basic Operating	8,600.00
Speed (knots)	
Normal Cruise TAS	289.00
Climb	
Normal (fpm)	2,450.00
Ceiling (ft.)	35,000.00
Takeoff Performance (ft.)	5,168.00
Landing Performance (ft.)	3,374.00
5000' + 20C BFL	3,800.00
Range (nm)	1,755.00

ANNUAL FIXED COSTS

Crew Expense	68,250.00
Hangar Cost	31,785.00
Insurance (Hull + Legal Liability)	11,310.00
Training	7,215.00
Total Fixed Costs	118,560.00

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

ANNUAL BUDGET

Miles	200,000.00
Hours	601.00
Total Direct Costs	640,666.00
Total Fixed Costs	118,560.00
Total Cost	759,226.00
Cost Per Hour	1,263.27
Cost Per Statute Mile	3.80



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

DIRECT COSTS PER/HR

Fuel (at \$5/gal)	545.00
Burn Rate (Gal/hr)	109.00
Maintenance	521.00
Airframe	221.00
Engine/APU	300.00
Total Direct Costs	1,066.00
MPH (average)	333.00
Total Cost Per Statute Mile	3.20

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



Years Manufactured: 1981-2012

Serial Numbers: BB734 & UP

Class: Turboprop

Standard Avionics: Dual Collins ProLine

Engine Type: PT6A-42 (41, 52, 61)

TBO: 3,600

Hots: 1,800



BEECHCRAFT KING AIR B200GT (CGT)

CHARLIE'S INSIGHTS

The King Air B200 was followed by the B200GT, which Beechcraft fitted with upgraded PT6A-52 engines, compared to the PT6A-42 engines on the original B200. Beechcraft also produced a B200CGT model, adding a cargo door to the B200GT. The B200GT model has a higher cruise speed, better runway performance and performs better at hot temperatures and high altitude. One of the biggest differ-

ences between the B200 and B200GT is its performance at service ceiling. Although both aircraft can operate at a maximum of 35,000 feet, the B200GT continues to operate at full power at altitudes in the high 20s, while the original B200's max cruise speed tops out at altitudes in the high teens.



BASIC CONFIGURATION

Fuselage (ft.)	
Length	43'9"
Height	14'9"
Wingspan	57'10"
Cabin (ft.)	
Length	16'8"
Height	4'6"
Width	4'6"
Typical Configuration	
Passengers	8
Pressurization (PSI)	6.50
Fuel Capacity (lbs & gals)	3,645 lbs 544 gal
Weight (lbs)	
Max Ramp	12,590.00
Max Takeoff	12,500.00
Max Landing	12,500.00
Useful Payload w/ Full Fuel	180.00
Basic Operating	8,541.00
Speed (knots)	
Normal Cruise TAS	290.00
Climb	
Normal (fpm)	1,785.00
Ceiling (ft.)	35,000.00
Takeoff Performance (ft.)	3,549.00
Landing Performance (ft.)	3,389.00
5000' + 20C BFL	3,800.00
Range (nm)	1,500.00

ANNUAL FIXED COSTS

Crew Expense	68,250.00
Hangar Cost	31,785.00
Insurance (Hull + Legal Liability)	16,380.00
Training	12,480.00
Total Fixed Costs	128,895.00

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

ANNUAL BUDGET

Miles	200,000.00
Hours	598.00
Total Direct Costs	690,690.00
Total Fixed Costs	128,895.00
Total Cost	819,585.00
Cost Per Hour	1,370.54
Cost Per Statute Mile	4.10



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

DIRECT COSTS PER/HR

Fuel (at \$5/gal)	650.00
Burn Rate (Gal/hr)	130.00
Maintenance	505.00
Airframe	195.00
Engine/APU	310.00
Total Direct Costs	1,155.00
MPH (average)	334.00
Total Cost Per Statute Mile	3.46

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



Years Manufactured: 2008-2013

Serial Numbers: BY1 - BY118

Class: Turboprop

Standard Avionics: Collins ProLine 21

Engine Type: PT6A-52

TBO: 3,600

Hots: 1,800



BEECHCRAFT KING AIR C90 (-1, A, B, SE)

CHARLIE'S INSIGHTS

The King Air C90 was first manufactured in 1971, following the B90 model with a longer wingspan, higher maximum take-off weight and upgraded PT6A-20 engines. The C90-1 followed, equipped with PT6A-21 engines and improved pressurization. Next was the C90A, featuring redesigned engine cowlings, upgraded PT6A-135A engines and hydraulic landing gear. The C90B followed the C90A with

an improved airframe, four-bladed props and prop synchrophrasing to reduce cabin noise. Beechcraft's King Air 90 series is the smallest of the King Airs, typically seating five passengers. The C90 has a modest cruise speed of around 211 knots, and a range of about 1,100 nautical miles. Due to its age, its operational costs are among the highest of its competitors.



BASIC CONFIGURATION

Fuselage (ft.)	
Length	35'6"
Height	14'4"
Wingspan	50'4"
Cabin (ft.)	
Length	12'5"
Height	4'10"
Width	4'6"
Typical Configuration	
Passengers	7
Pressurization (PSI)	5.00
Fuel Capacity (lbs & gals)	2,573 lbs 384 gal
Weight (lbs)	
Max Ramp	9,710.00
Max Takeoff	9,650.00
Max Landing	9,168.00
Useful Payload w/ Full Fuel	879.00
Basic Operating	6,021.00
Speed (knots)	
Normal Cruise TAS	219.00
Climb	
Normal (fpm)	1,955.00
Ceiling (ft.)	30,000.00
Takeoff Performance (ft.)	5,070.00
Landing Performance (ft.)	2,610.00
5000' + 20C BFL	3,600.00
Range (nm)	1,120.00

ANNUAL FIXED COSTS

Crew Expense	68,250.00
Hangar Cost	23,692.50
Insurance (Hull + Legal Liability)	5,425.88
Training	9,652.50
Total Fixed Costs	107,020.88

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

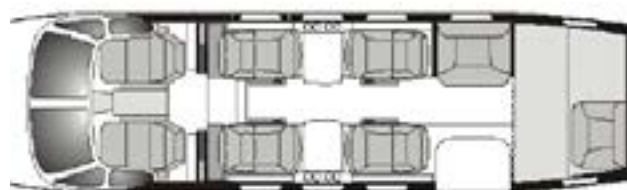
DIRECT COSTS PER/HR

Fuel (at \$5/gal)	375.00
Burn Rate (Gal/hr)	75.00
Maintenance	723.00
Airframe	479.00
Engine/APU	244.00
Total Direct Costs	1,098.00
MPH (average)	252.00
Total Cost Per Statute Mile	4.36

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

ANNUAL BUDGET

Miles	200,000.00
Hours	794.00
Total Direct Costs	871,812.00
Total Fixed Costs	107,020.88
Total Cost	978,832.88
Cost Per Hour	1,232.79
Cost Per Statute Mile	4.89



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



Years Manufactured: 1971-2005

Serial Numbers: LJ502 - LJ1755

Class: Turboprop

Standard Avionics: Dual Collins

Engine Type: PT6A-20 (21, 28, 34, 35, 135A)

TBO: 3,600

Hots: 1,800



BEECHCRAFT KING AIR C90GT (GTI, GTX)

CHARLIE'S INSIGHTS

Beechcraft's King Air C90GT was first manufactured in 2006. Just a year later, Beechcraft announced the C90GTi, which featured ProLine 21 avionics not found on the GT model. In 2010, Beechcraft announced the GTX model, equipped with factory-standard winglets, strakes, swept-blade props and an increased maximum takeoff weight. The C90GT comes equipped with Pratt & Whitney PT6A-135A engines that

improve cruise speed, climb rate, takeoff performance and efficiency, compared to the original C90. Cruise speed was increased to more than 250 knots, and its range remains similar to the C90 at just under 1,100 nautical miles. The GTX has a range closer to 1,200 nautical miles due to its factory-standard winglets, swept-blade props and dual aft strakes.



BASIC CONFIGURATION

Fuselage (ft.)	
Length	35'7"
Height	14'4"
Wingspan	50'4"
Cabin (ft.)	
Length	12'5"
Height	4'10"
Width	4'6"
Typical Configuration	
Passengers	7
Pressurization (PSI)	5.00
Fuel Capacity (lbs & gals)	2,573 lbs 384 gal
Weight (lbs)	
Max Ramp	10,160.00
Max Takeoff	10,100.00
Max Landing	9,600.00
Useful Payload w/ Full Fuel	377.00
Basic Operating	7,020.00
Speed (knots)	
Normal Cruise TAS	253.00
Climb	
Normal (fpm)	2,200.00
Ceiling (ft.)	30,000.00
Takeoff Performance (ft.)	4,406.00
Landing Performance (ft.)	3,060.00
5000' + 20C BFL	3,372.00
Range (nm)	1,068.00

ANNUAL FIXED COSTS

Crew Expense	68,250.00
Hangar Cost	23,692.50
Insurance (Hull + Legal Liability)	9,945.00
Training	9,652.50
Total Fixed Costs	111,540.00

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

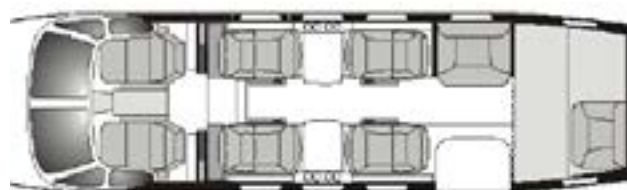
DIRECT COSTS PER/HR

Fuel (at \$5/gal)	530.00
Burn Rate (Gal/hr)	106.00
Maintenance	515.00
Airframe	210.00
Engine/APU	305.00
Total Direct Costs	1,045.00
MPH (average)	291.00
Total Cost Per Statute Mile	3.59

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

ANNUAL BUDGET

Miles	200,000.00
Hours	687.00
Total Direct Costs	717,915.00
Total Fixed Costs	111,540.00
Total Cost	829,455.00
Cost Per Hour	1,207.36
Cost Per Statute Mile	4.15



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



Years Manufactured: 2006-present

Serial Numbers: LJ1727 & UP

Class: Turboprop

Standard Avionics: Collins ProLine 21

Engine Type: PT6A-135A

TBO: 3,600

Hots: 1,800



BEECHCRAFT KING AIR E90 (F90, F90-1)

CHARLIE'S INSIGHTS

Following the C90 was the E90, first produced in 1972. The two planes are very similar, other than the upgraded PT6A-28 engines found on the E90. In 1979, Beechcraft introduced the F90, which is essentially an E90 that features a T-tail, 750-hp engines and a 600-pound increase in useful payload. In 1983, the F90's PT6A-135A engine was placed in redesigned cowls, further decreasing drag and allowing for an increased cruise speed, improved climb

rate and takeoff performance. This modified version was dubbed the F90-1. The E90 has a cruise speed right around 230 knots, about 20 knots faster than the C90. Its range is about 1,300 nautical miles, close to 200 miles longer than the C90's. The climb rates for the F90 and F90-1 are significantly better than the E90; about 500 and 600 fpm faster, respectively. Their cruise speeds are faster, as well, by about 10 and 20 knots, respectively.



BASIC CONFIGURATION

Fuselage (ft.)	
Length	35'6"
Height	14'4"
Wingspan	50'4"
Cabin (ft.)	
Length	12'5"
Height	4'10"
Width	4'6"
Typical Configuration	
Passengers	7
Pressurization (PSI)	5.00
Fuel Capacity (lbs & gals)	3,176 lbs 474 gal
Weight (lbs)	
Max Ramp	10,160.00
Max Takeoff	10,100.00
Max Landing	9,700.00
Useful Payload w/ Full Fuel	N/A
Basic Operating	6,825.00
Speed (knots)	
Normal Cruise TAS	228.00
Climb	
Normal (fpm)	1,870.00
Ceiling (ft.)	30,000
Takeoff Performance (ft.)	4,221.00
Landing Performance (ft.)	2,737.00
5000' + 20C BFL	N/A
Range (nm)	1,290.00

ANNUAL FIXED COSTS

Crew Expense	68,250.00
Hangar Cost	23,692.50
Insurance (Hull + Legal Liability)	6,038.00
Training	9,750.00
Total Fixed Costs	107,730.50

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

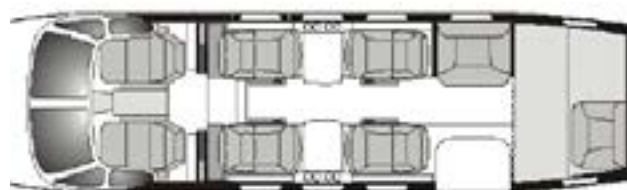
DIRECT COSTS PER/HR

Fuel (at \$5/gal)	430.00
Burn Rate (Gal/hr)	86.00
Maintenance	798.00
Airframe	518.00
Engine/APU	280.00
Total Direct Costs	1,228.00
MPH (average)	263.00
Total Cost Per Statute Mile	4.67

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

ANNUAL BUDGET

Miles	200,000.00
Hours	762.00
Total Direct Costs	935,736.00
Total Fixed Costs	107,730.50
Total Cost	1,043,466.50
Cost Per Hour	1,369.38
Cost Per Statute Mile	5.22



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



Years Manufactured: 1972-1985

Serial Numbers: LW1 - LW347 (LA2 - LA236)

Class: Turboprop

Standard Avionics: Dual Collins

Engine Type: PT6A-28 (34, 35, 135, 135A)

TBO: 3,600

Hots: 1,800



CESSNA 208B GRAND CARAVAN

CHARLIE'S INSIGHTS

Cessna's 208 Caravan has been in production since 1982, with the 208B Grand Caravan making its first appearance in 1987. The 208B Grand Caravan was stretched by 4 feet, compared to the original Caravan I and comes equipped with more powerful PT6A-114A engines. The 208B Grand Caravan EX was certified in 2012, equipped with PT6A-140 engines that significantly improve its climb rate. The Super Cargo-master is the "pure cargo" version of the aircraft, which FedEx uses heavily. The 208B Grand Caravan is Cessna's largest

single-engine aircraft to date. The 208B holds 340 cubic feet of cargo, and has an optional "belly pod" that you can add for an additional 111 cubic feet of cargo space. Speed is clearly not its strong suit, with a 177-knot cruise speed and 1,275-fpm climb rate. It comes equipped with 14 passenger seats, though the FAA allows a maximum of nine passengers and two crew members on board a turbine aircraft. It also comes equipped with four doors, one for each crew member, an airstair door and a cargo door.



BASIC CONFIGURATION

Fuselage (ft.)	
Length	41'7"
Height	15'6"
Wingspan	52'2"
Cabin (ft.)	
Length	16'9"
Height	4'6"
Width	5'4"
Typical Configuration	
Passengers	9
Pressurization (PSI)	N/A
Fuel Capacity (lbs & gals)	2,224 lbs 332 gal
Weight (lbs)	
Max Ramp	8,842.00
Max Takeoff	8,750.00
Max Landing	8,500.00
Useful Payload w/ Full Fuel	1,259.00
Basic Operating	5,138.00
Speed (knots)	
Normal Cruise TAS	177.00
Climb	
Normal (fpm)	1,275.00
Ceiling (ft.)	25,000.00
Takeoff Performance (ft.)	2,360.00
Landing Performance (ft.)	2,005.00
5000' + 20C BFL	3,604.00
Range (nm)	1,162.00

ANNUAL FIXED COSTS

Crew Expense	68,250.00
Hangar Cost	28,762.50
Insurance (Hull + Legal Liability)	12,285.00
Training	8,580.00
Total Fixed Costs	117,877.50

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

ANNUAL BUDGET

Miles	200,000.00
Hours	989.00
Total Direct Costs	492,522.00
Total Fixed Costs	117,877.50
Total Cost	610,399.50
Cost Per Hour	617.19
Cost Per Statute Mile	3.05



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

DIRECT COSTS PER/HR

Fuel (at \$5/gal)	270.00
Burn Rate (Gal/hr)	54.00
Maintenance	228.00
Airframe	106.00
Engine/APU	122.00
Total Direct Costs	498.00
MPH (average)	204.00
Total Cost Per Statute Mile	2.44

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



Years Manufactured: 1987-present
Serial Numbers: 208B45 & UP
Class: Turboprop
Standard Avionics: Dual Garmin
Engine Type: PT6A-114 (114A, 42A, 140)
TBO: 3,600
Hots: 1,800



PIAGGIO AVANTI P180 (P180II, EVO)

CHARLIE'S INSIGHTS

The first thing you'll notice about the Piaggio Avanti P180 is its unique design, featuring "pusher" configured propellers mounted behind their respective engines. It also features a unique three-surface design, incorporating a t-tail and a pair of forewings with landing flaps located near the nose of the aircraft. Piaggio obtained certification on the P180II in 2005, which includes more powerful, more efficient PT6 engines and upgraded avionics. Piaggio also developed a P180Evo, featuring an extra fuel tank, composite props,

winglets and other aerodynamic improvements. The P180's 345-knot cruise speed is easily the best among turboprop competitors, rivaling the cruise speed of some light jets while operating at a significantly lower hourly cost. Its climb rate is far and away the best among turboprops, as well, at 3,650 fpm. Its range, however, isn't incredibly impressive at 1,440 nautical miles. Piaggio improved upon the P180's range with the Evo model, which is able to fly about 1,500 nautical miles.



BASIC CONFIGURATION

Fuselage (ft.)	
Length	47'4"
Height	13'2"
Wingspan	46'0"
Cabin (ft.)	
Length	14'11"
Height	5'10"
Width	6'1"
Typical Configuration	
Passengers	7
Pressurization (PSI)	9.00
Fuel Capacity (lbs & gals)	2,633 lbs 393 gal
Weight (lbs)	
Max Ramp	12,150.00
Max Takeoff	11,550.00
Max Landing	10,945.00
Useful Payload w/ Full Fuel	778.00
Basic Operating	7,800.00
Speed (knots)	
Normal Cruise TAS	345.00
Climb	
Normal (fpm)	3,650.00
Ceiling (ft.)	41,000
Takeoff Performance (ft.)	3,023.00
Landing Performance (ft.)	3,475.00
5000' + 20C BFL	4,170.00
Range (nm)	1,440.00

ANNUAL FIXED COSTS

Crew Expense	68,250.00
Hangar Cost	25,837.50
Insurance (Hull + Legal Liability)	10,627.50
Training	31,395.00
Total Fixed Costs	136,110.00

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

ANNUAL BUDGET

Miles	200,000.00
Hours	504.00
Total Direct Costs	657,720.00
Total Fixed Costs	136,110.00
Total Cost	793,830.00
Cost Per Hour	1,575.06
Cost Per Statute Mile	3.97



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

DIRECT COSTS PER/HR

Fuel (at \$5/gal)	655.00
Burn Rate (Gal/hr)	131.00
Maintenance	650.00
Airframe	270.00
Engine/APU	380.00
Total Direct Costs	1,305.00
MPH (average)	397.00
Total Cost Per Statute Mile	3.29

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



Years Manufactured: 1990-present

Serial Numbers: 1001 & UP

Class: Turboprop

Standard Avionics: Collins ProLine II

Engine Type: PT6A-66

TBO: 3,600

Hots: 1,800



PILATUS PC-12/45 (PC-12/47)

CHARLIE'S INSIGHTS

The single-engine Pilatus PC-12 took its first flight in 1991, and made its first delivery in 1995. 10 years after the first PC-12/45 was delivered, the PC-12/47 made its debut in 2005. Both the PC-12/45 and PC-12/47 models come equipped with Pratt & Whitney PT6A-67B engines, but the 47's max takeoff weight was increased by about 500 pounds, and its cabin noise was decreased significantly. Pilatus' objective with this aircraft was to create the first single-engine turboprop capable of car-

rying large volumes at high speeds across long distances. Both models have a cruise speed of about 254 knots and a range of about 1,420 nautical miles, which are pretty average compared to competing turboprops. The fact that it has a single engine significantly decreased its maintenance and fuel costs, though, so its operating costs are the lowest among its competitors. With a very loyal customer base, Pilatus aircraft typically sell quickly and hold value better than competitors.



BASIC CONFIGURATION

Fuselage (ft.)	
Length	47'4"
Height	14'0"
Wingspan	53'4"
Cabin (ft.)	
Length	16'11"
Height	4'9"
Width	5'0"
Typical Configuration	
Passengers	7
Pressurization (PSI)	5.80
Fuel Capacity (lbs & gals)	2,704 lbs 403 gal
Weight (lbs)	
Max Ramp	9,965.00
Max Takeoff	9,920.00
Max Landing	9,920.00
Useful Payload w/ Full Fuel	1,195.00
Basic Operating	6,401.00
Speed (knots)	
Normal Cruise TAS	254.00
Climb	
Normal (fpm)	1,920.00
Ceiling (ft.)	30,000.00
Takeoff Performance (ft.)	2,389.00
Landing Performance (ft.)	2,126.00
5000' + 20C BFL	3,770.00
Range (nm)	1,416.00

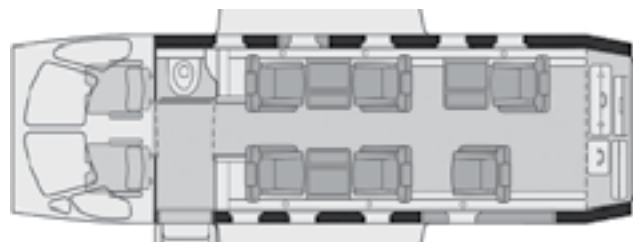
ANNUAL FIXED COSTS

Crew Expense	68,250.00
Hangar Cost	33,442.50
Insurance (Hull + Legal Liability)	9,886.50
Training	7,312.50
Total Fixed Costs	118,891.50

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

ANNUAL BUDGET

Miles	200,000.00
Hours	683.00
Total Direct Costs	520,446.00
Total Fixed Costs	118,891.50
Total Cost	639,337.50
Cost Per Hour	936.07
Cost Per Statute Mile	3.20



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

DIRECT COSTS PER/HR

Fuel (at \$5/gal)	345.00
Burn Rate (Gal/hr)	69.00
Maintenance	417.00
Airframe	219.00
Engine/APU	198.00
Total Direct Costs	762.00
MPH (average)	293.00
Total Cost Per Statute Mile	2.60

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



Years Manufactured: 1995-present

Serial Numbers: 101 & UP

Class: Turboprop

Standard Avionics: Dual Bendix/King

Engine Type: PT6A-67B (67P)

TBO: 3,500

Hots: 1,750



PILATUS PC-12NG

CHARLIE'S INSIGHTS

In 2008, Pilatus delivered the first PC-12NG (stands for "next generation") model, with improved PT6A-67P engines, slightly increasing range and cruise speed. It also comes equipped with a glass cockpit featuring Honeywell's Primus Apex avionics system, an upgrade from the Bendix/King system found on the earlier models. The upgraded engines and modified winglets increase the PC-12NG's cruise speed to just over 260 knots, and increase its range to more than 1,600 nautical miles, a 200-mile increase from the PC-12/45. The big-

gest draw to the NG, however, is its improved avionics system, which includes automatic pressurization control and cursor controlled inputs to the navigation system. Earlier PC-12 models were considered some of the only "high end" models without flat-panel avionics. As a company, Pilatus controls production well and introduces few new products, which helps the planes retain value in comparison to competitors who often sabotage existing lines with upgrades.



BASIC CONFIGURATION

Fuselage (ft.)	
Length	47'4"
Height	14'0"
Wingspan	53'5"
Cabin (ft.)	
Length	16'11"
Height	4'10"
Width	5'0"
Typical Configuration	
Passengers	7
Pressurization (PSI)	5.80
Fuel Capacity (lbs & gals)	2,704 lbs 403 gal
Weight (lbs)	
Max Ramp	10,495.00
Max Takeoff	10,450.00
Max Landing	9,921.00
Useful Payload w/ Full Fuel	984.00
Basic Operating	6,612.00
Speed (knots)	
Normal Cruise TAS	261.00
Climb	
Normal (fpm)	1,920.00
Ceiling (ft.)	30,000.00
Takeoff Performance (ft.)	2,389.00
Landing Performance (ft.)	2,126.00
5000' + 20C BFL	4,450.00
Range (nm)	1,608.00

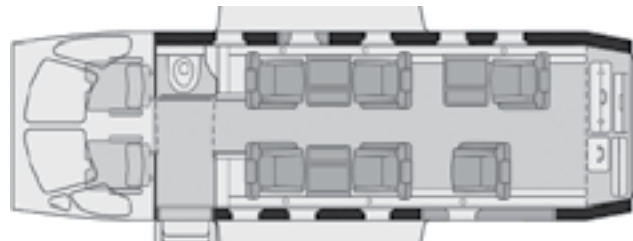
ANNUAL FIXED COSTS

Crew Expense	68,250.00
Hangar Cost	33,442.50
Insurance (Hull + Legal Liability)	21,766.88
Training	10,920.00
Total Fixed Costs	134,379.38

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

ANNUAL BUDGET

Miles	200,000.00
Hours	665.00
Total Direct Costs	492,100.00
Total Fixed Costs	134,379.38
Total Cost	626,479.38
Cost Per Hour	942.07
Cost Per Statute Mile	3.13



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

DIRECT COSTS PER/HR

Fuel (at \$5/gal)	375.00
Burn Rate (Gal/hr)	75.00
Maintenance	365.00
Airframe	167.00
Engine/APU	198.00
Total Direct Costs	740.00
MPH (average)	301.00
Total Cost Per Statute Mile	2.46

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



Years Manufactured: 2008-present

Serial Numbers: 1001 & UP

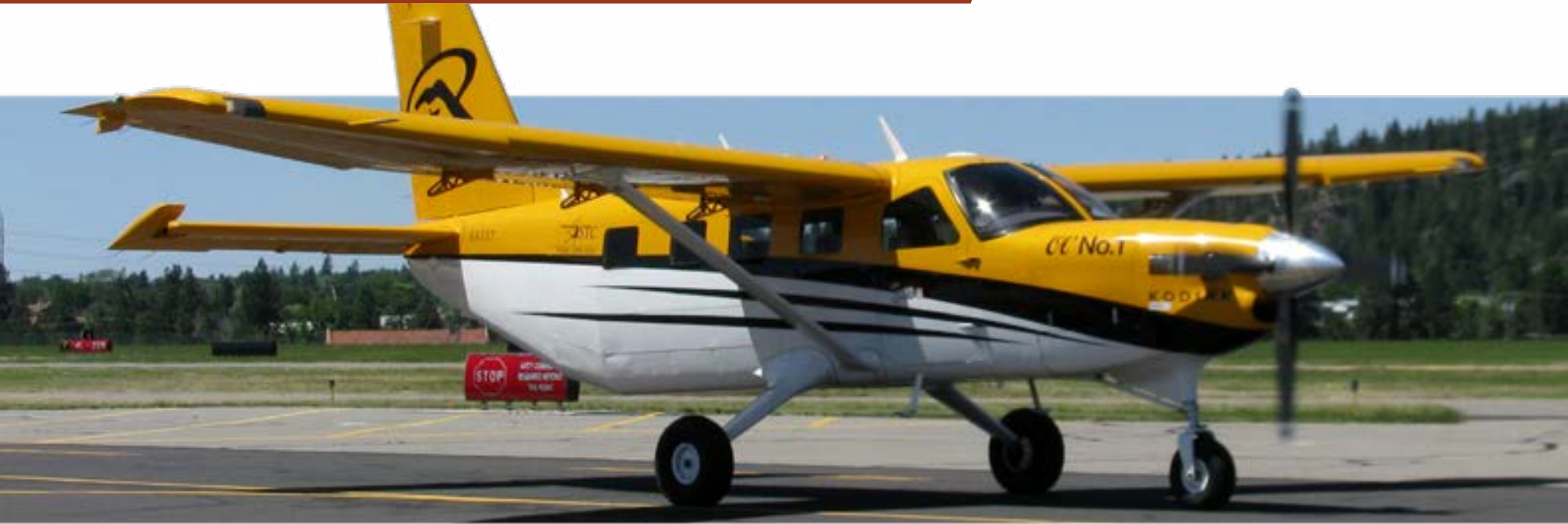
Class: Turboprop

Standard Avionics: Honeywell Primus Apex

Engine Type: PT6A-67P

TBO: 3,500

Hots: 1,750



QUEST KODIAK

CHARLIE'S INSIGHTS

Although the Quest Kodiak didn't enter production until 2008, design of the aircraft began in 1999, and its first flight took place in 2004. One of the major draws to the Kodiak is how easily its configuration can be changed to fit your mission, thanks to the easily removed track-mounted passenger seats. Its cargo door makes it easy to load and unload for utilitarian purposes, and an executive interior with club seat-

ing is available, as well. Not known for its power, the Quest Kodiak has a normal cruise speed of 150 knots and a climb rate of about 1,370 fpm. Its range is a modest 1,000 nautical miles. Its runway performance, however, is the best in its class, requiring only 1,700 feet for takeoff and 1,500 for landing. It's also one of the cheapest turboprops to operate.



BASIC CONFIGURATION

Fuselage (ft.)	
Length	33'10"
Height	15'4"
Wingspan	45'0"
Cabin (ft.)	
Length	15'6"
Height	4'6"
Width	4'9"
Typical Configuration	
Passengers	9
Pressurization (PSI)	N/A
Fuel Capacity (lbs & gals)	2,144 lbs 320 gal
Weight (lbs)	
Max Ramp	7,305.00
Max Takeoff	7,255.00
Max Landing	6,690.00
Useful Payload w/ Full Fuel	1,190.00
Basic Operating	3,876.00
Speed (knots)	
Normal Cruise TAS	150.00
Climb	
Normal (fpm)	1,371.00
Ceiling (ft.)	25,000.00
Takeoff Performance (ft.)	1,677.00
Landing Performance (ft.)	1,476.00
5000' + 20C BFL	2,396.00
Range (nm)	1,005.00

ANNUAL FIXED COSTS

Crew Expense	79,219.00
Hangar Cost	19,987.50
Insurance (Hull + Legal Liability)	11,553.75
Training	8,580.00
Total Fixed Costs	119,340.25

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

ANNUAL BUDGET

Miles	200,000.00
Hours	1,157.00
Total Direct Costs	568,087.00
Total Fixed Costs	119,340.25
Total Cost	687,427.25
Cost Per Hour	594.15
Cost Per Statute Mile	3.44



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

DIRECT COSTS PER/HR

Fuel (at \$5/gal)	245.00
Burn Rate (Gal/hr)	49.00
Maintenance	246.00
Airframe	105.00
Engine/APU	141.00
Total Direct Costs	491.00
MPH (average)	173.00
Total Cost Per Statute Mile	2.84

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



Years Manufactured: 2008-present

Serial Numbers: 100-0003 & UP

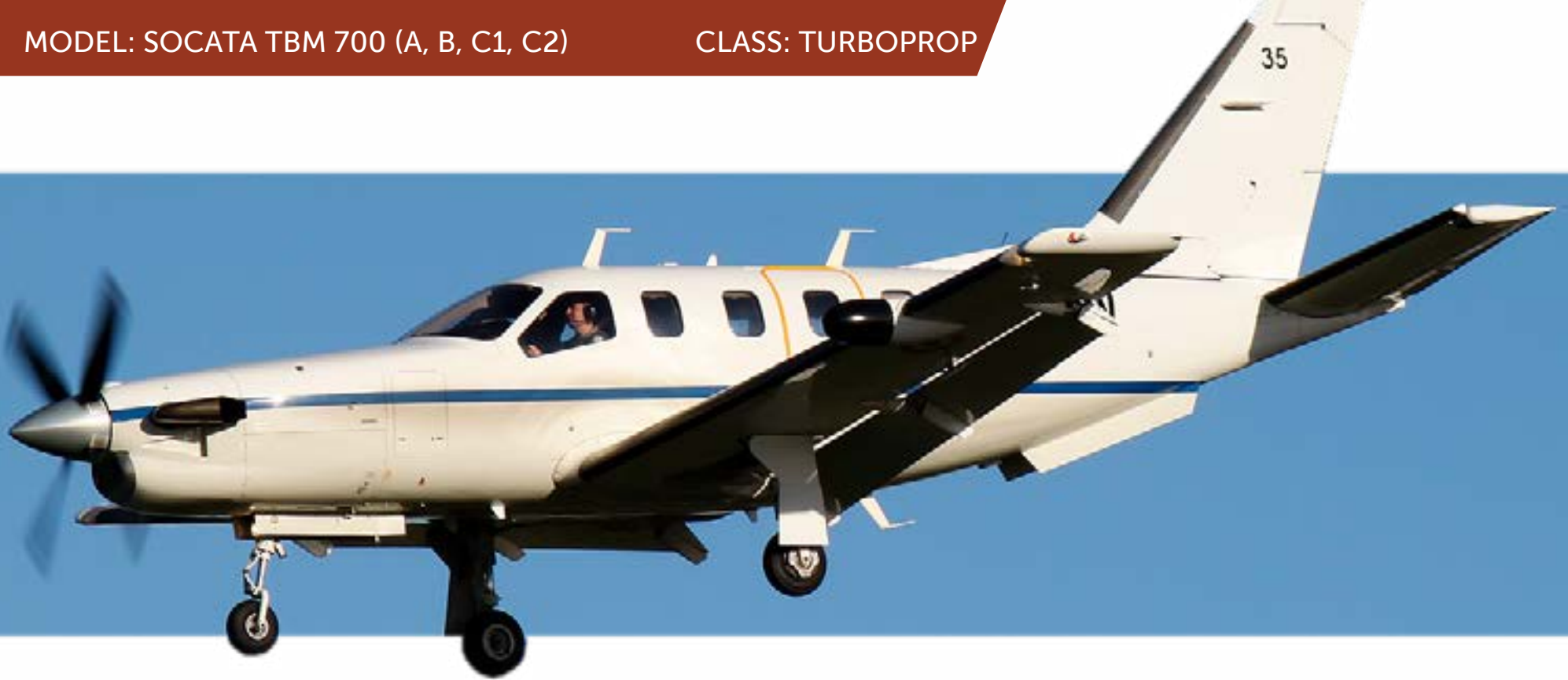
Class: Turboprop

Standard Avionics: Garmin G1000

Engine Type: PT6A-34

TBO: 4,000

Hots: 2,000



SOCATA TBM 700 (A, B, C1, C2)

CHARLIE'S INSIGHTS

Socata's single-engine TBM 700 was first introduced in 1991, and was the basis for the 700A, 700B, 700 C1, 700 C2, 850, 900, and 930 that followed. The five-passenger 700 model and its variants were produced from 1991 through 2005 with a Pratt & Whitney Canada PT6A-64 engine. The 700B is equipped with a wider entrance door and increased maximum zero fuel weight, the 700 C1 comes with a rear unpressurized

cargo compartment, reinforced structure, and a new air conditioning system, and the 700 C2 has an increased maximum take-off weight in addition to the C1's upgrades. The TBM 700 has a normal cruise speed of 282 knots, which is among the upper echelon of its single-pilot turboprop competitors. Its 1,200-nautical-mile range, however, is among the shortest in its class.



BASIC CONFIGURATION

Fuselage (ft.)	
Length	34'10"
Height	14'4"
Wingspan	41'7"
Cabin (ft.)	
Length	15'0"
Height	4'0"
Width	3'11"
Typical Configuration	
Passengers	5
Pressurization (PSI)	6.2
Fuel Capacity (lbs & gals)	1,884 lbs 281 gal
Weight (lbs)	
Max Ramp	7,430.00
Max Takeoff	7,394.00
Max Landing	7,024.00
Useful Payload w/ Full Fuel	637.00
Basic Operating	4,767.00
Speed (knots)	
Normal Cruise TAS	291.00
Climb	
Normal (fpm)	1,570.00
Ceiling (ft.)	31,000.00
Takeoff Performance (ft.)	3,022.00
Landing Performance (ft.)	2,864.00
5000' + 20C BFL	4,282.00
Range (nm)	1,378.00

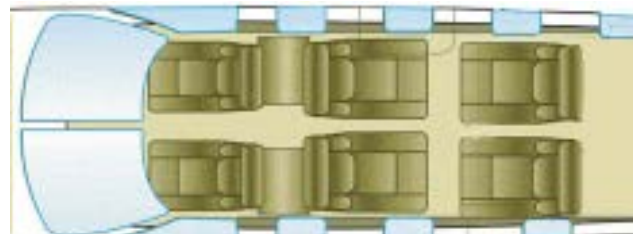
ANNUAL FIXED COSTS

Crew Expense	79,219.00
Hangar Cost	16,575.00
Insurance (Hull + Legal Liability)	14,650.00
Training	6,678.00
Total Fixed Costs	117,122.00

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

ANNUAL BUDGET

Miles	200,000.00
Hours	597.00
Total Direct Costs	383,274.00
Total Fixed Costs	117,122.00
Total Cost	500,396.00
Cost Per Hour	838.18
Cost Per Statute Mile	2.50



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

DIRECT COSTS PER/HR

Fuel (at \$5/gal)	295.00
Burn Rate (Gal/hr)	59.00
Maintenance	347.00
Airframe	159.00
Engine/APU	188.00
Total Direct Costs	642.00
MPH (average)	335.00
Total Cost Per Statute Mile	1.92

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



Years Manufactured: 1991-2005

Serial Numbers: 002 - 345

Class: Turboprop

Standard Avionics: Dual King

Engine Type: PT6A-64

TBO: 3,500

Hots: 1,750



SOCATA TBM 850

CHARLIE'S INSIGHTS

Socata's TBM 850 followed the TBM 700 and its variants, beginning production in 2006. Compared to the 700 model, the 850 has an increased maximum cruise speed and climb power by way of an improved PT6A-66D engine. The 850's increased power gives it a normal cruise speed of just over 300 knots, about 20

knots higher than its predecessor. Its climb rate was improved from 1,570 feet per minute to 2,000, and its range was increased by close to 200 nautical miles over the 700 model. Beginning in 2008, the TBM 850 came equipped with Garmin's G1000 integrated flight deck as standard equipment.



BASIC CONFIGURATION

Fuselage (ft.)	
Length	34'10"
Height	14'3"
Wingspan	41'7"
Cabin (ft.)	
Length	15'0"
Height	4'0"
Width	4'0"
Typical Configuration	
Passengers	5
Pressurization (PSI)	6.2
Fuel Capacity (lbs & gals)	2,017 lbs 301 gal
Weight (lbs)	
Max Ramp	7,430.00
Max Takeoff	7,394.00
Max Landing	7,024
Useful Payload w/ Full Fuel	908.00
Basic Operating	4,474.00
Speed (knots)	
Normal Cruise TAS	320.00
Climb	
Normal (fpm)	2,000.00
Ceiling (ft.)	31,000.00
Takeoff Performance (ft.)	3,023.00
Landing Performance (ft.)	2,864.00
5000' + 20C BFL	4,282.00
Range (nm)	1,520.00

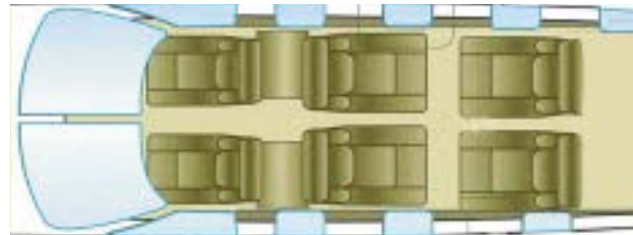
ANNUAL FIXED COSTS

Crew Expense	79,219.00
Hangar Cost	16,575.00
Insurance (Hull + Legal Liability)	22,000.00
Training	8,700.00
Total Fixed Costs	126,294.00

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

ANNUAL BUDGET

Miles	200,000.00
Hours	543.00
Total Direct Costs	391,503.00
Total Fixed Costs	126,294.00
Total Cost	517,797.00
Cost Per Hour	953.59
Cost Per Statute Mile	2.59



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

DIRECT COSTS PER/HR

Fuel (at \$5/gal)	390.00
Burn Rate (Gal/hr)	78.00
Maintenance	331.00
Airframe	143.00
Engine/APU	188.00
Total Direct Costs	721.00
MPH (average)	368.00
Total Cost Per Statute Mile	1.96

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



Years Manufactured: 2006-2014

Serial Numbers: 346 - 999

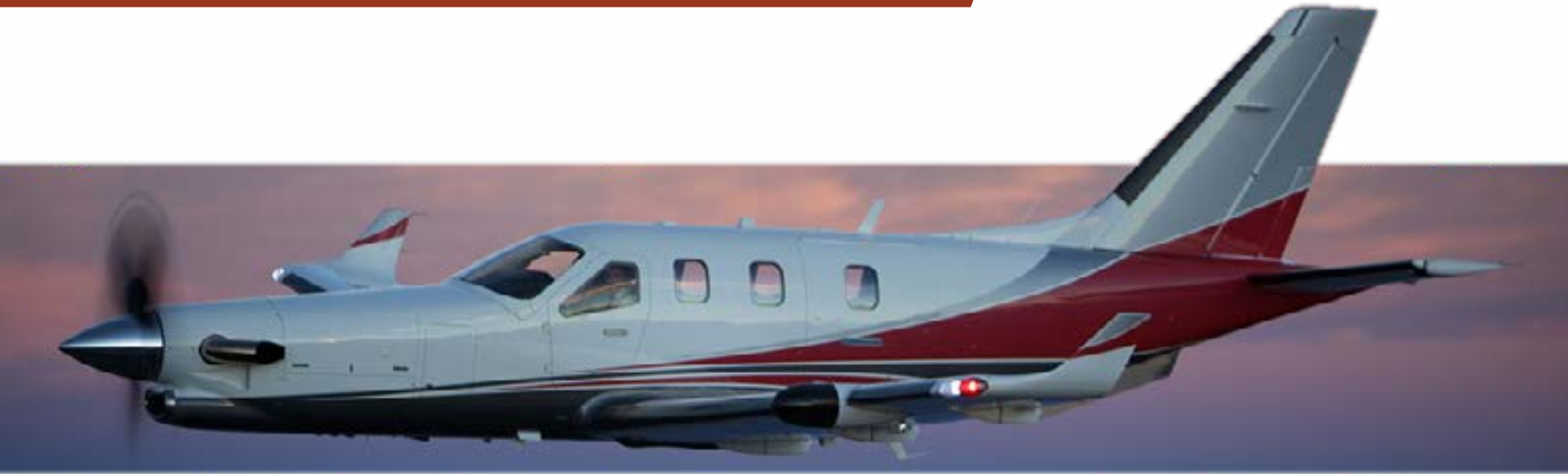
Class: Turboprop

Standard Avionics: Garmin G1000 ('08+)

Engine Type: PT6A-66D

TBO: 3,500

Hots: 1,750



SOCATA TBM 900 (930)

CHARLIE'S INSIGHTS

The TBM 900 model, introduced in 2014, is nearly identical to the 850, apart from improved aerodynamic inlet and performance optimization, giving it a higher maximum cruise speed and an increased range. It also comes equipped with an upgraded five-bladed carbon fiber Hartzell propeller to increase performance

and reduce cabin noise. The 900 has a normal cruise speed of about 308 knots, a slight increase over its predecessor, as well as an improved range of just over 1,700 nautical miles. Where its improved performance is really noticeable is in hot and high conditions, due to its 850-hp flat-rated engines.



BASIC CONFIGURATION

Fuselage (ft.)	
Length	35'3"
Height	14'4"
Wingspan	42'2"
Cabin (ft.)	
Length	15'0"
Height	4'1"
Width	4'0"
Typical Configuration	
Passengers	5
Pressurization (PSI)	6.2
Fuel Capacity (lbs & gals)	2,017 lbs 301 gal
Weight (lbs)	
Max Ramp	7,430.00
Max Takeoff	7,394.00
Max Landing	7,024.00
Useful Payload w/ Full Fuel	910.00
Basic Operating	4,829.00
Speed (knots)	
Normal Cruise TAS	330.00
Climb	
Normal (fpm)	2,005.00
Ceiling (ft.)	31,000.00
Takeoff Performance (ft.)	3,000.00
Landing Performance (ft.)	3,500.00
5000' + 20C BFL	3,475.00
Range (nm)	1,730.00

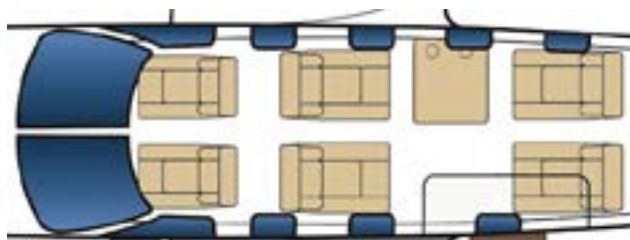
ANNUAL FIXED COSTS

Crew Expense	79,219.00
Hangar Cost	16,575.00
Insurance (Hull + Legal Liability)	28,500.00
Training	8,700.00
Total Fixed Costs	132,994.00

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

ANNUAL BUDGET

Miles	200,000.00
Hours	526.00
Total Direct Costs	373,986.00
Total Fixed Costs	132,994.00
Total Cost	506,980.00
Cost Per Hour	963.84
Cost Per Statute Mile	2.53



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

DIRECT COSTS PER/HR

Fuel (at \$5/gal)	375.00
Burn Rate (Gal/hr)	75.00
Maintenance	336.00
Airframe	148.00
Engine/APU	188.00
Total Direct Costs	711.00
MPH (average)	380.00
Total Cost Per Statute Mile	1.87

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



Years Manufactured: 2014-present

Serial Numbers: 1000 & UP

Class: Turboprop

Standard Avionics: Garmin G1000

Engine Type: PT6A-66D

TBO: 3,500

Hots: 1,750



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