

1999 Falcon 900B Specifications

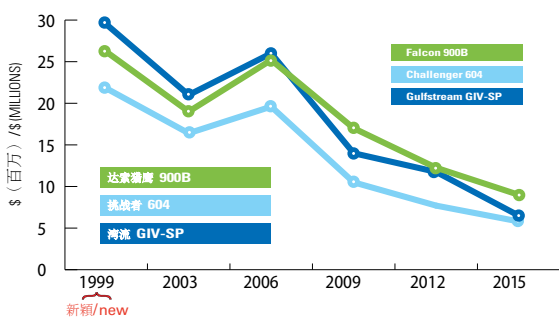
CABIN	
Height	6.2 ft
Width	7.7 ft
Length	33.2 ft
Volume	1,270 cu ft
Door Height	5.7 ft
Door Width	2.7 ft
Seats	2/12
BAGGAGE	
Internal	127 cu ft
WEIGHTS	
Maximum Takeoff	45,500 lb
Maximum Landing	42,000 lb
Basic Operating	25,275 lb
Usable Fuel	19,165 lb
Payload—Full Fuel	1,260 lb
Payload—Maximum	2,945 lb

1999 Falcon 900B Performance

RANGE (IFR NBAA 200 NM RESERVE)	
Seats Full	3,450 nm
Ferry Range (No Pax)	4,080
TAKEOFF & LANDING	
Balanced Field Length	5,144 ft
Landing Field Length	3,633 ft
Rate Of Climb	3,755 ft/min
Rate Of Climb (One Engine Out)	645 ft/min
SPEEDS	
Maximum	500 kt
Normal	466 kt
Long Range	428 kt
Stall Speed	82 kt
CEILINGS	
Certified Maximum	51,000 ft
Service At M _{to} w	39,600 ft
Service (One Engine Out)	31,000

Source: Conklin & De Decker, Orleans, Mass.

FAIR MARKET VALUE price comparison of competitive aircraft



Source: Vref Publications (vrefonline.com)

Falcon 900B compared with other aircraft

Model	First year produced	Variable cost/hour	Seats exec/max	Range (nm)	Normal cruise (kt)	Max takeoff weight (lb)
Falcon 900B	1987	\$4,553	12/19	4,000	466	45,500
Challenger 604	1996	\$4,086	10/19	4,033	459	48,200
Gulfstream GIV-SP	1986	\$5,302	13/19	4,136	476	74,600

Assumptions: Aircraft are 1999 models. Jet fuel \$6.56/gal; variable cost: fuel plus maintenance reserves; four passengers; NBAA IFR 200 nm reserve fuel; passenger weight 200 lb includes baggage; two pilots.

Sources: Conklin & de Decker Life Cycle Cost, Conklin & de Decker Aircraft Performance Comparator.

1999 Falcon 900B Economics

HOURLY DIRECT OPERATING COSTS	
Fuel (\$6.56/Gal)	\$2,152
Maintenance Labor (\$105/Hour)	\$310
Parts, Airframe, Engine, Avionics	\$306
Inspections, Component Overhauls, Life Limited Parts	\$404
Engine Restoration	\$810
Apu Overhaul	\$47
Landing And Parking Fees	\$54
Crew Expenses	\$307
Supplies And Catering	\$162
Total	\$4,552
ANNUAL FIXED OPERATING COSTS	
Crew Salaries (Est.)	
Captain	\$144,000
Copilot	\$108,000
Cabin Attendant	\$76,966
Benefits	\$98,690
Hangar Rental (Typical)	\$49,200
Insurance (Insured Hull Value, \$9 Million)	
Hull (0.15% Of Value)	\$13,500
Single-Limit Liability	\$12,500
Recurrent Crew Training	\$56,200
Aircraft Modernization (Avg. Per Year)	\$75,000
Navigational Chart Service	\$18,325
Refurbishing	\$132,300
Computer Maintenance Program	\$12,000
Aviation Weather Service (Typical)	\$700
Total	\$797,381
TOTAL ANNUAL COSTS (WITHOUT DEPRECIATION)	
Hourly Costs	\$6,438
Fixed Operating Costs	\$797,381
Total	\$803,819
Per Flight Hour	\$1,900.28
Per Nautical Mile	\$11.00
Per Seat Nautical Mile	\$0.92
TOTAL ANNUAL COSTS (WITH BOOK DEPRECIATION (10%))	
Hourly Costs	\$8,565
Fixed Operating Costs	\$797,381
Depreciation (10%)	\$960,000
Total	\$1,763,819
Per Hour	\$4,169.78
Per Nautical Mile	\$10.08
Per Seat Nautical Mile	\$0.84
TOTAL ANNUAL COSTS (WITH MARKET DEPRECIATION)	
Hourly Costs	\$7,289
Fixed Operating Costs	\$797,381
Depreciation	\$384,000
Total	\$1,187,819
Per Hour	\$2,808.08
Per Nautical Mile	\$6.79
Per Seat Nautical Mile	\$0.57
ASSUMPTIONS	
Annual Hours	423
Annual Nautical Miles	175,000
Seats	12

Source: Conklin & De Decker, Orleans, Mass.