King Air B200
Additional Information

**Economics**

(2002 King Air B200)

**Hourly Direct Operating Costs**
- Fuel ($6.84 per gal): $727.92
- Maintenance labor (at $93 per hour): $111.60
- Parts, airframe, engine, avionics: $88.36
- Inspections, component overhauls, life limited parts: $137.92
- Engine restoration: $233.82
- Misc. expenses
- Landing and parking fees: $13.34
- Crew expenses: $67.54
- Supplies & catering: $49.08

**Total Variable Flight Costs per Hour: $1,484.48**

Average speed: 257 knots
- Cost per nautical mile: $5.78

**Annual Fixed Operating Costs**
- Crew salaries (estimates)
  - Captain: $88,000
  - Copilot: $53,000
  - Benefits: $42,300
- Hangar rental (typical): $31,500
- Insurance (insured hull value = $2.15 million)
  - Hull (0.24% of value): $5,160
  - Single limit liability: $7,500
- Recurrent crew training: $14,800
- Aircraft modernization (avg per year): $30,000
- Navigational chart service: $2,246
- Refurbishing: $10,800
- Computer maintenance program: $3,000
- Aviation weather service (typical): $700

**Total Fixed Cost per Year: $289,006**

**Annual Budget—Based on 115,000 NM**
- Utilization: 447 hours
  - Variable cost: $663,563
  - Fixed cost: $289,006

**Total Fixed Cost (Without Depreciation): $952,569**
- Per hour: $2,131
- Per nautical mile: $8.28
- Per seat nautical mile: $1.38

**Total Cost (Without Depreciation): $952,569**
- Book depreciation (10% per year): $215,000

**Total Cost (With Book Depreciation): $1,167,569**
- Per hour: $2,612
- Per nautical mile: $10.15
- Per seat nautical mile: $1.69

**Total Cost (With Market Depreciation): $1,038,569**
- Market depreciation: $86,000

**Total Cost (With Market Depreciation): $1,038,569**
- Per hour: $2,323
- Per nautical mile: $9.03
- Per seat nautical mile: $1.51

**Specifications**

(2002 King Air B200)

**Cabin Dimensions**
- Height: 4.8 ft
- Width: 4.5 ft
- Length: 16.7 ft
- Volume: 303 cu ft
- Door height: 4.3 ft
- Door width: 2.25 ft

**Baggage**
- Internal: 54 cu ft

**Typical Seats Crew/Passengers: 2/6**

**Maximum Weights**
- Takeoff: 12,500 lb
- Basic operating: 8,820 lb
- Usable fuel: 3,645 lb
- Maximum payload: 2,180 lb
- Payload with full fuel: 125 lb

**Performance**

(2002 King Air B200)

**Range (IFR NBAA 200 nm reserve)**
- Seats full: 920 nm
- Ferry range: 1,580 nm

**Rate of Climb**
- 2,448 fpm
- One engine not operating: 745 fpm

**Cruise Speed**
- Max: 290 kt
- Long range: 226 kt

**Service Ceiling**
- Both engines: 35,000 ft
- One engine: 21,900 ft

**Fair Market Value**

Price comparison of competitive aircraft

**King Air B200 Compared with Other Aircraft**

<table>
<thead>
<tr>
<th>Model</th>
<th>First year produced</th>
<th>Variable cost/hour</th>
<th>Seats exec/max</th>
<th>Range (nm)</th>
<th>Normal cruise (kt)</th>
<th>Max takeoff weight (lb)</th>
</tr>
</thead>
<tbody>
<tr>
<td>King Air B200</td>
<td>1981</td>
<td>$1,484</td>
<td>6/15</td>
<td>1,164</td>
<td>283</td>
<td>12,500</td>
</tr>
<tr>
<td>Citation CJ2</td>
<td>2000</td>
<td>$1,776</td>
<td>6/8</td>
<td>1,331</td>
<td>413</td>
<td>12,375</td>
</tr>
<tr>
<td>Pilatus PC-12</td>
<td>1995</td>
<td>$984</td>
<td>7/10</td>
<td>1,604</td>
<td>261</td>
<td>10,450</td>
</tr>
</tbody>
</table>

Assumptions: Aircraft are 2002 models. Jet fuel $6.84/gal; variable cost: fuel plus maintenance reserves; four passengers; NBAA IFR 200 nm reserve fuel; passenger weight 200 lb includes baggage; two pilots.

Cost source: Conklin & de Decker Life Cycle Cost


**Support & Service | King Air B200 and Competitors**

<table>
<thead>
<tr>
<th>Model</th>
<th>Overall Average 2002</th>
<th>Overall Average 2001</th>
<th>Authorized Service Centers</th>
<th>Factory Service Centers</th>
<th>Parts Availability</th>
<th>Cost of Parts</th>
<th>Aircraft on the Ground Response</th>
<th>Warranty Fulfillment</th>
<th>Technical Manuals</th>
<th>Technical Reps</th>
<th>Aircraft Reliability</th>
</tr>
</thead>
<tbody>
<tr>
<td>King Air (older)</td>
<td>6.9</td>
<td>6.8</td>
<td>6.8</td>
<td>6.2</td>
<td>7.1</td>
<td>5.1</td>
<td>6.9</td>
<td>7.0</td>
<td>7.0</td>
<td>6.9</td>
<td>8.1</td>
</tr>
<tr>
<td>Cessna Citation (older)</td>
<td>7.4</td>
<td>7.6</td>
<td>7.4</td>
<td>7.5</td>
<td>7.4</td>
<td>5.8</td>
<td>7.4</td>
<td>7.4</td>
<td>7.5</td>
<td>7.7</td>
<td>8.3</td>
</tr>
<tr>
<td>Pilatus PC-12 (newer)</td>
<td>7.6</td>
<td>N/A</td>
<td>7.9</td>
<td>7.0</td>
<td>7.9</td>
<td>6.3</td>
<td>7.9</td>
<td>7.8</td>
<td>7.7</td>
<td>7.6</td>
<td>8.5</td>
</tr>
</tbody>
</table>

Source: Aviation International News 2012 Product Support Survey

Rating scale — 1 to 10: 1—inadequate; 3—poor; 5.5—average; 8—good; 10—excellent.