

King Air B200

Additional Information

economics

(2002 King Air B200)

HOURLY DIRECT OPERATING COSTS

- Fuel (\$6.84 per gal): \$772.92
- Maintenance labor (at \$93 per hour): \$111.60
- Parts, airframe, engine, avionics: \$98.36
- Inspections, component overhauls, life limited parts: \$137.82
- 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 (without depreciation): \$952,569

- Market depreciation: \$86,000

TOTAL COST (WITH MARKET DEPRECIATION): \$1,038,569

- Per hour: \$2,323
- Per nautical mile: \$9.03
- Per nautical seat mile: \$1.51

Source: Conklin & de Decker, Orleans, Mass.

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

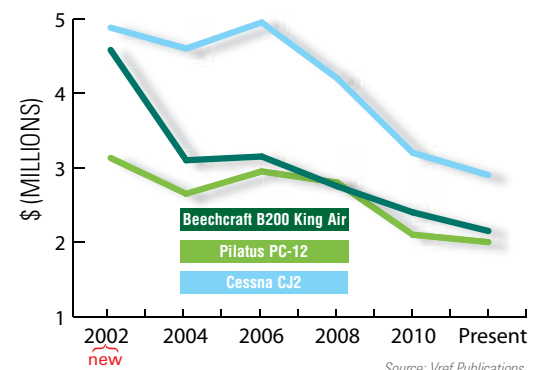
- Max: 290 kt
- Long range: 226 kt

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

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

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

Performance source: Conklin & de Decker Aircraft Performance Comparator, Orleans, Mass.



SUPPORT & SERVICE | KING AIR B200 AND COMPETITORS

Model	Overall Average 2012	Overall Average 2011	Authorized Service Centers	Factory Service Centers	Parts Availability	Cost of Parts	Aircraft on the Ground Response	Warranty Fulfillment	Technical Manuals	Technical Reps	Aircraft Reliability
King Air (older)	6.9	6.8	6.8	6.2	7.1	5.1	6.9	7.0	7.0	6.9	8.1
Cessna Citation (older)	7.4	7.6	7.4	7.5	7.4	5.8	7.4	7.4	7.5	7.7	8.3
Pilatus PC-12 (newer)	7.6	N/A	7.9	7.0	7.9	6.3	7.9	7.8	7.7	7.6	8.5

Source: Aviation International News 2012 Product Support Survey

Rating scale - 1 to 10: 1-inadequate; 3-poor; 5-average; 8-good; 10-excellent.