

# Premier 1

## Additional Information

### economics

#### HOURLY DIRECT OPERATING COSTS

- Fuel (\$6.86 per gal): \$1,090.74
- Maintenance labor (at \$93 per hour): \$132.03
- Parts, airframe, engine, avionics: \$122.04
- Inspections, component overhauls, life limited parts: \$81.08
- Engine restoration: \$248.30
- Misc. expenses
  - Landing and parking fees: \$13.34
  - Crew expenses: \$67.54
  - Supplies & catering: \$32.16

**TOTAL VARIABLE FLIGHT COSTS PER HOUR: \$1,787.23**

- Average speed: 392 knots
- Cost per nautical mile: \$4.56

#### ANNUAL FIXED OPERATING COSTS

- Crew salaries (estimates)
  - Captain: \$95,000
  - Copilot: \$60,000
  - Benefits: \$46,500
- Hangar rental (typical): \$26,900
- Insurance (insured hull value = \$1.65 million)
  - Hull (0.48% of value): \$7,920
  - Single limit liability: \$10,500
- Recurrent crew training: \$30,400
- Aircraft modernization (avg per year): \$30,000
- Navigational chart service: \$4,730
- Refurbishing: \$16,740
- Computer maintenance program: \$3,250
- Aviation weather service (typical): \$700

**TOTAL FIXED COST PER YEAR: \$332,640**

#### ANNUAL BUDGET-BASED ON 175,000 NM

(Utilization: 446 hours)

- Variable cost: \$797,105
- Fixed cost: \$332,640

**TOTAL FIXED COST (WITHOUT DEPRECIATION): \$1,129,745**

- Per hour: \$2,533
- Per nautical mile: \$6.46
- Per seat nautical mile: \$1.08

Total cost (without depreciation): \$1,129,745

- Book depreciation (10% per year): \$165,000

**TOTAL COST (WITH BOOK DEPRECIATION): \$1,129,745**

- Per hour: \$2,903
- Per nautical mile: \$7.40
- Per seat nautical mile: \$1.23

Total cost (without depreciation): \$1,129,745

- Market depreciation: \$66,000

**TOTAL COST (WITH MARKET DEPRECIATION): \$1,195,745**

- Per hour: \$2,681
- Per nautical mile: \$6.83
- Per nautical seat mile: \$1.14

Source: Conklin & de Decker, Orleans, Mass.

### specifications

#### CABIN DIMENSIONS

- Height: 5.4 ft
- Width: 5.5 ft
- Length: 13.6 ft
- Volume: 315 cu ft
- Door height: 4.16 ft
- Door width: 2.13 ft

#### BAGGAGE:

- Internal: 23 cu ft
- External: 55 cu ft

**TYPICAL SEATS CREW/PASSENGERS: 2/6**

#### MAXIMUM WEIGHTS

- Takeoff: 12,500 lb
- Basic operating: 8,565 lb
- Usable fuel: 3,611 lb
- Maximum payload: 1,435 lb

### performance

#### RANGE (IFR NBAA 200 nm reserve)

- Seats full: 850 nm
- Ferry range: 1,340 nm

#### RATE OF CLIMB

- 4,000 fpm
- One engine not operating: 948 fpm

#### CRUISE SPEED

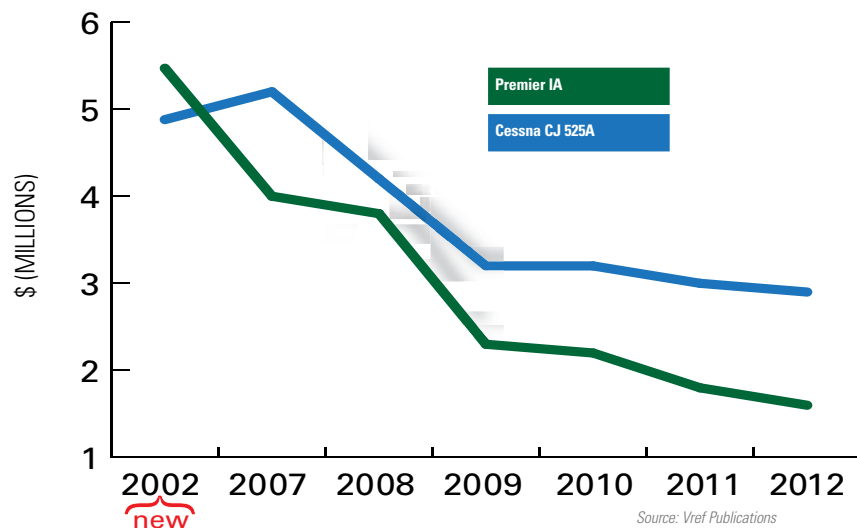
- Max: 461 kt
- Long range: 370 kt

#### SERVICE CEILING

- Both engines: 41,000 ft
- One engine: 28,000 ft

Source: Conklin & de Decker, Orleans, Mass.

**FAIR MARKET VALUE**  
price comparison of competitive aircraft



#### PREMIER 1 COMPARED WITH OTHER AIRCRAFT

| Model                    | First year produced | Variable cost/hour | Seats exec/max | Range (nm) | Normal cruise (kt) | Max takeoff weight (lb) |
|--------------------------|---------------------|--------------------|----------------|------------|--------------------|-------------------------|
| Premier 1                | 2001                | \$1,787            | 6/7            | 1,075      | 426                | 12,500                  |
| Citation CJ2             | 2000                | \$1,691            | 5/6            | 1,320      | 413                | 12,375                  |
| Sino Swearington SJ 30-2 | 2006                | \$2,059            | 5/6            | 2,013      | 460                | 13,950                  |

Assumptions: Aircraft are 2002 models exception SJ30-2, which is a 2006 model (first year produced). Jet fuel \$6.86/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.