Aircraft Operating Cost Report

Raytheon

King Air B200, BE-200

Aircraft Category: 1

Third Quarter 2003 Database

INTERPRETING ARG/US AIRCRAFT OPERATING COSTS

ARG/US aircraft operating cost data is generated quarterly from our proprietary database, which contains “real life” costs that are updated continually on over 90 of the most popular turbine business aircraft. Unlike much of the operating cost data that is available, ARG/US data gives unique insight as to actual costs because it is generated from real expenditures of U.S. based operators. Since 1995 ARG/US has maintained relationships with hundreds of U.S. flight departments and we continually track operating costs on each of their aircraft. These costs are then compiled within our database and averaged for a specific aircraft model to benchmark the “typical cost of operation”. Due to the dynamic nature of general costs such as fuel price, insurance, and training ARG/US conducts its own primary research to ascertain estimated industry averages. ARG/US Operating Costs Reports are extremely beneficial when purchasing, leasing, or selling an aircraft or evaluating your own.

When conducting your comparative analysis please refer to the footnoted definitions. The definitions or methodology behind how the costs are calculated have been included as a reference. Understanding how the costs are generated and which areas are measured will aid in comprehension.

Hints for Calculating Costs

Since aircraft utilization (usage hours) can vary widely from operator to operator there is really no “one size fits all” figure that can be applied to all operators. Instead ARG/US Operating Cost Reports organize costs into categories based on how often the costs are incurred. For example fixed costs are incurred annually while variable costs are incurred hourly. This format allows you to personalize your report and accurately calculate projected operating costs based your usage. Below is a general procedure of how to use your ARG/US Operating Cost Report to calculate operating costs.

Step 1: Determine your estimated annual hourly aircraft usage.

Step 2: If the aircraft is not on an engine maintenance program calculate annual reserves. If the aircraft is on an engine maintenance program omit step 2 and engine reserves from calculations and add the maintenance program hourly figure to variable costs.

$$\frac{\text{Inspection Interval x 2}}{\text{Estimated annual aircraft usage hours}} = \text{Estimated years of usagee until overhaul}$$

$$\frac{\text{Mid-Life Hot Section Inspection Cost* + Engine OH Cost*}}{\text{Estimated years of usage until OH}} = \text{Annual Engine Reserves}$$

Step 3: Estimate paint, interior refurbishment, mod./upgrade schedule (usually between 5 to 10 years. If unknown use 7 years.

$$\frac{\text{Paint Cost + Interior Refurbishment Cost + Mod./Upgrade}}{\text{Estimated Paint,Interior Refurb., Mod./Upgrade Schedule}} = \text{Annualized Cost}$$

Step 4: Annual Hours X Total Variable Costs = Estimated Total Annual Variable Cost

Step 5: Annual Variable Costs + Total Fixed Costs + Total Training Cost + Total Facilities Cost + Total Personnel Cost* + Annual Engine Reserves Cost + Annualized Paint/Interior/Mod./Upgrade Cost = Estimated Total Annual Cost of Operation

Step 6: Estimated Total Annual Cost of Operation = Total Hourly Cost of Operation

$$\frac{\text{Estimated Total Annual Cost of Operation}}{\text{Estimated Annual Hourly Usage}} = \text{Total Hourly Cost of Operation}$$

Methodology Inclusive to Category 1 Aircraft

General[1]

Category: Reflects the six groupings of aircraft. Certain data are common to all aircraft in a category, including miscellaneous services, the annual modernization / modification / upgrade allowance, and annual hangar / office lease expense.

Class: Numerical representation of the category (1 – 6)

Manufacturer: Company name may be abbreviated in some cases.

Model: Airframe manufacturer's model name.

Origin: City and State if origin is in the United States. Otherwise, country of origin.

Retail High Price[2] **:** Taken from the B&CA Purchase Planning Handbook for new aircraft or Vref for other than new aircraft, and reflects fully equipped, completed aircraft. Year in parenthesis, is the last year of production.

Retail Low Price: For other than new aircraft. Price reflects current market values based on B&CA equipped aircraft, utilizing Vref values.

Serial Number Range: Range of serial numbers for production aircraft, where available.

Total Manufactured: Total number of an aircraft model manufactured.

Years Aircraft Manufactured: Years the aircraft model was manufactured.

Characteristics[3]

Noise (dBA): FAR Part 36 certified noise levels. Fly over noise in A-weighted decibels (dBA) for turboprop aircraft.

Power Loading: MTOW divided by total rated thrust.

Seating: Seating capacity: Crew + Typical Executive Seating / Maximum Seating. For example, 2 + 8/19 indicates that the aircraft requires two pilots, there are eight seats in the typical executive configuration and the aircraft is certified for up to 19 passenger seats. Two pilots are required for all turbofan airplanes, except the CJ1, CJ 2, Citation SP series, and Raytheon Premier I, which have, or will have, a large percentage of single-pilot operators. Each occupant of a turbine-powered airplane is assumed to weigh 200 pounds, thus allowing for stowed luggage and carry-on items.

Wing Loading: MTOW divided by total wing area.

External Dimensions[4]

Height: External length, height and span dimensions are provided for use in determining hangar and/or tie-down space requirements.

Length: External length, height and span dimensions are provided for use in determining hangar and/or tie-down

space requirements.

Span: External length, height and span dimensions are provided for use in determining hangar and/or tie-down space requirements.

Internal Dimensions[5]

Internal length and width are based on a completed interior, including insulation, upholstery, carpet, carpet padding and fixtures.

Height: Interior height is measured at the center of the cabin cross section. It may be based on an aisle that is dropped several inches below the main cabin floor that supports the passenger seats. Some aircraft have dropped aisles of varying depths, resulting in less available interior height in certain sections of the cabin.

Length: For airplanes other than cabin-class models, the length is measured from the forward bulkhead ahead of the rudder pedals to the back of the rearmost passenger seat in its normal, upright position. For cabin-class aircraft, the overall length of the passenger cabin is shown, measured from the aft side of the forward cabin divider to the aft-most bulkhead of the cabin. The aft-most point is defined by the rear side of a baggage compartment that is accessible to passengers in flight or the aft pressure bulkhead. The overall length is reduced by the length of any permanent mounted system or structure that is installed in the fuselage ahead of the aft bulkhead. For example, some aircraft have full fuselage cross-section fuel tanks mounted ahead of the aft pressure bulkhead. The second length number is the net length of the cabin that may be occupied by passengers. It is measured from the aft side of the forward cabin divider to an aft point defined by the rear of the cabin floor capable of supporting passenger seats, the rear wall of an aft galley or lavatory, an auxiliary pressure bulkhead or the front wall of the pressurized baggage compartment. Some aircraft have the same net and overall interior length because the manufacturer offers at least one interior configuration with the aft-most passenger seat located next to the front wall of the aft luggage compartment

Width: Two width dimensions are shown for multi-engine turbine airplanes; one at the widest part of the cabin and the other at floor level. The dimensions, however, are not completely indicative of the usable space in a specific aircraft because of individual variances in interior furnishings.

Baggage[6]

Baggage External: Volume of external baggage compartment and typical weight capacity.

Baggage Internal: Volume of internal baggage area and typical weight capacity.

Power[7]

Engines: Number of engines, if greater than one, and the abbreviated name of the manufacturer: Hon -- Honeywell (Allied Signal), ASE -- AlliedSignal Engines, All -- Allison, CFE -- ASE/GE joint venture, BMW/RR -- BMW / Rolls Royce joint venture, CFMI -- CFM International, PWC -- Pratt & Whitney Canada, Wms/RR -- Williams/Rolls-Royce.

Output (shp ea) / Flat Rating: Takeoff rated shaft horsepower for turboprop aircraft. If an engine is flat rated, enabling it to produce take off rated output at a higher than ISA (standard day) ambient temperature, the flat rating limit is shown as ISA+ XX℃. Highly flat-rated engines, i.e. engines that can produce takeoff rated thrust at a much higher than standard ambient temperature, typically provide substantially improved high-density altitude and high-altitude cruise performance.

Inspection Interval[8] **:** The longest scheduled hourly major maintenance interval for the engine, either “t” for TBO or “c” for compressor zone inspection. OC is shown only for engines that have “on condition” repair or replace parts

maintenance. On condition repair or replacement parts maintenance is performed when an inspector deems necessary rather than after a pre-specified hourly use.

Weights[9]

Available Fuel, Executive Payload: Available fuel weight based on max ramp weight minus BOW plus executive payload, up to the actual fuel capacity.

Available Fuel, Max Payload: Max Ramp weight minus zero fuel weight, not to exceed maximum fuel capacity

Available Payload, Max Fuel: Max ramp weight minus the tanks-full weight, not to exceed zero fuel weight minus BOW.

BOW: Basic Operating Weight is shown for turbine-powered airplanes. BOW is based on the average EOW (empty operating weight) of the last ten (10) commercial deliveries, plus 200lbs for each required crewmember. There is no requirement to add in the weight of cabin stores, but some manufacturers choose to include galley stores and passenger supplies as part of the BOW build up.

Executive Payload[10] : Based on 200lbs per occupant for turbine-engine airplanes, as shown in the Executive Seating listing of Characteristics section. Only passengers are counted as occupants in turbine-powered airplanes because the required crew is included in the BOW. If the executive payload exceeds the maximum payload, maximum payload is shown.

Max Fuel: Usable fuel weight based on 6.7lbs per US gallon for Jet-A fuel. Fuel capacity includes optional, auxiliary and long-range tanks, unless otherwise noted.

Max Landing: Maximum landing weight as determined by structural limits.

Max Payload: Zero fuel weight minus BOW.

Max Ramp: Maximum ramp weight for taxi.

Max Takeoff: Maximum takeoff weight as determined by structural limits.

Useful Load: Maximum ramp weight minus BOW.

Zero Fuel: Maximum zero fuel weight, shown by "c" indicating the certified MZFW or "b", a computed weight based on MTOW minus the weight of fuel required to fly 1.5 hours at high-speed cruise.

Limits[11]

PSI: Cabin pressure differential (all pressurized airplanes).

Vmo: Maximum operating speed (red line for turbine-powered airplanes).

Va: Maneuvering speed.

Airport Performance[12]

A/S (5,000ft, @ 25℃): Accelerate / Stop distance (A/S) is shown for small multi-engine turboprop airplanes. Shown for 5,000ft elevation / 25℃ day density altitude.

A/S (Sea-Level, ISA): Accelerate / Stop distance (A/S) is shown for small multi-engine turboprop airplanes. Shown for sea-level, standard day.

NBAA IFR Range[13] : Computed at the hot / high departure mission weight, assuming a transition into standard day, ISA flight conditions after takeoff. The aircraft is flown at the long-range cruise speed.

TO (5000', @ 25℃): Approved Flight Manual takeoff runway performance. Shown for 5,000ft elevation / 25℃ day, density altitude.

TO (Sea-Level, ISA Temp): Approved Flight Manual takeoff runway performance. Shown for 5,000ft elevation / 25℃ day, density altitude.

Vdec: Accelerate / stop decision speed (light multi-engine turboprop airplanes).

Vmca: Minimum control airspeed--airborne (light multi-engine turboprop airplanes).

Vxse: Best angle-of-climb speed, one-engine inoperative (multi-engine turboprop airplanes under 12,500 pounds).

Vyse: Best rate-of-climb speed, one-engine inoperative (multi-engine turboprop airplanes under 12,500 pounds).

Climb[14]

Engine-Out Gradient, (ft/nm): Initial engine-out feet per nautical mile gradient, for multi-engine turboprops with MTOW of 12,500 pounds or less. OEI climb rate and gradient is based on landing gear retracted and wing flaps in the takeoff configuration used to compute the published takeoff distance. The climb gradient for such airplanes is obtained by dividing the product of the climb rate (fpm) in the Airplane Flight Manual times 60 by Vyse climb speed, as appropriate. The OEI climb gradients shown for FAR Part 23 Commuter Category and FAR Part 25 Transport Category aircraft are the second-segment net climb performance numbers published in the AFMs. The AFM net second-segment climb performance numbers are adjusted downward by .8 percent to compensate for variations in pilot technique and ambient conditions. The OEI climb gradient is computed at the same flap configuration used to calculate the takeoff field length.

Engine-Out Rate, (fpm): The one-engine-inoperative (OEI) climb rate for multi-engine aircraft at MTOW is derived from the Airplane Flight Manual. OEI climb rate and gradient is based on landing gear retracted and wing flaps in the takeoff configuration used to compute the published takeoff distance.

Initial All-Engine Gradient, (ft/nm): The initial all-engine climb gradient in feet per nautical mile.

Time to Climb / Altitude: Provides an indication of overall climb performance, especially if the aircraft has an all-engine service ceiling well above sample top-of-climb altitudes. The all-engine time to climb to one of two specific altitudes is shown, based on type of aircraft departing at MTOW from a sea-level, standard-day airport: (1) FL 100 (10,000ft) for unpressurized multi-engine turboprop aircraft, or (2) FL 250 (25,000ft) for pressurized multi-engine turboprop aircraft. The data is published as time-to-climb in minutes / climb altitude. For example, if a non-pressurized twin-engine turboprop aircraft can depart from a sea-level airport at MTOW and climb to 10,000 feet in eight minutes, the time to climb is expressed as 8 / FL 100.

Ceilings[15]

All-Engine Service: Maximum altitude at which at least 100-fpm rate of climb can be attained, assuming the aircraft departed a sea-level, standard-day airport at MTOW and climbed directly to altitude.

Certificated: Maximum allowable operating altitude determined by airworthiness authorities.

Engine-Out Service: Maximum altitude at which a 50-fpm rate of climb can be attained, assuming the aircraft departed a sea-level, standard-day airport at MTOW and climbed directly to altitude.

Sea-Level Cabin: Maximum cruise altitude at which a 14.7-psi, sea level cabin altitude can be maintained in a pressurized airplane.

Cruise[16]

Cruise performance is computed using EOW with four occupants. Assume 200 pounds for each occupant of turbine-powered aircraft.

Altitude: (FL) flight level cruise altitude.

Fuel Flow: Fuel flow in pounds / hour.

Specific Range[17] **:** Specific range for short-range, high-speed performance and specific range for long-range cruise is specified by the manufacturer.

KTAS: Knots True Air Speed (KTAS).

Speed, fuel flow, specific range and altitude in each category are based on one mid-weight cruise point. They are not an average for the overall mission. For FAR Part 23 Commuter Category and FAR Part 25 aircraft, the maximum cabin altitude for computing cruise performance is 8,000 feet.

Variable Costs (Hourly)[18]

Variable costs are so named because they vary as a function of utilization. Because the total expense incurred in any one of these areas is dependent upon the number of flight hours flown, it is convenient to view these costs on a per-flight-hour basis. A flight hour is assumed to be from engine start to engine shutdown, and includes taxi, climb, cruise, descent, landing and parking.

Fuel Consumption: amount of fuel consumed in US gallons per hour.

Fuel Expense: Calculated by multiplying the average hourly aircraft fuel consumption by the current average nationwide fuel price. Average hourly fuel consumption is derived from actual operator experience and includes fuel burn throughout the entire spectrum of flight operations listed above.

Maintenance Labor Expense[19] **:** Maintenance labor expense represents the combined costs of internal and outside or contract labor and includes both scheduled and nonscheduled maintenance. The figure shown is based on operator experience.

Parts Expense[20] **:** Includes costs for all replacement parts for the airframe, avionics and engines if the aircraft is not enrolled in an engine maintenance plan. This figure is derived from model-specific operator experience.

Miscellaneous Trip Expense[21] **:** All trip-related expenses including crew overnight expenses, catering, cabin supplies and landing / parking fees. This expense will be the same for all aircraft in a particular category / class.

Total Variable Cost: Represents the sum of the variable hourly costs for an aircraft model.

Fixed Costs[22]

Fixed costs include those costs that must be borne by the flight department irrespective of the level of aircraft utilization.

Hull Insurance: Based on the average rate per $100 of hull value. The figure reflects the cost of insuring to the value of the equipped price from the current B/CA Purchase Planning Handbook for new aircraft or Vref® price for other than

new aircraft. Rates include typical war risk coverage. Adjustments should be made based on the actual value of the subject aircraft.

Hull Insurance per $100[23] **:** Cost factor in percentage of dollars per $100 dollars of hull insurance coverage.

Liability Insurance: Based on the average rate per $1,000,000 of liability coverage. The figure shown represents the total annual cost for this aircraft Class: Class 1--$25,000,000 coverage, Class 2--$100,000,000 coverage, Class 3-6--$200,000,000 coverage.

Liability Insurance per $M[24] **:** Cost in dollars per million dollars of liability coverage.

Maintenance Software Program: Represents the typical annual cost for a computerized maintenance tracking service for the aircraft.

Miscellaneous Services[25] **:** Includes annual expenses associated with memberships, weather services, navigational chart subscriptions, etc. Does not include per-trip weather and handling fees that are included in Variable Costs-Miscellaneous Trip Expenses.

Periodic Costs[26]

Periodic costs include those overhaul, refurbishment and modernization items, which occur infrequently. The figures shown are based on shop quotes as well as operator experience.

Engine Overhaul: Represents the average expense per engine for a routine engine overhaul. Actual cost may vary significantly depending upon the condition of the engine. This cost is not applicable if enrolled in an engine maintenance plan.

Interior Refurbishment: Includes replacement of major soft goods like carpet and upholstery and repair and refinishing of woodwork. Costs will increase significantly with the replacement of woodwork, reconfiguration of the seating, and replacement of cabin electronics.

Mid-Life / Hot Section Inspection: Represents the average expense per engine for a routine midlife inspection. Actual cost may vary significantly depending upon the condition of the engine. This cost is not applicable if enrolled in an engine maintenance plan.

Modernization / Modification / Upgrade: Includes aircraft modernization as well as modifications to the airframe and engines and upgrades to the avionics installation. The figure shown is based on actual operator experience for the class of aircraft. These costs may vary widely depending upon the extent of modification undertaken.

Inspection Interval: The longest scheduled hourly major maintenance interval for the engine, either “t” for TBO or “c” for compressor zone inspection. OC is shown only for engines that have “on condition” repair or replace parts maintenance. On condition repair or replacement parts maintenance is performed when an inspector deems necessary rather than after a pre-specified hourly use.

Paint: Includes stripping, basic surface preparation and repainting in a typical two-color scheme.

Training Costs[27]

Flight Crew Training: Represents the average cost of initial aircraft-specific training per pilot. Cockpit Resource Management (CRM) training is considered flight-oriented and is included in this figure.

Maintenance Tech Training: Represents the average cost of initial aircraft-specific training for each maintenance technician.

Facilities Cost (Annual)[28]

Hangar / Office Lease Expense: Represents the average annual cost associated with the flight department's hangar and office, including rent, insurance (other than aircraft insurance), utilities, lawn service, snow removal, janitorial service, security guards, etc. The figures are per aircraft per year.

Miscellaneous Office Expense: Represents the average office expenditures for such items as postage, office supplies, legal and professional fees, data processing, etc. The figure is derived from an average reported by operators for the aircraft class.

Maintenance Programs[29]

Airframe: Represents the rate that the manufacturer will guarantee for replacement parts during the first year of service. This cost is likely to vary for subsequent years. Check with the manufacturer concerning details of these plans.

Engine OEM, ESP Gold, JSSI Complete and MSP Gold: Depict the hourly rate per engine for coverage in the plan cited. Costs listed below for Hot Section Inspection and Engine Overhaul are not applicable if enrolled in an engine maintenance plan.

Not Applicable (--): The measure does not apply to this aircraft

Not Available (NA): The data for this measure is currently not available.

Not Possible (NP): The data for this measure cannot be calculated or does not apply to this aircraft.

Personnel Costs[30]

Captain Salary: Represents nationwide average salary including employer-paid payroll taxes.

First Officer Salary: Represents nationwide average salary including employer-paid payroll taxes.

Maintenance Tech Salary: Represents nationwide average including employer-paid payroll taxes. This figure is shown for planning purposes only and is already factored into the Maintenance Labor Expense, listed under Variable Costs above.

RAYTHEON
King Air B200, BE-200

Data based on latest manufactured year
Aircraft Category: Class 1

Background/History

In January 1964 the first Beechcraft 65-90 took to the air. Based on the piston-engined Model 65 Queen Air, the -90 featured the then-new Pratt & Whitney Canada PT6A turboprop powerplants in place of the earlier 65's Lycoming flat-six piston engines. A pressurized model was developed, and was designated the King Air 90. Many variants followed, including the stretched King Air 100, and the further-stretched Super King Air 200 which was certificated in 1973. The Super King Air 200 had a greater wingspan, increased operating weights, increased fuel capacity, and also introduced the venerable T-tail now seen on all larger King Air models. In May 1980, the model B200, which featured the PT6A-42 engine and a bleed air sytem which increased cabin pressurization to 6.5 psi, went into production and remains a current Raytheon offering with over 1075 aircraft manufactured through 2002.

Power

The King Air B200 is powered by a pair of Pratt & Whitney Canada PT6A-42 turboprop engines flat-rated at 850shp to ISA + 26C, each driving a McCauley four-bladed, full-feathering, reversible, constant-speed propeller. Engine inspection interval is 3,600 hours.

Avionics

The King Air B200 instrument panel includes the two-tube Collins EFIS-84, with the attitude display positioned above the nav display, and Collins APS-65H, or the optional five-inch EFIS-85 and WXR-840 weather radar, and EFS 74 nav display for the copilot's panel, dual Collins Pro Line II comm/nav/ident radios with DME and dual glideslope, and Collins WXR-840 color weather radar.

Design Features

The King Air B200 is a pressurized, twin-engine turboprop business aircraft configured as a cantilever low-wing monoplane with a T-tail and aft ventral fin. It has retractable tricycle landing gear with dual wheels on each unit. An airstair door is located aft of the wing on the port side of the fuselage. The 200 series King Air has the same fuselage as its predecessor the B100 but its longer wings, engines and many of its systems are new. To counter many operators' complaints, Raytheon engineers have taken measures to significantly reduce cabin noise levels in later model B200's, from 1993 on, by utilizing smaller diameter four-bladed props with lower tip speeds. In addition, thirty-two tuned dynamic vibration absorbers mounted at strategic points throughout the airframe have reduced sound levels by as much as 5.4 dB in the center of the cabin and 15.8 dB in the cockpit.

Accomodations

Standard configuration of the King Air B200 is for eight passengers in an arrangement with a club plus four individual seats. A ten-passenger configuration is available in which a two-place divan is located aft of the copilot seat, a single seat is behind the pilot's position, a four-seat club is aft of those seats, and a lavatory seat and two fold-down seats occupy the aft cabin area. A large baggage area is located in the aft cabin area. Cabin dimensions are 4.8ft.high, 4.5ft. wide and 16.7ft. in length.

RAYTHEON
King Air B200, BE-200

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Aircraft Category: Class 1

General[1]

Category	Multiengine Turboprop < 12,500 lbs.
Years Aircraft Manufactured	1981 - current
Serial Nbr Range	0734-1820 (up)
Origin	Wichita, KS
Total Manufactured	1087
Class	1
Retail High Price[2]	$4,843,415 (2003)
Retail Low Price	$1,120,000

Characteristics[3]

Seating	1+7/15
Wing Loading	41.3
Power Loading	7.3
Noise (dBA):	79.2

External Dimensions (ft)[4]

External Length	43.8
External Height	14.8
External Span	54.5

Internal Dimensions (ft)[5]

Internal Length (Overall/Net Height)	16.7/16.7
Internal Height	4.8
Internal Width (Max/Floor)	4.5/4.1

Baggage[6]

External: Cu.Ft./Lb.	-2.0
External: Cu.Ft./Lb.	-2.0

Power[7]

Engines	2 P&WC PT6A-42
Output (SHP ea.)/Flat Rating	850shp/ISA+26
Inspection Interval[8]	3,600t

Weights (lb)[9]

Max Ramp	12,590
Max Takeoff	12,500
Max Landing	12,500
Zero Fuel	11,000c
BOW	8,645
Max Payload	2,355
Useful Load	3,945
Executive Payload[10]	1,400
Max Fuel	3,645
Avail Payload Max Fuel	300
Avail Fuel Max Payload	1,590
Avail Fuel Exc Payload	2,545

Limits[11]

Cabin Pressurization (PSI)	6.5
Vmo	260
Va	182

Airport Performance[12]

TO (Sea Level, ISA Temp)	2,579
TO (5000', @25C)	3,800
NBAA IFR Ranges[13]	--
A/S (Sea-Level, ISA)	3,411
A/S (5,000ft, @25℃)	4,600

Airport Performance (contd.)[12]

Vmca	86
Vdec	94
Vxse	115
Vyse	121

Climb[14]

Time to Climb\Alt	16/FL 250
Engine-Out Rate fpm	740
FAR 25 Engine-Out Grad (ft/nm)	364
Initial All Eng Grad (ft/nm)	1,076

Ceilings (ft)[15]

Certificated	35,000
All Eng Srv	35,000
Eng Out Service	21,900
Sea Level Cabin	15,293

Long Range Cruise[16]

KTAS	228
Fuel Flow	378
Altitude	FL 290
Specific Range	.603

High Speed Cruise[16]

KTAS	289
Fuel Flow	700
Altitude	FL 220
Specific Range	.413

RAYTHEON
King Air B200, BE-200

Data based on latest manufactured year
Aircraft Category: Class 1

Variable Costs (Hourly)[18]

Fuel Expense	$300.79
Fuel Consumption (gal/hr)	106
Maintenance Labor Expense [19]	$77.50
Parts Expense [20]	$67.00
Misc. Trip Expense [21]	$63.60
Total Variable Costs	$508.89

Fixed Costs (Annual)[22]

Hull Insurance	$38,747
Liability Insurance (25)	$8,250
Hull Insurance per $100 [23]	$.80
Liability Insurance per $M [24]	$330
Maintenance Software Programs	$5,334
Misc. Services [25]	$2,486

Periodic Costs[26]

Mid-Lif/Hot Section Inspection	$33,200
Engine Overhaul	$245,500
Paint	$29,300
Interior Refurbishment	$72,400
Modernization/Upgrade	$17,270

Training Costs[27]

Flight Crew	$10,400
Maintenance Tech	$5,400

Facilities Costs (Annual)[28]

Hangar/Office Lease Expense	$23,674
Misc. Office Expense	$1,972

Maintenance programs[29]

Airframe	N/A
MSP Gold (per engine)	--
JSSI Complete (per engine)	$85.10
ESP Gold (per engine)	$70.85
Engine OEM (per engine)	$70.85

Personnel Costs[30]

Captain Salary	$55,754
First Officer Salary	$39,166
Maintenance Tech Salary	$39,128

44 Apple Street
Tinton Falls, NJ 07724
Phone: 732-530-6400

AMSTAT Availability Report

Raytheon King Air B200, BE-200

Report generated Monday, July 21, 2003
Please verify the accuracy of this information with the most up to date information available at www.amstatcorp.com.

Total For Sale:	**74**
Total For Lease:	**0**
Avg # Days for Sale:	**261**
Low Asking Price:	**$850,000.00**
High Asking Price:	**$4,095,000.00**
Avg Asking Price:	**$1,823,634.00**
Low Total Time:	**10**
High Total Time:	**11800**
Avg Total Time:	**5147**

To find out more about specific aircraft within this summary please contact the AMSTAT Corporation at:

44 Apple Street
Tinton Falls, NJ 07724
Phone: 732-530-6400
WebSite: www.amstatcorp.com

RAYTHEON
King Air B200, BE-200

Data based on latest manufactured year
Aircraft Category: Class 1

Airworthiness Compliance Summary

Current as of July21, 2003

AD #	Category	Subject	Amend. #	Recur.
2001-11-03	Airframe	Protect the blower motor circuit	39-12244	No
2002-23-11	Airframe	Prevent the balance weight attachment screws from becoming loose	39-12955	No
2003-02-03	Airframe	Assure that clear and complete operating instructions are visible	39-13019	No
75-14-03	Airframe	Autopilot	39-2248	No
76-10-12	Airframe	Wooden blade failure	39-2620	Yes
83-07-14	Airframe	One-ply window replacement	39-4628	No
85-22-05	Airframe	Nut and bolt replacement	39-5146	Yes
87-04-24	Airframe	Elevator trim cable system	39-5599	No
87-17-05 R1	Airframe	Wing fuel bay panels	39-5847	No
87-22-01 R1	Airframe	Nose landing gear	39-6312	Yes
89-19-04 R1	Airframe	Wing fuel bay skin panels	39-6639	Yes
89-22-14	Airframe	Aileron	39-6357	No
90-08-17	Airframe	Moisture drain system	39-6564	No
91-12-10	Airframe	Wing spar attachment	39-7021	No
91-12-11	Airframe	Windows	39-7022	No
92-06-11	Airframe	Erroneous attitude information	39-8191	No
92-10-12	Airframe	Aft cowling doors	39-8246	No
92-15-01	Airframe	Fail. of truss/firewall bolts	39-8294	No
92-27-10	Airframe	Pilot or Copilot chair	39-8444	No
93-25-07	Airframe	Fuselage stringers	39-8773	Yes
95-13-03	Airframe	Landing gear motor	39-9284	No

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King Air B200, BE-200

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Airworthiness Compliance Summary (Contd.)

Current as of July21, 2003

AD #	Category	Subject	Amend. #	Recur.
96-03-13	Airframe	Main landing gear	39-9510	No
96-09-13	Airframe	Icing conditions	39-9589	No
96-17-10	Airframe	Outflow/safety valves	39-9719	No
97-01-12	Airframe	GPWS equipment	39-9883	No
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97-23-17	Airframe	Inspection of tubing	39-10207	No
97-25-01	Airframe	Outflow/safety valve	39-10224	No
97-25-03	Airframe	AFM Limitations Section	39-10226	No
98-10-05	Airframe	Fire resistant wiring	39-10516	No
98-15-13	Airframe	Rubber fuel hose	39-10664	No
98-20-38	Airframe	AFM revision	39-10806	No
98-21-35	Airframe	MLG actuator clevis assembly	39-10843	No
99-09-10	Airframe	Landing gear hand pump	39-11143	No
99-09-15	Airframe	Flight control mechanism	39-11148	No
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