

JET WORK SHEET
Aircraft - King Air C90B

INDICATED DIRECT COST- <i>per hour</i>		INDICATED FIXED COSTS - <i>Annual</i>		INDICATED ANNUAL BUDGET	
Fuel at \$ 4.00/ gallon	360.00	Crew Salaries		Utilization (200 charter/200 owner)	400 hours
Maintenance		Hangar	\$12,000.00		
Labor at \$85/ hour	100.00	Insurance	\$26,000.00	Direct Costs	\$270,400.00
Parts-airframe, engines & Avionics	76.00	Miscellaneous Overhead		Fixed Cost	\$ 63,200.00
Engine Restoration Costs	140.00	Recurrent Training	\$12,000.00	Total Cost	\$333,600.00
Thrust Reverser		Management Fee	\$12,000.00	Cost per hour -	\$ 834.00
APU Overhaul		Navigational Equipment, etc.	\$ 1,200.00		
Miscellaneous Flight Expenses		Refurbishing			
Landing and Parking Fees		Computerized Maint. Program		Leaseback Revenue	\$226,400.00
Crew Expenses		Weather Services		Less Operating Cost	\$333,600.00
Small Supplies and Catering		Book Depreciation		Total Yearly Cost	\$ 107,200.00
TOTAL DIRECT COST PER HOUR	676 .00	TOTAL FIXED COSTS	63,200.00	Owners adjusted hourly cost -	\$ 536.00

CRUISE SPEED - 230 KNOTS

PASSENGERS – 6 + 2 crew

ENGINES - PRATT & WHITNEY PT6-21

ENGINE TBO - 3600 HOURS

SERVICE CEILING - 30,000 FEET

CHARTER RATE - \$1200.00 PER HOUR (plus \$112/hr. fuel surcharge)

LEASEBACK SPLIT - 85% owner/15% operator

Owner pays all direct and indirect costs of the aircraft during both personal and charter flights. During charter flights the operator pays 85% of the charter rate to the owner and provides the crew. Should the owner need a pilot for personal trips, a crew would be provided at a daily rate of \$450.00.

BENEFITS -

*** As long as the aircraft is being used for charter and remains on the Charter Certificate, there is no State Sales Tax due on the initial purchase.**

***Operator has negotiated discount rates on maintenance, parts and fuel. These rates are passed along to the owner.**

***Operator has multiple like aircraft on the Charter Certificate and there would be no expenses incurred to add the aircraft to the fleet.**

***There would be no expenses for pilot training as the operator has trained pilots on staff.**

***A fleet of back-up aircraft available to the owner for larger or smaller missions.**

All the above numbers are estimated from prior operation. Operator cannot guaranty these figures for future use.