

# Falcon 900EX *Additional Information*

## economics

(2003 Falcon 900EX)

### HOURLY DIRECT OPERATING COSTS

- Fuel (\$6.86 per gal): \$2,154.04
  - Maintenance labor (at \$93 per hour): \$176.17
  - Parts, airframe, engine, avionics: \$176
  - Inspections, component overhauls, life limited parts: \$265.83
  - Engine restoration: \$710.34
  - APU overhaul: \$42.34
  - Misc. expenses
    - Landing and parking fees: \$53.61
    - Crew expenses: \$290.58
    - Supplies & catering: \$153.30
- TOTAL VARIABLE FLIGHT COSTS PER HOUR: \$4,022.21**
- Average speed: 418 knots
- Cost per nautical mile: \$9.62

### ANNUAL FIXED OPERATING COSTS

- Crew salaries (estimates)
    - Captain: \$135,000
    - Copilot: \$90,000
    - Captain: \$84,000
    - Benefits: \$92,700
  - Hangar rental (typical): \$55,400
  - Insurance (insured hull value = \$18.5 million)
    - Hull (0.13% of value): \$24,050
    - Single limit liability: \$16,500
  - Recurrent crew training: \$65,400
  - Aircraft modernization (avg per year): \$50,000
  - Navigational chart service: \$18,275
  - Refurbishing: \$117,180
  - Computer maintenance program: \$12,000
  - Aviation weather service (typical): \$700
- TOTAL FIXED COST PER YEAR: \$761,205**

### ANNUAL BUDGET—BASED ON 175,000 NM

- (Utilization: 419 hours)
- Variable cost: \$1,685,306
  - Fixed cost: \$761,205
- TOTAL FIXED COST (WITHOUT DEPRECIATION): \$2,446,511**
- Per hour: \$5,839
  - Per nautical mile: \$13.98
  - Per seat nautical mile: \$1.17

Total cost (without depreciation): \$2,446,511

- Book depreciation (10% per year): \$1,850,000

**TOTAL COST (WITH BOOK DEPRECIATION): \$4,296,511**

- Per hour: \$10,254
- Per nautical mile: \$24.55
- Per seat nautical mile: \$2.05

Total cost (without depreciation): \$2,446,511

- Market depreciation: \$740,000

**TOTAL COST (WITH MARKET DEPRECIATION): \$3,186,511**

- Per hour: \$7,605
- Per nautical mile: \$18.21
- Per nautical seat mile: \$1.52

## specifications

(2003 Falcon 900EX)

### CABIN DIMENSIONS

- Height: 6.2 ft
- Width: 7.7 ft
- Length: 33.2 ft
- Volume: 1,264 cu ft
- Door height: 5.6 ft
- Door width: 2.6 ft

### BAGGAGE:

- Internal: 127 cu ft

### TYPICAL SEATS CREW/PASSENGERS: 2/12

### MAXIMUM WEIGHTS

- Takeoff: 48,300 lb
- Basic operating: 24,700 lb
- Usable fuel: 21,000 lb
- Maximum payload: 6,164 lb
- Payload with full fuel: 2,800 lb

## performance

(2003 Falcon 900EX)

### RANGE (IFR NBAA 200nm reserve)

- Seats full: 4,500 nm
- Ferry range: 4,725 nm

### RATE OF CLIMB

- 3,880 fpm
- One engine not operating: 755 fpm

### CRUISE SPEED

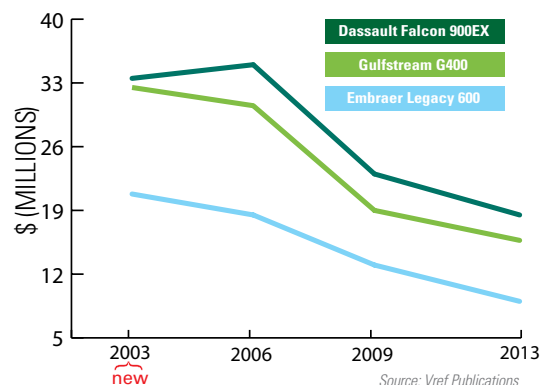
- Max: 482 kt
- Long range: 430 kt

### SERVICE CEILING

- Both engines: 51,000 ft
- One engine: 31,400 ft

Source: Conklin & de Decker, Orleans, Mass.

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



## FALCON 900EX COMPARED WITH OTHER JETS

Model	First year produced	Variable cost/hour	Seats exec/max	Range (nm)	Normal cruise (kt)	Max takeoff weight (lb)
Falcon 900EX	1996	\$4,022	12/19	4,630	459	48,300
Gulfstream G400	2003	\$5,187	13/19	4,136	476	74,600
Embraer Legacy 600	2006	\$3,858	13/14	3,403	440	49,604

Assumptions: Aircraft are 2003 models. Jet fuel \$6.86/gal; variable cost: fuel plus maintenance reserves; four passengers, two pilots; NBAA IFR 200 nm reserve fuel; passenger weight 200 lb includes baggage.

Cost source: Conklin & de Decker Life Cycle Cost

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



## SUPPORT & SERVICE | FALCON MODELS 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
Falcon models	7.4	7.3	7.6	6.6	7.9	5.7	7.7	7.5	6.7	7.8	8.7
Gulfstream models	8.2	7.9	8.0	7.8	8.3	5.8	8.6	7.9	8.5	8.8	9.0

Source: Aviation International News 2012 Product Support Survey  
Rating scale - 1 to 10: 1-inadequate; 3-poor; 5.5-average; 8-good; 10-excellent.

Cost source: Conklin & de Decker Life Cycle Cost

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