

## Cost Comparison: Dynamax Freightliner Columbia Grand Sport GT and Various Private Aircraft

### Cost Comparison: Dynamax Freightliner Columbia Grand Sport GT and Various Private Aircraft

Most people with agree that travel by private jet aircraft is the epitome of luxury travel.

This cost comparison allows owners of Dynamax truck based Recreational Vehicles to see, in a simplified format, the various operational costs associated with use of a Dynamax vehicle and compare those costs with those incurred by owners of turboprop and turbofan aircraft. The author produced the following charts in hopes that owners will gain a new understanding of operational costs, particularly in comparison to those experienced by aircraft owners.

The comparison of Dynamax operational costs to aircraft is fair for 2 reasons:

1. Dynamax motor coaches provide comfortable travel to distant locations with much of the same privacy as travel by private aircraft.
2. Dynamax motor coaches provide large cabins for passengers that are temperature controlled and large crew areas for operation of the vehicle, matching the attributes of cabin class privately owned turboprop and turbofan aircraft. Both types of vehicles offer on board restroom facilities, a galley, navigation equipment, communication equipment, and entertainment systems. There are also areas where passengers may rest while in route; which are common to both types.

Equipment Budget Item	Fury a Dynamax Freightliner Grand Sport GT	Single Turbo Prop Pliatus PC12 NG	Twin Turbo Prop Beechcraft King Air 350iER	Light Jet One Aviation Eclipse 550	Medium Cabin class Jet Cessna Citation CJ4	Heavy Cabin class Jet Gulfstream G550
Hours per year	200 hrs	200 hrs	200 hrs	200 hrs	200 hrs	200 hrs
Miles per year	10,000 mi @ 50 mph.	70,000 mi @ 350 mph	70,000 mi @ 350 mph	85,000 mi @ 425 mph	85,000 mi @ 454 mph	100,000 mi @ 508 mph
Fuel per year	\$2,248.63	\$49,561.20	\$71,800	\$37,771	\$161,200	\$442,640
GenSet Fuel / yr	\$172.43	-	\$3,530			
Routine Maint.	\$350				\$57,200	\$28,598
Annual Insp.	\$119.95	\$2,500	\$4,000	\$3,500	\$5,000	\$5,000
Landing Fees		-	-	-	-	-
RV Resort Fees or Tie down fees	-	-	-	-	-	-
Storage / Hangar	\$4,200	\$33,442.50	\$31,785.00	\$30,703	\$30,703	\$106,236
Engine Reserve	\$300	*	#	\$49,400	\$65,200	\$191,670

## Cost Comparison: Dynamax Freightliner Columbia Grand Sport GT and Various Private Aircraft

Transmission Reserve	\$200					
Propeller Reserve		\$3,000	\$6,000			
APU / Genset Reserve	\$38	*	#			\$25,000
Tire Reserve	\$557.14	*				
Crew	-	\$68,250.00	\$68,250.00	\$115,331	\$202,268	\$80,000 misc \$383,964 Flight = Total \$463,964
Crew Training	\$2,425	\$10,920.00	\$7,215.00	\$13,226	\$32,525	\$112,270
Insurance	\$1,100	\$21,766.88	\$11,310.00	\$21,314	\$21,881	\$56,987
Jet Management				\$30,000	\$30,000	\$78,800
Annual Maint.	\$1,000	\$61,910*	\$89,510#	\$28,000		\$105,846
Avg. \$ / hour	\$48.65	\$726.79	\$1206.29	\$740.75	\$1540.13	\$3662.14
Avg. \$ / mile	\$0.97	\$2.91	\$4.02	\$2.12	\$3.62	\$7.32
Seat mile \$/mile	\$0.16	\$0.42	\$0.50	\$0.71	\$0.52	\$0.41
Direct Operating Costs per year	5,941.20	\$132,110	\$191,210	\$180,800	\$324,900	\$850,156
Fixed Operating Costs per year	\$6,769.95	\$134,379	\$118,560	\$194,115	\$350,254	\$726,056
Total Costs per year	\$12,711.15 \$1.27 / mi s-m = \$0.21	\$266,489 \$3.081 / mi s-m = \$0.54	\$309,770 \$4.43 / mi s-m = \$0.55	\$455,018 \$5.35 / mi s-m = \$1.78	\$675,154 \$7.94 / mi s-m = \$1.14	\$1,576,211 \$15.76 / mi s-m = \$0.88
Total Costs per hour for year	\$63.56	\$1,332.45	\$1,548.85	\$2,275.09	\$3,375.77	\$7,881.06
Total Costs per hour for year @ 800 of use	\$15.89 200 hrs road 600 hrs camp					