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

| Equipment <br> Budget Item | Fury a Dynamax Freightliner Grand Sport GT | Single <br> Turbo Prop Pliatus PC12 NG | Twin Turbo Prop Beechcraft King Air 350iER | Light Jet <br> One Aviation Eclipse 550 | Medium Cabin class Jet Cessna Citation CJ4 | Heavy Cabin class Jet <br> Gulfstream G550 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Hours per year | 200 hrs | 200 hrs | 200 hrs | 200 hrs | 200 hrs | 200 hrs |
| Miles per year | $\begin{aligned} & 10,000 \mathrm{mi} @ \\ & 50 \mathrm{mph} . \end{aligned}$ | $70,000 \mathrm{mi}$ <br> @ 350 mph | $70,000 \mathrm{mi}$ <br> @ 350 mph | $\begin{aligned} & 85,000 \mathrm{mi} @ \\ & 425 \mathrm{mph} \\ & \hline \end{aligned}$ | 85,000 mi <br> @ 454 mph | $\begin{aligned} & \text { 100,000 mi @ } 508 \\ & \text { mph } \end{aligned}$ |
| 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 |
| 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 | $\begin{aligned} & \hline \$ 80,000 \text { misc } \\ & \$ 383,964 \text { Flight = } \\ & \text { Total } \$ 463,964 \\ & \hline \end{aligned}$ |
| 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 |

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| Fixed Operating <br> Costs per year | $\$ 6,769.95$ | $\$ 134,379$ | $\$ 118,560$ | $\$ 194,115$ | $\$ 350,254$ | $\$ 726,056$ |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- |
| Total Costs per <br> year | $\$ 12,711.15$ <br> $\$ 1.27 / \mathrm{mi}$ <br> $\mathrm{s}-\mathrm{m}=\$ 0.21$ | $\$ 266,489$ <br> $\$ 3.081 / \mathrm{mi}$ <br> $\mathrm{s}-\mathrm{m}=\$ 0.54$ | $\$ 309,770$ <br> $\$ 4.43 / \mathrm{mi}$ <br> $\mathrm{s}-\mathrm{m}=\$ 0.55$ | $\$ 455,018$ <br> $\$ 5.35 / \mathrm{mi}$ <br> $\mathrm{s}-\mathrm{m}=\$ 1.78$ | $\$ 675,154$ <br> $\$ 7.94 / \mathrm{mi}$ <br> $\mathrm{s}-\mathrm{m}=\$ 1.14$ | $\$ 1,576,211$ <br> $\$ 15.76 / \mathrm{mi}$ <br> $\mathrm{s}-\mathrm{m}=\$ 0.88$ |
| Total Costs per <br> hour for year | $\$ 63.56$ | $\$ 1,332.45$ | $\$ 1,548.85$ | $\$ 2,275.09$ | $\$ 3,375.77$ | $\$ 7,881.06$ |
| Total Costs per <br> hour for year @ <br> 800 of use | $\$ 15.89$ <br> 200 hrs road <br> 600 hrs <br> camp |  |  |  |  |  |

