



Falcon 50

In 1973 Dassault began planning a long range, intercontinental version of the Falcon 20. The first idea was to go with a two engine aircraft but they later elected to go with three engines for airline standards of safety. When the engineers showed their plans to Marcel Dassault he told them to proceed but to also put the aircraft on the new supercritical wing that was already being designed for the Falcon 10. Three Honeywell TFE-731 engines mounted in the tail section power the Falcon 50. When the engineers were finished computer designing the Falcon 50 not only had a new supercritical wing but also a new lightweight fuselage.

The first flight of the prototype Falcon 50 occurred in November 1976.



ESTIMATED VARIABLE COSTS - Per Hour

Falcon 50			
Fuel (1)	\$1,840.52	\$-	\$-
Fuel Additives	-	-	-
Lubricants	-	-	-
Maintenance Labor (2)	290.14	-	-
Parts Airframe/Eng/Avion (3)	248.33	-	-
Engine Restoration (4)	687.30	-	-
Thrust Reverser Allowance	-	-	-
Propeller Allowance	-	-	-
APU Allowance	61.09	-	-
Major Periodic Maintenance	-	-	-
Misc Exp. - Landing/Parking	37.81	-	-
- Crew Expenses	249.60	-	-
- Supplies/Catering	131.04	-	-
- Carbon Offset (5)	-	-	-
- Other	-	-	-
Fractional Cost/Hour + Tax	-	-	-
Total Variable Cost/Hour	\$3,545.83	\$-	\$-
Average Speed-Kts. (6) 600-nm trip	418.00	-	-
Cost per Nautical Mile	\$8.48	\$-	\$-

Cost data in this report is intended to be used as a benchmark

FOOTNOTES - Size of Operation: 1 - 2 Aircraft

Date: 11/17/2009

Currency: \$

Type of Operation:

Corporate

1. Fuel Cost	5.17	-	-
Gallons/Hour Blk Fuel/Flt Time +15%	356	-	-
2. Maint. Labor Cost per Hour	89	-	-
Maint. Hours/Flight Hours	3.26	-	-
3. Incl. Engine Parts Cost	No		
Engine Model	TFE 731-3-1C		
Aircraft Model Year	1996		
4. Overhaul Cost Source	JSSI Prem09		
5. CO2 Cost Per Tonne	-	-	-
6. Block Speed Source	AC Manual		



ANNUAL FIXED COSTS

Falcon 50

Crew salaries - Captain (7)	\$132,000	\$-	\$-
- Co Pilot	80,000	-	-
- Flt Attendant	75,000	-	-
- Flt Eng/Other	-	-	-
- Benefits	86,100	-	-
Hangar - Typical	49,500	-	-
Insurance - Hull (8)	18,630	-	-
Single Limit Liability	13,950	-	-
Recurrent Training	43,400	-	-
Aircraft Modernization (9)	75,000	-	-
Navigation Chart Service	16,223	-	-
Refurbishing (10)	84,105	-	-
Computer Mx. Program (11)	10,500	-	-
Weather Service (12)	700	-	-
Other Fixed Costs	-	-	-
Mgmt Fee/Yr + Tax	-	-	-
Total Fixed Cost/Year	\$685,108	\$-	\$-

Cost data in this report is intended to be used as a benchmark

FOOTNOTES - Size of Operation: 1 - 2 Aircraft

Date: 11/17/2009

Currency: \$

7. Crew Salary Source	08 NBAA		
Number of Crew	3	-	-
8. Ins Hull Value/Frac Share Cost	8,100,000	-	-
Hull Insurance Rate (%)	0.23	-	-
9. Modernization	10 Yr Avg		
10. Refurbish Labor Hrs/Seat	105	-	-
11. Comp. Mx Program Source	Typical		
12. Weather Service Source	Typical		



ANNUAL BUDGET

Falcon 50			
Utilization - Nt. Miles	175,000	-	-
- Hours	419	-	-
Variable Cost	1,485,702	-	-
Fixed Cost	685,108	-	-
Total Cost (No Depreciation)	\$2,170,810	\$-	\$-
- Per Hour	5,181.00	-	-
- Per Nt. Mile	12.40	-	-
- Per Seat Nt. Mile	1.38	-	-
Total Cost (No Depreciation)	2,170,810	-	-
Book Depreciation (13)	810,000	-	-
Total Cost (Book Dep)	\$2,980,810	\$-	\$-
- Per Hour	7,114.00	-	-
- Per Nt. Mile	17.03	-	-
- Per Seat Nt. Mile	1.89	-	-
Total Cost (No Depreciation)	2,170,810	-	-
Market Depreciation (14)	324,000	-	-
Total Cost (Market Dep.)	\$2,494,810	\$-	\$-
- Per Hour	5,954.00	-	-
- Per Nt. Mile	14.26	-	-
- Per Seat Nt. Mile	1.58	-	-

Cost data in this report is intended to be used as a benchmark

Footnotes - Size of Operation: 1 - 2 Aircraft

Date: 11/17/2009

Currency: \$

13. Book Depreciation Rate 10% per yr

14. Market Depreciation Rate 4.00



GENERAL COMPARISON

Falcon 50

Cabin-Height (Ft.)	5.80	-	-
- Width	6.10	-	-
- Length	23.50	-	-
Cabin volume (Cu. Ft.)	700.00	-	-
Cabin Door Height (Ft.)	5.00	-	-
- Width	2.60	-	-
Baggage -Int. (Cu.Ft.)	25.00	-	-
- External	90.00	-	-
Typical Crew/Pass Seating	3/9		
Weight-Max Take-off (Lbs.)	38,320	-	-
- Maximum Landing	35,715	-	-
- Basic Operating	22,000	-	-
- Usable Fuel	15,520	-	-
Payload-Full Fuel (Lbs.)	1,280	-	-
- Maximum	3,570	-	-
Certified/IFR Certified	Yes/Yes		
Price - New (Corporate)/1000	15,000	-	-
- Pre Owned Rng/1000	4,400/8,100		
- Years Produced	1980 - 1996		

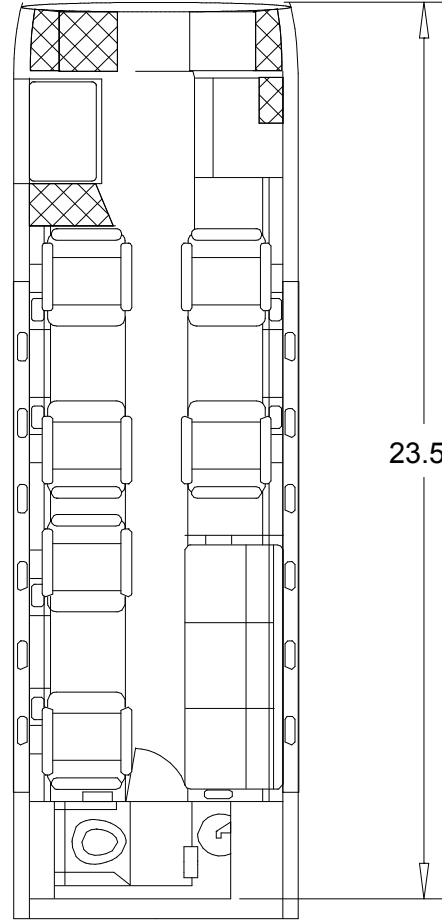
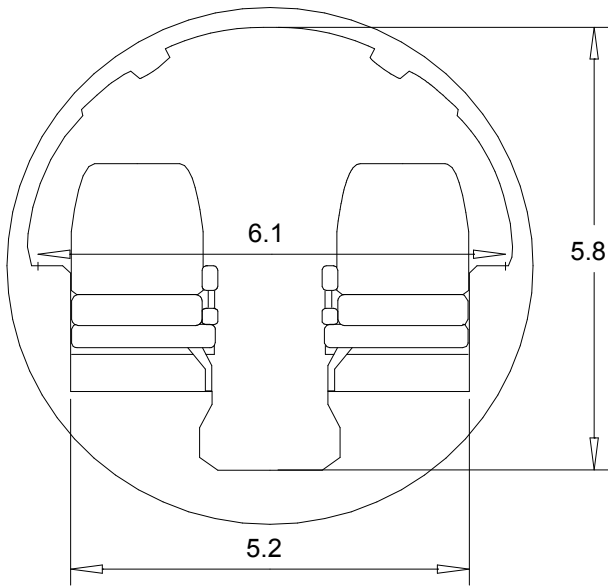
PERFORMANCE COMPARISON

Falcon 50

Range-NBAA IFR Res (N.Mi.)			
Seats Full	3,057	-	-
Ferry Range - (Pilot(s) only, no pax)	3,200	-	-
Range-30 Min. Res (N.Mi.)			
Seats Full	-	-	-
Ferry Range - (Pilot(s) only, no pax)	-	-	-
Balanced Field Length (Ft.)	5,000	-	-
Landing Distance - FAR 121	3,649	-	-
Rate Of Climb (Ft/Min)	3,430	-	-
- One Engine Out	601	-	-
Cruise Speed-Max (KTAS)	480	-	-
- Normal	431	-	-
- Long Range	410	-	-
Stall Speed (IAS)	82	-	-
Ceiling-Service MTOW (Ft.)	41,000	-	-
- Service OEI	31,800	-	-
- Hover IGE (Helicopter Only)	-	-	-
- Hover OGE (Helicopter Only)	-	-	-

INTERIOR

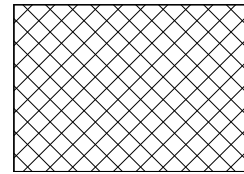
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Falcon 50

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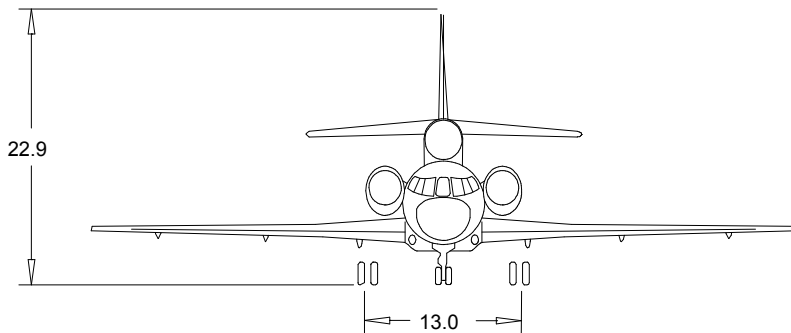
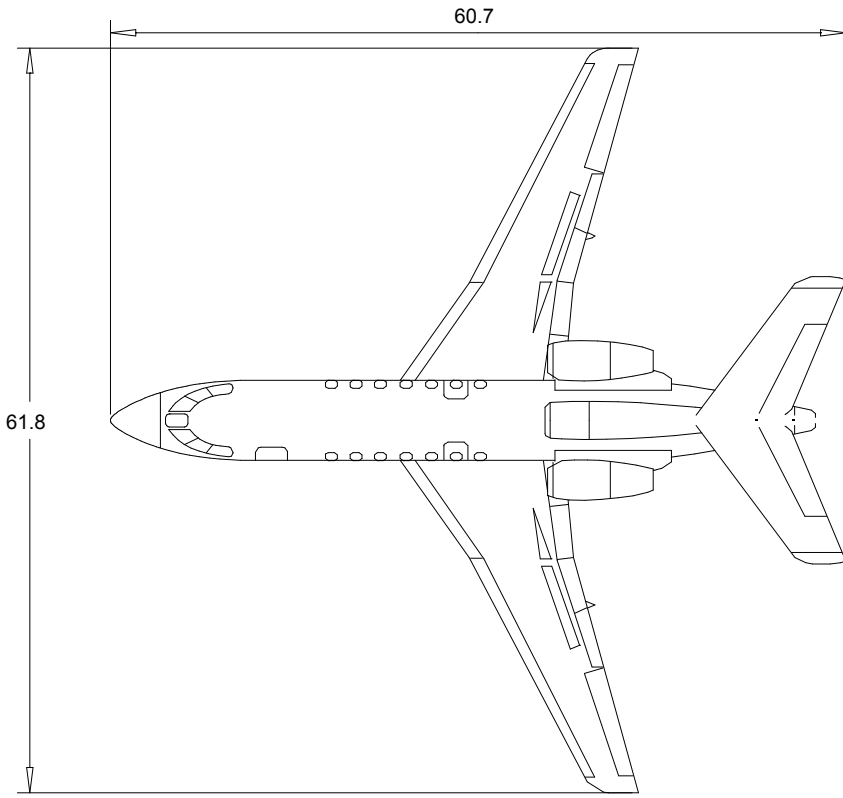
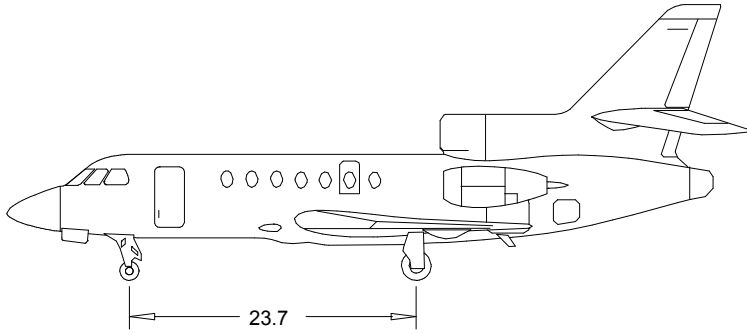


 - Baggage

All dimensions are measured in Feet unless otherwise specified.

EXTERIOR

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All dimensions are measured in Feet unless otherwise specified.