

Dassault Falcon 2000EX



RANGE
3,878 nm



SPEED
482 kts



PASSENGERS
10 people



Cost

ACQUISITION COST	ANNUAL COST	VARIABLE COST	FIXED COST
\$7,500,000	\$2,309,818	\$3,353/hr	\$968,765
MAX PAYLOAD	6,510 lb	ENGINES	2 Pratt & Whitney Canada PW308C
TOTAL CABIN AREA	1,028 cu ft	AVIONICS	Honeywell Primus 2000XP
WINGSPAN	66.4 ft	APU	Standard

Assumptions

⊛ This report uses custom assumptions that differ from Conklin & de Decker default values for Annual Utilization (Hours), Fuel Price (Jet A).

ANNUAL UTILIZATION (DISTANCE)	162,400 nm	FUEL PRICE (JET A)	\$4.45/gal
ANNUAL UTILIZATION (HOURS)	400 hrs	LABOR COST	\$136/hr
AVERAGE SPEED (STANDARD TRIP)	406 kts	ACQUISITION COST	\$7,500,000

Dassault Falcon Jet Corporation

Dassault Falcon Jet Corporation was founded in 1929 by Marcel Bloch as Société des Avions Marcel Bloch (MB). MB began to manufacture aircraft in the early 1930s for the French military. In 1937, the French government nationalized his company and Dassault was retained as a civil servant. When the government fell from power, he founded a new company.

After the Germans invaded France in WWII, Marcel Bloch, who was Jewish, was asked to build aircraft for the German war effort. He refused and went into hiding. He was later arrested in Lyon and jailed. Eight months before the war ended, he was deported to the Buchenwald concentration camp, where he remained until the area was liberated by American forces in May 1945. After the war, he changed his last name to Dassault.

Post WWII, Dassault Aviation was once again a nationalized company because it had been destroyed during the war. Dassault created a new company, named Avions Marcel Dassault and began development of small military liaison aircraft. In 1954, Dassault introduced its next jet, the Mystère. Designed as a subsonic fighter, the Mystère was the first European jet to break the sound barrier in level flight.

In 1961, Dassault began development of the Mystère into a small business jet. The civilian version of the Mystère was sold outside of France under the name of Falcon. The Falcon would later become one of the world's most popular private jets. In 1972, Dassault and Pan Am created an American subsidiary, the Falcon-Jet Corporation (later named Dassault Falcon Jet Corporation) for the sale and service of Falcon jets in the U.S. Pan Am signed a contract to distribute the Mystère 20 in the western hemisphere and ordered 40 aircraft with options on 120.

Deliveries began in 1965 to the Pan Am outfitting facility at Burbank Airport, CA.

Dassault Falcon 2000EX

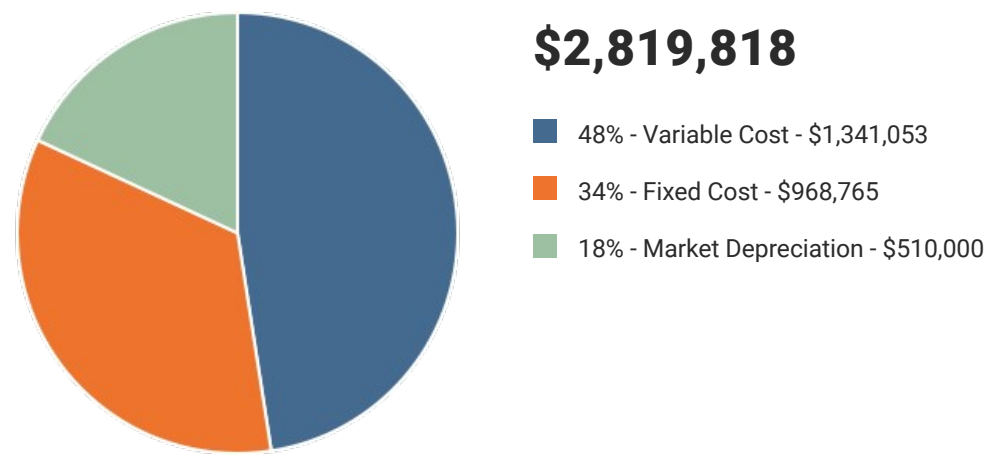
The Falcon 2000EX shares the 900's wing and forward fuselage. It is a twin-engine transcontinental business jet with a cabin that is 7 feet shorter than the Falcon 900. The Falcon 2000EX was announced in 2000. It has more fuel capacity the Falcon 2000, Pratt and Whitney 308C power plants, and 700 nautical miles longer range.

It received certification in 2003 and was in production until 2005, when it was replaced by the Falcon 2000EX EASY.

1. Cost

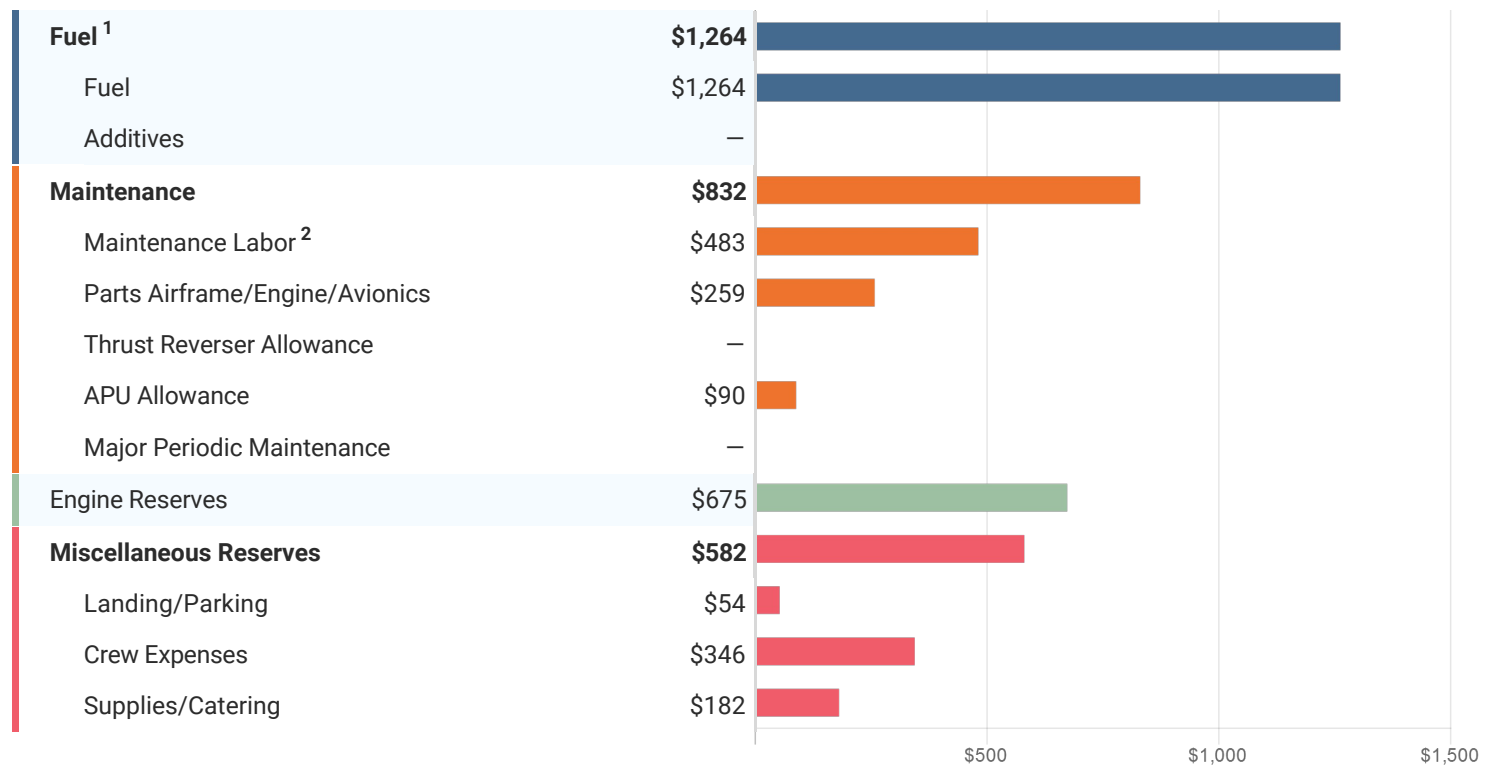
ACQUISITION COST	ANNUAL COST	VARIABLE COST	FIXED COST
\$7,500,000	\$2,309,818	\$3,353/hr	\$968,765

Total Annual Cost With Market Depreciation



Hourly Variable Cost

PER FLIGHT HOUR
\$3,353/hr

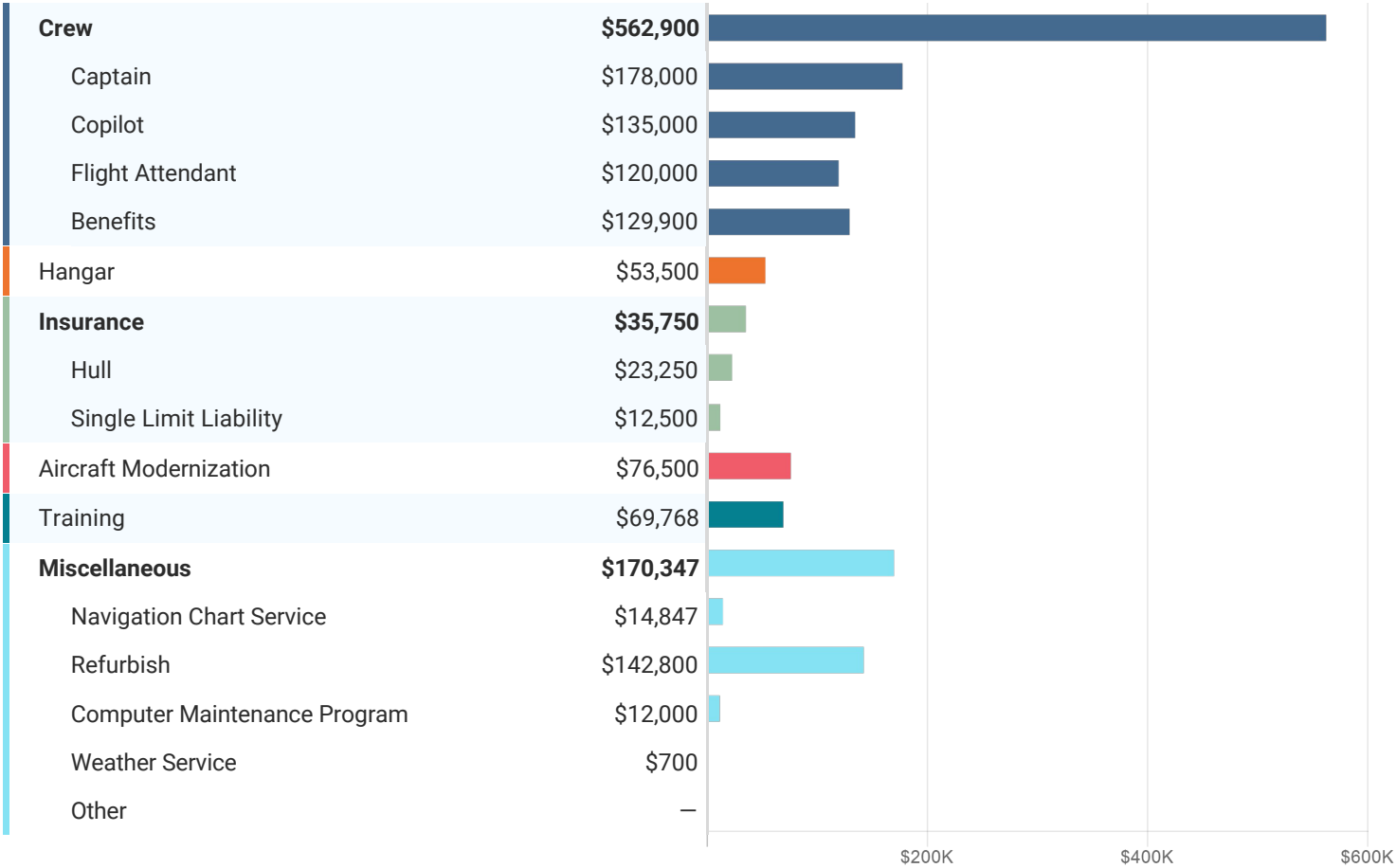


1. Fuel is calculated using Fuel Cost x Fuel Burn + 15% - 284 gal/hr
2. Maintenance Labor Cost is calculated using the ratio of Maintenance Labor Hours per Flight Hour and the Labor Rate: 3.55 labor-hr/Fhr @ \$136/hr

Annual Fixed Cost

ANNUAL COST

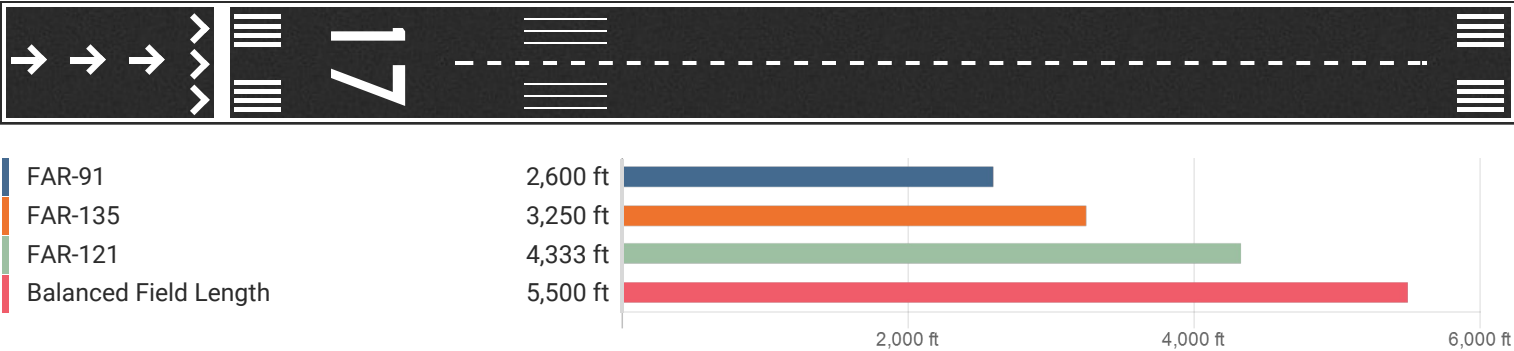
\$968,765



2. Performance

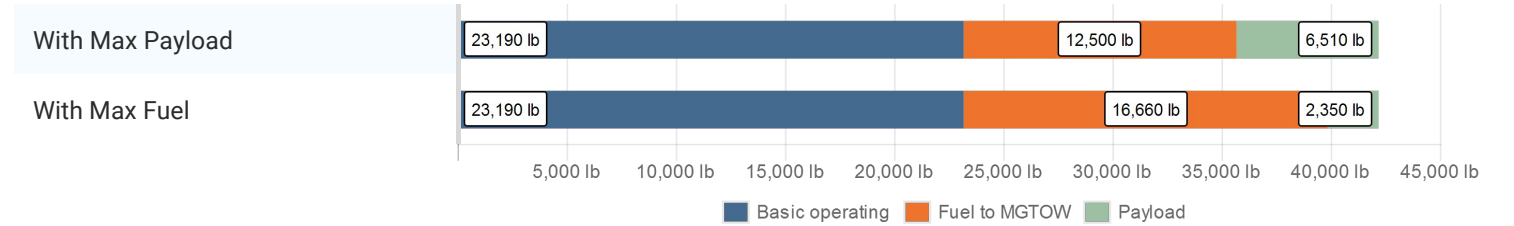
NORMAL CRUISE		LONG-RANGE CRUISE		MAXIMUM CRUISE	
459 kts		442 kts		482 kts	
RATE OF CLIMB		MAX CERT. ALTITUDE		INITIAL CRUISE ALTITUDE	
4,375 ft/min		47,000 ft		43,000 ft	
ENGINE OUT RATE OF CLIMB		ENGINE OUT CEILING		TIME TO CRUISE ALTITUDE	
490 ft/min		26,150 ft		20 min	

Field Length



3. Weight/Payload

Weight Breakdown



With Max Payload

MAXIMUM PAYLOAD	RANGE AT MAX PAYLOAD
6,510 lb	—

With Max Fuel

AVAILABLE PAYLOAD	PASSENGER CAPACITY
2,550 lb	12.8 people

RAMP	42,400 lb	MAX TAKEOFF	42,200 lb
MAX LANDING	39,300 lb	ZERO FUEL	29,700 lb
BASIC OPERATING	23,190 lb	USABLE FUEL	16,660 lb
USEFUL LOAD	19,210 lb		

4. Range



Long-Range Cruise

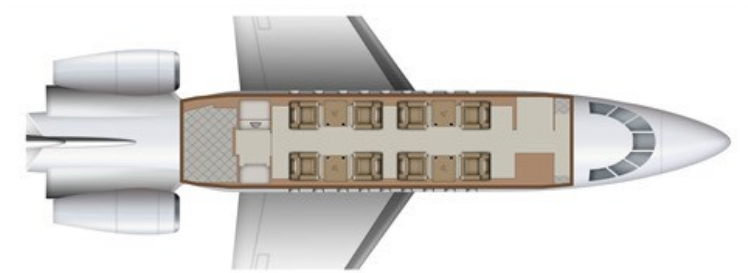
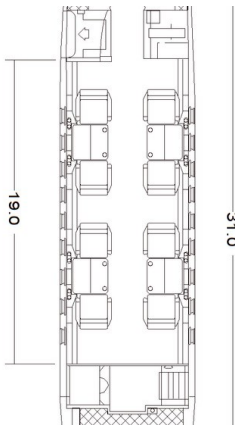
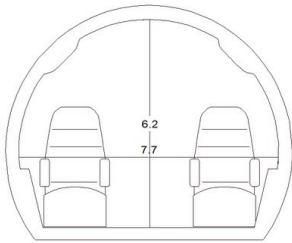
RANGE	AVERAGE SPEED
—	—
ENDURANCE	PASSENGERS
—	4 people

Maximum Cruise

RANGE	AVERAGE SPEED
3,845 nm	445 kts
ENDURANCE	PASSENGERS
8.64 hrs	4 people

SEATS FULL RANGE	3,878 nm
FERRY RANGE	4,045 nm

5. Interior



PASSENGERS

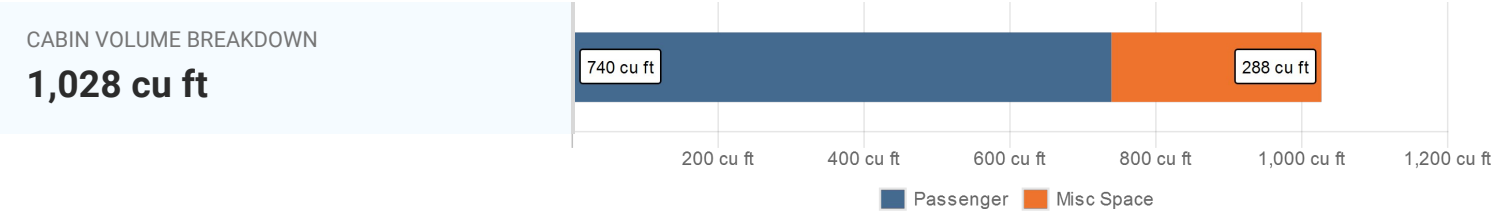
10 people

CREW

2 people

AREA PER PASSENGER

74 cu ft/person



TOTAL CABIN AREA

1,028 cu ft

PASSENGER AREA

740 cu ft

MISC SPACE (GALLEY, LAV, ETC.)

288 cu ft

CABIN WIDTH

7.7 ft

CABIN LENGTH

31.2 ft

CABIN HEIGHT

6.2 ft

TOTAL BAGGAGE AREA

131 cu ft

INTERNAL

131 cu ft

EXTERNAL

—

DOOR

14.83 sq ft

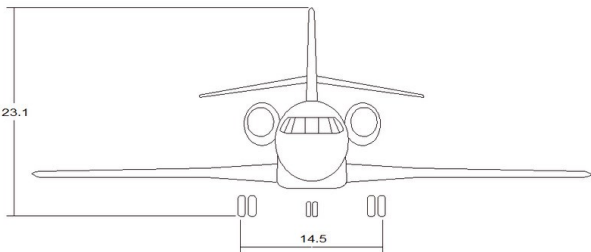
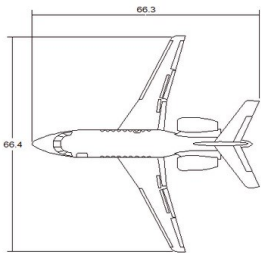
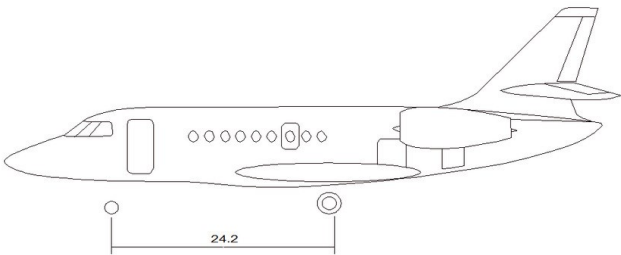
WIDTH (DOOR)

2.63 ft

LENGTH (DOOR)

5.64 ft

6. Exterior



WINGSPAN

66.4 ft

FUSELAGE

66.3 ft

POWERPLANT

2 Pratt & Whitney Canada PW308C

THRUST

7,000 lb

THRUST REVERSER

Standard

7. Equipment

AVIONICS

Honeywell Primus 2000XP

COCKPIT VOICE RECORDER	Standard
FLIGHT DATA RECORDER	Optional
EICAS	EID
GROUND WARNING SYSTEM	EGPWS
TRAFFIC WARNING SYSTEM	TCAS 2000
MAINT DIAG SYS	Standard
VHF 8KHZ SPACING	Optional

AUXILIARY POWER UNIT

Standard

MEETS STAGE 3 NOISE LEVELS	Yes
REGULATORY CERTIFICATION	2003
IFR CERTIFIED	Yes
PRODUCTION	2003 - 2004
SINGLE POINT REFUEL	Standard
EXTERNAL LAV. SERVICE	Standard