

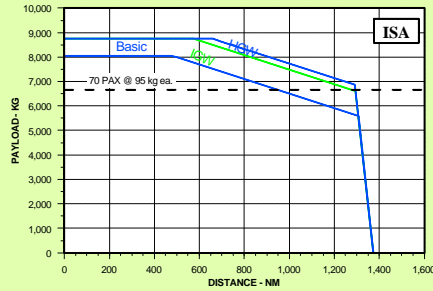
Bombardier Q400

(de Havilland Dash-8 Series 400)

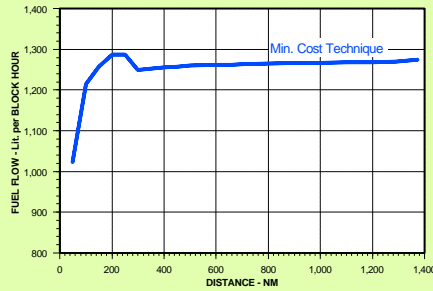


- Conditions:
- MTOW = 29 257 kg (HGW)
 - OWE = 17 108 kg
 - Max. Fuel = 2 576 kg
 - Fuel Density = 0.815 kg/Lit.
 - Taxi Allow. = 10.0 min / 70 kg
 - IFR Reserves: 100 nm + 45 min Hold
 - Enroute Temp = ISA; Zero Wind

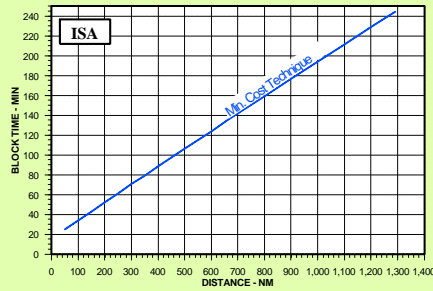
PAYLOAD - RANGE



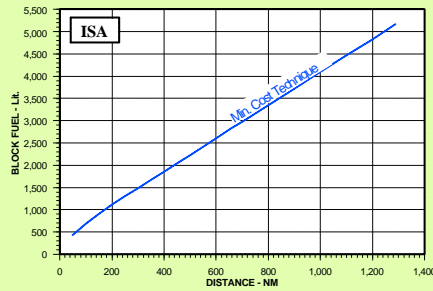
FUEL FLOW



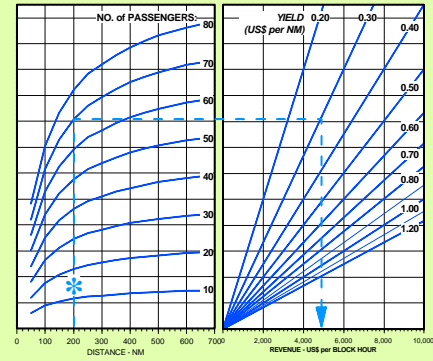
BLOCK TIME



BLOCK FUEL



REVENUES



Profit per Block Hour

	*SAMPLE	YOURS
T.O.C. *	US\$ 3,505	
Revenue	US\$ 4,850	
Profit	US\$ 1,345	

* From Previous Page
 ** At 100% L.F. (70 PAX)

PVH 07/03

Bombardier Q400

(de Havilland Dash-8 Series 400)

Cost and Profit Analyzer

A prediction of operating costs in airline service is a first step in selecting the right airplane for the right task.

Because de Havilland Dash-8 airliners are used worldwide with significant variations in fuel, crew, labour and other operating costs, a generalized cost formula will not always predict potential earnings accurately.

This Analyzer is designed to indicate the potential earnings which YOUR cost and revenue elements would provide under YOUR range of airline operating conditions.

The de Havilland Dash-8 family of aircraft features numerous equipment and performance enhancement options. With seating capacities ranging from 37 seats (Series 100 and 200) up to 78 seats (Series 400), and a well deserved reputation for unsurpassed reliability, performance and customer support, Dash-8 family of aircraft can offer you an aircraft to match YOUR needs.

XdH Inc. would be pleased to carry out a more comprehensive analysis of the de Havilland Dash-8 family of aircraft operating in your system, using more refined performance and economic data. Please contact our representative or write directly to:

XdH Aviation Services Inc.
 P.O. Box 7003, Sta. A
 Toronto, Ontario M5W 1X7
 Canada
 Tel: (416) 707-4146
 Fax: (416) 707-2497
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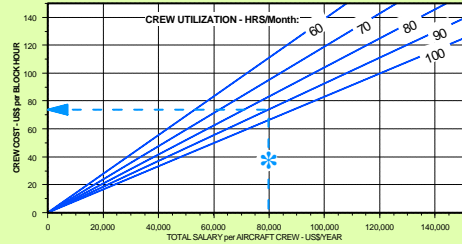
PVH 12/03

Operating Costs

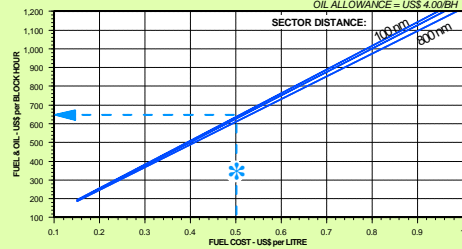
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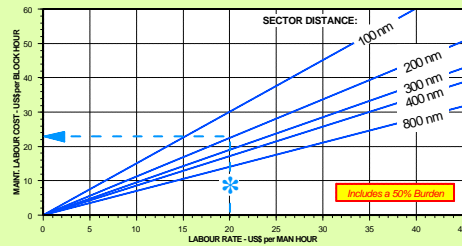
FLIGHT + CABIN CREW



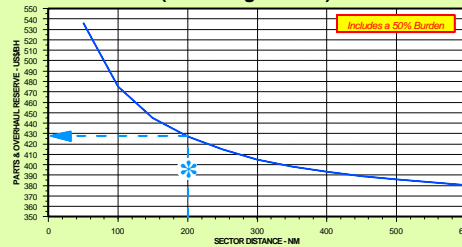
FUEL & OIL



MAINTENANCE LABOUR

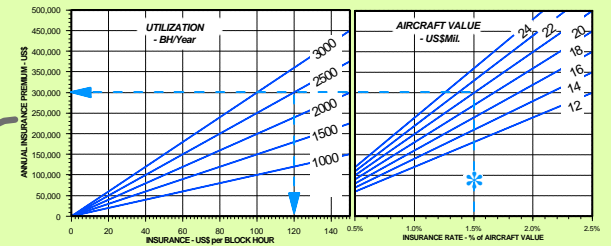


MAINTENANCE (excluding Labour)

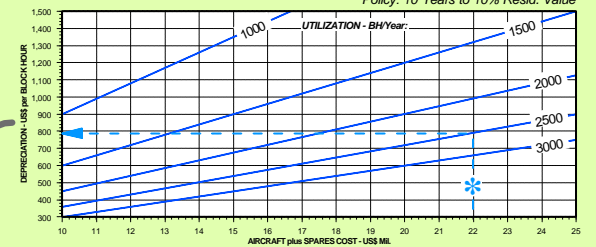


Assumptions	
*SAMPLE	YOURS
HOURS per YEAR 2,500	
SECTOR DIST. & BLOCK TIME 200 nm / 0:52 min	
AIRCRAFT + SPARES COST US\$20 mil. + 10% Spares	
FUEL COST per LITRE 0.50 US\$/Lit.	
TOTAL CREW COST per Year 80,000 US\$	
CREW UTILIZATION per MONTH 90 Hrs	
LABOUR RATE 20 US\$ / Man Hour	
INSURANCE RATE 1.50% of Aircraft Price	
▼ Direct Operating Costs ▼	
US\$ 75	
US\$ 120	
US\$ 650	
US\$ 795	
US\$ 25	
US\$ 170	
US\$ 430	
US\$ 435	
▼ Indirect Operating Costs (typically 20% - 50% of DOC) ▼	
US\$ 805	
▼	
US\$ 3,505	

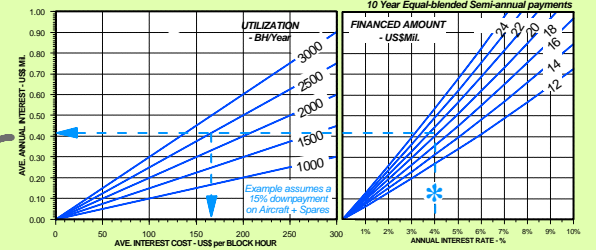
INSURANCE



DEPRECIATION



INTEREST



CATERING / NAVIGATION / LANDING FEES

YOURS	*SAMPLE	
	\$ 150	CATERING (@ US\$ / PAX)
	0	TERMINAL NAV. CHARGES
	\$ 100	ROUTE NAV. CHARGES
	\$ 125	LANDING CHARGES
	0	OTHER \$ per Flight
	\$375	TOTAL per TRIP (Blk. Time = Hrs)
	\$430	TOTAL/Block Hour = $\frac{\text{TOTAL per Trip}}{\text{Block Time (Hrs)}} = \frac{375}{.60} = 625$

Total Operating Costs (TOC) per Block Hour

Printing Instructions

This 4-page single-fold brochure is designed to be printed on a color printer using an **11"x17"** paper size. To print double-sided copies, print the first side and then put the printed sheet back in tray exactly the same way as it came out, i.e. without turning or flipping the paper (works on most printers).

If you don't have a printer capable of printing on large size paper, print it on a regular laser printer and then blow it up to an 11"x17" size on a photocopier.

