

The background of the slide is a large, abstract geometric composition of various shades of blue and light blue, forming a complex, faceted shape that resembles a stylized aircraft or a modern architectural structure. The shapes are interconnected, creating a sense of depth and movement.

Prepared For:
Leading Edge Aviation Solutions Client

10 Year NPV Cash Flow - Scenarios ASSUMPTIONS

Considered Aircraft

Annual Market Depreciation Rate	10.0%
Weighted Average Cost of Capital (WACC)	5.0%
Annual Inflation Rate	3.0%
Ownership Term (Years)	10
Monthly Lease Rate	95.0%
Fuel Cost (\$/Gal) *	\$4.00
Average Trip Length (nm) *	1,500
Annual Flight Hours - Scenario (100/300) *	100 Hrs Part 91 / 300 Hrs Part 135
Annual Flight Hours - Scenario (100/400) *	100 Hrs Part 91 / 400 Hrs Part 135
Annual Ramp/Hangar Cost *	\$25,000
Annual Pilot Costs (3x Pilots) *	\$185K/\$160K/\$160K per Yr
Aircraft Acquisition Cost Assumes NextGen Ready or Includes	N/A
Retail Charter Rate / Fuel Surcharge (Hourly):	
<i>Challenger 604</i>	\$5,100 / \$500
<i>Challenger 605</i>	\$5,300 / \$500
<i>Gulfstream GIVSP</i>	\$5,750 / \$300
<i>Gulfstream G450</i>	\$6,200 / \$400

* Operational cost data provided by Conklin & de Decker w/ exception of following.

Leading Edge Aviation Solutions Client Feasibility Study

➤ **Current State Assessment**

- ❑ Collect and review historical aircraft utilization.
- ❑ Analyze flight records and compile flight profiles.
- ❑ Review current aviation assets and / or contracts, if applicable.

➤ **Needs Analysis & Outline Projected Travel Patterns**

- ❑ Define user group needs, satisfaction levels, and expectations.
- ❑ Further determine current and future needs based on planned business evolution.
- ❑ Review travel patterns and city pairs to determine aircraft performance and range requirements.

➤ **Aircraft Type Analysis**

- ❑ Determining aircraft types that are best suited to meet travel requirements and operational profiles.
- ❑ Performance analysis of selected aircraft (range, speed, maintenance, safety, and functional differences).
- ❑ Prepare baseline budget for comparison purposes.

➤ **Analyze Financial & Operational Parameters**

- ❑ Financially and operationally model alternative aircraft options, including cost, lease vs purchase, hourly and annual operating costs, operational cash flows, projected residual values, net present value (NPV) calculations.
- ❑ Explore control versus capital to provide options that allow the greatest operating flexibility for the investment by financially and operationally modeling fractional, charter, as well as full ownership to include benefits and costs of blending ownership options.

Aircraft Purchase - Considered Aircraft

100 Hrs Part 91 / 300 Hrs Part 135 & 100 Hrs Part 91 / 400 Hrs Part 135 Scenarios

Estimated 10-Year Pre-Tax Cost Analysis - 100/300 & 100/400 Scenarios

10 Year NPV

Option 1-P (100/300):	<i>PURCHASE</i>	2002 Challenger 604 (\$5.0M Cost)	(\$9,112,210)
Option 1-P (100/400):	<i>PURCHASE</i>	2002 Challenger 604 (\$5.0M Cost)	(\$7,251,001)
Option 2-P (100/300):	<i>PURCHASE</i>	2008 Challenger 605 (\$9.0M Cost)	(\$10,853,468)
Option 2-P (100/400):	<i>PURCHASE</i>	2008 Challenger 605 (\$9.0M Cost)	(\$8,684,222)
Option 3-P (100/300):	<i>PURCHASE</i>	2000 Gulfstream GIVSP (\$5.0M Cost)	(\$11,649,091)
Option 3-P (100/400):	<i>PURCHASE</i>	2000 Gulfstream GIVSP (\$5.0M Cost)	(\$10,292,261)
Option 4-P (100/300):	<i>PURCHASE</i>	2005 Gulfstream G450 (\$10.0M Cost)	(\$13,476,583)
Option 4-P (100/400):	<i>PURCHASE</i>	2005 Gulfstream G450 (\$10.0M Cost)	(\$11,486,671)

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Please contact us to learn how
we can put our analytics to work
for you!

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