



280FX / F28F

Direct Operating Cost

FUEL AND LUBRICANTS				Cost/Hour		
Fuel and oil consumption is estimated at 75% cruise power utilization and based on average prices.						
Fuel	16.0 gal./hr. at \$4.94	\$79.04				
Oil	¼ qt./hr. at \$5.77/qt.	\$1.44		\$80.48		
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SCHEDULED AND UNSCHEDULED MAINTENANCE LABOR						
Inspections include 50 and 100 hours and a reserve for unscheduled maintenance. (40 hr. / 100 ft. hr. X \$115 labor rate)				\$46.00		
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RESERVE FOR MAIN ROTOR GEARBOX OVERHAUL						
Based on main rotor gearbox overhaul price of \$21,213 at 1,200 hrs. Fixed overhaul price.				\$17.68		
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RESERVE FOR OVERRUNNING CLUTCH OVERHAUL/EXCHANGE						
Based on overrunning clutch price of \$8,220 at 2,400 hrs. (includes \$400 labor & \$750 core credit)				\$3.43		
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RESERVE FOR TAIL ROTOR GEARBOX OVERHAUL						
Based on tail rotor gearbox overhaul price of \$7,172 at 1,200 hrs. Fixed overhaul price. (includes \$400 labor)				\$5.98		
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RESERVE FOR ENGINE OVERHAUL						
Based on engine overhaul price of \$42,666 (\$36,666 +\$6000 labor) at 1,500 hrs. (Includes \$6,000 labor)				\$28.44		
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RESERVE FOR AIRCRAFT SPARE PARTS						
Scheduled and unscheduled parts consumption using average experience.				\$15.77		
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RESERVE FOR RETIREMENT ITEMS						
	<u>Item</u>	<u>Part No.</u>	<u>Hours</u>	<u>Unit Cost</u>	<u>Total</u>	
TT Straps	AA-ECD-084-280		*5 year	2008.50	6025.50	\$ 5.02
Drive Belt Idler Bearings (2)	ECD018-11		600	108.11	216.22	0.36
Flex Plate Elements (2)	28-01041-3		1,200	171.00	342.00	0.29
Tail Rotor Blades (2)	28-150002-1		3,100	4481.00	8962.00	2.89
Tail Rotor Grips (2)	28-150044-3		6200	805.00	1610.00	0.26
Tail Rotor Spindle	28-150074-13		1,200	2112.00	2112.00	1.76
Turbocharger	3BT5EE10J2		2,000	4719.00	4719.00	2.36
Drag Link	28-14283-1		13,750	1443.00	1443.00	0.10
Estimated total hourly retirement cost:						\$ 13.04
*(TT Straps life is 5 years, 1200 hr. used for this calculation)						
<hr/> TOTAL DIRECT OPERATING COST PER HOUR:					\$210.82	

Note: All hours and labor rates are based on field averages performed by experienced mechanics. Maintenance hours and costs to perform above noted tasks will vary due to operating conditions and the general care given the helicopter as well as the shop rate charged by the individual repair station. "Preventive maintenance is the cheapest maintenance." Aircraft that are infrequently used will probably experience higher hourly operating costs.