



# 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 \$4.20	\$67.20	
Oil	¼ qt./hr. at \$5.31/qt.	\$1.33	<b>\$68.53</b>

**SCHEDULED AND UNSCHEDULED MAINTENANCE LABOR**

Inspections include 50 and 100 hours and a reserve for unscheduled maintenance. **\$40.00**  
(40 hr. / 100 flt. hr. X \$100 labor rate)

**RESERVE FOR MAIN ROTOR GEARBOX OVERHAUL**

Based on main rotor gearbox overhaul price of \$19,600 at 1,200 hrs.  
 Fixed overhaul price. **\$17.33**

**RESERVE FOR OVERRUNNING CLUTCH OVERHAUL/EXCHANGE**

Based on overrunning clutch price of \$7,100 at 2,400 hrs. **\$2.95**  
(includes \$400 labor & \$750 core credit)

**RESERVE FOR TAIL ROTOR GEARBOX OVERHAUL**

Based on tail rotor gearbox overhaul price of \$6,900 at 1,200 hrs.  
 Fixed overhaul price. **\$5.75**  
(includes \$400 labor)

**RESERVE FOR ENGINE OVERHAUL**

Based on engine overhaul price of \$34,663 at 1,500 hrs. **\$27.11**  
(Includes \$6,000 labor)

**RESERVE FOR AIRCRAFT SPARE PARTS**

Scheduled and unscheduled parts consumption using average experience. **\$14.59**

**RESERVE FOR RETIREMENT ITEMS**

	<u>Item Part No.</u>	<u>Hours</u>	<u>Unit Cost</u>	<u>Total</u>	
Lamiflex Bearings	28-14320-15	*5 year	1700.00	5100.00	\$ 4.25
Drive Belt Idler Bearings (2)	ECD018-11	600	99.96	199.92	0.33
Flex Plate Elements (2)	28-01041-3	1,200	153.21	306.42	0.25
Tail Rotor Blades (2)	28-150002-1	3,100	3760.00	7520.00	2.42
Tail Rotor Spindle	28-150074-13	1,200	1923.00	1923.00	1.60
Turbocharger	3BT5EE10J2	1,500	4236.00	4236.00	2.82

Estimated total hourly retirement cost: **\$ 11.67**

\*(Lamiflex life is 5 years, 1200 hr. used for this calculation)

**TOTAL DIRECT OPERATING COST PER HOUR: **\$187.93****

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.