

280FX / F28F Direct Operating Cost

Fuel and oil consumption is esti				Cost/Hour
•	mated at 75% cruise power u	itilization and based on	average prices.	
<u> </u>	nr. at \$6.42 \$102.72			
Oil ¼ qt./hr. a	t \$8.50/qt. \$2.13			\$104.85
SCHEDULED AND UNSCHEDUL	ED MAINTENANCE LABOR	₹		
Inspections include 50 and 100				\$50.00
(40 hr. / 100 flt. hr. X \$125 labor ra				
RESERVE FOR MAIN ROTOR G	EARBOX OVERHAUL			
Based on main rotor gearbox or	verhaul price of \$25,725 at 1,	200 hrs.		
Fixed overhaul price.				\$21.44
RESERVE FOR OVERRUNNING Based on overrunning clutch pri				\$6.30

RESERVE FOR TAIL ROTOR GE				
Based on tail rotor gearbox ove	rhaul price of \$8,925 at 1,200	hrs.		•
Fixed overhaul price.				\$7.44
RESERVE FOR ENGINE OVERH	ΙΔΙΙΙ			
	-) labor) at 1.500 hrs.		\$41.53
RESERVE FOR ENGINE OVERH Based on engine overhaul price	-) labor) at 1,500 hrs.		\$41.53
	e of \$62,292 (\$56,292 +\$6000 (Includes \$6,000 labor)	labor) at 1,500 hrs.		\$41.53
Based on engine overhaul price	e of \$62,292 (\$56,292 +\$6000 (Includes \$6,000 labor)	,		\$41.53 \$23.02
Based on engine overhaul price	e of \$62,292 (\$56,292 +\$6000 (Includes \$6,000 labor) RE PARTS irts consumption using average	,		· · · · · · · · · · · · · · · · · · ·
Based on engine overhaul price RESERVE FOR AIRCRAFT SPA Scheduled and unscheduled pa RESERVE FOR RETIREMENT IT	e of \$62,292 (\$56,292 +\$6000 (Includes \$6,000 labor) RE PARTS Irts consumption using average TEMS Item Part No. Ho	ge experience.	<u>Total</u>	\$23.02
Based on engine overhaul price RESERVE FOR AIRCRAFT SPA Scheduled and unscheduled pa RESERVE FOR RETIREMENT IT TT Straps	e of \$62,292 (\$56,292 +\$6000 (Includes \$6,000 labor) RE PARTS irts consumption using average TEMS Item Part No. Ho AA-ECD-084-280 *5	ge experience. <u>ours</u> <u>Unit Cost</u> year 2625.00	78 75.0 0	\$23.02 \$ 6.56
Based on engine overhaul price RESERVE FOR AIRCRAFT SPA Scheduled and unscheduled pa RESERVE FOR RETIREMENT IT	e of \$62,292 (\$56,292 +\$6000 (Includes \$6,000 labor) RE PARTS Irts consumption using average TEMS Item Part No. Ho AA-ECD-084-280 *5	ge experience.		\$23.02
Based on engine overhaul price RESERVE FOR AIRCRAFT SPA Scheduled and unscheduled pa RESERVE FOR RETIREMENT IT TT Straps	re of \$62,292 (\$56,292 +\$6000 (Includes \$6,000 labor) RE PARTS Irts consumption using average FEMS Item Part No. Ho AA-ECD-084-280 *5 ECD018-11 6 28-01041-3 1,2	ge experience. Unit Cost	7875.00 256.84 430.50	\$23.02 \$ 6.56 0.43 0.36
Based on engine overhaul price RESERVE FOR AIRCRAFT SPA Scheduled and unscheduled pa RESERVE FOR RETIREMENT IT TT Straps Drive Belt Idler Bearings (2)	e of \$62,292 (\$56,292 +\$6000 (Includes \$6,000 labor) RE PARTS irts consumption using average TEMS Item Part No. Ho AA-ECD-084-280 *5 ECD018-11 6	ge experience. Unit Cost	7875.00 256.84	\$23.02 \$ 6.56 0.43
Based on engine overhaul price RESERVE FOR AIRCRAFT SPA Scheduled and unscheduled pa RESERVE FOR RETIREMENT IT TT Straps Drive Belt Idler Bearings (2) Flex Plate Elements (2)	re of \$62,292 (\$56,292 +\$6000 (Includes \$6,000 labor) RE PARTS Irts consumption using average TEMS Item Part No. Ho AA-ECD-084-280 *5 ECD018-11 6 28-01041-3 1,2 28-150002-1 3,1	ge experience. Unit Cost	7875.00 256.84 430.50	\$23.02 \$ 6.56 0.43 0.36
Based on engine overhaul price RESERVE FOR AIRCRAFT SPA Scheduled and unscheduled pa RESERVE FOR RETIREMENT IT TT Straps Drive Belt Idler Bearings (2) Flex Plate Elements (2) Tail Rotor Blades (2)	re of \$62,292 (\$56,292 +\$6000 (Includes \$6,000 labor) RE PARTS Irts consumption using average TEMS Item Part No. Ho AA-ECD-084-280 *5 ECD018-11 6 28-01041-3 1,2 28-150002-1 3,1	ge experience. Unit Cost year 2625.00 128.42 15.25 160 16	7875.00 256.84 430.50 15750.00	\$23.02 \$ 6.56 0.43 0.36 5.08
Based on engine overhaul price RESERVE FOR AIRCRAFT SPA Scheduled and unscheduled pa RESERVE FOR RETIREMENT IT TT Straps Drive Belt Idler Bearings (2) Flex Plate Elements (2) Tail Rotor Blades (2) Tail Rotor Grips (2)	re of \$62,292 (\$56,292 +\$6000 (Includes \$6,000 labor) RE PARTS Ints consumption using average FEMS Item Part No. Ho AA-ECD-084-280 *5 ECD018-11 6 28-01041-3 1,2 28-150002-1 3,1 28-150074-13 1,2 3BT5EE10J2 2,0	ge experience. Unit Cost Year 2625.00 128.42 12.25	7875.00 256.84 430.50 15750.00 1846.00	\$23.02 \$6.56 0.43 0.36 5.08 0.30
Based on engine overhaul price RESERVE FOR AIRCRAFT SPA Scheduled and unscheduled pa RESERVE FOR RETIREMENT IT TT Straps Drive Belt Idler Bearings (2) Flex Plate Elements (2) Tail Rotor Blades (2) Tail Rotor Grips (2) Tail Rotor Spindle	re of \$62,292 (\$56,292 +\$6000 (Includes \$6,000 labor) RE PARTS Ints consumption using average FEMS Item Part No. Ho	ge experience. Unit Cost Year 2625.00 128.42 12.25	7875.00 256.84 430.50 15750.00 1846.00 3045.00	\$ 6.56 0.43 0.36 5.08 0.30 2.54
RESERVE FOR AIRCRAFT SPA Scheduled and unscheduled pa RESERVE FOR RETIREMENT IT TT Straps Drive Belt Idler Bearings (2) Flex Plate Elements (2) Tail Rotor Blades (2) Tail Rotor Grips (2) Tail Rotor Spindle Turbocharger Drag Link	re of \$62,292 (\$56,292 +\$6000 (Includes \$6,000 labor) RE PARTS Irts consumption using average TEMS Item Part No. Ho AA-ECD-084-280 *5 ECD018-11 6 28-01041-3 1,2 28-150002-1 3,1 28-150044-3 62 28-150074-13 1,2 3BT5EE10J2 2,0 28-14283-1 13,7	ge experience. Unit Cost Year 2625.00 128.42 12.25	7875.00 256.84 430.50 15750.00 1846.00 3045.00 6615.00	\$ 6.56 0.43 0.36 5.08 0.30 2.54 3.31 0.12
Based on engine overhaul price RESERVE FOR AIRCRAFT SPA Scheduled and unscheduled pa RESERVE FOR RETIREMENT IT TT Straps Drive Belt Idler Bearings (2) Flex Plate Elements (2) Tail Rotor Blades (2) Tail Rotor Grips (2) Tail Rotor Spindle Turbocharger	re of \$62,292 (\$56,292 +\$6000 (Includes \$6,000 labor) RE PARTS Ints consumption using average FEMS Item Part No. Ho AA-ECD-084-280 *5 ECD018-11 6 28-01041-3 1,2 28-150002-1 3,1 28-1500044-3 62 28-150074-13 1,2 3BT5EE10J2 2,0 28-14283-1 13,7 ant cost:	ge experience. Unit Cost Year 2625.00 128.42 12.25	7875.00 256.84 430.50 15750.00 1846.00 3045.00 6615.00	\$6.56 0.43 0.36 5.08 0.30 2.54 3.31

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.