



# 280FX / F28F / F28F-P

## 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 \$4.25	\$68.00	
Oil	¼ qt./hr. at \$3.40	\$0.85	\$68.85

### SCHEDULED AND UNSCHEDULED MAINTENANCE LABOR

Inspections include 50 and 100 hours and a reserve for unscheduled maintenance. \$26.00  
(40 hr. / 100 flt. hr. X \$65 labor rate)

### RESERVE FOR MAIN ROTOR GEARBOX OVERHAUL

Based on main rotor gearbox overhaul price of \$15,750 at 1,200 hrs.  
 Fixed overhaul price. \$13.94  
(Includes \$975 labor)

### RESERVE FOR OVERRUNNING CLUTCH OVERHAUL/EXCHANGE

Based on overrunning clutch exchange price of \$4,995 at 2,400 hrs. \$ 2.22  
(includes \$325 labor)

### RESERVE FOR TAIL ROTOR GEARBOX OVERHAUL

Based on tail rotor gearbox overhaul price of \$5,250 at 1,200 hrs.  
 Fixed overhaul price. \$ 4.57  
(includes \$228 labor)

### RESERVE FOR ENGINE OVERHAUL

Based on engine overhaul price of \$27,500 at 1,500 hrs. \$20.93  
(Includes \$3900 labor)

### RESERVE FOR AIRCRAFT SPARE PARTS

Scheduled and unscheduled parts consumption using average experience. \$11.10

### RESERVE FOR RETIREMENT ITEMS

	<u>Item</u>	<u>Part No.</u>	<u>Hours</u>	<u>Unit Cost</u>	<u>Total</u>	
Lamiflex Bearings	28-14320-15		*5 year	1600.00	4800.00	\$ 4.00
Drive Belt Idler Bearings (2)	ECD018-11		600	48.67	97.34	0.16
Flex Plate Elements (2)	28-01041-3		1,200	127.41	254.82	0.21
Tail Rotor Blades (2)	28-150002-1		3,100	3450.00	6900.00	2.23
Tail Rotor Spindle	28-150074-13		1,200	1850.00	1850.00	1.54
Turbocharger (OH)	3BT5EE10J2		1,500	3950.00	3950.00	2.63

Estimated total hourly retirement cost: \$ 10.77

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

### TOTAL DIRECT OPERATING COST PER HOUR:

**\$158.38**

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.