

# 480B Direct Operating Costs

<b>FUEL AND LUBRICANTS</b>		<b>Cost/Hour</b>
Fuel cost (25 gph cruise) @ \$5.25/gal.	\$131.75	
Lubricants @ 3%	3.95	<b>\$ 135.70</b>

<b>SCHEDULED AND UNSCHEDULED MAINTENANCE LABOR</b>		
Includes scheduled inspections, component removal for overhaul/exchange, retirement items and unscheduled maintenance. (Calculations based on a \$90/hr. labor rate @ .58 hr per flight hour.)		<b>\$ 52.20</b>

<b>RESERVE FOR COMPONENT OVERHAUL</b>		
Main Rotor Gearbox	(based on a fixed overhaul price of \$19,500 @ 1200 hrs)	\$ 16.25
Tail Rotor Gearbox	(based on a fixed overhaul price of \$5,800 @ 1000 hrs)	5.80
Overrunning Clutch	(based on a fixed overhaul price of \$8,250 @ 2400 hrs)	3.44
Starter Generator	(based on a fixed overhaul/exchange price of \$4,250 @ 1000 hrs)	
4.25		
(150SG117Q-4-1)		<b>\$ 29.74</b>

<b>RESERVE FOR SPARE PARTS</b>		
Scheduled and unscheduled parts consumption using available actual experience and projections.		<b>\$ 20.29</b>

<b>RESERVE FOR TURBINE ENGINE</b>		
Includes scheduled and unscheduled maintenance, replacement of life-limited parts and line maintenance. (\$5.00 per hour)		<b>\$ 65.87</b>

<b>RESERVE FOR RETIREMENT ITEMS</b>		
<u>Item</u>	<u>Cost Per Aircraft Qty</u>	<u>Retirement Life</u>
Engine Int. Drive Shaft (4131001)	5150	@ 3,500
1.47		
Tail Rotor Spindle (28-150074)	1850	@ 1,200
1.54		
Tension Torsion Straps (2 year limit) (ECD 084)7800	(3)	@ 1,200 6.50
Drive Belt (ECD-4000)	1290	@ 5,500 0.23
Lower Pulley Bearings (ECD 4056)	1900	@ 1,200 1.58
Tail Cone Vibration Beam (4112034)	1700	@ 3,835 0.44
Cyclic Vibration Beams (4166024)	1811	@ 1,200 1.51
Main Rotor Hub Plates (28-14280/28-14281)	7800	@ 4592 1.70
Estimated total hourly retirement cost:		<b>\$ 14.97</b>

<b>TOTAL DIRECT OPERATING COST PER HOUR:</b>	<b>\$318.77</b>
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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.

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