STAVATTI™ SM-47T

STAVATTI AEROSPACE LTD

Cost Per Flight Hour (CPFH)

DATASHEET

SM-47T Super Machete

NATO/EXPORT Configuration: SM-47T PDC 01



This DATASHEET provides ROM (Rough Order Magnitude) Cost Per Flight Hour (CPFH) and Typical Aircraft Squadron Strength (TASS) projections for the SM-47T aircraft as prepared by Stavatti Aerospace Ltd. CPFH/TASS projections assume aircraft operation within a typical USAF squadron environment, with all cost accounting variables derived from historical USAF operations and readiness statistics. CPFH values will differ for non-USAF operational environments, including all service conducted in NATO/allied air forces. CPFH and TASS projections contained herein are ROM estimates for Long Range Planning (LRP) purposes and are not contractually binding. CPFH values are subject to change based upon FH/PAA, aircrew, fuel, maintenance and additional variable costs.

SM-47T CPFH: \$4,530

AIRCRAFT: SM-47T

MISSION: Strike Fighter/Advanced Pilot Trainer

AIRCREW: 2 (Two Seat Tandem)

MMH/FH: 6.64

ANNUAL FLIGHT HOURS (FH/PAA): 350

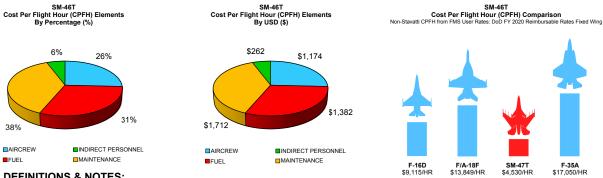
AIRCRAFT PER SQUADRON: 12

CREW RATIO: 1.5

MEAN FUEL CONSUMPTION (GPH): 346

SM-47T Cost Per Flight Hour (CPFH)		
COST ELEMENT	cost	
Aircrew: Fuel: Direct Maintenance Pe Consumable Materials Indirect Support Perso Spares: Depot:	: \$166	
TOTAL CPFH:	\$4,530	

SM-47T Typical Aircraft Squadron Strength (TASS)			
PERSONNEL DESCRIPTION	PER AIRCRAFT	PER SQUADRON	
Aircrew: Ground Crew & Maintenance: Squadron Staff: Weapon System Security: Base Operations Personnel:	2 10 1 1 1	36 116 10 15 12	
TOTAL PERSONNEL:	15	189	
# OF AIRCRAFT:	1	12	



DEFINITIONS & NOTES:

AIRCREW: Assumes Crew Ratio of 1.5 with FH/PAA=350. Aircrew salary assumes pay rate for USAF O-3 (Captain) with 8 years experience and inclusion of Hazardous Duty Pay, Subsistence and Housing Allotments

ARCREW: Assumes Crew Ratio of 1.5 with FH/PAA-350. Aircrew salary assumes pay rate for USAF O-3 (Captain) with 8 years experience and inclusion of Hazardous Duty Pay, Subsistence and Housing Allotments. FUEL: Assumes a mean fuel consumption of 346 Gallons Der Hour (GPH) of JP-8 per mission Flight House 10 (FH) at a cost of \$4.00/Gallon based upon DoD bulk fuel purchase of \$6.95 Billion for 44.45 Million Barrels of JP-8 in 2013 adjusted for inflation and rounded-up to the nearest dollar value for cost normalization purposes.

DIRECT MAINTENANCE PERSONNEL: Assumes a Maintenance Labor Rate of \$100.00/Hour.

MMH/FH: MMH/FH definitions are for Low Rate Initial Production (LRIP) aircraft. Actual MMH/FH may decrease by up to 35% over aircraft operational service life based upon maintenance practices and crew experience. TASS: TASS values are round upon a hypothetical USAF ACC typical squadron structure as projected by STAVATTI. Actual TASS may vary by +1-50%, particularly when non-DoD service (allied export) squadron and support structures are considered. Actual TASS values are based upon service branch or procedures, practices and defense force culture.

CPFH PRESENTATION: CPFH values are presented in a manner to provide greater specificity with regard to elements of aircraft operations costs in support of export sales to NATO/allied air forces which may engage cost accounting and support practices which differ from those of DoD. CPFH projections included with GSD. SDD and DLR are not individually identified. The projected costs often identified with GSD. SDD and DLR are included with MILIED ANCE: "Category. Contractor Logistical Support (CLS) which may be provided under (including air crew) is included with all support assumed by dedicated air force personnel. Ground-crew (including air crew) is included with all support assumed by dedicated air force personnel. Ground-crew (including air crew) is included with all support assumed by dedicated air force personnel. Ground-crew (including air crew) is included with al

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