

STAVATTI AEROSPACE LTD

Cost Per Flight Hour (CPFH)

DATASHEET

SM-28T Machete

NATO/EXPORT Configuration: SM-28T-1005



This DATASHEET provides ROM (Rough Order Magnitude) Cost Per Flight Hour (CPFH) and Typical Aircraft Squadron Strength (TASS) projections for the SM-28T 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-28T CPFH: \$4,521

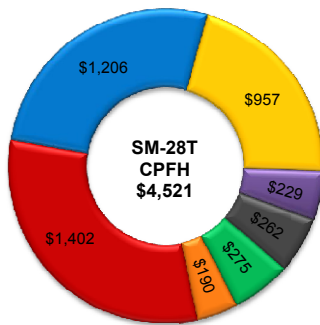
AIRCRAFT: SM-28T
MISSION: Close Air Support (CAS)
AIRCREW: 2 (Two Seat Tandem)
MMH/FH: 6.56

ANNUAL FLIGHT HOURS (FH/PAA): 350
AIRCRAFT PER SQUADRON: 12
CREW RATIO: 1.5
MEAN FUEL CONSUMPTION (GPH): 246

SM-28T Cost Per Flight Hour (CPFH)	
COST ELEMENT	COST
Aircrew:	\$1,206
Fuel:	\$1,402
Direct Maintenance Personnel:	\$957
Consumable Materials:	\$229
Indirect Support Personnel:	\$262
Spares:	\$275
Depot:	\$190
TOTAL CPFH:	\$4,521

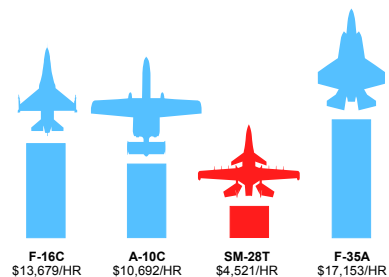
CPFH Values are in 2017 USD

SM-28T Typical Aircraft Squadron Strength (TASS)		
PERSONNEL DESCRIPTION	PER AIRCRAFT	PER SQUADRON
Aircrew:	2	39
Ground Crew & Maintenance:	10	124
Squadron Staff:	1	11
Weapon System Security:	1	16
Base Operations Personnel:	1	13
TOTAL PERSONNEL:	15	203
# OF AIRCRAFT:	1	12



- Fuel: 31.0%
- Aircrew: 26.7%
- Direct Maintenance: 21.2%
- Consumable Materials: 5.1%
- Indirect Support Materials: 5.8%
- Spares: 6.1%
- Depot: 4.2%

SM-28S
Cost Per Flight Hour (CPFH) Comparison
 Non-Stavatti CPFH from FMS User Rates; DoD FY 2025 Reimbursable Rates Fixed Wing



DEFINITIONS & NOTES:

AIRCREW: Assumes Crew Ratio of 1.5 with FH/PAA=350. Aircrew salary assumes pay rate for USAF O-4 (Major) with 10 years experience and inclusion of Hazardous Duty Pay, Subsistence and Housing Allowments.
FUEL: Assumes a mean fuel consumption of 246 Gallons Per Hour (GPH) of JP-9 per mission Flight Hour (FH) at a cost of \$5.70/Gallon based upon 1 April 2026 Defense Logistics Agency Memorandum for Petroleum Cash Sales Pricing. This price used by Stavatti is equal to the Standard Fuel Price in Dollars FY2026 Short List Effective 1 April 2026 which listed the cost of Local Purchase Jet Fuel as purchased by the Undersecretary of Defense at \$5.70 Per Gallon/\$239.40 Per Barrel.
DIRECT MAINTENANCE PERSONNEL: Assumes a Maintenance Labor Rate of \$85.00/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 based upon a hypothetical USAF ACC typical squadron structure as projected by STAVATTI. Actual TASS may vary by +/-50%, particularly when non-DoD service (allied export) squadron and support structures are considered. Actual TASS values are based upon service branch organizational 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 in cost accounting and support practices which differ from those of DoD. CPFH projections include Aircrew Costs, which may be omitted/otherwise considered, in some USAF CPFH models. USAF CPFH cost factors including GSD, SDD and DLR are not individually identified. The projected costs often identified with GSD, SDD and DLR are included within the blanket "MAINTENANCE" category. Contractor Logistical Support (CLS) which may be provided under particular contract arrangements, are not included with all support assumed by dedicated air force personnel. Ground-crew (including aircraft armament crew) is included as an element of MAINTENANCE. All CPFH values presented herein are ROM projections which are subject to alteration and change based upon actual, empirical data to be derived during flight test and initial operations.