

STAVATTI AEROSPACE LTD

Cost Per Flight Hour (CPFH)

DATASHEET

SM-28T Machete

NATO/EXPORT Configuration: SM-28S PDC 01



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: \$4,708 (2017 USD)

AIRCRAFT: SM-28T
MISSION: Close Air Support (CAS)
AIRCREW: 2 (Two Seat Tandem)
MMH/FH: 10.68

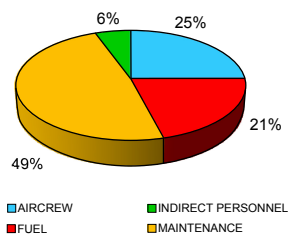
ANNUAL FLIGHT HOURS (FH/PAA): 350
AIRCRAFT PER SQUADRON: 12
CREW RATIO: 1.5
MEAN FUEL CONSUMPTION (GPH): 246

SM-28T Cost Per Flight Hour (CPFH)	
COST ELEMENT	COST
Aircrew:	\$1,174
Fuel:	\$984
Direct Maintenance Personnel:	\$1,560
Consumable Materials:	\$267
Indirect Support Personnel:	\$262
Spares:	\$273
Depot:	\$189
TOTAL CPFH:	\$4,708

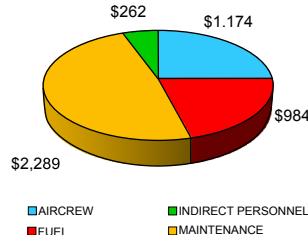
CPFH Values are in 2017 USD

SM-28T Typical Aircraft Squadron Strength (TASS)		
PERSONNEL DESCRIPTION	PER AIRCRAFT	PER SQUADRON
Aircrew:	2	39
Ground Crew & Maintenance:	16	203
Squadron Staff:	1	11
Weapon System Security:	1	16
Base Operations Personnel:	1	13
TOTAL PERSONNEL:	21	282
# OF AIRCRAFT:	1	12

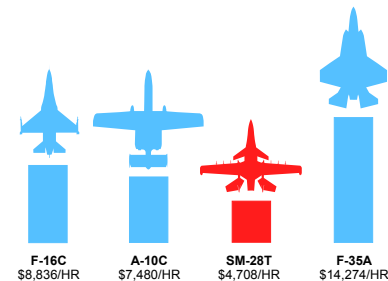
SM-28T
Cost Per Flight Hour (CPFH) Elements
By Percentage (%)



SM-28T
Cost Per Flight Hour (CPFH) Elements
By USD (\$)



SM-28T
Cost Per Flight Hour (CPFH) Comparison
Non-Stavatti CPFH from FMS User Rates: DoD FY 2015 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-3 (Captain) with 8 years experience and inclusion of Hazardous Duty Pay, Subsistence and Housing Allotments.
FUEL: Assumes a mean fuel consumption of 246 Gallons Per Hour (GPH) of JP-8 per mission Flight Hour (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 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.