

# MD530F®

## DIRECT OPERATING COST ESTIMATES

### 9.0 MD 530F® Estimated Direct Operating Cost Per Hour (Based upon year 2008US \$)

**C30  
Engine**

**Fuel and Lubricants<sup>1</sup>:**

Fuel @ \$5.80* per gallon @ approx. 35 gallons per hour.....	\$ 203.00
Lubricants @ 3% of fuel.....	\$ 6.09
Total Fuel .....	<b><u>\$ 209.09</u></b>

**Airframe Maintenance and Spares<sup>2</sup>:**

<u>Maintenance labor costs:</u>	
Scheduled (.15 Manhours/Flight Hours) @ \$75.00/Hour*.....	\$ 11.25
Unscheduled (.26 Manhours/Flight Hours) @ \$75.00/Hour*.....	\$ 19.50
	<b><u>\$ 30.75</u></b>
<u>Spares Cost:</u>	
Scheduled (Inspection) Parts: Used during periodic inspection i.e. filters, seals, o-rings, etc.....	\$ 5.78
On-Condition/Unscheduled Part .....	\$ 20.11
Reserves: Component Overhaul (TBO).....	\$ 46.81
Reserves: Limited-Life Parts .....	\$ 44.97
Total Airframe Cost .....	<b><u>\$ 117.67</u></b>

**Engine<sup>3</sup>:**

Scheduled maintenance labor and parts.....	\$ 3.00
Reserve for engine overhaul, spares and accessories .....	\$ 70.91
Total Engine .....	<b><u>\$ 73.91</u></b>

**Total Direct Operating Cost<sup>4</sup> .....** **\$ 431.42**

<sup>1</sup> Fuel cost and labor rate\* is based on U.S. Average

Average cost while operating under the following conditions:  
 Gross Weight: 10% less than maximum certified  
 Speed: Maximum Range Speed, 124 KIAS  
 Altitude: 1,000 feet on a standard day

<sup>2</sup> Overhaul costs are based on participation in factory exchange program

<sup>3</sup> Engine fleet maintenance costs provided by Rolls-Royce Engine Company

<sup>4</sup> Indirect costs such as insurance, hangar, salary, etc., are excluded

Cost figures shown are extrapolated from a broad database and are intended for example purposes only. Actual costs will vary, depending on local operating condition, pricing and supplier practices. We encourage you to compare these figures with other manufacturers, using the same unit costs for fuel, labor, etc.

# MD530F®

## DIRECT OPERATING COST ESTIMATES

### 9.1 MD 530F® Direct Operating Cost Worksheet

■ Fuel and Lubricants

Fuel @ \$ per gallon @ approx. gallons per hour..... \$ \_\_\_\_\_  
 Lubricants @ \_\_\_\_\_ % of fuel ..... \$ \_\_\_\_\_  
**Total Fuel and Lubricants Cost..... \$ \_\_\_\_\_(A)**

■ Airframe Maintenance and Spares

Scheduled maintenance labor rate @ \$ \_\_\_\_\_ per hour  
 (Maintenance man-hour/flight hour=\$ \_\_\_\_\_ )..... \$ \_\_\_\_\_  
 Unscheduled maintenance labor rate @ \$ \_\_\_\_\_ per hour  
 (Maintenance man-hour/flight hour=\$ \_\_\_\_\_ ) ..... \$ \_\_\_\_\_  
 Scheduled (Inspection) Parts ..... \$ \_\_\_\_\_  
 On-Condition/Unscheduled Part ..... \$ \_\_\_\_\_  
 Reserves: Component Overhaul (TBO) ..... \$ \_\_\_\_\_  
 Reserves: Limited-Life Parts ..... \$ \_\_\_\_\_  
**Total Airframe Maintenance and Spares Cost..... \$ \_\_\_\_\_(B)**

■ Engine

Scheduled maintenance labor rate @ \$ \_\_\_\_\_ per hour  
 (Maintenance man-hour/flight hour=\$ \_\_\_\_\_ ) ..... \$ \_\_\_\_\_  
 Unscheduled maintenance labor rate @ \$ \_\_\_\_\_ per hour  
 (Maintenance man-hour/flight hour=\$ \_\_\_\_\_ ) ..... \$ \_\_\_\_\_  
 Reserves for engine overhaul and spares ..... \$ \_\_\_\_\_  
**Total Engine Cost ..... \$ \_\_\_\_\_(C)**  
**TOTAL DIRECT OPERATING COST (A+B+C) ..... \$ \_\_\_\_\_(D)**

**FIXED OPERATING COST**

■ Depreciation

Hull insurance ..... \$ \_\_\_\_\_  
 Liability insurance ..... \$ \_\_\_\_\_  
 Pilot salary ..... \$ \_\_\_\_\_  
 Hangar rental ..... \$ \_\_\_\_\_  
**Total Annual Fixed Operating Cost ..... \$ \_\_\_\_\_(E)**  
 Total Hours ( \_\_\_\_\_ ) flown annually (F) ..... \$ \_\_\_\_\_(F)  
**TOTAL FIXED OPERATING COST PER HOUR (E+F) ..... \$ \_\_\_\_\_(G)**  
**Total Direct Operating Cost Per Hour (from above) ..... \$ \_\_\_\_\_(D)**  
**TOTAL HOURLY FIXED OPERATING COST (D+G)..... \$ \_\_\_\_\_**