



MD 520N

Estimated Direct Operating Cost Per Hour (Based Upon Year 2007 \$US)

		<u>C20R+ Engine</u>
Fuel and Lubricants¹		
Fuel @ \$4.98* per gallon @ approximately 32 gallons/hour	\$159.36	
Lubricants @ 3% of fuel	\$4.78	
		<u>\$164.14</u>
Airframe Maintenance and Spares²		
<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	
		<u>\$30.75</u>
<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)	\$26.73	
Reserves: Limited-Life Parts	\$36.79	
		<u>\$89.41</u>
Engine³		
Scheduled maintenance labor & parts	\$3.00	
Reserve for engine overhaul, spares and accessories	\$58.43	
		<u>\$61.43</u>
Total Direct Operating Cost⁴		<u>\$345.73</u>

¹ Fuel Cost and labor rate* is based on Conklin & deDecker, "The Aircraft Cost Evaluator", Fall 2006
Average cost while operating under the following conditions:
Gross Weight: 10% less than maximum certified
Speed: Maximum Range Speed, 117 KIAS
Altitude: 1,000 feet on a standard day

² Overhaul costs are based on participation in factory exchange program

³ Engine fleet maintenance costs provided by Rolls Royce Engine Company

⁴ 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 conditions, pricing and supplier practices. We encourage you to compare these figures with other manufacturers, using the same unit costs for fuel, labor, etc.