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Case Study
A Parametric Model for the Cost per Flight Hour (CPFH)

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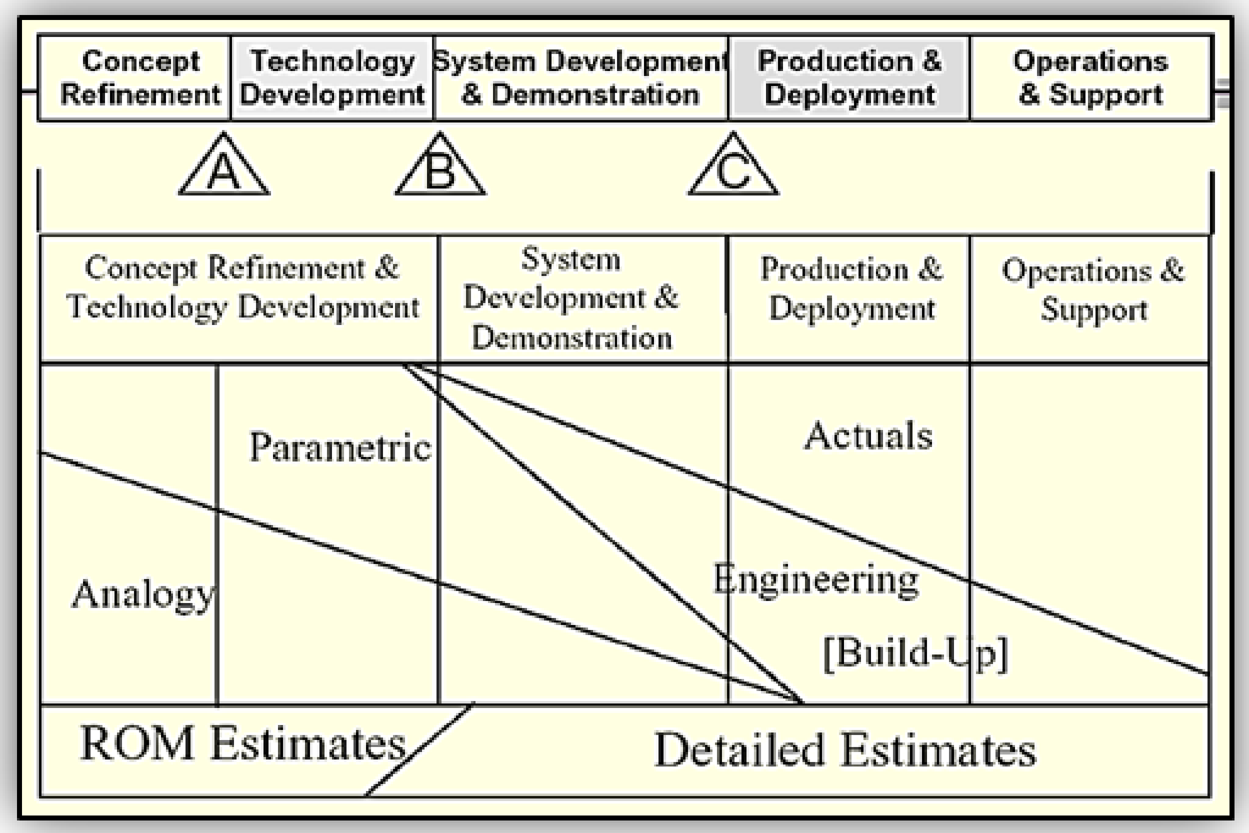
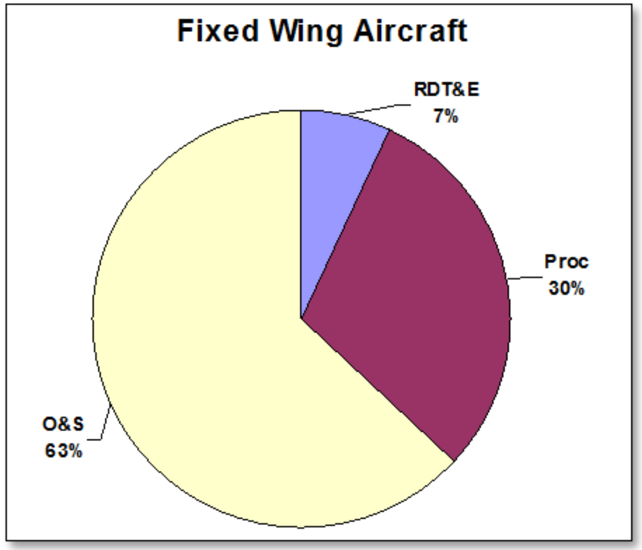
Applicability of Cost Estimating Techniques

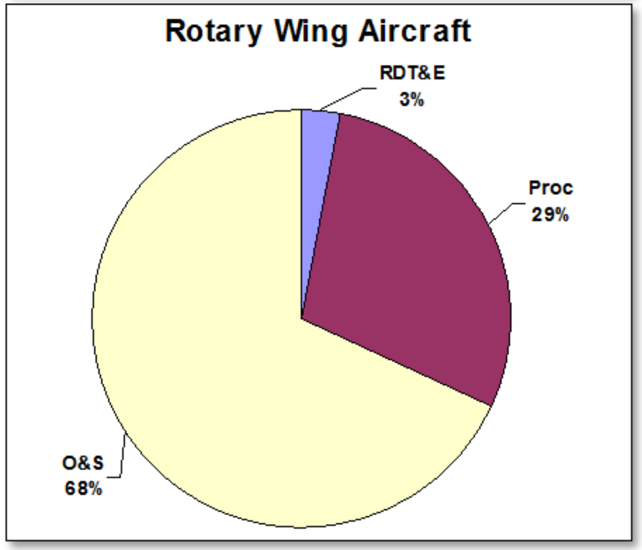


Source: DAU Integrated Defense Acquisition, Technology, and Logistics LCM Framework chart, v5.2 (2008).

Analogy

$$Cost = f(Cost')$$





Source: OSD/CAPE Operating and Support Cost-Estimating Guide (2014), Chapter 2, fig. 2-2

$$O\&S\ Cost \approx 2.10 \cdot Procurement$$

$$O\&S\ Cost \approx 2.34 \cdot Procurement$$

$$CPFH = \frac{O\&S\ Cost}{FLHRs}$$

Parametric

$$Cost = f(p_1, p_2, p_3, \dots, p_n)$$

"Parametric estimating is a technique that develops cost estimates based upon the examination and validation of the relationships which exist between a project's technical, programmatic, and cost characteristics as well as the resources consumed during its development, manufacture, maintenance, and/or modification. Parametric models can be classified as simple or complex. Simple models are cost estimating relationships (CERs) consisting of one cost driver. Complex models, on the other hand, are models consisting of multiple CERs, or algorithms, to derive cost estimates."

Source: ISPA/SCEA Parametric Handbook, 4th Edition (2008)

Engineering (Build-Up)

$$Cost = \sum_{i=1}^{n} Cost_i$$

O&S Cost breakdown

1.0 Unit-level manpower

2.0 Unit operations

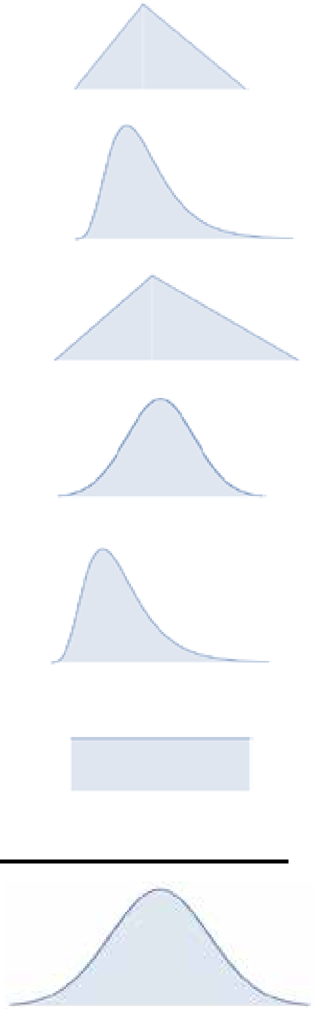
3.0 Maintenance

4.0 Sustaining support

5.0 Continuing system improvements

6.0 Indirect cost

TOTAL



Source: GAO-09-3SP Cost Estimating and Assessment Guide (2009).

Construction of the parametric model

Objective:
Comparison of alternatives

Pre-Analysis considerations: Constraints & Requirements

- Use the available (small) sample of 22 systems that HAF operates
- Exclude indirect cost
- Search for cost drivers that are easily accessible and quantifiable
- The selected model must:
    - v not include more than two cost drivers
    - v be significant at the 5% level
    - v capture at least 75% of the CPFH variance
    - v have valid confidence & prediction intervals
    - v make sense

Hellenic Air Force fleet

Trainers

T-41D

T-6A II

T-2E


Fire fighters

CL-215

CL-415

PZL


Fighters

F-16C/D

F/RF-4E

M2000-5

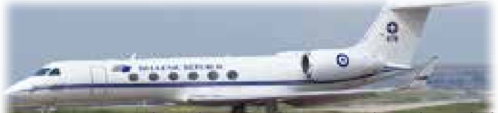
A-7H


AEW&C

EMB-145H


VIP

EMB-135

G-V


Transporters

C-130H

C-27J


Helicopters

AB-205

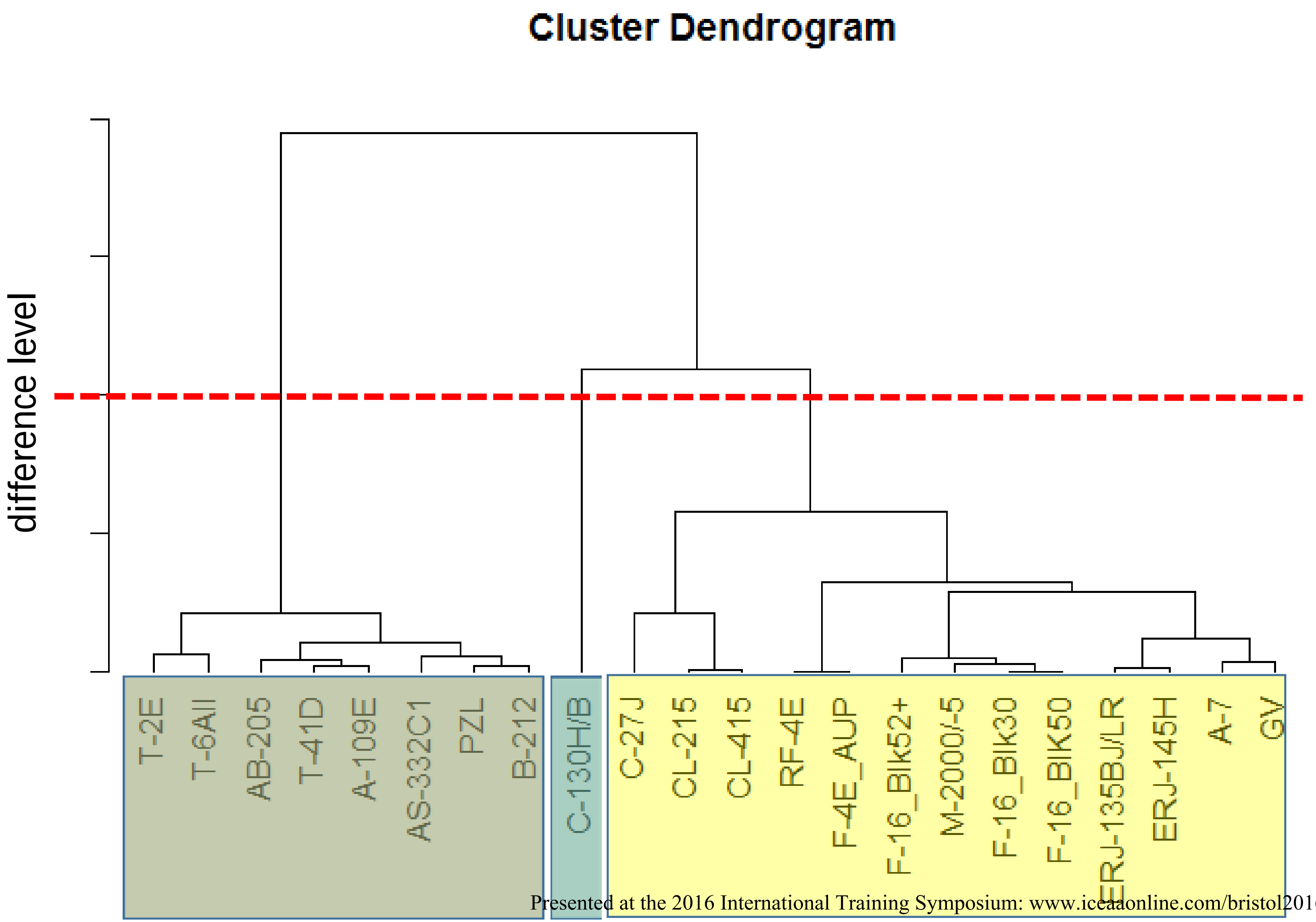
B-212

AS-332C1

A-109E


Independent variables

- Length
- Empty weight
- MTOW
- SFC (max)
- Speed (max)
- Ceiling



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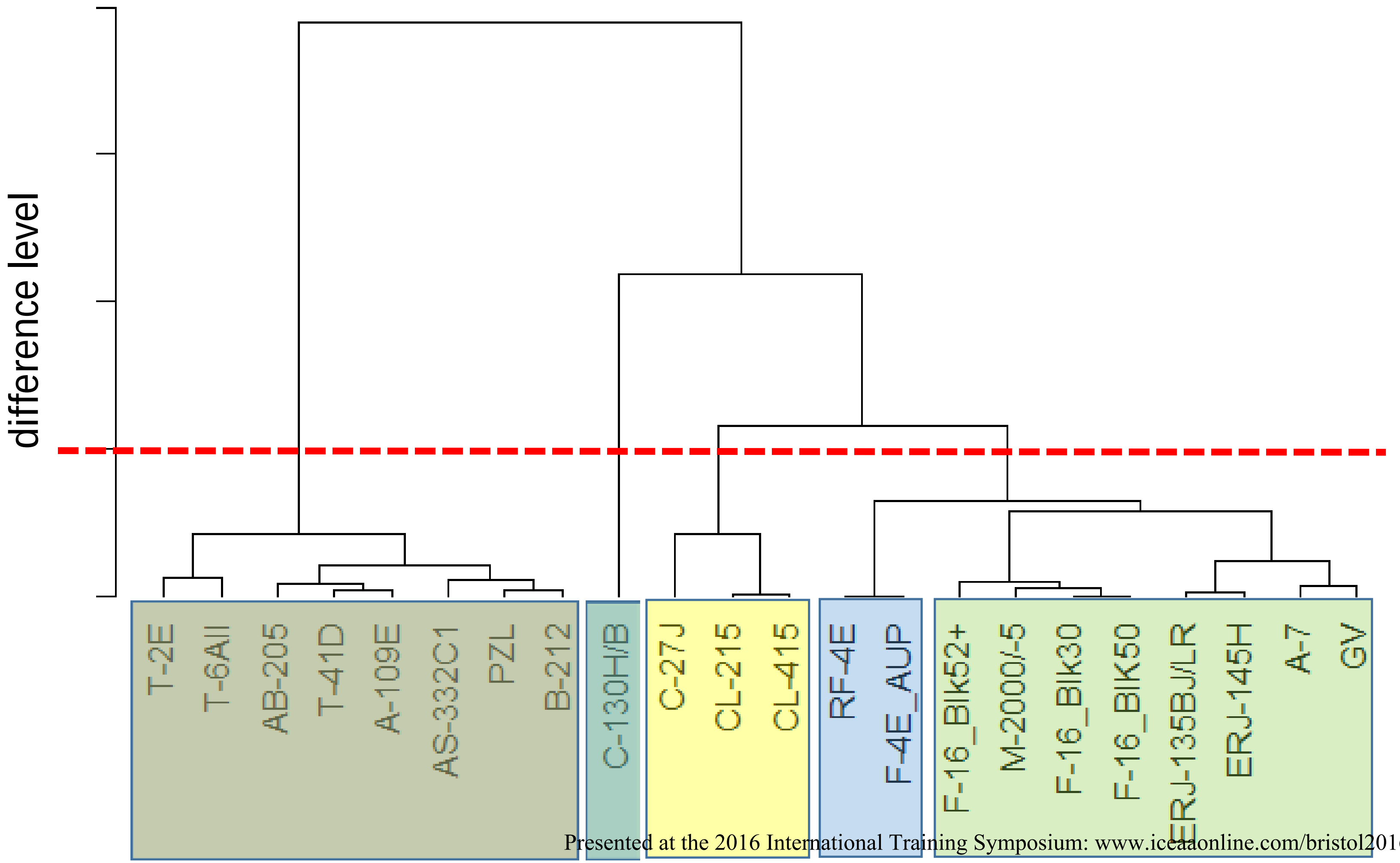
Cluster Dendrogram



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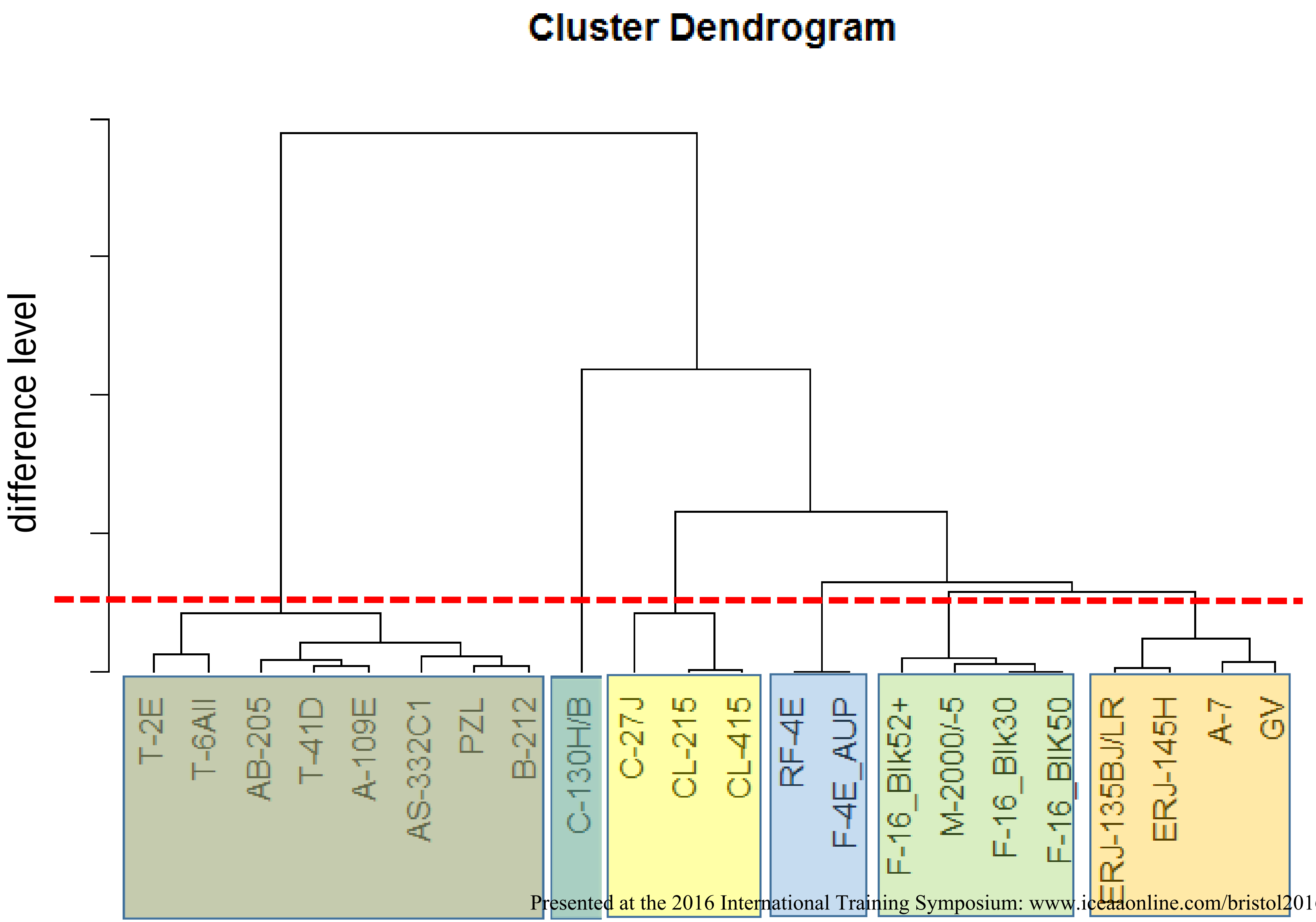

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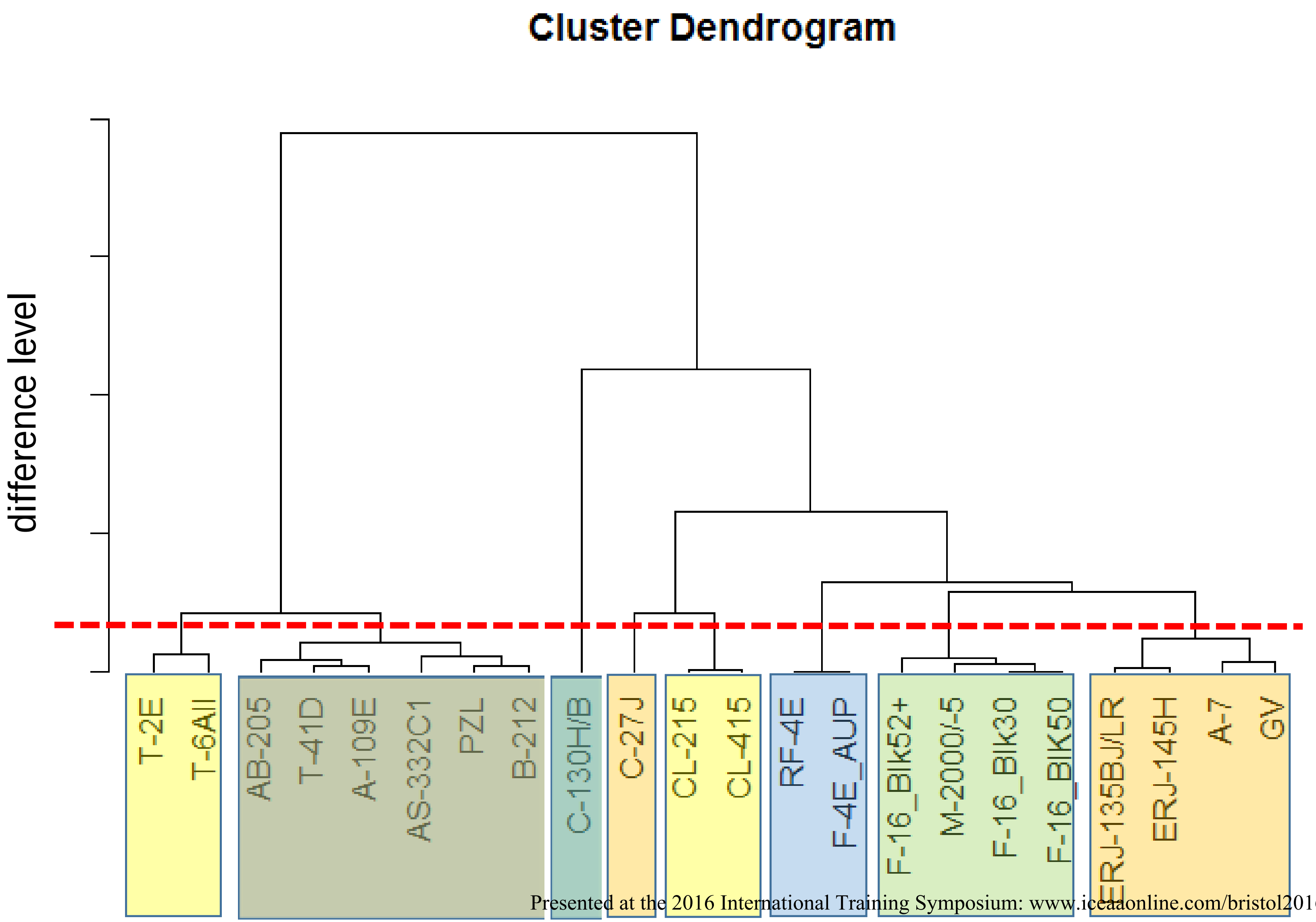
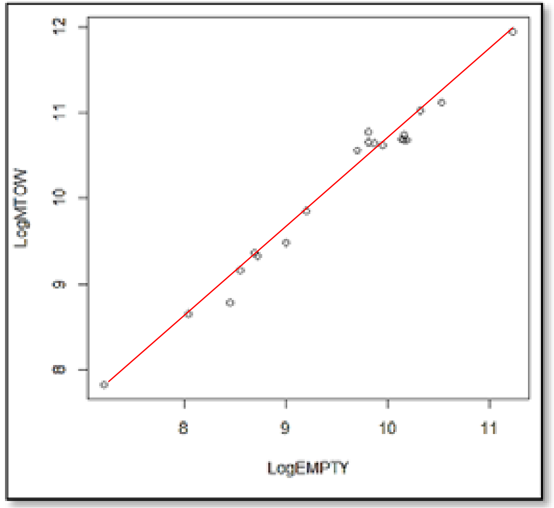
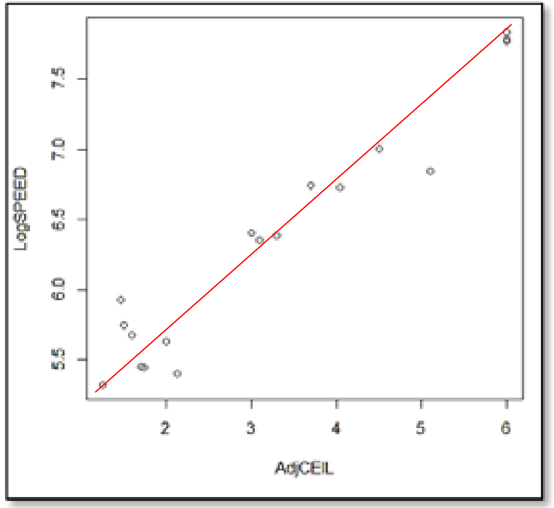


Multicollinearity issues

	LogLENGTH	LogEMPTY	LogMTOW	LogSFC	LogSPEED	AdjCEIL	LogCPFH
LogLENGTH	1	0.78	0.75	[illegible]	[illegible]	[illegible]	0.49
LogEMPTY		1	0.99	[illegible]	0.52	0.47	0.8
LogMTOW			1	[illegible]	0.59	0.54	0.83
LogSFC				1	0.71	0.72	0.54
LogSPEED					1	0.98	0.72
AdjCEIL						1	0.65
LogCPFH							1

Colour scale: 1, 0.8, 0.6, 0.4, 0.2, 0, -0.2, -0.4, -0.6, -0.8, -1

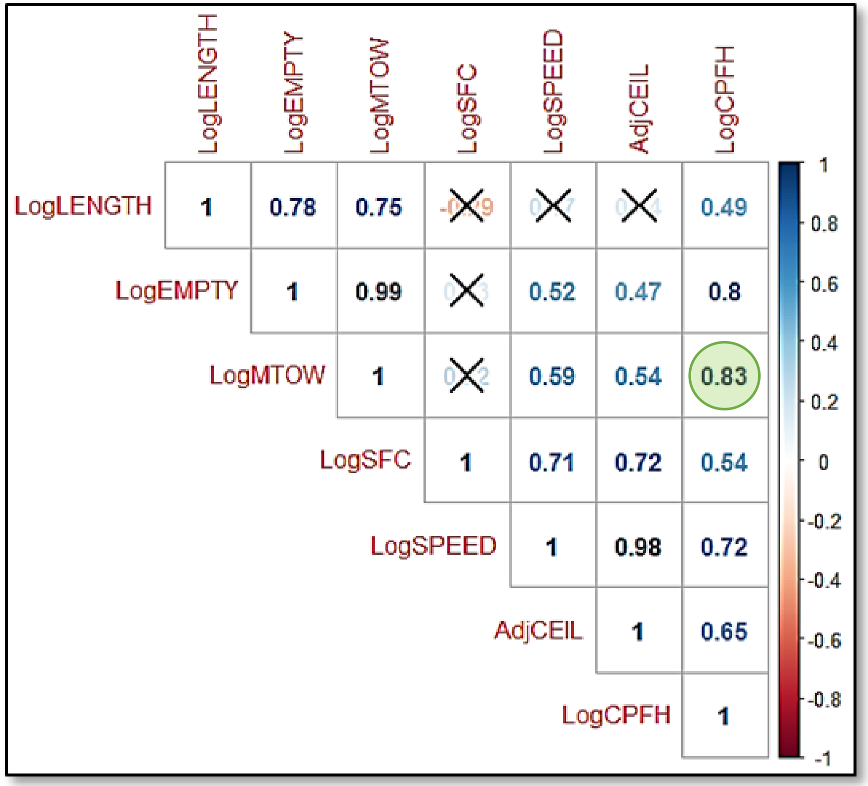




Different variables contain the same information!!!
(They are highly correlated and one can be linearly predicted from the other(s))

Model selection

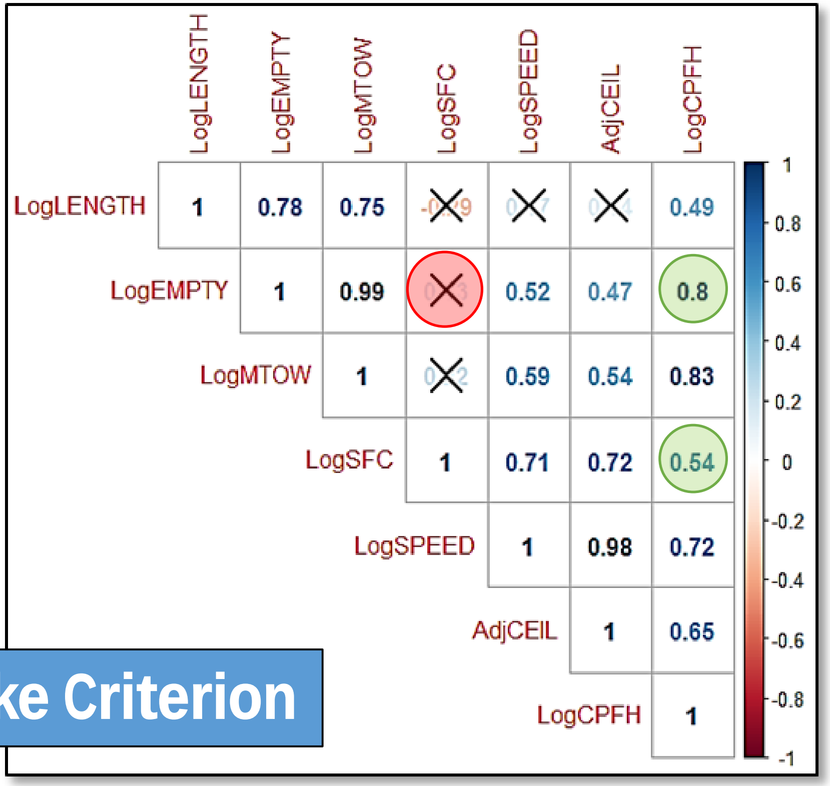
Simple CER



$$\mathrm{Log}(CPFH) = a_0 + a_1 \cdot \mathrm{Log}(MTOW)$$

$$R^2 = 0.69$$

Complex CER



Akaike Criterion

$$\mathrm{Log}(CPFH) = \beta_0 + \beta_1 \cdot \mathrm{Log}(Empty\ weight) + \beta_2 \cdot \mathrm{Log}(SFC)$$

$$R^2_{adj} = 0.82$$

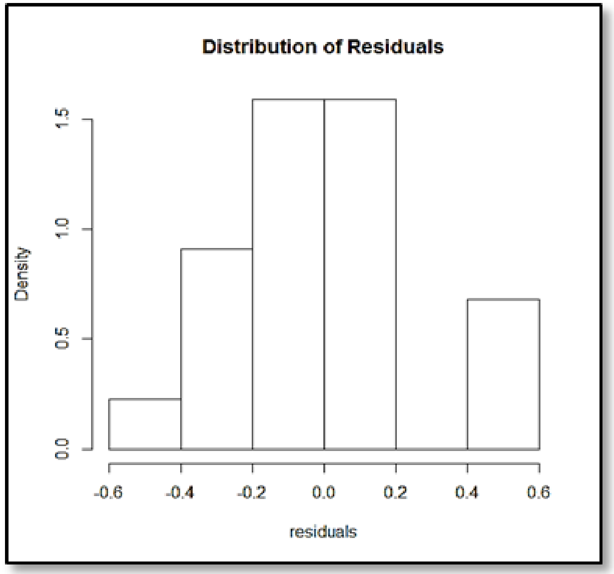
Case Study: A Parametric Model for the CPFH by Michail Bozoudis

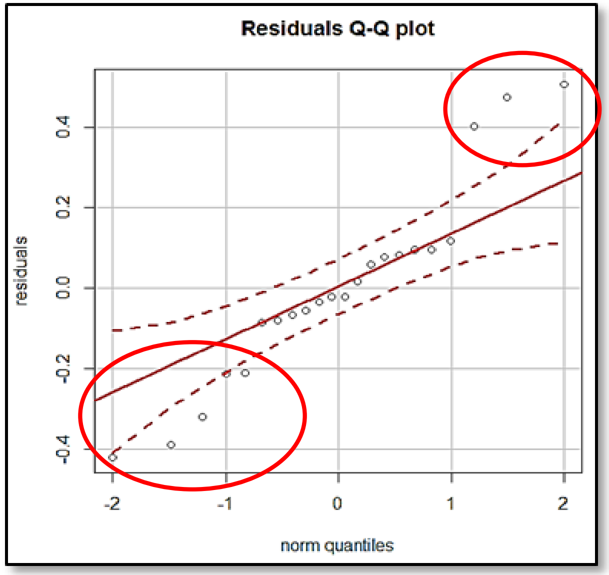
ANOVA table

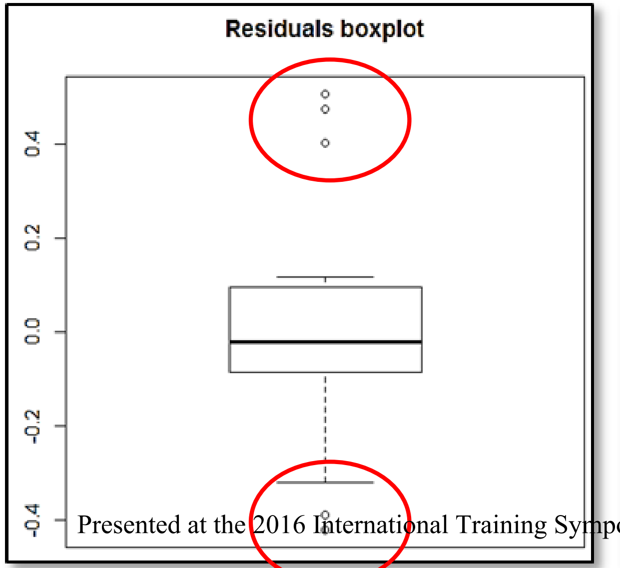
```
Call:
lm(formula = LogCPFH ~ LogEMPTY + LogSFC)

Residuals:
     Min       1Q   Median       3Q      Max
-0.42125 -0.08515 -0.02154  0.09199  0.50650

Coefficients:
            Estimate Std. Error t value Pr(>|t|)
(Intercept)                       6.570 2.74e-06 ***
LogEMPTY                          7.984 1.73e-07 ***
LogSFC                            4.827 0.000117 ***
---
Signif. codes:  0 '***' 0.001 '**' 0.01 '*' 0.05 '.' 0.1 ' ' 1

Residual standard error: 0.2553 on 19 degrees of freedom
Multiple R-squared:  0.8385,          Adjusted R-squared:  0.8215
F-statistic: 49.31 on 2 and 19 DF,    p-value: 3.009e-08

Correlation of Coefficients:
         (Intercept) LogEMPTY
LogEMPTY -0.99
LogSFC    0.17        -0.13
```

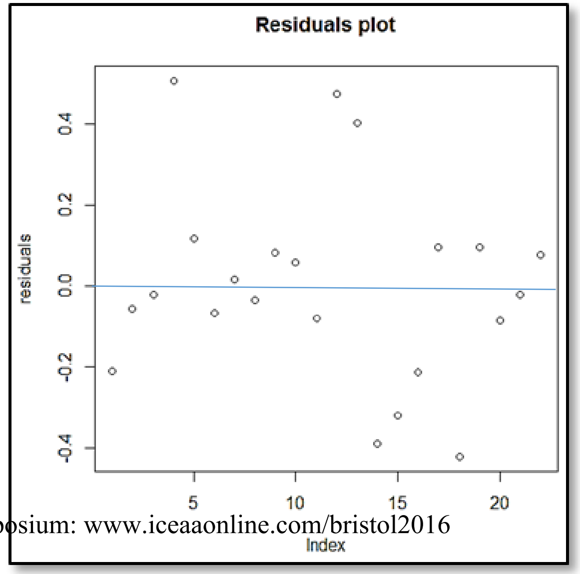
Residuals diagnostics

Test	Null hypothesis	*p*-value	Reject the null hypothesis at the 5% sig. level?
Shapiro-Wilk normality test	normality	0.161	NO
Breusch-Pagan test for heteroscedasticity	constant variance	0.332	NO
Durbin-Watson test for autocorrelation	no autocorrelations	0.342	NO
Two-sided t-test with Bonferroni adjustment	no outliers	0.714	NO









Intervals for the CPFH estimate

$$\text{Prob}\left[\hat{Y}_0 - s(\hat{Y}_0)\, t_{n-p,\frac{a}{2}} \leq Y \leq \hat{Y}_0 + s(\hat{Y}_0)\, t_{n-p,\frac{a}{2}}\right] = 1 - a$$

where: $s^2(\hat{Y}_0) = STE^2\,[1 + \mathbf{X}_0'(\mathbf{X}'\mathbf{X})^{-1}\mathbf{X}_0]$, for prediction interval

$s^2(\hat{Y}_0) = STE^2\,[\mathbf{X}_0'(\mathbf{X}'\mathbf{X})^{-1}\mathbf{X}_0]$, for confidence interval

and $Y = \text{Log}(CPFH)$

Review of the selected model

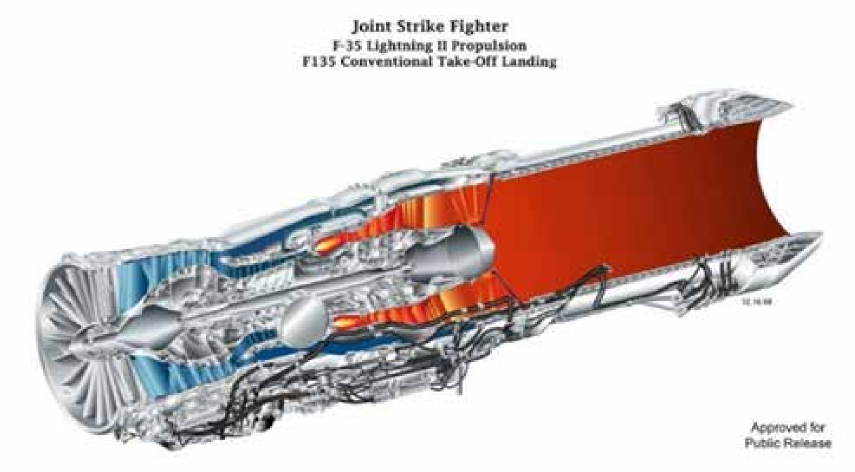
Constraints & requirements	Results
Use the sample of 22 aircraft operated by the Hellenic Air Force.	**OK**.
Use the appropriate cost information.	**OK**. Current CPFH data used, excluding the *indirect support* cost category.
Use cost drivers (independent variables) that are easily accessible and quantifiable.	**OK**. The cost drivers are physical and performance characteristics.
The model must be as less complex as possible and include no more than two cost drivers.	**OK**. The selected model includes two independent variables.
The model should be statistically significant at the 5% level.	**OK**. *p*-value = $3 \cdot 10^{-8}$
The model should capture at least 75% of the CPFH variance.	**OK**. $R^2_{adj} = 0.82$
The model's confidence and prediction intervals must be valid.	**OK**. The residuals pass all tests
The model's mathematical expression should make sense.	**OK**. The model suggests that the aircraft weight and the engine specific fuel consumption correlate positively with the CPFH.

Post-Analysis considerations

- Small sample à high uncertainty, wide intervals
- Diverse systems à poor precision, robust CERs
- Residuals pass all tests à unbiased model, valid intervals
- Tailored model à no generalizations
  - v Why was the model built?
  - v Which question does the model actually answer?
  - v How does the model perform on the training sample?
  - v How can the model be useful?

CPFH point estimate for an "unknown" system

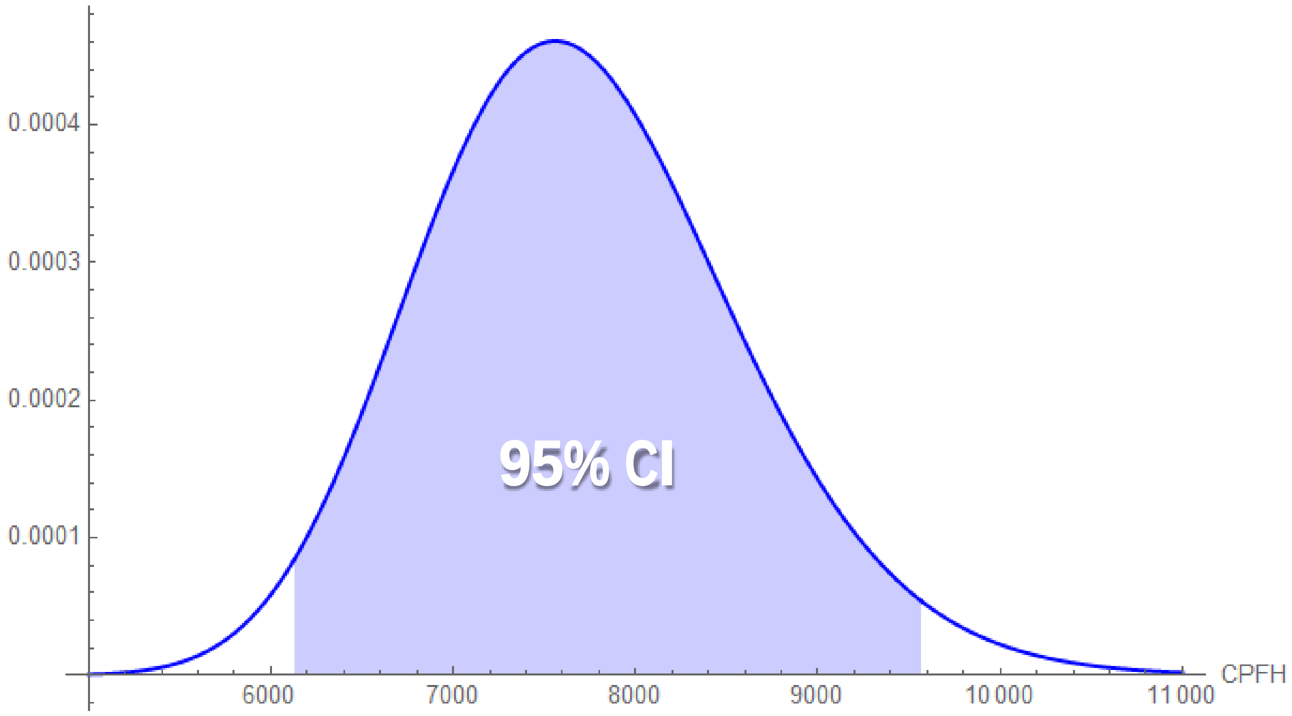
F-35A empty weight = 29,098 lb



F135-PW-100 specific fuel consumption ≈ 1.95 lb/lbf·h

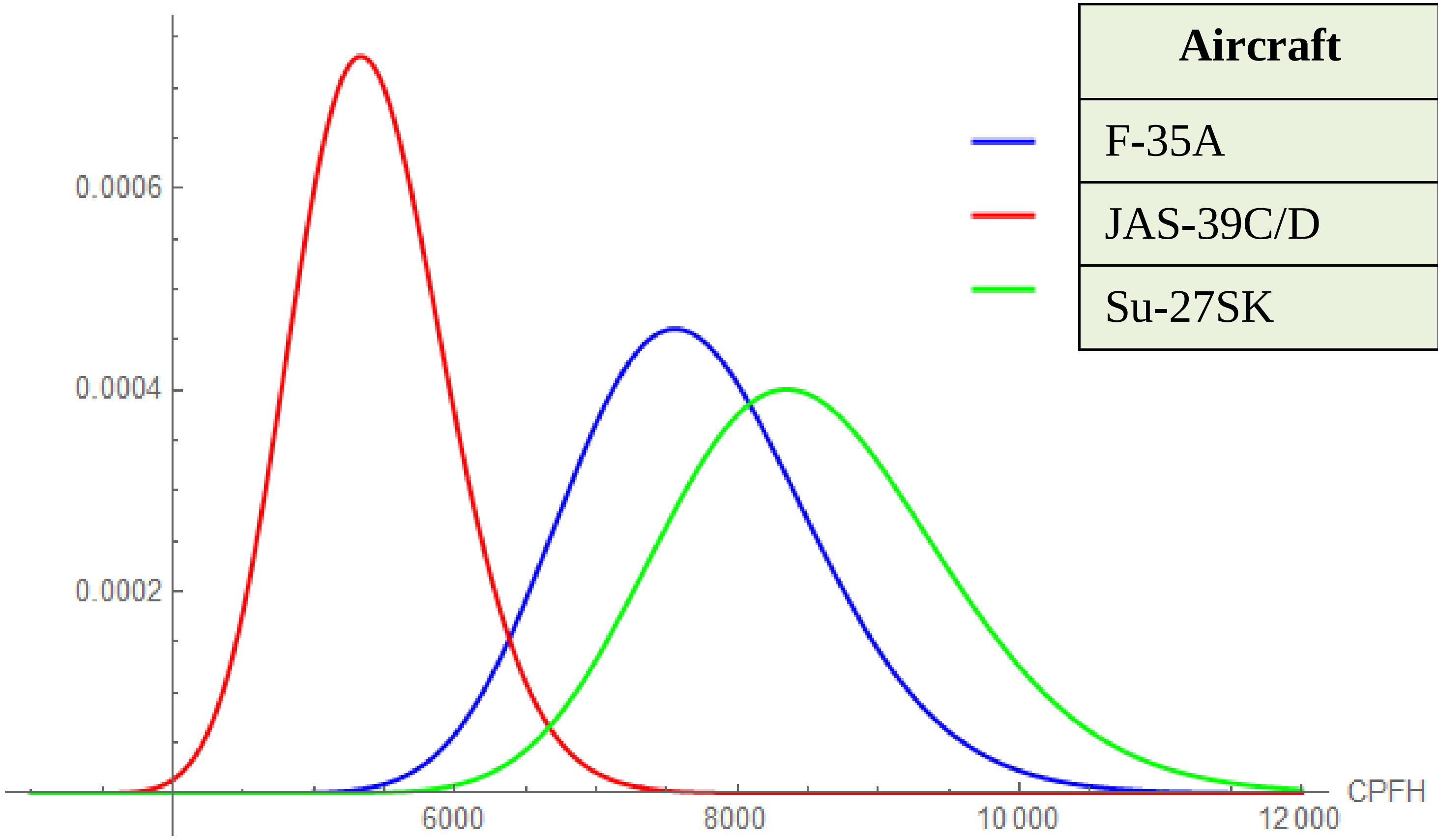
$$\text{Log}(CPFH) = \beta_0 + \beta_1 \cdot \text{Log}(29{,}098) + \beta_2 \cdot \text{Log}(1.95)$$

CPFH estimate for the F-35A



Log(CPFH) mean	8.9435
Log(CPFH) standard deviation	0.1138
CPFH mean	7,708 €
CPFH median	7,658 €
CPFH mode	7,560 €
CPFH standard deviation	880 €
Prob(CPFH > 10,000 €)	0.95%
CPFH 80th percentile	8,428 €
Cost risk (80th percentile - mode)	868 €
CPFH 95% confidence interval	6,127 to 9,571 €

Comparison between "unknown" aircraft



Aircraft	95% C.I.
F-35A	6,127 to 9,571 €
JAS-39C/D	4,414 to 6,578 €
Su-27SK	6,714 to 10,679 €

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