

CHARTERS - SPECIAL ASSIGNMENT AIRLIFT MISSIONS (SAAM'S), JOINT CHIEFS OF STAFF EXERCISES (JCSE), AND CONTINGENCIES FOR THE TRANSPORTATION WORKING CAPITAL FUND (TWCF), AND NON-TWCF AIRCRAFT

EFFECTIVE: 01 Feb 14 through 30 Sep 14

1. Description of Tables.

a. Table 1 contains hourly SAAM/JCSE/Contingency rates and Minimum Activity Rates (MAR's) for Department of Defense (DoD) Users.

b. Table 2 contains hourly SAAM/Contingency rates and MAR's for non-DoD other U.S. Government users.

c. Table 3 contains hourly SAAM/Contingency rates and MAR's for non-U.S. Government users (including foreign military sales and military assistance program).

d. Table 4 contains a point of contact for obtaining hourly rates for DoD aircraft which normally do not fly TWCF missions.

e. Table 5 contains the commercial stabilized seat/ton mile rates to be used for computing charges for commercial airlift.

2. Procedures used to compute charges for TWCF charter missions.

a. SAAMs

(1) Charges will be computed and billed after completion of the mission. Free fuel has been considered in the computation of our overall rates; therefore, customer bills will not be reduced for any free fuel issues. All SAAM missions must have an approved funding document PRIOR to scheduling. The line of accounting (LOA) or funding citation and mission POC must be clearly annotated on mission planning documents, for use by the HQ AMC/FMFAB billing staff in advance of execution.

(2) Customers shall access DEAMS Component Billing System (DCBS), HQ AMC's billing module each month and pre-validate their mission details. This will prohibit the potential for erroneous charges. Customers can also receive mission billed information on or about the 20th of the month from DCBS.

(a) To obtain access to DCBS, log in to <https://dcbs-web.scott.af.mil/> and complete the registration to include the DD Form 2875. Send the completed DD Form 2875 to DCBS.Helpdesk@scott.af.mil. A customer number is needed to setup your account, please contact HQ AMC/FMFAB, DSN 779-2291/2293/2668 for assistance.

(b) If the customer does not pre-validate billing, is billed for the movement, and subsequently wishes to dispute billing, IAW DOD FMR the customer is limited to the following time constraints:

(1) 30 days from bill date:

NAFI (DoD FMR Vol 4 Chap 3 030505(C)(2))

Interfund disputes (MILSBILLS) (DoD FMR Vol 4 Chap 3 030504(C))

(2) 60 days from bill date:

GTC (DoD FMR Vol 9 Chap 3 030303)

All Other DoD (DoD FMR Vol 4 Chap 3 030505(A)(4)(a))

Intergovernmental debt outside the DoD (DoD FMR Vol 4 Chap 3 030505(B)(4))

(3) Any passenger or cargo movement under the terms of Acquisition and Cross Servicing Agreements (ACSA) may be entitled to the DoD rate. USTRANSCOM Instruction 20-5, 11 Aug 09, Logistics Support Using Acquisition and Cross Servicing Agreements (ACSA), established the policies, and procedures by which logistics support, supplies, and services (LSSS), including airlift, may be provided to or acquired from USTRANSCOM and its Transportation Component Commands (TCCs) by foreign governments, NATO subsidiary bodies, the United Nations organization, or any regional international organization (NOTE: The term "regional international organization does not include nongovernmental organizations), pursuant to an ACSA concluded by DoD with that country or entity.

(4) HQ AMC/FMFAB computes organic airlift charges by applying the applicable hourly aircraft rate (Tables 1-3) to the aircraft type and number of flying hours actually used to perform the mission as reported in GDSS2. For TWCF organic airlift, customers only pay for the SAAM mission; no other accessorial fees apply. When selecting aircraft type, AMC 618 AOC/XOB (TACC) considers load and cube limits, seasonal factors, locations, availability of aircraft, en route support facilities and other applicable factors. When selecting airlift routes, AMC considers DoD directives, foreign clearance guide requirements, en route support facilities and other applicable factors.

(a) The number of chargeable flying hours includes the time from the departure of the aircraft performing the mission to the positioning point, to each customer directed stop, and to the depositioning point. The charges for the positioning and depositioning legs of the mission would normally include departure from and return to the home station of the aircraft performing the mission. In-system select (ISS) procedures apply to those aircraft already performing airlift missions within the AMC system. When the airlift user is provided airlift with an ISS aircraft, the positioning charge would be based upon the number of flying hours from the point where the aircraft last offloaded on the previous mission to the first user onload point. Depositioning charges for ISS aircraft would not apply if the aircraft remains in the AMC system and is assigned to another mission as an ISS. If the aircraft does not remain within the AMC system, then the depositioning charge would be computed based upon the number of flying hours to the aircraft's home station. See the examples for positioning and depositioning charges. When estimating charges for the positioning and/or depositioning legs of the mission, use the farthest home station for the type aircraft used to the first onload or last offload point.

(b) Funding responsibility for movement of materials handling equipment (MHE) or special teams/equipment to support the unit being deployed belongs to the unit or the JCS Exercise program, as appropriate. Examples are: If a unit requires MHE that is not at one of the user's deployment sites and the MHE will not fit on the unit's SAAM aircraft, a support mission will be flown at user's expense.

(5) The minimum activity rate (MAR = 2 hours flying time except for the C-17 where MAR = 4 hours flying time) is the charge levied on the user for requests that involve reaction or response that is not otherwise chargeable by reference to other tables, **less any appropriate incentives**. Presidential (POTUS, PHOENIX Banner, PHOENIX Silver) flights are charged for MAR when applicable, but are excluded from stand downs and incentives. Examples are:

(a) For a regular mission, in addition to the basic SAAM cost, MAR will be charged after the first 24 hour period and for each 24 hour period, regardless of a clock day, in which the aircraft stands down because of customer requirements (whether stated or not in the original request).

(b) When a user requests or directs aircraft be reserved (regardless if at home station or a remote location), placed on standby, or prepositioned for the user's exclusive use, a 2 hour MAR (4 hour MAR for a C-17) will be charged after the first 24 hours and for each 24 hour period (e.g. standby or prepositioned 26 hours will be charged 2 hours MAR, 4 hours MAR for a C-17). At the time the alert is ordered, the bill payer must be identified and/or fund cite provided. These both apply for alert and back-up aircraft. **See AMCI 65-602, 5.2.2.**

(c) If a mission is canceled within 24 hours of operation, a 2 hour MAR (4 hour MAR for a C-17) may be charged. If the mission was launched from positioning station prior to cancellation, all hours flown will be charged, minimum of 2 hours (4 hours C-17). Charges are not levied for cancellation made in advance of 24 hours before mission operation.

(6) AMC accepts the combination of SAAM requirements from more than one agency to effectively utilize both inbound and outbound portions or available capability of the mission. Airlift requirements are charged as one SAAM contingent upon the following:

(a) Those agencies that desire to combine separate SAAM requirements must do so prior to mission operation.

(b) The agencies must coordinate directly to bring about the combination and agree upon a SAAM number designation (if applicable) and percent of cost chargeable against each agency. The SAAM cost will be divided among no more than three different fund cites.

(c) The aircraft configuration requirements must be compatible for all segments.

(d) Required delivery times and pickup times for all cargo should coincide so stand-down time limitations are not exceeded as a result of the combination.

(7) Charges for airdrops are assessed on actual hours flown to perform the airdrop. When estimating airdrops, add two hours for the air drop with applicable hours for position/deposition and/or any other legs as required.

(8) Channel extensions are customer requirements that arrive at a channel destination aboard an AMC channel aircraft that are scheduled for onward movement to a further extension destination in close proximity to the channel destination. Channel extension requirements are channel requirements and will be manifested, documented, and billed as such from the APOE to the end of the channel segment (regardless if the requirement is offloaded prior to arrival at the channel destination). In addition to the cost of the channel portion, a SAAM charge is levied equal to the flying hours (organic) or miles (commercial) between the channel destination, the extension destination and return to the channel destination. The minimum SAAM charge for a channel extension will be MAR.

(a) Channel extensions normally are accepted only if the flying time from the channel destination to the extension destination does not exceed two hours (excluding return flying time).

(b) A channel extension will not be accepted if it entails a major deviation from the schedule anywhere along its itinerary. Examples of this include causing a crew rest where one was not scheduled, eliminating a scheduled stop, or displacing channel requirements forecasted for movement on the requested channel mission.

(c) The channel extension procedure is designed primarily for the movement of small amounts of cargo and passengers. The following guidance should be used when requesting channel extensions: maximum of 16 short tons (ST) not to exceed four pallet positions for C-5; maximum of 4 ST not to exceed one pallet positions for C-130; maximum of 12 ST not to exceed three pallet positions for C-17.

(d) Channel extensions are a billing procedure only and AMC does not guarantee onward movement will occur on the same aircraft.

(9) Flag stops are customer's requirements that are either unloaded or offloaded at a location (OCONUS only) in close proximity to a scheduled channel route. Flag stop requirements are channel requirements and will be manifested, documented, and billed as such from the APOE to the end of the channel segment (regardless of whether unloaded or offloaded prior to the channel destination). In addition to the channel charges, a SAAM charge is levied equal to the difference between the scheduled flying hours to the channel destination and the actual flying hours to the channel destination with the flag stop included. The minimum SAAM charge for a channel extension will be MAR. When a flag stop mission is requested, the itinerary must be modified to clearly identify the legs of travel included in the flag stop and the responsible bill payer for the flag stop legs.

(a) A flag stop normally is accepted only if it adds no more than 2 hours flying time (excluding return flying time) to the scheduled route segment.

(b) A flag stop will not be accepted if it entails a major deviation from the schedule anywhere along its itinerary. Examples of this include causing a crew rest where one was not scheduled, eliminating a scheduled stop, or displacing channel requirements forecasted for movement on the requested channel mission.

(c) The flag stop procedure is designed primarily for the movement of small amounts of cargo and passengers. The following guideline should be used when requesting flag stops; maximum of 16 ST not to exceed four pallet positions for C-5; maximum of 4 ST not to exceed one pallet position for C-130; maximum of 12 ST not to exceed three pallet positions for C-17.

(d) CONUS flag stops will not be requested. The use of commercial transportation to deliver traffic to CONUS APOE's is consistent with national transportation policy. When commercial transportation cannot meet requirements, urgent airlift requirements will be requested as rapid reaction SAAM's. AMC will determine the capability of the airlift system to meet the requirement with SAAM or channel airlift and advise the user accordingly.

(e) Flag stops are a billing procedure only.

(10) Domestic commercial augmentation airlift will be billed at contract cost plus an administrative service charge.

(11) International commercial augmentation airlift charges for troop/passenger and cargo movements are computed using Table 5. The charge is computed by multiplying the seat/ton mile rate times the allowable cabin load (ACL) times the distance, plus any miscellaneous fees and administrative service charge. The administrative service charge will be waived if the scheduling incentive applies. The aircraft standard ACL's are listed in Table 5, however, ACL's vary among carriers due to individual aircraft configuration, so the contracted ACL will be used. The great circle statute miles as identified in the contract document for payment to the commercial carrier will be the distance utilized for computing charges. If positioning/depositioning miles are required, the charge is the applicable rate multiplied by the aircraft ACL times the positioning/depositioning miles. If the mission flies through Eurocontrolled airspace, an additional cost will be added. Any miscellaneous fees associated with mission requirements (landing fees, standby fees, stop charges, etc.) will also be added. When cancellation of a commercially contracted airlift mission is at the user request, a cancellation or suspension fee may be charged to the user for that mission.

(12) Non-TWCF aircraft SAAM rates are published by SAF/FMC (See Table 4). The following instructions apply to authorized users of DoD aircraft under the applicable regulations.

(a) Non-AMC units operating a SAAM will:

(1) Secure a signed certificate of acceptance of liability prior to performing a mission.

(2) Report each SAAM.

(3) Mail an original and two copies of AF Form 91, Special Assignment Airlift Flight Itinerary Log, to TWCF, DFAS/Limestone/AILAOV, 27 Arkansas Road, Suite 207, Limestone, ME 04751, no later than 72 hours after mission is completed. Attach the following supporting documents, as applicable.

(a) Original of certification of acceptance of liability.

(b) Original of AF Form 96, Passenger Manifest, or DD Form 1385, Cargo Manifest, or both.

(b) Computation of hourly charges.

(1) Charges for SAAMs will be IAW procedures provided in paragraph 2.

(2) Hourly rates will be charged in accordance with Table 4.

(13) The scheduling incentive (discount) will be continued for FY14. Excluded from this incentive are domestic commercial airlift and presidential (POTUS, PHOENIX Banner, PHOENIX Silver) flights. The incentive is a 10 percent reduction of the Commercial SAAMs airlift contract cost prior to any miscellaneous or administrative service fees. The incentive can be granted if the criteria contained herein are met.

(a) SAAM's, including those supported with ISS aircraft, will qualify for the scheduling incentive if the validation is received by USTRANSCOM/J3-OS 30 days or more prior to the operating date of the mission.

(b) These procedures will be employed for intra-theater SAAM's by USTRANSCOM/J3-OS in coordination with the Theater validator.

(c) The mission must run as planned without any significant user changes during the 30 days prior to the original requested operating date. A significant change will consist of the following:

1. A change to the JCS priority.
2. Changing the APOE or APOD, to include additions or deletions of locations and/or drop zone.
3. Changing the available/pick-up or latest arrival dates/times.
4. Changing the type or number of aircraft requested.
5. Changing the load that affects aircraft, requires any additional waiver, or affects required support.
6. Changes that require special support not identified by the user on the initial request.

b. Contingency

(1) Contingency missions will be billed by the total hours flown for organic airlift missions to include all legs of the mission: positioning, active, divert (maintenance or weather), and depositioning. Multiply the total flying hours by the flying hour rate based on the type of aircraft from Table 1 through 3. Commercial contingency missions will be billed by rates in Table 5.

(2) Of primary importance to contingency mission number construction are positions three, four, eight, and nine which identify the type of mission, the user, and specific contingency. The fourth character of the mission ID should identify the appropriate user to be supported, i.e., A for Army, F for Air Force, etc. To ensure proper billing of the contingency mission, the validated alphanumeric Unit Line Number (ULN) code(s) must be identified as the mission requirement is entered to ensure this data feeds with the mission during planning and execution.

(3) Customers shall access DCBS, HQ AMC's billing module each month, pre-validate their mission details and provide the line of accounting for payment. This will prohibit the potential for erroneous charges. All missions flown are required to have approved funding. Customers can also receive mission billed information on or about the 20th of the month from DCBS. To obtain access to DCBS, log in to <https://dcbs-web.scott.af.mil/> and complete the registration to include the DD Form 2875. Send the completed DD Form 2875 to DCBS.Helpdesk@scott.af.mil. A customer number is needed to setup your account, please contact HQ AMC/FMFAB, DSN 779-2289/2319/2668 for assistance.

(4) In the event a valid order (execute or deployment order or a Commander of a Combatant Command operations order) directs action without a funding source, the parent Military Department of the subordinate command receiving the services shall provide funding to finance the request unless a special funding mechanism has been designated.

c. JCS Exercise missions will be billed by the hours flown for organic airlift missions as reported in REMIS and by the rates in Table 5 for commercial airlift missions. All other normal procedures will apply except for scheduling incentives. Delays of 24 hours or more during the execution of an exercise mission, that result from problems, either AMC or user related should not be billed a MAR.

d. KC-10/KC-135 offers airlift capability in two roles: Primary air refueling with secondary airlift and primary airlift with secondary air refueling. Use the following guidelines to compute KC-10/KC-135 SAAM and JCS Exercise charges.

(1) Primary Air Refueling with secondary airlift.

(a) If a unit requires air refueling capability for their mission to move their equipment and personnel on deployment, AMC will not charge the deploying unit for the additional airlift capability the KC-10/KC-135 provides. If airlift capability is not available on the KC-10/KC-135 to support the unit being deployed then the funding of any additional aircraft, for airlift purposes, that is required to support the mission is the responsibility of that unit or the JCS Exercise program, as appropriate.

(b) When the KC-10/KC-135 is on a primary air refueling mission for unit A and provides secondary airlift to unit B, they (unit B) will be charged the KC-10/KC-135 rate.

(2) Primary Airlift Role.

When ACL is not limited by primary air refueling requirements, the KC-10/KC-135 airlift capability is reimbursable to AMC at the applicable KC-10/KC-135 rate. This charge applies even if secondary air refueling is accomplished during the mission.

3. Methods of computing special assignment airlift mission charges.

a. For organic airlift mission.

(1) Determine flying hour rate by type of aircraft from Table 1 through 3.

(2) Determine number of flying hours for each sortie flown to include positioning and positioning of aircraft.

(3) Determine the MAR if a user delay of more than 24 hours is involved from Table 1 through 3.

(4) Multiply step one by step two and add any MAR. Apply 10% scheduling incentive if applicable.

b. For commercial airlift mission (estimating).

(1) Determine the one way/round trip rate for passenger/cargo from Table 5.

(2) Determine the ACL for the type of aircraft contracted by passenger/cargo from Table 5.

(3) Estimate the live miles of the mission.

(4) Multiply step one by step two by step three to determine the "live miles" portion of the charge.

(5) Multiply the positioning or depositioning miles times the applicable rate in Table 5 times the ACL to determine the "positioning/depositioning miles" portion of the charge.

(6) Subtract 10% scheduling incentive if applicable.

(7) Determine any chargeable miscellaneous costs including Eurocontrol charges.

(8) Add the live miles cost plus positioning/depositioning miles cost plus miscellaneous costs.

c. Contact HQ AMC/FMFAB, commercial 618-229-2668, for questions concerning estimates of SAAM airlift charges.

4. Examples of airlift charges.

a. A mission using a C-17 originates at Norfolk NAS VA with an offload at Roosevelt Roads NAS PR. User is the U.S. Navy. No MAR involved. Requirements of paragraph 2a(10) met.

(1) Charge computation:

McChord AFB WA to Norfolk NAS VA	5.6 flying hour (positioning sortie)
Norfolk NAS VA to Roosevelt Roads NAS Pr	3.3 flying hour (mission sortie)
Roosevelt Roads NAS PR to McChord AFB WA	7.7 flying hour (depositioning sortie)
Total Flying Hours	16.6
C-17 Rate (Table 1 DoD User)	\$ 14,523
Mission Cost Prior to Incentive	\$241,082
Less 10% Incentive if Applicable	<u>\$(24,108)</u>
Total Mission Cost	\$216,974

b. Same information as provided in Example A, except MAR charge due to user required stand down (paragraph 2a(3)(a)).

(1) Charge Computation:

McChord AFB WA to Norfolk NAS VA	5.6 flying hour (positioning sortie)
Norfolk NAS VA to Roosevelt Roads NAS PR	3.3 flying hour (mission sortie)
Minimum activity rate (24 hours)	4.0 flying hour (MAR)
Roosevelt Roads NAS PR to McChord AFB WA	7.7 flying hour (depositioning sortie)
Total Flying Hours	20.6
C-17 rate (Table 1 DoD User)	\$ 14,523
Mission cost prior to incentive	\$299,174
Less 10% Incentive if Applicable	<u>\$(29,917)</u>
Total mission cost	\$269,257

c. A mission using a C-5 originates at Rhein Main AFB GE with an offload at Dhahran International Saudi Arabia and return to Rhein Main AFB GE. User is the U.S. Army. No MAR involved. Requirements of paragraph 2a(10) met. Aircraft home station is Dover AFB DE. User received ISS. Aircraft at Mildenhall AFB U.K.

(1) Charge Computation:

Mildenhall AFB UK to Rhein Main AFB GE	1.6 flying hour (positioning sortie)
Rhein Main AFB GE to Dhahran Intl S.A.	7.1 flying our (mission sortie)
Dhahran Intl SA to Rhein Main AFB GE	8.1 flying hour (mission sortie)
Rhein Main AFB GE to Dover AFB DE	9.3 flying hour (depositioning sortie)
Total Flying Hours	26.1
C-5 Rate (Table 1 DoD User)	\$ 31,823
Mission cost prior to incentive	\$830,580
Less 10% Incentive if Applicable	<u>\$(83,058)</u>
Total Mission Cost	\$747,522

d. Same information as contained to Example C, except mission positions from Dover AFB DE to Rhein Main AFB GE and is an ISS after mission completes at Rhein Main AFB GE.

(1) Charge computation:

Dover AFB DE to Rhein Main AFB GE	8.0 flying hour (positioning sortie)
Rhein Main AFB GE to Dhahran Intl S.A.	7.1 flying hour (mission sortie)
Dhahran Intl SA to Rhein Main AFB GE	8.1 flying hour (mission sortie)
Total Flying hours	23.2
C-5 Rate (Table 1 DoD User)	\$ 31,823
Mission Cost Prior to Incentive	\$738,294
Less 10% Incentive if Applicable	<u>\$(73,829)</u>
Total Mission Cost	\$664,465

e. A DoD user requests commercial one-way passenger airlift from Ramstein AFB GE to Andrews AFB MD. The users requirement can best be met by contracting for a DC-10-30. Requirements of paragraph 2a(10) not met.

(1) Charge Computation:

Number of miles from Ramstein AFB GE to Andrews AFB MD times ACL times passenger rate per seat mile (cents) charge

Total Miles	3,512
ACL	330
Rate Per Seat Mile	0.14771 *
Mission Cost	\$171,189.98
Eurocontrol Charges	<u>\$ 3,436.76</u>
Total Mission Cost	\$174,627.00

*This example used the rates in Table 5 effective as of 01 Oct 13

Table 1
 FY14
 DoD U.S. Government
 Charter Hourly Rates and Minimum Activity Rates for Aircraft on TWCF Missions
 Aircraft/Airspeed/Cargo Tons

AIRCRAFT	SAAM/JCSE/ CONTINGENCY FLYING HOUR RATE	MINIMUM ACTIVITY RATE
C-5	\$31,823	\$63,646
C-130E/H	\$8,215	\$16,430
C-17	\$14,523	\$58,092
KC-10	\$16,815	\$33,630
KC-135	\$13,221	\$26,442

Rate development questions can be directed to AMC/FMAT, DSN 779-2388 or 779-4004.
 Billing questions can be directed to AMC/FMFAB, DSN 779-2668.

Aircraft	Air Speed (MPH)	Cargo Tons (ACL)
C-130	260	11.6
C-5	415	73.5
C-17	390	35.7
KC-10	425	37.8
KC-135	385	12.6
C-27J	375	7.4

Table 2
 FY14
 Non-DoD U.S. Government
 Charter Hourly Rates and Minimum Activity Rates for Aircraft on TWCF Missions

AIRCRAFT	SAAM/JCSE/ CONTINGENCY FLYING HOUR RATE	MINIMUM ACTIVITY RATE
C-5	\$32,382	\$64,764
C-130E/H	\$8,613	\$17,226
C-17	\$14,878	\$59,512
KC-10	\$17,092	\$34,184
KC-135	\$13,452	\$26,904

Table 3
 Part A – FY14
 Non U.S. Government
 Charter Hourly Rate and Minimum Activity Rate for Aircraft on TWCF Missions

AIRCRAFT	SAAM/JCSE/ CONTINGENCY FLYING HOUR RATE	MINIMUM ACTIVITY RATE
C-5	\$33,093	\$66,186
C-130E/H	\$8,862	\$17,724
C-17	\$15,346	\$61,384
KC-10	\$17,799	\$35,598
KC-135	\$13,748	\$27,496

Part B – FY14
 Charter Hourly Rate and Minimum Activity Rate for Aircraft on TWCF Missions
 Which are Fully Financed With FMS Funds

AIRCRAFT	SAAM/JCSE/ CONTINGENCY FLYING HOUR RATE	MINIMUM ACTIVITY RATE
C-5	\$32,415	\$64,830
C-130E/H	\$8,613	\$17,226
C-17	\$14,911	\$59,644
KC-10	\$17,092	\$34,184
KC-135	\$13,452	\$26,904

In accordance with Foreign Military Sales fair pricing legislation, asset use costs will not be charged to FMS cases regardless of source of funding.

Table 4

Non-TWCF hourly rates are available on the Internet at: <https://www.my.af.mil>
 Select Functional Area A-Z Listing from the Bases-Orgs-Functional Areas drop down menu, then click on Financial Management, AFI 65-503, Cost Factors, Logistics Factors, A15-1 Aircraft Reimbursement Rates

Questions can be directed on an as-needed basis to SAF/FMCCC, DSN 222-6014

Table 5
 FY14 (Effective 01 Oct 13)
 International Commercial Rate Table

Large Class-Body Aircraft		
Passenger - Per Statute Seat Mile	14.771 Cents	14.771 Cents
Ferry	13.294 Cents	13.294 Cents
Cargo (MFE) - Per Ton Mile		
Ferry	43.022 Cents	43.022 Cents
Cargo (Classic) - Per Ton Mile		
Ferry	52.880 Cents	52.880 Cents
Medium Class-Body Aircraft		
Passenger - Per Statute Seat Mile	16.259 Cents	16.259 Cents
Ferry	14.633 Cents	14.633 Cents
Cargo - Per Ton Mile	119.779 Cents	64.053 Cents
Ferry	55.726 Cents	55.726 Cents
Small Class-Body Aircraft		
Passenger - Per Statute Seat Mile	16.470 Cents	16.470 Cents
Ferry	15.752 Cents	15.752 Cents
DC-8 Combi Aircraft		
Dollars per Plane Mile	56.162 Dollars	30.033 Dollars
Ferry	27.030 Dollars	27.030 Dollars
L-100 Aircraft		
Dollars per Ton Mile	1.482 Dollars	1.482 Dollars
Ferry	1.289 Dollars	1.289 Dollars

Allowable Cabin Load (ACL)

Passenger Aircraft

Small Aircraft	ACL	Entitlement Category
A319	135	Short Range
MD80	140	Short Range
B737-400/700	140	Short Range
B737-800	150	Short Range
A320	150	Short Range
A321	170	Short Range

Cargo Aircraft

Small Aircraft	ACL	Entitlement Category
B737-200	14	Short Range
B727-200	22	Short Range
L100	23	Short Range

Medium Aircraft	ACL	Entitlement Category
B757-200/200ER	190	Narrow Body
B757-300	200	Narrow Body
B767-200/200ER	200	Narrow Body
A310	200	Narrow Body
A300	210	Narrow Body
B767-300/300ER	240	Wide Body
B767-400ER	260	Wide Body

Medium Aircraft	ACL	Entitlement Category
DC8	45	Narrow Body
B767-200F	48	Narrow Body
A300-B4(F)	50	Short Range
A300-600ER	51	Short Range

Large Aircraft	ACL	Entitlement Category
A330	310	Wide Body
B777-200ER	330	Wide Body
DC10-30	330	Wide Body
A340	345	Wide Body
MD11/MD11ER	360	Wide Body
B777 Charter Config	380	Wide Body
B747	400	Wide Body

Large Aircraft (MFE)	ACL	Entitlement Category
B767-300F	61	Wide Body
DC10-30/40	75	Wide Body
MD11	86	Wide Body
B747-100/200/300	90	Wide Body
B747-400	110	Wide Body

Large Aircraft (Classic)	ACL	Entitlement Category
DC10-20/40	75	Wide Body
B747-100/200/300	90	Wide Body

