



# **Air Mobility Command**

**FY 2017**

**CHARTER GUIDANCE FOR THE TRANSPORTATION  
WORKING CAPITAL FUND (TWCF) SUPPORTING  
SPECIAL ASSIGNMENT AIRLIFT MISSIONS (SAAM),  
JOINT EXERCISE TRANSPORTATION PROGRAM (JETP),  
AND CONTINGENCY MISSIONS**

CHARTER GUIDANCE FOR THE TRANSPORTATION WORKING CAPITAL FUND (TWCF)  
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**EFFECTIVE: 01 Oct 16 through 30 Sep 17 (FY17)**

1. Description of Tables.

- a. Table 1 contains hourly SAAM/JETP/Contingency rates and Minimum Activity Rates (MAR) for Department of Defense (DoD) Users.
- b. Table 2 contains hourly SAAM/Contingency rates and MARs for non-DoD other U.S. Government users.
- c. Table 3 contains hourly SAAM/Contingency rates and MARs for non-U.S. Government users.
- d. Table 4 contains hourly SAAM/Contingency rates and MARs for Foreign Military Sales (FMS).
- e. Table 5 contains the commercial stabilized seat/ton mile rates and maximum standard payload (MSP) 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. All charges will be rounded to the nearest whole dollar. 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 Point of Contact (POC) must be clearly annotated on mission planning documents, for use by the Headquarters, Air Mobility Command (HQ AMC)/FMFAB billing staff in advance of execution.

(2) Customers shall access Distribution Component Billing System (DCBS), HQ AMC's billing module, each month and pre-validate their mission details. Prevalidation begins on the 2<sup>nd</sup> business day of each month. This will prohibit the potential for erroneous charges. Customers can also receive mission billed information on or about the 14th business day 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](mailto:DCBS.Helpdesk@scott.af.mil). A customer number is needed to setup your account, please contact HQ AMC/FMFAB, DSN 779-2291/2289/4076 for assistance.

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

- (1) 30 days from bill date:
  - Nonappropriated Fund Instrumentalities (NAFI) (DoD FMR Vol 4 Chap 030505(C) (2))
  - Interfund disputes (MILSBILLS) (DoD FMR Vol 4 Chap 3 030504(C))

- (2) 60 days from bill date:  
Government Travel Card (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, North Atlantic Treaty Organization (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 Global Decision Support (GDSS). For TWCF organic airlift, customers only pay for the SAAM mission; no other accessorial fees apply. When selecting aircraft type, AMC 618 Air Operations Center (AOC)/XOB considers load and cube limits, seasonal factors, locations, availability of aircraft, en route support facilities and other applicable factors. When selecting airlift routes, AMC 618 AOC/XOO 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 JETP, 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) 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**. Examples of when MAR is applied 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 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). 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.

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

(6) Presidential (POTUS, PHOENIX Banner, PHOENIX Silver) flights are charged MAR when applicable. However, these missions are not assessed additional fees for stand-downs and are not authorized incentive discounts, but are excluded from stand-downs and incentives.

(7) AMC accepts the combination of SAAM requirements from more than one agency to effectively utilize both inbound and outbound portions of 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.

(8) 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.

(9) Flag Stops are customer requirements to move small cargo volumes that are either unloaded or offloaded at an additional location (OCONUS only) in close proximity along a scheduled channel route. Channel Extensions are customer requirements to move small cargo volumes to an additional location in close proximity to the final channel destination. Flag Stop/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 unloaded or 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 statute 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) Flag Stops/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) Flag Stops/Channel Extensions will not be accepted if requirement 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. Requests will not be approved if MHE or other ground support is not established in advance or if requirement will not permit approval of diplomatic clearance processes.

(c) Flag Stop/Channel Extension procedures are 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; 12 ST not to exceed three pallet positions for C-17; maximum of 4 ST not to exceed one pallet position for C-130; maximum of 12 ST not to exceed three contoured pallet positions for KC-10.

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

(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 maximum standard payload (MSP) times the statute miles, less any scheduling incentive if applicable, plus any miscellaneous fees and administrative service charge. The aircraft standard MSP's are listed in Table 5, however, MSP's vary among carriers due to individual aircraft configuration, so the contracted MSP 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 MSP 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-Reimbursable Airlift (NRA) not financed by the TWCF can be negotiated with approval authority through United States Transportation Command (USTC).

(13) The scheduling incentive (discount) will be continued for FY17. 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-F 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-F 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 user change will consist of the following:

- (1) A change to the JETP priority.
- (2) Changing the aerial port of embarkation (APOE) or aerial port of debarkation (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.

(d) Non-user generated changes will be evaluated to determine if there is an impact to the incentive discount being applied.

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 4. All charges will be rounded to the nearest whole dollar. Contingency missions are billed to one customer and will not be billed by each leg of the mission. Unit Line Number (ULN) is determining factor for mission funding responsibility; if no ULN is available, funding responsibility will be determined by research into available mission details.

(2) International commercial contingency missions charge is computed by multiplying the seat/ton mile rate times the MSP times the statute miles, plus any miscellaneous fees and administrative service charge. The aircraft standard MSP's are listed in Table 5, however, MSP's vary among carriers due to individual aircraft configuration, so the contracted MSP 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 MSP 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.

(3) To ensure proper billing of the contingency mission, the validated alphanumeric (ULN) code(s) must be identified as the mission requirement is entered to ensure this data feeds with the mission during planning and execution. If more than one ULN is moved on a contingency mission, the flying hours will be charged to the customer who bears the preponderance of passengers/cargo for the entire mission. For example, if the ULN that requested the mission has fewer passengers/cargo than a ULN that also uploaded on the mission, then the ULN with the majority of passengers/cargo will be billed for the mission. Preponderance is typically set by passengers first as they normally have a higher movement priority. However, if the aircraft load is cargo centric (that being far greater than the number of passengers manifested) then the ULN with the preponderance of cargo will be billed.

(4) Customers shall access DCBS, HQ AMC's billing module each month to 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 14th business day of the month from DCBS. To obtain access to DCBS, log into <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](mailto:DCBS.Helpdesk@scott.af.mil). A customer number is needed to setup your account, please contact HQ AMC/FMFAB, DSN 779-2289/2319/1778 for assistance.

(5) 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. If the mission is requested by a Combatant Command (CCMD), the branch of the CCMD requesting the airlift will be responsible to finance the airlift. For example, if USAFRICOM requests the mission and the ULN indicated US Army AFRICOM, then the parent service Army will be responsible to finance mission costs.

c. JETP missions will be billed by the hours flown for organic airlift missions as reported in Reliability & Maintainability Information System (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 JETP 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 JETP, 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 4.

(2) Determine number of flying hours for each sortie flown to include positioning and depositioning 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 MSP 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 MSP 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. For SAAM/Contingency mission planning airlift estimates, contact USTRANSCOM/J3-F, DSN 770-5751, commercial 618-220-5751. For airlift billing estimates after mission completion, customers can track their missions and provide a line of accounting during prevalidation in DCBS during each

billing cycle (see section 2.a.(2)(a) above on DCBS access). Billing questions can be directed to HQ AMC/FMFAB, DSN 779-2291/2289/2319/1778, commercial 618-229-2291/2289/2319/1778.

4. Examples of airlift charges.

a. A mission using a C-17 originates at Norfolk NAS VA with an offload at Luis Munoz Marin IAP PR. User is the U.S. Navy. No MAR involved.

(1) Charge Computation:

|   |   |
|---|---|
| Joint Base Lewis-McChord WA to Norfolk NAS VA             | 5.1 flying hour (positioning sortie)          |
| Norfolk NAS VA to Luis Munoz Marin IAP PR                 | 4.1 flying hour (mission sortie)              |
| Luis Munoz Marin IAP PR to<br>Joint Base Lewis-McChord WA | <u>7.6</u> flying hour (depositioning sortie) |
| Total Flying Hours  | 16.8  |
| C-17 Rate (Table 1 DoD User)                              | \$ 15,702                                     |
| Mission Cost Prior to Incentive                           | \$263,794                                     |
| Less 10% Incentive if Applicable                          | <u>\$(26,379)</u>                             |
| Total Mission Cost  | \$237,415                                     |

b. Same information as provided in Example A, except MAR charge due to user required stand-down (Paragraph 2.a.(5)(a)).

(1) Charge Computation:

|  |   |
|--|---|
| Joint Base Lewis-McChord WA to Norfolk NAS VA                        | 5.1 flying hour (positioning sortie)          |
| Norfolk NAS VA to Luis Munoz Marin IAP PR                            | 4.1 flying hour (mission sortie)              |
| Minimum activity rate (24 hours)                                     | 2.0 flying hour (MAR)                         |
| Jose Aponte de la Torre Airport PR to<br>Joint Base Lewis-McChord WA | <u>7.6</u> flying hour (depositioning sortie) |
| Total Flying Hours   | 18.8  |
| C-17 rate (Table 1 DoD User)   | \$ 15,702                                     |
| Mission cost prior to incentive                                      | \$295,198                                     |
| Less 10% Incentive if Applicable                                     | <u>\$(29,520)</u>                             |
| Total mission cost   | \$265,678                                     |

c. A mission using a C-5 originates at Ramstein AB GE with an offload at Al Udeid AB Qatar and return to Ramstein AB GE. User is the U.S. Army. No MAR involved. Aircraft home station is Dover AFB DE. User received ISS. Aircraft at RAF Mildenhall UK.

(1) Charge Computation:

|                                     |   |
|-------------------------------------|---|
| RAF Mildenhall UK to Ramstein AB GE | 1.1 flying hour (positioning sortie)          |
| Ramstein AB GE to Al Udeid AB Qatar | 6.3 flying hour (mission sortie)              |
| Al Udeid AB Qatar to Ramstein AB GE | 6.3 flying hour (mission sortie)              |
| Ramstein AB GE to Dover AFB DE      | <u>9.3</u> flying hour (depositioning sortie) |
| Total Flying Hours                  | 23.0  |
| C-5 Rate (Table 1 DoD User)         | \$ 32,087                                     |
| Mission cost prior to incentive     | \$738,001                                     |
| Less 10% Incentive if Applicable    | <u>\$(73,800)</u>                             |
| Total Mission Cost                  | \$664,201                                     |

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

(1) Charge computation:

|                                     |   |
|-------------------------------------|---|
| Dover AFB DE to Ramstein AB GE      | 7.4 flying hour (positioning sortie)    |
| Ramstein AB GE to Al Udeid AB Qatar | 6.3 flying hour (mission sortie)        |
| Al Udeid AB Qatar to Ramstein AB GE | <u>6.3</u> flying hour (mission sortie) |
| Total Flying hours                  | 20.0                                    |

|                                  |                   |
|----------------------------------|-------------------|
| C-5 Rate (Table 1 DoD User)      | \$ 32,087         |
| Mission Cost Prior to Incentive  | \$641,740         |
| Less 10% Incentive if Applicable | <u>\$(64,174)</u> |
| Total Mission Cost               | \$577,566         |

e. A DoD user requests commercial one-way passenger airlift from Ramstein AB GE to Andrews AFB MD. The user's requirement can best be met by contracting for a B747-400.

(1) Charge Computation:

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

|                            |                    |
|----------------------------|--------------------|
| Total (Live/Statute) Miles | 4,041              |
| MSP                        | 400                |
| Rate Per Seat Mile         | 0.11689            |
| Mission Cost               | \$ 188,934.53      |
| Eurocontrol Charges        | <u>\$ 4,122.21</u> |
| Total Mission Cost         | \$ 193,056.74      |

\*This example will use the rates in Table 5 effective as of 01 Oct 16.

Table 1  
 FY17  
 DoD U.S. Government  
 Charter Hourly Rates and Minimum Activity Rates for Aircraft on TWCF Missions

| AIRCRAFT | SAAM/JETP/<br>CONTINGENCY<br>FLYING HOUR RATE | MINIMUM<br>ACTIVITY<br>RATE |
|----------|---|-----------------------------|
| C-5      | \$32,087                                      | \$64,174                    |
| C-130E/H | \$7,657                                       | \$15,314                    |
| C-130J   | \$11,414                                      | \$22,828                    |
| C-17     | \$15,702                                      | \$31,404                    |
| KC-10    | \$17,527                                      | \$35,054                    |
| KC-46    | TBD   | TBD                         |
| KC-135   | \$13,592                                      | \$27,184                    |

Table 2  
 FY17  
 Non-DoD U.S. Government  
 Charter Hourly Rates and Minimum Activity Rates for Aircraft on TWCF Missions

| AIRCRAFT | SAAM/JETP/<br>CONTINGENCY<br>FLYING HOUR RATE | MINIMUM<br>ACTIVITY<br>RATE |
|----------|---|-----------------------------|
| C-5      | \$32,467                                      | \$64,934                    |
| C-130E/H | \$8,029                                       | \$16,058                    |
| C-130J   | \$11,650                                      | \$23,300                    |
| C-17     | \$15,917                                      | \$31,834                    |
| KC-10    | \$17,738                                      | \$35,476                    |
| KC-46    | TBD   | TBD                         |
| KC-135   | \$13,742                                      | \$27,484                    |

Table 3  
 FY17  
 Non U.S. Government  
 Charter Hourly Rate and Minimum Activity Rate for Aircraft on TWCF Missions

| AIRCRAFT | SAAM/JETP/<br>CONTINGENCY<br>FLYING HOUR RATE | MINIMUM<br>ACTIVITY<br>RATE |
|----------|---|-----------------------------|
| C-5      | \$33,240                                      | \$66,480                    |
| C-130E/H | \$8,335                                       | \$16,670                    |
| C-130J   | \$11,840                                      | \$23,680                    |
| C-17     | \$16,434                                      | \$32,868                    |
| KC-10    | \$18,307                                      | \$36,614                    |
| KC-46    | TBD   | TBD                         |
| KC-135   | \$14,028                                      | \$28,056                    |

Table 4  
 FY17  
 Charter Hourly Rate and Minimum Activity Rate for Aircraft on TWCF Missions  
 Which are Fully Financed with FMS Funds

| AIRCRAFT | SAAM/JETP/<br>CONTINGENCY<br>FLYING HOUR RATE | MINIMUM<br>ACTIVITY<br>RATE |
|----------|---|-----------------------------|
| C-5      | \$32,566                                      | \$65,132                    |
| C-130E/H | \$8,029                                       | \$16,058                    |
| C-130J   | \$11,650                                      | \$23,300                    |
| C-17     | \$15,960                                      | \$31,920                    |
| KC-10    | \$17,738                                      | \$35,476                    |
| KC-46    | TBD   | TBD                         |
| KC-135   | \$13,742                                      | \$27,484                    |

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

POCs:

Charter Rate development questions can be directed to AMC/FMAT, DSN 779-2347 or 779-4004.

Billing questions can be directed to AMC/FMFAB, DSN 779-2291.

Mission planning estimates, contact USTRANSCOM/J3-F, DSN 770-5751, commercial 618-220-5751.

Non-TWCF aircraft hourly rates are available on AFI 65-503, Cost Factors, Logistics Factors, A15-1 Aircraft Reimbursement Rates. POC is SAF/FMCCC, DSN 222-6014

Table 5

FY17 – (Effective 01 Oct 16)  
International Commercial Rate Table

|                                   | <b>Live Mile Effective<br/>Rate</b> |
|-----------------------------------|-------------------------------------|
| <b>Large Class-Body Aircraft</b>  |                                     |
| Passenger - Per Statute Seat Mile | 11.689 Cents                        |
| Ferry                             | 10.519 Cents                        |
| Cargo - Per Ton Mile              | 38.642 Cents                        |
| Ferry                             | 34.778 Cents                        |
| <br>                              |                                     |
|                                   | <b>Live Mile Effective<br/>Rate</b> |
| <b>Medium Class-Body Aircraft</b> |                                     |
| Passenger - Per Statute Seat Mile | 13.550 Cents                        |
| Ferry                             | 12.195 Cents                        |
| Cargo - Per Ton Mile              | 55.831 Cents                        |
| Ferry                             | 50.248 Cents                        |
| <br>                              |                                     |
|                                   | <b>Live Mile Effective<br/>Rate</b> |
| <b>Small Class-Body Aircraft</b>  |                                     |
| Passenger - Per Statute Seat Mile | 14.829 Cents                        |
| Ferry                             | 14.344 Cents                        |
| <br>                              |                                     |
|                                   | <b>Live Mile Effective<br/>Rate</b> |
| <b>Combi Aircraft</b>             |                                     |
| Dollars per Plane Mile            | 29.712 Dollars                      |
| Ferry                             | 26.741 Dollars                      |

**\*\*NOTE - Live Mile Effective Rate is used for all Passenger, Cargo and Combi missions (RT, OW & Contingency)**

**FY17  
Maximum Standard Payload (MSP)**

**Passenger Aircraft**

| <b>Small Aircraft (Type)</b> | <b>MSP</b> |
|------------------------------|------------|
| A319                         | 135        |
| MD80                         | 140        |
| B737-400 /700                | 140        |
| B737-800                     | 150        |
| A320                         | 150        |
| B737-900                     | 165        |
| A321                         | 170        |

**Cargo Aircraft**

| <b>Small Aircraft (Type)</b> | <b>MSP</b> |
|------------------------------|------------|
| B737-200                     | 14         |
| B727-200                     | 22         |
| L100                         | 23         |

| <b>Medium Aircraft (Type)</b> | <b>MSP</b> |
|-------------------------------|------------|
| B757-200/200ER                | 190        |
| B757-300                      | 200        |
| B767-200/200ER                | 200        |
| A310                          | 200        |
| B767-200 Charter Config       | 207        |
| A300                          | 210        |
| B767-300/300ER                | 240        |
| B767-400ER                    | 260        |

| <b>Medium Aircraft (Type)</b> | <b>MSP</b> |
|-------------------------------|------------|
| DC8                           | 45         |
| B767-200F                     | 48         |
| A300-B4(F)                    | 50         |
| A300-600ER                    | 51         |
| B767-300F                     | 61         |

| <b>Large Aircraft (Type)</b> | <b>MSP</b> |
|------------------------------|------------|
| A330-200                     | 310        |
| A330-300                     | 330        |
| B777-200ER                   | 330        |
| DC10-30                      | 330        |
| A340                         | 345        |
| MD11/MD11ER                  | 360        |
| B777 Charter Config          | 380        |
| B747                         | 400        |
| B747Charter Config.          | 435        |

| <b>Large Aircraft (Type)</b> | <b>MSP</b> |
|------------------------------|------------|
| DC10-30/40                   | 75         |
| MD11                         | 86         |
| B777F                        | 88         |
| B747-100/200/300             | 90         |
| B747-400                     | 100        |

| <b>COMBI Aircraft (Type)</b> | <b>MSP</b> |
|------------------------------|------------|
| B757                         | 41         |

| <b>COMBI Aircraft (Type)</b> | <b>MSP</b> |
|------------------------------|------------|
| B757                         | 10         |