

CHARTERS - SPECIAL ASSIGNMENT AIRLIFT MISSIONS (SAAM), JOINT EXERCISE
TRANSPORTATION PROGRAM (JETP), AND CONTINGENCIES FOR THE TRANSPORTATION
WORKING CAPITAL FUND (TWCF), AND NON-TWCF AIRCRAFT

EFFECTIVE: 01 Oct 15 through 30 Sep 16 (FY16)

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 (including foreign military sales).

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. 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 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 Distribution 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 779-2291/2289 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 Global Decision Support (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 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. **See AMCI 65-602, 5.2.2.**

(c) If a 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 allowable cabin load (ACL) times the statute miles, less any scheduling incentive if applicable, plus any miscellaneous fees and administrative service charge. 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 certification of acceptance of liability.

(b) DD Form 2131, 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 FY16. 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-SS 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-SS 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 JETP 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. Contingency missions are billed to one customer and will not be billed by each leg of the mission.

(2) International commercial contingency missions charge is computed by multiplying the seat/ton mile rate times the ACL times the statute miles, plus any miscellaneous fees and administrative service charge. 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.

(3) 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. 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 20th 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. A customer number is needed to setup your account, please contact HQ AMC/FMFAB, DSN 779-2289/2319/2291 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 COCOM, the branch of the COCOM requesting the airlift will be responsible to finance the airlift. For example, if AFRICOM requests the mission and the ULN indicated 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 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 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 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 3.

(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 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. For SAAM/Contingency mission planning airlift estimates, contact USTRANSCOM/J3-SS, DSN 770-5751, commercial 618-220-5751. For airlift billing estimates after mission completion contact HQ AMC/FMFAB, DSN 779-2291, commercial 618-229-2291.

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(4)(a) 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	<u>7.7</u> flying hour (depositioning sortie)
Total Flying Hours	16.6
C-17 Rate (Table 1 DoD User)	\$ 16,310
Mission Cost Prior to Incentive	\$270,746
Less 10% Incentive if Applicable	<u>\$(27,075)</u>
Total Mission Cost	\$243,671

b. Same information as provided in Example A, except MAR charge due to user required stand-down (paragraph 2a(5)(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)	2.0 flying hour (MAR)
Roosevelt Roads NAS PR to McChord AFB WA	<u>7.7</u> flying hour (depositioning sortie)
Total Flying Hours	18.6
C-17 rate (Table 1 DoD User)	\$ 16,310
Mission cost prior to incentive	\$303,366
Less 10% Incentive if Applicable	<u>\$(30,337)</u>
Total mission cost	\$273,029

c. A mission using a C-5 originates at Ramstein AFB GE with an offload at Al Udeid AB Qatar and return to Ramstein AFB GE. User is the U.S. Army. No MAR involved. Requirements of paragraph 2a(4)(a) met. Aircraft home station is Dover AFB DE. User received ISS. Aircraft at Mildenhall AFB UK.

(1) Charge Computation:

Mildenhall AFB UK to Ramstein AFB GE	1.1 flying hour (positioning sortie)
Ramstein AFB GE to Al Udeid AB Qatar	6.3 flying hour (mission sortie)
Al Udeid AB, Qatar to Ramstein AFB GE	6.3 flying hour (mission sortie)
Ramstein AFB 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)	\$ 35,737
Mission cost prior to incentive	\$821,951
Less 10% Incentive if Applicable	<u>\$(82,195)</u>
Total Mission Cost	\$739,756

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

(1) Charge computation:

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

C-5 Rate (Table 1 DoD User)	\$ 35,737
Mission Cost Prior to Incentive	\$714,740
Less 10% Incentive if Applicable	<u>\$(71,474)</u>
Total Mission Cost	\$643,266

e. A DoD user requests commercial one-way passenger airlift from Ramstein AFB GE to Andrews AFB MD. The user's requirement can best be met by contracting for a B747-400. Requirements of paragraph 2a(4)(a) not required/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 (Live/Statute) Miles	4,041
ACL	400
Rate Per Seat Mile	0.11661
Mission Cost	\$188,490
Eurocontrol Charges	<u>\$ 6,974</u>
Total Mission Cost	\$195,464

*This example used the rates in Table 5 effective as of 15 Apr 16 for third quarter FY16.

Table 1
 FY16
 DoD U.S. Government
 Charter Hourly Rates and Minimum Activity Rates for Aircraft on TWCF Missions
 Aircraft/Airspeed/Cargo Tons

AIRCRAFT	SAAM/JETP/ CONTINGENCY FLYING HOUR RATE	MINIMUM ACTIVITY RATE
C-5	\$35,737	\$71,474
C-130E/H	\$9,226	\$18,452
C-130J	\$14,845	\$29,690
C-17	\$16,310	\$32,620
KC-10	\$18,883	\$37,766
KC-135	\$14,847	\$29,694

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-SS, DSN 770-5751, commercial 618-220-5751.

Aircraft	Air Speed (MPH)	Cargo Tons (ACL)
C-130	260	11.6
C-130J	308	15.8
C-5	415	73.5
C-17	390	35.7
KC-10	425	37.8
KC-135	385	12.6

Table 2
 FY16
 Non-DoD U.S. Government
 Charter Hourly Rates and Minimum Activity Rates for Aircraft on TWCF Missions

AIRCRAFT	SAAM/JETP/ CONTINGENCY FLYING HOUR RATE	MINIMUM ACTIVITY RATE
C-5	\$36,117	\$72,234
C-130E/H	\$9,598	\$19,196
C-130J	\$15,081	\$30,162
C-17	\$16,525	\$33,050
KC-10	\$19,094	\$38,188
KC-135	\$14,997	\$29,994

Table 3
 Part A – FY16
 Non U.S. Government
 Charter Hourly Rate and Minimum Activity Rate for Aircraft on TWCF Missions

AIRCRAFT	SAAM/JETP/ CONTINGENCY FLYING HOUR RATE	MINIMUM ACTIVITY RATE
C-5	\$36,917	\$73,834
C-130E/H	\$9,870	\$19,740
C-130J	\$15,285	\$30,570
C-17	\$16,987	\$33,974
KC-10	\$19,712	\$39,424
KC-135	\$15,294	\$30,588

Part B – FY16
 Charter Hourly Rate and Minimum Activity Rate for Aircraft on TWCF Missions
 Which are Fully Financed With FMS Funds

AIRCRAFT	SAAM/JETP/ CONTINGENCY FLYING HOUR RATE	MINIMUM ACTIVITY RATE
C-5	\$36,229	\$72,458
C-130E/H	\$9,598	\$19,196
C-130J	\$15,081	\$30,162
C-17	\$16,572	\$33,144
KC-10	\$19,094	\$38,188
KC-135	\$14,997	\$29,994

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
 FY16 1st Qtr
 International Commercial Rate Table
 Effective as of 01 Oct 15 – 31 Dec 15

Large Class-Body Aircraft	One-Way	Round Trip
Passenger - Per Statute Seat Mile	12.865 Cents	12.865 Cents
Ferry	11.579 Cents	11.579 Cents
Cargo - Per Ton Mile	59.242 Cents	45.571 Cents
Ferry	39.646 Cents	39.646 Cents
Medium Class-Body Aircraft	One-Way	Round Trip
Passenger - Per Statute Seat Mile	14.818 Cents	14.818 Cents
Ferry	13.336 Cents	13.336 Cents
Cargo - Per Ton Mile	105.767 Cents	56.560 Cents
Ferry	49.207 Cents	49.207 Cents
Small Class-Body Aircraft	One-Way	Round Trip
Passenger - Per Statute Seat Mile	15.857 Cents	15.857 Cents
Ferry	14.271 Cents	14.271 Cents
DC-8 Combi Aircraft	One-Way	Round Trip
Dollars per Plane Mile	55.286 Dollars	29.565 Dollars
Ferry	25.721 Dollars	25.721 Dollars
L-100 Aircraft	One-Way	Round Trip
Dollars per Ton Mile	1.372 Dollars	1.372 Dollars
Ferry	1.194 Dollars	1.194 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
B767-200 Charter	207	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
A330-200	310	Wide Body
A330-300	330	Wide Body
B777-200ER	330	Wide Body
DC10-30	330	Wide Body
A340	345	Wide Body
MD11/MD11ER	360	Wide Body
B777 Charter	380	Wide Body
B747	400	Wide Body
B747 Charter	435	Wide Body

Large Aircraft	ACL	Entitlement Category
B767-300F	61	Wide Body
DC10-30/40	75	Wide Body
MD11	86	Wide Body
D777F	88	Wide Body
B747-100/200/300	90	Wide Body
B747-400	100	Wide Body

Table 5
 FY16 2nd Qtr
 International Commercial Rate Table
 Effective as of 01 Jan 16 – 15 Apr 16

Large Class-Body Aircraft	One-Way	Round Trip
Passenger - Per Statute Seat Mile	12.830 Cents	12.830 Cents
Ferry	11.547 Cents	11.547 Cents
Cargo - Per Ton Mile	48.046 Cents	48.046 Cents
Ferry	42.280 Cents	42.280 Cents
Medium Class-Body Aircraft	One-Way	Round Trip
Passenger - Per Statute Seat Mile	15.670 Cents	15.670 Cents
Ferry	14.102 Cents	14.102 Cents
Cargo - Per Ton Mile	61.202 Cents	61.202 Cents
Ferry	53.858 Cents	53.858 Cents
Small Class-Body Aircraft	One-Way	Round Trip
Passenger - Per Statute Seat Mile	16.174 Cents	16.174 Cents
Ferry	15.578 Cents	15.578 Cents
DC-8 Combi Aircraft	One-Way	Round Trip
Dollars per Plane Mile	30.615 Dollars	30.615 Dollars
Ferry	26.941 Dollars	26.941 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
B737-900	165	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
B767-200 Charter	207	Narrow Body
A300	210	Wide 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
A330-200	310	Wide Body
A330-300	330	Wide Body
B777-200ER	330	Wide Body
DC10-30	330	Wide Body
A340	345	Wide Body
MD11/MD11ER	360	Wide Body
B777 Charter	380	Wide Body
B747	400	Wide Body
B747 Charter	435	Wide Body

Large Aircraft	ACL	Entitlement Category
B767-300F	61	Wide Body
DC10-30/40	75	Wide Body
MD11	86	Wide Body
B777F	88	Wide Body
B747-100/200/300	90	Wide Body
B747-400	100	Wide Body

Table 5
 FY16 3rd Qtr
 International Commercial Rate Table
 Effective as of 15 Apr 16 – 30 Sep 16

Large Class-Body Aircraft	One-Way	Round Trip
Passenger - Per Statute Seat Mile	11.661 Cents	11.661 Cents
Ferry	10.495 Cents	10.495 Cents
Cargo - Per Ton Mile	41.859 Cents	41.859 Cents
Ferry	36.836 Cents	36.836 Cents
Medium Class-Body Aircraft	One-Way	Round Trip
Passenger - Per Statute Seat Mile	14.510 Cents	14.510 Cents
Ferry	13.059 Cents	13.059 Cents
Cargo - Per Ton Mile	54.882 Cents	54.882 Cents
Ferry	48.672 Cents	48.672 Cents
Small Class-Body Aircraft	One-Way	Round Trip
Passenger - Per Statute Seat Mile	15.167 Cents	15.167 Cents
Ferry	14.672 Cents	14.672 Cents
DC-8 Combi Aircraft	One-Way	Round Trip
Dollars per Plane Mile	28.057 Dollars	28.057 Dollars
Ferry	24.690 Dollars	24.690 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
B737-900	165	Short Range
A321	170	Short Range

Cargo Aircraft

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