

CHANGE

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

ORDER
2500.36N
CHG 5

National Policy

Effective Date:
11/18/13

SUBJ: Application of Flight-Hour Rates

- 1. Purpose:** To update flight-hour rates for Hangar 6
- 2. Who this change affects:** This order is distributed to organizations involved in the formulation of budget/program estimates, formulation of cost comparison rates, administration of fiscal programs, utilization of agency resources, and in accounting and financial reporting as contained in the ZBU-323 distribution list.
- 3. Description of change:** This revision moves reimbursement rates for Hangar 6 from Appendix 1, which contains rates for all other flight programs, to Appendix 2, which contains rates for Hangar 6 only. This revision also updates the rates charged by Hangar 6 to reflect cost and flight hour data from FY2010-11.
- 4. Disposition of Transmittal.** Retain this transmittal with the base directive after you insert the changed pages.

PAGE CHANGE CONTROL CHART

Remove Pages	Dated	Insert Pages	Dated
Appendix 1	07/17/08	Appendix 1	11/18/13
		Appendix 2	11/18/13



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APPENDIX 1. FLIGHT HOUR RATES FOR FLIGHT INSPECTION SERVICES', FLIGHT STANDARDS', AND TECHNICAL CENTER AIRCRAFT

Flight Program	Aircraft Description	Flight Crews	Fuel	Operations and Maintenance	Parts	Major Inspection and Engine Overhaul	Total Operating Costs Reimbursement Rate	Footnotes
AVN - Flight Inspection								
Domestic Rate								
	Beechcraft BE-300	\$555	\$418	\$597	\$205	\$143	\$1,918	
	Hawker BAe 800	\$549	\$1,035	\$716	\$369	\$311	\$2,980	
	Learjet 60	\$537	\$858	\$651	\$905	\$373	\$3,324	
	Challenger 600 Series	\$571	\$1,205	\$1,041	\$1,005	\$244	\$4,066	
Foreign Rate								
	Beechcraft BE-300	\$576	\$418	\$596	\$205	\$143	\$1,938	
	Hawker BAe 800	\$682	\$1,035	\$728	\$369	\$311	\$3,125	
	Learjet 00	\$557	\$858	\$651	\$905	\$373	\$3,344	
	Challenger 600 Series	\$704	\$1,205	\$1,070	\$1,005	\$244	\$4,228	
AFS Flight Program								
	Beechcraft A200	\$0	\$384	\$495	\$201	\$188	\$1,268	
	Beechcraft C-90	\$0	\$313	\$174	\$201	\$172	\$860	
	Beechcraft F-90	\$0	\$405	\$207	\$222	\$368	\$1,202	
Technical Center								
	Aero Commander AC-680E	\$143	\$79	\$951	\$217	\$1,200	\$2,590	Note 1
	Convair CV-580	\$158	\$202	\$382	\$229	\$147	\$1,118	
	Sikorsky SK-76	\$151	\$34	\$559	\$237	\$219	\$1,200	
	Beechcraft BE-200	\$160	\$80	\$511	\$168	\$213	\$1,132	
	BD-700-1A11 Bombardier	\$146	\$171	\$416	\$112	\$99	\$944	

- Notes: General: Rates are based on variable costs in accordance with OMB Circular A-126, Attachment A. AVN and Technical Center have elected to include some fixed crew costs.
- The Flight Programs above reserve the right to add a fuel surcharge in addition to the Reimbursement Rate if actual fuel prices significantly exceed the average fuel costs on which the Reimbursement Rates are based as follows: AVN and AFS - \$4.30/gallon, Technical Center - \$3.12/gallon.
- 1 Technical Center: The AC-680E aircraft experienced very low flight and R&D hours with significant calendar maintenance costs resulting in increased maintenance costs per hour. This cost per hour is expected to reduce in the future if the number of hours of utilization increases.
- 2 Technical Center: The Boeing 727 aircraft is excluded from the Reimbursable Rate table. It has been permanently grounded and is being held for sale.

APPENDIX 2. FLIGHT HOUR RATES FOR WASHINGTON FLIGHT PROGRAM (HANGAR 6) AIRCRAFT

Flight Program	Aircraft Description	Variable Costs					Fixed Costs				External Rate
		Maintenance	Pilots	Fuel	Lease	Internal Rate	Maintenance	Pilots	Depreciation	Lease	
Hangar 6	Gulfstream G-IV	\$1,563	\$203	\$1,582	\$0	\$3,347	\$373	\$678	\$1,247	\$0	\$5,644
	Cessna CE-560 XL	\$0	\$203	\$734	\$31	\$967	\$37	\$678	\$0	\$3,240	\$4,922

Notes:

1. The fuel charge in the reimbursement rate assumes an average cost of \$3.22/gallon. The hangar reserves the right to add a fuel surcharge in addition to the reimbursement rate if actual fuel prices exceed this rate.
2. Variable crew costs overtime, night & weekend differential, travel, etc. are not included in the rates. Actual variable crew costs are billed to reimbursable customers in addition to flight-hour charges.
3. Rates based on cost and aircraft operation data from FY2010-11
4. The internal rate is the rate charged to FAA's internal reimbursable customers. The internal rate is also used by the Office of the FAA Administrator (AOA), the Office of the ATO Chief Operations Officer (COO), and the Office of the DOT Secretary (OST) for cost comparison purposes when considering the use of Hangar 6 aircraft for transportation in lieu of commercially available travel.
5. The external rate is the hourly rate at which non-FAA reimbursable customers will be billed for use of Hangar 6 aircraft.
6. Volume 4, Chapter 6, Reimbursable Agreements of the FAA Financial Manual provides the policy and processes for entering into InterAgency (IAA) and Reimbursable Agreements (RA) with external customers.
7. The applicable Agency administrative overhead rate will be applied to billings for services provided under InterAgency (IAA) and Reimbursable Agreements (RA).
8. Wherever language in this order concerning Hangar 6 disagrees with this appendix, defer to this appendix.