

CHANGE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

2500.36N CHG. 3

3/4/03

SUBJ: APPLICATION OF FLIGHT-HOUR RATES

1. **PURPOSE.** This change revises Appendix 1, Reimbursable Flight-Hour Rate Table.
2. **DISTRIBUTION.** 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 ZBA-323 distribution list.
3. **EXPLANATION OF CHANGES.** This revision updates Appendix 1, Reimbursable Flight-Hour Rate Table, to include reimbursement rates for Flight Inspection aircraft. This revision is to adjust the reimbursable rates to reflect inflation from 1993 to 2002, where applicable. This revision also reflects the aircraft that are currently being used for flight inspection activity.

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FY 2003 REIMBURSABLE FLIGHT-HOUR RATE TABLE

12/31/02

Office	Aircraft	Flight Crews	Operation and Maintenance	Stocks and Stores	Major Inspection and Engine Overhaul	Fuel Tax	A		B	
							Operating Costs for Federal Reimbursement	Indirect Costs	Operating Costs for Non-Federal Reimbursement	
AVN										
	Flight Inspection									
	Beechcraft BE-300	460	512	376	156	23	1,527	361	1,888	
	BAe 800	460	659	265	268	47	1,899	361	2,060	
	Learjet 60*	460	941	0*	350	42	1,792	361	2,153 Note B	
	Challenger 601*	460	1,639	0*	120	72	2,291	361	2,652 Note B	
	Foreign Rate									
	BAe 800	511	887	321	268	47	2,034	361	2,395	
	Challenger 601*	511	1,723	0*	120	72	2,426	361	2,787 Note B	
AFS Flight Program										
	FAA Acade Beechcraft A200**	a/	0	0	0	0	518	0	518 Note A	
Hangar 6										
	Gulfstream G-IV	0	0	0	0	0	2,214	0	2,214	
	Learjet 31A	0	0	0	0	0	522	0	522	
	Cessna CE-560 Citat	0	0	0	0	0	675	0	675	
	Gulfstream G-III NAS	0	0	0	0	0	1,937	0	1,937	
AFS Flight Program										
	Regional R									
	Beechcraft C-90	b/	255	0	27	17	299	0	299 Note A	
	Beechcraft F-90	b/	291	340	136	17	784	361	1,145 Note A	
Technical Center										
	Boeing B-727	196	1,772	646	1,799	294	4,707	0	4,707	
	Aero Commander AC	131	251	44	173	9	608	0	608	
	Convair CV-580	131	758	312	118	74	1,393	0	1,393	
	Sikorsky SK-76	131	695	67	38	10	941	0	941	
	Beechcraft BE-200	131	329	15	38	5	518	0	518	

* AVN will acquire and maintain all commercial spare parts through a contractor. The stocks and stores program will not support the Learjet 60 and Challenger 601.

** These aircraft were acquired in February 2001

The inflation rates were applied to reimbursable rates in FAA Order 2500.36N, Appendix 1 as stated below:

- 1) Flight Inspection, Regional, Academy and Technical Center aircraft in the original Appendix 1 dated 2/1/1993. (Excludes Flight Inspection Learjet 60's and Challengers)
- 2) Flight Inspection Learjet 60's in Change 1 dated 7/18/1996
- 3) Flight Inspection Challengers in Change 2 dated 1/22/1998

The inflation rates were applied to the rates in DOT Bulletin AC 94-01, dated 6/2/1994 for the Learjet 31A, Cessna CE-560 Citation, and Gulfstream G-IV all being operated by Hangar 6.

The inflation rates were applied to the rate provided in a memo from the Manager, Washington Flight Program Staff, AAD-60, dated 7/14/1997 for the Gulfstream G-III NASA aircraft being operated by Hangar 6.

Note A: a/, b/ inflation adjusted per hour rate per crew member is \$45. The original rate was \$35.

Note B: Flight Crew and Indirect Costs for the Learjet 60 and the Challenger 601 are initial FAA Order 2500.36N 2/1/93 rates adjusted for inflation. When these aircraft were brought into the fleet in 1996 and 1998 respectively, the 1993 Flight Crew and Indirect Costs rates were applied without any inflation adjustment for the years between 1993 and 1996/1998. Order 2500.36N, Change 3 adjusted these rates for inflation from 1993 to 2002.

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Appendix 1