

U.S. GOVERNMENT NON-DEPARTMENT OF DEFENSE (NON-DOD) AIRLIFT RATES FOR THE TRANSPORTATION WORKING CAPITAL FUND (TWCF)

PASSENGER AND CARGO CHANNEL RATES

EFFECTIVE: 01 Oct 2014 through 30 Sep 2015 (FY15)

The U.S. Government Non-DOD rate applies to other Federal Agencies (e.g., Government Agencies, Department of State, Federal Bureau of Investigation, Drug Enforcement, Homeland Security and Non-Appropriated Fund Instrumentalities). Questions regarding which rate applies can be directed to HQ USTRANSCOM J8-AB at Commercial (618)229-5098 or DSN 779-5098.

The FY2014 National Defense Authorization Act authorized the SECDEF to approve the use of DOD TWCF rates to Non-DOD federal customers when the practice promotes the improved use of airlift capacity without any negative effect on national security objectives. Your agency's request for DOD airlift services must promote the improved use of the Defense Transportation System (DTS) airlift capacity by increasing the utilization of military airlift or commercial civil reserve air fleet capacity assigned to existing air traffic routes and through introducing new, unbudgeted transportation requirements into the DTS. For example: transportation of materiel supporting Overseas Contingency Operations, humanitarian/disaster relief efforts, or the transportation of other Non-DOD federal cargos currently moving through Non-DOD means. The template for this form can be found at <http://www.transcom.mil/rates/fy15Rates/>

1. Instructions for use of U.S. Government Non-DOD Channel Rate Tables:

a. To obtain cargo rates, consult the attached zone-to-zone table (ATCH 1: Other Non-DOD Channel Cargo Tariffs). If unsure of a country's cargo zone, reference the attached cargo zone list and map (ATCH 2: Cargo Zone List and Map). For example, a cargo shipment from Charleston AFB to Haiti would be charged the zone 1 to 3 tariff. The dollar/lb rates for a shipment from zone 1 to 3 are \$2.959 (0-439 lbs shipment), \$2.673 (440-1099 lbs), \$2.393 (1100-2199 lbs), \$2.103 (2200-3599 lbs), and \$1.865 (3600+ lbs).

b. To obtain passenger rates, consult the attached alphabetized listing of stations with their respective tariffs (ATCH 3: Other Non-DOD Channel Passenger Tariffs). The rates table reflects the tariff for one direction, but the outbound and inbound rates are identical.

c. Reference DOD 4500.9-R and DOD 4515.13-R, C1.4.2.2. Excess baggage charges will be assessed on a per piece basis, based on the passenger fare. Each passenger is authorized two pieces of baggage not to exceed 70 pounds each or 62 linear inches. The sum of linear measurements (length/height/width) must not exceed 62 inches. Bags larger than 62 inches and/or heavier than 70 pounds will be counted as two pieces and checked baggage exceeding the free weight criteria will be counted as an extra piece for each increment of 70 pounds. Items exceeding 100 pounds and/or 80 linear inches will not be accepted, and must be moved as freight. Piece rate charges listed below are based on ranges of passenger fares. For example, if the passenger fare for a particular route is \$1,500, the rate for each piece of excess baggage is \$120. Authorization for excess baggage must be included on travel orders to properly charge the unit. Otherwise, the charge for excess baggage is the responsibility of the traveler. In accordance with AMCI 24-101, Volume 14, paragraph 68.1, and DOD 4515.13-R, C1.4.2.2, space available passengers are not authorized excess baggage. Disposition of unauthorized excess baggage is the responsibility of the passenger.

Excess Baggage Piece Rates:

Pax Fares	Rate per Piece
51-230	\$56
231-455	\$99
456-and above	\$120 maximum

d. Reference DOD 4515.13-R, Chapters one and eight. Movement of pets (cats and dogs) within authorized areas on AMC military or Patriot Express flights are reimbursed by determining the Non-US Government passenger

tariff located in the Non-U.S. Government and FMS Tariffs for the Transportation Working Capital Fund (TWCF) document. After determining this tariff, use the Pet Rate Table below for the pet rate. Pets and their containers with a combined weight up to 70 lbs will be charged as one piece; 71 lbs - 140 lbs will be charged as two pieces and 141-150 lbs will be charged as three pieces. These rates will apply regardless of the number of pets in the container. Pets and their containers with a combined weight in excess of 150 lbs will not be accepted for shipment. POC for pet movement information is TACC/XOGC, DSN 779-7862.

Pet Rates (Non-US Government Passenger fare is basis for charge)

Pax Fares	Pet Rate
51-230	\$56
231-455	\$99
456-and above	\$120 maximum

e. When segmentized air movement designators (AMD) are issued to permit an authorized delay at an intermediate AMC channel transit point, charges will be based on the channel segment rates. Notional example:

When a TDY passenger is traveling from Point A to Point C and the passenger's orders require a Point B stopover, the AMDs would be issued from Point A to Point B and Point B to Point C. A notional example is computed as follows:

Point A – B	\$500
Point B - C	<u>\$1,000</u>
Total	\$1,500

The notional rate for Point A to Point C is \$900 and would be the applicable rate when the passenger's orders do not require a stopover or if a stopover at Point B is made for AMC convenience or passenger safety.

f. Excess Charges for Overweight Passengers - Upon request and advance arrangement of the exclusive use of two seats by a passenger, payment will be made for two full adult fares applicable between the points which the seats are used. Also, the free baggage allowance for such passengers will be the normal allowance for two seats.

g. Charges for carrying cargo are assessed by pound or cube. The rate per pound is dependent on the size of shipment. The rate reflects the five weight breaks, i.e., shipments weighing 1-439 pounds, 440-1099 pounds, 1100-2199 pounds, 2200-3599 pounds, and shipments weighing 3600 pounds or more. The cubic foot measurement indicated on each shipping requisition is multiplied by the cube density minimum of 10 pounds per cubic foot and compared to the weight. To compute the cube density (dimensional weight): Apply 10 lbs per one cubic foot (1ft³ = 12 in x 12 in x 12 in = 1728in³, which equals 172.8 in³/lb); this divisor 172.8 is applied to the L x W x H calculations. The chargeable weight is the actual net weight or cubic weight equivalent; whichever is greater as indicated on the transportation control movement document (TCMD). The chargeable amount will depend on the actual weight break of the shipment even though the cube weight may put the shipment in a higher or less expensive weight break. For example: 400 lb package has a cube density of 723—since the cube density is greater, multiply cube density by the weight break rate applicable to actual weight of 400 lbs (1st weight break cost per pound) to get total customer cost.

Channel Example:

Box of parts has an actual weight of 400 lbs
 Dimensions of box = 50 in x 50 in x 50 in = 125,000 in³
 Hypothetical Weight Break Rate for items 1-439 lbs = \$3.02

$$\frac{125,000 \text{ in}^3}{172.8 \text{ in}^3/\text{lb}} = 723 \text{ lb (Dimensional Weight)}$$

$$400 \text{ lb Actual Weight Break Rate} \times \text{Greater of: Actual Weight or Dimensional Weight} \\ = \$3.02 \times 723 = \mathbf{\$2,183}$$

h. All U.S. Government Non-DOD cargo shipments will have a minimum line item charge of \$25.00. All charges will be rounded to the nearest whole dollar. Rounding to the nearest whole dollar doesn't apply to split shipments.

i. Split shipments are whole or partial units separated at a transshipment point into two or more increments with each increment identified and documented separately. When it is necessary to split shipments, the shipments are tracked by the transportation control number (TCN) and the pieces are computed together and billed accordingly. (DTR, Part II, Appendix L, and AMCI24-101V11).

To compute the charges for the split shipment: Sum up the weights and volumes for all details of the split shipment. If the volume times 10 is greater than the total weight, then this cube is multiplied by the tariff rate; otherwise, it is the total actual weight times the rate. Also use the rate break rate of the total weight.

Split Shipment Example:

TCN	Weight	Volume	Notional Rate	Customer Charge
F3189483026804KXA	1896	190	\$3.576	\$6,794.40
F3189483026804KXB	1768	190	\$3.576	\$6,794.40
F3189483026804KXC	1771	190	\$3.576	\$6,794.40
F3189483026804KXD	1638	190	\$3.576	\$6,794.40
F3189483026804KXE	1962	190	\$3.576	\$6,794.40
F3189483026804KXF	<u>734</u>	<u>75</u>	\$3.576	<u>\$2,682.00</u>
Total of all shipments	9769	1025		\$36,654.00

Volume x 10 is greater than the weight. Weight added together equals the 5th weight break.

$$10250 \times \$3.576 = \$36,654$$

NOTE: The entire shipment will either be billed by weight or volume.

j. U.S. Government Non-DOD customers are not eligible to ship cargo TP-4.

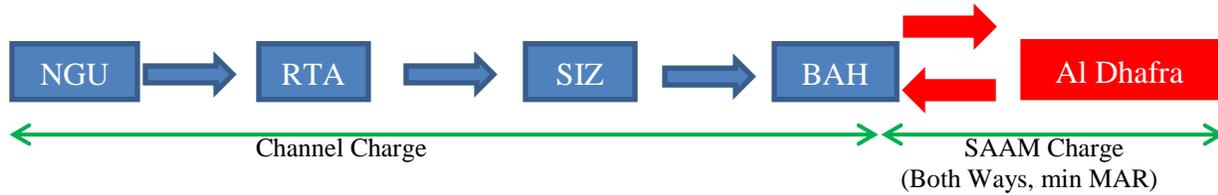
2. Channel Extensions and Flag Stops (defined and discussed below) are Special Assignment Airlift Mission (SAAM) excursions within a channel mission; certain portions are costed using SAAM mission flying hour costs in addition to the normal channel costs.

a. Channel Extensions: Channel extensions are customer requests to move small cargo volumes to an additional location in close proximity to the end of a normally scheduled AMC channel route without causing disruption to the channel system. 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 the minimum activity rate (MAR). (SAAMs JCS Exercises and Contingencies Rate Guidance, 2.a.(8)). POC for channel extension request submissions is TCJ3-ED, DSN 312-770-7452.

Notional Example:

Channel: NGU-RTA-SIZ-BAH

Channel Extension Request for Al Dhafra (DHF):



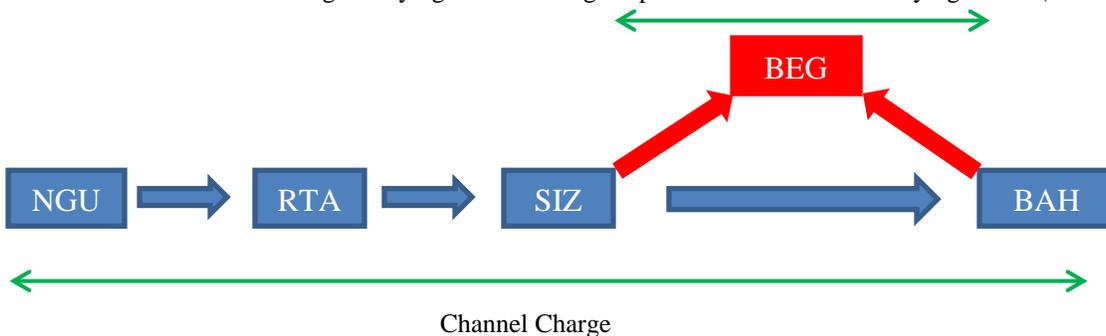
b. Flag Stops: Flag stops are customer requests to move small cargo volumes with on/offload movement requirements at/to an additional location (OCONUS only) in close proximity along a scheduled channel route without causing disruption to the channel system. Flag stop requirements are channel requirements 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 flag stop will be MAR. (SAAMs JCS Exercises and Contingencies Rate Guidance, 2.a.8). POC for flag stop request submissions is TCJ3-ED, DSN 312-770-7452.

Notional Example:

Established Channel: NGU-RTA-SIZ-BAH

Flag Stop Request for Serbia (BEG):

$$\text{SAAM Charge} = \text{Flying Hours w/Flag Stop} - \text{Scheduled Channel Flying Hours (min MAR)}$$



3. Aeromedical Evacuation (AE). AE furnished DOD/ U.S. Government Non-DOD Agencies patients within overseas areas and between overseas and the CONUS will be charged as follows:

a. Channel Passenger Missions. When an AE mission flies litters, ambulatory or attendants on channel passenger missions; they are billed at the passenger rate for the channel. Billing is based on the following conditions:

- (1) If the passenger is considered a litter, the bill is calculated as one litter being equal to three seats. In other words, they pay for three seats at the channel rate plus a 20% surcharge.
- (2) If the passenger is an ambulatory or attendant, the bill is calculated at the single seat rate plus a 20% surcharge. The 20% surcharge is added to cover items moving on the missions that AMC/FMFAB has no visibility of. It covers air medical crew and medical equipment that are not currently manifested in any system.

b. Channel Cargo

- (1) When an AE mission flies litters, ambulatory or attendants on channel cargo missions; they are billed at the cargo or passenger rate for the channel. Cargo missions use a Patient Support Pallet (PSP), which occupies a pallet position. The number of PSPs on a mission is found on the GDSS2 Mission Form 59. If the number isn't available there, the default number used for billing is two.
- (2) Currently, KC-135s are the only aircraft using PSPs and are thus the only aircraft billed for AE channel cargo missions. No other aircraft are equipped to support PSPs. Only litter patients occupy PSPs, therefore all ambulatory and attendants are billed at the passenger rate for the channel. Channel Cargo billing calculations are summarized below.
 - If the movement is converted to pallet space equivalents each pallet space is billed using the 5th weight-break (3600 + lbs) at the minimum target 2.5-ton (5,000lb)/pallet rate for the channel.
 - Any passengers considered attendants or ambulatory are still billed at the single seat rate for the channel.

c. Integrated CONUS Medical Operations Plan (ICMOP)--An ICMOP mission is any AE mission which is flown between two CONUS locations. All ICMOP missions are billed at the SAAM rate for that aircraft, including any positioning and de-positioning legs that may occur. All charges for ICMOP are billed to the MMA.

d. At times, AE mission IDs will be built to reflect a channel mission, even though they travel routes that are not validated AMC channels. If this occurs the mission should be billed at the SAAM rate for the aircraft even though the mission ID does not identify the mission as a SAAM. To determine if a route traveled is a channel, consult the AMC Channel Sequence Listing at, <https://tacc.scott.af.mil/?action=xog&XOGpage=xogd>, which lists all validated AMC channels.

NOTE: Any active mission will be charged for the minimum of two patients per leg when the patient information is not available.

4. Passenger. Transportation tax current at time of travel will be applied for the travel of passengers and patients between points within Alaska and Hawaii, and between CONUS and the Canadian and Mexican buffer zones (that portion of Canada and Mexico which is not more than 225 miles from the nearest point in the Continental United States (excluding Alaska and Hawaii).

5. Computation of Charges of U.S. Government Non-DOD Passenger and Cargo offered but not included in rate tables attached:

a. For passenger, obtain the nautical mileage between points where transportation is to be furnished and multiply the mileage by \$0.420596; however, the minimum charge is \$51. Round passenger fare to the next whole dollar.

b. To compute cargo estimates, see ATCH 4: Average Channel Cargo Zone Rates.

6. Rates may be obtained by request to HQ USTRANSCOM/J8-CA at DSN 779-5074 or 779-5061 or e-mail to TRANSCOM.Scott.TCJ8.mbx.rates@mail.mil.

ATCH 1: Other Non-DoD Channel Cargo Tariffs

FY15 Other Non-Department of Defense Channel Cargo Tariffs

			Other Non-DoD Federal User Channel Cargo Tariffs (Dollars Per Pound)								Other Non-DoD Federal User Channel Cargo Tariffs (Dollars Per Pound)								Other Non-DoD Federal User Channel Cargo Tariffs (Dollars Per Pound)				
POE	POD	Zone to Zone	0 to 439 LBS	440 to 1099 LBS	1100 to 2199 LBS	2200 to 3599 LBS	3600+ LBS	POE	POD	Zone to Zone	0 to 439 LBS	440 to 1099 LBS	1100 to 2199 LBS	2200 to 3599 LBS	3600+ LBS	POE	POD	Zone to Zone	0 to 439 LBS	440 to 1099 LBS	1100 to 2199 LBS	2200 to 3599 LBS	3600+ LBS
1	2	1-2	3.897	3.519	3.151	2.769	2.456	4	2	4-2	4.710	4.254	3.808	3.347	2.968	7	2	7-2	2.992	2.702	2.419	2.126	1.885
1	3	1-3	2.959	2.673	2.393	2.103	1.865	4	3	4-3	2.584	2.333	2.089	1.836	1.628	7	3	7-3	3.160	2.854	2.555	2.245	1.991
1	4	1-4	3.414	3.083	2.760	2.426	2.151	4	4	4-4	3.663	3.308	2.961	2.602	2.308	7	4	7-4	3.147	2.842	2.544	2.236	1.983
1	5	1-5	5.477	4.946	4.428	3.891	3.451	4	5	4-5	3.944	3.562	3.188	2.802	2.485	7	5	7-5	4.533	4.094	3.665	3.221	2.856
1	6	1-6	3.252	2.937	2.629	2.311	2.049	4	6	4-6	4.222	3.813	3.414	3.000	2.660	7	6	7-6	3.156	2.850	2.552	2.242	1.989
1	7	1-7	4.880	4.407	3.945	3.467	3.075	4	7	4-7	3.147	2.842	2.544	2.236	1.983	7	7	7-7	3.043	2.749	2.461	2.162	1.918
1	8	1-8	5.854	5.287	4.733	4.159	3.689	4	8	4-8	-	-	-	-	-	7	8	7-8	-	-	-	-	-
1	9	1-9	4.366	3.943	3.530	3.102	2.751	4	9	4-9	3.328	3.006	2.691	2.365	2.097	7	9	7-9	3.600	3.252	2.911	2.558	2.269
1	10	1-10	3.705	3.346	2.996	2.633	2.335	4	10	4-10	7.167	6.473	5.795	5.092	4.516	7	10	7-10	3.963	3.579	3.204	2.816	2.497
1	11	1-11	5.193	4.690	4.199	3.690	3.272	4	11	4-11	-	-	-	-	-	7	11	7-11	3.056	2.760	2.471	2.172	1.926
1	12	1-12	4.507	4.070	3.644	3.202	2.840	4	12	4-12	4.080	3.684	3.298	2.899	2.571	7	12	7-12	3.756	3.392	3.037	2.668	2.367
1	13	1-13	4.194	3.787	3.390	2.979	2.642	4	13	4-13	7.135	6.444	5.768	5.069	4.496	7	13	7-13	3.937	3.556	3.183	2.797	2.481
1	14	1-14	5.854	5.287	4.733	4.159	3.689	4	14	4-14	-	-	-	-	-	7	14	7-14	4.284	3.869	3.464	3.044	2.700
1	15	1-15	4.330	3.910	3.500	3.076	2.728	4	15	4-15	4.365	3.942	3.529	3.101	2.750	7	15	7-15	-	-	-	-	-
1	16	1-16	4.796	4.331	3.877	3.407	3.022	4	16	4-16	6.962	6.288	5.629	4.947	4.387	7	16	7-16	3.782	3.415	3.058	2.687	2.383
1	17	1-17	5.728	5.173	4.631	4.070	3.610	4	17	4-17	4.559	4.117	3.686	3.239	2.873	7	17	7-17	8.612	7.778	6.963	6.119	5.427
1	18	1-18	8.531	7.704	6.897	6.061	5.375	4	18	4-18	5.730	5.175	4.632	4.071	3.610	7	18	7-18	5.517	4.983	4.461	3.920	3.476
2	1	2-1	3.897	3.519	3.151	2.769	2.456	5	1	5-1	5.477	4.946	4.428	3.891	3.451	8	1	8-1	5.854	5.287	4.733	4.159	3.689
2	2	2-2	2.127	1.921	1.719	1.511	1.340	5	2	5-2	6.981	6.304	5.644	4.960	4.399	8	2	8-2	-	-	-	-	-
2	3	2-3	2.694	2.433	2.178	1.914	1.697	5	3	5-3	4.701	4.246	3.801	3.340	2.962	8	3	8-3	-	-	-	-	-
2	4	2-4	4.710	4.254	3.808	3.347	2.968	5	4	5-4	3.944	3.562	3.188	2.802	2.485	8	4	8-4	-	-	-	-	-
2	5	2-5	6.981	6.304	5.644	4.960	4.399	5	5	5-5	5.349	4.831	4.324	3.800	3.370	8	5	8-5	-	-	-	-	-
2	6	2-6	2.746	2.480	2.220	1.951	1.730	5	6	5-6	4.054	3.661	3.277	2.880	2.554	8	6	8-6	3.536	3.193	2.859	2.512	2.228
2	7	2-7	2.992	2.702	2.419	2.126	1.885	5	7	5-7	4.533	4.094	3.665	3.221	2.856	8	7	8-7	-	-	-	-	-
2	8	2-8	-	-	-	-	-	5	8	5-8	-	-	-	-	-	8	8	8-8	-	-	-	-	-
2	9	2-9	3.834	3.462	3.099	2.724	2.416	5	9	5-9	8.241	7.442	6.663	5.855	5.193	8	9	8-9	4.041	3.649	3.267	2.871	2.546
2	10	2-10	4.832	4.364	3.907	3.433	3.045	5	10	5-10	6.455	5.830	5.219	4.586	4.067	8	10	8-10	-	-	-	-	-
2	11	2-11	4.300	3.883	3.476	3.055	2.709	5	11	5-11	5.974	5.396	4.830	4.245	3.765	8	11	8-11	-	-	-	-	-
2	12	2-12	4.429	4.000	3.581	3.147	2.791	5	12	5-12	5.077	4.585	4.105	3.607	3.199	8	12	8-12	-	-	-	-	-
2	13	2-13	2.408	2.174	1.947	1.711	1.517	5	13	5-13	6.890	6.223	5.571	4.895	4.342	8	13	8-13	6.201	5.600	5.013	4.406	3.907
2	14	2-14	5.465	4.936	4.419	3.883	3.444	5	14	5-14	5.180	4.679	4.188	3.681	3.264	8	14	8-14	-	-	-	-	-
2	15	2-15	4.626	4.178	3.740	3.287	2.915	5	15	5-15	7.711	6.964	6.234	5.479	4.859	8	15	8-15	-	-	-	-	-
2	16	2-16	3.082	2.784	2.492	2.190	1.942	5	16	5-16	7.189	6.493	5.812	5.108	4.530	8	16	8-16	-	-	-	-	-
2	17	2-17	8.821	7.966	7.132	6.267	5.558	5	17	5-17	8.916	8.052	7.208	6.334	5.618	8	17	8-17	8.241	7.442	6.663	5.855	5.193
2	18	2-18	12.705	11.474	10.272	9.027	8.006	5	18	5-18	6.885	6.218	5.566	4.892	4.338	8	18	8-18	5.956	5.379	4.816	4.232	3.753
3	1	3-1	2.959	2.673	2.393	2.103	1.865	6	1	6-1	3.252	2.937	2.629	2.311	2.049	9	1	9-1	4.366	3.943	3.530	3.102	2.751
3	2	3-2	2.694	2.433	2.178	1.914	1.697	6	2	6-2	2.746	2.480	2.220	1.951	1.730	9	2	9-2	3.834	3.462	3.099	2.724	2.416
3	3	3-3	3.325	3.002	2.688	2.362	2.095	6	3	6-3	2.901	2.620	2.345	2.061	1.828	9	3	9-3	3.277	2.959	2.649	2.328	2.065
3	4	3-4	2.584	2.333	2.089	1.836	1.628	6	4	6-4	4.222	3.813	3.414	3.000	2.660	9	4	9-4	3.328	3.006	2.691	2.365	2.097
3	5	3-5	4.701	4.246	3.801	3.340	2.962	6	5	6-5	4.054	3.661	3.277	2.880	2.554	9	5	9-5	8.241	7.442	6.663	5.855	5.193
3	6	3-6	2.901	2.620	2.345	2.061	1.828	6	6	6-6	2.260	2.041	1.827	1.606	1.424	9	6	9-6	2.105	1.901	1.702	1.495	1.326
3	7	3-7	3.160	2.854	2.555	2.245	1.991	6	7	6-7	3.156	2.850	2.552	2.242	1.989	9	7	9-7	3.600	3.252	2.911	2.558	2.269
3	8	3-8	-	-	-	-	-	6	8	6-8	3.536	3.193	2.859	2.512	2.228	9	8	9-8	4.041	3.649	3.267	2.871	2.546
3	9	3-9	3.277	2.959	2.649	2.328	2.065	6	9	6-9	2.105	1.901	1.702	1.495	1.326	9	9	9-9	3.853	3.480	3.115	2.737	2.428
3	10	3-10	3.019	2.726	2.441	2.145	1.902	6	10	6-10	5.711	5.158	4.618	4.058	3.599	9	10	9-10	4.348	3.927	3.515	3.089	2.740
3	11	3-11	-	-	-	-	-	6	11	6-11	3.497	3.158	2.827	2.484	2.203	9	11	9-11	4.719	4.262	3.816	3.353	2.974
3	12	3-12	4.067	3.673	3.288	2.889	2.562	6	12	6-12	5.096	4.603	4.120	3.621	3.211	9	12	9-12	4.810	4.344	3.889	3.417	3.031
3	13	3-13	3.789	3.422	3.064	2.692	2.388	6	13	6-13	3.834	3.462	3.099	2.724	2.416	9	13	9-13	6.281	5.673	5.078	4.463	3.958
3	14	3-14	-	-	-	-	-	6	14	6-14	6.885	6.218	5.566	4.892	4.338	9	14	9-14	8.241	7.442	6.663	5.855	5.193
3	15	3-15	4.497	4.061	3.636	3.195	2.833	6	15	6-15	3.704	3.345	2.995	2.632	2.334	9	15	9-15	3.484	3.146	2.817	2.475	2.195
3	16	3-16	2.575	2.325	2.082	1.829	1.622	6	16	6-16	4.908	4.433	3.968	3.487	3.093	9	16	9-16	7.452	6.730	6.025	5.295	4.696
3	17	3-17	3.980	3.594	3.218	2.828	2.508	6	17	6-17	3.041	2.746	2.459	2.161	1.916	9	17	9-17	5.452	4.924	4.408	3.874	3.436
3	18	3-18	4.455	4.024	3.602	3.165	2.807	6	18	6-18	4.033	3.642	3.261	2.865	2.541	9	18	9-18	7.227	6.527	5.843	5.135	4.554
4	1	4-1	3.414	3.083	2.760	2.426	2.151	7	1	7-1	4.880	4.407	3.945	3.467	3.075	10	1	10-1	3.705	3.346	2.996	2.633	2.335

FY15 Other Non-Department of Defense Channel Cargo Tariffs

			Other Non-DoD Federal User Channel Cargo Tariffs (Dollars Per Pound)								Other Non-DoD Federal User Channel Cargo Tariffs (Dollars Per Pound)								Other Non-DoD Federal User Channel Cargo Tariffs (Dollars Per Pound)				
POE	POD	Zone to Zone	0 to 439 LBS	440 to 1099 LBS	1100 to 2199 LBS	2200 to 3599 LBS	3600+ LBS	POE	POD	Zone to Zone	0 to 439 LBS	440 to 1099 LBS	1100 to 2199 LBS	2200 to 3599 LBS	3600+ LBS	POE	POD	Zone to Zone	0 to 439 LBS	440 to 1099 LBS	1100 to 2199 LBS	2200 to 3599 LBS	3600+ LBS
10	2	10-2	4.832	4.364	3.907	3.433	3.045	13	2	13-2	2.408	2.174	1.947	1.711	1.517	16	2	16-2	3.082	2.784	2.492	2.190	1.942
10	3	10-3	3.019	2.726	2.441	2.145	1.902	13	3	13-3	3.789	3.422	3.064	2.692	2.388	16	3	16-3	2.575	2.325	2.082	1.829	1.622
10	4	10-4	7.167	6.473	5.795	5.092	4.516	13	4	13-4	7.135	6.444	5.768	5.069	4.496	16	4	16-4	6.962	6.288	5.629	4.947	4.387
10	5	10-5	6.455	5.830	5.219	4.586	4.067	13	5	13-5	6.890	6.223	5.571	4.895	4.342	16	5	16-5	7.189	6.493	5.812	5.108	4.530
10	6	10-6	5.711	5.158	4.618	4.058	3.599	13	6	13-6	3.834	3.462	3.099	2.724	2.416	16	6	16-6	4.908	4.433	3.968	3.487	3.093
10	7	10-7	3.963	3.579	3.204	2.816	2.497	13	7	13-7	3.937	3.556	3.183	2.797	2.481	16	7	16-7	3.782	3.415	3.058	2.687	2.383
10	8	10-8	-	-	-	-	-	13	8	13-8	6.201	5.600	5.013	4.406	3.907	16	8	16-8	-	-	-	-	-
10	9	10-9	4.348	3.927	3.515	3.089	2.740	13	9	13-9	6.281	5.673	5.078	4.463	3.958	16	9	16-9	7.452	6.730	6.025	5.295	4.696
10	10	10-10	4.056	3.663	3.279	2.882	2.556	13	10	13-10	4.251	3.839	3.437	3.020	2.678	16	10	16-10	4.366	3.943	3.530	3.102	2.751
10	11	10-11	1.931	1.744	1.561	1.372	1.217	13	11	13-11	3.033	2.739	2.452	2.155	1.911	16	11	16-11	2.266	2.047	1.832	1.610	1.428
10	12	10-12	4.774	4.311	3.860	3.392	3.008	13	12	13-12	4.785	4.322	3.869	3.400	3.015	16	12	16-12	5.556	5.018	4.492	3.948	3.501
10	13	10-13	4.251	3.839	3.437	3.020	2.678	13	13	13-13	4.349	3.928	3.516	3.090	2.740	16	13	16-13	3.497	3.158	2.827	2.484	2.203
10	14	10-14	7.189	6.493	5.812	5.108	4.530	13	14	13-14	8.470	7.649	6.848	6.018	5.337	16	14	16-14	5.893	5.322	4.764	4.187	3.713
10	15	10-15	5.594	5.052	4.522	3.974	3.525	13	15	13-15	5.893	5.322	4.764	4.187	3.713	16	15	16-15	4.572	4.129	3.696	3.248	2.881
10	16	10-16	4.366	3.943	3.530	3.102	2.751	13	16	13-16	3.497	3.158	2.827	2.484	2.203	16	16	16-16	2.105	1.901	1.702	1.495	1.326
10	17	10-17	5.051	4.562	4.084	3.589	3.183	13	17	13-17	8.302	7.497	6.712	5.898	5.231	16	17	16-17	6.092	5.502	4.926	4.328	3.839
10	18	10-18	5.452	4.924	4.408	3.874	3.436	13	18	13-18	10.317	9.317	8.341	7.330	6.501	16	18	16-18	8.789	7.937	7.106	6.244	5.538
11	1	11-1	5.193	4.690	4.199	3.690	3.272	14	1	14-1	5.854	5.287	4.733	4.159	3.689	17	1	17-1	5.728	5.173	4.631	4.070	3.610
11	2	11-2	4.300	3.883	3.476	3.055	2.709	14	2	14-2	5.465	4.936	4.419	3.883	3.444	17	2	17-2	8.821	7.966	7.132	6.267	5.558
11	3	11-3	-	-	-	-	-	14	3	14-3	-	-	-	-	-	17	3	17-3	3.980	3.594	3.218	2.828	2.508
11	4	11-4	-	-	-	-	-	14	4	14-4	-	-	-	-	-	17	4	17-4	4.559	4.117	3.686	3.239	2.873
11	5	11-5	5.974	5.396	4.830	4.245	3.765	14	5	14-5	5.180	4.679	4.188	3.681	3.264	17	5	17-5	8.916	8.052	7.208	6.334	5.618
11	6	11-6	3.497	3.158	2.827	2.484	2.203	14	6	14-6	6.885	6.218	5.566	4.892	4.338	17	6	17-6	3.041	2.746	2.459	2.161	1.916
11	7	11-7	3.056	2.760	2.471	2.172	1.926	14	7	14-7	4.284	3.869	3.464	3.044	2.700	17	7	17-7	8.612	7.778	6.963	6.119	5.427
11	8	11-8	-	-	-	-	-	14	8	14-8	-	-	-	-	-	17	8	17-8	8.241	7.442	6.663	5.855	5.193
11	9	11-9	4.719	4.262	3.816	3.353	2.974	14	9	14-9	8.241	7.442	6.663	5.855	5.193	17	9	17-9	5.452	4.924	4.408	3.874	3.436
11	10	11-10	1.931	1.744	1.561	1.372	1.217	14	10	14-10	7.189	6.493	5.812	5.108	4.530	17	10	17-10	5.051	4.562	4.084	3.589	3.183
11	11	11-11	2.121	1.916	1.715	1.507	1.337	14	11	14-11	6.545	5.911	5.292	4.651	4.124	17	11	17-11	4.901	4.426	3.962	3.482	3.088
11	12	11-12	4.054	3.661	3.277	2.880	2.554	14	12	14-12	5.403	4.880	4.368	3.839	3.405	17	12	17-12	9.260	8.363	7.487	6.579	5.835
11	13	11-13	3.033	2.739	2.452	2.155	1.911	14	13	14-13	8.470	7.649	6.848	6.018	5.337	17	13	17-13	8.302	7.497	6.712	5.898	5.231
11	14	11-14	6.545	5.911	5.292	4.651	4.124	14	14	14-14	6.047	5.461	4.889	4.296	3.810	17	14	17-14	7.651	6.910	6.186	5.436	4.821
11	15	11-15	-	-	-	-	-	14	15	14-15	-	-	-	-	-	17	15	17-15	-	-	-	-	-
11	16	11-16	2.266	2.047	1.832	1.610	1.428	14	16	14-16	5.893	5.322	4.764	4.187	3.713	17	16	17-16	6.092	5.502	4.926	4.328	3.839
11	17	11-17	4.901	4.426	3.962	3.482	3.088	14	17	14-17	7.651	6.910	6.186	5.436	4.821	17	17	17-17	11.029	9.961	8.917	7.836	6.950
11	18	11-18	7.071	6.386	5.717	5.024	4.456	14	18	14-18	5.956	5.379	4.816	4.232	3.753	17	18	17-18	10.452	9.439	8.450	7.426	6.586
12	1	12-1	4.507	4.070	3.644	3.202	2.840	15	1	15-1	4.330	3.910	3.500	3.076	2.728	18	1	18-1	8.531	7.704	6.897	6.061	5.375
12	2	12-2	4.429	4.000	3.581	3.147	2.791	15	2	15-2	4.626	4.178	3.740	3.287	2.915	18	2	18-2	12.705	11.474	10.272	9.027	8.006
12	3	12-3	4.067	3.673	3.288	2.899	2.562	15	3	15-3	4.497	4.061	3.636	3.195	2.833	18	3	18-3	4.455	4.024	3.602	3.165	2.807
12	4	12-4	4.080	3.684	3.298	2.899	2.571	15	4	15-4	4.365	3.942	3.529	3.101	2.750	18	4	18-4	5.730	5.175	4.632	4.071	3.610
12	5	12-5	5.077	4.585	4.105	3.607	3.199	15	5	15-5	7.711	6.964	6.234	5.479	4.859	18	5	18-5	6.885	6.218	5.566	4.892	4.338
12	6	12-6	5.096	4.603	4.120	3.621	3.211	15	6	15-6	3.704	3.345	2.995	2.632	2.334	18	6	18-6	4.033	3.642	3.261	2.865	2.541
12	7	12-7	3.756	3.392	3.037	2.668	2.367	15	7	15-7	-	-	-	-	-	18	7	18-7	5.517	4.983	4.461	3.920	3.476
12	8	12-8	-	-	-	-	-	15	8	15-8	-	-	-	-	-	18	8	18-8	5.956	5.379	4.816	4.232	3.753
12	9	12-9	4.810	4.344	3.889	3.417	3.031	15	9	15-9	3.484	3.146	2.817	2.475	2.195	18	9	18-9	7.227	6.527	5.843	5.135	4.554
12	10	12-10	4.774	4.311	3.860	3.392	3.008	15	10	15-10	5.594	5.052	4.522	3.974	3.525	18	10	18-10	5.452	4.924	4.408	3.874	3.436
12	11	12-11	4.054	3.661	3.277	2.880	2.554	15	11	15-11	-	-	-	-	-	18	11	18-11	7.071	6.386	5.717	5.024	4.456
12	12	12-12	4.701	4.246	3.801	3.340	2.962	15	12	15-12	5.077	4.585	4.105	3.607	3.199	18	12	18-12	9.260	8.363	7.487	6.579	5.835
12	13	12-13	4.785	4.322	3.869	3.400	3.015	15	13	15-13	5.893	5.322	4.764	4.187	3.713	18	13	18-13	10.317	9.317	8.341	7.330	6.501
12	14	12-14	5.403	4.880	4.368	3.839	3.405	15	14	15-14	-	-	-	-	-	18	14	18-14	5.956	5.379	4.816	4.232	3.753
12	15	12-15	5.077	4.585	4.105	3.607	3.199	15	15	15-15	3.857	3.483	3.118	2.740	2.430	18	15	18-15	-	-	-	-	-
12	16	12-16	5.556	5.018	4.492	3.948	3.501	15	16	15-16	4.572	4.129	3.696	3.248	2.881	18	16	18-16	8.789	7.937	7.106	6.244	5.538
12	17	12-17	9.260	8.363	7.487	6.579	5.835	15	17	15-17	-	-	-	-	-	18	17	18-17	10.452	9.439	8.450	7.426	6.586
12	18	12-18	9.260	8.363	7.487	6.579	5.835	15	18	15-18	-	-	-	-	-	18	18	18-18	7.097	6.410	5.738	5.043	4.472
13	1	13-1	4.194	3.787	3.390	2.979	2.642	16	1	16-1	4.796	4.331	3.877	3.407	3.022								

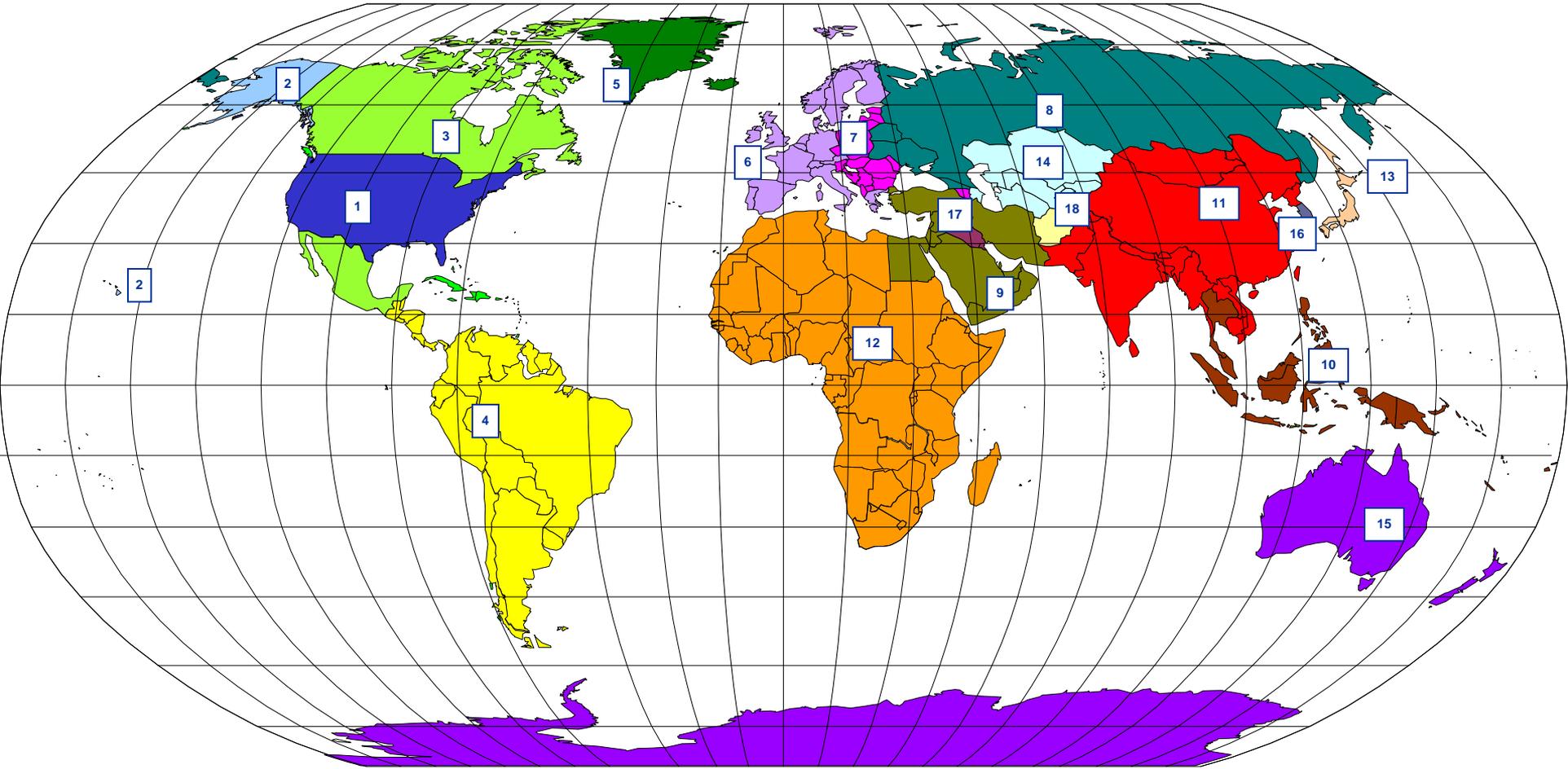
ATCH 2: Cargo Zone List and Map

Cargo Zone List

<u>1 Dark Blue</u>	<u>4 Yellow</u>	<u>6 Lavender</u>	<u>7 Fuschia</u>	<u>10 Brown</u>	<u>11 Red</u>	<u>12 Orange</u>	<u>13 Tan</u>
CONUS	Argentina	Andorra	Albania	Brunei	Bangladesh	Algeria	Japan
	Belize	Austria	Armenia	Christmas Is	Bhutan	Angola	
	Bolivia	Azores Is	Bosnia-Her.	East Timor	Cambodia	Ascension	
<u>2 Pale Blue</u>	Brazil	Belgium	Bulgaria	Fiji	China	Bassa Da India	<u>14 Robin Blue</u>
Alaska	Chile	Canary Is	Croatia	Fr. Polynesia	Hong Kong	Benin	Azerbaijan
Hawaii	Clipperton Is	Channel Is	Czech Rep	Gilbert Is	India	Botswana	Kazakhstan
	Colombia	Denmark	Estonia	Guam	Laos	Bouvet Is	Kyrgyzstan
	Costa Rica	Faroe Is	Hungary	Howland Is	Mongolia	Burkina Faso	Tajikistan
<u>3 Pale Green</u>	Ecuador	Finland	Latvia	Indonesia	Myanmar	Burundi	Turkmenistan
Anguilla	El Salvador	France	Lithuania	Jarvis Is	N. Korea	Cameroon	Uzbekistan
Antigua	Falkland Is.	Germany	Macedonia	Johnston Is	Nepal	Cape Verde	
Aruba	Fr. Guiana	Gibraltar	Maldives	Kingman Is	Pakistan	Cent African Rep	
Bahamas	Guatemala	Greece	Moldova	Kiribati Is	Sri Lanka	Chad	<u>15 Purple</u>
Barbados	Guyana	Ireland	Montenegro	Kwajalein Is	Taiwan	Cocos Is	Antarctica
Bermuda	Honduras	Isle of Man	Poland	Line Is	Vietnam	Comoros Is	Australia
Bonaire	Nicaragua	Italy	Romania	Malaysia		Congo	Coral Sea Is
Canada	Panama	Jan Mayen Is	Serbia	Mariana Is		Cook Is	McDonald Is
Cayman Is	Paraguay	Jersey Is	Slovakia	Marshall Is		Diego Garcia	New Caledonia
Cuba	Peru	Liechtenstein	Slovenia	Micronesia		Djibouti	New Zealand
Curacao	Suriname	Luxembourg	Yugoslavia	Midway Is		Equatorial Guinea	Norfolk Is
Dominica	Uruguay	Malta		Naura Is		Eritrea	Vanuatu Is
Dominican Rep	Venezuela	Monaco		Niue Is		Ethiopia	
Grenada		Netherlands	<u>8 Teal</u>	Palau		Europa Is	
Guadeloupe		Norway	Belarus	Palmyra Is		Gabon	<u>16 Medium Blue</u>
Haiti	<u>5 Green</u>	Portugal	Georgia	Papa New Gen		Gambia	S. Korea
Jamaica	Greenland	San Marino	Russia	Paracel Is		Ghana	
Martinique	Iceland	Spain	Ukraine	Philippines		Guinea	
Mexico		Sweden		Pitcarin Is		Guinea Bissau	
Montserrat		Switzerland		Saipan		Ivory Coast	<u>17 Burgandy</u>
Navassa Is		United King	<u>9 Olive Green</u>	Singapore		Juan De Nova Is	Iraq
Neth Antilles		Vatican City	Bahrain	Solomon Is.		Kenya	Kuwait
Nevis			Cyprus	Somoa		Lesotho	
Puerto Rico			Egypt	Tahiti		Liberia	
Saba			Iran	Thailand		Libya	<u>18 Pale Yellow</u>
St Lucia			Israel	Tokelau Is		Madagascar	Afghanistan
St Maarten			Jordan	Tonga		Malawi	
St Pierre Is			Lebanon	Tuvalu		Mali	
St Vincent			Oman	Wake Is		Mauritania	
Trinidad			Qatar	Wallis Is		Mauritius Is	
Turks & Caicos Is			Saudi	W. Somoa		Morocco	
Virgin Is			Syria			Mozambique	
			Turkey			Namibia	
			United Arab			Niger	
			Yemen			Nigeria	
						Reunion Is	
						Rwanda	
						St Helena Is	
						Sao Tome Is	
						Senegal	
						Seychelles	
						Sierra Leone	
						Somalia	
						S. Africa	
						Sudan	
						Swaziland	
						Tanzania	
						Togo	
						Tromelin Is	
						Tunisia	
						Uganda	
						Western Sahara	
						Zaire	
						Zambia	
						Zimbabwe	

Note: If unable to determine a country's cargo zone by using the zone list and/or map, it can be obtained by request to HQ USTRANSCOM/J8-BT at DSN 779-5074 or 779-5060 or e-mail to LISTC-DATES@ustrancom.mil

Cargo Zone Map



ATCH 3: Other Non-DoD Channel Passenger Tariffs

FY15 Other Non-Department of Defense Channel Passenger Tariffs

To/From Station	Country	APC	Rate (\$)	To/From Station	Country	APC	Rate (\$)	To/From Station	Country	APC	Rate (\$)	To/From Station	Country	APC	Rate (\$)
Adana Incirlik TK	TURKEY	ADA		Guantanamo Bay NS	CUBA	NBW		Norfolk NAS	USA	NGU		Seattle-Tacoma IAP	USA	SEA	
Manas/Bishkek	KYRGYZSTAN	FRU	\$ 934	Kingston	JAMAICA	KIN	\$ 63	Bahrain	BAHRAIN	BAH	\$ 1,764	Iwakuni MCAS	JAPAN	IWA	\$ 1,890
								Diego Garcia NSF	BIOT	NKW	\$ 3,506	Kadena AB	JAPAN	DNA	\$ 2,279
Andrews AFB	USA	ADW		Hickam AFB	USA	HIK		Djibouti	DJIBOUTI	JIB	\$ 2,422	Misawa AB	JAPAN	MSJ	\$ 2,252
Ramstein AB	GERMANY	RMS	\$ 1,057	Alice Springs RAAF	AUSTRALIA	ASP	\$ 3,406	Guantanamo Bay NS	CUBA	NBW	\$ 429	Osan AB	SOUTH KOREA	OSN	\$ 754
				Andersen AFB	GUAM	UAM	\$ 1,278	Lajes AB	AZORES IS	LGS	\$ 2,171	Yokota AB	JAPAN	OKO	\$ 666
Antigua	ANTIGUA	SJH		Christchurch	NEW ZEALAND	CHC	\$ 2,924	Naples	ITALY	NAP	\$ 1,016				
Asension	ASCENSION IS	ASI	\$ 1,342	Kadena AB	JAPAN	DNA	\$ 1,243	Rota	SPAIN	RTA	\$ 900	Sigonella NAS	ITALY	SIZ	
				Kwajalein	MARSHALL IS	KWA	\$ 830	Signonella NAS	ITALY	SIZ	\$ 1,784	Bahrain	BAHRAIN	BAH	\$ 1,190
Aviano AB	ITALY	AVB		Osan AB	SOUTH KOREA	OSN	\$ 656	Souda Bay NSA	GREECE	CHQ	\$ 1,616	Djibouti	DJIBOUTI	JIB	\$ 1,456
Al Udeid AB	QATAR	IUD	\$ 1,271	RAAF Richmond	AUSTRALIA	RCM	\$ 1,049					Lajes AB	AZORES IS	LGS	\$ 1,064
				Wake Island AAF	USA MINOR OUTLYING IS	AWK	\$ 841					Rota	SPAIN	RTA	\$ 778
Baltimore IAP	USA	BWI		Yokota AB	JAPAN	OKO	\$ 588	Patrick AFB	USA	COF					
Al Udeid AB	QATAR	IUD	\$ 1,209					Asension	ASCENSION IS	ASI	\$ 1,853	Travis AFB	USA	SUU	
Aviano AB	ITALY	AVB	\$ 579	Jacksonville NAS	USA	NIP		St. John's	ANTIGUA	SJH	\$ 1,089	Alice Springs RAAF	AUSTRALIA	ASP	\$ 3,763
Incirlik AB (Adana)	TURKEY	ADA	\$ 1,432	Guantanamo Bay NS	CUBA	NBW	\$ 299					Andersen AFB	GUAM	UAM	\$ 948
Kuwait City	KUWAIT	KWI	\$ 809					Paya Lebar (RSAF)	SINGAPORE	QPG		Diego Garcia NSF	BIOT	NKW	\$ 3,696
Lajes AB	AZORES IS	LGS	\$ 2,238	Kadena AB	JAPAN	DNA		Diego Garcia NSF	BIOT	NKW	\$ 824	Elmendorf AFB	USA	EDF	\$ 498
Ramstein AB	GERMANY	RMS	\$ 1,057	Andersen AFB	GUAM	UAM	\$ 692					Hickam AFB	USA	HIK	\$ 503
Thule AB	GREENLAND	THU	\$ 949	Iwakuni MCAS	JAPAN	IWA	\$ 335	Ramstein AB	GERMANY	RMS		Kadena AB	JAPAN	DNA	\$ 1,278
				Osan AB	SOUTH KOREA	OSN	\$ 393	Adana Incirlik TK	TURKEY	ADA	\$ 713	Kwajalein	MARSHALL IS	KWA	\$ 1,229
Bahrain	BAHRAIN	BAH		McGuire AFB	USA	WRI		Al Udeid AB	QATAR	IUD	\$ 818	Osan AB	SOUTH KOREA	OSN	\$ 796
Diego Garcia NSF	BIOT	NKW	\$ 999	Al Udeid AB	QATAR	IUD	\$ 712	Aviano AB	ITALY	AVB	\$ 584	RAAF Richmond	AUSTRALIA	RCM	\$ 1,365
Djibouti	DJIBOUTI	JIB	\$ 999	Aviano AB	ITALY	AVB	\$ 584	Bagram AB	AFGHANISTAN	OA1	\$ 879	Yokota AB	JAPAN	OKO	\$ 823
Souda Bay NSA	GREECE	CHQ	\$ 832	Djibouti	DJIBOUTI	JIB	\$ 3,129	Cairo	EGYPT	CAI	\$ 579				
Rota	SPAIN	RTA	\$ 1,183	Kuwait City	KUWAIT	KWI	\$ 1,826	Djibouti	DJIBOUTI	JIB	\$ 1,384	Yokota AB	JAPAN	OKO	
				Lajes AB	AZORES IS	LGS	\$ 1,824	Kuwait City	KUWAIT	KWI	\$ 873	Andersen AFB	GUAM	UAM	\$ 405
Dover AFB	USA	DOV		Mildenhall RAF	UNITED KINGDOM	MHZ	\$ 683	NIAMEY	NIGER	NIM	\$ 988	Diego Garcia NSF	BIOT	NKW	\$ 1,920
Bagram	AFGHANISTAN	OA1	\$ 1,981	Ramstein AB	GERMANY	RMS	\$ 851	Lajes AB	AZORES IS	LGS	\$ 965	Iwakuni MCAS	JAPAN	IWA	\$ 395
Al Udeid AB	QATAR	IUD	\$ 1,205	Thule AB	GREENLAND	THU	\$ 926	Rota	SPAIN	RTA	\$ 774	Kadena AB	JAPAN	DNA	\$ 477
Kandahar AF	AFGHANISTAN	KDH	\$ 2,549					Signonella NAS	ITALY	SIZ	\$ 664	Osan AB	SOUTH KOREA	OSN	\$ 363
Kuwait City	KUWAIT	KWI	\$ 1,826	Mildenhall RAF	UNITED KINGDOM	MHZ						Paya Lebar (RSAF)	SINGAPORE	QPG	\$ 957
Mildenhall RAF	UNITED KINGDOM	MHZ	\$ 683	Ramstein AB	GERMANY	RMS	\$ 649	Rota	SPAIN	RTA					
Ramstein AB	GERMANY	RMS	\$ 851					Djibouti	DJIBOUTI	JIB	\$ 1,956				
Rota NS	SPAIN	RTA	\$ 2,209	Misawa AB	JAPAN	MSJ									
				Iwakuni MCAS	JAPAN	IWA	\$ 667								
Elmendorf AFB	USA	EDF		Kadena AB	JAPAN	DNA	\$ 678								
Cape Lisburne	USA	LUR	\$ 504	Osan AB	SOUTH KOREA	OSN	\$ 615								
Cape Newenham	USA	EHM	\$ 477												
Cape Romanzof	USA	CZF	\$ 529	Naples	ITALY	NAP									
Eareckson AS	USA	SYA	\$ 688	Bahrain	BAHRAIN	BAH	\$ 1,186								
Eielson AFB	USA	EIL	\$ 209	Souda Bay NSA	GREECE	CHQ	\$ 526								
Indian Mountain	USA	UTO	\$ 400												
Sparrevohn	USA	SVW	\$ 235												
Tatalina	USA	TLJ	\$ 584												
Tin City	USA	TNC	\$ 706												

Notes:

1. Direct service is not available between all points for which a rate is published.
2. See instruction section 1.c prior to quoting passenger baggage rates.
3. Outbound inbound rates are identical.