

NON-U.S. GOVERNMENT AND FMS TARIFFS FOR THE TRANSPORTATION WORKING CAPITAL FUND (TWCF)

PASSENGER AND CARGO CHANNEL RATES

EFFECTIVE: 1 Oct 14 through 30 Sep 15 (FY15)

The Non-U.S. Government rate applies to all customers not identified in the Department of Defense (DOD) and Non-DOD U.S. Government Guidance (e.g., Contractors, Foreign Military Sales (FMS), and foreign contractors/ governments (all customers must be in accordance with existing DOD directives listed below)). 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 FMS customers when the practice promotes the improved use of transportation capacity without any negative effect on national security objectives. Your agency's request for DOD transportation services must promote the improved use of the Defense Transportation System (DTS) transportation capacity by increasing the utilization of military or commercial 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 FMS cargos currently moving through Non-DOD means. The template for this form can be found at <http://www.transcom.mil/rates/fy15Rates/>

1. The Non-U.S. Government/Foreign Military Sales (FMS) rates contained in this section are for informational purposes and will be used only if transportation is authorized in accordance with existing DOD directives. Pertinent basic reference sources to which the tariffs apply are:

- a. DOD 4515.13-R, Air Transportation Eligibility.
- b. DOD FMR 7000.14, Volume 11A, Chapter 4, User Charges.
- c. DOD 4500.9R, Defense Transportation Regulation (DTR).
- d. DOD FMR 7000.14, Volume 15. Security Assistance Policy and Procedures.

These rates cover all activities of the DOD providing aircraft that transport authorized traffic. They apply to commercial enterprises, nonfederal agencies, individuals, foreign governments and international operations, and Foreign Military Sales (FMS) customers authorized transportation at the Non-U.S. Government Rate Tariffs in accordance with the regulations cited.

2. Instructions for use of Non-U.S. Government Channel Rate Table:

a. To obtain cargo rates, consult the attached zone to zone table (ATCH 1: Non-US Government and FMS 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 \$3.004 (0-439 lbs shipment), \$2.717 (440-1099 lbs), \$2.437 (1100-2199 lbs), \$2.147 (2200-3599 lbs), and \$1.909 (3600+ lbs).

b. To obtain passenger rates, consult the attached alphabetized listing of stations with their respective tariffs (ATCH 3: Non-US Government and FMS 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 linear inches. Bags larger than 62 linear 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. Piece rate charges are listed below, and are based on ranges of the passenger fares. Items exceeding 100 pounds and or 80 linear inches will not be accepted, and must be moved as freight.

. 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 tariff section. If the rate is not listed, use the computation formula noted in para 5a. After determining this tariff, use the Pet Rate table listed 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, and Commercial 618-229-7862.

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 exclusive use of two seats by a passenger, payment will be made for the 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 (WRI-RMS)

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

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

h. All Non-US Government/FMS cargo shipments will have a minimum line item charge of \$25.00. All charges will be rounded to nearest whole dollar. Rounding to 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 (1,025) x 10 is greater than the weight. Weight added together equals the 5th weight break.

$$10,250 \times \$3.576 = \$36,654$$

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.

3. 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.

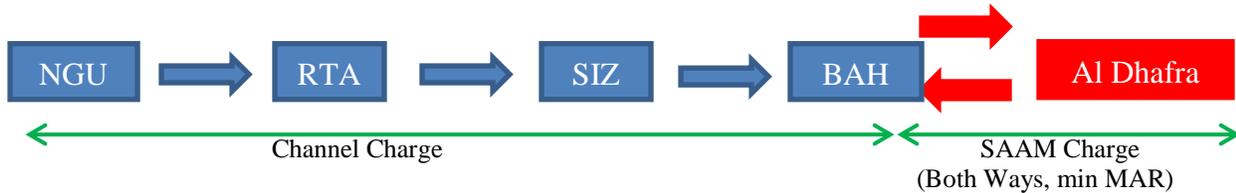
a. Channel Extensions: Channel extensions are customer requests to move small cargo volumes to an additional location in close proximity to the end of a normally scheduled AMC channel route without causing disruption to the channel system. Channel extension requirements are channel requirements and will 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):



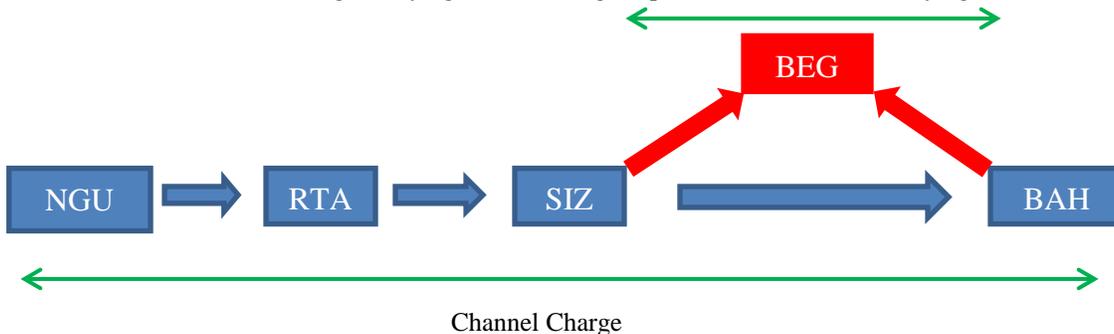
b. **Flag Stops:** Flag stops are customer requests to move small cargo volumes with on/offload movement requirements at/to an additional location (OCONUS only) in close proximity along a scheduled channel route without causing disruption to the channel system. Flag stop requirements are channel requirements 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):

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



4. **Aeromedical Evacuation (AE).** AE furnished Non-U.S. Government and FMS 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 patient cannot move on their own accord and is required to lie down during a portion or all of the travel), 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 Missions.

- (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 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.

5. Computation of Charges for Non-US Government/FMS Passenger and Cargo, which may be offered but not included in rate tables, attached. For service not shown:

- a. For passenger, obtain the nautical mileage between points where transportation is to be furnished and multiply the mileage by \$0.439342; however, the minimum charge is \$54. Round passenger fare to the next whole dollar.
- b. To compute cargo estimates, see ATCH 4: Average Channel Cargo Zone Rates.

6. United States Government Transportation Tax--Passenger and Cargo. For the purpose of application of this tax, the term "United States" will mean any of the fifty states.

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 (excluding Alaska and Hawaii) United States).

7. 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: Non-US Government and FMS Channel Cargo Tariffs

FY15 Non-U.S. Government and FMS Channel Cargo Tariffs

			Non-U.S. Government and FMS Channel Cargo Tariffs (Dollars Per Pound)								Non-U.S. Government and FMS Channel Cargo Tariffs (Dollars Per Pound)								Non-U.S. Government and FMS 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	3.956	3.578	3.209	2.827	2.514	4	2	4-2	4.781	4.325	3.879	3.417	3.039	7	2	7-2	3.037	2.747	2.464	2.171	1.930
1	3	1-3	3.004	2.717	2.437	2.147	1.909	4	3	4-3	2.623	2.372	2.128	1.875	1.667	7	3	7-3	3.208	2.901	2.602	2.293	2.039
1	4	1-4	3.465	3.135	2.811	2.477	2.203	4	4	4-4	3.718	3.363	3.016	2.657	2.363	7	4	7-4	3.194	2.890	2.592	2.283	2.030
1	5	1-5	5.559	5.029	4.511	3.974	3.534	4	5	4-5	4.003	3.621	3.248	2.861	2.544	7	5	7-5	4.601	4.162	3.733	3.289	2.924
1	6	1-6	3.301	2.986	2.678	2.359	2.098	4	6	4-6	4.286	3.877	3.477	3.063	2.724	7	6	7-6	3.204	2.898	2.599	2.290	2.036
1	7	1-7	4.953	4.481	4.019	3.541	3.148	4	7	4-7	3.194	2.890	2.592	2.283	2.030	7	7	7-7	3.089	2.794	2.506	2.208	1.964
1	8	1-8	5.942	5.375	4.821	4.247	3.777	4	8	4-8	-	-	-	-	-	7	8	7-8	-	-	-	-	-
1	9	1-9	4.431	4.009	3.595	3.168	2.817	4	9	4-9	3.378	3.056	2.741	2.415	2.147	7	9	7-9	3.655	3.306	2.965	2.612	2.323
1	10	1-10	3.761	3.402	3.051	2.688	2.391	4	10	4-10	7.275	6.581	5.902	5.200	4.624	7	10	7-10	4.023	3.639	3.264	2.875	2.557
1	11	1-11	5.271	4.768	4.277	3.768	3.351	4	11	4-11	-	-	-	-	-	7	11	7-11	3.102	2.806	2.517	2.218	1.972
1	12	1-12	4.575	4.138	3.712	3.270	2.908	4	12	4-12	4.141	3.746	3.360	2.960	2.632	7	12	7-12	3.812	3.448	3.093	2.725	2.423
1	13	1-13	4.257	3.850	3.454	3.043	2.706	4	13	4-13	7.242	6.551	5.876	5.176	4.603	7	13	7-13	3.996	3.615	3.242	2.856	2.540
1	14	1-14	5.942	5.375	4.821	4.247	3.777	4	14	4-14	-	-	-	-	-	7	14	7-14	4.349	3.934	3.528	3.108	2.764
1	15	1-15	4.395	3.975	3.566	3.141	2.793	4	15	4-15	4.430	4.007	3.594	3.167	2.816	7	15	7-15	-	-	-	-	-
1	16	1-16	4.868	4.403	3.949	3.479	3.094	4	16	4-16	7.067	6.393	5.734	5.051	4.492	7	16	7-16	3.839	3.472	3.114	2.744	2.440
1	17	1-17	5.814	5.259	4.717	4.156	3.696	4	17	4-17	4.627	4.186	3.754	3.308	2.941	7	17	7-17	8.742	7.908	7.093	6.249	5.556
1	18	1-18	8.659	7.833	7.025	6.189	5.504	4	18	4-18	5.816	5.261	4.718	4.157	3.696	7	18	7-18	5.600	5.066	4.544	4.003	3.559
2	1	2-1	3.956	3.578	3.209	2.827	2.514	5	1	5-1	5.559	5.029	4.511	3.974	3.534	8	1	8-1	5.942	5.375	4.821	4.247	3.777
2	2	2-2	2.159	1.953	1.751	1.543	1.372	5	2	5-2	7.086	6.409	5.749	5.065	4.504	8	2	8-2	-	-	-	-	-
2	3	2-3	2.734	2.473	2.218	1.954	1.738	5	3	5-3	4.772	4.317	3.872	3.411	3.033	8	3	8-3	-	-	-	-	-
2	4	2-4	4.781	4.325	3.879	3.417	3.039	5	4	5-4	4.003	3.621	3.248	2.861	2.544	8	4	8-4	-	-	-	-	-
2	5	2-5	7.086	6.409	5.749	5.065	4.504	5	5	5-5	5.429	4.911	4.405	3.881	3.451	8	5	8-5	-	-	-	-	-
2	6	2-6	2.787	2.521	2.261	1.992	1.771	5	6	5-6	4.115	3.722	3.338	2.941	2.615	8	6	8-6	3.589	3.246	2.912	2.565	2.281
2	7	2-7	3.037	2.747	2.464	2.171	1.930	5	7	5-7	4.601	4.162	3.733	3.289	2.924	8	7	8-7	-	-	-	-	-
2	8	2-8	-	-	-	-	-	5	8	5-8	-	-	-	-	-	8	8	8-8	-	-	-	-	-
2	9	2-9	3.891	3.520	3.157	2.781	2.473	5	9	5-9	8.365	7.566	6.787	5.979	5.317	8	9	8-9	4.101	3.710	3.328	2.932	2.607
2	10	2-10	4.905	4.437	3.979	3.506	3.117	5	10	5-10	6.552	5.927	5.316	4.683	4.164	8	10	8-10	-	-	-	-	-
2	11	2-11	4.364	3.948	3.541	3.120	2.774	5	11	5-11	6.064	5.485	4.920	4.335	3.854	8	11	8-11	-	-	-	-	-
2	12	2-12	4.496	4.067	3.648	3.214	2.858	5	12	5-12	5.153	4.661	4.181	3.683	3.275	8	12	8-12	-	-	-	-	-
2	13	2-13	2.444	2.211	1.983	1.747	1.553	5	13	5-13	6.994	6.326	5.674	4.999	4.445	8	13	8-13	6.294	5.694	5.107	4.499	4.001
2	14	2-14	5.548	5.018	4.501	3.965	3.526	5	14	5-14	5.258	4.756	4.266	3.759	3.342	8	14	8-14	-	-	-	-	-
2	15	2-15	4.696	4.248	3.810	3.356	2.985	5	15	5-15	7.827	7.080	6.350	5.595	4.975	8	15	8-15	-	-	-	-	-
2	16	2-16	3.129	2.830	2.538	2.236	1.989	5	16	5-16	7.297	6.601	5.921	5.216	4.638	8	16	8-16	-	-	-	-	-
2	17	2-17	8.954	8.099	7.264	6.400	5.691	5	17	5-17	9.050	8.186	7.342	6.468	5.752	8	17	8-17	8.365	7.566	6.787	5.979	5.317
2	18	2-18	12.896	11.665	10.463	9.218	8.197	5	18	5-18	6.988	6.321	5.670	4.995	4.442	8	18	8-18	6.046	5.469	4.905	4.321	3.843
3	1	3-1	3.004	2.717	2.437	2.147	1.909	6	1	6-1	3.301	2.986	2.678	2.359	2.098	9	1	9-1	4.431	4.009	3.595	3.168	2.817
3	2	3-2	2.734	2.473	2.218	1.954	1.738	6	2	6-2	2.787	2.521	2.261	1.992	1.771	9	2	9-2	3.891	3.520	3.157	2.781	2.473
3	3	3-3	3.375	3.052	2.738	2.412	2.145	6	3	6-3	2.945	2.664	2.389	2.105	1.872	9	3	9-3	3.326	3.008	2.698	2.377	2.114
3	4	3-4	2.623	2.372	2.128	1.875	1.667	6	4	6-4	4.286	3.877	3.477	3.063	2.724	9	4	9-4	3.378	3.056	2.741	2.415	2.147
3	5	3-5	4.772	4.317	3.872	3.411	3.033	6	5	6-5	4.115	3.722	3.338	2.941	2.615	9	5	9-5	8.365	7.566	6.787	5.979	5.317
3	6	3-6	2.945	2.664	2.389	2.105	1.872	6	6	6-6	2.294	2.075	1.861	1.640	1.458	9	6	9-6	2.136	1.932	1.733	1.527	1.358
3	7	3-7	3.208	2.901	2.602	2.293	2.039	6	7	6-7	3.204	2.898	2.599	2.290	2.036	9	7	9-7	3.655	3.306	2.965	2.612	2.323
3	8	3-8	-	-	-	-	-	6	8	6-8	3.589	3.246	2.912	2.565	2.281	9	8	9-8	4.101	3.710	3.328	2.932	2.607
3	9	3-9	3.326	3.008	2.698	2.377	2.114	6	9	6-9	2.136	1.932	1.733	1.527	1.358	9	9	9-9	3.911	3.538	3.173	2.795	2.486
3	10	3-10	3.064	2.772	2.486	2.190	1.948	6	10	6-10	5.797	5.244	4.704	4.144	3.685	9	10	9-10	4.413	3.992	3.580	3.154	2.805
3	11	3-11	-	-	-	-	-	6	11	6-11	3.549	3.211	2.880	2.537	2.256	9	11	9-11	4.790	4.333	3.887	3.424	3.045
3	12	3-12	4.128	3.734	3.349	2.950	2.624	6	12	6-12	5.173	4.679	4.197	3.697	3.288	9	12	9-12	4.882	4.416	3.961	3.490	3.103
3	13	3-13	3.846	3.479	3.121	2.749	2.445	6	13	6-13	3.891	3.520	3.157	2.781	2.473	9	13	9-13	6.376	5.767	5.173	4.557	4.052
3	14	3-14	-	-	-	-	-	6	14	6-14	6.988	6.321	5.670	4.995	4.442	9	14	9-14	8.365	7.566	6.787	5.979	5.317
3	15	3-15	4.564	4.129	3.703	3.262	2.901	6	15	6-15	3.760	3.401	3.050	2.687	2.390	9	15	9-15	3.536	3.199	2.869	2.528	2.248
3	16	3-16	2.613	2.364	2.120	1.868	1.661	6	16	6-16	4.982	4.507	4.042	3.561	3.167	9	16	9-16	7.564	6.842	6.137	5.407	4.808
3	17	3-17	4.040	3.654	3.278	2.888	2.568	6	17	6-17	3.087	2.792	2.504	2.206	1.962	9	17	9-17	5.534	5.006	4.490	3.956	3.518
3	18	3-18	4.522	4.091	3.669	3.232	2.874	6	18	6-18	4.094	3.703	3.321	2.926	2.602	9	18	9-18	7.335	6.635	5.951	5.243	4.662
4	1	4-1	3.465	3.135	2.811	2.477	2.203	7	1	7-1	4.953	4.481	4.019	3.541	3.148	10	1	10-1	3.761	3.402	3.051	2.688	2.391

FY15 Non-U.S. Government and FMS Channel Cargo Tariffs

			Non-U.S. Government and FMS Channel Cargo Tariffs (Dollars Per Pound)								Non-U.S. Government and FMS Channel Cargo Tariffs (Dollars Per Pound)								Non-U.S. Government and FMS 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	4.905	4.437	3.979	3.506	3.117	13	2	13-2	2.444	2.211	1.983	1.747	1.553	16	2	16-2	3.129	2.830	2.538	2.236	1.989
10	3	10-3	3.064	2.772	2.486	2.190	1.948	13	3	13-3	3.846	3.479	3.121	2.749	2.445	16	3	16-3	2.613	2.364	2.120	1.868	1.661
10	4	10-4	7.275	6.581	5.902	5.200	4.624	13	4	13-4	7.242	6.551	5.876	5.176	4.603	16	4	16-4	7.067	6.393	5.734	5.051	4.492
10	5	10-5	6.552	5.927	5.316	4.683	4.164	13	5	13-5	6.994	6.326	5.674	4.999	4.445	16	5	16-5	7.297	6.601	5.921	5.216	4.638
10	6	10-6	5.797	5.244	4.704	4.144	3.685	13	6	13-6	3.891	3.520	3.157	2.781	2.473	16	6	16-6	4.982	4.507	4.042	3.561	3.167
10	7	10-7	4.023	3.639	3.264	2.875	2.557	13	7	13-7	3.996	3.615	3.242	2.856	2.540	16	7	16-7	3.839	3.472	3.114	2.744	2.440
10	8	10-8	-	-	-	-	-	13	8	13-8	6.294	5.694	5.107	4.499	4.001	16	8	16-8	-	-	-	-	-
10	9	10-9	4.413	3.992	3.580	3.154	2.805	13	9	13-9	6.376	5.767	5.173	4.557	4.052	16	9	16-9	7.564	6.842	6.137	5.407	4.808
10	10	10-10	4.117	3.724	3.340	2.943	2.617	13	10	13-10	4.314	3.903	3.500	3.084	2.742	16	10	16-10	4.431	4.009	3.595	3.168	2.817
10	11	10-11	1.960	1.773	1.590	1.401	1.246	13	11	13-11	3.079	2.785	2.498	2.201	1.957	16	11	16-11	2.301	2.081	1.866	1.644	1.462
10	12	10-12	4.846	4.383	3.931	3.464	3.080	13	12	13-12	4.857	4.394	3.941	3.472	3.087	16	12	16-12	5.640	5.101	4.576	4.031	3.585
10	13	10-13	4.314	3.903	3.500	3.084	2.742	13	13	13-13	4.414	3.993	3.582	3.155	2.806	16	13	16-13	3.549	3.211	2.880	2.537	2.256
10	14	10-14	7.297	6.601	5.921	5.216	4.638	13	14	13-14	8.597	7.777	6.975	6.145	5.464	16	14	16-14	5.981	5.410	4.853	4.275	3.802
10	15	10-15	5.678	5.136	4.606	4.058	3.609	13	15	13-15	5.981	5.410	4.853	4.275	3.802	16	15	16-15	4.640	4.198	3.765	3.317	2.949
10	16	10-16	4.431	4.009	3.595	3.168	2.817	13	16	13-16	3.549	3.211	2.880	2.537	2.256	16	16	16-16	2.136	1.932	1.733	1.527	1.358
10	17	10-17	5.127	4.638	4.160	3.665	3.259	13	17	13-17	8.426	7.622	6.837	6.023	5.356	16	17	16-17	6.184	5.594	5.017	4.420	3.930
10	18	10-18	5.534	5.006	4.490	3.956	3.518	13	18	13-18	10.472	9.473	8.496	7.485	6.656	16	18	16-18	8.921	8.069	7.238	6.376	5.670
11	1	11-1	5.271	4.768	4.277	3.768	3.351	14	1	14-1	5.942	5.375	4.821	4.247	3.777	17	1	17-1	5.814	5.259	4.717	4.156	3.696
11	2	11-2	4.364	3.948	3.541	3.120	2.774	14	2	14-2	5.548	5.018	4.501	3.965	3.526	17	2	17-2	8.954	8.099	7.264	6.400	5.691
11	3	11-3	-	-	-	-	-	14	3	14-3	-	-	-	-	-	17	3	17-3	4.040	3.654	3.278	2.888	2.568
11	4	11-4	-	-	-	-	-	14	4	14-4	-	-	-	-	-	17	4	17-4	4.627	4.186	3.754	3.308	2.941
11	5	11-5	6.064	5.485	4.920	4.335	3.854	14	5	14-5	5.258	4.756	4.266	3.759	3.342	17	5	17-5	9.050	8.186	7.342	6.468	5.752
11	6	11-6	3.549	3.211	2.880	2.537	2.256	14	6	14-6	6.988	6.321	5.670	4.995	4.442	17	6	17-6	3.087	2.792	2.504	2.206	1.962
11	7	11-7	3.102	2.806	2.517	2.218	1.972	14	7	14-7	4.349	3.934	3.528	3.108	2.764	17	7	17-7	8.742	7.908	7.093	6.249	5.556
11	8	11-8	-	-	-	-	-	14	8	14-8	-	-	-	-	-	17	8	17-8	8.365	7.566	6.787	5.979	5.317
11	9	11-9	4.790	4.333	3.887	3.424	3.045	14	9	14-9	8.365	7.566	6.787	5.979	5.317	17	9	17-9	5.534	5.006	4.490	3.956	3.518
11	10	11-10	1.960	1.773	1.590	1.401	1.246	14	10	14-10	7.297	6.601	5.921	5.216	4.638	17	10	17-10	5.127	4.638	4.160	3.665	3.259
11	11	11-11	2.153	1.948	1.747	1.539	1.369	14	11	14-11	6.644	6.010	5.390	4.749	4.223	17	11	17-11	4.974	4.500	4.036	3.556	3.162
11	12	11-12	4.115	3.722	3.338	2.941	2.615	14	12	14-12	5.484	4.961	4.450	3.920	3.486	17	12	17-12	9.399	8.502	7.626	6.718	5.974
11	13	11-13	3.079	2.785	2.498	2.201	1.957	14	13	14-13	8.597	7.777	6.975	6.145	5.464	17	13	17-13	8.426	7.622	6.837	6.023	5.356
11	14	11-14	6.644	6.010	5.390	4.749	4.223	14	14	14-14	6.138	5.552	4.980	4.387	3.901	17	14	17-14	7.767	7.025	6.301	5.551	4.936
11	15	11-15	-	-	-	-	-	14	15	14-15	-	-	-	-	-	17	15	17-15	-	-	-	-	-
11	16	11-16	2.301	2.081	1.866	1.644	1.462	14	16	14-16	5.981	5.410	4.853	4.275	3.802	17	16	17-16	6.184	5.594	5.017	4.420	3.930
11	17	11-17	4.974	4.500	4.036	3.556	3.162	14	17	14-17	7.767	7.025	6.301	5.551	4.936	17	17	17-17	11.195	10.127	9.083	8.002	7.116
11	18	11-18	7.178	6.493	5.823	5.130	4.562	14	18	14-18	6.046	5.469	4.905	4.321	3.843	17	18	17-18	10.609	9.596	8.607	7.583	6.743
12	1	12-1	4.575	4.138	3.712	3.270	2.908	15	1	15-1	4.395	3.975	3.566	3.141	2.793	18	1	18-1	8.659	7.833	7.025	6.189	5.504
12	2	12-2	4.496	4.067	3.648	3.214	2.858	15	2	15-2	4.696	4.248	3.810	3.356	2.985	18	2	18-2	12.896	11.665	10.463	9.218	8.197
12	3	12-3	4.128	3.734	3.349	2.950	2.624	15	3	15-3	4.564	4.129	3.703	3.262	2.901	18	3	18-3	4.522	4.091	3.669	3.232	2.874
12	4	12-4	4.141	3.746	3.360	2.960	2.632	15	4	15-4	4.430	4.007	3.594	3.167	2.816	18	4	18-4	5.816	5.261	4.718	4.157	3.696
12	5	12-5	5.153	4.661	4.181	3.683	3.275	15	5	15-5	7.827	7.080	6.350	5.595	4.975	18	5	18-5	6.988	6.321	5.670	4.995	4.442
12	6	12-6	5.173	4.679	4.197	3.697	3.288	15	6	15-6	3.760	3.401	3.050	2.687	2.390	18	6	18-6	4.094	3.703	3.321	2.926	2.602
12	7	12-7	3.812	3.448	3.093	2.725	2.423	15	7	15-7	-	-	-	-	-	18	7	18-7	5.600	5.066	4.544	4.003	3.559
12	8	12-8	-	-	-	-	-	15	8	15-8	-	-	-	-	-	18	8	18-8	6.046	5.469	4.905	4.321	3.843
12	9	12-9	4.882	4.416	3.961	3.490	3.103	15	9	15-9	3.536	3.199	2.869	2.528	2.248	18	9	18-9	7.335	6.635	5.951	5.243	4.662
12	10	12-10	4.846	4.383	3.931	3.464	3.080	15	10	15-10	5.678	5.136	4.606	4.058	3.609	18	10	18-10	5.534	5.006	4.490	3.956	3.518
12	11	12-11	4.115	3.722	3.338	2.941	2.615	15	11	15-11	-	-	-	-	-	18	11	18-11	7.178	6.493	5.823	5.130	4.562
12	12	12-12	4.772	4.317	3.872	3.411	3.033	15	12	15-12	5.153	4.661	4.181	3.683	3.275	18	12	18-12	9.399	8.502	7.626	6.718	5.974
12	13	12-13	4.857	4.394	3.941	3.472	3.087	15	13	15-13	5.981	5.410	4.853	4.275	3.802	18	13	18-13	10.472	9.473	8.496	7.485	6.656
12	14	12-14	5.484	4.961	4.450	3.920	3.486	15	14	15-14	-	-	-	-	-	18	14	18-14	6.046	5.469	4.905	4.321	3.843
12	15	12-15	5.153	4.661	4.181	3.683	3.275	15	15	15-15	3.915	3.541	3.176	2.798	2.488	18	15	18-15	-	-	-	-	-
12	16	12-16	5.640	5.101	4.576	4.031	3.585	15	16	15-16	4.640	4.198	3.765	3.317	2.949	18	16	18-16	8.921	8.069	7.238	6.376	5.670
12	17	12-17	9.399	8.502	7.626	6.718	5.974	15	17	15-17	-	-	-	-	-	18	17	18-17	10.609	9.596	8.607	7.583	6.743
12	18	12-18	9.399	8.502	7.626	6.718	5.974	15	18	15-18	-	-	-	-	-	18	18	18-18	7.204	6.516	5.845	5.149	4.579
13	1	13-1	4.257	3.850	3.454	3.043	2.706	16	1	16-1	4.868	4.403	3.949	3.479	3.094								

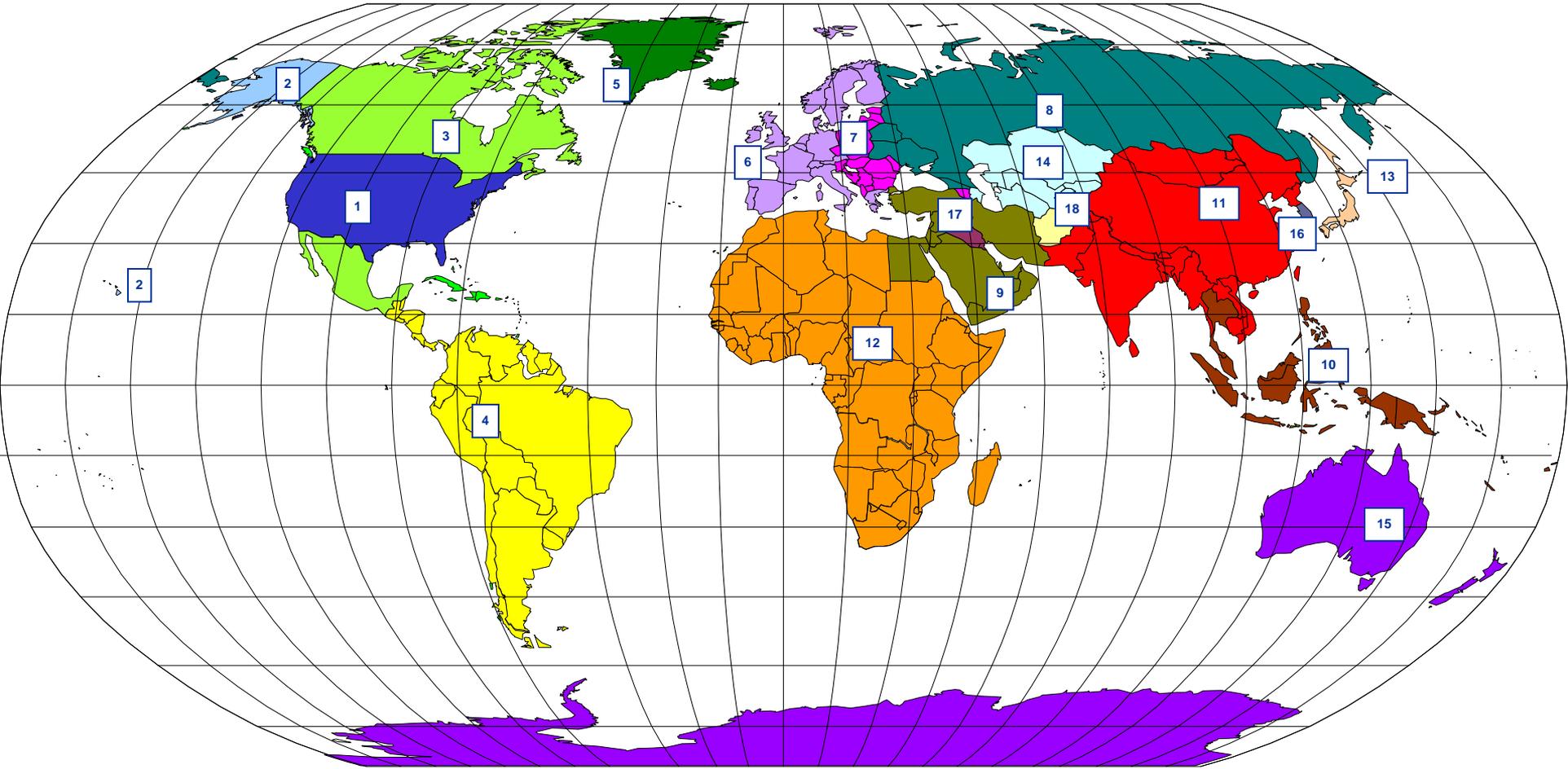
ATCH 2: Cargo Zone List and Map

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 USTC-RATES@ustranscom.mil.

Cargo Zone Map



ATCH 3: Non-US Government and FMS Channel Passenger Tariffs

FY15 Non-U.S. Government and FMS 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	\$ 976	Kingston	JAMAICA	KIN	\$ 66	Bahrain	BAHRAIN	BAH	\$ 1,843	Iwakuni MCAS	JAPAN	IWA	\$ 1,974
								Diego Garcia NSF	BIOT	NKW	\$ 3,662	Kadena AB	JAPAN	DNA	\$ 2,381
Andrews AFB	USA	ADW		Hickam AFB	USA	HIK		Djibouti	DJIBOUTI	JIB	\$ 2,530	Misawa AB	JAPAN	MSJ	\$ 2,352
Ramstein AB	GERMANY	RMS	\$ 1,104	Alice Springs RAAF	AUSTRALIA	ASP	\$ 3,558	Guantanamo Bay NS	CUBA	NBW	\$ 448	Osan AB	SOUTH KOREA	OSN	\$ 788
				Andersen AFB	GUAM	UAM	\$ 1,335	Lajes AB	AZORES IS	LGS	\$ 2,268	Yokota AB	JAPAN	OKO	\$ 696
Antigua	ANTIGUA	SJH		Christchurch	NEW ZEALAND	CHC	\$ 3,054	Naples	ITALY	NAP	\$ 1,061				
Asension	ASCENSION IS	ASI	\$ 1,402	Kadena AB	JAPAN	DNA	\$ 1,298	Rota	SPAIN	RTA	\$ 940	Sigonella NAS	ITALY	SIZ	
				Kwajalein	MARSHALL IS	KWA	\$ 867	Sigonella NAS	ITALY	SIZ	\$ 1,864	Bahrain	BAHRAIN	BAH	\$ 1,243
Aviano AB	ITALY	AVB		Osan AB	SOUTH KOREA	OSN	\$ 685	Souda Bay NSA	GREECE	CHQ	\$ 1,688	Djibouti	DJIBOUTI	JIB	\$ 1,521
Al Udeid AB	QATAR	IUD	\$ 1,328	RAAF Richmond	AUSTRALIA	RCM	\$ 1,096					Lajes AB	AZORES IS	LGS	\$ 1,111
				Wake Island AAF	USA MINOR	AWK	\$ 878	Patrick AFB	USA	COF		Rota	SPAIN	RTA	\$ 813
Baltimore IAP	USA	BWI		Yokota AB	OUTLYING IS	OKO	\$ 614	Asension	ASCENSION IS	ASI	\$ 1,936				
Al Udeid AB	QATAR	IUD	\$ 1,263					St. John's	ANTIGUA	SJH	\$ 1,138	Travis AFB	USA	SUU	
Aviano AB	ITALY	AVB	\$ 605	Jacksonville NAS	USA	NIP						Alice Springs RAAF	AUSTRALIA	ASP	\$ 3,931
Incirlik AB (Adana)	TURKEY	ADA	\$ 1,496	Guantanamo Bay NS	CUBA	NBW	\$ 312	Paya Lebar (RSAF)	SINGAPORE	QPG		Andersen AFB	GUAM	UAM	\$ 990
Kuwait City	KUWAIT	KWI	\$ 845					Diego Garcia NSF	BIOT	NKW	\$ 861	Diego Garcia NSF	BIOT	NKW	\$ 3,861
Lajes AB	AZORES IS	LGS	\$ 2,338	Kadena AB	JAPAN	DNA		Elmendorf AFB	USA	EDF	\$ 520	Hickam AFB	USA	HIK	\$ 525
Ramstein AB	GERMANY	RMS	\$ 1,104	Andersen AFB	GUAM	UAM	\$ 723	Ramstein AB	GERMANY	RMS		Kadena AB	JAPAN	DNA	\$ 1,335
Thule AB	GREENLAND	THU	\$ 991	Iwakuni MCAS	JAPAN	IWA	\$ 350	Adana Incirlik TK	TURKEY	ADA	\$ 745	Kwajalein	MARSHALL IS	KWA	\$ 1,284
				Osan AB	SOUTH KOREA	OSN	\$ 411	Al Udeid AB	QATAR	IUD	\$ 854	Osan AB	SOUTH KOREA	OSN	\$ 831
Bahrain	BAHRAIN	BAH		McGuire AFB	USA	WRI		Aviano AB	ITALY	AVB	\$ 605	RAAF Richmond	AUSTRALIA	RCM	\$ 1,426
Diego Garcia NSF	BIOT	NKW	\$ 1,044	Al Udeid AB	QATAR	IUD	\$ 744	Bagram AB	AFGHANISTAN	OA1	\$ 918	Yokota AB	JAPAN	OKO	\$ 860
Djibouti	DJIBOUTI	JIB	\$ 1,044	Aviano AB	ITALY	AVB	\$ 610	Cairo	EGYPT	CAI	\$ 605				
Souda Bay NSA	GREECE	CHQ	\$ 869	Djibouti	DJIBOUTI	JIB	\$ 3,268	Djibouti	DJIBOUTI	JIB	\$ 1,446	Yokota AB	JAPAN	OKO	
Rota	SPAIN	RTA	\$ 1,236	Kuwait City	KUWAIT	KWI	\$ 1,907	Kuwait City	KUWAIT	KWI	\$ 912	Andersen AFB	GUAM	UAM	\$ 423
				Lajes AB	AZORES IS	LGS	\$ 1,905	NIAMEY	NIGER	NIM	\$ 1,032	Diego Garcia NSF	BIOT	NKW	\$ 2,006
Dover AFB	USA	DOV		Mildenhall RAF	UNITED KINGDOM	MHZ	\$ 713	Lajes AB	AZORES IS	LGS	\$ 1,008	Iwakuni MCAS	JAPAN	IWA	\$ 413
Bagram	AFGHANISTAN	OA1	\$ 2,069	Ramstein AB	GERMANY	RMS	\$ 889	Rota	SPAIN	RTA	\$ 808	Kadena AB	JAPAN	DNA	\$ 498
Al Udeid AB	QATAR	IUD	\$ 1,259	Thule AB	GREENLAND	THU	\$ 967	Sigonella NAS	ITALY	SIZ	\$ 694	Osan AB	SOUTH KOREA	OSN	\$ 379
Kandahar AF	AFGHANISTAN	KDH	\$ 2,663	Mildenhall RAF	UNITED KINGDOM	MHZ		Rota	SPAIN	RTA		Paya Lebar (RSAF)	SINGAPORE	QPG	\$ 1,000
Kuwait City	KUWAIT	KWI	\$ 1,907	Ramstein AB	GERMANY	RMS	\$ 678	Djibouti	DJIBOUTI	JIB	\$ 2,043				
Mildenhall RAF	UNITED KINGDOM	MHZ	\$ 713												
Ramstein AB	GERMANY	RMS	\$ 889	Misawa AB	JAPAN	MSJ									
Rota NS	SPAIN	RTA	\$ 2,307	Iwakuni MCAS	JAPAN	IWA	\$ 697								
				Kadena AB	JAPAN	DNA	\$ 708								
Elmendorf AFB	USA	EDF		Osan AB	SOUTH KOREA	OSN	\$ 642								
Cape Lisburne	USA	LUR	\$ 526												
Cape Newenham	USA	EHM	\$ 498	Naples	ITALY	NAP									
Cape Romanzof	USA	CZF	\$ 553	Bahrain	BAHRAIN	BAH	\$ 1,239								
Eareckson AS	USA	SYA	\$ 719	Souda Bay NSA	GREECE	CHQ	\$ 549								
Eielson AFB	USA	EIL	\$ 218												
Indian Mountain	USA	UTO	\$ 418												
Sparrevohn	USA	SVW	\$ 245												
Tatalina	USA	TLJ	\$ 610												
Tin City	USA	TNC	\$ 737												

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.