

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 2015 through 30 Sep 2016 (FY16)

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 FY2015 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/fy16Rates/>

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 \$3.037 (0-439 lbs shipment), \$2.742 (440-1099 lbs), \$2.454 (1100-2199 lbs), \$2.155 (2200-3599 lbs), and \$1.910 (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 \$123. 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
45-230	\$57
231-455	\$101
456-and above	\$123 maximum

d. Reference DOD 4515.13-R, Chapters 1 and 8. Movement of pets (cats and dogs) within authorized areas on AMC military or Patriot Express flights are reimbursed by determining the Non-U.S. Government passenger tariff

located in the Non-U.S. Government and FMS Tariffs for 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; 71-140 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-U.S. Government Passenger fare is basis for charge)

Pax Fares	Pet Rate
45-230	\$57
231-455	\$101
456-and above	\$123 maximum

e. When segmented, 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 ($1\text{ft}^3 = 12\text{ in} \times 12\text{ in} \times 12\text{ in} = 1728\text{in}^3$, which equals $172.8\text{ in}^3/\text{lb}$); 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

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

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

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	734	75	\$3.576	\$2,682.00
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.

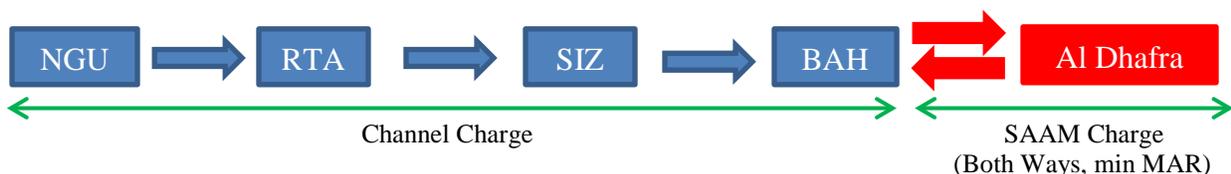
2. Channel Extensions and Flag Stops (defined and discussed below) are Special Assignment Airlift Mission (SAAM) excursions within a channel mission; certain portions are costed using SAAM mission flying hour costs in addition to the normal channel costs.

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 Aerial Port of Embarkation (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.(9)). The POC for channel extension request submissions is TCJ3-ED, DSN 312-770-7452.

Notional Example:

Channel: NGU-RTA-SIZ-BAH

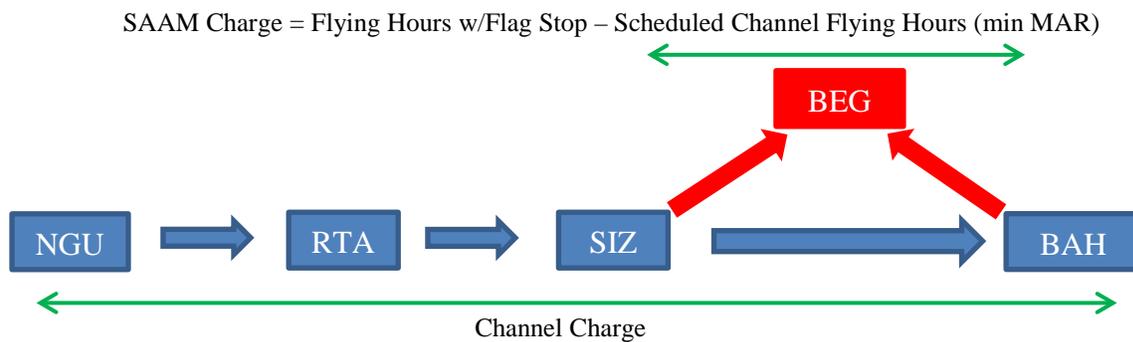
Channel Extension Request for Al Dhafra (DHF):



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 the MAR. (SAAMs JCS Exercises and Contingencies Rate Guidance, 2.a.9). The POC for flag stop request submissions is TCJ3-ED, DSN 312-770-7452.

Notional Example:

Channel: NGU-RTA-SIZ-BAH
Flag Stop Request for Serbia (BEG):



3. Aeromedical Evacuation (AE). AE furnished DOD/ U.S. Government Non-DOD Agencies patients within overseas areas and between overseas and 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 in which AMC/FMFAB has no visibility. 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 GDSS Mission Detail. 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 consequently 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 (5,000 lbs)/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 Medical Mission Account.

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 channel 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, which may be offered but not included in rate tables, is attached. For channel service not shown in attachment:

a. For passenger, obtain the nautical mileage between points where transportation is to be furnished and multiply the mileage by \$0.406059; however, the minimum charge is \$52. 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

FY16 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	4.000	3.612	3.232	2.839	2.516	4	2	4-2	4.791	4.325	3.870	3.400	3.013	7	2	7-2	3.034	2.740	2.452	2.153	1.909
1	3	1-3	3.037	2.742	2.454	2.155	1.910	4	3	4-3	2.628	2.372	2.123	1.865	1.653	7	3	7-3	3.214	2.902	2.597	2.281	2.022
1	4	1-4	3.504	3.164	2.831	2.487	2.204	4	4	4-4	3.725	3.363	3.010	2.644	2.343	7	4	7-4	3.201	2.890	2.586	2.272	2.013
1	5	1-5	5.622	5.076	4.542	3.990	3.536	4	5	4-5	4.011	3.621	3.240	2.846	2.523	7	5	7-5	4.610	4.162	3.724	3.271	2.900
1	6	1-6	3.338	3.014	2.697	2.369	2.100	4	6	4-6	4.293	3.876	3.469	3.047	2.701	7	6	7-6	3.210	2.898	2.593	2.278	2.019
1	7	1-7	4.962	4.480	4.009	3.521	3.121	4	7	4-7	3.201	2.890	2.586	2.272	2.013	7	7	7-7	3.095	2.794	2.501	2.196	1.947
1	8	1-8	5.953	5.374	4.809	4.224	3.744	4	8	4-8	-	-	-	-	-	7	8	7-8	-	-	-	-	-
1	9	1-9	4.481	4.045	3.620	3.180	2.818	4	9	4-9	3.384	3.056	2.734	2.402	2.129	7	9	7-9	3.662	3.306	2.959	2.599	2.303
1	10	1-10	3.803	3.433	3.072	2.699	2.392	4	10	4-10	7.289	6.581	5.889	5.173	4.585	7	10	7-10	4.030	3.638	3.256	2.860	2.535
1	11	1-11	5.281	4.768	4.267	3.748	3.322	4	11	4-11	-	-	-	-	-	7	11	7-11	3.108	2.806	2.511	2.206	1.955
1	12	1-12	4.625	4.176	3.737	3.282	2.909	4	12	4-12	4.149	3.746	3.352	2.944	2.610	7	12	7-12	3.820	3.448	3.086	2.710	2.403
1	13	1-13	4.304	3.886	3.477	3.054	2.707	4	13	4-13	7.256	6.551	5.862	5.149	4.564	7	13	7-13	4.004	3.615	3.235	2.841	2.519
1	14	1-14	5.953	5.374	4.809	4.224	3.744	4	14	4-14	-	-	-	-	-	7	14	7-14	4.357	3.933	3.520	3.092	2.740
1	15	1-15	4.443	4.011	3.590	3.153	2.795	4	15	4-15	4.438	4.007	3.586	3.149	2.792	7	15	7-15	-	-	-	-	-
1	16	1-16	4.685	4.229	3.785	3.324	2.947	4	16	4-16	7.081	6.393	5.721	5.025	4.454	7	16	7-16	3.845	3.472	3.107	2.729	2.419
1	17	1-17	5.879	5.308	4.750	4.172	3.698	4	17	4-17	4.636	4.185	3.745	3.290	2.916	7	17	7-17	8.759	7.908	7.076	6.215	5.509
1	18	1-18	8.505	7.679	6.872	6.036	5.350	4	18	4-18	5.826	5.260	4.707	4.134	3.665	7	18	7-18	5.610	5.065	4.533	3.981	3.529
2	1	2-1	4.000	3.612	3.232	2.839	2.516	5	1	5-1	5.622	5.076	4.542	3.990	3.536	8	1	8-1	5.953	5.374	4.809	4.224	3.744
2	2	2-2	2.182	1.970	1.763	1.549	1.373	5	2	5-2	7.099	6.410	5.736	5.038	4.466	8	2	8-2	-	-	-	-	-
2	3	2-3	2.740	2.474	2.214	1.944	1.724	5	3	5-3	4.781	4.317	3.863	3.393	3.008	8	3	8-3	-	-	-	-	-
2	4	2-4	4.791	4.325	3.870	3.400	3.013	5	4	5-4	4.011	3.621	3.240	2.846	2.523	8	4	8-4	-	-	-	-	-
2	5	2-5	7.099	6.410	5.736	5.038	4.466	5	5	5-5	5.440	4.911	4.395	3.860	3.422	8	5	8-5	-	-	-	-	-
2	6	2-6	2.792	2.520	2.255	1.981	1.756	5	6	5-6	4.123	3.722	3.331	2.926	2.593	8	6	8-6	3.596	3.247	2.905	2.552	2.262
2	7	2-7	3.034	2.740	2.452	2.153	1.909	5	7	5-7	4.610	4.162	3.724	3.271	2.900	8	7	8-7	-	-	-	-	-
2	8	2-8	-	-	-	-	-	5	8	5-8	-	-	-	-	-	8	8	8-8	-	-	-	-	-
2	9	2-9	3.898	3.520	3.150	2.766	2.452	5	9	5-9	8.380	7.566	6.771	5.947	5.271	8	9	8-9	4.109	3.710	3.320	2.916	2.584
2	10	2-10	4.960	4.478	4.007	3.520	3.120	5	10	5-10	6.565	5.927	5.304	4.659	4.129	8	10	8-10	-	-	-	-	-
2	11	2-11	4.372	3.947	3.532	3.103	2.750	5	11	5-11	6.075	5.485	4.908	4.311	3.821	8	11	8-11	-	-	-	-	-
2	12	2-12	4.504	4.066	3.639	3.196	2.833	5	12	5-12	5.162	4.661	4.171	3.663	3.247	8	12	8-12	-	-	-	-	-
2	13	2-13	2.471	2.231	1.997	1.754	1.555	5	13	5-13	7.006	6.326	5.661	4.972	4.407	8	13	8-13	6.306	5.694	5.095	4.475	3.967
2	14	2-14	5.558	5.018	4.490	3.944	3.496	5	14	5-14	5.268	4.756	4.256	3.739	3.314	8	14	8-14	-	-	-	-	-
2	15	2-15	4.704	4.247	3.801	3.338	2.959	5	15	5-15	7.842	7.080	6.336	5.565	4.933	8	15	8-15	-	-	-	-	-
2	16	2-16	3.135	2.831	2.533	2.225	1.972	5	16	5-16	7.311	6.601	5.907	5.188	4.599	8	16	8-16	-	-	-	-	-
2	17	2-17	8.795	7.940	7.105	6.241	5.532	5	17	5-17	9.067	8.186	7.326	6.434	5.703	8	17	8-17	8.380	7.566	6.771	5.947	5.271
2	18	2-18	12.667	11.436	10.234	8.989	7.968	5	18	5-18	7.001	6.321	5.656	4.968	4.404	8	18	8-18	6.057	5.469	4.894	4.298	3.810
3	1	3-1	3.037	2.742	2.454	2.155	1.910	6	1	6-1	3.338	3.014	2.697	2.369	2.100	9	1	9-1	4.481	4.045	3.620	3.180	2.818
3	2	3-2	2.740	2.474	2.214	1.944	1.724	6	2	6-2	2.792	2.520	2.255	1.981	1.756	9	2	9-2	3.898	3.520	3.150	2.766	2.452
3	3	3-3	3.413	3.081	2.757	2.422	2.147	6	3	6-3	2.951	2.664	2.384	2.094	1.856	9	3	9-3	3.333	3.009	2.693	2.365	2.096
3	4	3-4	2.628	2.372	2.123	1.865	1.653	6	4	6-4	4.293	3.876	3.469	3.047	2.701	9	4	9-4	3.384	3.056	2.734	2.402	2.129
3	5	3-5	4.781	4.317	3.863	3.393	3.008	6	5	6-5	4.123	3.722	3.331	2.926	2.593	9	5	9-5	8.380	7.566	6.771	5.947	5.271
3	6	3-6	2.951	2.664	2.384	2.094	1.856	6	6	6-6	2.282	2.060	1.843	1.619	1.435	9	6	9-6	2.160	1.950	1.745	1.533	1.359
3	7	3-7	3.214	2.902	2.597	2.281	2.022	6	7	6-7	3.210	2.898	2.593	2.278	2.019	9	7	9-7	3.662	3.306	2.959	2.599	2.303
3	8	3-8	-	-	-	-	-	6	8	6-8	3.596	3.247	2.905	2.552	2.262	9	8	9-8	4.109	3.710	3.320	2.916	2.584
3	9	3-9	3.333	3.009	2.693	2.365	2.096	6	9	6-9	2.160	1.950	1.745	1.533	1.359	9	9	9-9	3.919	3.538	3.166	2.781	2.465
3	10	3-10	3.071	2.772	2.481	2.179	1.931	6	10	6-10	5.808	5.244	4.692	4.122	3.653	9	10	9-10	4.421	3.992	3.572	3.137	2.781
3	11	3-11	-	-	-	-	-	6	11	6-11	3.556	3.211	2.873	2.524	2.237	9	11	9-11	4.800	4.333	3.878	3.406	3.019
3	12	3-12	4.136	3.734	3.341	2.935	2.602	6	12	6-12	5.231	4.723	4.226	3.712	3.290	9	12	9-12	4.936	4.457	3.988	3.503	3.105
3	13	3-13	3.854	3.480	3.114	2.735	2.424	6	13	6-13	3.898	3.520	3.150	2.766	2.452	9	13	9-13	6.388	5.767	5.161	4.533	4.018
3	14	3-14	-	-	-	-	-	6	14	6-14	6.672	6.024	5.390	4.735	4.197	9	14	9-14	8.380	7.566	6.771	5.947	5.271
3	15	3-15	4.572	4.128	3.694	3.245	2.876	6	15	6-15	3.767	3.401	3.043	2.673	2.369	9	15	9-15	3.543	3.199	2.863	2.514	2.229
3	16	3-16	2.619	2.364	2.116	1.858	1.647	6	16	6-16	4.992	4.507	4.033	3.542	3.140	9	16	9-16	7.578	6.842	6.123	5.378	4.767
3	17	3-17	4.047	3.654	3.269	2.872	2.545	6	17	6-17	2.794	2.523	2.258	1.983	1.758	9	17	9-17	5.545	5.006	4.480	3.935	3.488
3	18	3-18	4.531	4.091	3.661	3.215	2.850	6	18	6-18	4.140	3.738	3.345	2.938	2.604	9	18	9-18	7.350	6.636	5.938	5.216	4.623
4	1	4-1	3.504	3.164	2.831	2.487	2.204	7	1	7-1	4.962	4.480	4.009	3.521	3.121	10	1	10-1	3.803	3.433	3.072	2.699	2.392

FY16 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	4.960	4.478	4.007	3.520	3.120	13	2	13-2	2.471	2.231	1.997	1.754	1.555	16	2	16-2	3.135	2.831	2.533	2.225	1.972
10	3	10-3	3.071	2.772	2.481	2.179	1.931	13	3	13-3	3.854	3.480	3.114	2.735	2.424	16	3	16-3	2.619	2.364	2.116	1.858	1.647
10	4	10-4	7.289	6.581	5.889	5.173	4.585	13	4	13-4	7.256	6.551	5.862	5.149	4.564	16	4	16-4	7.081	6.393	5.721	5.025	4.454
10	5	10-5	6.565	5.927	5.304	4.659	4.129	13	5	13-5	7.006	6.326	5.661	4.972	4.407	16	5	16-5	7.311	6.601	5.907	5.188	4.599
10	6	10-6	5.808	5.244	4.692	4.122	3.653	13	6	13-6	3.898	3.520	3.150	2.766	2.452	16	6	16-6	4.992	4.507	4.033	3.542	3.140
10	7	10-7	4.030	3.638	3.256	2.860	2.535	13	7	13-7	4.004	3.615	3.235	2.841	2.519	16	7	16-7	3.845	3.472	3.107	2.729	2.419
10	8	10-8	-	-	-	-	-	13	8	13-8	6.306	5.694	5.095	4.475	3.967	16	8	16-8	-	-	-	-	-
10	9	10-9	4.421	3.992	3.572	3.137	2.781	13	9	13-9	6.388	5.767	5.161	4.533	4.018	16	9	16-9	7.578	6.842	6.123	5.378	4.767
10	10	10-10	4.126	3.725	3.333	2.928	2.595	13	10	13-10	4.363	3.939	3.525	3.096	2.744	16	10	16-10	4.439	4.008	3.587	3.150	2.792
10	11	10-11	1.964	1.773	1.587	1.394	1.235	13	11	13-11	3.085	2.785	2.492	2.189	1.940	16	11	16-11	2.305	2.081	1.862	1.636	1.450
10	12	10-12	4.900	4.424	3.959	3.477	3.082	13	12	13-12	4.912	4.435	3.968	3.486	3.090	16	12	16-12	5.651	5.101	4.565	4.010	3.554
10	13	10-13	4.363	3.939	3.525	3.096	2.744	13	13	13-13	4.464	4.030	3.606	3.168	2.808	16	13	16-13	3.590	3.241	2.900	2.547	2.258
10	14	10-14	7.311	6.601	5.907	5.188	4.599	13	14	13-14	8.614	7.777	6.959	6.113	5.418	16	14	16-14	5.993	5.410	4.842	4.253	3.770
10	15	10-15	5.688	5.135	4.595	4.036	3.578	13	15	13-15	5.993	5.410	4.842	4.253	3.770	16	15	16-15	4.552	4.109	3.677	3.230	2.863
10	16	10-16	4.439	4.008	3.587	3.150	2.792	13	16	13-16	3.590	3.241	2.900	2.547	2.258	16	16	16-16	2.141	1.933	1.730	1.519	1.347
10	17	10-17	5.137	4.638	4.150	3.645	3.231	13	17	13-17	8.442	7.622	6.821	5.991	5.310	16	17	16-17	6.195	5.593	5.005	4.396	3.897
10	18	10-18	5.545	5.006	4.480	3.935	3.488	13	18	13-18	10.491	9.472	8.476	7.445	6.599	16	18	16-18	8.938	8.070	7.221	6.343	5.622
11	1	11-1	5.281	4.768	4.267	3.748	3.322	14	1	14-1	5.953	5.374	4.809	4.224	3.744	17	1	17-1	5.879	5.308	4.750	4.172	3.698
11	2	11-2	4.372	3.947	3.532	3.103	2.750	14	2	14-2	5.558	5.018	4.490	3.944	3.496	17	2	17-2	8.795	7.940	7.105	6.241	5.532
11	3	11-3	-	-	-	-	-	14	3	14-3	-	-	-	-	-	17	3	17-3	4.047	3.654	3.269	2.872	2.545
11	4	11-4	-	-	-	-	-	14	4	14-4	-	-	-	-	-	17	4	17-4	4.636	4.185	3.745	3.290	2.916
11	5	11-5	6.075	5.485	4.908	4.311	3.821	14	5	14-5	5.268	4.756	4.256	3.739	3.314	17	5	17-5	9.067	8.186	7.326	6.434	5.703
11	6	11-6	3.556	3.211	2.873	2.524	2.237	14	6	14-6	6.672	6.024	5.390	4.735	4.197	17	6	17-6	2.794	2.523	2.258	1.983	1.758
11	7	11-7	3.108	2.806	2.511	2.206	1.955	14	7	14-7	4.357	3.933	3.520	3.092	2.740	17	7	17-7	8.759	7.908	7.076	6.215	5.509
11	8	11-8	-	-	-	-	-	14	8	14-8	-	-	-	-	-	17	8	17-8	8.380	7.566	6.771	5.947	5.271
11	9	11-9	4.800	4.333	3.878	3.406	3.019	14	9	14-9	8.380	7.566	6.771	5.947	5.271	17	9	17-9	5.545	5.006	4.480	3.935	3.488
11	10	11-10	1.964	1.773	1.587	1.394	1.235	14	10	14-10	7.311	6.601	5.907	5.188	4.599	17	10	17-10	5.137	4.638	4.150	3.645	3.231
11	11	11-11	2.158	1.948	1.743	1.531	1.357	14	11	14-11	6.656	6.010	5.378	4.724	4.187	17	11	17-11	4.984	4.500	4.027	3.537	3.135
11	12	11-12	4.123	3.722	3.331	2.926	2.593	14	12	14-12	5.494	4.960	4.439	3.899	3.456	17	12	17-12	9.417	8.502	7.608	6.683	5.924
11	13	11-13	3.085	2.785	2.492	2.189	1.940	14	13	14-13	8.614	7.777	6.959	6.113	5.418	17	13	17-13	8.442	7.622	6.821	5.991	5.310
11	14	11-14	6.656	6.010	5.378	4.724	4.187	14	14	14-14	6.149	5.551	4.968	4.363	3.868	17	14	17-14	7.781	7.025	6.287	5.522	4.894
11	15	11-15	-	-	-	-	-	14	15	14-15	-	-	-	-	-	17	15	17-15	-	-	-	-	-
11	16	11-16	2.305	2.081	1.862	1.636	1.450	14	16	14-16	5.993	5.410	4.842	4.253	3.770	17	16	17-16	6.195	5.593	5.005	4.396	3.897
11	17	11-17	4.984	4.500	4.027	3.537	3.135	14	17	14-17	7.781	7.025	6.287	5.522	4.894	17	17	17-17	11.216	10.126	9.062	7.959	7.055
11	18	11-18	7.191	6.492	5.810	5.103	4.523	14	18	14-18	6.057	5.469	4.894	4.298	3.810	17	18	17-18	10.628	9.596	8.587	7.542	6.685
12	1	12-1	4.625	4.176	3.737	3.282	2.909	15	1	15-1	4.443	4.011	3.590	3.153	2.795	18	1	18-1	8.505	7.679	6.872	6.036	5.350
12	2	12-2	4.504	4.066	3.639	3.196	2.833	15	2	15-2	4.704	4.247	3.801	3.338	2.959	18	2	18-2	12.667	11.436	10.234	8.989	7.968
12	3	12-3	4.136	3.734	3.341	2.935	2.602	15	3	15-3	4.572	4.128	3.694	3.245	2.876	18	3	18-3	4.531	4.091	3.661	3.215	2.850
12	4	12-4	4.149	3.746	3.352	2.944	2.610	15	4	15-4	4.438	4.007	3.586	3.149	2.792	18	4	18-4	5.826	5.260	4.707	4.134	3.665
12	5	12-5	5.162	4.661	4.171	3.663	3.247	15	5	15-5	7.842	7.080	6.336	5.565	4.933	18	5	18-5	7.001	6.321	5.656	4.968	4.404
12	6	12-6	5.231	4.723	4.226	3.712	3.290	15	6	15-6	3.767	3.401	3.043	2.673	2.369	18	6	18-6	4.140	3.738	3.345	2.938	2.604
12	7	12-7	3.820	3.448	3.086	2.710	2.403	15	7	15-7	-	-	-	-	-	18	7	18-7	5.610	5.065	4.533	3.981	3.529
12	8	12-8	-	-	-	-	-	15	8	15-8	-	-	-	-	-	18	8	18-8	6.057	5.469	4.894	4.298	3.810
12	9	12-9	4.936	4.457	3.988	3.503	3.105	15	9	15-9	3.543	3.199	2.863	2.514	2.229	18	9	18-9	7.350	6.636	5.938	5.216	4.623
12	10	12-10	4.900	4.424	3.959	3.477	3.082	15	10	15-10	5.688	5.135	4.595	4.036	3.578	18	10	18-10	5.545	5.006	4.480	3.935	3.488
12	11	12-11	4.123	3.722	3.331	2.926	2.593	15	11	15-11	-	-	-	-	-	18	11	18-11	7.191	6.492	5.810	5.103	4.523
12	12	12-12	4.781	4.317	3.863	3.393	3.008	15	12	15-12	5.162	4.661	4.171	3.663	3.247	18	12	18-12	9.417	8.502	7.608	6.683	5.924
12	13	12-13	4.912	4.435	3.968	3.486	3.090	15	13	15-13	5.993	5.410	4.842	4.253	3.770	18	13	18-13	10.491	9.472	8.476	7.445	6.599
12	14	12-14	5.494	4.960	4.439	3.899	3.456	15	14	15-14	-	-	-	-	-	18	14	18-14	6.057	5.469	4.894	4.298	3.810
12	15	12-15	5.162	4.661	4.171	3.663	3.247	15	15	15-15	3.923	3.542	3.169	2.784	2.468	18	15	18-15	-	-	-	-	-
12	16	12-16	5.651	5.101	4.565	4.010	3.554	15	16	15-16	4.552	4.109	3.677	3.230	2.863	18	16	18-16	8.938	8.070	7.221	6.343	5.622
12	17	12-17	9.417	8.502	7.608	6.683	5.924	15	17	15-17	-	-	-	-	-	18	17	18-17	10.628	9.596	8.587	7.542	6.685
12	18	12-18	9.417	8.502	7.608	6.683	5.924	15	18	15-18	-	-	-	-	-	18	18	18-18	7.218	6.517	5.832	5.122	4.540
13	1	13-1	4.304	3.886	3.477	3.054	2.707	16	1	16-1	4.685	4.229	3.785	3.324	2.947								

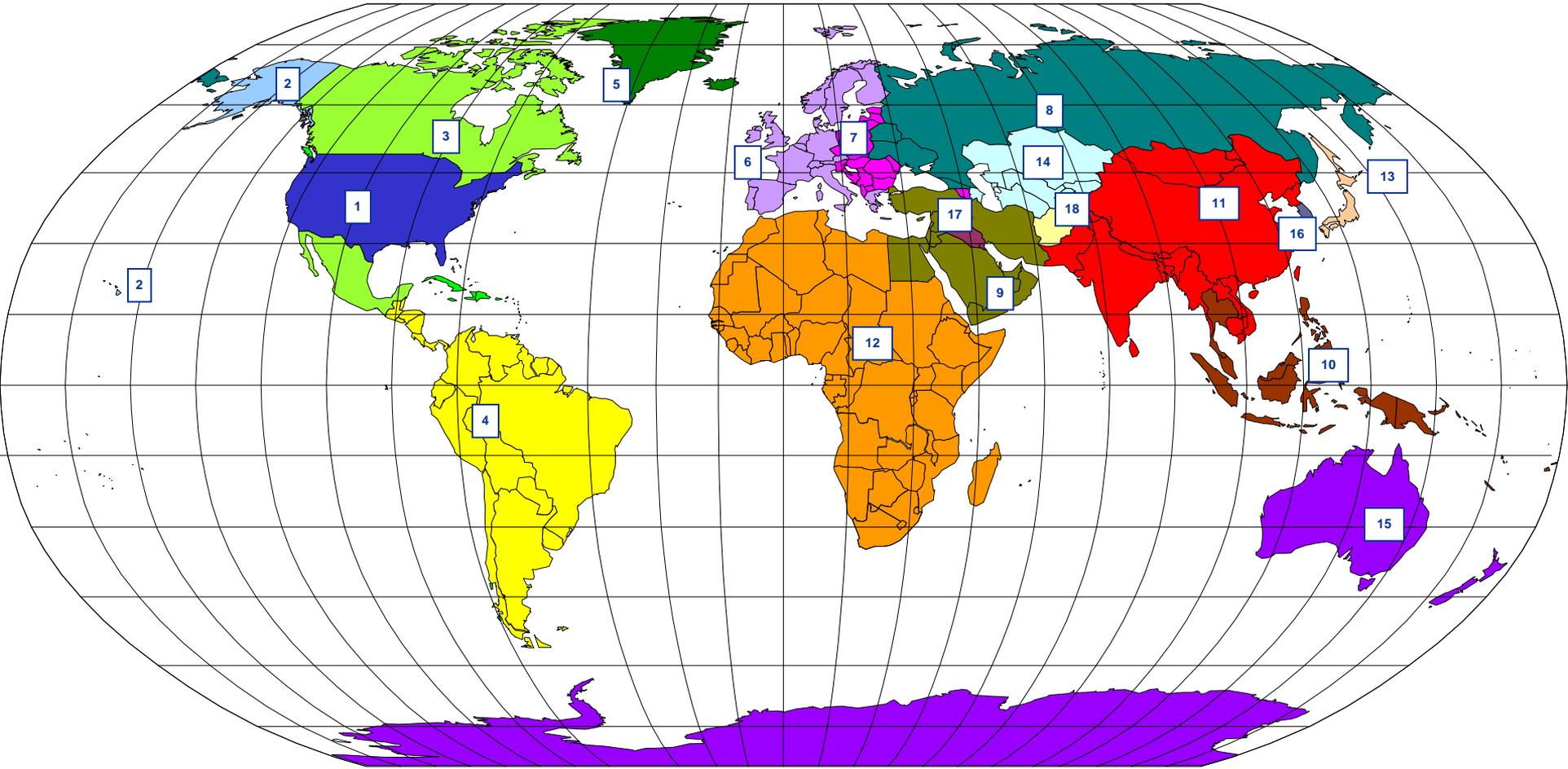
ATCH 2: Cargo Zone List and Map

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>	<u>3 Pale Green</u>	<u>8 Teal</u>	<u>9 Olive Green</u>	<u>14 Robin Blue</u>			
Alaska	Brazil	Belgium	Bulgaria	Fiji	China	Bassa Da India	Azerbaijan
Hawaii	Chile	Canary Is	Croatia	Fr. Polynesia	Hong Kong	Benin	Kazakhstan
	Clipperton Is	Channel Is	Czech Rep	Gilbert Is	India	Botswana	
	Colombia	Denmark	Estonia	Guam	Laos	Bouvet Is	Kyrgyzstan
	Costa Rica	Faroe Is	Hungary	Howland Is	Mongolia	Burkina Faso	Tajikistan
	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-RATES@ustrancom.mil

Cargo Zone Map



ATCH 3: Other Non-DoD Channel Passenger Tariffs

FY16 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		Signonella NAS	ITALY	SIZ	
Manas/Bishkek	KYRGYZSTAN	FRU	\$ 808	Kingston	JAMAICA	KIN	\$ 61	Bahrain	BAHRAIN	BAH	\$ 1,215	Bahrain	BAHRAIN	BAH	\$ 1,197
								Diego Garcia NSF	BIOT	NKW	\$ 3,385	Djibouti	DJIBOUTI	JIB	\$ 1,473
Al Udeid AB	QATAR	IUD		Hickam AFB	USA	HIK		Djibouti	DJIBOUTI	JIB	\$ 2,667	Rota	SPAIN	RTA	\$ 857
Diego Garcia NSF	BIOT	NKW	\$ 933	Andersen AFB	GUAM	UAM	\$ 1,349	Guantanamo Bay NS	CUBA	NBW	\$ 415				
				Kadena AB	JAPAN	DNA	\$ 1,220	Lajes AB	AZORES IS	LGS	\$ 1,989	Souda Bay MIL	GREECE	CHQ	
Andrews AFB	USA	ADW		Kwajalein	MARSHALL IS	KWA	\$ 830	Naples	ITALY	NAP	\$ 927	Diego Garcia NSF	BIOT	NKW	\$ 1,519
					USA MINOR										
Ramstein AB	GERMANY	RMS	\$ 1,037	Wake Island AAF	OUTLYING IS	AWK	\$ 812	Rota	SPAIN	RTA	\$ 991				
								Signonella NAS	ITALY	SIZ	\$ 1,749	Travis AFB	USA	SUU	
Antigua	ANTIGUA	SJH		Jacksonville NAS	USA	NIP		Souda Bay NSA	GREECE	CHQ	\$ 1,757	Alice Springs RAAF	AUSTRALIA	ASP	\$ 4,019
Ascension	ASCENSION IS	ASI	\$ 1,296	Guantanamo Bay NS	CUBA	NBW	\$ 289					Andersen AFB	GUAM	UAM	\$ 886
								Patrick AFB	USA	COF		Elmendorf AFB	USA	EDF	\$ 441
Aviano AB	ITALY	AVB		Kadena AB	JAPAN	DNA		Ascension	ASCENSION IS	ASI	\$ 1,789	Hickam AFB	USA	HIK	\$ 484
Al Udeid AB	QATAR	IUD	\$ 898	Andersen AFB	GUAM	UAM	\$ 762	St. John's	ANTIGUA	SJH	\$ 1,177	Kadena AB	JAPAN	DNA	\$ 1,030
				Iwakuni MCAS	JAPAN	IWA	\$ 300					Osan AB	SOUTH KOREA	OSN	\$ 884
Baltimore IAP	USA	BWI		Osan AB	SOUTH KOREA	OSN	\$ 358	Paya Lebar (RSAF)	SINGAPORE	QPG		RAAF Richmond	AUSTRALIA	RCM	\$ 1,339
Al Udeid AB	QATAR	IUD	\$ 1,186	Zamboanga INTL	PHILIPPINES	ZAM	\$ 508	Diego Garcia NSF	BIOT	NKW	\$ 795	Yokota AB	JAPAN	OKO	\$ 464
Aviano AB	ITALY	AVB	\$ 570												
Incirlik AB (Adana)	TURKEY	ADA	\$ 1,321	McGuire AFB	USA	WRI		Ramstein AB	GERMANY	RMS		Yokota AB	JAPAN	OKO	
Kuwait City	KUWAIT	KWI	\$ 1,743	Al Udeid AB	QATAR	IUD	\$ 962	Adana Incirlik TK	TURKEY	ADA	\$ 661	Andersen AFB	GUAM	UAM	\$ 501
Lajes AB	AZORES IS	LGS	\$ 1,932	Kuwait City	KUWAIT	KWI	\$ 967	Al Udeid AB	QATAR	IUD	\$ 747	Diego Garcia NSF	BIOT	NKW	\$ 1,854
Ramstein AB	GERMANY	RMS	\$ 1,037	Lajes AB	AZORES IS	LGS	\$ 1,826	Aviano AB	ITALY	AVB	\$ 488	Iwakuni MCAS	JAPAN	IWA	\$ 374
Thule AB	GREENLAND	THU	\$ 916	Mildenhall RAF	UNITED KINGDOM	MHZ	\$ 313	Bagram AB	AFGHANISTAN	OA1	\$ 968	Kadena AB	JAPAN	DNA	\$ 385
				Ramstein AB	GERMANY	RMS	\$ 567	Cairo	EGYPT	CAI	\$ 637	Kunsan AB	SOUTH KOREA	KUZ	\$ 287
Bahrain	BAHRAIN	BAH		Thule AB	GREENLAND	THU	\$ 894	Kuwait City	KUWAIT	KWI	\$ 754	Osan AB	SOUTH KOREA	OSN	\$ 343
Diego Garcia NSF	BIOT	NKW	\$ 964					Lajes AB	AZORES IS	LGS	\$ 767	Paya Lebar (RSAF)	SINGAPORE	QPG	\$ 1,054
Djibouti	DJIBOUTI	JIB	\$ 1,061	Mildenhall RAF	UNITED KINGDOM	MHZ		Niamey	NIGER	NIM	\$ 829				
Rota	SPAIN	RTA	\$ 1,146	Ramstein AB	GERMANY	RMS	\$ 588	Signonella NAS	ITALY	SIZ	\$ 604				
Souda Bay NSA	GREECE	CHQ	\$ 734												
				Misawa AB	JAPAN	MSJ		Rota	SPAIN	RTA					
Charleston AFB	USA	CHS		Osan AB	SOUTH KOREA	OSN	\$ 577	Djibouti	DJIBOUTI	JIB	\$ 1,492				
Palmerola	HONDURAS	PLA	\$ 347												
				Naples	ITALY	NAP		Seattle-Tacoma IAP	USA	SEA					
Dover AFB	USA	DOV		Bahrain	BAHRAIN	BAH	\$ 1,023	Iwakuni MCAS	JAPAN	IWA	\$ 1,787				
Bagram	AFGHANISTAN	OA1	\$ 1,040	Diego Garcia NSF	BIOT	NKW	\$ 1,748	Kadena AB	JAPAN	DNA	\$ 1,854				
				Lajes AB	AZORES IS	LGS	\$ 880	Misawa AB	JAPAN	MSJ	\$ 2,479				
Elmendorf AFB	USA	EDF		Souda Bay NSA	GREECE	CHQ	\$ 557	Osan AB	SOUTH KOREA	OSN	\$ 740				
Cape Newenham	USA	EHM	\$ 525					Yokota AB	JAPAN	OKO	\$ 719				
Eareckson AS	USA	SYA	\$ 1,663												
Eielson AFB	USA	EIL	\$ 215												
Indian Mountain	USA	UTO	\$ 420												
King Salmon	USA	AKN	\$ 279												
Sparrevohn	USA	SVW	\$ 259												
Tin City	USA	TNC	\$ 641												

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.