



Air Mobility Command

FY 2017

Non-U.S. Government and Foreign Military Service Customer Billing Rates and Guidance

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

PASSENGER AND CARGO CHANNEL RATES

EFFECTIVE: 1 Oct 16 through 30 Sep 17 (FY17)

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.

10 U.S.C. § 2642 (a)(3) authorizes the SECDEF to approve the use of DOD TWCF rates to FMS customers, and DOD contractors transporting goods or supplies for DOD, 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.ustranscom.mil/dbw/rates.cfm>.

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. DODI 4515.13, 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 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 Joint Base Charleston to Haiti would be charged the zone 1 to 3 tariff. The dollar/lb rates for a shipment from zone 1 to 3 are \$2.800 (0-439 lbs shipment), \$2.526 (440-1099 lbs), \$2.257 (1100-2199 lbs), \$1.979 (2200-3599 lbs), and \$1.751 (3600+ lbs).

b. To obtain passenger rates, consult the attached alphabetized listing of stations with their respective tariffs (ATCH 3: Non-U.S. 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 DODI 4515.13, Section 3.3.b. 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 62 linear inches (length plus width plus height) or 70 pounds for each piece. One duffel bag, sea bag, B-4 bag, flyer's kit, or diver's traveling bag that exceeds 62 linear inches but does not exceed 100 pounds may be substituted for one of the checked baggage item. Any additional 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
46-230	\$58
231-455	\$103
456-and above	\$125 maximum

d. Reference DOD 4500.9-R and DODI 4515.13 Section 10.3. Movement of pets (cats and dogs only) within authorized areas on Air Mobility Command (AMC) military or Patriot Express flights are reimbursed by determining the Non-U.S. Government passenger tariff located in the tariff section. If the rate is not listed, use the computation formula noted in paragraph 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; 71-140 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 618 Air and Space Operations Center Tanker Airlift Control Center /XOGC, DSN 779-7405, and Commercial 618-229-7405.

Pet Rates (Non-U.S. Government Passenger fare is basis for charge)

Pax Fares	Pet Rate (up to 70 pounds)	71-140 pounds	141-150 pounds
46-230	\$58	\$116	\$174
231-455	\$103	\$206	\$309
456-and above	\$125	\$250	\$375 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 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

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

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

h. All Non-U.S. 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	734	75	\$3.576	\$2,682.00
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 x \$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.

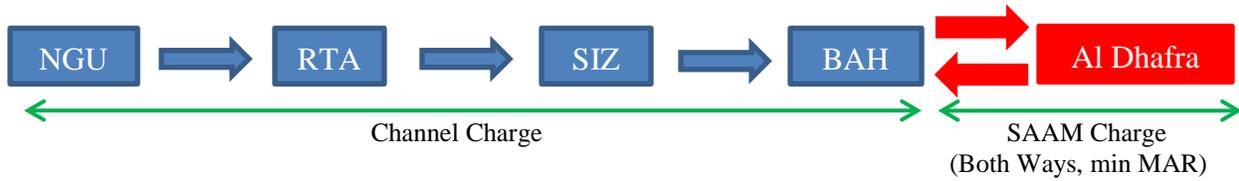
3. Channel Extensions and Flag Stops (defined and discussed below) are Special Assignment Airlift Mission (SAAM) excursions within a channel mission; certain portions are costed using SAAM mission flying hour costs in addition to the normal channel costs.

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 Aerial Port of Embarkation (APOE) to the end of the channel segment. 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)). POC for channel extension request submissions is TCJ3-S, DSN 312-770-7452.

Notional Example:

Channel Route: NGU-RTA-SIZ-BAH

Channel Extension Request for Al Dhafra (DHF):



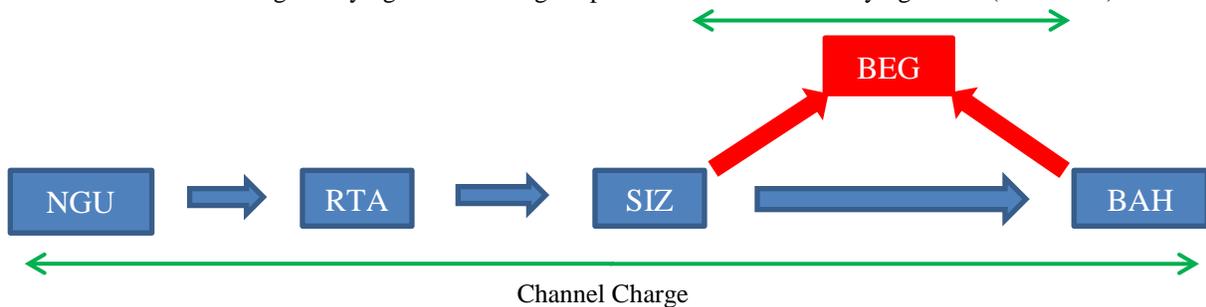
b. **Flag Stops:** Flag stops are customer requests to move small cargo volumes with on/offload movement requirements at/to an additional location (OCONUS only) in close proximity along a scheduled channel route without causing disruption to the channel system. Flag stop requirements are channel requirements 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)). POC for flag stop request submissions is TCJ3-S, DSN 312-770-7452.

Notional Example:

Established Channel Route: 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 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 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 Global Decision Support System 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 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 (5,000 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 (CSL) at, <https://tacc.scott.af.mil/?action=xog&XOGpage=xogd>, which lists all validated AMC channels. Alternate contact for CSL information: DSN576-3538.

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 \$0.404229; however, the minimum charge is \$56. 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-U.S. Government and FMS Channel Cargo Tariffs

FY17 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	2.483	2.240	2.002	1.755	1.553	4	2	4-2	2.505	2.259	2.019	1.770	1.567	7	2	7-2	4.435	3.999	3.574	3.134	2.773
1	3	1-3	2.800	2.526	2.257	1.979	1.751	4	3	4-3	3.747	3.379	3.020	2.648	2.343	7	3	7-3	5.484	4.946	4.421	3.876	3.430
1	4	1-4	3.918	3.534	3.158	2.769	2.450	4	4	4-4	4.878	4.400	3.932	3.448	3.051	7	4	7-4	-	-	-	-	-
1	5	1-5	4.155	3.747	3.349	2.936	2.598	4	5	4-5	-	-	-	-	-	7	5	7-5	4.194	3.783	3.381	2.964	2.623
1	6	1-6	3.119	2.813	2.514	2.204	1.950	4	6	4-6	4.069	3.670	3.280	2.876	2.545	7	6	7-6	3.880	3.499	3.127	2.742	2.426
1	7	1-7	3.850	3.472	3.103	2.721	2.408	4	7	4-7	-	-	-	-	-	7	7	7-7	5.777	5.210	4.657	4.083	3.613
1	8	1-8	3.869	3.490	3.119	2.735	2.420	4	8	4-8	-	-	-	-	-	7	8	7-8	-	-	-	-	-
1	9	1-9	3.725	3.359	3.002	2.633	2.329	4	9	4-9	4.473	4.034	3.605	3.161	2.797	7	9	7-9	3.355	3.026	2.705	2.371	2.098
1	10	1-10	3.851	3.474	3.104	2.722	2.409	4	10	4-10	5.067	4.570	4.085	3.582	3.169	7	10	7-10	4.707	4.245	3.794	3.327	2.944
1	11	1-11	3.088	2.785	2.489	2.183	1.931	4	11	4-11	-	-	-	-	-	7	11	7-11	-	-	-	-	-
1	12	1-12	6.214	5.605	5.009	4.392	3.886	4	12	4-12	6.108	5.509	4.924	4.317	3.820	7	12	7-12	-	-	-	-	-
1	13	1-13	3.706	3.342	2.987	2.619	2.317	4	13	4-13	4.763	4.296	3.839	3.367	2.979	7	13	7-13	4.415	3.982	3.559	3.121	2.761
1	14	1-14	4.932	4.448	3.975	3.486	3.084	4	14	4-14	-	-	-	-	-	7	14	7-14	-	-	-	-	-
1	15	1-15	2.995	2.701	2.414	2.117	1.873	4	15	4-15	-	-	-	-	-	7	15	7-15	-	-	-	-	-
1	16	1-16	3.706	3.342	2.987	2.619	2.317	4	16	4-16	4.635	4.181	3.736	3.276	2.899	7	16	7-16	4.427	3.993	3.568	3.129	2.768
1	17	1-17	4.400	3.968	3.547	3.110	2.752	4	17	4-17	7.818	7.051	6.302	5.526	4.889	7	17	7-17	4.377	3.948	3.528	3.094	2.737
1	18	1-18	6.214	5.605	5.009	4.392	3.886	4	18	4-18	7.070	6.376	5.699	4.997	4.421	7	18	7-18	6.373	5.748	5.137	4.504	3.986
2	1	2-1	2.483	2.240	2.002	1.755	1.553	5	1	5-1	4.155	3.747	3.349	2.936	2.598	8	1	8-1	3.869	3.490	3.119	2.735	2.420
2	2	2-2	2.483	2.240	2.002	1.755	1.553	5	2	5-2	4.527	4.082	3.649	3.199	2.831	8	2	8-2	-	-	-	-	-
2	3	2-3	2.334	2.105	1.881	1.649	1.459	5	3	5-3	4.791	4.321	3.862	3.386	2.996	8	3	8-3	-	-	-	-	-
2	4	2-4	2.505	2.259	2.019	1.770	1.567	5	4	5-4	-	-	-	-	-	8	4	8-4	-	-	-	-	-
2	5	2-5	4.527	4.082	3.649	3.199	2.831	5	5	5-5	-	-	-	-	-	8	5	8-5	-	-	-	-	-
2	6	2-6	3.308	2.983	2.666	2.338	2.069	5	6	5-6	4.917	4.434	3.963	3.475	3.075	8	6	8-6	3.644	3.287	2.937	2.576	2.279
2	7	2-7	4.435	3.999	3.574	3.134	2.773	5	7	5-7	4.194	3.783	3.381	2.964	2.623	8	7	8-7	-	-	-	-	-
2	8	2-8	-	-	-	-	-	5	8	5-8	-	-	-	-	-	8	8	8-8	-	-	-	-	-
2	9	2-9	3.889	3.507	3.134	2.748	2.432	5	9	5-9	6.948	6.267	5.601	4.911	4.345	8	9	8-9	-	-	-	-	-
2	10	2-10	3.672	3.312	2.960	2.596	2.297	5	10	5-10	7.049	6.358	5.682	4.982	4.409	8	10	8-10	-	-	-	-	-
2	11	2-11	3.479	3.138	2.805	2.459	2.176	5	11	5-11	-	-	-	-	-	8	11	8-11	-	-	-	-	-
2	12	2-12	4.972	4.484	4.007	3.514	3.109	5	12	5-12	4.963	4.476	4.000	3.508	3.104	8	12	8-12	-	-	-	-	-
2	13	2-13	2.809	2.534	2.264	1.986	1.757	5	13	5-13	6.974	6.290	5.621	4.929	4.361	8	13	8-13	-	-	-	-	-
2	14	2-14	5.477	4.939	4.414	3.871	3.425	5	14	5-14	-	-	-	-	-	8	14	8-14	-	-	-	-	-
2	15	2-15	3.002	2.708	2.420	2.122	1.878	5	15	5-15	-	-	-	-	-	8	15	8-15	-	-	-	-	-
2	16	2-16	2.809	2.534	2.264	1.986	1.757	5	16	5-16	6.914	6.236	5.573	4.887	4.324	8	16	8-16	-	-	-	-	-
2	17	2-17	4.148	3.741	3.344	2.932	2.594	5	17	5-17	5.065	4.568	4.083	3.580	3.168	8	17	8-17	-	-	-	-	-
2	18	2-18	4.972	4.484	4.007	3.514	3.109	5	18	5-18	7.386	6.661	5.953	5.220	4.619	8	18	8-18	7.594	6.849	6.121	5.367	4.749
3	1	3-1	2.800	2.526	2.257	1.979	1.751	6	1	6-1	3.119	2.813	2.514	2.204	1.950	9	1	9-1	3.725	3.359	3.002	2.633	2.329
3	2	3-2	2.334	2.105	1.881	1.649	1.459	6	2	6-2	3.308	2.983	2.666	2.338	2.069	9	2	9-2	3.889	3.507	3.134	2.748	2.432
3	3	3-3	4.224	3.809	3.404	2.985	2.641	6	3	6-3	3.273	2.952	2.639	2.314	2.047	9	3	9-3	6.495	5.857	5.235	4.590	4.062
3	4	3-4	3.747	3.379	3.020	2.648	2.343	6	4	6-4	4.069	3.670	3.280	2.876	2.545	9	4	9-4	4.473	4.034	3.605	3.161	2.797
3	5	3-5	4.791	4.321	3.862	3.386	2.996	6	5	6-5	4.917	4.434	3.963	3.475	3.075	9	5	9-5	6.948	6.267	5.601	4.911	4.345
3	6	3-6	3.273	2.952	2.639	2.314	2.047	6	6	6-6	2.217	2.000	1.787	1.567	1.387	9	6	9-6	2.906	2.621	2.343	2.054	1.818
3	7	3-7	5.484	4.946	4.421	3.876	3.430	6	7	6-7	3.880	3.499	3.127	2.742	2.426	9	7	9-7	3.355	3.026	2.705	2.371	2.098
3	8	3-8	-	-	-	-	-	6	8	6-8	3.644	3.287	2.937	2.576	2.279	9	8	9-8	-	-	-	-	-
3	9	3-9	6.495	5.857	5.235	4.590	4.062	6	9	6-9	2.906	2.621	2.343	2.054	1.818	9	9	9-9	3.917	3.532	3.157	2.768	2.449
3	10	3-10	4.959	4.472	3.997	3.505	3.101	6	10	6-10	3.823	3.448	3.082	2.702	2.391	9	10	9-10	2.995	2.701	2.414	2.117	1.873
3	11	3-11	-	-	-	-	-	6	11	6-11	2.481	2.237	2.000	1.753	1.551	9	11	9-11	3.932	3.546	3.169	2.779	2.459
3	12	3-12	6.006	5.417	4.841	4.245	3.756	6	12	6-12	4.555	4.108	3.671	3.219	2.848	9	12	9-12	5.271	4.754	4.249	3.725	3.296
3	13	3-13	5.179	4.671	4.174	3.660	3.239	6	13	6-13	3.171	2.860	2.556	2.241	1.983	9	13	9-13	2.935	2.647	2.365	2.074	1.835
3	14	3-14	-	-	-	-	-	6	14	6-14	3.788	3.416	3.053	2.677	2.369	9	14	9-14	5.369	4.842	4.328	3.795	3.358
3	15	3-15	5.703	5.143	4.597	4.031	3.567	6	15	6-15	4.694	4.234	3.784	3.318	2.936	9	15	9-15	2.685	2.422	2.164	1.898	1.679
3	16	3-16	4.924	4.441	3.969	3.480	3.080	6	16	6-16	2.763	2.492	2.227	1.953	1.728	9	16	9-16	3.156	2.846	2.544	2.230	1.974
3	17	3-17	5.317	4.795	4.286	3.758	3.325	6	17	6-17	3.132	2.824	2.524	2.213	1.958	9	17	9-17	4.917	4.434	3.963	3.475	3.075
3	18	3-18	-	-	-	-	-	6	18	6-18	4.736	4.272	3.818	3.348	2.962	9	18	9-18	5.736	5.173	4.624	4.054	3.587
4	1	4-1	3.918	3.534	3.158	2.769	2.450	7	1	7-1	3.850	3.472	3.103	2.721	2.408	10	1	10-1	3.851	3.474	3.104	2.722	2.409

FY17 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	3.672	3.312	2.960	2.596	2.297	13	2	13-2	2.809	2.534	2.264	1.986	1.757	16	2	16-2	2.809	2.534	2.264	1.986	1.757
10	3	10-3	4.959	4.472	3.997	3.505	3.101	13	3	13-3	5.179	4.671	4.174	3.660	3.239	16	3	16-3	4.924	4.441	3.969	3.480	3.080
10	4	10-4	5.067	4.570	4.085	3.582	3.169	13	4	13-4	4.763	4.296	3.839	3.367	2.979	16	4	16-4	4.635	4.181	3.736	3.276	2.899
10	5	10-5	7.049	6.358	5.682	4.982	4.409	13	5	13-5	6.974	6.290	5.621	4.929	4.361	16	5	16-5	6.914	6.236	5.573	4.887	4.324
10	6	10-6	3.823	3.448	3.082	2.702	2.391	13	6	13-6	3.171	2.860	2.556	2.241	1.983	16	6	16-6	2.763	2.492	2.227	1.953	1.728
10	7	10-7	4.707	4.245	3.794	3.327	2.944	13	7	13-7	4.415	3.982	3.559	3.121	2.761	16	7	16-7	4.427	3.993	3.568	3.129	2.768
10	8	10-8	-	-	-	-	-	13	8	13-8	-	-	-	-	-	16	8	16-8	-	-	-	-	-
10	9	10-9	2.995	2.701	2.414	2.117	1.873	13	9	13-9	2.935	2.647	2.365	2.074	1.835	16	9	16-9	3.156	2.846	2.544	2.230	1.974
10	10	10-10	5.177	4.669	4.173	3.659	3.238	13	10	13-10	3.722	3.357	3.000	2.631	2.328	16	10	16-10	4.000	3.607	3.224	2.827	2.501
10	11	10-11	3.270	2.949	2.635	2.311	2.045	13	11	13-11	5.532	4.989	4.459	3.910	3.459	16	11	16-11	3.010	2.715	2.426	2.127	1.882
10	12	10-12	6.010	5.420	4.844	4.248	3.758	13	12	13-12	5.738	5.175	4.625	4.055	3.588	16	12	16-12	5.648	5.094	4.553	3.992	3.532
10	13	10-13	3.722	3.357	3.000	2.631	2.328	13	13	13-13	5.548	5.004	4.472	3.921	3.470	16	13	16-13	3.756	3.387	3.027	2.654	2.349
10	14	10-14	4.372	3.943	3.524	3.090	2.734	13	14	13-14	4.282	3.862	3.452	3.027	2.678	16	14	16-14	4.282	3.862	3.452	3.027	2.678
10	15	10-15	4.681	4.222	3.773	3.309	2.928	13	15	13-15	3.406	3.072	2.746	2.408	2.130	16	15	16-15	4.790	4.320	3.861	3.385	2.996
10	16	10-16	4.000	3.607	3.224	2.827	2.501	13	16	13-16	3.756	3.387	3.027	2.654	2.349	16	16	16-16	3.039	2.741	2.450	2.148	1.901
10	17	10-17	3.491	3.148	2.814	2.467	2.183	13	17	13-17	3.178	2.866	2.561	2.246	1.987	16	17	16-17	3.061	2.761	2.467	2.164	1.914
10	18	10-18	7.817	7.050	6.301	5.525	4.888	13	18	13-18	6.850	6.178	5.521	4.841	4.284	16	18	16-18	6.847	6.176	5.519	4.840	4.282
11	1	11-1	3.088	2.785	2.489	2.183	1.931	14	1	14-1	4.932	4.448	3.975	3.486	3.084	17	1	17-1	4.400	3.968	3.547	3.110	2.752
11	2	11-2	3.479	3.138	2.805	2.459	2.176	14	2	14-2	5.477	4.939	4.414	3.871	3.425	17	2	17-2	4.148	3.741	3.344	2.932	2.594
11	3	11-3	-	-	-	-	-	14	3	14-3	-	-	-	-	-	17	3	17-3	5.317	4.795	4.286	3.758	3.325
11	4	11-4	-	-	-	-	-	14	4	14-4	-	-	-	-	-	17	4	17-4	7.818	7.051	6.302	5.526	4.889
11	5	11-5	-	-	-	-	-	14	5	14-5	-	-	-	-	-	17	5	17-5	5.065	4.568	4.083	3.580	3.168
11	6	11-6	2.481	2.237	2.000	1.753	1.551	14	6	14-6	3.788	3.416	3.053	2.677	2.369	17	6	17-6	3.132	2.824	2.524	2.213	1.958
11	7	11-7	-	-	-	-	-	14	7	14-7	-	-	-	-	-	17	7	17-7	4.377	3.948	3.528	3.094	2.737
11	8	11-8	-	-	-	-	-	14	8	14-8	-	-	-	-	-	17	8	17-8	-	-	-	-	-
11	9	11-9	3.932	3.546	3.169	2.779	2.459	14	9	14-9	5.369	4.842	4.328	3.795	3.358	17	9	17-9	4.917	4.434	3.963	3.475	3.075
11	10	11-10	3.270	2.949	2.635	2.311	2.045	14	10	14-10	4.372	3.943	3.524	3.090	2.734	17	10	17-10	3.491	3.148	2.814	2.467	2.183
11	11	11-11	3.394	3.061	2.735	2.399	2.122	14	11	14-11	5.726	5.164	4.615	4.047	3.581	17	11	17-11	5.473	4.936	4.411	3.868	3.423
11	12	11-12	5.148	4.643	4.150	3.639	3.219	14	12	14-12	5.249	4.734	4.231	3.710	3.283	17	12	17-12	5.377	4.849	4.334	3.800	3.363
11	13	11-13	5.532	4.989	4.459	3.910	3.459	14	13	14-13	4.282	3.862	3.452	3.027	2.678	17	13	17-13	3.178	2.866	2.561	2.246	1.987
11	14	11-14	5.726	5.164	4.615	4.047	3.581	14	14	14-14	6.882	6.207	5.547	4.864	4.304	17	14	17-14	6.807	6.139	5.486	4.811	4.257
11	15	11-15	-	-	-	-	-	14	15	14-15	-	-	-	-	-	17	15	17-15	-	-	-	-	-
11	16	11-16	3.010	2.715	2.426	2.127	1.882	14	16	14-16	4.282	3.862	3.452	3.027	2.678	17	16	17-16	3.061	2.761	2.467	2.164	1.914
11	17	11-17	5.473	4.936	4.411	3.868	3.423	14	17	14-17	6.807	6.139	5.486	4.811	4.257	17	17	17-17	6.555	5.912	5.283	4.633	4.099
11	18	11-18	5.731	5.169	4.620	4.051	3.584	14	18	14-18	6.328	5.707	5.101	4.473	3.958	17	18	17-18	6.198	5.590	4.996	4.381	3.876
12	1	12-1	6.214	5.605	5.009	4.392	3.886	15	1	15-1	2.995	2.701	2.414	2.117	1.873	18	1	18-1	6.214	5.605	5.009	4.392	3.886
12	2	12-2	4.972	4.484	4.007	3.514	3.109	15	2	15-2	3.002	2.708	2.420	2.122	1.878	18	2	18-2	4.972	4.484	4.007	3.514	3.109
12	3	12-3	6.006	5.417	4.841	4.245	3.756	15	3	15-3	5.703	5.143	4.597	4.031	3.567	18	3	18-3	-	-	-	-	-
12	4	12-4	6.108	5.509	4.924	4.317	3.820	15	4	15-4	-	-	-	-	-	18	4	18-4	7.070	6.376	5.699	4.997	4.421
12	5	12-5	4.963	4.476	4.000	3.508	3.104	15	5	15-5	-	-	-	-	-	18	5	18-5	7.386	6.661	5.953	5.220	4.619
12	6	12-6	4.555	4.108	3.671	3.219	2.848	15	6	15-6	4.694	4.234	3.784	3.318	2.936	18	6	18-6	4.736	4.272	3.818	3.348	2.962
12	7	12-7	-	-	-	-	-	15	7	15-7	-	-	-	-	-	18	7	18-7	6.373	5.748	5.137	4.504	3.986
12	8	12-8	-	-	-	-	-	15	8	15-8	-	-	-	-	-	18	8	18-8	7.594	6.849	6.121	5.367	4.749
12	9	12-9	5.271	4.754	4.249	3.725	3.296	15	9	15-9	2.685	2.422	2.164	1.898	1.679	18	9	18-9	5.736	5.173	4.624	4.054	3.587
12	10	12-10	6.010	5.420	4.844	4.248	3.758	15	10	15-10	4.681	4.222	3.773	3.309	2.928	18	10	18-10	7.817	7.050	6.301	5.525	4.888
12	11	12-11	5.148	4.643	4.150	3.639	3.219	15	11	15-11	-	-	-	-	-	18	11	18-11	5.731	5.169	4.620	4.051	3.584
12	12	12-12	6.470	5.835	5.215	4.573	4.046	15	12	15-12	5.732	5.170	4.621	4.052	3.585	18	12	18-12	6.557	5.914	5.285	4.634	4.101
12	13	12-13	5.738	5.175	4.625	4.055	3.588	15	13	15-13	3.406	3.072	2.746	2.408	2.130	18	13	18-13	6.850	6.178	5.521	4.841	4.284
12	14	12-14	5.249	4.734	4.231	3.710	3.283	15	14	15-14	-	-	-	-	-	18	14	18-14	6.328	5.707	5.101	4.473	3.958
12	15	12-15	5.732	5.170	4.621	4.052	3.585	15	15	15-15	5.938	5.356	4.787	4.197	3.714	18	15	18-15	-	-	-	-	-
12	16	12-16	5.648	5.094	4.553	3.992	3.532	15	16	15-16	4.790	4.320	3.861	3.385	2.996	18	16	18-16	6.847	6.176	5.519	4.840	4.282
12	17	12-17	5.377	4.849	4.334	3.800	3.363	15	17	15-17	-	-	-	-	-	18	17	18-17	6.198	5.590	4.996	4.381	3.876
12	18	12-18	6.557	5.914	5.285	4.634	4.101	15	18	15-18	-	-	-	-	-	18	18	18-18	5.731	5.169	4.620	4.051	3.584
13	1	13-1	3.706	3.342	2.987	2.619	2.317	16	1	16-1	3.706	3.342	2.987	2.619	2.317								

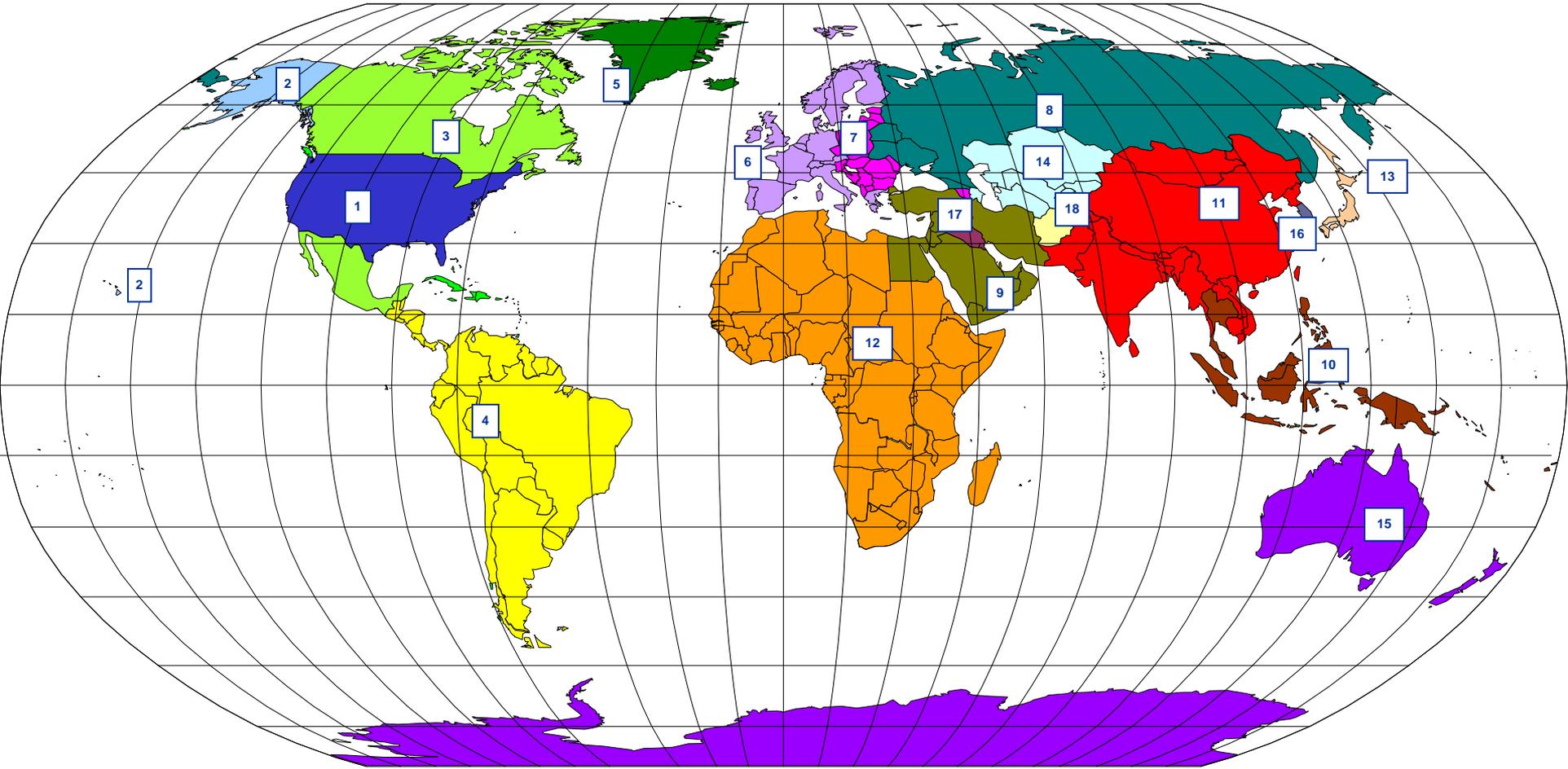
ATCH 2: Cargo Zone List and Map

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-CA at DSN 779-5074 or 779-5006 or e-mail to TRANSCOM.Scott.tcj8.mbx.rates@mail.mil.

Cargo Zone Map



ATCH 3: Non-U.S. Government and FMS Channel Passenger Tariffs

FY17 Non-US Government/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 (\$)
AI Udeid AB	QATAR	IUD		Guantanamo Bay NS	CUBA	NBW		Norfolk NAS	USA	NGU		Sigonella NAS	ITALY	SIZ	
Diego Garcia NSF	BIOT	NKW	\$ 928	Kingston	JAMAICA	KIN	\$ 60	Bahrain	BAHRAIN	BAH	\$ 1,480	Bahrain	BAHRAIN	BAH	\$ 1,225
								Diego Garcia NSF	BIOT	NKW	\$ 3,370	Djibouti	DJIBOUTI	JIB	\$ 1,431
Aviano AB	ITALY	AVB		Hickam AFB	USA	HIK		Djibouti	DJIBOUTI	JIB	\$ 2,999	Rota	SPAIN	RTA	\$ 985
AI Udeid AB	QATAR	IUD	\$ 934	Kadena AB	JAPAN	DNA	\$ 1,281	Guantanamo Bay NS	CUBA	NBW	\$ 413				
				Kwajalein	MARSHALL IS USA MINOR OUTLYING IS	KWA	\$ 1,183	Lajes AB	AZORES IS	LGS	\$ 925	Souda Bay MIL	GREECE	CHQ	
				Wake Island AAF	USA MINOR OUTLYING IS	AWK	\$ 808	Naples	ITALY	NAP	\$ 974	Diego Garcia NSF	BIOT	NKW	\$ 1,513
Baltimore IAP	USA	BWI						Rota	SPAIN	RTA	\$ 1,307				
AI Udeid AB	QATAR	IUD	\$ 1,255	Jacksonville NAS	USA	NIP		Sigonella NAS	ITALY	SIZ	\$ 2,217	Travis AFB	USA	SUU	
Aviano AB	ITALY	AVB	\$ 563	Guantanamo Bay NS	CUBA	NBW	\$ 288	Souda Bay NSA	GREECE	CHQ	\$ 2,326	Alice Springs RAAF	AUSTRALIA	ASP	\$ 3,532
Incirlik AB (Adana)	TURKEY	ADA	\$ 1,185									Andersen AFB	GUAM	UAM	\$ 903
Kuwait City	KUWAIT	KWI	\$ 963	Kadena AB	JAPAN	DNA		Patrick AFB	USA	COF		Elmendorf AFB	USA	EDF	\$ 452
Lajes AB	AZORES IS	LGS	\$ 877	Iwakuni MCAS	JAPAN	IWA	\$ 318	Ascension	ASCENSION IS	ASI	\$ 1,780	Hickam AFB	USA	HIK	\$ 368
Ramstein AB	GERMANY	RMS	\$ 1,089	Osan AB	SOUTH KOREA	OSN	\$ 359					Kadena AB	JAPAN	DNA	\$ 1,407
Thule AB	GREENLAND	THU	\$ 912					Paya Lebar (RSAF)	SINGAPORE	QPG		Osan AB	SOUTH KOREA	OSN	\$ 912
				McGuire AFB	USA	WRI		Diego Garcia NSF	BIOT	NKW	\$ 792	RAAF Richmond	AUSTRALIA	RCM	\$ 1,082
Bahrain	BAHRAIN	BAH		Adana Incirlik TK	TURKEY	ADA	\$ 1,028					Yokota AB	JAPAN	OKO	\$ 475
Diego Garcia NSF	BIOT	NKW	\$ 960	AI Udeid AB	QATAR	IUD	\$ 1,579	Ramstein AB	GERMANY	RMS					
Djibouti	DJIBOUTI	JIB	\$ 1,126	Kuwait City	KUWAIT	KWI	\$ 1,553	Adana Incirlik TK	TURKEY	ADA	\$ 719	Yokota AB	JAPAN	OKO	
Rota	SPAIN	RTA	\$ 1,165	Lajes AB	AZORES IS	LGS	\$ 1,640	AI Udeid AB	QATAR	IUD	\$ 769	Andersen AFB	GUAM	UAM	\$ 355
Souda Bay NSA	GREECE	CHQ	\$ 744	Mildenhall RAF	UNITED KINGDOM	MHZ	\$ 370	Aviano AB	ITALY	AVB	\$ 505	Diego Garcia NSF	BIOT	NKW	\$ 1,846
				Ramstein AB	GERMANY	RMS	\$ 586	Bagram AB	AFGHANISTAN	OA1	\$ 1,426	Iwakuni MCAS	JAPAN	IWA	\$ 395
Charleston AFB	USA	CHS		Thule AB	GREENLAND	THU	\$ 890	Cairo	EGYPT	CAI	\$ 648	Kadena AB	JAPAN	DNA	\$ 409
Palmerola	HONDURAS	PLA	\$ 727					Kuwait City	KUWAIT	KWI	\$ 786	Osan AB	SOUTH KOREA	OSN	\$ 309
				Mildenhall RAF	UNITED KINGDOM	MHZ		Lajes AB	AZORES IS	LGS	\$ 880	Paya Lebar (RSAF)	SINGAPORE	QPG	\$ 711
Dover AFB	USA	DOV		Ramstein AB	GERMANY	RMS	\$ 695	Niamey	NIGER	NIM	\$ 880				
Bagram	AFGHANISTAN	OA1	\$ 1,044					Sigonella NAS	ITALY	SIZ	\$ 617				
				Misawa AB	JAPAN	MSJ									
Elmendorf AFB	USA	EDF		Osan AB	SOUTH KOREA	OSN	\$ 438	Rota	SPAIN	RTA					
Cape Lisburne	USA	LUR	\$ 749					Djibouti	DJIBOUTI	JIB	\$ 1,549				
Cape Newenham	USA	EHM	\$ 507	Naples	ITALY	NAP									
Eareckson AS	USA	SYA	\$ 1,565	Bahrain	BAHRAIN	BAH	\$ 942	Seattle-Tacoma IAP	USA	SEA					
Eielson AFB	USA	EIL	\$ 226	Diego Garcia NSF	BIOT	NKW	\$ 1,741	Suwon	SOUTH KOREA	HLV	\$ 777				
Ft. Yukon	USA	FYU	\$ 543	Lajes AB	AZORES IS	LGS	\$ 950	Iwakuni MCAS	JAPAN	IWA	\$ 2,489				
King Salmon	USA	AKN	\$ 302	Souda Bay NSA	GREECE	CHQ	\$ 634	Kadena AB	JAPAN	DNA	\$ 1,948				
Sparrevohn	USA	SVW	\$ 610					Misawa AB	JAPAN	MSJ	\$ 1,500				
								Osan AB	SOUTH KOREA	OSN	\$ 777				
								Yokota AB	JAPAN	OKO	\$ 603				

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.