



## **Air Mobility Command**

**FY 2019**

**U.S. Government Non-Department of  
Defense, Other Federal User,  
Channel Passenger and Cargo  
Customer Billing Rates and Guidance for the  
Transportation Working Capital Fund**

# 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 2018 through 30 Sep 2019 (FY19)**

*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 Agency, Homeland Security and Non-Appropriated Fund Instrumentalities). Questions regarding which rate applies can be directed to HQ USTRANSCOM J8-AB at Commercial (618)229-5382 or DSN 779-5382.*

*10 U.S.C. §2642 authorizes 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 <https://www.ustranscom.mil/dbw/rates.cfm>.*

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

a. **Channel Passenger Rates.** To obtain passenger rates, consult the attached alphabetized listing of stations with their respective tariffs (ATCH 1: Other Non-DOD Channel Passenger Tariffs). The rates table reflects the tariff for one direction, but the outbound and inbound rates are identical. Computation of charges of U.S. Government Non-DOD Passenger, which may be offered, but not included in rate tables, obtain the nautical mileage between points where transportation is to be furnished and multiply the mileage by \$0.353422.

b. **Minimum Passenger Tariff.** All U.S. Government Non-DOD passenger movement will have a minimum tariff of \$50. All charges will be rounded to the next whole dollar.

c. **Multiple Stops.** When segmented, air movement designators (AMD) are issued to permit an authorized delay at an intermediate Air Mobility Command (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.

d. **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.

e. **Excess Baggage.** Reference DOD 4500.9-R and DODI 4515.13, Section 3.3.b. Excess baggage charges will be assessed on a per piece basis. Each passenger is authorized two pieces of baggage not to exceed 62 linear inches (length plus width plus height) or 70 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 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. The rate for each piece of excess baggage is \$125. 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, Vol 14, paragraph 68.1 and DODI 4515.13 Section 4.2.(b), space available passengers are not authorized excess baggage. Disposition of unauthorized excess baggage is the responsibility of the passenger.

f. **Pet Rates.** Reference DOD 4500.9-R and DODI 4515.13 Section 10.3. For movement of pets (cats and dogs only) within authorized areas on AMC military or Patriot Express flights use the Pet Rate Table below. Pets and their containers with a combined weight up to 70 lbs will be charged as one piece (\$125), 71-140 lbs will be charged as two pieces (\$250), and 141-150 lbs will be charged as three pieces (\$375). 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.

0 to 70 pounds	71-140 pounds	141-150 pounds
\$125	\$250	\$375

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

a. **Channel Cargo Rates.** To obtain cargo rates, consult the attached zone-to-zone table (ATCH 2: Other Non-DOD Channel Cargo Tariffs). If unsure of a country’s cargo zone, reference the attached cargo zone list and map (ATCH 3: Cargo Zone List and Map). For example, a cargo shipment from Joint Base McGuire-Dix-Lakehurst to Ramstein Air Base would be charged the zone 1 to 6 tariff. The dollar/lb rates for a shipment from zone 1 to 6 are \$2.203 (0-439 lbs shipment), \$1.984 (440-1099 lbs), \$1.770 (1100-2199 lbs), \$1.548 (2200-3599 lbs), and \$1.366 (3600+ lbs).

b. **Actual Weight vs. Dimensional Weight.** 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 (1ft<sup>3</sup> = 12 in x12 in x12 in = 1728in<sup>3</sup>, which equals 172.8 in<sup>3</sup>/lb); this divisor 172.8 is applied to the L x W x H calculations. The chargeable weight is the actual net weight or dimensional weight; 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 dimensional weight may put the shipment in a higher or less expensive weight break. For example: 400 lb package has a cube density of 724 — since the dimensional weight is greater, multiply dimensional weight by the weight break rate applicable to actual weight of 400 lbs (1<sup>st</sup> 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 in<sup>3</sup>  
 Hypothetical Weight Break Rate for items 1-439 lbs = \$3.02

$$\frac{125,000 \text{ in}^3}{172.8 \text{ in}^3/\text{lb}} = 724 \text{ lbs (Dimensional Weight)}$$

$$400 \text{ lb Actual Weight Break Rate} \times \text{Greater of: Actual Weight or Dimensional Weight} \\ = \$3.02 \times 724 = \mathbf{\$2,186}$$

c. **Minimum Cargo Tariff.** 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.

d. **Split Shipments.** 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.

e. **Transportation Priority (TP)-4 Cargo.** U.S. Government Non-DOD customers are not eligible to ship cargo TP-4.

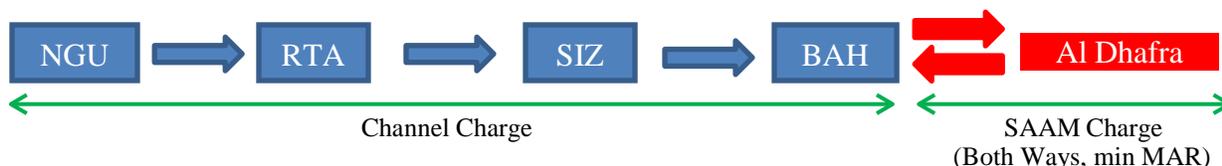
3. Channel Extensions and Flag Stops (defined and discussed below) are Special Assignment Airlift Mission (SAAM) excursions within a channel mission; certain portions are charged using SAAM mission flying hour costs in addition to the normal channel costs.

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)). The 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

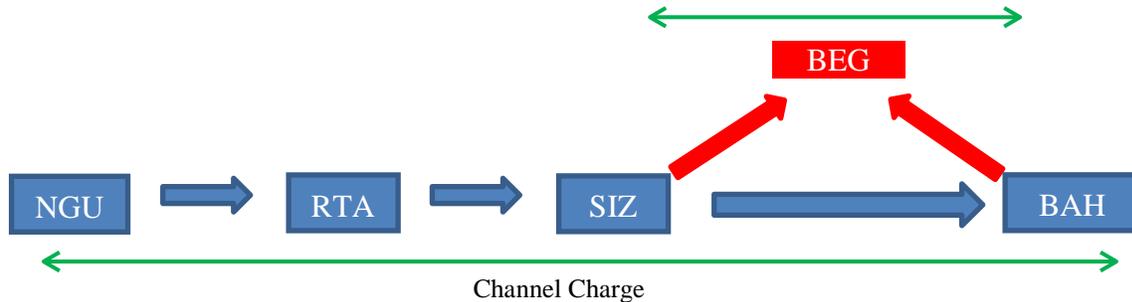
whether unloaded or offloaded prior to the channel destination). In addition to the channel charges, a SAAM charge is levied equal to the difference between the scheduled flying hours to the channel destination and the actual flying hours to the channel destination with the flag stop included. The minimum SAAM charge for a flag stop will be the MAR. (SAAMs JCS Exercises and Contingencies Rate Guidance, 2.a.9). The POC for flag stop request submissions is TCJ3-S, DSN 312-770-7452.

Notional Example:

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 DOD/ U.S. Government Non-DOD Agencies patients within overseas areas and between overseas and CONUS will be charged as follows:

a. **AE Aboard 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. **AE Aboard Channel Cargo Missions:** 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. 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:

- (1) 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.
- (2) Any passengers considered attendants or ambulatory are still billed at the single seat rate for the channel.

c. **AE CONUS Missions.** All missions are billed at the SAAM rate for that aircraft, including any positioning and de-positioning legs that may occur. All charges for CONUS missions are billed to the Medical Mission Account.

d. **AE Mission on Non-Validated Channels.** 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, which lists all validated AMC channels, at <https://tacc.us.af.mil/?action=xog&XOGpage=xogd>, or contact DSN 576-3614/3538.

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

5. 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 United States (excluding Alaska and Hawaii).

6. Rates may be obtained by request to HQ USTRANSCOM/J8-CA at DSN 779-5074 or 5061, commercial (618)229-5074 or 5061, or e-mail to [TRANSCOM.Scott.TCJ8.mbx.rates@mail.mil](mailto:TRANSCOM.Scott.TCJ8.mbx.rates@mail.mil). Channel estimates may be obtained through the Operational Cost Team. To ensure the fastest response time, please submit transportation requests via <https://www.ustranscom.mil/common/transportationestimate.cfm?menuPrimary=dbw>. Requests for large moves may also be made via email to [transcom.scott.tcj8.mbx.cost-estimates@mail.mil](mailto:transcom.scott.tcj8.mbx.cost-estimates@mail.mil). Please provide as much information as possible to include origin, destination, dimensions (length, width, and height), and weight.

# ATCH 1: Other Non-DoD Channel Passenger Tariffs

**FY19 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 (\$)
<b>BAHRAIN</b>	<b>BAHRAIN</b>	<b>BAH</b>		<b>HICKAM AFB</b>	<b>USA</b>	<b>HIK</b>		<b>NAPLES</b>	<b>ITALY</b>	<b>NAP</b>		<b>ROTA</b>	<b>SPAIN</b>	<b>RTA</b>	
DIEGO GARCIA NSF	BIOT	NKW	\$ 713	KADENA AB	JAPAN	DNA	\$ 1,374	BAHRAIN	BAHRAIN	BAH	\$ 1,244	DJIBOUTI	DJIBOUTI	JIB	\$ 1,608
DJIBOUTI	DJIBOUTI	JIB	\$ 900	KWAJALEIN MH	MARSHALL IS	KWA	\$ 1,271	DIEGO GARCIA NSF	BIOT	NKW	\$ 861				
ROTA NAS	SPAIN	RTA	\$ 1,416	WAKE ISLAND AAF	US MINOR OUTLYING IS	AWK	\$ 800	SOUDA BAY NSA	GREECE	CHQ	\$ 858	<b>SEATTLE-TACOMA IAP</b>	<b>USA</b>	<b>SEA</b>	
SOUDA BAY	GREECE	CHQ	\$ 813									IWAKUNI	JAPAN	IWA	\$ 1,419
				<b>JACKSONVILLE NAS</b>	<b>USA</b>	<b>NIP</b>		<b>NORFOLK NAS</b>	<b>USA</b>	<b>NGU</b>		KADENA AB	JAPAN	DNA	\$ 1,302
<b>BALTIMORE IAP</b>	<b>USA</b>	<b>BWI</b>		GUANTANAMO BAY	CUBA	NBW	\$ 285	BAHRAIN	BAHRAIN	BAH	\$ 996	MISAWA AB	JAPAN	MSJ	\$ 2,047
AL UDEID AB	QATAR	IUD	\$ 1,587					DIEGO GARCIA NSF	BIOT	NKW	\$ 1,667	OSAN AB	SOUTH KOREA	OSN	\$ 578
INCIRLIK ADANA	TURKEY	ADA	\$ 989	<b>KADENA AB</b>	<b>JAPAN</b>	<b>DNA</b>		DJIBOUTI	DJIBOUTI	JIB	\$ 2,899	SUWON AB	SOUTH KOREA	HLV	\$ 578
KUWAIT CITY	KUWAIT	KWI	\$ 944	IWAKUNI	JAPAN	IWA	\$ 326	GUANTANAMO BAY	CUBA	NBW	\$ 408	YOKOTA AB	JAPAN	OKO	\$ 518
RAMSTEIN AB	GERMANY	RMS	\$ 1,063	OSAN AB	SOUTH KOREA	OSN	\$ 347	NAPLES	ITALY	NAP	\$ 952				
THULE AB	GREENLAND	THU	\$ 677					ROTA NAS	SPAIN	RTA	\$ 893	<b>SIGONELLA NAS</b>	<b>ITALY</b>	<b>SIZ</b>	
				<b>MCGUIRE AFB</b>	<b>USA</b>	<b>WRI</b>		SIGONELLA NAS	ITALY	SIZ	\$ 2,386	BAHRAIN	BAHRAIN	BAH	\$ 842
<b>CHARLESTON AFB</b>	<b>USA</b>	<b>CHS</b>		AL UDEID AB	QATAR	IUD	\$ 1,559	SOUDA BAY NSA	GREECE	CHQ	\$ 1,478	DJIBOUTI	DJIBOUTI	JIB	\$ 1,530
PALMEROLA	HONDURAS	PLA	\$ 538	INCIRLIK AB	TURKEY	ADA	\$ 1,769					ROTA	SPAIN	RTA	\$ 917
				KUWAIT CITY	KUWAIT	KWI	\$ 987	<b>PATRICK AFB</b>	<b>USA</b>	<b>COF</b>					
<b>DOVER AFB</b>	<b>USA</b>	<b>DOV</b>		LAJES FIELD AS	AZORES IS	LGS	\$ 1,965	ASCENSION IS	ASCENSION IS	ASI	\$ 881	<b>TRAVIS AFB</b>	<b>USA</b>	<b>SUU</b>	
BAGRAM	AFGHANISTAN	OA1	\$ 1,471	MILDENHALL RAF	UNITED KINGDOM	MHZ	\$ 356					ALICE SPRINGS	AUSTRALIA	ASP	\$ 1,843
				RAMSTEIN AB	GERMANY	RMS	\$ 551	<b>PAYA LEBAR (RSAF)</b>	<b>SINGAPORE</b>	<b>QPG</b>		ANDERSEN AFB	GUAM	UAM	\$ 1,470
<b>ELMENDORF AFB</b>	<b>USA</b>	<b>EDF</b>		THULE AB	GREENLAND	THU	\$ 661	DIEGO GARCIA NSF	BIOT	NKW	\$ 784	ELMENDORF	USA	EDF	\$ 374
CAPE LISBURNE	USA	LUR	\$ 589									HICKAM AFB	USA	HIK	\$ 378
CAPE ROMANZOF	USA	CZF	\$ 580	<b>MISAWA AB</b>	<b>JAPAN</b>	<b>MSJ</b>		<b>RAMSTEIN AB</b>	<b>GERMANY</b>	<b>RMS</b>		KADENA AB	JAPAN	DNA	\$ 1,147
EARECKSON AS	USA	SYA	\$ 1,976	OSAN AB	SOUTH KOREA	OSN	\$ 494	AL UDEID AB	QATAR	IUD	\$ 1,083	KWAJALEIN	MARSHALL IS	KWA	\$ 1,290
EIELSON AFB	USA	EIL	\$ 219					ALI AL SALEM AB	KUWAIT	KEZ	\$ 683	OSAN AB	SOUTH KOREA	OSN	\$ 840
INDIAN MOUNTAIN AFS	USA	UTO	\$ 463	<b>MILDENHALL RAF</b>	<b>UNITED KINGDOM</b>	<b>MHZ</b>		AVIANO AB	ITALY	AVB	\$ 540	RICHMOND	AUSTRALIA	RCM	\$ 1,298
				RAMSTEIN AV	GERMANY	RMS	\$ 743	BAGRAM	AFGHANISTAN	OA1	\$ 1,982	YOKOTA AB	JAPAN	OKO	\$ 466
<b>GUANTANAMO BAY NS</b>	<b>CUBA</b>	<b>NBW</b>						CAIRO	EGYPT	CAI	\$ 522				
KINGSTON	JAMAICA	KIN	\$ 60					INCIRLIK AB	TURKEY	ADA	\$ 711	<b>YOKOTA AB</b>	<b>JAPAN</b>	<b>OKO</b>	
								KUWAIT CITY	KUWAIT	KWI	\$ 683	ANDERSEN AFB	GUAM	UAM	\$ 630
								LAJES FIELD AS	AZORES IS	LGS	\$ 734	DIEGO GARCIA NSF	BIOT	NKW	\$ 913
								NIAMEY	NIGER	NIM	\$ 810	IWAKUNI	JAPAN	IWA	\$ 319
								SIGONELLA NAS	ITALY	SIZ	\$ 603	KADENA AB	JAPAN	DNA	\$ 430
												SUWON AB	SOUTH KOREA	HLV	\$ 300
												OSAN AB	SOUTH KOREA	OSN	\$ 300
												PAYA LEBAR (RSAF)	SINGAPORE	QPG	\$ 402

**Notes:**

1. Direct service is not available between all points for which a rate is published.
2. Outbound and inbound rates are identical.

# ATCH 2: Other Non-DoD Channel Cargo Tariffs

**FY19 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	1.864	1.678	1.497	1.309	1.156	4	2	4-2	3.272	2.947	2.629	2.299	2.029	7	2	7-2	-	-	-	-	-
1	3	1-3	1.784	1.607	1.433	1.254	1.106	4	3	4-3	-	-	-	-	-	7	3	7-3	-	-	-	-	-
1	4	1-4	2.052	1.847	1.648	1.441	1.272	4	4	4-4	4.529	4.079	3.638	3.182	2.809	7	4	7-4	-	-	-	-	-
1	5	1-5	1.802	1.623	1.447	1.266	1.117	4	5	4-5	-	-	-	-	-	7	5	7-5	-	-	-	-	-
1	6	1-6	2.203	1.984	1.770	1.548	1.366	4	6	4-6	3.851	3.468	3.093	2.706	2.388	7	6	7-6	1.697	1.528	1.363	1.193	1.052
1	7	1-7	3.406	3.067	2.736	2.393	2.112	4	7	4-7	-	-	-	-	-	7	7	7-7	-	-	-	-	-
1	8	1-8	3.114	2.805	2.502	2.188	1.931	4	8	4-8	-	-	-	-	-	7	8	7-8	-	-	-	-	-
1	9	1-9	2.289	2.061	1.838	1.608	1.419	4	9	4-9	5.050	4.548	4.057	3.548	3.131	7	9	7-9	4.953	4.460	3.979	3.480	3.071
1	10	1-10	2.391	2.153	1.920	1.680	1.482	4	10	4-10	5.619	5.060	4.514	3.948	3.484	7	1	7-10	-	-	-	-	-
1	11	1-11	4.991	4.494	4.009	3.507	3.095	4	11	4-11	-	-	-	-	-	7	1	7-11	-	-	-	-	-
1	12	1-12	3.481	3.135	2.797	2.446	2.159	4	12	4-12	-	-	-	-	-	7	1	7-12	-	-	-	-	-
1	13	1-13	1.986	1.788	1.595	1.395	1.231	4	13	4-13	5.660	5.097	4.547	3.977	3.510	7	1	7-13	-	-	-	-	-
1	14	1-14	6.239	5.618	5.012	4.384	3.869	4	14	4-14	-	-	-	-	-	7	1	7-14	-	-	-	-	-
1	15	1-15	2.237	2.014	1.797	1.572	1.387	4	15	4-15	-	-	-	-	-	7	1	7-15	-	-	-	-	-
1	16	1-16	1.780	1.603	1.430	1.251	1.104	4	16	4-16	5.300	4.772	4.257	3.724	3.286	7	1	7-16	-	-	-	-	-
1	17	1-17	4.384	3.948	3.522	3.081	2.719	4	17	4-17	6.186	5.571	4.969	4.347	3.836	7	1	7-17	5.728	5.158	4.602	4.025	3.552
1	18	1-18	2.668	2.403	2.143	1.875	1.654	4	18	4-18	7.642	6.882	6.139	5.370	4.739	7	1	7-18	6.892	6.206	5.537	4.843	4.274
2	1	2-1	1.864	1.678	1.497	1.309	1.156	5	1	5-1	1.802	1.623	1.447	1.266	1.117	8	1	8-1	3.114	2.805	2.502	2.188	1.931
2	2	2-2	1.864	1.678	1.497	1.309	1.156	5	2	5-2	4.673	4.208	3.754	3.283	2.898	8	2	8-2	-	-	-	-	-
2	3	2-3	3.222	2.901	2.588	2.264	1.998	5	3	5-3	-	-	-	-	-	8	3	8-3	-	-	-	-	-
2	4	2-4	3.272	2.947	2.629	2.299	2.029	5	4	5-4	-	-	-	-	-	8	4	8-4	-	-	-	-	-
2	5	2-5	4.673	4.208	3.754	3.283	2.898	5	5	5-5	-	-	-	-	-	8	5	8-5	-	-	-	-	-
2	6	2-6	3.311	2.982	2.660	2.327	2.053	5	6	5-6	3.877	3.492	3.115	2.724	2.404	8	6	8-6	5.470	4.926	4.394	3.843	3.392
2	7	2-7	-	-	-	-	-	5	7	5-7	-	-	-	-	-	8	7	8-7	-	-	-	-	-
2	8	2-8	-	-	-	-	-	5	8	5-8	-	-	-	-	-	8	8	8-8	-	-	-	-	-
2	9	2-9	3.491	3.144	2.805	2.453	2.165	5	9	5-9	5.766	5.192	4.632	4.052	3.576	8	9	8-9	-	-	-	-	-
2	10	2-10	2.364	2.129	1.899	1.661	1.466	5	10	5-10	5.924	5.334	4.759	4.162	3.673	8	1	8-10	-	-	-	-	-
2	11	2-11	4.556	4.102	3.660	3.201	2.825	5	11	5-11	-	-	-	-	-	8	1	8-11	-	-	-	-	-
2	12	2-12	5.559	5.006	4.466	3.906	3.447	5	12	5-12	6.079	5.474	4.883	4.271	3.769	8	1	8-12	-	-	-	-	-
2	13	2-13	3.778	3.402	3.035	2.654	2.343	5	13	5-13	6.069	5.465	4.875	4.264	3.763	8	1	8-13	-	-	-	-	-
2	14	2-14	6.735	6.064	5.410	4.732	4.176	5	14	5-14	-	-	-	-	-	8	1	8-14	-	-	-	-	-
2	15	2-15	4.170	3.755	3.350	2.930	2.586	5	15	5-15	-	-	-	-	-	8	1	8-15	-	-	-	-	-
2	16	2-16	3.809	3.430	3.060	2.677	2.362	5	16	5-16	5.822	5.242	4.677	4.091	3.610	8	1	8-16	-	-	-	-	-
2	17	2-17	5.740	5.169	4.611	4.033	3.559	5	17	5-17	6.146	5.534	4.937	4.318	3.811	8	1	8-17	-	-	-	-	-
2	18	2-18	4.276	3.850	3.435	3.004	2.651	5	18	5-18	-	-	-	-	-	8	1	8-18	7.229	6.510	5.807	5.079	4.483
3	1	3-1	1.784	1.607	1.433	1.254	1.106	6	1	6-1	2.203	1.984	1.770	1.548	1.366	9	1	9-1	2.289	2.061	1.838	1.608	1.419
3	2	3-2	3.222	2.901	2.588	2.264	1.998	6	2	6-2	3.311	2.982	2.660	2.327	2.053	9	2	9-2	3.491	3.144	2.805	2.453	2.165
3	3	3-3	4.373	3.938	3.513	3.073	2.712	6	3	6-3	3.860	3.476	3.101	2.712	2.393	9	3	9-3	6.028	5.429	4.843	4.236	3.738
3	4	3-4	-	-	-	-	-	6	4	6-4	3.851	3.468	3.093	2.706	2.388	9	4	9-4	5.050	4.548	4.057	3.548	3.131
3	5	3-5	-	-	-	-	-	6	5	6-5	3.877	3.492	3.115	2.724	2.404	9	5	9-5	5.766	5.192	4.632	4.052	3.576
3	6	3-6	3.860	3.476	3.101	2.712	2.393	6	6	6-6	1.261	1.135	1.013	0.886	0.782	9	6	9-6	2.803	2.524	2.252	1.970	1.738
3	7	3-7	-	-	-	-	-	6	7	6-7	1.697	1.528	1.363	1.193	1.052	9	7	9-7	4.953	4.460	3.979	3.480	3.071
3	8	3-8	-	-	-	-	-	6	8	6-8	5.470	4.926	4.394	3.843	3.392	9	8	9-8	-	-	-	-	-
3	9	3-9	6.028	5.429	4.843	4.236	3.738	6	9	6-9	2.803	2.524	2.252	1.970	1.738	9	9	9-9	4.243	3.821	3.408	2.981	2.631
3	10	3-10	5.848	5.266	4.698	4.109	3.626	6	10	6-10	4.131	3.720	3.318	2.902	2.561	9	1	9-10	1.261	1.135	1.013	0.886	0.782
3	11	3-11	-	-	-	-	-	6	11	6-11	3.784	3.408	3.040	2.659	2.346	9	1	9-11	4.837	4.356	3.886	3.399	2.999
3	12	3-12	6.437	5.797	5.171	4.523	3.992	6	12	6-12	4.286	3.859	3.443	3.011	2.658	9	1	9-12	5.546	4.994	4.455	3.897	3.439
3	13	3-13	5.718	5.149	4.594	4.018	3.546	6	13	6-13	3.607	3.249	2.898	2.535	2.237	9	1	9-13	2.374	2.138	1.907	1.668	1.472
3	14	3-14	-	-	-	-	-	6	14	6-14	4.640	4.178	3.728	3.260	2.877	9	1	9-14	5.856	5.273	4.704	4.114	3.631
3	15	3-15	-	-	-	-	-	6	15	6-15	3.422	3.082	2.749	2.405	2.122	9	1	9-15	5.037	4.536	4.047	3.539	3.124
3	16	3-16	5.540	4.989	4.451	3.893	3.436	6	16	6-16	3.099	2.791	2.490	2.178	1.922	9	1	9-16	4.258	3.834	3.421	2.992	2.640
3	17	3-17	6.224	5.605	5.000	4.373	3.859	6	17	6-17	2.793	2.515	2.244	1.962	1.732	9	1	9-17	1.869	1.683	1.501	1.313	1.159
3	18	3-18	-	-	-	-	-	6	18	6-18	2.291	2.063	1.840	1.610	1.421	9	1	9-18	5.823	5.244	4.678	4.091	3.611
4	1	4-1	2.052	1.847	1.648	1.441	1.272	7	1	7-1	3.406	3.067	2.736	2.393	2.112	10	1	10-1	2.391	2.153	1.920	1.680	1.482

**FY19 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	2.364	2.129	1.899	1.661	1.466	13	2	13-2	3.778	3.402	3.035	2.654	2.343	16	2	16-2	3.809	3.430	3.060	2.677	2.362
10	3	10-3	5.848	5.266	4.698	4.109	3.626	13	3	13-3	5.718	5.149	4.594	4.018	3.546	16	3	16-3	5.540	4.989	4.451	3.893	3.436
10	4	10-4	5.619	5.060	4.514	3.948	3.484	13	4	13-4	5.660	5.097	4.547	3.977	3.510	16	4	16-4	5.300	4.772	4.257	3.724	3.286
10	5	10-5	5.924	5.334	4.759	4.162	3.673	13	5	13-5	6.069	5.465	4.875	4.264	3.763	16	5	16-5	5.822	5.242	4.677	4.091	3.610
10	6	10-6	4.131	3.720	3.318	2.902	2.561	13	6	13-6	3.607	3.249	2.898	2.535	2.237	16	6	16-6	3.099	2.791	2.490	2.178	1.922
10	7	10-7	-	-	-	-	-	13	7	13-7	-	-	-	-	-	16	7	16-7	-	-	-	-	-
10	8	10-8	-	-	-	-	-	13	8	13-8	-	-	-	-	-	16	8	16-8	-	-	-	-	-
10	9	10-9	1.261	1.135	1.013	0.886	0.782	13	9	13-9	2.374	2.138	1.907	1.668	1.472	16	9	16-9	4.258	3.834	3.421	2.992	2.640
10	10	10-10	1.261	1.135	1.013	0.886	0.782	13	10	13-10	1.440	1.297	1.157	1.012	0.893	16	10	16-10	3.784	3.408	3.040	2.659	2.346
10	11	10-11	-	-	-	-	-	13	11	13-11	4.442	4.000	3.568	3.121	2.755	16	11	16-11	-	-	-	-	-
10	12	10-12	5.302	4.775	4.259	3.726	3.288	13	12	13-12	5.720	5.150	4.595	4.019	3.547	16	12	16-12	5.529	4.979	4.442	3.885	3.429
10	13	10-13	1.440	1.297	1.157	1.012	0.893	13	13	13-13	4.720	4.250	3.791	3.316	2.927	16	13	16-13	1.261	1.135	1.013	0.886	0.782
10	14	10-14	5.740	5.169	4.611	4.033	3.559	13	14	13-14	5.216	4.697	4.190	3.665	3.235	16	14	16-14	5.358	4.825	4.304	3.765	3.322
10	15	10-15	5.285	4.759	4.245	3.713	3.277	13	15	13-15	3.046	2.743	2.447	2.141	1.889	16	15	16-15	4.446	4.004	3.572	3.124	2.757
10	16	10-16	3.784	3.408	3.040	2.659	2.346	13	16	13-16	1.261	1.135	1.013	0.886	0.782	16	16	16-16	4.130	3.719	3.317	2.902	2.561
10	17	10-17	5.334	4.803	4.285	3.748	3.307	13	17	13-17	4.616	4.157	3.708	3.244	2.862	16	17	16-17	4.554	4.101	3.659	3.200	2.824
10	18	10-18	7.409	6.672	5.952	5.206	4.594	13	18	13-18	7.254	6.532	5.827	5.097	4.498	16	18	16-18	7.245	6.524	5.820	5.091	4.493
11	1	11-1	4.991	4.494	4.009	3.507	3.095	14	1	14-1	6.239	5.618	5.012	4.384	3.869	17	1	17-1	4.384	3.948	3.522	3.081	2.719
11	2	11-2	4.556	4.102	3.660	3.201	2.825	14	2	14-2	6.735	6.064	5.410	4.732	4.176	17	2	17-2	5.740	5.169	4.611	4.033	3.559
11	3	11-3	-	-	-	-	-	14	3	14-3	-	-	-	-	-	17	3	17-3	6.224	5.605	5.000	4.373	3.859
11	4	11-4	-	-	-	-	-	14	4	14-4	-	-	-	-	-	17	4	17-4	6.186	5.571	4.969	4.347	3.836
11	5	11-5	-	-	-	-	-	14	5	14-5	-	-	-	-	-	17	5	17-5	6.146	5.534	4.937	4.318	3.811
11	6	11-6	3.784	3.408	3.040	2.659	2.346	14	6	14-6	4.640	4.178	3.728	3.260	2.877	17	6	17-6	2.793	2.515	2.244	1.962	1.732
11	7	11-7	-	-	-	-	-	14	7	14-7	-	-	-	-	-	17	7	17-7	5.728	5.158	4.602	4.025	3.552
11	8	11-8	-	-	-	-	-	14	8	14-8	-	-	-	-	-	17	8	17-8	-	-	-	-	-
11	9	11-9	4.837	4.356	3.886	3.399	2.999	14	9	14-9	5.856	5.273	4.704	4.114	3.631	17	9	17-9	1.869	1.683	1.501	1.313	1.159
11	10	11-10	-	-	-	-	-	14	10	14-10	5.740	5.169	4.611	4.033	3.559	17	10	17-10	5.334	4.803	4.285	3.748	3.307
11	11	11-11	-	-	-	-	-	14	11	14-11	5.617	5.058	4.513	3.947	3.483	17	11	17-11	5.455	4.912	4.382	3.833	3.382
11	12	11-12	-	-	-	-	-	14	12	14-12	5.878	5.294	4.722	4.130	3.645	17	12	17-12	5.755	5.182	4.623	4.044	3.569
11	13	11-13	4.442	4.000	3.568	3.121	2.755	14	13	14-13	5.216	4.697	4.190	3.665	3.235	17	13	17-13	4.616	4.157	3.708	3.244	2.862
11	14	11-14	5.617	5.058	4.513	3.947	3.483	14	14	14-14	7.021	6.322	5.640	4.933	4.354	17	14	17-14	6.296	5.669	5.057	4.424	3.904
11	15	11-15	-	-	-	-	-	14	15	14-15	-	-	-	-	-	17	15	17-15	-	-	-	-	-
11	16	11-16	-	-	-	-	-	14	16	14-16	5.358	4.825	4.304	3.765	3.322	17	16	17-16	4.554	4.101	3.659	3.200	2.824
11	17	11-17	5.455	4.912	4.382	3.833	3.382	14	17	14-17	6.296	5.669	5.057	4.424	3.904	17	17	17-17	4.152	3.739	3.336	2.918	2.575
11	18	11-18	5.965	5.372	4.792	4.192	3.699	14	18	14-18	6.577	5.923	5.283	4.621	4.078	17	18	17-18	3.744	3.371	3.007	2.630	2.321
12	1	12-1	3.481	3.135	2.797	2.446	2.159	15	1	15-1	2.237	2.014	1.797	1.572	1.387	18	1	18-1	2.668	2.403	2.143	1.875	1.654
12	2	12-2	5.559	5.006	4.466	3.906	3.447	15	2	15-2	4.170	3.755	3.350	2.930	2.586	18	2	18-2	4.276	3.850	3.435	3.004	2.651
12	3	12-3	6.437	5.797	5.171	4.523	3.992	15	3	15-3	-	-	-	-	-	18	3	18-3	-	-	-	-	-
12	4	12-4	-	-	-	-	-	15	4	15-4	-	-	-	-	-	18	4	18-4	7.642	6.882	6.139	5.370	4.739
12	5	12-5	6.079	5.474	4.883	4.271	3.769	15	5	15-5	-	-	-	-	-	18	5	18-5	-	-	-	-	-
12	6	12-6	4.286	3.859	3.443	3.011	2.658	15	6	15-6	3.422	3.082	2.749	2.405	2.122	18	6	18-6	2.291	2.063	1.840	1.610	1.421
12	7	12-7	-	-	-	-	-	15	7	15-7	-	-	-	-	-	18	7	18-7	6.892	6.206	5.537	4.843	4.274
12	8	12-8	-	-	-	-	-	15	8	15-8	-	-	-	-	-	18	8	18-8	7.229	6.510	5.807	5.079	4.483
12	9	12-9	5.546	4.994	4.455	3.897	3.439	15	9	15-9	5.037	4.536	4.047	3.539	3.124	18	9	18-9	5.823	5.244	4.678	4.091	3.611
12	10	12-10	5.302	4.775	4.259	3.726	3.288	15	10	15-10	5.285	4.759	4.245	3.713	3.277	18	10	18-10	7.409	6.672	5.952	5.206	4.594
12	11	12-11	-	-	-	-	-	15	11	15-11	-	-	-	-	-	18	11	18-11	5.965	5.372	4.792	4.192	3.699
12	12	12-12	6.175	5.560	4.960	4.339	3.829	15	12	15-12	5.888	5.303	4.730	4.138	3.651	18	12	18-12	7.521	6.773	6.042	5.285	4.664
12	13	12-13	5.720	5.150	4.595	4.019	3.547	15	13	15-13	3.046	2.743	2.447	2.141	1.889	18	13	18-13	7.254	6.532	5.827	5.097	4.498
12	14	12-14	5.878	5.294	4.722	4.130	3.645	15	14	15-14	-	-	-	-	-	18	14	18-14	6.577	5.923	5.283	4.621	4.078
12	15	12-15	5.888	5.303	4.730	4.138	3.651	15	15	15-15	4.387	3.950	3.524	3.082	2.720	18	15	18-15	-	-	-	-	-
12	16	12-16	5.529	4.979	4.442	3.885	3.429	15	16	15-16	4.446	4.004	3.572	3.124	2.757	18	16	18-16	7.245	6.524	5.820	5.091	4.493
12	17	12-17	5.755	5.182	4.623	4.044	3.569	15	17	15-17	-	-	-	-	-	18	17	18-17	3.744	3.371	3.007	2.630	2.321
12	18	12-18	7.521	6.773	6.042	5.285	4.664	15	18	15-18	-	-	-	-	-	18	18	18-18	1.261	1.135	1.013	0.886	0.782
13	1	13-1	1.986	1.788	1.595	1.395	1.231	16	1	16-1	1.780	1.603	1.430	1.251	1.104								

# ATCH 3: Cargo Zone List and Map

## Cargo Zone List

<u><b>1 Dark Blue</b></u>	<u><b>4 Yellow</b></u>	<u><b>6 Lavender</b></u>	<u><b>7 Fuschia</b></u>	<u><b>10 Brown</b></u>	<u><b>11 Red</b></u>	<u><b>12 Orange</b></u>	<u><b>13 Tan</b></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><b>2 Pale Blue</b></u>	Brazil	Belgium	Bulgaria	Fiji	China	Bassa Da India	<u><b>14 Robin Blue</b></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><b>3 Pale Green</b></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><b>15 Purple</b></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><b>8 Teal</b></u>	Palau		Europa Is	
Guadeloupe		Norway	Belarus	Palmyra Is		Gabon	<u><b>16 Medium Blue</b></u>
Haiti	<u><b>5 Green</b></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><b>17 Burgandy</b></u>
Navassa Is		United King	<u><b>9 Olive Green</b></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><b>18 Pale Yellow</b></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@mail.mil.

# Cargo Zone Map

