

# Air Mobility Command 

## FY 2022

U.S. Government Department of Defense Channel Passenger and Cargo Airlift Customer Billing Rates and Guidance for the Transportation Working Capital Fund

Effective Date: 1 May 2022

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

PASSENGER AND CARGO CHANNEL RATES
EFFECTIVE: 01 Oct 21 through 30 Sep 22 (FY22)
The U.S. Government DOD rate applies to all DOD agencies (e.g., Services, $D L A$ ) as well as some foreign countries and North Atlantic Treaty Organization (NATO) pursuant to international agreements; U.S. Coast Guard (USCG) when in support of USCG units attached to the DoD Components and sponsored by the U.S. Navy, DODI 4515.13, para. 11.4.a; Noncombatant Evacuation Operations for force protection related costs only and not general population evacuation; Central Intelligence Agency (if SECDEF determines that those military airlift services are provided for activities related to national security objectives), 10 U.S.C. § 2642 (a)(1); and Department of State for the transportation of armored motor vehicles to a foreign country to meet requirements associated with overseas travel of the Secretary of State in that country, 10 U.S.C. § 2642 (a)(2). Questions regarding which rate applies can be directed to HQ USTRANSCOM J8-AB at Commercial (618)2295754 or DSN 779-5754.

1. Instructions for use of U.S. Government 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: Department of Defense Channel Passenger Tariffs). The rates table reflects the tariff for one direction, but the outbound and inbound rates are identical. Computation of rates for U.S. Government DOD Passengers, which may be offered, but not included in rate tables: obtain the nautical mileage between points where transportation is to be furnished, multiply the mileage by $\$ 0.397999$, and round to the nearest whole dollar.
b. Minimum Passenger Tariff. All passenger movement will have a minimum tariff of $\$ 50$.
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 |  | $\$ 1,000$ |
|  | 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 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. 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 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. 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 AFI24-605 V2 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 Charges. Reference DOD 4500.9-R and DODI 4515.13 Section 10.3. Movement of pets (cats and dogs only) within authorized areas on AMC military or Patriot Express flights are reimbursed by using the Pet Rate Table listed below. Pets and their containers with a combined weight up to 70 lbs will be charged as one piece (\$125); 71140 lbs will be charged as two pieces $(\$ 250)$, and $141-150 \mathrm{lbs}$ 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/ALDRC, DSN 779-7405.
0-70 pounds \$125
71-140 pounds \$250
141-150 pounds \$375
2. Instructions for use of U.S. Government DOD Channel Cargo Rate Tables:
a. Channel Cargo Rates. To obtain cargo rates, consult the attached zone-to-zone table (ATCH 2: Department of Defense 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-DixLakehurst 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 $\$ 1.676$ ( $0-439 \mathrm{lbs}$ shipment), $\$ 1.508$ (440-1099 lbs), \$1.343 (1100-2199 lbs), \$1.172 (2200-3599 $\mathrm{lbs})$, and $\$ 1.032(3600+\mathrm{lbs})$.
b. Actual Weight vs. Dimensional Weight. The cargo billing process factors in weight and volume of the shipment to determine customer cost. The billing rate per pound is dependent on the actual weight of the shipment in pounds. The rate reflects the five weight breaks, i.e., shipments weighing 1-439 pounds, 440-1099 pounds, 11002199 pounds, 2200-3599 pounds, and shipments weighing 3600 pounds or more. The rate per pound is multiplied by the chargeable weight to determine the cost of the shipment. Chargeable weight is the greater of the actual weight or the dimensional weight of the cargo. To calculate dimensional weight, start by multiplying the length x width x height of the cargo in inches to determine the cubic inches $\left(\mathrm{in}^{3}\right)$. Next, divide the cubic inches by 1,728 to determine the cubic feet $\left(\mathrm{ft}^{3}\right)$. $\left(1 \mathrm{ft}^{3}=12\right.$ in x 12 in x 12 in $\left.=1,728 \mathrm{in}^{3}\right)$. Next, round the cubic feet to the nearest whole number. Finally, multiply the rounded cubic feet by cube density of 10 pounds per cubic foot to determine dimensional weight. For example: 400 lb package has a dimensional weight of 720 - since the dimensional weight is greater, multiply dimensional weight by the weight break rate applicable to actual weight of 400 lbs (1st weight break cost per pound) to get total customer cost. All charges will be rounded to the nearest whole dollar. Rounding to the nearest whole dollar doesn't apply to split shipments.

## Channel Example:

Box of parts has an actual weight of 400 lbs
Dimensions of box $=50$ in x 50 in x 50 in $=125,000 \mathrm{in}^{3}$
Hypothetical Weight Break Rate for items 1-439 lbs $=\$ 3.02 / \mathrm{lb}$
Dimensional weight $=\frac{125,000 \mathrm{in}^{3}}{1,728 \mathrm{in}^{3} / \mathrm{ft}^{3}} 72.3 \mathrm{ft}^{3} \rightarrow 72 \mathrm{ft}^{3}$ (round to nearest whole number) $\times 10 \mathrm{lbs} / \mathrm{ft}^{3}=720 \mathrm{lbs}$
400 lb Actual Weight Break Rate x Greater of: Actual Weight or Dimensional Weight $=\$ 3.02 / \mathrm{lb} \times 720 \mathrm{lbs}=\$ 2,174$
c. Minimum Cargo Tariff. All cargo shipments will have a minimum line item charge of $\$ 25.00$.
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 AMCI24-6051V11).

To compute the charges for the split shipment: Sum up the weights and volumes ( $\mathrm{ft}^{3}$ ) for all details of the split shipment. If the volume times 10 is greater than the total weight, then this dimensional weight 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 | $\mathbf{1 9 6 2}$ | 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. TP-4 cargo is deferred air freight moved as space available filler cargo. TP-4 cargo is assessed by measuring the dimensions (length $x$ width $x$ height) and dividing the volume on a per cubic foot basis ( $12 \times 12 \times 12=1728$ cubic inches) versus actual weight. All non-air eligible freight and certain retrograde reparable cargo may be moved as filler cargo within the deferred air service capability offered. Air eligible TP-1 and TP-2 cargo will not be moved as TP-4. The applicability of the TP-4 rates is subject to the availability and allocation of space. If there is no TP-4 rate listed, it will be billed at the TP-1 or TP- 2 cargo rate. TP-4 rates are not necessarily valid in both directions. To obtain TP-4 rates, consult the attached alphabetized listing of stations with their respective tariffs (ATCH 4: TP-4 Tariffs). TP-4 rates are only applicable to cargo shipped by DOD components. Cargo owned by other US Government agencies, foreign countries, NATO, etc., is not eligible for the TP-4 rate.
f. Mail. Mail is charged by weight and billed to three separate Transportation Account Codes. Mail is manifested separately from cargo, but the same rates apply.
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) per platform. (SAAMs JCS Exercises and Contingencies Rate Guidance, 2.a.(5)). 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 on-loaded or off-loaded 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 per platform. (SAAMs JCS Exercises and Contingencies Rate Guidance, 2.a.(5)). 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):
SAAM Charge $=$ Flying Hours w/Flag Stop - Scheduled Channel Flying Hours (min MAR)

4. Aeromedical Evacuation (AE) furnished to DOD 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 that AMC/FMFAB has no visibility of. 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. 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 $(3600+\mathrm{lbs})$ at the minimum target $2.5-\mathrm{ton}(5,000 \mathrm{lbs}) /$ 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 Missions 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/Directorates/ALD/aldrd.cshtml, or contact DSN 576-3614/3538, commercial (618) 256-3614/3538.

NOTE: Any active mission will be charged for the minimum of two patients per leg when the patient information is not available.
5. Rates may be obtained by request to HQ USTRANSCOM/J8-BT at DSN 779-5074/5009, commercial (618) 229-5074/5009, or e-mail to TRANSCOM.Scott.TCJ8.mbx.rates @mail.mil. Per DTR, Part I, Chapter 102, the USTRANSCOM TCJ8-BC Operational Cost Support (OCS) cell will provide validated transportation cost estimates for passengers and cargo. To ensure the fastest response time, please submit transportation requests via https://www.ustranscom.mil/dbw/index.cfm. Requests for large moves may also be made via email to 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: Department of Defense Channel Passenger Tariffs

FY22 Department of Defense Channel Passenger Tariffs

| To/From Station | Country | APC | Rate (\$) | To/From Station | Country | APC | Rate (s) | To/From Station | Country | APC | Rate (\$) | To/From Station | Country | APC | Rate (\$) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| bahrain | BAHRAIN | BAH |  | ADANA INCIRLIK | TURKEY | ADA |  | NAPLES | ITALY | NAP |  | ROTA NAS | SPAIN | RTA |  |
| AL UdEID AB | QATAR | IUD | \$688 | KUWAIT CITY | KUWAIT | KWI | \$900 | diego garcia biot io | diego garcia | NKW | \$1,714 | DJibouti | DJibouti | JiB | \$1,807 |
| BALTIMORE-WASHINGTON DC | USA | BWI | \$545 |  |  |  |  | SOUDA BAY MIL | GREECE | Сна | \$645 | RAMSTEIN AB | germany | RMS | \$654 |
| DIEGO GARCIA BIOT Io | DIEGO GARCIA | NKW | \$945 | CHARLESTON AFB SC | usA | CHS |  | ROTA NAS | SPAIN | RTA | \$603 | SIGONELLA | ItALY | SIZ | \$614 |
| DJIBOUTI | DJIBOUTI | Јв | \$1,267 | guantanamo bay | CUBA | NBW | \$326 |  |  |  |  | SOUDA BAY MIL | Greece | CHQ | \$941 |
| KUWAIT CITY | Kuwalt | kwI | \$628 | soto cano ab | honduras | PLA | \$503 | NORFOLK NAS | USA | NGU |  |  |  |  |  |
| NaPLES | ItALY | NAP | \$1,299 |  |  |  |  | diego garcia biot io | DiEGo garcia | NKW | \$3,318 | SEATTLE-TACOMA WA | USA | SEA |  |
| NORFOLK Nas | USA | NGU | \$1,037 | DJIBOUTI | DJibouti | JIB |  | DJIBOUTI | DJIBOUTI | JIB | \$1,883 | ANDERSEN AFB | guam | UAM | \$2,035 |
| ROTA NAS | SPAIN | RTA | \$1,492 | SpANGDAHLEM AB | germany | SPM | \$1,547 | guantanamo bay | CUBA | NBW | \$406 | IWAKUNI | Japan | IWA | \$1,841 |
| Sigonella | ItALY | SIz | \$1,323 |  |  |  |  | KUWAIT CITY | KUwAIT | kwı | \$1,209 | KADENA AB | Japan | DNA | \$1,252 |
| SOUDA bay | GREECE | снQ | \$977 | GUANTANAMO BAY NS | CUBA | NBW |  | NAPLES | ITALY | NAP | \$688 | MISAWA AB | Japan | MSJ | \$1,452 |
|  |  |  |  | KINGSTON-NORMAN MANLEY | jamaica | KIN | \$59 | RAMSTEIN AB | germany | RMS | \$407 | osan ab | SOUTH KOREA | OSN | \$576 |
| BALTIMORE-WASHINGTON DC | USA | ${ }^{\text {sWI }}$ |  |  |  |  |  | ROTA NAS | SPAIN | RTA | \$1,238 | Yокота AB | Japan | око | \$454 |
| ADANA INCIRLIK | TURKEY | ADA | \$969 | HICKAM AFB HI | USA | HiK |  | SIGonella | ITALY | SIz | \$2,585 |  |  |  |  |
| AL Udeid ab | QATAR | IUD | \$1,045 | ANDERSEN AFB | guam | Uam | \$1,595 | SOUDA BAY MIL | GREECE | СНа | \$1,174 | SIGONELLA | ITALY | SIZ |  |
| AVIANo Ab | Italy | AVB | \$343 | KADENA AB | Japan | dNA | \$1,100 |  |  |  |  | DJIBOUTI | DJIBOUTI | JIB | \$1,650 |
| DIEGO GARCIA BIOT IO | DIEGO GARCIA | NKW | \$3,276 | KWAJALEIN MH | MARSHALL IS | kWA | \$1,331 | PATRICK AFB FL | USA | COF |  |  |  |  |  |
| DJibouti | DJibouti | лв | \$2,591 | Paya Lebar (RSAF) | SINGAPORE | QPG | \$1,147 | AsCENSIONIS | AsCENSIONIS | ASI | \$1,753 | IRAVIS AFB CA | usA | suu |  |
| KUWAIT CITY | KUWAIT | kwI | \$770 | WAKE ILLAND AAF | US MINOR OUTLYINGI | AWk | \$796 |  |  |  |  | HICKAM AFB HI | USA | HIK | \$356 |
| MILDENHALL RAF | United kingdom | MHZ | \$308 | YOKOTA AB | JAPAN | око | \$523 | PAYA LEBAR (RSAF) | SINGAPORE | QPG |  | ALICE SPRINGS RAAF | AUSTRALIA | ASP | \$2,988 |
| Naples | ItALY | NAP | \$664 |  |  |  |  | diego garcia biot io | DIEGO GARCIA | NKW | \$780 |  |  |  |  |
| RAMSTEIN AB | germany | RMS | \$1,159 | JACKSONVILLE NAS FL | USA | NIP |  |  |  |  |  | YокоTA AB | JAPAN | око |  |
| ROTA NAS | SPAIN | RTA | \$1,194 | guantanamo bay | CUBA | NBW | \$283 | RAMSTEIN AB | GERMANY | RMS |  | diego garcia biot io | DIEGO GARCIA | NKW | \$1,817 |
| SIGonella | ItALY | SIz | \$2,075 |  |  |  |  | ACCRA | ghana | ACC | \$1,230 | IWAKUNI | japan | IWA | \$381 |
| SOUDA BAY MIL | GREECE | СнQ | \$1,031 | KADENA AB | JAPAN | DNA |  | ADANA INCIRLIK | TURKEY | ADA | \$704 | KADENA AB | Japan | DNA | \$420 |
| SPANGDAHLEM AB | GERMANY | SPM | \$1,159 | ANDERSEN AFB | guam | UAM | \$539 | AL UDEID AB | QATAR | IUD | \$980 | misawa Ab | Japan | MSJ | \$310 |
| thule ab | GREENLAND | тнU | \$898 | Diego garcia biot io | diego garcia | NKW | \$1,513 | AGADEz | Niger | AJY | \$775 | osan ab | SOUTH KOREA | OSN | \$352 |
|  |  |  |  | IWakuni | Japan | IWA | \$409 | AndREWS AFB | USA | ADw | \$1,159 | PAYA LEBAR (RSAF) | SINGAPORE | QPG | \$1,046 |
| DOVER AFB DE | USA | Dov |  | OSAN AB | SOUTH KOREA | OSN | \$538 | AVIANO AB | ItALY | AVB | \$622 |  |  |  |  |
| AL UdEID AB | QATAR | IUD | \$1,045 |  |  |  |  | bagram | AFGHANISTAN | OA1 | \$1,181 |  |  |  |  |
| BAGRam | AFGHANISTAN | OA1 | \$1,702 | KUWAIT CITY | KUwAIT | Kwı |  | Cairo east | EGYPT | CAI | \$697 |  |  |  |  |
| KUWAIT CITY | KUWAIT | KWI | \$770 | AL udeid ab | QATAR | IUD | \$773 | DJibouti | DJIBOUTI | JiB | \$1,547 |  |  |  |  |
| RAMSTEIN AB | germany | RMS | \$1,159 |  |  |  |  | InCirlik ab | TURKEY | ADA | \$704 |  |  |  |  |
| SPANGDAHLEM AB | germany | SPM | \$1,159 | MCCHORD AFB WA | USA | ICM |  | mildenhall raf | UNITED KINGDOM | MHz | \$682 |  |  |  |  |
|  |  |  |  | KADENA AB | Japan | DNA | \$1,252 | KUWAIT CITY | KUWAIT | kWI | \$1,067 |  |  |  |  |
| ELMENDORF AFB | USA | EDF |  |  |  |  |  | NIAMEY | NIGER | NIM | \$1,300 |  |  |  |  |
| CAPELISBURNE AK | USA | LUR | \$627 | MCGUIRE AFB NJ | USA | $\underline{\text { wRI }}$ |  | SIII AHMED AB | TUNIIIA | OIz | \$416 |  |  |  |  |
| CAPE ROMANZOF AK | USA | CZF | \$562 | KUWAIT CITY | KUWAIT | KWI | \$548 | SIGONELLA | ITALY | SIZ | \$642 |  |  |  |  |
| EARECKSON AS AK | USA | SYA | \$1,876 | MILDENHALL RAF | UNITED KINGDOM | MHz | \$396 |  |  |  |  |  |  |  |  |
| EIELSON AFB AK | USA | EIL | \$232 | RAMSTEIN AB | germany | RMs | \$802 |  |  |  |  |  |  |  |  |
| INDIAN MOUNTAIN AFS AK | USA | บто | \$550 | SIGONELLA | italy | SIz | \$1,851 |  |  |  |  |  |  |  |  |
| CAPE NEWENHAM AK | USA | енм | \$527 | THULE AB | Greenland | thu | \$876 |  |  |  |  |  |  |  |  |
| Yокота AB | Japan | око | \$1,005 |  |  |  |  |  |  |  |  |  |  |  |  |
| SPARREVOHN AK | USA | svw | \$67 | MISAWA AB | JAPAN | MSJ |  |  |  |  |  |  |  |  |  |
| tatalina ak | USA | TLJ | \$400 | osan ab | SOUTH KOREA | OSN | \$670 |  |  |  |  |  |  |  |  |
| TIN CITY AK | USA | TNC | \$681 |  |  |  |  |  |  |  |  |  |  |  |  |
| HICKAM AFB H | USA | HIK | \$686 |  |  |  |  |  |  |  |  |  |  |  |  |

ATCH 2: Department of Defense Channel Cargo Tariffs

FY22 Department of Defense Channel Cargo Tariffs

|  |  |  | Dept of Defense Channel Cargo Tariffs (Dollars Per Pound) |  |  |  |  |  |  |  | Dept of Defense Channel Cargo Tariffs (Dollars Per Pound) |  |  |  |  |  |  |  | Dept of Defense Channel Cargo Tariffs (Dollars Per Pound) |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| POE | POD | $\begin{aligned} & \hline \text { Zone } \\ & \text { to } \\ & \text { Zone } \end{aligned}$ | $\begin{aligned} & \hline 0 \text { to } \\ & 439 \\ & \text { LBS } \end{aligned}$ | $\begin{gathered} \hline 440 \text { to } \\ 1099 \\ \text { LBS } \end{gathered}$ | $\begin{array}{c\|} \hline 1100 \text { to } \\ 2199 \\ \text { LBS } \end{array}$ | $\begin{array}{c\|} \hline 2200 \text { to } \\ 3599 \\ \text { LBS } \end{array}$ | $\begin{gathered} 3600_{+} \\ \text {LBS } \end{gathered}$ | POE | POD | $\begin{aligned} & \text { Zone } \\ & \text { to } \\ & \text { Zone } \end{aligned}$ | $\begin{aligned} & \hline 0 \text { to } \\ & 439 \\ & \text { LBS } \\ & \hline \end{aligned}$ | $\begin{aligned} & \hline 440 \text { to } \\ & 1099 \\ & \text { LBS } \end{aligned}$ | $\begin{aligned} & 1100 \text { to } \\ & 2199 \\ & \text { LBS } \end{aligned}$ | $\begin{gathered} 2200 \text { to } \\ 3599 \\ \text { LBS } \end{gathered}$ | $\begin{gathered} 3600+ \\ \text { LBS } \end{gathered}$ | POE | POD | $\begin{aligned} & \text { Zone } \\ & \text { to } \\ & \text { Zone } \end{aligned}$ | $\begin{aligned} & \hline 0 \text { to } \\ & 439 \\ & \text { LBS } \end{aligned}$ | $\begin{aligned} & \hline 440 \text { to } \\ & 1099 \\ & \text { LBS } \end{aligned}$ | $\begin{gathered} 1100 \text { to } \\ 2199 \\ L B S \end{gathered}$ | $\begin{gathered} 2200 \text { to } \\ 3599 \\ \text { LBS } \end{gathered}$ | $\begin{gathered} 3600_{+} \\ \text {LBS } \end{gathered}$ |
| 1 | 2 | 1-2 | 1.572 | 1.413 | 1.259 | 1.099 | 0.967 | 4 | 2 | 4-2 | 3.850 | 3.462 | 3.083 | 2.691 | 2.369 | 7 | 2 | 7-2 | - | - | - | - | - |
| 1 | 3 | 1-3 | 1.247 | 1.121 | 0.998 | 0.871 | 0.767 | 4 | 3 | 4-3 | - | - | - | - | - | 7 | 3 | 7-3 | - | - |  | - | - |
| 1 | 4 | 1-4 | 2.704 | 2.432 | 2.166 | 1.890 | 1.664 | 4 | 4 | 4-4 | 4.103 | 3.689 | 3.286 | 2.868 | 2.525 | 7 | 4 | 7-4 | - | - |  | - | - |
| 1 | 5 | 1-5 | 3.844 | 3.456 | 3.078 | 2.687 | 2.365 | 4 | 5 | 4-5 | - | - | - | - | - | 7 | 5 | 7-5 | - | - | - | - | - |
| 1 | 6 | 1-6 | 1.676 | 1.508 | 1.343 | 1.172 | 1.032 | 4 | 6 | 4-6 | 4.428 | 3.982 | 3.546 | 3.095 | 2.725 | 7 | 6 | 7-6 | 1.576 | 1.417 | 1.262 | 1.101 | 0.970 |
| 1 | 7 | 1-7 | 3.084 | 2.773 | 2.470 | 2.155 | 1.898 | 4 | 7 | 4-7 | - | - | - | - | - | 7 | 7 | 7-7 | - | - | - | - | - |
| 1 | 8 | 1-8 | 6.601 | 5.936 | 5.287 | 4.614 | 4.062 | 4 | 8 | 4-8 | - | - | - | - | - | 7 | 8 | 7-8 | - | - | - | - | - |
| 1 | 9 | 1-9 | 2.054 | 1.847 | 1.645 | 1.436 | 1.264 | 4 | 9 | 4-9 | 5.438 | 4.890 | 4.355 | 3.801 | 3.346 | 7 | 9 | 7-9 | 1.926 | 1.732 | 1.542 | 1.346 | 1.185 |
| 1 | 10 | 1-10 | 3.190 | 2.868 | 2.555 | 2.229 | 1.963 | 4 | 10 | 4-10 | 6.212 | 5.587 | 4.975 | 4.342 | 3.823 | 7 | 10 | 7-10 | - | - | - | - | - |
| 1 | 11 | 1-11 | 3.461 | 3.113 | 2.772 | 2.419 | 2.130 | 4 | 11 | 4-11 | - | - | - |  |  | 7 | 11 | 7-11 |  | - |  | - | - |
| 1 | 12 | 1-12 | 5.372 | 4.831 | 4.302 | 3.755 | 3.306 | 4 | 12 | 4-12 | - | - | - | - | - | 7 | 12 | 7-12 | - | - | - | - | - |
| 1 | 13 | 1-13 | 2.104 | 1.892 | 1.685 | 1.470 | 1.295 | 4 | 13 | 4-13 | 5.968 | 5.367 | 4.780 | 4.172 | 3.673 | 7 | 13 | 7-13 | - | - | - | - | - |
| 1 | 14 | 1-14 | 4.084 | 3.673 | 3.271 | 2.855 | 2.513 | 4 | 14 | 4-14 | - | - | - | - | - | 7 | 14 | 7-14 |  | - |  | - | - |
| 1 | 15 | 1-15 | 4.039 | 3.632 | 3.235 | 2.823 | 2.486 | 4 | 15 | 4-15 | - | - | - | - | - | 7 | 15 | 7-15 | - | - | - | - | - |
| 1 | 16 | 1-16 | 1.673 | 1.504 | 1.340 | 1.169 | 1.029 | 4 | 16 | 4-16 | 5.586 | 5.023 | 4.474 | 3.904 | 3.438 | 7 | 16 | 7-16 | - | - | - | - | - |
| 1 | 17 | 1-17 | 3.381 | 3.041 | 2.708 | 2.364 | 2.081 | 4 | 17 | 4-17 | 5.904 | 5.309 | 4.728 | 4.126 | 3.633 | 7 | 17 | 7-17 | 5.052 | 4.543 | 4.046 | 3.531 | 3.109 |
| 1 | 18 | 1-18 | 5.388 | 4.845 | 4.315 | 3.766 | 3.316 | 4 | 18 | 4-18 | 8.185 | 7.361 | 6.555 | 5.721 | 5.037 | 7 | 18 | 7-18 | 6.500 | 5.845 | 5.206 | 4.543 | 4.000 |
| 2 | 1 | 2-1 | 1.572 | 1.413 | 1.259 | 1.099 | 0.967 | 5 | 1 | 5-1 | 3.844 | 3.456 | 3.078 | 2.687 | 2.365 | 8 | 1 | 8-1 | 6.601 | 5.936 | 5.287 | 4.614 | 4.062 |
| 2 | 2 | 2-2 | 2.151 | 1.934 | 1.723 | 1.503 | 1.324 | 5 | 2 | 5-2 | 4.708 | 4.234 | 3.770 | 3.291 | 2.897 | 8 | 2 | 8-2 | - | - | - | - | - |
| 2 | 3 | 2-3 | 1.755 | 1.578 | 1.405 | 1.227 | 1.080 | 5 | 3 | 5-3 | - | - | - | - | - | 8 | 3 | 8-3 | - | - | - | - | - |
| 2 | 4 | 2-4 | 3.850 | 3.462 | 3.083 | 2.691 | 2.369 | 5 | 4 | 5-4 | - | - | - | - | - | 8 | 4 | 8-4 |  | - | - | - | - |
| 2 | 5 | 2-5 | 4.708 | 4.234 | 3.770 | 3.291 | 2.897 | 5 | 5 | 5-5 | - | - | - | - | - | 8 | 5 | 8-5 | - | - | - | - | - |
| 2 | 6 | 2-6 | 1.614 | 1.452 | 1.293 | 1.128 | 0.993 | 5 | 6 | 5-6 | 2.373 | 2.134 | 1.900 | 1.658 | 1.460 | 8 | 6 | 8-6 | 2.475 | 2.225 | 1.982 | 1.730 | 1.523 |
| 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 | 2.252 | 2.025 | 1.803 | 1.574 | 1.386 | 5 | 9 | 5-9 | 5.220 | 4.694 | 4.180 | 3.648 | 3.212 | 8 | 9 | 8-9 | - | - | - | - | - |
| 2 | 10 | 2-10 | 3.078 | 2.768 | 2.465 | 2.151 | 1.894 | 5 | 10 | 5-10 | 5.769 | 5.188 | 4.620 | 4.032 | 3.550 | 8 | 10 | 8-10 | - | - | - | - | - |
| 2 | 11 | 2-11 | 3.572 | 3.212 | 2.861 | 2.497 | 2.198 | 5 | 11 | 5-11 | - | - | - | - | - | 8 | 11 | 8-11 | - | - | - | - | - |
| 2 | 12 | 2-12 | 5.574 | 5.012 | 4.464 | 3.896 | 3.430 | 5 | 12 | 5-12 | 5.484 | 4.931 | 4.392 | 3.833 | 3.375 | 8 | 12 | 8-12 | - | - | - | - | - |
| 2 | 13 | 2-13 | 2.479 | 2.229 | 1.985 | 1.732 | 1.525 | 5 | 13 | 5-13 | 5.816 | 5.231 | 4.658 | 4.065 | 3.579 | 8 | 13 | 8-13 | - | - | - | - | - |
| 2 | 14 | 2-14 | 7.140 | 6.421 | 5.719 | 4.991 | 4.394 | 5 | 14 | 5-14 | - | - | - | - | - | 8 | 14 | 8-14 | - | - | - | - | - |
| 2 | 15 | 2-15 | 2.829 | 2.544 | 2.265 | 1.977 | 1.741 | 5 | 15 | 5-15 | - | - | - | - | - | 8 | 15 | 8-15 | - | - | - | - | - |
| 2 | 16 | 2-16 | 2.034 | 1.829 | 1.629 | 1.422 | 1.252 | 5 | 16 | 5-16 | 5.673 | 5.102 | 4.543 | 3.965 | 3.491 | 8 | 16 | 8-16 | - | - | - | - | - |
| 2 | 17 | 2-17 | 5.792 | 5.208 | 4.638 | 4.048 | 3.564 | 5 | 17 | 5-17 | 6.312 | 5.676 | 5.055 | 4.412 | 3.884 | 8 | 17 | 8-17 | - | - | - | - | - |
| 2 | 18 | 2-18 | 4.030 | 3.624 | 3.228 | 2.817 | 2.480 | 5 | 18 | 5-18 | - | - | - | - | - | 8 | 18 | 8-18 | 7.114 | 6.398 | 5.698 | 4.973 | 4.378 |
| 3 | 1 | 3-1 | 1.247 | 1.121 | 0.998 | 0.871 | 0.767 | 6 | 1 | 6-1 | 1.676 | 1.508 | 1.343 | 1.172 | 1.032 | 9 | 1 | 9-1 | 2.054 | 1.847 | 1.645 | 1.436 | 1.264 |
| 3 | 2 | 3-2 | 1.755 | 1.578 | 1.405 | 1.227 | 1.080 | 6 | 2 | 6-2 | 1.614 | 1.452 | 1.293 | 1.128 | 0.993 | 9 | 2 | 9-2 | 2.252 | 2.025 | 1.803 | 1.574 | 1.386 |
| 3 | 3 | 3-3 | 2.018 | 1.814 | 1.616 | 1.410 | 1.242 | 6 | 3 | 6-3 | 1.283 | 1.154 | 1.027 | 0.897 | 0.789 | 9 | 3 | 9-3 | 2.506 | 2.253 | 2.007 | 1.752 | 1.542 |
| 3 | 4 | 3-4 | - | - | - | - | - | 6 | 4 | 6-4 | 4.428 | 3.982 | 3.546 | 3.095 | 2.725 | 9 | 4 | 9-4 | 5.438 | 4.890 | 4.355 | 3.801 | 3.346 |
| 3 | 5 | 3-5 | - | - | - | - | - | 6 | 5 | 6-5 | 2.373 | 2.134 | 1.900 | 1.658 | 1.460 | 9 | 5 | 9-5 | 5.220 | 4.694 | 4.180 | 3.648 | 3.212 |
| 3 | 6 | 3-6 | 1.283 | 1.154 | 1.027 | 0.897 | 0.789 | 6 | 6 | 6-6 | 1.247 | 1.121 | 0.998 | 0.871 | 0.767 | 9 | 6 | 9-6 | 3.249 | 2.922 | 2.602 | 2.271 | 2.000 |
| 3 | 7 | 3-7 | - | - | - | - | - | 6 | 7 | 6-7 | 1.576 | 1.417 | 1.262 | 1.101 | 0.970 | 9 | 7 | 9-7 | 1.926 | 1.732 | 1.542 | 1.346 | 1.185 |
| 3 | 8 | 3-8 | - | - | - | - | - | 6 | 8 | 6-8 | 2.475 | 2.225 | 1.982 | 1.730 | 1.523 | 9 | 8 | 9-8 | - | - | - | - | - |
| 3 | 9 | 3-9 | 2.506 | 2.253 | 2.007 | 1.752 | 1.542 | 6 | 9 | 6-9 | 3.249 | 2.922 | 2.602 | 2.271 | 2.000 | 9 | 9 | 9-9 | 4.470 | 4.020 | 3.580 | 3.124 | 2.751 |
| 3 | 10 | 3-10 | 6.174 | 5.552 | 4.944 | 4.315 | 3.799 | 6 | 10 | 6-10 | 2.857 | 2.569 | 2.288 | 1.997 | 1.758 | 9 | 10 | 9-10 | 3.367 | 3.027 | 2.696 | 2.353 | 2.072 |
| 3 | 11 | 3-11 | - | - | - | - | - | 6 | 11 | 6-11 | 4.067 | 3.657 | 3.257 | 2.842 | 2.502 | 9 | 11 | 9-11 | 5.272 | 4.741 | 4.222 | 3.685 | 3.244 |
| 3 | 12 | 3-12 | 5.956 | 5.356 | 4.770 | 4.163 | 3.665 | 6 | 12 | 6-12 | 4.850 | 4.361 | 3.884 | 3.390 | 2.985 | 9 | 12 | 9-12 | 4.200 | 3.777 | 3.363 | 2.935 | 2.584 |
| 3 | 13 | 3-13 | 5.650 | 5.080 | 4.525 | 3.949 | 3.477 | 6 | 13 | 6-13 | 4.870 | 4.379 | 3.900 | 3.404 | 2.997 | 9 | 13 | 9-13 | 3.431 | 3.086 | 2.748 | 2.398 | 2.112 |
| 3 | 14 | 3-14 | - | - | - | - | - | 6 | 14 | 6-14 | 4.872 | 4.382 | 3.902 | 3.406 | 2.998 | 9 | 14 | 9-14 | 6.594 | 5.929 | 5.281 | 4.609 | 4.058 |
| 3 | 15 | 3-15 | - | - | - | - | - | 6 | 15 | 6-15 | 3.717 | 3.342 | 2.976 | 2.598 | 2.287 | 9 | 15 | 9-15 | 4.346 | 3.908 | 3.480 | 3.037 | 2.674 |
| 3 | 16 | 3-16 | 6.032 | 5.424 | 4.831 | 4.216 | 3.712 | 6 | 16 | 6-16 | 3.749 | 3.371 | 3.002 | 2.620 | 2.307 | 9 | 16 | 9-16 | 2.551 | 2.294 | 2.043 | 1.783 | 1.570 |
| 3 | 17 | 3-17 | 5.996 | 5.392 | 4.802 | 4.191 | 3.690 | 6 | 17 | 6-17 | 2.719 | 2.445 | 2.177 | 1.900 | 1.673 | 9 | 17 | 9-17 | 4.662 | 4.192 | 3.734 | 3.258 | 2.869 |
| 3 | 18 | 3-18 | - | - | - | - | - | 6 | 18 | 6-18 | 4.176 | 3.755 | 3.345 | 2.919 | 2.570 | 9 | 18 | 9-18 | 5.202 | 4.678 | 4.166 | 3.636 | 3.201 |
| 4 | 1 | 4-1 | 2.704 | 2.432 | 2.166 | 1.890 | 1.664 | 7 | 1 | 7-1 | 3.084 | 2.773 | 2.470 | 2.155 | 1.898 | 10 | 1 | 10-1 | 3.190 | 2.868 | 2.555 | 2.229 | 1.963 |


|  |  |  | Dept of Defense Channel Cargo Tariffs (Dollars Per Pound) |  |  |  |  |  |  |  | Dept of Defense Channel Cargo Tariffs (Dollars Per Pound) |  |  |  |  |  |  |  | Dept of Defense Channel Cargo Tariffs (Dollars Per Pound) |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| POE | POD | $\begin{gathered} \text { Zone } \\ \text { to } \\ \text { Zone } \end{gathered}$ | $\begin{aligned} & \hline 0 \text { to } \\ & 439 \\ & \text { LBS } \end{aligned}$ | $\begin{aligned} & 440 \text { to } \\ & 1099 \\ & \text { LBS } \end{aligned}$ | $\begin{array}{c\|} \hline 1100 \text { to } \\ 2199 \\ \text { LBS } \end{array}$ | $\begin{gathered} \hline 2200 \text { to } \\ 3599 \\ \text { LBS } \end{gathered}$ | $\begin{gathered} 3600+ \\ \text { LBS } \end{gathered}$ | POE | POD | $\begin{gathered} \text { Zone } \\ \text { to } \\ \text { Zone } \end{gathered}$ | $\begin{aligned} & \hline 0 \text { to } \\ & 439 \\ & \text { LBS } \end{aligned}$ | $\begin{aligned} & 440 \text { to } \\ & 1099 \\ & \text { LBS } \end{aligned}$ | $\begin{array}{\|c\|} \hline 1100 \text { to } \\ 2199 \\ \text { LBS } \end{array}$ | $\begin{gathered} \hline 2200 \text { to } \\ 3599 \\ \text { LBS } \end{gathered}$ | $\begin{gathered} 3600_{+} \\ \text {LBS } \end{gathered}$ | POE | POD | $\begin{array}{c\|} \hline \text { Zone } \\ \text { to } \\ \text { Zone } \end{array}$ | $\begin{aligned} & \hline 0 \text { to } \\ & 439 \\ & \text { LBS } \end{aligned}$ | $\begin{aligned} & 440 \text { to } \\ & 1099 \\ & \text { LBS } \end{aligned}$ | $\begin{array}{c\|} \hline 1100 \text { to } \\ 2199 \\ \text { LBS } \end{array}$ | $\begin{gathered} 2200 \text { to } \\ 3599 \\ \text { LBS } \end{gathered}$ | $\begin{gathered} 3600_{+} \\ \text {LBS } \end{gathered}$ |
| 10 | 2 | 10-2 | 3.078 | 2.768 | 2.465 | 2.151 | 1.894 | 13 | 2 | 13-2 | 2.479 | 2.229 | 1.985 | 1.732 | 1.525 | 16 | 2 | 16-2 | 2.034 | 1.829 | 1.629 | 1.422 | 1.252 |
| 10 | 3 | 10-3 | 6.174 | 5.552 | 4.944 | 4.315 | 3.799 | 13 | 3 | 13-3 | 5.650 | 5.080 | 4.525 | 3.949 | 3.477 | 16 | 3 | 16-3 | 6.032 | 5.424 | 4.831 | 4.216 | 3.712 |
| 10 | 4 | 10-4 | 6.212 | 5.587 | 4.975 | 4.342 | 3.823 | 13 | 4 | 13-4 | 5.968 | 5.367 | 4.780 | 4.172 | 3.673 | 16 | 4 | 16-4 | 5.586 | 5.023 | 4.474 | 3.904 | 3.438 |
| 10 | 5 | 10-5 | 5.769 | 5.188 | 4.620 | 4.032 | 3.550 | 13 | 5 | 13-5 | 5.816 | 5.231 | 4.658 | 4.065 | 3.579 | 16 | 5 | 16-5 | 5.673 | 5.102 | 4.543 | 3.965 | 3.491 |
| 10 | 6 | 10-6 | 2.857 | 2.569 | 2.288 | 1.997 | 1.758 | 13 | 6 | 13-6 | 4.870 | 4.379 | 3.900 | 3.404 | 2.997 | 16 | 6 | 16-6 | 3.749 | 3.371 | 3.002 | 2.620 | 2.307 |
| 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 | 3.367 | 3.027 | 2.696 | 2.353 | 2.072 | 13 | 9 | 13-9 | 3.431 | 3.086 | 2.748 | 2.398 | 2.112 | 16 | 9 | 16-9 | 2.551 | 2.294 | 2.043 | 1.783 | 1.570 |
| 10 | 10 | 10-10 | 2.758 | 2.480 | 2.208 | 1.927 | 1.697 | 13 | 10 | 13-10 | 1.554 | 1.398 | 1.245 | 1.086 | 0.957 | 16 | 10 | 16-10 | 3.053 | 2.745 | 2.445 | 2.134 | 1.879 |
| 10 | 11 | 10-11 | - | - | - | - | - | 13 | 11 | 13-11 | 2.909 | 2.616 | 2.330 | 2.034 | 1.790 | 16 | 11 | 16-11 | - | - | - | - | - |
| 10 | 12 | 10-12 | 5.099 | 4.585 | 4.084 | 3.564 | 3.138 | 13 | 12 | 13-12 | 5.333 | 4.796 | 4.271 | 3.728 | 3.282 | 16 | 12 | 16-12 | 5.491 | 4.938 | 4.398 | 3.838 | 3.379 |
| 10 | 13 | 10-13 | 1.554 | 1.398 | 1.245 | 1.086 | 0.957 | 13 | 13 | 13-13 | 1.247 | 1.121 | 0.998 | 0.871 | 0.767 | 16 | 13 | 16-13 | 3.025 | 2.721 | 2.423 | 2.115 | 1.862 |
| 10 | 14 | 10-14 | 5.191 | 4.668 | 4.157 | 3.628 | 3.195 | 13 | 14 | 13-14 | 4.722 | 4.246 | 3.781 | 3.300 | 2.906 | 16 | 14 | 16-14 | 5.099 | 4.585 | 4.084 | 3.564 | 3.138 |
| 10 | 15 | 10-15 | 2.267 | 2.038 | 1.815 | 1.584 | 1.395 | 13 | 15 | 13-15 | 3.723 | 3.348 | 2.981 | 2.602 | 2.291 | 16 | 15 | 16-15 | 4.083 | 3.671 | 3.270 | 2.854 | 2.512 |
| 10 | 16 | 10-16 | 3.053 | 2.745 | 2.445 | 2.134 | 1.879 | 13 | 16 | 13-16 | 3.025 | 2.721 | 2.423 | 2.115 | 1.862 | 16 | 16 | 16-16 | 3.465 | 3.116 | 2.775 | 2.422 | 2.132 |
| 10 | 17 | 10-17 | 4.372 | 3.931 | 3.501 | 3.056 | 2.690 | 13 | 17 | 13-17 | 6.610 | 5.944 | 5.294 | 4.620 | 4.068 | 16 | 17 | 16-17 | 2.475 | 2.225 | 1.982 | 1.730 | 1.523 |
| 10 | 18 | 10-18 | 5.333 | 4.796 | 4.271 | 3.728 | 3.282 | 13 | 18 | 13-18 | 6.474 | 5.822 | 5.185 | 4.525 | 3.984 | 16 | 18 | 16-18 | 4.360 | 3.921 | 3.492 | 3.048 | 2.683 |
| 11 | 1 | 11-1 | 3.461 | 3.113 | 2.772 | 2.419 | 2.130 | 14 | 1 | 14-1 | 4.084 | 3.673 | 3.271 | 2.855 | 2.513 | 17 | 1 | 17-1 | 3.381 | 3.041 | 2.708 | 2.364 | 2.081 |
| 11 | 2 | 11-2 | 3.572 | 3.212 | 2.861 | 2.497 | 2.198 | 14 | 2 | 14-2 | 7.140 | 6.421 | 5.719 | 4.991 | 4.394 | 17 | 2 | 17-2 | 5.792 | 5.208 | 4.638 | 4.048 | 3.564 |
| 11 | 3 | 11-3 | - | - | - | - |  | 14 | 3 | 14-3 | - |  | - |  | - | 17 | 3 | 17-3 | 5.996 | 5.392 | 4.802 | 4.191 | 3.690 |
| 11 | 4 | 11-4 | - | - | - | - | - | 14 | 4 | 14-4 | - | - | - | - | - | 17 | 4 | 17-4 | 5.904 | 5.309 | 4.728 | 4.126 | 3.633 |
| 11 | 5 | 11-5 | - | - | - | - | - | 14 | 5 | 14-5 | - | - | - | - | - | 17 | 5 | 17-5 | 6.312 | 5.676 | 5.055 | 4.412 | 3.884 |
| 11 | 6 | 11-6 | 4.067 | 3.657 | 3.257 | 2.842 | 2.502 | 14 | 6 | 14-6 | 4.872 | 4.382 | 3.902 | 3.406 | 2.998 | 17 | 6 | 17-6 | 2.719 | 2.445 | 2.177 | 1.900 | 1.673 |
| 11 | 7 | 11-7 | - | - | - | - | - | 14 | 7 | 14-7 | - |  | - | - | - | 17 | 7 | 17-7 | 5.052 | 4.543 | 4.046 | 3.531 | 3.109 |
| 11 | 8 | 11-8 | - | - | - | - | - | 14 | 8 | 14-8 | - |  |  |  | - | 17 | 8 | 17-8 |  | - |  |  |  |
| 11 | 9 | 11-9 | 5.272 | 4.741 | 4.222 | 3.685 | 3.244 | 14 | 9 | 14-9 | 6.594 | 5.929 | 5.281 | 4.609 | 4.058 | 17 | 9 | 17-9 | 4.662 | 4.192 | 3.734 | 3.258 | 2.869 |
| 11 | 10 | 11-10 | - | - | - | - | - | 14 | 10 | 14-10 | 5.191 | 4.668 | 4.157 | 3.628 | 3.195 | 17 | 10 | 17-10 | 4.372 | 3.931 | 3.501 | 3.056 | 2.690 |
| 11 | 11 | 11-11 | - | - | - | - | - | 14 | 11 | 14-11 | 5.470 | 4.919 | 4.381 | 3.823 | 3.366 | 17 | 11 | 17-11 | 5.285 | 4.752 | 4.232 | 3.694 | 3.252 |
| 11 | 12 | 11-12 | - | - | - | - | - | 14 | 12 | 14-12 | 5.901 | 5.307 | 4.726 | 4.125 | 3.631 | 17 | 12 | 17-12 | 8.132 | 7.313 | 6.513 | 5.684 | 5.004 |
| 11 | 13 | 11-13 | 2.909 | 2.616 | 2.330 | 2.034 | 1.790 | 14 | 13 | 14-13 | 4.722 | 4.246 | 3.781 | 3.300 | 2.906 | 17 | 13 | 17-13 | 6.610 | 5.944 | 5.294 | 4.620 | 4.068 |
| 11 | 14 | 11-14 | 5.470 | 4.919 | 4.381 | 3.823 | 3.366 | 14 | 14 | 14-14 | 6.975 | 6.272 | 5.586 | 4.875 | 4.292 | 17 | 14 | 17-14 | 6.089 | 5.476 | 4.877 | 4.256 | 3.747 |
| 11 | 15 | 11-15 | - | - | - | - | - | 14 | 15 | 14-15 | - | - | - | - | - | 17 | 15 | 17-15 | - | - | - | - | - |
| 11 | 16 | 11-16 | - | - | - | - | - | 14 | 16 | 14-16 | 5.099 | 4.585 | 4.084 | 3.564 | 3.138 | 17 | 16 | 17-16 | 2.475 | 2.225 | 1.982 | 1.730 | 1.523 |
| 11 | 17 | 11-17 | 5.285 | 4.752 | 4.232 | 3.694 | 3.252 | 14 | 17 | 14-17 | 6.089 | 5.476 | 4.877 | 4.256 | 3.747 | 17 | 17 | 17-17 | 1.938 | 1.743 | 1.552 | 1.355 | 1.193 |
| 11 | 18 | 11-18 | 6.016 | 5.410 | 4.818 | 4.205 | 3.702 | 14 | 18 | 14-18 | 6.564 | 5.903 | 5.257 | 4.588 | 4.039 | 17 | 18 | 17-18 | 2.802 | 2.520 | 2.244 | 1.959 | 1.725 |
| 12 | 1 | 12-1 | 5.372 | 4.831 | 4.302 | 3.755 | 3.306 | 15 | 1 | 15-1 | 4.039 | 3.632 | 3.235 | 2.823 | 2.486 | 18 | 1 | 18-1 | 5.388 | 4.845 | 4.315 | 3.766 | 3.316 |
| 12 | 2 | 12-2 | 5.574 | 5.012 | 4.464 | 3.896 | 3.430 | 15 | 2 | 15-2 | 2.829 | 2.544 | 2.265 | 1.977 | 1.741 | 18 | 2 | 18-2 | 4.030 | 3.624 | 3.228 | 2.817 | 2.480 |
| 12 | 3 | 12-3 | 5.956 | 5.356 | 4.770 | 4.163 | 3.665 | 15 | 3 | 15-3 | - |  | - | - |  | 18 | 3 | 18-3 | - | - | - | - | - |
| 12 | 4 | 12-4 | - | - | - | - | - | 15 | 4 | 15-4 | - | - | - | - | - | 18 | 4 | 18-4 | 8.185 | 7.361 | 6.555 | 5.721 | 5.037 |
| 12 | 5 | 12-5 | 5.484 | 4.931 | 4.392 | 3.833 | 3.375 | 15 | 5 | 15-5 | - |  | - |  | - | 18 | 5 | 18-5 | - |  | - |  | - |
| 12 | 6 | 12-6 | 4.850 | 4.361 | 3.884 | 3.390 | 2.985 | 15 | 6 | 15-6 | 3.717 | 3.342 | 2.976 | 2.598 | 2.287 | 18 | 6 | 18-6 | 4.176 | 3.755 | 3.345 | 2.919 | 2.570 |
| 12 | 7 | 12-7 | - | - | - | - | - | 15 | 7 | 15-7 | - |  | - | - |  | 18 | 7 | 18-7 | 6.500 | 5.845 | 5.206 | 4.543 | 4.000 |
| 12 | 8 | 12-8 | - | - | - | - | - | 15 | 8 | 15-8 | - | - | - | - | - | 18 | 8 | 18-8 | 7.114 | 6.398 | 5.698 | 4.973 | 4.378 |
| 12 | 9 | 12-9 | 4.200 | 3.777 | 3.363 | 2.935 | 2.584 | 15 | 9 | 15-9 | 4.346 | 3.908 | 3.480 | 3.037 | 2.674 | 18 | 9 | 18-9 | 5.202 | 4.678 | 4.166 | 3.636 | 3.201 |
| 12 | 10 | 12-10 | 5.099 | 4.585 | 4.084 | 3.564 | 3.138 | 15 | 10 | 15-10 | 2.267 | 2.038 | 1.815 | 1.584 | 1.395 | 18 | 10 | 18-10 | 5.333 | 4.796 | 4.271 | 3.728 | 3.282 |
| 12 | 11 | 12-11 | - | - | - | - | - | 15 | 11 | 15-11 | - | - | - | - | - | 18 | 11 | 18-11 | 6.016 | 5.410 | 4.818 | 4.205 | 3.702 |
| 12 | 12 | 12-12 | 5.836 | 5.248 | 4.674 | 4.079 | 3.592 | 15 | 12 | 15-12 | 5.488 | 4.935 | 4.395 | 3.836 | 3.377 | 18 | 12 | 18-12 | 6.976 | 6.273 | 5.587 | 4.876 | 4.293 |
| 12 | 13 | 12-13 | 5.333 | 4.796 | 4.271 | 3.728 | 3.282 | 15 | 13 | 15-13 | 3.723 | 3.348 | 2.981 | 2.602 | 2.291 | 18 | 13 | 18-13 | 6.474 | 5.822 | 5.185 | 4.525 | 3.984 |
| 12 | 14 | 12-14 | 5.901 | 5.307 | 4.726 | 4.125 | 3.631 | 15 | 14 | 15-14 | - | - | - | - | - | 18 | 14 | 18-14 | 6.564 | 5.903 | 5.257 | 4.588 | 4.039 |
| 12 | 15 | 12-15 | 5.488 | 4.935 | 4.395 | 3.836 | 3.377 | 15 | 15 | 15-15 | 4.141 | 3.724 | 3.317 | 2.895 | 2.548 | 18 | 15 | 18-15 | - | - | - | - | - |
| 12 | 16 | 12-16 | 5.491 | 4.938 | 4.398 | 3.838 | 3.379 | 15 | 16 | 15-16 | 4.083 | 3.671 | 3.270 | 2.854 | 2.512 | 18 | 16 | 18-16 | 4.360 | 3.921 | 3.492 | 3.048 | 2.683 |
| 12 | 17 | 12-17 | 8.132 | 7.313 | 6.513 | 5.684 | 5.004 | 15 | 17 | 15-17 | - | - | - | - | - | 18 | 17 | 18-17 | 2.802 | 2.520 | 2.244 | 1.959 | 1.725 |
| 12 | 18 | 12-18 | 6.976 | 6.273 | 5.587 | 4.876 | 4.293 | 15 | 18 | 15-18 | - | - | - | - | - | 18 | 18 | 18-18 | 1.247 | 1.121 | 0.998 | 0.871 | 0.767 |
| 13 | 1 | 13-1 | 2.104 | 1.892 | 1.685 | 1.470 | 1.295 | 16 | 1 | 16-1 | 1.673 | 1.504 | 1.340 | 1.169 | 1.029 |  |  |  |  |  |  |  |  |

## ATCH 3: <br> Cargo Zone List and Map

## Cargo Zone List

| 1 Dark Blue | 4 Yellow | 6 Lavender | 7 Fuschia | 10 Brown | 11 Red | 12 Orange | 13 Tan |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| CONUS | Argentina | Andorra | Albania | Brunei | Bangladesh | Algeria | Japan |
|  | Belize | Austria | Armenia | Christmas Is | Bhutan | Angola |  |
|  | Bolivia | Azores | Bosnia-Herzegovina | East Timor | Cambodia | Ascension |  |
| 2 Pale Blue | Brazil | Belgium | Bulgaria | Fiji | China | Bassa Da India | 14 Robin Blue |
| Alaska | Chile | Canary Island | 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 | Maldives | Burkina Faso | Tajikistan |
| 3 Pale Green | Ecuador | Finland | Latvia | Indonesia | Mongolia | Burundi | Turkmenistan |
| Anguilla | El Salvador | France | Lithuania | Jarvis Is | Myanmar | Cameroon | Uzbekistan |
| Antigua | Falkland Is. | Germany | Macedonia | Johnston Is | N. Korea | Cape Verde |  |
| Aruba | Fr. Guiana | Gibraltar | Moldova | Kingman Is | Nepal | Cent African Rep |  |
| Bahamas | Guatemala | Greece | Montenegro | Kiribati | Pakistan | Chad | 15 Purple |
| Barbados | Guyana | Ireland | Poland | Kwajalein Is | Sri Lanka | Cocos Is | Antarctica |
| Bermuda | Honduras | Isle of Man | Romania | Line Is | Taiwan | Comoros | Australia |
| Bonaire | Nicaragua | Italy | Serbia | Malaysia | Vietnam | Congo | Coral Sea Is |
| Canada | Panama | Jan Mayen Is | Slovak Republic | Marianas |  | Cook Is | McDonald Is |
| Cayman Is | Paraguay | Jersey Is | Slovenia | Marshall Is |  | Diego Garcia | New Caledonia |
| Cuba | Peru | Liechtenstein | Yugoslavia | Micronesia |  | Djibouti | New Zealand |
| Curacao | Suriname | Luxembourg |  | Midway Is |  | Equatorial Guinea | Norfolk Is |
| Dominica | Uruguay | Malta |  | Nauru |  | Eritrea | Vanuatu Is |
| Dominican Rep | Venezuela | Monaco | 8 Teal | Niue Is |  | Ethiopia |  |
| Grenada |  | Netherlands | Belarus | Palau |  | Europa Is |  |
| Guadeloupe |  | Norway | Georgia | Palmyra Is |  | Gabon | 16 Medium Blue |
| Haiti | 5 Green | Portugal | Russia | Papua New Gen |  | Gambia | S. Korea |
| Jamaica | Greenland | San Marino | Ukraine | Paracel Is |  | Ghana |  |
| Martinique | Iceland | Spain |  | Philippines |  | Guinea |  |
| Mexico |  | Sweden |  | Pitcarin Is |  | Guinea Bissau |  |
| Montserrat |  | Switzerland | 9 Olive Green | Saipan |  | Ivory Coast | 17 Burgandy |
| Navassa Is |  | United King | Bahrain | Singapore |  | Juan De Nova Is | Iraq |
| Neth Antilles |  | Vatican City | Cyprus | Solomon Is. |  | Kenya | Kuwait |
| Nevis |  |  | Egypt | Somoa |  | Lesotho |  |
| Puerto Rico |  |  | Iran | Tahiti |  | Liberia |  |
| Saba |  |  | Israel | Thailand |  | Libya | 18 Pale Yellow |
| St Lucia |  |  | Jordan | Tokelau Is |  | Madagascar | Afghanistan |
| St Maarten |  |  | Lebanon | Tonga |  | Malawi |  |
| St Pierre Is |  |  | Oman | Tuvalu |  | Mali |  |
| St Vincent |  |  | Qatar | Wake Is |  | Mauritania |  |
| Trinidad |  |  | Saudi Arabia | Wallis Is |  | Mauritius Is |  |
| Turks \& Caicos Is |  |  | Syria | W. Somoa |  | Morocco |  |
| Virgin Islands |  |  | Turkey |  |  | Mozambique |  |
|  |  |  | United Arab Emirates |  |  | Namibia |  |
|  |  |  | Yemen |  |  | Niger |  |
|  |  |  |  |  |  | Nigeria |  |
|  |  |  |  |  |  | Reunion Is |  |
|  |  |  |  |  |  | Rwanda |  |
|  |  |  |  |  |  | St Helena Is |  |
|  |  |  |  |  |  | Sao Tome Is |  |
|  |  |  |  |  |  | Senegal |  |
|  |  |  |  |  |  | Seychelles |  |
|  |  |  |  |  |  | Sierra Leone |  |
|  |  |  |  |  |  | Somalia |  |
|  |  |  |  |  |  | S. Africa |  |
|  |  |  |  |  |  | Sudan |  |
|  |  |  |  |  |  | Swaziland |  |
|  |  |  |  |  |  | Tanzania |  |
|  |  |  |  |  |  | Togo |  |
|  |  |  |  |  |  | Tromelin Is |  |
|  |  |  |  |  |  | Tunisia |  |
| 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 779-5009 or e-mail to TRANSCOM.Scott.tcj8.mbx.rates@ mail. mil. |  |  |  |  |  | Uganda |  |
|  |  |  |  |  |  | Western Sahara |  |
|  |  |  |  |  |  | Zaire |  |
|  |  |  |  |  |  | Zambia |  |
|  |  |  |  |  |  | Zimbabwe |  |

Cargo Zone Map


## ATCH 4: TP-4 Tariffs

FY22 TP-4 Tariffs (One-Way Rates Are Listed Below)

| From | Country | APC | TP4 \$/ CU-FT | From | Country | APC | TP4 \$/ CU-FT | From | Country | APC | TP4 \$/ CU-FT |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Agadez | Niger | AJY |  | Hickam AFB | USA | HIK |  | Norfolk NAS | USA | NGU |  |
| Ramstein AB | Germany | RMS | \$5.672 | Wake Island AAF | USA Minor Outlying Is. | AWK | \$11.955 | Bahrain | Bahrain | BAH | \$2.919 |
|  |  |  |  | Kadena AB | Japan | DNA | \$2.072 | Djibouti | Djibouti | JIB | \$3.685 |
| AI Udeid AB | Qatar | IUD |  | Kwajalein | Marshall Is. | KWA | \$4.352 | Guantanamo Bay NS | Cuba | NBW | \$1.812 |
| McGuire AFB | USA | WRI | \$3.136 | Yokota AB | Japan | OKO | \$3.667 | Rota NAS | Spain | RTA | \$2.452 |
|  |  |  |  | Osan AB | South Korea | OSN | \$6.652 | Sigonella NAS | Italy | SIZ | \$2.452 |
| Andersen AFB | Guam | UAM |  | RAAF Richmond | Australia | RCM | \$6.392 |  |  |  |  |
| Hickam AFB | USA | HIK | \$4.518 | Travis AFB | USA | SUU | \$1.550 | Osan AB | South Korea | OSN |  |
| Yokota AB | Japan | OKO | \$2.096 | Andersen AFB | Guam | UAM | \$3.086 | Kadena AB | Japan | DNA | \$1.797 |
| Travis AFB | USA | SUU | \$2.513 |  |  |  |  | Hickam AFB | USA | HIK | \$3.392 |
|  |  |  |  | Incirilik AB (Adana) | Turkey | ADA |  | Yokota AB | Japan | OKO | \$1.452 |
| Aviano AB | Italy | AVB |  | Ramstein AB | Germany | RMS | \$2.374 | Travis AFB | USA | SUU | \$1.672 |
| Dover AFB | USA | DOV | \$2.636 | McGuire AFB | USA | WRI | \$2.636 |  |  |  |  |
| McGuire AFB | USA | WRI | \$2.636 |  |  |  |  | Paya Lebar (RSAF) | Singapore | QPG |  |
|  |  |  |  | Kadena AB | Japan | DNA |  | Diego Garcia NSF | BIOT | NKW | \$2.250 |
| Baghdad | Iraq | SDA |  | Hickam AFB | USA | HIK | \$3.791 | Yokota AB | Japan | OKO | \$1.400 |
| Dover AFB | USA | DOV | \$3.136 | Iwakuni MCAS | Japan | IWA | \$1.187 | Travis AFB | USA | SUU | \$3.970 |
|  |  |  |  | Gimhae | South Korea | KHE | \$1.159 |  |  |  |  |
| Bagram AB | Afghanistan | OA1 |  | Gunsan AB | South Korea | KUZ | \$1.159 | RAAF Richmond | Australia | RCM |  |
| Dover AFB | USA | DOV | \$7.570 | Yokota AB | Japan | OKO | \$1.187 | Hickam AFB | USA | HIK | \$6.392 |
| Ramstein AB | Germany | RMS | \$11.340 | Osan AB | South Korea | OSN | \$1.159 | Travis AFB | USA | SUU | \$2.496 |
|  |  |  |  | Travis AFB | USA | SUU | \$2.635 |  |  |  |  |
| Bahrain | Bahrain | BAH |  |  |  |  |  | Ramstein AB | Germany | RMS |  |
| Al Fujairah | United Arab Emirates | FJR | \$1.789 | Kuwait City | Kuwait | KWI |  | Aviano AB | Italy | AVB | \$2.073 |
| Djibouti | Djibouti | JIB | \$2.210 | Dover AFB | USA | DOV | \$3.136 | Cairo East | Egypt | CAI | \$2.073 |
| Norfolk NAS | USA | NGU | \$3.136 | McGuire AFB | USA | WRI | \$3.136 | Dover AFB | USA | DOV | \$1.793 |
| Diego Garcia NSF | BIOT | NKW | \$5.732 |  |  |  |  | Al Udeid AB | Qatar | IUD | \$2.139 |
| Rota NAS | Spain | RTA | \$1.958 | Kwajalein | Marshall Is. | KWA |  | Kuwait City | Kuwait | KWI | \$2.139 |
| Sigonella NAS | Italy | SIZ | \$1.958 | Hickam AFB | USA | HIK | \$5.083 | McGuire AFB | USA | WRI | \$1.793 |
|  |  |  |  | Travis AFB | USA | SUU | \$5.764 |  |  |  |  |
| Charleston AFB | USA | CHS |  |  |  |  |  | Rota NAS | Spain | RTA |  |
| Soto Cano AB | Honduras | PLA | \$1.816 | McGuire AFB | USA | WRI |  | Bahrain | Bahrain | BAH | \$1.229 |
|  |  |  |  | Incirilik AB (Adana) | Turkey | ADA | \$2.979 | Naples | Italy | NAP | \$2.098 |
| Diego Garcia NSF | BIOT | NKW |  | Aviano AB | Italy | AVB | \$2.979 | Norfolk NAS | USA | NGU | \$2.417 |
| Yokota AB | Japan | OKO | \$3.348 | Kuwait City | Kuwait | KWI | \$2.919 | Sigonella NAS | Italy | SIZ | \$2.098 |
|  |  |  |  | Mildenhall RAF | United Kingdom | MHZ | \$1.836 |  |  |  |  |
| Djibouti | Djibouti | JIB |  | Ramstein AB | Germany | RMS | \$2.206 | Sigonella NAS | Italy | SIZ |  |
| Bahrain | Bahrain | BAH | \$1.764 |  |  |  |  | Bahrain | Bahrain | BAH | \$1.229 |
| Norfolk NAS | USA | NGU | \$3.748 | Mildenhall RAF | United Kingdom | MHZ |  | Souda Bay NSA | Greece | CHQ | \$2.601 |
|  |  |  |  | Ramstein AB | Germany | RMS | \$1.640 | Djibouti | Djibouti | JIB | \$2.947 |
| Dover AFB | USA | DOV |  | McGuire AFB | USA | WRI | \$1.687 | Norfolk NAS | USA | NGU | \$2.417 |
| Kuwait City | Kuwait | KWI | \$2.919 |  |  |  |  | Rota NAS | Spain | RTA | \$2.098 |
| Mildenhall RAF | United Kingdom | MHZ | \$1.836 | Naples | Italy | NAP |  |  |  |  |  |
|  |  |  |  | Norfolk NAS | USA | NGU | \$2.417 | Thule AB | Greenland | THU |  |
| Guantanamo Bay NS | Cuba | NBW |  | Rota NAS | Spain | RTA | \$2.098 | McGuire AFB | USA | WRI | \$1.740 |
| Norfolk NAS | USA | NGU | \$1.949 |  |  |  |  |  |  |  |  |
|  |  |  |  | Niamey | Niger | NIM |  |  |  |  |  |
|  |  |  |  | Ramstein AB | Germany | RMS | \$5.672 |  |  |  |  |

Note: TP4 rates subject to the availability and allocation of space

EFFECTIVE: 1 Oct 21
FY22 TP-4 Tariffs (One-Way Rates Are Listed Below)

| From | Country | APC | $\begin{aligned} & \text { TP4 \$/ } \\ & \text { CU-FT } \end{aligned}$ | From | Country | APC | $\begin{aligned} & \text { TP4 \$/ } \\ & \text { CU-FT } \end{aligned}$ | From | Country | APC | TP4 \$/ CU-FT |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Thumrait | Oman | TTH |  | Yokota AB | Japan | OKO |  |  |  |  |  |
| Dover AFB | USA | DOV | \$3.136 | Kadena AB | Japan | DNA | \$1.667 |  |  |  |  |
| Ramstein AB | Germany | RMS | \$2.265 | Hickam AFB | USA | HIK | \$4.153 |  |  |  |  |
| McGuire AFB | USA | WRI | \$3.136 | Gunsan AB | South Korea | KUZ | \$0.834 |  |  |  |  |
|  |  |  |  | Diego Garcia NSF | BIOT | NKW | \$3.348 |  |  |  |  |
| Travis AFB | USA | SUU |  | Osan AB | South Korea | OSN | \$0.834 |  |  |  |  |
| Alice Springs RAAF | Australia | ASP | \$4.055 | Paya Lebar (RSAF) | Singapore | QPG | \$1.112 |  |  |  |  |
| Kadena AB | Japan | DNA | \$1.957 | Travis AFB | USA | SUU | \$1.813 |  |  |  |  |
| Hickam AFB | USA | HIK | \$2.751 | Andersen AFB | Guam | UAM | \$2.879 |  |  |  |  |
| Iwakuni MCAS | Japan | IWA | \$2.051 |  |  |  |  |  |  |  |  |
| Gunsan AB | South Korea | KUZ | \$1.861 |  |  |  |  |  |  |  |  |
| Kwajalein | Marshall Is. | KWA | \$5.467 |  |  |  |  |  |  |  |  |
| Misawa AB | Japan | MSJ | \$2.051 |  |  |  |  |  |  |  |  |
| Diego Garcia NSF | BIOT | NKW | \$5.816 |  |  |  |  |  |  |  |  |
| Yokota AB | Japan | OKO | \$2.051 |  |  |  |  |  |  |  |  |
| Osan AB | South Korea | OSN | \$1.861 |  |  |  |  |  |  |  |  |
| Paya Lebar (RSAF) | Singapore | QPG | \$2.268 |  |  |  |  |  |  |  |  |
| RAAF Richmond | Australia | RCM | \$4.055 |  |  |  |  |  |  |  |  |
| Andersen AFB | Guam | UAM | \$2.603 |  |  |  |  |  |  |  |  |
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Note: TP4 rates subject to the availability and allocation of space.

