



## **Air Mobility Command**

## FY 2022

## Foreign Military Sales Channel Passenger and Cargo Airlift Customer Billing Rates and Guidance for the Transportation Working Capital Fund

### FOREIGN MILITARY SALES (FMS) CHANNEL AIRLFIT RATES FOR THE TRANSPORTATION WORKING CAPITAL FUND (TWCF)

#### PASSENGER AND CARGO CHANNEL RATES EFFECTIVE: 1 Oct 21 through 30 Sep 22 (FY22)

*The FMS rate applies to all foreign military sales customers. Questions regarding which rate applies can be directed to HQ USTRANSCOM J8-AB at Commercial (618) 229-5754 or DSN 779-5754.* 

10 U.S.C. § 2642 authorizes the SECDEF to approve the use of DOD TWCF rates to FMS customers, when the provision of such services promotes the improved use of transportation capacity without any negative effect on national security objectives or the national security interests contained within the U.S. commercial transportation industry. 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 https://www.ustranscom.mil/dbw/rates.cfm.

1. The FMS rates contained in this document 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 Fees.

c. DOD 4500.9R, Defense Transportation Regulation (DTR).

d. DOD FMR 7000.14, Volume 15, Security Cooperation Policy.

These rates cover all activities of the DOD providing aircraft that transport authorized traffic. They only apply to FMS customers.

2. Instructions for use of FMS Channel Passenger Rate Table:

a. **Channel Passenger Rates**. To obtain passenger rates, consult the attached alphabetized listing of stations with their respective tariffs (ATCH 1: FMS Channel Passenger Tariffs). The rates table reflects the tariff for one direction, but the outbound and inbound rates are identical. Computation of rates for FMS 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 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.

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 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 listed below. 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 /ALDRC, DSN 779-7405, and Commercial 618-229-7405.

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

3. Instructions for use of FMS Channel Cargo Rate Table:

a. **Channel Cargo Rates.** To obtain cargo rates, consult the attached zone to zone table (ATCH 2: FMS 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 \$1.691 (0-439 lbs shipment), \$1.522 (440-1099 lbs), \$1.357 (1100-2199 lbs), \$1.186 (2200-3599 lbs), and \$1.046 (3600+ 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, 1100-2199 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 (in<sup>3</sup>). Next, divide the cubic inches by 1,728 to determine the cubic feet (ft<sup>3</sup>). (1ft<sup>3</sup> = 12 in x12 in x12 in = 1,728 in<sup>3</sup>). 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 =  $125,000 \text{ in}^3$ Hypothetical Weight Break Rate for items 1-439 lbs = 3.02/lb

Dimensional weight =  $\frac{125,000 \text{ in}^3}{1,728 \text{ in}^3/\text{ft}^3}$   $\rightarrow$  72 ft<sup>3</sup> (round to nearest whole number) x 10 lbs/ft<sup>3</sup> = 720 lbs

400 lb Actual Weight Break Rate x Greater of: Actual Weight or Dimensional Weight = \$3.02/lb x 720 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  $(ft^3)$  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	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  $(1,025) \ge 10$  is greater than the weight. Weight added together equals the 5th weight break. 10,250  $\ge 33.576 = 336,654$ 

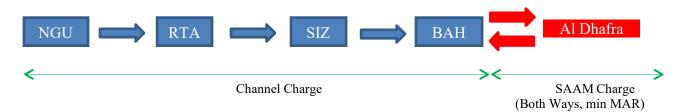
NOTE: The entire shipment will either be billed by weight or volume.

e. Transportation Priority (TP)-4 Cargo. FMS customers are not eligible to ship cargo TP-4.

4. 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.(5)). POC for channel extension request submissions is TCJ3-S, DSN 312-770-7452.

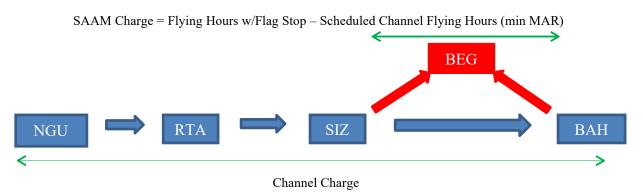
Notional Example: Channel Route: NGU-RTA-SIZ-BAH Channel Extension Request for Al Dhafra (DHF):



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. (*SAAMs JCS Exercises and Contingencies Rate Guidance,* 2.a.(5)). 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):



5. Aeromedical Evacuation (AE) furnished to FMS patients within overseas areas and between overseas and the 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 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. **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 is not 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 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 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 <u>https://tacc.us.af.mil/Directorates/ALD/aldrd.cshtml</u>, or by contacting 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.

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 United States (excluding Alaska and Hawaii).

7. 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 <u>TRANSCOM.Scott.TCJ8.mbx.rates@mail.mil</u>. 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 <u>https://www.ustranscom.mil/dbw/index.cfm</u>. Requests for large moves may also be made via email to <u>transcom.scott.tcj8.mbx.cost-estimates@mail.mil</u>. Please provide as much information as possible to include origin, destination, dimensions (length, width, and height), and weight.

# ATCH 1: FMS Channel Passenger Tariffs

#### FY22 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 (\$)
BAHRAIN	BAHRAIN	BAH		ADANA INCIRLIK	TURKEY	ADA		NAPLES	ITALY	NAP		ROTA NAS	SPAIN	RTA	
AL UDEID AB	QATAR	IUD	\$688	KUWAIT CITY	KUWAIT	ĸwi	\$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	СНО	\$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	JIB	\$1,267	GUANTANAMO BAY	CUBA	NBW	\$326					SOUDA BAY MIL	GREECE	СНО	\$941
KUWAIT CITY	KUWAIT	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	or yaroby an Elawyab	OLIVITY I	0.111	\$1,017	KUWAIT CITY	KUWAIT	KWI	\$1,209	KADENA AB	JAPAN	DNA	\$1,252
SOUDA BAY	GREECE	CHQ	\$977	GUANTANAMO BAY NS	CUBA	NBW		NAPLES	ITALY	NAP	\$688	MISAWA AB	JAPAN	MSJ	\$1,452
	ONCEDE	- Critica	<i><b>Q</b></i> <b>011</b>	KINGSTON-NORMAN MANLEY	JAMAICA	KIN	\$59	RAMSTEIN AB	GERMANY	RMS	\$407	OSAN AB	SOUTH KOREA	OSN	\$576
BALTIMORE-WASHINGTON DC	USA	BWI			0,00,00,0		000	ROTA NAS	SPAIN	RTA	\$1,238	YOKOTA AB	JAPAN	око	\$454
ADANA INCIRLIK	TURKEY	ADA	\$969	HICKAM AFB HI	USA	нік		SIGONELLA	ITALY	SIZ	\$2,585	Torionina	0, u , u i	0.110	0.01
AL UDEID AB	QATAR	IUD	\$1,045	ANDERSEN AFB	GUAM	UAM	\$1,595	SOUDA BAY MIL	GREECE	СНО	\$1,174	SIGONELLA	ITALY	SIZ	
AVIANO AB	ITALY	AVB	\$343	KADENA AB	JAPAN	DNA	\$1,100	OODDA DAT MIL	ONELOE	Unix	ψ1,174	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		5360011	Dabboon	310	\$1,030
DJIBOUTI	DJIBOUTI	JIB	\$2,591	PAYA LEBAR (RSAF)	SINGAPORE	QPG	\$1,147	ASCENSION IS	ASCENSION IS	ASI	\$1,753	TRAVIS AFB CA	USA	SUU	
KUWAIT CITY	KUWAIT	KWI	\$770	WAKE ISLAND AAF	US MINOR OUTLYING		\$796	ASCENSION IS	ASCENSION IS	ASI	\$1,733	HICKAM AFB HI	USA	HIK	\$356
NAPLES	ITALY	NAP	\$664	YOKOTA AB	JAPAN	око	\$523	PAYA LEBAR (RSAF)	SINGAPORE	0.00		ALICE SPRINGS RAAF	AUSTRALIA	ASP	\$2,988
RAMSTEIN AB	GERMANY	RMS	\$1,159	TOKOTA AB	JAPAN	UKU	\$523	DIEGO GARCIA BIOT IO	DIEGO GARCIA	QPG NKW	\$780	ALICE SPRINGS RAAP	AUSTRALIA	ASP	\$2,900
	SPAIN	RTA	\$1,199	JACKSONVILLE NAS FL		NIP		DIEGO GARCIA BIOTIO	DIEGO GARCIA	INKV	\$760	VOKOTA AD		око	
ROTA NAS					USA								JAPAN		
SIGONELLA	GREECE	SIZ CHQ	\$2,075	GUANTANAMO BAY	CUBA	NBW	\$283		GERMANY	ACC		DIEGO GARCIA BIOT IO	DIEGO GARCIA	NKW IWA	\$1,817
SOUDA BAY MIL			\$1,031					ACCRA	GHANA		\$1,230	IWAKUNI	JAPAN		\$381
SPANGDAHLEM AB	GERMANY	SPM THU	\$1,159	KADENA AB	JAPAN GUAM	UAM		ADANA INCIRLIK AL UDEID AB	QATAR	ADA IUD	\$704 \$980	KADENA AB MISAWA AB	JAPAN	DNA MSJ	\$420
THULE AB	GREENLAND	THU	\$898	ANDERSEN AFB			\$539								\$310
				DIEGO GARCIA BIOT IO	DIEGO GARCIA	NKW	\$1,513	AGADEZ	NIGER	AJY	\$775	OSAN AB	SOUTH KOREA	OSN	\$352
DOVER AFB DE	USA	DOV		IWAKUNI	JAPAN	IWA	\$409	ANDREWS AFB	USA	ADW	\$1,159	PAYA LEBAR (RSAF)	SINGAPORE	QPG	\$1,046
AL UDEID AB	QATAR	IUD	\$1,045	OSAN AB	SOUTH KOREA	OSN	\$538	AVIANO AB	ITALY	AVB	\$622				-
BAGRAM	AFGHANISTAN	OA1	\$1,702					BAGRAM	AFGHANISTAN	OA1	\$1,181				-
KUWAIT CITY	KUWAIT	KWI	\$770	KUWAIT CITY	KUWAIT	KWI		CAIRO EAST	EGYPT	CAI	\$697				-
RAMSTEIN AB	GERMANY	RMS	\$1,159	AL UDEID AB	QATAR	IUD	\$773	DJIBOUTI	DJIBOUTI	JIB	\$1,547				-
SPANGDAHLEM AB	GERMANY	SPM	\$1,159					INCIRLIK AB	TURKEY	ADA	\$704				-
		_		MCGUIRE AFB NJ	USA	WRI		MILDENHALL RAF	UNITED KINGDOM	MHZ	\$682				+
ELMENDORF AFB	USA	EDF		KUWAIT CITY	KUWAIT	KWI	\$548	KUWAIT CITY	KUWAIT	KWI	\$1,067				
CAPE LISBURNE AK	USA	LUR	\$627	MILDENHALL RAF	UNITED KINGDOM	MHZ	\$396	NIAMEY	NIGER	NIM	\$1,300				
CAPE ROMANZOF AK	USA	CZF	\$562	RAMSTEIN AB	GERMANY	RMS	\$802	SIDI AHMED AB	TUNISIA	OIZ	\$416				
EARECKSON AS AK	USA	SYA	\$1,876	SIGONELLA	ITALY	SIZ	\$1,851	SIGONELLA	ITALY	SIZ	\$642				
EIELSON AFB AK	USA	EIL	\$232	THULE AB	GREENLAND	THU	\$876			_					
INDIAN MOUNTAIN AFS AK	USA	UTO	\$550												<u> </u>
CAPE NEWENHAM AK	USA	EHM	\$527	MISAWA AB	JAPAN	MSJ									<u> </u>
YOKOTA AB	JAPAN	око	\$1,005	OSAN AB	SOUTH KOREA	OSN	\$670			_					<u> </u>
SPARREVOHN AK	USA	SVW	\$67			_									<u> </u>
TATALINA AK	USA	TLJ	\$400			_				_					<u> </u>
TIN CITY AK	USA	TNC	\$681												<u> </u>
HICKAM AFB HI	USA	нк	\$686												

# ATCH 2: FMS Channel Cargo Tariffs

### FY22 FMS Channel Cargo Tariffs

					nnel Carg ars Per Po							annel Carg ars Per Po								nnel Carg ars Per Po		
		Zone	0 to	440 to	1100 to	2200 to			Zone	0 to	440 to	1100 to	2200 to				Zone	0 to	440 to	1100 to	2200 to	
		to	439	1099	2199	3599	3600+		to	439	1099	2199	3599	3600+			to	439	1099	2199	3599	3600+
POE	POD	Zone	LBS	LBS	LBS	LBS	LBS	POE POD		LBS	LBS	LBS	LBS	LBS	POE	POD	Zone	LBS	LBS	LBS	LBS	LBS
1	2	1-2 1-3	1.585	1.427	1.272 1.009	1.112	0.980	4 2	4-2	3.882	3.494	3.116	2.723	2.401	7	2	7-2	-	-	-	-	-
1	3 4	1-3	1.257 2.727	1.132 2.454	2.188	0.882	0.778	4 3 4 4	4-3 4-4	- 4.137	- 3.724	- 3.320	2.902	- 2.559	7	3 4	7-3 7-4	-	-	-	-	-
1	5	1-4	3.876	3.489	3.110	2.719	2.398	4 4	4-4	4.137	-	5.520	2.902	2.559	7	5	7-4	-	-	-	-	-
1	6	1-5	1.691	1.522	1.357	1.186	1.046	4 6	4-6	4.465	4.019	3.583	3.132	2.762	7	6	7-6	1.589	1.430	1.275	1.114	0.983
1	7	1-7	3.110	2.799	2.496	2.181	1.924	4 7	4-7	-	-	-	-	-	7	7	7-7	-	-	-	-	-
1	8	1-8	6.657	5.992	5.342	4.669	4.118	4 8	4-8	-	-	-	-	-	7	8	7-8	-	-	-	-	-
1	9	1-9	2.071	1.864	1.662	1.453	1.281	4 9	4-9	5.483	4.936	4.401	3.846	3.392	7	9	7-9	1.942	1.748	1.558	1.362	1.201
1	10	1-10	3.216	2.895	2.581	2.256	1.990	4 10	4-10	6.265	5.639	5.028	4.394	3.875	7	10	7-10	-	-	-	-	-
1	11	1-11	3.490	3.142	2.801	2.448	2.159	4 11	4-11	-	-	-	-	-	7	11	7-11	-	-	-	-	-
1	12	1-12	5.417	4.876	4.347	3.800	3.351	4 12	4-12	-	-	-	-	-	7	12	7-12	-	-	-	-	-
1	13	1-13	2.121	1.909	1.702	1.488	1.312	4 13	4-13	6.018	5.417	4.830	4.222	3.723	7	13	7-13	-	-	-	-	-
1	14	1-14	4.118	3.707	3.305	2.889	2.548	4 14	4-14	-	-	-	-	-	7	14	7-14	-	-	-	-	-
1	15	1-15	4.073	3.666	3.269	2.857	2.520	4 15	4-15	-	-	-	-	-	7	15	7-15	-	-	-	-	-
1	16	1-16 1-17	1.687 3.410	1.518 3.069	1.354 2.737	1.183 2.392	1.043 2.109	4 16 4 17	4-16 4-17	5.633 5.953	5.070 5.359	4.521 4.778	3.951 4.176	3.484	7	16 17	7-16 7-17	- 5.094	- 4.585	- 4.088	- 3.573	- 3.151
1	17 18	1-17	5.433	4.890	4.360	3.811	3.361	4 17	4-17	8.254	7.430	6.624	5.790	3.683 5.106	7	18	7-17	6.555	5.900	5.260	4.598	4.055
2	1	2-1	1.585	1.427	1.272	1.112	0.980	5 1	5-1	3.876	3.489	3.110	2.719	2.398	8	10	8-1	6.657	5.992	5.342	4.669	4.033
2	2	2-1	2.169	1.952	1.741	1.521	1.342	5 2	5-2	4.747	4.273	3.810	3.330	2.937	8	2	8-2	-	-	-	4.003	4.110
2	3	2-3	1.770	1.593	1.420	1.241	1.095	5 3	5-3	-	-	-	-	-	8	3	8-3	-	-	-	-	-
2	4	2-4	3.882	3.494	3.116	2.723	2.401	5 4	5-4	-	-	-	-	-	8	4	8-4	-	-	-	-	-
2	5	2-5	4.747	4.273	3.810	3.330	2.937	5 5	5-5	-	-	-	-	-	8	5	8-5	-	-	-	-	-
2	6	2-6	1.628	1.465	1.306	1.142	1.007	56	5-6	2.393	2.154	1.920	1.678	1.480	8	6	8-6	2.496	2.246	2.003	1.751	1.544
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	2.271	2.044	1.822	1.593	1.405	59	5-9	5.264	4.738	4.224	3.692	3.256	8	9	8-9	-	-	-	-	-
2	10	2-10	3.103	2.793	2.491	2.177	1.920	5 10	5-10	5.818	5.236	4.669	4.081	3.599	8	10	8-10	-	-	-	-	-
2	11	2-11	3.602	3.242	2.891	2.527	2.228	5 11	5-11	-	-	-	-	-	8	11	8-11	-	-	-	-	-
2	12	2-12 2-13	5.620 2.499	5.059 2.250	4.510 2.006	3.942 1.753	3.477 1.546	5 12 5 13	5-12 5-13	5.530 5.865	4.978	4.438	3.879	3.421	8 8	12 13	8-12 8-13	-	-	-	-	-
2	13 14	2-13	7.200	2.250	2.006	5.051	4.454	5 13	5-13	5.805	5.279	4.707	4.114	3.628	8	13	8-13	-	-	-	-	-
2	14	2-14	2.852	2.567	2.289	2.001	1.764	5 14	5-14	-	-	-	-	-	8	14	8-14	-	-	-	-	-
2	16	2-16	2.052	1.846	1.646	1.439	1.269	5 16	5-16	5.721	5.149	4.591	4.013	3.539	8	16	8-16	_	-	-	-	-
2	17	2-17	5.840	5.257	4.687	4.097	3.613	5 17	5-17	6.365	5.729	5.108	4.465	3.937	8	17	8-17	-	-	-	-	-
2	18	2-18	4.064	3.658	3.262	2.851	2.514	5 18	5-18	-	-	-	-	-	8	18	8-18	7.174	6.457	5.757	5.032	4.438
3	1	3-1	1.257	1.132	1.009	0.882	0.778	6 1	6-1	1.691	1.522	1.357	1.186	1.046	9	1	9-1	2.071	1.864	1.662	1.453	1.281
3	2	3-2	1.770	1.593	1.420	1.241	1.095	6 2	6-2	1.628	1.465	1.306	1.142	1.007	9	2	9-2	2.271	2.044	1.822	1.593	1.405
3	3	3-3	2.035	1.831	1.633	1.427	1.259	6 3	6-3	1.294	1.164	1.038	0.907	0.800	9	3	9-3	2.527	2.275	2.028	1.773	1.563
3	4	3-4	-	-	-	-	-	6 4	6-4	4.465	4.019	3.583	3.132	2.762	9	4	9-4	5.483	4.936	4.401	3.846	3.392
3	5	3-5	-	-	-	-	-	6 5	6-5	2.393	2.154	1.920	1.678	1.480	9	5	9-5	5.264	4.738	4.224	3.692	3.256
3	6	3-6	1.294	1.164	1.038	0.907	0.800	6 6	6-6	1.257	1.132	1.009	0.882	0.778	9	6	9-6	3.277	2.949	2.630	2.299	2.027
3 3	7	3-7	-	-	-	-	-	6 7 6 8	6-7	1.589	1.430	1.275	1.114	0.983	9 9	7 8	9-7	1.942	1.748	1.558	1.362	1.201
3	8 9	3-8 3-9	- 2.527	- 2.275	- 2.028	- 1.773	- 1.563	6 8 6 9	6-8 6-9	2.496 3.277	2.246 2.949	2.003 2.630	1.751	1.544 2.027	9	8	9-8 9-9	- 4.508	- 4.057	- 3.617	- 3.162	- 2.788
3	9 10	3-9	6.226	5.604	4.996	4.367	3.851	6 9 6 10	6-9	2.881	2.949	2.030	2.299	1.782	9	9 10	9-9 9-10	3.395	3.056	2.724	2.381	2.100
3	11	3-10	-	5.004	4.550	4.307	5.001	6 11	6-11	4.101	3.691	3.291	2.876	2.537	9	11	9-10 9-11	5.316	4.785	4.267	3.729	3.289
3	12	3-11	6.006	5.406	4.820	4.213	3.715	6 12	6-12	4.891	4.402	3.925	3.431	3.025	9	12	9-12	4.235	3.812	3.399	2.971	2.620
3	13	3-13	5.697	5.128	4.572	3.996	3.524	6 13	6-13	4.911	4.420	3.941	3.445	3.038	9	13	9-13	3.460	3.114	2.777	2.427	2.140
3	14	3-14	-	-	-	-	-	6 14	6-14	4.913	4.422	3.943	3.446	3.039	9	14	9-14	6.649	5.985	5.336	4.664	4.113
3	15	3-15	-	-	-	-	-	6 15	6-15	3.748	3.373	3.008	2.629	2.318	9	15	9-15	4.382	3.944	3.517	3.074	2.711
3	16	3-16	6.083	5.475	4.881	4.267	3.763	6 16	6-16	3.780	3.403	3.034	2.652	2.339	9	16	9-16	2.572	2.315	2.064	1.804	1.591
3	17	3-17	6.046	5.442	4.852	4.241	3.740	6 17	6-17	2.742	2.468	2.200	1.923	1.696	9	17	9-17	4.701	4.231	3.773	3.298	2.908
3	18	3-18	-	-	-	-	-	6 18	6-18	4.211	3.791	3.380	2.954	2.605	9	18	9-18	5.246	4.722	4.210	3.680	3.245
4	1	4-1	2.727	2.454	2.188	1.913	1.687	7 1	7-1	3.110	2.799	2.496	2.181	1.924	10	1	10-1	3.216	2.895	2.581	2.256	1.990

### FY22 FMS Channel Cargo Tariffs

					nnel Carg								nnel Carg								nnel Carg		
		Zone	0 to	(Dolla 440 to	ars Per Po 1100 to	2200 to				Zone	0 to	(Dolla 440 to	ars Per Po 1100 to	2200 to				Zone	0 to	(Dolla 440 to	ars Per Po 1100 to	2200 to	
		to	439	1099	2199	3599	3600+			to	439	1099	2199	3599	3600+			to	439	1099	2199	3599	3600+
POE	POD	Zone	LBS	LBS	LBS	LBS	LBS	POE	POD	Zone	LBS	LBS	LBS	LBS	LBS	POE	POD	Zone	LBS	LBS	LBS	LBS	LBS
10	2	10-2	3.103	2.793	2.491	2.177	1.920	13	2	13-2	2,499	2.250	2.006	1.753	1.546	16	2	16-2	2.051	1.846	1.646	1.439	1.269
10	3	10-3	6.226	5.604	4.996	4.367	3.851	13	3	13-3	5.697	5.128	4.572	3.996	3.524	16	3	16-3	6.083	5.475	4.881	4.267	3.763
10	4	10-4	6.265	5.639	5.028	4.394	3.875	13	4	13-4	6.018	5.417	4.830	4.222	3.723	16	4	16-4	5.633	5.070	4.521	3.951	3.484
10	5	10-5	5.818	5.236	4.669	4.081	3.599	13	5	13-5	5.865	5.279	4.707	4.114	3.628	16	5	16-5	5.721	5.149	4.591	4.013	3.539
10	6	10-6	2.881	2.593	2.312	2.021	1.782	13	6	13-6	4.911	4.420	3.941	3.445	3.038	16	6	16-6	3.780	3.403	3.034	2.652	2.339
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	3.395	3.056	2.724	2.381	2.100	13	9	13-9	3.460	3.114	2.777	2.427	2.140	16	9	16-9	2.572	2.315	2.064	1.804	1.591
10	10	10-10	2.781	2.503	2.232	1.951	1.720	13	10	13-10	1.567	1.411	1.258	1.099	0.970	16	10	16-10	3.078	2.771	2.470	2.159	1.904
10	11	10-11	-	-	-	-	-	13	11	13-11	2.934	2.641	2.355	2.058	1.815	16	11	16-11	-	-	-	-	-
10	12	10-12	5.142	4.628	4.126	3.607	3.181	13	12	13-12	5.378	4.841	4.316	3.772	3.327	16	12	16-12	5.537	4.984	4.444	3.884	3.425
10	13	10-13	1.567	1.411	1.258	1.099	0.970	13	13	13-13	1.257	1.132	1.009	0.882	0.778	16	13	16-13	3.051	2.746	2.448	2.140	1.887
10	14	10-14	5.235	4.712	4.201	3.672	3.238	13	14	13-14	4.761	4.286	3.821	3.340	2.945	16	14	16-14	5.142	4.628	4.126	3.607	3.181
10	15	10-15	2.286	2.057	1.834	1.603	1.414	13	15	13-15	3.754	3.379	3.013	2.633	2.322	16	15	16-15	4.117	3.706	3.304	2.888	2.547
10	16	10-16	3.078	2.771	2.470	2.159	1.904	13	16	13-16	3.051	2.746	2.448	2.140	1.887	16	16	16-16	3.494	3.145	2.804	2.451	2.161
10	17	10-17	4.408	3.968	3.538	3.092	2.727	13	17	13-17	6.665	5.999	5.349	4.675	4.123	16	17	16-17	2.496	2.246	2.003	1.751	1.544
10	18	10-18	5.378	4.841	4.316	3.772	3.327	13	18	13-18	6.528	5.876	5.239	4.579	4.038	16	18	16-18	4.397	3.958	3.529	3.084	2.720
11	1	11-1	3.490	3.142	2.801	2.448	2.159	14	1	14-1	4.118	3.707	3.305	2.889	2.548	17	1	17-1	3.410	3.069	2.737	2.392	2.109
11	2	11-2	3.602	3.242	2.891	2.527	2.228	14	2	14-2	7.200	6.481	5.778	5.051	4.454	17	2	17-2	5.840	5.257	4.687	4.097	3.613
11	3	11-3	-	-	-	-	-	14	3	14-3	-	-	-	-	-	17	3	17-3	6.046	5.442	4.852	4.241	3.740
11	4	11-4	-	-	-	-	-	14	4	14-4	-	-	-	-	-	17	4	17-4	5.953	5.359	4.778	4.176	3.683
11 11	5 6	11-5 11-6	- 4.101	- 3.691	- 3.291	- 2.876	2.537	14 14	5 6	14-5 14-6	4.913	- 4.422	- 3.943	- 3.446	3.039	17	5	17-5 17-6	6.365 2.742	5.729 2.468	5.108 2.200	4.465	3.937 1.696
11	7	11-6	4.101	3.091	5.291	2.070	2.557	14	7	14-0	4.913	4.422	5.945	- 3.440	-	17	7	17-6	5.094	4.585	4.088	3.573	3.151
11	8	11-7	-	-	-	-	-	14	8	14-7	-	-	-	-	-	17	8	17-7	5.094	4.565	4.000	3.573	3.151
11	9	11-8	5.316	- 4.785	4.267	3.729	3.289	14	9	14-8	6.649	5.985	5.336	4.664	4.113	17	9	17-8	4.701	4.231	3.773	3.298	2.908
11	10	11-10	-	4.705	4.207	-	-	14	10	14-9	5.235	4.712	4.201	3.672	3.238	17	10	17-9	4.408	3.968	3.538	3.092	2.900
11	11	11-11	-	-	_	_	_	14	11	14-10	5.516	4.965	4.427	3.869	3.412	17	11	17-11	5.329	4.797	4.277	3.738	3.296
11	12	11-12	_	-	-	_	_	14	12	14-12	5.951	5.356	4.776	4.174	3.681	17	12	17-12	8.200	7.381	6.581	5.752	5.072
11	13	11-13	2.934	2.641	2.355	2.058	1.815	14	13	14-13	4.761	4.286	3.821	3.340	2.945	17	13	17-13	6.665	5.999	5.349	4.675	4.123
11	14	11-14	5.516	4.965	4.427	3.869	3.412	14	14	14-14	7.033	6.331	5.644	4.934	4.351	17	14	17-14	6.140	5.527	4.928	4.307	3.798
11	15	11-15	-	-	-	-	-	14	15	14-15	-	-	-	-	-	17	15	17-15	-	-	-	-	-
11	16	11-16	-	-	-	-	-	14	16	14-16	5.142	4.628	4.126	3.607	3.181	17	16	17-16	2.496	2.246	2.003	1.751	1.544
11	17	11-17	5.329	4.797	4.277	3.738	3.296	14	17	14-17	6.140	5.527	4.928	4.307	3.798	17	17	17-17	1.954	1.759	1.568	1.371	1.209
11	18	11-18	6.066	5.460	4.868	4.255	3.752	14	18	14-18	6.619	5.958	5.312	4.643	4.094	17	18	17-18	2.826	2.544	2.268	1.982	1.748
12	1	12-1	5.417	4.876	4.347	3.800	3.351	15	1	15-1	4.073	3.666	3.269	2.857	2.520	18	1	18-1	5.433	4.890	4.360	3.811	3.361
12	2	12-2	5.620	5.059	4.510	3.942	3.477	15	2	15-2	2.852	2.567	2.289	2.001	1.764	18	2	18-2	4.064	3.658	3.262	2.851	2.514
12	3	12-3	6.006	5.406	4.820	4.213	3.715	15	3	15-3	-	-	-	-	-	18	3	18-3	-	-	-	-	-
12	4	12-4	-	-	-	-	-	15	4	15-4	-	-	-	-	-	18	4	18-4	8.254	7.430	6.624	5.790	5.106
12	5	12-5	5.530	4.978	4.438	3.879	3.421	15	5	15-5	-	-	-	-	-	18	5	18-5	-	-	-	-	-
12	6	12-6	4.891	4.402	3.925	3.431	3.025	15	6	15-6	3.748	3.373	3.008	2.629	2.318	18	6	18-6	4.211	3.791	3.380	2.954	2.605
12	7	12-7	-	-	-	-	-	15	7	15-7	-	-	-	-	-	18	7	18-7	6.555	5.900	5.260	4.598	4.055
12	8	12-8	-	-	-	-	-	15	8	15-8	-	-	-	-	-	18	8	18-8	7.174	6.457	5.757	5.032	4.438
12	9	12-9	4.235	3.812	3.399	2.971	2.620	15	9	15-9	4.382	3.944	3.517	3.074	2.711	18	9	18-9	5.246	4.722	4.210	3.680	3.245
12	10	12-10	5.142	4.628	4.126	3.607	3.181	15	10	15-10	2.286	2.057	1.834	1.603	1.414	18	10	18-10	5.378	4.841	4.316	3.772	3.327
12	11	12-11		- 5.297	- 4.723	- 4.128	- 3.641	15	11	15-11	- 5.534	- 4.981	- 4.441	- 3.882		18	11	18-11	6.066	5.460	4.868	4.255	3.752 4.351
12 12	12 13	12-12 12-13	5.885 5.378	5.297 4.841	4.723	4.128	3.641	15 15	12 13	15-12 15-13	5.534	4.981	4.441 3.013	2.633	3.423 2.322	18 18	12 13	18-12 18-13	7.035 6.528	6.332 5.876	5.645 5.239	4.935 4.579	4.351 4.038
12	13	12-13	5.378	4.84 I 5.356	4.316	4.174	3.681	15	13	15-13	5.754	5.519	3.013	2.033	2.322	18	13	18-13	6.619	5.876	5.239	4.643	4.038
12	14	12-14	5.534	4.981	4.770	3.882	3.423	15	14	15-14	4.176	3.759	3.351	2.929	2.583	18	14	18-14	0.019	5.956	5.512	4.043	4.094
12	16	12-15	5.534	4.981	4.441	3.884	3.425	15	16	15-15	4.170	3.709	3.304	2.929	2.565	18	16	18-15	4.397	3.958	3.529	3.084	2.720
12	17	12-10	8.200	7.381	6.581	5.752	5.072	15	17	15-17	4.117	-	-	2.000	-	18	17	18-17	2.826	2.544	2.268	1.982	1.748
12	18	12-17	7.035	6.332	5.645	4.935	4.351	15	18	15-17	-	-	-	-	_	18	18	18-18	1.257	1.132	1.009	0.882	0.778
13	1	13-1	2.121	1.909	1.702	1.488	1.312	16	1	16-1	1.687	1.518	1.354	1.183	1.043							0.002	0.110
10	•	10-1	2.121	1.505	1.702	1.400	1.012	10	•	10-1	1.007	1.010	1.004	1.100	1.040								

# ATCH 3: 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
<u> 3 Pale Green</u>	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	<u>15 Purple</u>
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	0.77.1	Nauru		Eritrea	Vanuatu Is
Dominican Rep	Venezuela	Monaco	<u>8 Teal</u>	Niue Is		Ethiopia	
Grenada		Netherlands	Belarus	Palau		Europa Is	
Guadeloupe		Norway	Georgia	Palmyra Is		Gabon	<u>16 Medium Blue</u>
Haiti	<u>5 Green</u>	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	<u>9 Olive Green</u>	Saipan		Ivory Coast	<u>17 Burgandy</u>
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	<u>18 Pale Yellow</u>
St Lucia			Jordan	Tokelau Is		Madagascar	Afghanistan
St Maarten			Lebanon	Tonga		Malawi	
St Pierre Is St Vincent			Oman	Tuvalu Wake Is		Mali	
Trinidad			Qatar Saudi Arabia	Wallis Is		Mauritania Mauritius Is	
Turks & Caicos Is			Syria	W. Somoa		Morocco	
Virgin Islands			Turkey	w. Solitoa		Mozambique	
v ligili Islands			United Arab Emirates			Namibia	
			Yemen			Niger	
			I emen			Nigeria	
						Reunion Is	
						Rwanda	
						St Helena Is	
						Sao Tome Is	
						Senegal	
						Seychelles	
						Sierra Leone	
						Somalia	
						S. Africa	
					1	Sudan	
					1	Swaziland	
						Tanzania	
						Togo	
						Tromelin Is	
						Tunisia	
Note: If unable to a	determine a count	try's cargo zone by i	using the zone list and/or n	nap, it can be obtained		Uganda	
						Western Sahara	
by request to HO U	STRAINSCOMPT	0-BI al DON 779-1	)()/4 ()[ //9-)()(9 ()[ e-()(a)				
			5074 OI 779-5009 OI e-mai	110		Zaire	
by request to HQ U TRANSCOM.Scott			5074 of 779-3009 of e-mai	110		Zaire Zambia	

### Cargo Zone Map

