



Air Mobility Command

FY 2023

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

Version 2

(Rate Change - 1 Oct 22 OSD Directed Fuel Price Increase)

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 22 through 30 Sep 23 (FY23)

The U.S. Government DOD rate applies to all DOD agencies (e.g., Services, Defense Logistics Agency) 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)229-5754 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. 0.525948, 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	<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 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); 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/ALDRC, DSN 779-7405.

0-70 pounds	71-140 pounds	141-150 pounds
\$125	\$250	\$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-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 \$1.972 (0-439 lbs shipment), \$1.773 (440-1099 lbs), \$1.579 (1100-2199 lbs), \$1.378 (2200-3599 lbs), and \$1.213 (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 (in³). Next, divide the cubic inches by 1,728 to determine the cubic feet (ft³). (1ft³ = 12 in x 12 in x 12 in = 1,728 in³). 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 in³
 Hypothetical Weight Break Rate for items 1-439 lbs = \$3.02/lb

$$\text{Dimensional weight} = \frac{125,000 \text{ in}^3}{1,728 \text{ in}^3/\text{ft}^3} = 72.3 \text{ ft}^3 \rightarrow 72 \text{ ft}^3 \text{ (round to nearest whole number)} \times 10 \text{ lbs}/\text{ft}^3 = 720 \text{ lbs}$$

$$400 \text{ lb Actual Weight Break Rate} \times \text{Greater of: Actual Weight or Dimensional Weight} = \$3.02/\text{lb} \times 720 \text{ lbs} = \$2,174$$

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 (ft³) 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 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 x 12 x 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 and the minimum cargo charges do not apply.

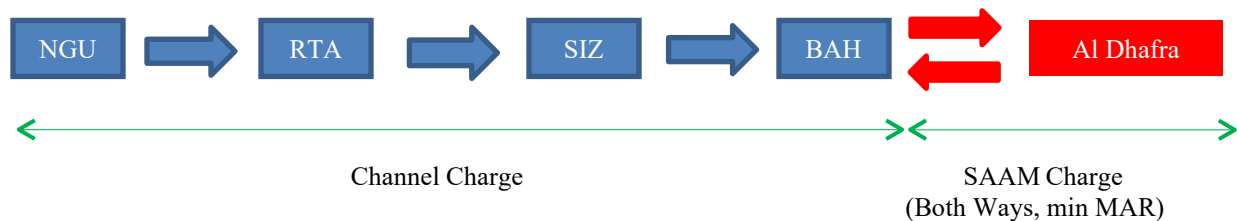
3. Channel Extensions and Flag Stops (defined and discussed below) are Special Assignment Airlift Mission (SAAM) extensions within a channel mission. Certain portions are charged using SAAM mission flying hour costs in addition to the normal channel costs.

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):



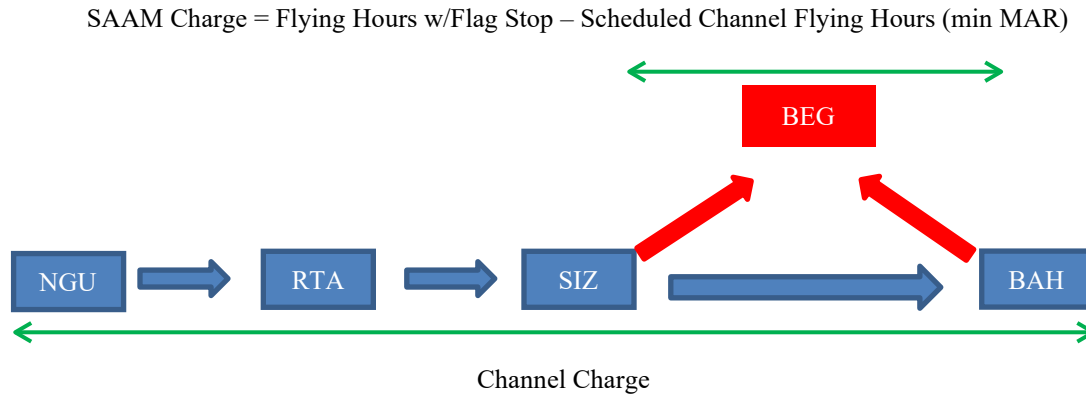
b. **Flag Stops.** Flag stops are customer requests to move small cargo volumes with on/offload movement requirements at/to an additional location (OCONUS only) in close proximity along a scheduled channel route

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):



4. Channel Aeromedical Evacuation (AE) furnished to the DOD are executed on missions bearing an L in the second position. These missions carry patients globally and are 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 Pallet Position Equivalent (PPE), which occupies a pallet position. The number of PPEs 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 PPEs, 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 position equivalents each pallet position 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 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

ATCH 2: Department of Defense Channel Cargo Tariffs

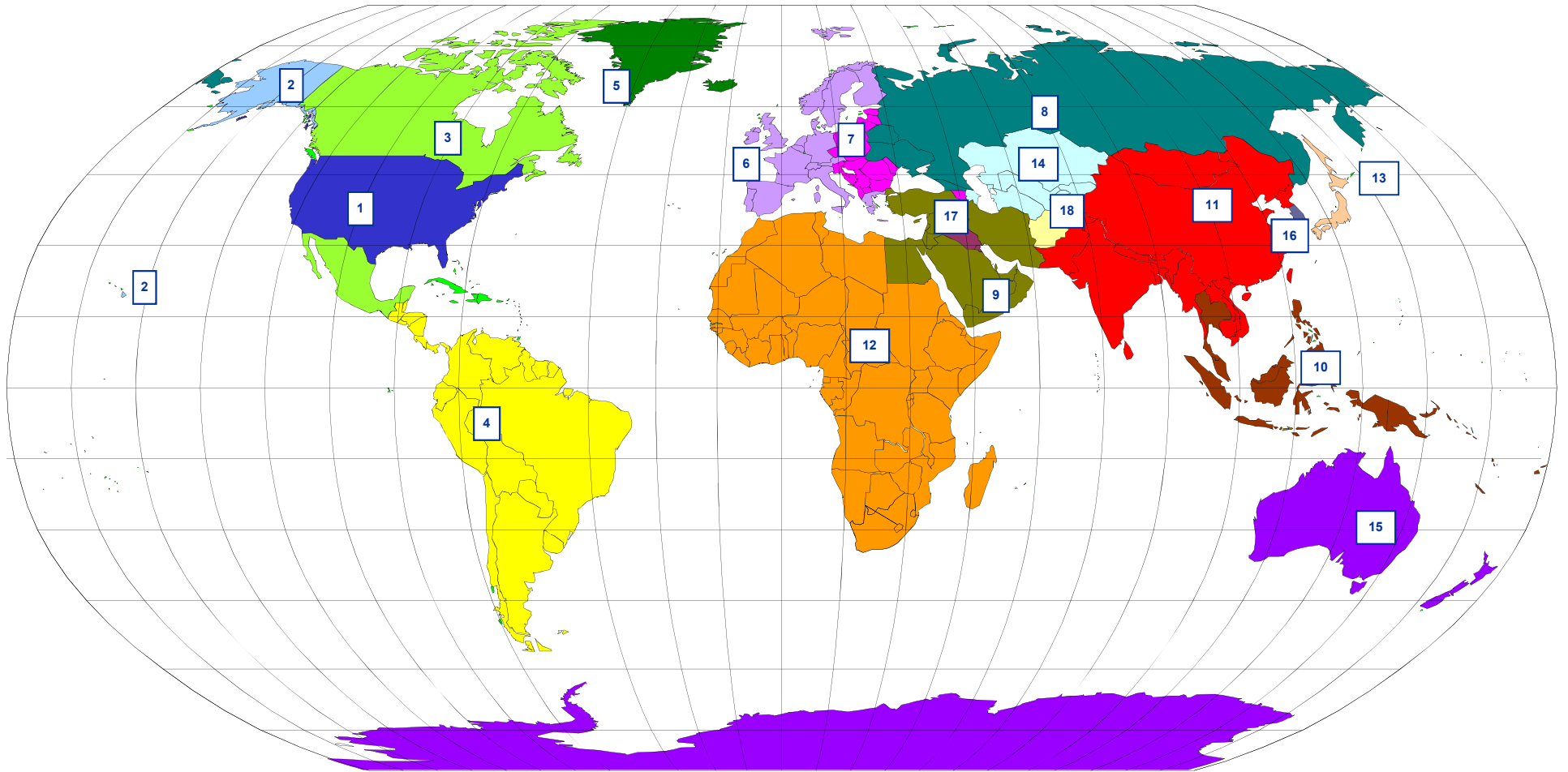
ATCH 3:
Cargo Zone List and Map

Cargo Zone List

<u>1 Dark Blue</u>	<u>4 Yellow</u>	<u>6 Lavender</u>	<u>7 Fuschia</u>	<u>10 Brown</u>	<u>11 Red</u>	<u>12 Orange</u>	<u>13 Tan</u>
CONUS	Argentina	Andorra	Albania	Brunei	Bangladesh	Algeria	Japan
	Belize	Austria	Armenia	Christmas Is	Bhutan	Angola	
	Bolivia	Azores	Bosnia-Herzegovina	East Timor	Cambodia	Ascension	
<u>2 Pale Blue</u>	Brazil	Belgium	Bulgaria	Fiji	China	Bassa Da India	<u>14 Robin Blue</u>
Alaska	Chile	Canary 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		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			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	
						Uganda	
						Western Sahara	
						Zaire	
						Zambia	
						Zimbabwe	

Note: If unable to determine a country's cargo zone by using the zone list and/or map, it can be obtained by request to HQ USTRANSCOM/J8-BT at DSN 779-5074 or 779-5009 or e-mail to TRANSCOM.Scott.tcj8.mbx.rates@mail. mil.

Cargo Zone Map



ATCH 4: TP-4 Tariffs

EFFECTIVE: 1 Oct 22

FY23 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
Al Udeid AB	Qatar	IUD		Hickam AFB	USA	HIK		Norfolk NAS	USA	NGU	
McGuire AFB	USA	WRI	\$2.750	Wake Island AAF	USA Minor Outlying Is	AWK	\$11.955	Bahrain	Bahrain	BAH	\$2.670
Andersen AFB	Guam	UAM		Kadena AB	Japan	DNA	\$1.840	Djibouti	Djibouti	JIB	\$3.130
Hickam AFB	USA	HIK	\$3.430	Kwajalein	Marshall Is.	KWA	\$3.670	Guantanamo Bay NS	Cuba	NBW	\$2.810
Yokota AB	Japan	OKO	\$2.370	Yokota AB	Japan	OKO	\$3.440	Rota NAS	Spain	RTA	\$2.150
Travis AFB	USA	SUU	\$2.430	Osan AB	South Korea	OSN	\$1.920	Signonella NAS	Italy	SIZ	\$2.150
Aviano AB	Italy	AVB		RAAF Richmond	Australia	RCM	\$6.392	Osan AB	South Korea	OSN	
Dover AFB	USA	DOV	\$2.260	Travis AFB	USA	SUU	\$1.450	Kadena AB	Japan	DNA	\$1.140
McGuire AFB	USA	WRI	\$2.260	Andersen AFB	Guam	UAM	\$2.890	Hickam AFB	USA	HIK	\$2.960
Baghdad	Iraq	SDA		Incirilik AB (Adana)	Turkey	ADA		Yokota AB	Japan	OKO	\$1.350
Dover AFB	USA	DOV	\$2.750	Ramstein AB	Germany	RMS	\$2.290	Travis AFB	USA	SUU	\$1.490
Bahrain	Bahrain	BAH		McGuire AFB	USA	WRI	\$2.260	Paya Lebar (RSAF)	Singapore	QPG	
Al Fujairah	United Arab Emirates	FJR	\$1.770	Kadena AB	Japan	DNA		Diego Garcia NSF	BIOT	NKW	\$1.240
Djibouti	Djibouti	JIB	\$2.010	Hickam AFB	USA	HIK	\$3.320	Yokota AB	Japan	OKO	\$1.730
Norfolk NAS	USA	NGU	\$2.750	Iwakuni MCAS	Japan	IWA	\$1.230	Travis AFB	USA	SUU	\$3.830
Diego Garcia NSF	BIOT	NKW	\$5.732	Gimhae	South Korea	KHE	\$1.220	RAAF Richmond	Australia	RCM	
Rota NAS	Spain	RTA	\$1.660	Gunsan AB	South Korea	KUZ	\$1.220	Hickam AFB	USA	HIK	\$6.392
Signonella NAS	Italy	SIZ	\$1.660	Yokota AB	Japan	OKO	\$1.230	Travis AFB	USA	SUU	\$1.790
Charleston AFB	USA	CHS		Osan AB	South Korea	OSN	\$1.220	Ramstein AB	Germany	RMS	
Soto Cano AB	Honduras	PLA	\$1.380	Travis AFB	USA	SUU	\$2.340	Aviano AB	Italy	AVB	\$1.800
Diego Garcia NSF	BIOT	NKW		Kuwait City	Kuwait	KWI		Cairo East	Egypt	CAI	\$1.800
Yokota AB	Japan	OKO	\$3.348	Dover AFB	USA	DOV	\$2.750	Dover AFB	USA	DOV	\$1.720
Djibouti	Djibouti	JIB		McGuire AFB	USA	WRI	\$2.750	Kuwait City	Kuwait	KWI	\$2.000
Bahrain	Bahrain	BAH	\$1.764	Kwajalein	Marshall Is.	KWA		McGuire AFB	USA	WRI	\$1.720
Norfolk NAS	USA	NGU	\$3.590	Hickam AFB	USA	HIK	\$4.590	Rota NAS	Spain	RTA	
Dover AFB	USA	DOV		Travis AFB	USA	SUU	\$5.030	Bahrain	Bahrain	BAH	\$1.380
Kuwait City	Kuwait	KWI	\$2.670	McGuire AFB	USA	WRI		Naples	Italy	NAP	\$2.098
Mildenhall RAF	United Kingdom	MHZ	\$1.960	Incirilik AB (Adana)	Turkey	ADA	\$2.600	Norfolk NAS	USA	NGU	\$2.060
Guantanamo Bay NS	Cuba	NBW		Aviano AB	Italy	AVB	\$2.600	Signonella NAS	Italy	SIZ	\$2.098
Norfolk NAS	USA	NGU	\$1.949	Kuwait City	Kuwait	KWI	\$2.670	Signonella NAS	Italy	SIZ	
				Mildenhall RAF	United Kingdom	MHZ	\$1.960	Bahrain	Bahrain	BAH	\$1.380
				Ramstein AB	Germany	RMS	\$2.090	Souda Bay NSA	Greece	CHQ	\$2.230
				Mildenhall RAF	United Kingdom	MHZ		Norfolk NAS	USA	NGU	\$2.060
				Ramstein AB	Germany	RMS	\$1.500	Rota NAS	Spain	RTA	\$2.098
				McGuire AFB	USA	WRI	\$1.570	Thule AB	Greenland	THU	
				Naples	Italy	NAP		McGuire AFB	USA	WRI	\$1.740
				Norfolk NAS	USA	NGU	\$2.060	Thumrait	Oman	TTH	
				Rota NAS	Spain	RTA	\$2.098	Dover AFB	USA	DOV	\$2.750
								Ramstein AB	Germany	RMS	\$2.020
								McGuire AFB	USA	WRI	\$2.750

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

EFFECTIVE: 1 Oct 22

FY23 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
Travis AFB	USA	SUU		Yokota AB	Japan	OKO					
Alice Springs RAAF	Australia	ASP	\$3.200	Kadena AB	Japan	DNA	\$1.590				
Kadena AB	Japan	DNA	\$2.240	Hickam AFB	USA	HIK	\$4.040				
Hickam AFB	USA	HIK	\$2.500	Gunsan AB	South Korea	KUZ	\$0.750				
Iwakuni MCAS	Japan	IWA	\$2.280	Diego Garcia NSF	BIOT	NKW	\$3.348				
Gunsan AB	South Korea	KUZ	\$2.010	Osan AB	South Korea	OSN	\$0.750				
Kwajalein	Marshall Is.	KWA	\$4.750	Paya Lebar (RSAF)	Singapore	QPG	\$1.150				
Misawa AB	Japan	MSJ	\$2.280	Travis AFB	USA	SUU	\$1.680				
Diego Garcia NSF	BIOT	NKW	\$5.816	Andersen AFB	Guam	UAM	\$2.890				
Yokota AB	Japan	OKO	\$2.280								
Osan AB	South Korea	OSN	\$2.010								
Paya Lebar (RSAF)	Singapore	QPG	\$2.130								
RAAF Richmond	Australia	RCM	\$3.200								
Andersen AFB	Guam	UAM	\$2.270								

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