



Air Mobility Command

FY 2023

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

Version 2

(Rate Change - OSD Directed Fuel Price Increase)

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

PASSENGER AND CARGO CHANNEL RATES

EFFECTIVE: 1 Oct 22 through 30 Sep 23 (FY23)

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 \$0.525948, 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 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 \$2.027 (0-439 lbs shipment), \$1.829 (440-1099 lbs), \$1.635 (1100-2199 lbs), \$1.434 (2200-3599 lbs), and \$1.269 (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 (1,025) x 10 is greater than the weight. Weight added together equals the 5th weight break.
 10,250 x \$3.576 = \$36,654

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

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

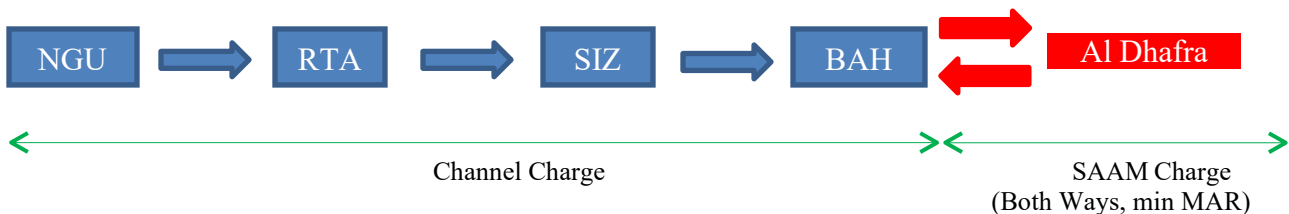
4. Channel Extensions and Flag Stops (defined and discussed below) are Special Assignment Airlift Mission (SAAM) extensions within a channel mission; certain portions are charged using SAAM mission flying hour costs in addition to the normal channel costs.

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). (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):



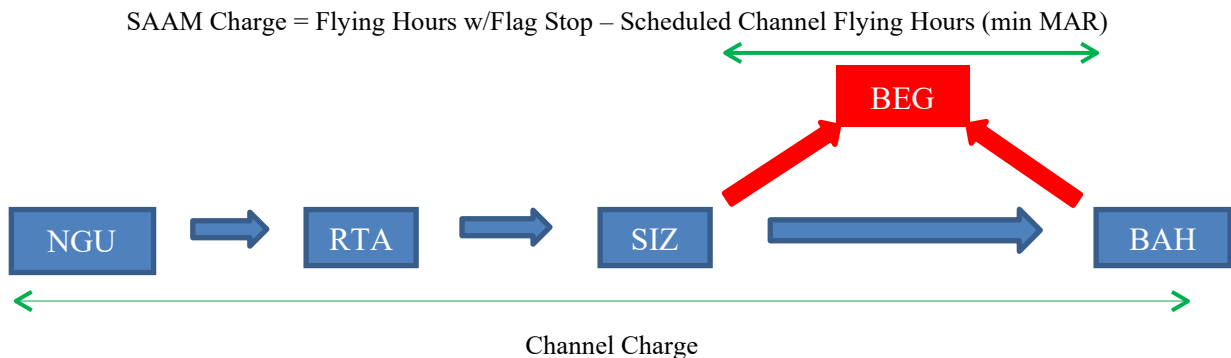
b. **Flag Stops.** Flag stops are customer requests to move small cargo volumes with on/offload movement requirements at/to an additional location (OCONUS only) in close proximity along a scheduled channel route without causing disruption to the channel system. Flag stop requirements are channel requirements 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. 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 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 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 is not 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 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 <https://tacc.us.af.mil/Directorates/ALD/aldrd.cshhtml>, 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 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: FMS Channel Passenger Tariffs

ATCH 2: FMS 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

