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CH 5
DoD 4500.32-R
Vol. I

DLMSO

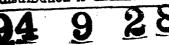12 Aug 94

CHANGE NO. 5
DoD 4500.32-R

MILITARY STANDARD TRANSPORTATION AND MOVEMENT PROCEDURES

I. This change, published by direction of the Deputy Assistant Secretary of Defense (Logistics) (DASD(L)), under the authority of the DoD Directive 4140.1, Materiel Management Policy, is effective upon receipt.

II. This change incorporates:

A. Interim Changes 5-1 thru 5-7 (less 5-6) which are hereby superseded.

B. The following Approved MILSTAMP Changes:

    (1) AMCL 31, HHG Type Shipment Code
    (2) AMCL 32, ISO Container Numbers
    (3) AMCL 35, Realignment of Functions from MTMC to AMC
    (4) AMCL 36, Inclusion of CANUS-ILOC
    (5) AMCL 37, Army Unit Moves
    (6) AMCL 38, ATCMD Transmission and ACA Procedures

C. Appendix F1 was erroneously omitted during the publishing process of Formal Change 3 and is therefore included in this change.

D. Miscellaneous editorial revisions to correct and/or clarify existing information.

III. Chapters, paragraphs, and figures that contain additions or modification are highlighted by **_bold italic type_**.

IV. Remove old pages listed below and insert new revised pages as follows:

Remove Old	Insert New
v thru xiii	v thru xiii
xv and xvi	xv and xvi
1-A-1 thru 1-A-4	1-A-1 thru 1-A-4
1-B-1 thru 1-B-8	1-B-1 thru 1-B-8
1-C-1 thru 1-C-6	1-C-1 thru 1-C-6
1-D-1	1-D-1
2-A-1 thru 2-A-3	2-A-1 thru 2-A-3
2-B-1 thru 2-B-55	2-B-1 thru 2-B-55
3-A-1 thru 3-A-4	3-A-1 thru 3-A-4
3-B-1 thru 3-B-9	3-B-1 thru 3-B-9
3-C-1 thru 3-C-57	3-C-1 thru 3-C-57
A-1 thru A-17	A-1 thru A-18

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<u>Remove Old</u>	<u>Insert New</u>
B-1 thru B-6	B-1 thru B-9
C-1 thru C-14	C-1 thru C-14
D-1 thru D-56	D-1 thru D-59
F-1 thru F-3	F-1 thru F-3
	F1-1
F4-1 thru F4-35	F4-1 thru F4-63
F5-1 thru F5-2	F5-1 thru F5-2
F21-1 thru F21-28	F21-1 thru F21-29
G-1 thru G-10	G-1 thru G-10
H-1 thru H-10	H-1 thru H-10
J-1 thru J-70	J-1 thru J-67

V. This change sheet will be filed in front of the publication for reference purposes, after changes have been made.

BY ORDER OF THE DIRECTOR

GARY C. TUCKER
Colonel, USA
DASC Commander

DISTRIBUTION
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REFERENCES

a. DoDD 4140.*1*, DoD *Directive* Materiel Management *Policy*, 5 January, 1993

b. DoD 5200.1-R, Information Security Program Regulation, June 1986

c. ADMP 1025.2, Document Security

d. DoDI 5120.16, Department of Defense Incentive Awards Program: Policies and Standards, 15 July, 1974

e. Personal Property Consignment Instruction Guide, Worldwide, 1 June, 1985

f. DoD 4000.25-6-M, DoD Activity Address Directory, January 1992

g. DoD 4000.25-8-M, Military Assistance Program Address Directory System, August 1990

h. DoD 4500.34-R, Personal Property Traffic Management Regulation, *October 1991*

i. DoDD 4500.9, Transportation and Traffic Management, *26 January, 1989*

j. AR 55-355/NAVSUPINST 4600.70/AFR 75-2/MCO P4600.14B/DLAR 4500.3, Defense Traffic Management Regulation, 31 July, 1986

k. National Motor Freight Classification No. 100-K

l. Uniform Freight Classification No. 6000-C

m. Title 49, Code of Federal Regulations, Transportation

n. MIL-STD-129M, Military Standard Marking for Shipment and Storage, 1 June, 1988

o. AFR 71-4/TM 38-250/NAVSUP PUB 505/MCO P4030.19E/DLAM 4145.3, Preparing Hazardous Materials for Military Air Shipments, 15 January, 1988

p. MSC Container Agreement and Rate Guide, 1 October, 1986

q. AR 55-38/NAVSUPINST 4610.33/AFR 75-18/MCO P4610.19/DLAR 4500.15, Reporting of Transportation Discrepancies in Shipments *(RCS: MTMC-54), 31 August, 1992*

r.   DLAR 4140.55/AR 735-11-2/SECNAVINST 4355.18/AFR 400-54, Reporting of
      Item and Packaging Discrepancies, 6 December, 1991

s.   MTMC Pamphlet 55-13, DoD Container Delivery System, November 1983

t.   MIL-STD-212D, Preparation of Household Goods and Unaccompanied
      Baggage for Shipment, Storage, and Intra city and Intra area Move-
      ments, 3 November, 1980

u.   Code of Federal Regulations, Title 41, Public Contracts and Property
      Management

v.   DoD 5030.49-R, Customs Inspection, May 1977

w.   Federal Property Management Regulation 101-41

x.   DoD 5100.76-M, Physical Security of Sensitive Conventional Arms,
      Ammunition, and Explosives, *September 1992*

y.   *Canada-United States Integrated Lines of Communication Agreement
      (CANUS-ILOC) Joint Logistics Plan*

CHAPTER 1

INTRODUCTION TO
THE MILITARY STANDARD TRANSPORTATION AND MOVEMENT PROCEDURES
(MILSTAMP)

VOLUME I

SECTION A   GENERAL

1. Authority. Department of Defense Directive 4*140.1*, subject: *Materiel Management Policy, 4 January 1993* (reference a), prescribes publication and use of this regulation.

2. Purpose. This regulation provides DoD policy for the transportation and movement of materiel. MILSTAMP prescribes standard data elements, codes, formats, documents, forms, rules, methods, and procedures required by DoD Components and other U.S. Government Agencies/civil authorities, *and users of the Canada-United States Integrated Lines of Communication (CANUS-ILOC)* in the transportation and movement of materiel to, within, and beyond the *Defense Transportation System (DTS)*.

3. Scope and Applicability

    a. This regulation applies to the Army, Navy, Air Force, Marine Corps, DLA, Coast Guard, GSA, *TCC*s, and other activities/Agencies using the DTS.

    b. MILSTAMP applies to all shipments entering the DTS. Some portions of MILSTAMP such as the codes and data elements it contains and intransit data reporting are also used for non-DTS shipments.

    c. Requests for deviations or exceptions to this regulation must be processed through the DoD MILSTAMP System Administrator for approval or waiver.

    d. *All material transported during activation or exercise of the CANUS-ILOC will be documented in accordance with MILSTAMP as prescribed in reference y.*

4. Exclusions. There are no exclusions from MILSTAMP data/documentation requirements for shipments entering the DTS. Some shipments which might logically fit the description of movement in the DTS are instead

covered by Service or Agency regulations. Those DTS like shipments not covered by MILSTAMP are:

    a. Coal and petroleum products shipped in bulk.

    b. Special Assignment Airlift Missions (SAAM).

    c. Marine Corps tactical unit movements by exclusive-use surface transportation under special arrangements between the WCA, the MSC, and the Marine Corps.

    d. Annual resupply projects not entering the DTS.

    5. **Policy**

    a. MILSTAMP policy is designed to facilitate the exchange of logistics data between Services and Agencies. Deviations or exemptions will not be approved unless the user establishes that MILSTAMP does not provide workable methods or procedures. MILSTAMP accommodates technological improvements; however, prior to tests of innovative procedures within selected segments of the DTS, the MILSTAMP Administration Office and all Agencies concerned will be advised. MILSTAMP users involved in the development of advanced logistics systems will establish liaison with the DoD MILSTAMP System Administrator. In addition, Service and Agency mobility plans will recognize MILSTAMP documentation requirements.

    b. Maximum use is made of ADPE, DSN, and the DDN to speed the exchange of MILSTAMP data. Services, Agencies, and theater commands establish COMRIs for clearance authorities, terminals, and related activities requiring MILSTAMP data. Telecommunication precedences for transmitting MILSTAMP data are determined from the MILSTAMP Telecommunications Guide in figure 1-A-1.

    c. MILSTAMP documents are not classified unless the sponsoring Service assigns a security classification in accordance with DoD 5200.1-R (reference b); GSA will use ADMP 1025.2, (reference c). When so classified, the integrity of the classification is protected within the DTS. Classified cargo will be protected in accordance with procedures prescribed by references b, c, and other applicable regulations. When considering major modifications to existing or development of new transportation data/documentation and related information systems, it must be recognized that the movement of personnel and materiel is the prime consideration and necessary data transmittal should not be an impediment to that effort. For the near term, any effort to provide transportation data/documentation and related information systems with

classification protection must be limited to minor modifications and altered procedures that remain within and can be accommodated by existing transportation systems. For the longer term, Service unique and DoD transportation systems undergoing development or enhancement must recognize the importance of security implications.

MILSTAMP Telecommunications Guide

Document Identifier	Name	AUTODIN content indicator code (Note 1)	TP	Telecommunications precedence for normal operations[1]	Telecommunications precedence during minimize
T_(0-9)	TCMD from shipper to the clearance authority	KAZ (surface) KBZ (air)	1-3	*O*	*O*
T_(A-I)	Air manifest	KBZ	1-3	P	P
T_(J-R)	Ocean manifest	KAZ	1-3	P	P
----	Cargo traffic message	----	----	P	P
TK_	Intransit data	KCZ	1-3	R	Mail
----	CORM	----	----	R	Mail
TM_	Tracer actions	KAZ (surface) KBZ (air)	3 1-2	R P	R P

Note 1. Prefix with the one position AUTODIN activity indicator for telecommunications.

Figure 1-A-1

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[1] *Telecommunications precedence: O = Immediate, within 1 hour; P = Priority, within 4 hours; R = Routine, within 8 hours; and Mail = Regular mail service.*

SECTION B.   ADMINISTRATION

1.   MILSTAMP Maintenance Responsibilities

a.   The DoD MILSTAMP System Administrator administers MILSTAMP in accordance with the policy guidance of the *ADUSD, TP*.   The DoD MILSTAMP System Administrator:

(1)   Performs analysis and design functions in coordination with the Services/Agencies.

(2)   Recommends system improvements and additional policies as required.

(3)   Ensures telecommunications involvement during planning.

(4)   Resolves issues concerning procedural matters within 90 days after receipt of all comments from DoD Components.   When the issues involve a policy or resource determination, the DoD MILSTAMP System Administrator refers them to *ADUSD, TP* for decision.   The referral includes the comments and position of the DoD Components along with recommendations of the System Administrator.

(5)   Develops, publishes, and maintains this regulation in a current status.   This includes responsibility to:

(a)   Evaluate and coordinate change proposals with the Services/Agencies and furnish a copy of all change proposals to the *ADUSD, TP*.

(b)   Disseminate to Services/Agencies and the *ADUSD, TP* a quarterly status review of all change proposals which have not yet been approved for publication.

(c)   Assure compatibility of MILSTAMP procedures with those of the other DLSS and related DoD logistics task groups, prior to final coordination with the Services/Agencies.

(d)   Report to the *ADUSD, TP* the findings and recommendations of evaluations and staff assistance visits along with comments of the effected DoD Components.

(6)   Reviews and coordinates with Services/Agencies all requests for system deviations and exemptions and makes recommendations

to the **ADUSD,TP** based on analysis of the justification submitted by the requester.

(7) Establishes and chairs a MILSTAMP Focal Point committee of Service/Agency representatives. This committee participates in the development, implementation, and maintenance of the system. The DoD MILSTAMP System Administrator convenes focal point committee meetings at least quarterly and issues minutes of these meetings. Meeting schedules and agenda items are announced 30 days in advance, when possible. The minutes of these meetings fully document the proceedings and a copy is provided to each Service/Agency by the chairman.

b. Heads of participating Services/Agencies will:

(1) Designate an office of primary responsibility for MILSTAMP to serve as the system focal point and identify by name to the DoD MILSTAMP System Administrator a primary and alternate focal point representative for the MILSTAMP Focal Point committee. The focal point responsibilities are detailed in paragraph B.1.c.(2).

(2) Provide representation to joint system design and development efforts and onsite evaluations of MILSTAMP.

(3) Assure that all operating activities under their jurisdiction comply with this regulation.

(4) Report to the DoD MILSTAMP System Administrator, through their focal point, those problems, violations, and deviations which arise during system operations.

(5) Develop and maintain TACs in accordance with DoD 4500.32-R, volume II; monitor TAC application by shippers to ensure compliance, and resolve questionable, erroneous, or missing TAC applications within 5 working days of notification by the **TCC** that a TAC is questionable, erroneous, or missing. Resolution of TAC errors is applicable to CONUS outbound shipments only.

c. MILSTAMP Focal Points:

(1) The following offices have been designated as focal points for MILSTAMP:

DoD MILSTAMP System Administrator	Director Defense Logistics Management Standards Office ATTN: DLMSO 6301 Little River Turnpike, Suite 210 Alexandria, VA 22312-3508
Army	Commander U.S. Army Materiel Command ATTN: AMCLG-MT 5001 Eisenhower Avenue Alexandria, VA 22333-0001
Navy	Commander Naval Supply Systems Command ATTN: SUP 44A3 Washington, DC 20376-5000
Air Force	Commander Air Force Materiel Command HQS AFMC/LGTT Wright Patterson AFB, OH 45433-5001
Marine Corps	Commandant U.S. Marine Corps ATTN: LFT-1 Washington, DC 20380-0001
Coast Guard	Commandant U.S. Coast Guard Headquarters 2100 Second Street, SW ATTN: G-ELM-2 Washington, DC 20593-0001
Air Mobility Command	Commander Air Mobility Command ATTN: XONC Scott AFB, IL 62225-5001

Military Sealift Command	Commander Military Sealift Command ATTN: N83 Department of the Navy Washington, DC 20390-5320
Military Traffic Management Command	Commander Military Traffic Management Command ATTN: *MTIT-MD* Falls Church, VA 22041-5050
General Services Administration	General Services Administration Office of Federal Supply and Services ATTN: FSD Washington, DC 20406
Defense Logistics Agency	Director Defense Logistics Agency ATTN: *MMDT* Cameron Station Alexandria, VA 22304-6100
United States Transportation Command	Director, U.S. Transportation Command ATTN: TCJ3/4-LPI Scott AFB, IL 62225-7001

(2) The Services'/Agencies' focal points:

(a) Serve on the focal point committee. Provide the DoD Component or participating organization position and have the authority to make decisions regarding procedures for implementing approved DoD policy.

(b) Assure continuous liaison with the DoD MILSTAMP System Administrator and other Services/Agencies.

(c) Evaluate all suggested system changes and system-related beneficial suggestions originating in that Service/Agency. When the suggestion is worthy of adoption, the focal point submits it as a change proposal to the DoD MILSTAMP System Administrator as outlined in paragraph B.2.a. The originating Service/Agency focal point, in accordance with DoDI 5120.16 (reference d), determines awards for those

suggestions which are coordinated as proposed system changes. Suggested changes received directly by the DoD MILSTAMP System Administrator are forwarded to the appropriate focal point for review and evaluation.

(d) Submit recommended change proposals to the DoD MILSTAMP System Administrator in the format prescribed in paragraph B 2.a.

(e) Develop and submit to the DoD MILSTAMP System Administrator a single, coordinated position on all proposed changes within the specified time (normally 60 days).

2. Administering Changes to the System

a. MILSTAMP Focal Points will submit to the DoD MILSTAMP System Administrator recommended change proposals providing minimum information prescribed by DoD *Directive* 4140.*1* (reference a). Proposed changes will contain:

(1) A description of the concept being proposed and reasons for the proposal.

(2) Known interface and impact requirements identifying changes for coordination with other DLSS or non-DLSS logistics systems.

(3) A statement identifying known advantages and disadvantages of the proposed revision.

(4) Proposed wording required for the MILSTAMP regulation.

b. The DoD MILSTAMP Administrator:

(1) Staffs proposed changes.

(a) All proposed changes are evaluated by the Administrator prior to staffing with the Services/Agencies. The evaluation of a proposed change includes, but is not limited to, the necessity, accuracy, validity, and urgency of the change. Benefits may be monetary savings and/or improved mission performance. Proposals which do not demonstrate significant inter-Service/Agency benefit are returned to the originating Service/Agency. Proposals which do demonstrate significant benefits are formalized and forwarded to **ADUSD, TP** the participating Services/Agencies, and the DoD System Administrators of other DoD systems impacted by the

proposed change. When applicable, the proposed change includes the information provided in paragraph B.2.a.

(b) PMCLs are consecutively numbered and normally request the Services/Agencies to provide a response within 60 days. The DoD MILSTAMP System Administrator must be notified prior to the due date if it cannot be met. The notification must justify the late response. Responses will indicate the implementation leadtime as requested in the PMCL.

(2) Receives and evaluates Service/Agency responses as outlined in paragraph B.1.a.

(3) Establishes and disseminates implementation dates. Following resolution of the Service/Agency comments as outlined in chapter 1, paragraph B.1.a.(3), the DoD MILSTAMP System Administrator prepares and distributes to the Service/Agency MILSTAMP Focal Points an approved letter indicating the implementation date. An interim change message is provided to implement changes of operational necessity.

c. The *ADUSD,TP*:

(1) Resolves issues concerning resources, policy, and requests for deviation or exemption from MILSTAMP which are submitted by the DoD MILSTAMP System Administrator.

(2) Directs changes when necessary to implement DoD policy and directs the implementation of urgent changes on a priority basis.

(3) Resolves with Service/Agency Heads matters escalated by the DoD MILSTAMP System Administrator.

3. **Publication of the Regulation**

a. The regulation consists of two volumes and a unit move appendix.

(1) Volume I contains the published DoD doctrine and establishes responsibilities, instructions, and procedures essential for exchanging transportation data/documentation on shipments moving by the DTS.

(2) Volume II contains instructions and procedures for determining and applying the TAC of the sponsoring Service or Agency.

b. The basic publication consists of chapters, sections, paragraphs, figures, and appendices.

(1) Chapters, Sections, Paragraphs, and Figures:

(a) Each chapter is divided into sections, paragraphs, and subparagraphs. The numbering system identifies the appropriate section followed by the applicable paragraph number in the chapter. Subparagraphs are identified by lower case alphabetics followed by numerics and alphabetics in parentheses and then underlined numerics and alphabetics.

(b) Pages and figures are numbered in a separate series for each section within each chapter and are numbered in sequence with Arabic numerals beginning with 1. Each page or figure number is preceded by the number of the chapter and letter of the section, e.g., chapter 2, section A, page 2 is numbered 2-A-2. Chapter 2, section B, figure 6 is numbered 2-B-6. Each figure follows the text of each chapter; e.g., figure 2-B-1 follows the text of chapter 2, section B; figure 3-C-1 follows the text of chapter 3, section C, etc.

(2) Appendices:

(a) Each appendix is divided into paragraphs and subparagraphs. The numbering system identifies the appropriate paragraph number in the appendix. Subparagraphs are identified by lower case alphabetics followed by numerics and alphabetics in parentheses and then underlined numerics and alphabetics.

(b) Pages and figures are numbered in a separate series for each appendix. They are numbered in sequence with Arabic numerals beginning with 1. Each page or figure number is preceded by the letter of the appendix, e.g., the second page (or figure) of appendix C is numbered C-2.

c. Publication of Changes:

(1) AMCL and interim changes (IC) are published by the DoD MILSTAMP System Administrator as required. AMCLs are numbered consecutively as AMCL 1, 2, 3, etc. ICs indicate the formal change in which it will be published and are numbered consecutively. For example, ICs for formal change 1 are numbered 1-1, 1-2, 1-3, etc. All ICs remain in effect until incorporated into formal changes to the regulation. ICs are normally distributed by the DoD MILSTAMP System Administrator via AIG 4563 messages to Service/Agency focal points. Each Service/Agency is

responsible for worldwide distribution of the changes by appropriate means within its own organization.

(2) Formal changes are published twice a year with dates of 1 February and 1 August and incorporate those AMCLs/ICs with implementation dates prior to the 1 February/1 August publication date. They are numbered consecutively and issued as full page insertions to this regulation. These changes indicate the change number on each page. If the changes alter the normal page number sequence, an explanation is included in the formal change cover letter. Changes are indicated by bold italic type.

d. Supplementation. This regulation will not be supplemented by Services/Agencies.

SECTION C.   IMPLEMENTATION

1. **Major Implementing Elements**.   Several functional elements have specifically defined roles in the implementation of the various MILSTAMP requirements and procedures.   These elements are separated by areas of primary interest.

2. **Transportation Operating Agencies**

    a.   The MTMC:

        (1)   Provides CONUS traffic management service to Services and Agencies.

        (2)   Operates and manages common-user military water terminals in CONUS and at selected overseas locations.

        (3)   Receives, processes, and forwards cargo transiting terminals it operates or manages.

        (4)   Establishes OCCAs in CONUS and overseas to provide *surface export cargo traffic management (WCA)*, ocean carrier selection, and cargo booking; develops instructions for their operation based on data input requirements and output products prescribed in this regulation; and designates OCCAs in appendix J.

        (5)   Provides recoopering, remarking, repacking, documentation, and similar services as required for cargo in transit.

        (6)   Provides to a Service or Agency designated activity required receipt and lift data for shipments moving by water through terminals it operates or manages.

        (7)   Disseminates information to theater commands regarding SEAVAN tenders for delivery of retrograde cargo to CONUS inland destinations.

        (8)   Maintains full and complete statistical records concerning surface traffic moving in the sealift system through terminals it operates or manages.

        (9)   Performs after-the-fact analyses on a continuing basis of the origins, flow patterns, operational procedures, growth trends, etc., for each segment of the international movement of DoD cargo and prepares reports covering these analyses for submission to *ADUSD,TP* at

least semiannually. Such reports are accompanied by copies of the concurrences or comments of the Services and Agencies.

(10) Provides Services and Agencies with reports of late or missing and inaccurate TCMDs.

(11) Advises overseas commands, WCAs, OCCAs, and sponsoring Services of anticipated workload surges resulting from political decisions, natural disasters, strikes, local or national regulatory action, or other actions which may affect normal traffic flow.

(12) In addition to the aforementioned responsibilities, MTMC is responsible to **DLMSO** in performing the following:

(a) In coordination with the DoD MILSTAMP System Administrator, be responsible for conducting periodic evaluations to determine system effectiveness and for conducting annual staff assistance visits of selected system segments, in order to determine compliance with prescribed MILSTAMP system requirements; also furnish clarification and uniform interpretation of the requirements of the system. Members of the MILSTAMP focal point committee should be requested to participate in visitations for activities under their Services' cognizance.

(b) Report to **DLMSO** the findings and recommendations of evaluations and staff assistance visitations, along with the comments of the DoD Components concerned.

(c) Review and evaluate curricula of DoD schools which offer courses related to the assigned systems and make recommendations to **DLMSO** for improvement.

(d) Assist in solving problems, violations, and deviations which arise during system operations and report these to the DoD MILSTAMP System Administrator. Unresolved problems and/or continued violations will be referred by **DLMSO** to **ADUSD,TP** for resolution and/or corrective action.

(e) Maintain close liaison with the carrier industry to promote compatibility with commercial documentation systems.

(f) Assist in the joint development of automated systems with surface commercial carriers.

(g) Explore and make recommendations concerning improved communications channels.

(h)   Continue efforts to simplify unit move procedures.

(i)   Provide representation on designated task groups supporting DLSS.

(j)   Serve as the DoD MILSTAMP System Administrator's key point of contact for MILSTAMP surface transportation systems development and design.

b.   The MSC:

(1)   Provides worldwide ocean transportation for Services and Agencies, as required.

(2)   Processes ocean carrier claims.

(3)   Maintains statistical records concerning cargo moved through the common-user sealift system.

(4)   Provides statistical data and/or summarized management reports on export and import cargo, as requested.

(5)   Coordinates with OCCAs regarding available MSC controlled ship capability to meet sealift requirements.

c.   The AMC:

(1)   Provides airlift support for Services and Agencies, as required.

(2)   Operates or arranges for operation of aerial ports and air terminals serving AMC channels flown by scheduled AMC aircraft.

(3)   Receives, processes, and forwards air cargo entered into the airlift system.

(4)   Assures cargo received for airlift has been cleared by the ACA, and refers uncleared shipments to the appropriate ACA.

(5)   Provides recoopering, remarking, repacking, and similar services as required for cargo in transit.

(6)   Provides receipt and lift data on inbound and outbound cargo to the Services and Agencies, as required, within 4 hours of receipt or lift.

(7) Provides ACAs current capability information and timely reports covering aerial port tonnage onhand.

(8) Responds to sponsoring Service requests for special handling, tracing, diverting, or expediting movement of specific shipments.

(9) Maintains full and complete statistical records concerning air traffic moved through the airlift system.

(10) Provides statistical data and/or summarized management reports on export and import cargo as requested by MTMC, sponsoring services, OJCS, or OSD.

(11) Provides Services and Agencies with reports of late or missing TCMDs.

(12) Advises MTMC, ACAs, and the overseas routing authorities of anticipated workload surges resulting from political decisions, natural disasters, strikes, local national regulatory action, or other actions which may affect normal traffic flow.

(13) Evaluates carrier performance.

3. **CONUS Airlift Manager**. The NAVSUPSYSCOM:

a. Establishes and operates the ACA functions for the QUICKTRANS system.

b. Designates COMRI to identify QUICKTRANS ACA.

c. Maintains the QUICKTRANS ACA portion of the Directory of Clearance Authorities (appendix J).

d. Develops QUICKTRANS ACA operating instructions.

4. **Sponsoring Services**. The sponsoring services which authorize payment for the movement of material in the DTS will:

a. Designate ACAs and provide the DoD MILSTAMP System Administrator complete identification and location data for inclusion in MILSTAMP.

b. Establish COMRIs to specifically identify the airlift clearance activity.

c. Establish air eligibility criteria.

d. Provide consignment instructions, when required.

e. Develop operating instructions based on the data input requirements and output products prescribed by this regulation.

f. Advise MTMC, AMC, MSC, and the overseas commands of anticipated workload surges which may result from political decisions, natural disasters, strikes, local or national regulatory actions, or other actions which may affect normal traffic flow.

g. Advise shipping activities of the deferred air freight (TP-4) program, cargoes selected for this service, and circumstances in which it may be used.

h. Designate an ILCO in appendix K with whom clearance authorities may coordinate on movements of FMS material in the DTS.

5. **Theater Commanders**. Within their respective theaters, commanders will:

a. Provide for airlift service, land transportation, and port operations both organically and commercially.

b. Establish clearance authorities for those terminals under their cognizance in coordination with the sponsoring Services and provide the DoD MILSTAMP System Administrator complete identification data for inclusion in MILSTAMP.

c. Develop instructions for theater clearance authority operation based on data input requirements and output products prescribed in this regulation.

d. Coordinate with MTMC for applicable operations.

e. Provide guidance on use of TP-4 service based on coordination with AMC and sponsoring Services.

f. Develop and maintain an SEAVAN monitoring system to provide management visibility of container movements from discharge to receipt and unstuffing by receiving activities and release of containers to carriers.

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      g. Advise MTMC and sponsoring services of anticipated workload surges resulting from political decisions, natural disasters, strikes, local or national regulatory actions, or other actions which may affect normal traffic flow.

      6. <u>**Joint Chiefs of Staff**</u>.   Determines priorities and allocations of lift when shipping requirements exceed lift capability. The DoD MILSTAMP System Administrator provides technical assistance to the Joint Transportation Board during national emergencies and contingencies.

      7. *<u>Users of the Canada-United States Integrated Lines of Communication (CANUS-ILOC)</u>. The agreement of 8 Jun 79, the General Technical Agreement of 21 Apr 80, and various specific technical arrangements produced thereafter, are implemented through the Canada-United States Integrated Lines of Communication Joint Logistics Plan (reference y).*

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SECTION D.   USE OF THE REGULATION

1.   The chapters of this regulation are organized in the order normally occurring when a shipment is processed through the DTS; i.e., shipper, transshipper (including CCP, POE, POD, and breakbulk point) and receiver. While some shipments require different or more detailed data than others, the basic processing steps are similar. Definitions, acronyms, codes, and certain subject areas, such as those that apply to more than one segment of the DTS, are contained in the appendices. When applicable, the reference to the appropriate appendix is shown.

2.   The steps necessary to process a shipment are listed at the beginning of each applicable chapter (chapters 2 – 4) under the heading, *"The Shipper's* Steps in Making a MILSTAMP Shipment."

CHAPTER 2

SHIPPER REQUIREMENTS AND PROCEDURES

SECTION A. GENERAL

1. **Introduction**

a. The shipper is the key to successful transportation documen-
tation in the DTS. Documents prepared and decisions made by the shipper
influence a shipment throughout its movement. The cost of the movement
and its proper funding are also directly dependent on the shipper
correctly preparing MILSTAMP documents.

b. This chapter explains, in the general order of performance,
the actual steps the shipper must take to process a shipment. While some
shipments require different or more detailed data than others, the basic
procedural steps are similar.

2. **The Shipper's Steps in Making a MILSTAMP Shipment**. The steps
that a shipper accomplishes whenever making a MILSTAMP shipment are
summarized in the following listing. The list also shows, by paragraph,
where in MILSTAMP the procedures are explained in detail.

a. Prior to making a shipment, the shipper plans the movement
and determines the information necessary to complete the transportation
documents. This information includes:

Shipment Planning Steps	Paragraph	Page
(1) Consignee	B.1.b.(1)	2-B-1
(2) Transportation priority	B.1.b.(2)	2-B-1
(3) Required delivery date	B.1.b.(3)	2-B-5
(4) Project code	B.1.b.(4)	2-B-5
(5) Shipment unit	B.1.b.(5)	2-B-6

b.   After gathering the information to plan and document a shipment, the shipper:

SECTION B.   PROCEDURES

1. **Planning the Shipment and Determining Transportation Information**

    a. The shipper must plan a shipment carefully to ensure effective and economical use of transportation resources. The planning must also result in timely transportation response. The many planning and shipping factors are considered consecutively here, but in the field they may be considered at the same time or in slightly different order. All the factors must be considered even though no further action may be taken by the shipper on a particular factor.

    b. The first step in the planning process is to determine as much as possible about the shipment. This information is normally compiled by the shipper on some form of a shipment planning worksheet. There is no standard form for this worksheet, so the shipper may use a form prescribed by the Service/Agency or any other form appropriate for compiling the required data elements.

    (1) The consignee is determined, usually from a document such as the DD Form 1348-1A, DD Form 1149, Requisition and Invoice/ Shipping Document, or a contract. Personal property consignees are listed in the PPCIG (reference e). The consignee is identified by the six digit DODAAC as listed in the DoDAAD (reference f) or by the MAPAC as listed in the MAPAD (reference g). The in-the-clear name of the consignee may be used in addition to the required DODAAC/MAPAC. When the consignee does not have an assigned DODAAC, the sponsoring Service code, e.g., F for Air Force followed by five zeros is used. The clear text address must then be entered on the TCMD as trailer data (DI T_9).

    (2) The second element the shipper determines is the TP which establishes the order of handling and the recommended method of material movement. A TP will not be upgraded unless the requiring activity changes the original UMMIPS priority. A complete summary of transportation priorities is found in figure 2-B-1. The details of their application are listed below.

    (a) The TP is generally based on the UMMIPS. The UMMIPS priority designators and time standards apply to shipments regardless of direction of movement. These priority designators and time standards, along with their corresponding TPs, are detailed in appendix F23.

    (b) The TP for personal property shipments is based on the RDD established in accordance with the sponsoring Service policy.

1   TP-3 is normally assigned. A higher priority may be designated by the sponsoring Service when operationally or economically beneficial or to avoid hardship to sponsors/dependents.

2   Deferred air freight (TP-4), explained in paragraph B.1.b.(2)(g), may be used in accordance with sponsoring Service guidance.

(c)   NAF shipments normally are assigned TP-3 and moved by surface. The sponsoring Service may, however, assign TP-2 and authorize air movement for:

1   Seasonal items delayed by late availability from CONUS vendors.

2   Items which require air shipment for control purposes.

3   Necessary health items in critically low stock.

4   Shipments caused by equipment or facility failures which threaten the operation of NAF activities.

(d)   Shipments of GSA managed sealants/adhesives, selected medical items and items with a limited remaining shelf life, when designated by the shipper, are authorized air movement and assigned appropriate urgency verification codes (explained in paragraph B.1.b.(2)(f)1).

(e)   Mail shipped in bulk through the DTS is assigned TPs as shown in the right hand column of figure 2-B-1.

(f)   The TP may be modified or applied in a nonroutine fashion. These exceptions do not change the normal transportation priorities, but alter the way a shipment is processed. The changes result in use of an urgency verification code, expedited handling, or a procedure identified as Green Sheet.

1   The urgency verification code, as indicated in the second column of figure 2-B-1, is the alphabetic equivalent of the appropriate TP. It is used during the clearance cycle by designated shipping activities or ACAs to indicate that:

a   The urgency of a shipment appearing ineligible for air movement has been confirmed with the requisitioning activity

and airlift has been authorized under the provisions of UMMIPS or other authority.

b Airlift has been authorized for low priority shipments due to nonavailability of timely and economical sealift.

c Airlift has been authorized for low priority protected cargo when necessary safeguards cannot be achieved through direct vessel port call sailings.

d The shipment has been designated "economic air eligible" by higher authority and the designation approved by DoD.

e The shipment has been cleared for TP-4 movement.

2 The critical nature of some shipments can be accommodated only by expedited handling.

a A TP-1 shipment with "999" entered in the RDD field overrides all other priorities, projects, and RDDs. The "999" entry is used only for shipments with a TP-1 (UMMIPS priority designator 01-03) and when specifically authorized by a written directive or procedure.

b A TP-1 or TP-2 shipment with "555" entered in the RDD field is processed in order of procedure immediately following NMCS items with the same UMMIPS priority designator. A TP-3 shipment with "555" in the RDD field is processed the same as all other TP-3 shipments. The "555" entry is used to designate shipments requiring expedited and continued processing during mass cancellations resulting from occurrences such as base closure, project termination, ship or unit deactivation, and termination of vessel outfitting or construction.

c A TP-1 or TP-2 shipment with "777" entered in the RDD field requires expedited transportation processing in order of precedence following "999," NMCS, and "555" items with the same UMMIPS priority designator.

3 A procedure whereby specifically identified cargo in the AMC system may gain movement precedence over other priority cargo of the sponsoring Service, including 999 shipments, is called Green Sheet. It is not a priority, but is designed to override priorities and RDD 999 when expedited movement of specific shipments is required in the national interest and is certified an operational necessity by the

sponsoring Service. The use of this procedure must be controlled and monitored to preclude adverse impact on the movement of cargo sponsored by other Services. Green Sheet is not approved if other priorities (including space block) will meet movement requirements. A shipper submits requests for Green Sheet action to the appropriate ACA.

(g) While deferred air freight is called TP-4, it is a type of service and not a true priority. Cargo designated TP-4 is moved by AMC, at surface equivalent rates, in otherwise uncommitted aircraft capacity. This movement may be available anywhere in the AMC system, but is common for inter/intra-theater shipments and shipments to CONUS from overseas. Only shipments which are not normally air eligible may be designated for TP-4 service. The use of TP-4 is strictly controlled by AMC, the ACAs, the air terminal manager, and the shipper.

1 The AMC:

a Sends an "Excess Space Estimate" message in October and April to the sponsoring Services, selected shippers, ACAs, and APOEs. The message, updated as necessary, identifies the projected monthly excess space available on each AMC channel for the subsequent 6-month period.

b Establishes a maximum level of TP-4 cargo which may be onhand at the APOEs. This level may change and, during contingencies or high workload periods, AMC may close the APOEs to TP-4 cargo.

c Moves TP-4 cargo as quickly as space allows and ensures that delivery to the customer does not exceed UMMIPS time standards for TP-3 cargo.

2 The ACAs:

a Receive offerings for TP-4 movement.

b Clear the offerings based on the excess space estimate message, maximum TP-4 level, and coordination with the air terminal manager.

c Enter urgency verification code "M" in the TP column/block (rp 53/block 12) of the ATCMD and, in CONUS, pass approved shipment documents to HQ AMC.

d When located in an overseas theater, pass approved TP-4 documentation directly to the APOE concerned.

e Return documentation to the shipper for shipments which are not approved for TP-4 movement.

3 The air terminal manager coordinates with the ACA and shipper to monitor and control the movement of TP-4 cargo.

4 The shipper:

a Offers potential TP-4 shipments to the ACA in accordance with transmission time standards for air eligible shipments shown in figure 2-B-5.

b Releases TP-4 shipments for movement to the APOE only after receiving clearance from the ACA.

c Submits documents to the OCCA/booking office for shipments not approved for TP-4 movement.

(3) Next to be determined, but not assigned, by the shipper is the RDD. The RDD is a calendar date which specifies when material is required by the requisitioner.

(a) An RDD is assigned by a requisitioner only if the requisition must be satisfied by a justified date earlier or later than the standard delivery date (SDD). The SDD is the sum of the individual UMMIPS time standards, and the requisition date. The shipper obtains the RDD (if any) from the DD Form 1348-1A, other source document, or contract.

(b) An RDD for personal property is assigned by the personal property shipping office in accordance with the PPTMR (reference h) and the needs of the Service member.

(c) Using an RDD of "999" or "555" to identify an expedited handling requirement is explained in paragraph B.1.b.(2)(f)2.

(4) The shipper will determine any applicable project code by examining the source document, usually a DD Form 1348-1A, DD Form 1149, or contract. The project code, assigned by the requisitioner as prescribed in MILSTRIP, identifies requisitions, related documentation, and shipments which require special recognition and handling. It also allows accumulation of performance and cost data. The project code will

be perpetuated on all applicable transportation documents. While not directly related to the TP, the project code may be used by the sponsoring Service to identify shipments which are exempt from air challenge, etc.

(5) The shipment unit is the basic shipping entity for marking, documenting, clearing, and controlling a shipment. It is a key element on which later transportation decisions are made.

(a) By definition, a shipment unit is:

1 A single line item of supply (one material release order (MRO) or DD Form 1348-1A) destined to one consignee, or;

2 Two or more compatible line items (with certain specific exceptions listed in paragraph B.1.b.(5)(b) having the same consignee/destination, MILSTAMP commodity category, and (within sponsoring Service guidelines) TAC, and which are shipped together either:

a In the same container (package/CONEX), or;

b In the same conveyance (railcar or truck-load), or;

c In the same SEAVAN/MILVAN (without regard to MILSTAMP commodity category), or;

d Fastened together into a single piece, or;

e As a set or assembly, or;

f On a DD Form 1299, Application for Shipment and/or Storage of Personal Property, or DD Form 788, Private Vehicle Shipping Document for Automobile.

(b) Certain line items and commodities will not be consolidated with other line items or commodities into a shipment unit. This provision does not preclude aggregation/consolidation of shipment units in accordance with paragraph B.1.b(5)(c) whenever possible to minimize transportation cost. Aggregation of shipment units on the same GBL or manifest for delivery to the same ultimate destination within established UMMIPS time standards is required by shippers. The following items and commodities will be documented and controlled as separate shipment units:

1 Line items subject to domestic commercial movement at significantly differing freight rates unless consolidation would result in lower overall costs to the destination.

2 Line items of hazardous material/dangerous articles. Except for line items of ammunition, explosives, and radioactive or magnetic material, consolidation is permitted if not precluded by the publications listed in front of this regulation under references.

3 Line items with different project codes. Project coded material will not be consolidated with nonproject coded material.[1]

4 Line items with "999" in the RDD field unless they are dropped in the same supply-MRO cycle, consigned to the same ultimate consignee (customer). Intransit visibility must be maintained over each line item.

5 Items of supply with different priorities unless permitted by Service/Agency policy and consistent with sound traffic management. Such permitted consolidations are handled according to the highest priority in the consolidation; e.g., consolidations of TP-1 and TP-2 are handled as TP-1. Items with TP-3 are not normally consolidated with items that move by air.

6 Line items filling NMCS requisitions unless they are dropped in the same supply-MRO cycle, consigned to the same ultimate consignee (customer). Intransit visibility must be maintained over each line item.

7 FMS items except those with the same requisitioner address and FMS case number.

8 Items or commodities which are not compatible with other items. Such incompatibility may be due to:

a Excess size or dimensions which require special handling.

b Uneconomical consolidation costs for packing, repacking, handling, loading, etc.

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[1] Line items for Navy consignees (other than Navy International Logistics Program consignees) and with project codes beginning with other than D or Z may be consolidated.

      c Different perishable commodities (i.e., potatoes and onions) or dissimilar keeping qualities (i.e., bananas and eggs).

      d Possible contamination of subsistence items if consolidated with general cargo.

      (c) Shipment units are aggregated for unitized (pallet, CONEX, SEAVAN, etc.) handling and movement whenever possible. MILSTAMP documentation for the shipment units in the aggregation is maintained. Such aggregations will conform with the rules of line item and commodity aggregations listed in paragraph B.1.b.(5)(b), except that:

      1 Shipment units destined to the same intermediate breakbulk point need not be destined to the same consignee to be aggregated.

      2 SEAVANs may be stuffed for more than one consignee when stopoff services are used.

      3 Shipment units of ammunition, explosives, and other hazardous materiels may be loaded into one conveyance if the provisions of the applicable publications listed in the front of this regulation are met.[2]

      (6) The TCN is assigned, usually by the shipper, to each shipment unit for control from origin to ultimate consignee. The SEAVAN TCN is assigned by the WCA/OCCA at the time of clearance. Because it is a control used throughout the transportation system, the assigned TCN will not be changed except as authorized for partial or split shipments. Detailed instruction for constructing all types of TCNs is contained in appendix C.

      (7) The pieces, weight, and cube for each shipment unit must be determined. In all cases, they are expressed as whole numbers. Fractions or decimals are rounded to the next higher whole number. Numbers less than one are rounded to one.

      (a) The pieces in a shipment unit are those separate segments which have not been unitized. For example, a shipment unit may have 10 separate items which will be counted as 10 pieces. However, if

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[2] See footnote 1 on page 2-B-7.

those 10 items are unitized, e.g., banded together on a pallet, they will be counted as one piece.

    (b) The weight of a shipment unit is expressed in whole pounds. It is the total for all the pieces in the shipment unit. Certain specific variations are detailed in the applicable instructions for TCMD preparation. Any individual piece or unitized piece (other than an SEAVAN/MILVAN) that weighs 10,000 pounds or more is identified as a heavy lift.

    (c) The cube of a shipment unit is expressed in whole cubic feet. It is the total for all the pieces in the shipment unit. Certain specific variations are detailed in the applicable instructions for TCMD preparation in appendix D.

    (d) In MILSTAMP data formats, the space allotted for the entry of pieces, weight, and cube is limited to four, five, and four characters respectively. If any entry exceeds the capacity of the field (i.e., more than 9,999 pieces, 99,999 pounds, or 9,999 cubes), the entry will be as follows:

    <u>**1**</u>   10,000 to 19,999 pieces/cubes or 100,000 to 199,999 pounds. Drop the first position "1" and for the second digit substitute a letter/character as follows: 0=&, 1=A, 2=B, 3=C, 4=D, 5=E, 6=F, 7=G, 8=H, 9=I. For example: 13,468 pieces = C468.

    <u>**2**</u>   20,000 to 29,999 pieces/cubes or 200,000 to 299,999 pounds. Drop the first position "2." For the second position digit, substitute a letter/character as follows: 0=-, 1=J, 2=K, 3=L, 4=M, 5=N, 6=O, 7=P, 8=Q, 9=R. For example: 220,015 pounds= K0015.

    <u>**3**</u>   When shipment pieces, weight and cube details exceed the above data limits for the prime TCMD record, a trailer record will be required. The prime TCMD record will indicate a W followed by zeroes in appropriate piece, weight and/or cube field. The T_9 trailer will carry specific shipment unit details.

    (8) The dimensions of the individual pieces, or a unitized piece, of a shipment unit are normally a concern only if they are outsize. Whenever a piece (other than a POV, CONEX, or SEAVAN/MILVAN) measures more than 6 feet in any dimension, it is said to have outsize dimensions. The shipper must know the actual dimensions (in inches), weight and cube of any piece with outsize dimensions prior to preparing transportation documents.

(9) Determining the mode and method of shipment is generally the responsibility of the shipper.

(a) Mode refers to the general category of movement, e.g., air or surface, while method refers to the specific means of transportation, e.g., motor, rail, air freight, parcel post, etc. DoD policy for selecting the mode of shipment is contained in DoD Directive 4500.9 (reference i). Basic policies for CONUS movements are published in the DTMR (reference j); overseas, in comparable theater directives. The mode and method of transportation selected will be that which will meet DoD requirements satisfactorily at the lowest overall cost to the Government f   origin to the final known destination in CONUS or overseas. W..   service and cost are equal, the method which uses the least fuel is selected.

(b) The normally recommended modes of shipment based on transportation priority are shown in figure 2-B-1. Additional traffic management factors considered when selecting the mode of shipment include the RDD, nature of the material, weight and cube of the shipment, distance to be shipped, and the costs of the transportation alternatives available between the consignor and consignee. The ability of the shipper, transshipper, and receiver to handle shipments by a particular mode also influences the mode selection. This handling ability is determined by reference to such publications as the Terminal Facilities Guides or by direct contact.

(c) When a shipment unit or consolidation of shipment units is of sufficient volume to effectively utilize an SEAVAN/MILVAN, selection of that method of surface shipment is arranged through coordination between the shipper and the clearance authority as detailed in paragraph B.3.b.(2).

(10) National Stock Number (NSN) data is required for all shipments by the joint deployment community for purposes of apportioning lift, tracking and monitoring cargo during peacetime, contingencies, and mobilizations. NSN data is determined by the shipper from available requisition source data or unit equipment records. When multiple items of supply are consolidated to form a single shipment unit, the NSN will be determined by the predominant weight factor. The format for providing the NSN is in appendix D.

(11) The commodity of each shipment is determined by the shipper and is usually represented on transportation documentation by a code.

(a) Separate MILSTAMP code structures are used for air and water shipments. Both of these code structures identify the commodity, with varying degrees of specificity, as well as providi.ig information about any special handling which may be required. Complete explanation of these codes is detailed in appendix F2 for air shipments and appendix F20 for surface shipments.

(b) In addition to these MILSTAMP commodity codes, shipments between CONUS and Hawaii or Guam are also described on the TCMD using the NMFC (reference k) or the UFC (reference l) commodity descriptions. The shipper includes this clear text description in the miscellaneous information on the TCMD using document identifier T_9 as indicated in appendix D, figure D-12. The information is detailed for each shipment unit, including those in SEAVANs, but excluding hazardous materials which are already adequately detailed. Shipment units containing multiple commodities are described using the NMFC/UFC (references k and l) description of the highest rated article. An abbreviated description similar to that used in the Freight Classification Guide System discussed in the DTMR (reference j) is acceptable.

(12) The POE, either air or water, is determined by the shipper, often with the assistance of the clearance authority. Selection of the appropriate POE is normally dependent on the transportation channel of the lowest cost service which meets the delivery requirements. Except for shipments by minibridge, the POE is the actual location of loading on the vessel (military or commercial) and not merely a military port responsible for the loading operations.

(a) The APOE is indicated on transportation documents by the applicable air terminal identifier code from appendix F4. The clear text designation may be included on manual documents in addition to the required code. Guidance as to which APOE is to be used for a particular overseas destination may be obtained from the ACA listed in appendix J or from the AMC Sequence Listing for channel traffic. The latter is published by HQ AMC (TRRR) Scott AFB, IL 62225-5001, and updated periodically by message. The appropriate APOE for shipments to mobile units, including Navy fleet vessels, must be obtained from the sponsoring Service ACA.

(b) The WPOE is indicated on transportation documents by the applicable water port identifier code from appendix F21. The clear text designation may be included on manual documents in addition to the required code. Selection of the WPOE is made by the WCA/OCCA for RU shipments and certain LRU shipments (indicated in appendix H). The shipper makes the selection for most LRU shipments. For all shipments

(RU and LRU) to mobile units, including Navy fleet vessels, the appropriate WPOE is obtained from the sponsoring Service ACA.

1 An RU is a shipment unit of a specific commodity, weight, size, or mode which requires an export release before shipment. For CONUS, RUs are specifically defined in the DTMR (reference j), for overseas, in applicable theater directives. An RU shipment generally includes one or more of the following characteristics:

a Weighs 10,000 pounds or more,

b is classified, explosive, poisonous, or requires protective or security measures;

c occupies or is tendered as a full carload or truckload; or

d moves to the WPOE by driveaway method.

2 An LRU shipment is any shipment unit which is not an RU as described in paragraph B.1.b.(12)(b)**1**.

a For LRU shipments from CONUS, the shipper selects a WPOE from those listed in appendix H. For LRU shipments from an overseas location, the shipper receives WPOE selection assistance from the local WCA/OCCA. Since time is usually not the critical element for surface movements, the shipper selects the WPOE which is generally cost favorable. A table of CONUS cost favorable LRU ports which incorporates cost to the port, port handling, and ocean transportation charges is located in appendix H. When an RDD is established, in addition to the cost, the WPOE selection considers the total transit time (including travel to the WPOE, port handling, sailing frequency, and sailing time to the WPOD). Appendix H, figure H-2, is designed to aid in selecting a WPOE based on transit time as explained in paragraph 2.c of the appendix.

b The shipper may direct a shipment to a port other than one suggested in appendix H for service or cost reasons. Such nonstandard routing is only made to ports listed in appendix H as capable of handling LRU shipments to the overseas destination. Upon request of a shipper, the WCA/OCCA may authorize other deviations for specific LRU shipments under unusual circumstances. The appropriate WCA/OCCA provides assistance for shipments to destinations not listed in appendix H.

3 Personal property shipments by DPM or Code 5 are assigned WPOEs as listed in appendix H. Primary and alternate WPOEs for POVs are determined from appendix N, of the PPTMR (reference h).

(c) The shipper may determine a shipment should be routed to a CCP instead of directly to a WPOE. The CCPs have been established throughout CONUS by the Military Services and DLA to consolidate cargo for onward movement by SEAVAN.

1 The sponsoring Services/Agencies establish the criteria for selecting shipments routed to inland CCPs instead of directly to a WPOE. These criteria are issued to the applicable shippers and generally exclude arms, ammunition, and explosives; other classified or protected items requiring signature security service; most cargo requiring refrigeration; radioactive material; items that are oversize to a 40 foot SEAVAN; and shipments which fill an SEAVAN (by weight or cube). For shipments not excluded, the shipper determines the applicable CCP the DoDAAD (reference f). The DODAAC of the CONUS CCP serving an overseas consignee is listed in the DoDAAD entry for that consignee, under the column headed BBP.

2 Instead of the WPOE, the shipper enters the applicable CCP identifier code from appendix F5 on MILSTRIP shipment status documents.

3 The original shipper does not clear a shipment sent through a CCP. The shipper does, however, prepare a TCMD using the format for a DI T_3 or T_4 (and necessary DI T_5 through T_9 entries) as detailed in appendix D. All applicable record positions (rp) on the TCMD are completed except rp 4-8 (Van Number), rp 21-23 (POE), and rp 63 (Stop-off Indicator).[3]

(13) The shipper determines the POD whether the shipment moves by air or water. The POD for each consignee outside CONUS can usually be found in the DoDAAD (reference f). The code used will indicate the final destination terminal. The DoDAAD (reference f) lists the POD for air shipments under the heading ATI, and the POD for water shipments under the heading PD. If the consignee is served by a CONUS CCP, the DODAAC of the CCP is also shown in the DoDAAD (reference f) and

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[3] The TCMD reflects the DODAAC of the overseas consignee, not the CONUS CCP. The shipper then forwards the TCMD to the CCP as detailed in paragraph B.2.a of this chapter.

the shipper sends applicable shipments to the CCP as explained in paragraph B.1.b.(12)(c).

(a) The APOD is indicated on transportation documents by the applicable air terminal identifier code from appendix F4. The clear text designation may be included on manual documents in addition to the required code. Additional guidance as to which APOD services a particular destination may also be obtained from the ACA listed in appendix J or from the AMC Sequence Listing for Channel Traffic. The latter is published by HQ AMC (TRRR), Scott AFB, IL 62225-5001 and updated periodically by message. The appropriate APOD for shipments to mobile units, including Navy fleet vessels, must be obtained from the sponsoring Service ACA.

(b) The WPOD is indicated on transportation documents by the applicable water port identifier code from appendix F21. The clear text designation may be included on manual documents in addition to the required code. Additional guidance as to which WPOD serves a particular destination may be obtained from the WCA/OCCA listed in appendix J. The appropriate WPOD for shipments to mobile units, including Navy fleet vessels, must be obtained from the sponsoring Service ACA. The WPOD for POVs is determined from appendix N of the PPTMR (reference h).

1 For shipments to CONUS from outside CONUS, shippers determine the WPOD by referring to appendix I. In that appendix, the appropriate WPODs are listed in order of preference for shipments to the various states. The WPODs listed are used to the extent practicable, but do not supersede existing directives or instructions issued by the Military Services. Separate guidelines are included for shipments of general cargo, personal property (DPM and Code 5), classified cargo, and explosive or other cargo requiring protective security measures.

2 When a shipment of 250 or more measurement tons from outside CONUS to a single inland CONUS destination is planned, the shipper notifies the appropriate CONUS OCCA by electrical means. The shipper includes information on the commodity, ultimate destination, and commodity/item manager so the OCCA may assist in WPOD selection and possibly negotiate favorable onward movement rates.

(14) The TAC must be determined by the shipper for every shipment. Volume II of this regulation provides detailed instructions for developing/determining the proper TAC. Since the TAC represents a funding account, its correct application is essential to valid budgeting and payment of transportation expenses.

(15) In addition to the general information listed in paragraphs B.1.b.(1) through (14) above, the shipper must also determine limited special data for certain specific commodities or types of shipments.

(a) For shipments of hazardous materials *to and from surface and aerial ports*, including ammunition and explosives, the shipper must determine:

<u>**1**</u> Whether or not the shipment can be considered Government-owned military hazardous material (including ammunition and explosives) which was originally packaged prior to 1 January 19*90* and remains in its original packaging.

<u>**a**</u> If yes, then a statement attesting to that fact must appear on the shipping documents accompanying the shipment to the POE and also be noted on the ATCMD (T_9 record) advanced to the MTMC Area Command or terminal. The statement will read: "GOVERNMENT-OWNED GOODS PACKAGED *BEFORE* 1 JANUARY 19*90*."

<u>**b**</u> If the material was packaged after 1 January 19*90,* and/or cannot be considered Government-owned for military use, then compliance with the Performance Oriented Packaging (POP) requirements of the International Maritime Dangerous Goods Code (water mode) and the International Civil Aviation Organization (air mode) *technical instructions* is mandatory. Shippers note - Any and all costs incurred to bring a noncomplying shipment subject to POP standards into compliance will be borne by the shipper.

<u>**c**</u> If the shipment is hazardous including ammunition or explosives and subject to POP requirements but *a C*ompetent *A*uthority *A*pproval (CAA) (DOT approval to deviate) *has* been obtained, then the CAA number must be reflected on the shipping documentation accompanying the shipment and on ATCMD data (T_9 record) advanced to MTMC Area Commands or *ports*.

<u>**2**</u> The *P*roper *S*hipping *N*ame *(PSN)* including the RQ (if appropriate), hazard classification *including the compatibility group for ammunition and explosives,* and DOT label requirements as prescribed in 49 CFR (reference m). The DoD HMIS may be used to assist in determining the *PSN* and certain additional shipping data.

<u>**3**</u> The NEW for Class *1.1, 1.2, 1.3* and *1.4* explosives.

4   The actual flashpoint for flammable liquids, usually from the container markings prescribed by MIL-STD-129 (reference n).

5   The DoDIC for shipments of ammunition and explosives. This four digit alphanumeric code is assigned to items of supply in FSG 13 (ammunition/explosives) and 14 (guided missiles). Found listed by NSN in such publications as DoD supply catalogs or the FILDR, the DoDIC is often prefixed by the FSC and listed as the DDAC or DoDAC. For example: If the DDAC/DoDAC is 1305A011, the DoDIC is A011.

6   The NSN whenever possible.

7   The round/component count for each unit of issue and, by extension, the total round/component count for the shipment unit.

8   Additional data for radioactive material as required by 49 CFR (reference m).

9   The UN, NA, or **ID** number, class number, and, if applicable, compatibility group code from the IMDGC for water shipments.

10   The load/storage group from AFR 71-4, et al., (reference o).

11   The lot number on all shipments of ammunition.

(b)   For shipments of Government vehicles, trailers, wheeled guns, or aircraft, the shipper determines the model, nomenclature, and serial number of the item being shipped. When shipping to Central or South America, the shipper also needs to determine the make and year of the item. All of this information is entered in the trailer data portion of the TCMD.

(c)   For shipments of personal property, the shipper determines information peculiar to each shipment. The shipper includes this additional information in the trailer portion of the TCMD.

1   For unaccompanied baggage and household goods, the shipper includes the owner's name and grade on the TCMD. The complete address is included when the shipment is consigned to a civilian location. For DPM shipments to CONUS, the shipper also determines the net weight of the shipment. For shipments of unaccompanied baggage belonging to Air Force personnel (military and civilian) on TDY, the shipper determines, from the DD Form 1610, Request and Authorization for

TDY Travel of DoD Personnel, the travel order number (item 22) and the ADSN/fiscal station number (item 19). Finally, for all TGBL shipments entering the DTS, the shipper determines the origin household goods carrier.

2 For shipments of POVs, the shipper (usually a WPOE) determines the owner's name and grade as well as the POV year, make, color, and license plate number and issuing state.

(d) For shipments loaded into an SEAVAN/MILVAN at origin, the shipper determines a variety of information about the SEAVAN/MILVAN itself. Most of the information is obtained during the booking and container loading (stuffing) process.

1 The shipper identifies the van number, the size (length in feet) of the van used, its inside cubic capacity, and who owns it. In addition, the shipper obtains from the WCA/OCCA the name of the ocean carrier which will actually move the van. Since it may directly affect the charges to the Government, the shipper maintains information on the size of van ordered in addition to that actually used.

2 When shipping in a reefer container, the shipper determines the temperature at which the cargo is to be maintained. The temperature is stated in degrees Fahrenheit as either a specific temperature or temperature range.

3 When shipping an MILVAN equipped with a mechanical bracing system, the shipper determines the number of beam assemblies in the loaded MILVAN.

(e) For shipments of arms, ammunition, generators (60 KW and above), and vehicles consigned to U.S. Forces in Turkey, the shipper obtains Turkish General Staff approval and a TDA number as detailed in appendix D, paragraph 3.c.

2. Preparing the TCMD. After the shipper has determined the many factors affecting a shipment in the DTS, the next step is preparation of the TCMD, i.e., automated record or DD Form 1384, Transportation Control and Movement Document. The TCMD lists all the data about a shipment and is prepared in one of several formats for every shipment except unaccompanied baggage (code J) shipments. For code J shipments, the carriers port agents are responsible for preparing a TCMD for each shipment delivered to the AMC aerial port in accordance with DoD 4500.34-R (reference h). Local carrier port agents are also responsible for all necessary corrective actions.

a. The TCMD provides the clearance authorities, ports, receivers, and other interested transportation personnel with advance notice of shipments and the information necessary to process the shipments through the DTS. The information on the TCMD is the basis for preparation of air and surface manifests and for compiling logistics management reports. The form itself may be used as a dock receipt, tally sheet, highway waybill, or for other transportation control purposes. A copy of the TCMD is placed in a waterproof envelope on the number one box of shipment units forwarded to a CONUS CCP and on all shipments of personal property (Baggage and Household Goods) entering the DTS.

b. The TCMD has three primary formats – the 80 column computer data record, the electrically transmitted message, and the manual or hard copy form. While all of the formats contain the same basic information about a shipment, the automated record is used whenever both the preparing and receiving activities are able to prepare, transmit, and receive automated records. Activities or segments in the DTS may use (on-line) electronic data transmission facilities provided the data exchanged is based on the same formats, contains the same information, and results in the prescribed output products.

c. The manual format of the TCMD (DD Form 1384) or the DoD single line item release/receipt document (DD Form 1348-1) is used for QUICKTRANS shipments. Appendix D details the additional entries the shipper makes to identify QUICKTRANS transshipment terminals. When a shipment travels by combination of QUICKTRANS and AMC or ocean transportation, the shipper prepares a TCMD or DD Form 1348-1 for the QUICKTRANS portion in addition to the TCMD normally prepared for air or ocean clearance.

d. The information entered on the TCMD is described as either prime or trailer data. Prime data is required for every shipment while trailer data, which is supplementary, is also required for some specific type shipments. Shipments consolidated into an SEAVAN/MILVAN, RORO, CONEX or other consolidation container also require a prime data entry for the consolidation container in addition to the prime and trailer data for each shipment unit.

e. Document Identifier (DI) codes indicate what type data is being detailed and the format in which it is presented. DIs for shipment unit prime data are T_0, T_1, T_2, and T_3. Prime data entries for shipments consolidated into an SEAVAN, MILVAN, CONEX, 463L pallet, a RORO vehicle/trailer or other consolidation container are identified by DI T_4. Trailer data entries use DIs, T_5, T_6, T_7, T_8, and T_9. Based

on the type of shipment, trailer data entries must be prepared as follows:

	Mandatory Trailer Format
Type Shipment	DI code
Outsized (see paragraph B.1.b.(8))	T_5
Government vehicles including trailers, wheeled guns and aircraft	T_5
Ammunition and explosives	T_6, T_7, T_9
Other hazardous materials	T_6, T_9
Personal property	T_8

f. Detailed instructions for preparing all TCMD formats are contained in appendix D.

g. In addition to other uses of the TCMD, the shipper forwards a copy (listing, interpreted punch cards, ETM), or similar documentation containing TCMD data, for each shipment unit in an SEAVAN. The shipper places the copies in a waterproofed envelope labeled "Load List" and attaches it securely to the inside of the SEAVAN loading door. Both consolidated and partial load lists are made when the SEAVAN is loaded for stopoff deliveries.

h. The shipper prepares a TCMD for SEAVAN shipments moving to a WPOE under terms of the MSC Container Agreement and Rate Guide (reference p). In accordance with Title 49 CFR (reference M) when hazardous and nonhazardous materials are listed on an SEAVAN TCMD, the hazardous material content records, i.e., T_4 records with hazardous water commodity codes and their accompanying T_6, T_7, and T_9 records must be entered first. Preparation instructions are outlined in appendix D, paragraph 3.b. The shipper, as a minimum, maintains one signed copy to record acceptance by the original inland carrier. In addition, the shipper provides the inland carrier with at least two copies of the TCMD. The inland carrier, in turn, gives one of the copies to the ocean carrier's representative (e.g., gate guard, checker) when delivering the SEAVAN to the carrier's container yard.

3. Shipment Clearance

a. General

(1) After the TCMD is assembled, the shipper offers for clearance all cargo (including all personal property except unaccompanied baggage (Code J)[4] and POVs) entering the DTS prior to making the shipment. The procedures for shipment clearance serve a common purpose whether the movement is by surface or air. The clearance process aids cargo receiving and the scheduling of watercraft and aircraft, as well as providing the TCMD data for manifest preparation.

(2) As exceptions or additions to the general procedures detailed below, shippers and clearance authorities may develop local agreements to satisfy clearance and documentation requirements. These local agreements are limited to regular cargo movements through normal POE/POD combinations as listed in the agreement, appendix H of this regulation, or the AMC Sequence Listing for Channel Traffic. The local agreements must result in documentation as required by this regulation. The formal agreements must be approved by the Service/Agency headquarters of both the shipper and the clearance authority.

(3) For most shipments, air or water, the clearance process is started when the shipper submits advance TCMD information to the appropriate clearance authority listed in appendix J. An exception to that general rule (for RU and certain LRU shipments) is addressed in paragraph B.3.b.(2). The contract administration office or purchasing office arranges for clearance and appropriate documentation of all vendor shipments in the same manner as a shipper. The responsibilities and general procedures for the ocean and air clearance authorities are detailed in paragraph B.3.d.

b. Surface Clearance

(1) There are two procedures for clearing surface (ocean) export cargo, one for RU shipments and one for LRU shipments. Unless specifically excluded, the procedures apply to all shipments in the DTS including personal property other than POVs, vendor originated material, and mail. Additional details for clearance of personal property are contained in DoD 4500.34-R (reference h). The primary difference between the two shipment clearance procedures is the ETR.

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[4] The selection of Code J as a method of movement in itself negates the need for air clearance action. The submission of ATCMDs to the ACA is not required.

(2) Prior to making an RU surface export shipment (as defined above in paragraph B.1.b.(12)(b)1) the shipper must request an ETR from the WCA/OCCA. Certain LRU shipments indicated in appendix H also require an ETR. In all cases, the procedures by which the WCA/OCCA processes the request are outlined in paragraph B.3.d.(2).

(a) The content of the ETR request and the procedures for its submission in CONUS are detailed in the DTMR (reference j). Similar information for use outside CONUS is contained in theater directives.

(b) The shipper receives an ETR from the WCA/OCCA as indicated in figure 2-B-2. The OCCA will furnish an ETR within 48 hours for TP-1 and TP-2 shipments and within 3 working days for TP-3 shipments. If the OCCA must secure a firm booking prior to issuing the ETR, the shipper will be notified (within 48 consecutive hours from receipt of request) of the estimated date for issuance of the ETR.

(c) The content of the ETR, like the ETR request, is outlined in the DTMR (reference j) for CONUS and in theater directives for outside CONUS. For shipments to be loaded in an SEAVAN by the shipper, the ETR includes the carrier. The WPOE and WPOD will be the actual loading and unloading locations and not merely the military port responsible for the origin and destination area.

(d) After receiving the ETR, the shipper makes any necessary additional entries on the TCMD and proceeds according to paragraph 3.b.(3). If the WPOE delivery date established during the clearance procedure cannot be met, the shipper telephones the WCA/OCCA for alternate instructions.

(3) The shipper clears LRU surface shipments, or shipments for which an ETR has been received, by sending advance TCMD data to the WCA/OCCA.

(a) No surface export shipment is made until the shipper submits an advance TCMD according to the timetable shown in figure 2-B-2. When a shipment is routed through a CCP, the CCP acts like a shipper and clears the shipment. The actual originator of the shipment only prepares a TCMD as described in paragraph B.1.b.(12)(c).

(b) Whenever possible, the advance TCMD data for three or more shipment units moving on a single GBL are batched and submitted to the WCA/OCCA under a GBL header card as shown in figure 2-B-4. GBL

header cards are used when they do not delay transmission of the advance TCMD data to the WCA/OCCA.

(c) Complete advance TCMD data for SEAVANs (van and contents) are transmitted by the shipper or CCP to the WCA/OCCA. The date for each SEAVAN is transmitted separately.

(d) LRU shipments, and shipments for which an ETR has been received, are considered cleared if they have not been challenged by the WCA/OCCA prior to 1600 local time on the day before the day shipped entry on the advance TCMD. If the shipment is challenged, the shipper follows the instructions provided by the WCA/OCCA. The shipper will immediately call the WCA/OCCA if unable to comply with the challenge instructions.

(e) If the shipment is delayed at the origin and will not arrive at the WPOE by the ETA shown on the TCMD, the shipper will promptly notify the WCA/OCCA.

c. Air Clearance

(1) The shipper must clear all cargo shipped by Government controlled cargo air systems; i.e., AMC, and QUICKTRANS. The air clearance procedure is essentially the same as for water shipments. In the air systems, however, there is no requirement for an ETR and no differentiation between RUs and LRUs.[5]

(2) The shipper clears an air shipment by sending advance TCMD data to the ACA. The ACAs are designated by the Services and Agencies and listed in appendix J. Prior to making an air shipment, the shipper submits an advance TCMD to the ACA according to the timetable shown in figure 2-B-5.

(3) Except for shipments by TP-4 an air shipment is considered cleared if the ACA has not challenged it by the hour/day entered in the advance TCMD date shipped field. Challenges by the ACA are issued by telephone or message and may be made at any time prior to the estimated hour/day shipped TCMD entry. If the shipment is challenged, the shipper follows the instructions issued by the ACA.

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[5]   See footnote 4 on page 2-B-20.

(4) For shipments selected to move by TP-4 service, the shipper will submit the advance TCMD data to the ACA as for any other air shipment. The transportation priority entry will be "4". Unlike other air shipments, the shipper will not release a TP-4 shipment until specifically approved by the ACA. When the ACA rejects a shipment, the shipper submits advance to the WCA/OCCA for surface movement.

(5) Shipping activities will obtain airlift clearance from point of origin to destination for cargo moving from one theater to another when traversing the CONUS. Shipping activities obtain this clearance by providing complete TCMD data to the origin theater ACA.

(6) The PCCs and the ARFCOS provide appropriate TCMD data for shipment clearance according to procedures developed locally with the ACA.

(7) If appropriate, the shipper submits a request for Green Sheet action to the sponsoring Service ACA (see paragraph B.1.b.(2)(f)3).

    d. Clearance Authorities

    (1) General

    (a) Clearance authorities do not actually handle material shipments, but do provide an important documentation link between the shipper, transshipper, and receiver. Appendix J is a complete list of both ocean and air clearance authorities, as well as booking offices for ocean cargo. In general, the clearance authorities:

    1 Control the movement of cargo. That control includes furnishing TCMD data to the terminal for each shipment unit, coordinating movements of classified or courier material, and monitoring retrograde cargo from overseas to CONUS, assuring shipment to the ultimate CONUS consignee.

    2 Divert cargo as required and in coordination with the sponsoring Services.

    3 Trace and expedite cargo.

    4 Provide lift and receipt data to the Services/ Agencies, including the USTRANSCOM, as required.

    5 Correct discrepancies in shipment documentation with the assistance of the sponsoring Services. Documentation correction

includes directing the TCMD Effectiveness Program (as explained in appendix E) for late, missing, or improperly prepared TCMDs.[6]

(b) Using the information on the advance TCMD submitted by the shipper, the clearance authority determines if the shipment is correctly routed. This check verifies such details as the availability of transportation service between the POE and POD indicated as well as the suitability of the mode of transportation, i.e., air versus water. These various traffic management considerations and the authority to apply them are prescribed in individual/joint Service regulations and overseas theater command directives. If the shipment is accepted as routed, the clearance authority normally does not communicate further with the shipper. When additional guidance must be provided to the shipper or if the shipment routing is to be challenged, the clearance authority immediately contacts the shipper. Details of the procedures for challenge or guidance are included in the paragraphs on air and water clearance below.

(2) Water Clearance Authority

(a) The clearance authority for shipments moving by surface (ocean) is the WCA. The WCA works with the OCCA which is responsible for arranging the actual ocean carriage. Appendix J lists all WCAs/OCCAs along with their communications addresses. The WCA/OCCA is designated by the geographic location of the WPOE. In CONUS, the WCAs/OCCAs are the MTMC area commands. In areas outside CONUS, the WCA/OCCA is designated by area and/or sponsoring Service according to theater directives.

(b) After receiving the advance TCMD from the shipper, the WCA/OCCA determines whether cargo will be shipped in containers (SEAVANs, etc.) or by breakbulk. When the nature of the cargo and the ocean service available allows movement by either container or breakbulk service, the WCA/OCCA gives preference to the method which offers the lowest overall cost to the Government and meets sponsoring shipper Service requirements.

(c) Having determined the lowest cost method of ocean transport which meets Service requirements, the booking office contacts the appropriate ocean carrier.

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[6] For shipments from CONUS, HQ AMC provides sponsoring Services with receipt and lift information (within 4 hours) and with reports of late or missing TCMDs.

(d) The information used in the offering/booking process includes the following:

1 For container offerings:

a The cargo category; i.e., general cargo (including mail and mail equipment), POV, wheeled or tracked vehicles (unboxed), or refrigerated cargo (chill or freeze).

b The size of container(s) required stated simply as large (over 32 feet long) or small (32 feet or less in length). If either large or small containers are acceptable, no size is specified. Requests for containers of a specific size (e.g., 20, 27, 35, or 40 feet) are made only when required by characteristics of the cargo or other identifiable reasons. The booking office accepts requirements for a specific length container, but not requirements which name a specific carrier, except when the specified length is rate favorable under the MSC container agreements or when the shipper submits adequate cost data to justify the size indicated.

c The consignee.

d The day the cargo will be available for stuffing.

e The stuffing point location (warehouse, street address, dock number, etc.).

f The cargo priorities including the RDD, SDD, and RAD for MAP cargo. Delivery time from the POD to the ultimate consignee is also considered in obtaining ocean service.

g The loading and discharge ports and, when using MSC through-container rates, the inland origin and destination points.

h For MAP or other air cargo, whether or not discharge costs are the responsibility of the recipient government.

2 For cargo offerings:

a The measurement tons by cargo category; i.e., general cargo, ammunition/hazardous cargo, POV, cargo carrying trailer, aircraft, special (including all other wheeled or tracked vehicles and any commodity weighing more than 10,000 pounds or more than 35 feet in

any dimension), refrigerated cargo (chill or freeze), and bulk (unpacked commodities).

<u>b</u>   The loading and discharge ports.

<u>c</u>   The day the cargo will be available for loading.

<u>d</u>   The cargo priorities including the RDD, SDD, or RAD. Delivery time from the WPOD to the ultimate consignee is also considered in obtaining ocean service. If there is a shortage of a specific type of space for cargo requiring special handling or stowage, the WCA/OCCA coordinates the cargo's relative priority with the appropriate Service/Agency or theater authority.

<u>e</u>   For MAP or other air cargo, whether or not discharge costs are the responsibility of the recipient government.

(e)   In the booking process, when selecting the ocean transportation, the concerns addressed include:

<u>1</u>   The availability of timely and economical ocean shipping which meets the requirements for delivery of the cargo.

<u>2</u>   Consolidations of cargo that may be made without adversely affecting timely delivery of the shipment.

<u>3</u>   Best utilization of MSC controlled vessels, commercial, breakbulk, or RORO vessels.

<u>4</u>   Compliance with DoD policy prohibiting use of foreign flag shipping when U.S. flag shipping is available and capable of meeting the delivery requirements.

<u>5</u>   Acceptance, without challenge, of container-required offerings unless such bookings conflict with the prohibition on use of foreign flag vessels.

<u>6</u>   Equitable distribution of traffic among U.S. flag commercial carriers consistent with delivery requirements and lowest cost.

<u>7</u>   Movement of protected cargo by the most direct sailings possible with ocean service beginning and ending at the carri-

er's terminal. Containerized cargo is booked using container service code "K."

> **8** Movement of personal property (code 5) shipments by either container or breakbulk vessel. Those moved by containership are booked for applicable local drayage (container service code "L" or "1"-"9") between the actual WPOD and the military port activity. When the military port activity is not in the local drayage zone of the actual WPOD, the shipments are booked under container service code "M."

(f) Information necessary for ship loading and manifesting is developed during the booking process. The basic booking information includes:

> **1** The vessel name, type, IRCS or the hull number for towed ocean barges without an IRCS, and for SEAVAN shipments the assigned voyage number.

> **2** The vessel operator and local agent.

> **3** The day the vessel is available for loading.

> **4** The itinerary of the vessel including ETA at the WPOD.

> **5** The vessel's capability to handle specific cargo requirements, e.g., unusual size or weight.

> **6** The description and location of allocated stowage space aboard the vessel (provided as soon as possible, but not later than 48 hours before the vessel is available for loading).

> **7** The terms of carriage, i.e., who is responsible for loading and unloading; see appendix F18.

> **8** The vessel status, i.e., the type of shipping and payment agreement; see appendix F18.

(g) When cargo is to be transferred from one vessel to another enroute to the final WPOD, the booking office provides the manifesting activity with data to be included in the cargo traffic message and cargo manifest. This transshipping information includes:

> **1** The M/Ts of cargo (or number of SEAVANs) and commodity(ies) being transshipped.

2   The transshipment port(s).

3   The name of each subsequent vessel (or destination of overland mode, if applicable).

4   The ETA at each transshipment port and manifested WPOD.

5   Whether the carrier or Government is responsible for transshipment costs.

6   The letters "TBN" (to be named) if the subsequent vessels have not been identified.[7]

(h)   If the booking proposed by the booking office is not acceptable to the military activity responsible for loading the cargo, the activity coordinates directly with the booking office to resolve the problems.   Shipments of classified cargo or small increments of class A or B explosives for which timely and economical ocean delivery cannot be arranged may, with the approval of the sponsoring Service, be diverted to air.

(i)   When an acceptable booking has been arranged by the booking office, a cargo clearance order is issued.

(3)   The ACA

(a)   The clearance authority for shipments moving by AMC, or QUICKTRANS is the ACA.   Appendix J lists all ACAs and their communications addresses.   Each sponsoring Service has a designated ACA for shipments exported from CONUS by AMC.   The Air Force ACA also clears CONUS export shipments sponsored by any shipper other than the Army, Navy, Marine Corps, or Coast Guard.   In areas outside CONUS, the ACA is designated by area and/or sponsoring Service.

(b)   The ACA for all shipments by QUICKTRANS is NAVMTO.

(c)   The ACA issues shipment challenge or consignment (APOE, APOD, and consignee) instructions as necessary.   The challenge

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[7]   If the TBN entry is used, or the subsequent vessel(s) change(s), or the requirement for transshipment is identified after shipment, the booking office notifies all addresses of the original cargo traffic message.

instructions are issued by telephone or message whenever the ACA deter-
mines a shipment should not be shipped as indicated on the advance TCMD.
The ACA contacts the sponsoring Service ILCO to obtain confirmation of
questionable airlift requirements for SAP shipments. Challenges are
issued any time prior to the estimated hour/day of shipment listed on the
advance TCMD.

        (d)   The ACA provides air terminal operators (HQ AMC for
CONUS export) with complete TCMD data for shipments accepted into the
DTS. The QUICKTRANS ACA also provides the terminals with loading and
routing instructions for accepted shipments.

        (e)   When notified that a shipment weighing more than
500 pounds has been received at an aerial port without advance clearance,
the ACA either clears or diverts the shipment within 36 hours. The ACA
provides the terminal with a TAC for all shipments authorized air
movement. A fund citation and diversion instructions are provided by the
ACA for those shipments not cleared. The ACA also obtains surface
clearance as required by paragraph B.3.b.

        (f)   Upon receipt of an advance TCMD for shipment move-
ment by TP-4, the ACA:

        <u>1</u>   Clears the shipment based on the excess space
estimate message, maximum TP-4 level, and coordination with the air
terminal manager.

        <u>2</u>   Enters urgency verification code "M" (an 11-zone
overpunch) in the TP column (rp 53) of the advance TCMD and passes the
approved shipment documents to the APOE (HQ AMC in CONUS).

        <u>3</u>   Returns to the shipper documentation for disap-
proved shipments.

     e. Holding, diverting, and tracing are all actions in which a
shipper may be involved due to irregular or interrupted movement of cargo
in the DTS. In addition to the instructions below, formats for document-
ing these actions are detailed in appendix M.

     (1)   The shipper may hold a shipment for a wide variety of
reasons including a consolidation delay, a wait for an export traffic
release, or an embargo. These and other reasons for a transportation
delay are listed in figure 2-B-6. The list also contains the transporta-
tion holding delay code which, for MILSTRIP shipments, the shipper enters
in 51 of the MILSTRIP shipment status card. By including this holding

code or its explanation on applicable shipment planning records, the shipper is able to research the cause of any shipment delays. Except for transportation delays as mentioned above, the shipper will not hold material requisitioned under MILSTRIP unless directed to do so by the supply source. (For non-MILSTRIP shipments, the shipping activity responsible for moving the material may hold the shipment when necessary.) As an exception to blanket holds placed on shipments during mass cancellation situations, shipments with "555" in the RDD field (rp 62-64, DD Form 1348-1A) are not held, but processed by the shipper in accordance with the applicable transportation priority.

(2) A transportation diversion may be a change of mode (e.g., from air to water), a change of destination, and/or a change of route. Except for mode change, the shipper will not divert material requisitioned under MILSTRIP unless directed to do so by the supply source.

(a) A diversion between modes is a routine occurrence during the clearance process and the shipper follows the instructions issued by the clearance authority. This type of diversion may happen as a result of:

<u>1</u> A change in the urgency of need. Such a change may result in a planned air shipment being moved by surface or a surface shipment by air. A change in urgency of need may occur while the shipment is anywhere in the transportation system with the related diversion coordinated by the applicable clearance authority.

<u>2</u> The challenge process during air clearance. Requisitions with a UMMIPS priority in Issue Group I and II result in TP-1 and TP-2 shipments which normally move by premium (air) transportation. When the actual need does not justify the additional expense normally associated with air transportation, the requisitioner may authorize the shipper or the ACA to direct diversion of the shipment for movement by a surface mode. Such a diversion occurs at the shipping point before actual movement.

(b) A diversion to a different consignee or destination may result from conditions such as:

<u>1</u> Strikes, national disturbances, or acts of God.

<u>2</u> Supply cancellations.

<u>3</u> Terminations of projects.

4   Changes in logistics buildup.

5   Modification of permanent change of station orders authorizing personal property shipments.

6   Change in the receiving locations for mobile units.

(c)   A diversion in the route of a shipment normally occurs after it leaves the shipper. Such change in route is only within a particular mode (i.e., air or water) and usually directed and coordinated by the clearance authority.

(3)   Shipment tracing through MILSTAMP allows the requesting or receiving activity to use modified supply system data to locate a shipment in the transportation system. While tracing assistance is normally obtained from the clearance authorities, the shipper may occasionally be asked for shipping data. The shipper responds to such requests by providing all available information. The formats used for tracing are detailed in appendix M.

4. Preparing Additional Shipper Documentation

a.   In addition to the TCMD, the shipper prepares documentation which:

(1)   Is applied to the shipment itself and includes addresses and most TCMD data (see figure 2-B-8).

(2)   Identifies special characteristics and handling requirements for air shipments (DD Form 1387-2)(see figure 2-B-10).

(3)   Constitutes a contract between the shipper and a carrier providing transportation service (CBL or GBL).

(4)   Reports the shipment of classified and certain hazardous material or inert components (REPSHIP)(figures 2-B-11 and 2-B-12).

(5)   Establishes a beginning point for reporting and collecting data on transportation performance in the movement of MILSTRIP shipments (Intransit Data Cards).

(6)   Provides a record of the condition, U.S. Customs and EPA qualifications, and complete ownership identification of POVs shipped in the DTS (DD Form 788).

b. The shipper applies address markings to each piece of a shipment unit. The DD Form 1387, 1986 edition, will be used for address markings on all shipment units of DoD cargo. The form will be completed using automated or manual capabilities. Bar coded entries of TCN, Consignee DoDAAC, and piece number are mandatory on the DD Form 1387, effective 1 January 1989. Labels prepared by automated means must be readable by humans and electronic devices. Manually prepared labels must be readable by employees responsible for the movement of cargo. If the shipping container does not lend itself to application of the label, or if the label would cover or interfere with other required markings, the label will be attached to a general purpose tag or a wooden placard. The general purpose tag or placard will be tied, wired, or otherwise fastened to the shipment unit or movement conveyance (SEAVAN or air pallet). A vendor or contractor making a shipment may apply address markings by silk screen, stencil, or alternate labels provided the procurement costs are not increased and the marking conforms with MIL-STD-129 (reference n). Substitute labels or tags must contain the same data as the DD Form 1387 and be approved by the contract administration office.

(1) Detailed procedures for applying shipment markings are specified in MIL-STD-129 (reference n). In addition, personal property shipments are marked according to MIL-STD-212 (reference t) and shipments of hazardous materials according to the 49 CFR (reference m) and other appropriate publications. The outside containers of classified or protected (sensitive) shipments are marked as specified in MIL-STD-129 (reference n) and sponsoring Service directives, but will not identify the classified or protected nature of the material being shipped.

(2) Illustrations of sample shipment markings are shown in figures 2-B-7 and 2-B-8. Shadow printing is the accepted method for indicating the TP. The TP may also be applied through the use of stick-on numerals or handwritten with waterproof marker.

c. The shipper also completes a Special Handling Data/Certification, DD Form 1387-2, for shipments of hazardous material and classified or protected articles moving by military controlled aircraft. The form identifies the characteristics of the material, precautionary measures, handling instructions, and other details necessary for the safe and proper handling of the shipments.

(1) Detailed procedures for completing and distributing the DD Form 1387-2 are contained in joint publication AFR 71-4/TM 38-250/ NAVSUP PUB 505/MCO P4030.19E/DLAM 4145.3 (reference o). Only personnel trained in accordance with the joint publication are authorized to certify hazardous cargo for movement by military aircraft. The shipper

normally types the form, but, in an emergency, clearly legible handwritten entries are acceptable. ᵀigure 2-B-10 illustrates a DD Form 1387-2 with basic preparation instructions for both hazardous and classified shipments whether hazardous or not. Along with the basic form, the shipper uses the continuation sheet, DD Form 1387-2c for any required entries that do not fit on the DD Form 1387-2.

(2) The shipper distributes the prepared copies of the DD Form 1387-2 as follows:

(a) When shipping unclassified hazardous material, the original signed form is attached to the number one package of the shipment. Three additional signed copies are forwarded to the originating air terminal in a waterproof envelope and attached to the number one shipping container. An additional copy of the form (which need not be signed) is attached to each container in the shipment.

(b) When shipping unclassified, nonhazardous material, the DD Form 1387-2 is prepared and distributed as described above, except entries for the certification of hazardous material are left blank and the form need not be signed.

(c) When shipping material which is both classified and hazardous, the shipper prepares and distributes the DD Form 1387-2 in the same manner as for unclassified, hazardous material if none of the entries are classified. When any of the entries are classified, the shipper fully completes one copy of the DD Form 1387-2, including essential classified data. The shipper sends the completed copy (as a classified document) to the APOE for attachment to the aircraft commander's copy of the manifest. Three additional copies are prepared by t shipper with the statements "See Aircraft Commander's copy of the DD Form 1387-2" and "Signature and Tally Record Required" in the supplemental information block. Except for completion of the blocks listing the gross weight of the shipment, the TCN, and the destination DODAAC, the shipper leaves the balance of the form blank.

(d) When shipments are classified, but do not contain hazardous materials, the shipper enters the degree of protection required, e.g., "Signature and Tally Record Required," in the supplemental information block. The shipper also enters the weight of the shipment, TCN, and destination DoDAAC. One copy of the DD Form 1387-2 is attached to each container. Three additional copies are forwarded to the originating air terminal in a waterproof envelope and attached to the number one container.

d. The shipper prepares a CBL or GBL as a contract with a carrier providing transportation services to the POE. Bills of lading for movement of SEAVANs include the SEAVAN TCN, TCN for each shipment unit, and the complete van and seal numbers. The detailed procedures for completing and distributing the bill of lading are contained in the DTMR (reference i) for CONUS and in appropriate theater directives overseas.

e. The shipper sends a REPSHIP by ETM (or telephone confirmed by ETM) as soon as possible, but not later than 24 hours after shipping classified or protected (except pilferable) and certain hazardous material or release unit quantities of inert components. The shipper transmits the REPSHIP to ensure its receipt before shipment arrival. REPSHIPs containing classified information, or which indicate that shipments are classified, are safeguarded according to the shipper's security regulations.

(1) When shipping classified (TOP SECRET, SECRET, Confidential) or protected (except pilferable)) material, the shipper notifies the transshipping activity (CCP or POE) and either the clearance authority for surface export shipments. The information required in the notice (REPSHIP) is detailed in the DTMR (reference j) for CONUS export shipments and in appropriate theater directives overseas. The shipper provides:

(a)   The export release number and TCN(s).

(b)   Carrier and routing information.

(c)   Car or truck number(s).

(d)   GBL number(s).

(e)   Estimated time and date of departure.

(f)   Estimated time and date of arrival at the transshipping activity.

(g)   Security classification.

(h)   Commercial, DSN, or FTS telephone number, as appropriate.

(2) When shipping ammunition, explosives, or release unit shipments of inert component parts thereof, the shipper uses the REPSHIP format outlined in figure 2-B-11 or 12 to notify:

(a) The transshipping activity (CCP or POE).

(b) Either the clearance authority for surface export shipments.

(c) The sponsoring Service accountable supply activities:

1 Army - as listed in separate publications distributed directly to shipping activities.

2 Air Force - Armament Transportation Team/LIWXD, Hill AFB, Ogden, UT 84056-5999; in addition to LIWXD, send an information copy of REPSHIP on all Air Force sponsored FMS shipments to **AFMC**/ILC-XMXA, Wright Patterson, AFB, OH 45433-5000.

3 Navy and USMC - U.S. Navy Ships Parts Control Center, Code 8534, Mechanicsburg, PA 17055-0788 with instructions for routing to "Code 735" in the heading. An additional copy will be sent to the U.S. Navy ILCO, Code 252, 700 Robbins Ave., Philadelphia, PA 19111-5000 on all Navy sponsored FMS.

4 USMC - In addition to the above, Headquarters, USMC (Code LMG), Washington, DC 20380-0001.

f. The shipper also prepares the intransit data format for use in measuring transportation performance in the movement of MILSTRIP shipments. Intransit data reporting is required for supply and transportation activities of the Army, Navy, Air Force, Marine Corps, and DLA. Procedures for completing all intransit data formats are detailed in appendix L.

(1) Reports of performance are required for all supply transactions (stocked items) on inventory control point managed stocks requisitioned under MILSTRIP and shipped from U.S. Government activities (except Coast Guard) to DoD and Coast Guard activities within CONUS and to DoD activities overseas. Also included are Air Force sponsored shipments moved by AMC from overseas to CONUS. Specific exclusions are detailed in appendix L.

(2) The shipper prepares and distributes intransit data with document identifier code TK4 using the following procedures:

(a) For bill of lading shipments, all shippers except the Air Force, prepare TK4 data for each bill of lading; Air Force

shippers prepare data for each shipment unit on the bill of lading, except as noted in paragraph B.4.f.(2)(a)3.

    1 For bill of lading shipments directly to a receiving activity, the shipper forwards the data, with the bill of lading to the receiving activity.

    2 For bill of lading shipments to a transshipping activity (POE), all shippers except the Air Force forward the TK4 data to the transshipping activity; Air Force shippers forward the TK4 data to the DoD MILSTEP CDCP.

    3 The shipper makes al⎯⎯⎯⎯⎯ on the TK4 (including consignee receipt date) when, under the pr⎯⎯⎯⎯⎯ons of guaranteed traffic agreements, electing to use the carrier delivery receipt to obtain the information. The shipper then sends the intransit data directly to the CDCP.

    (b) For QUICKTRANS shipments, all shippers prepare TK4 data for each shipment unit and forward it to the CONUS receiving activity or POE as detailed above for bill of lading shipments (QUICK-TRANS terminals do not participate in the intransit data process).

  g. The POE, acting as a shipper, prepares a DD Form 788, Private Vehicle Shipping Document for Automobile, to provide a record of the condition, customs, and EPA qualifications and complete ownership identification data of POVs shipped in the DTS. While the shipper is technically the POV owner, the terminal prepares the DD Form 788 as detailed in the PPTMR reference h). The form may also be used instead of a manual TCMD for processing at the POE. The TCMD data entries on the form are also detailed in appendix D of this regulation.

  h. Shippers authorized to load and ship 463L air pallets prepare Pallet Header data as shown in chapter 3, figure 3-C-2 and as instructed by the APOE responsible for processing the shipment.

  5. After preparing all the documentation and receiving appropriate clearance, the shipper makes the shipment to the transshipment point (CCP or POE). The shipper forwards appropriate delivery documentation (bill of lading, TCMD, etc.) with the shipment as outlined above for the various forms.

  6. If a discrepancy occurs in a shipment and information is needed to process a possible claim, the shipper receives a request for information in the form of a TDR. Complete instructions on processing and

distributing TDRs are contained in the jcint publication AR 55-38, NAVSUPINST 4610.33, AFR 75-18, MCO P4610.19, DLAR 4500.15 (reference q). Additional instructions for use overseas may be contained in applicable theater publications.

7. After completing a shipment, the shipper maintains records detailing the actions undertaken. Various Service publications detail the length of time and method for keeping such files.

Application of Transportation Priorities

Urgency Verification TP Code [8]		Recommended Shipment Mode	Type of Shipment O/T mail	Explanation/ Exception Paragraph	Mail Shipments Paragraph B.1.b.(2)(e)
1	J	Air	UMMIPS 01-03	B.1.b.(2)(a)	Registered letter mail, Command pouches, weapon system pouches, and CASREP pouches.[9] Letter mail. Priority parcels.
2	K	Air	UMMIPS 04-08	B.1b.(2)(a)	MOM, SAM, and PAL.
3	L	Surface	UMMIPS 09-15 Personal property NAF	B.1.b.(2)(a) B.1.b.(2)(b) B.1.b.(2)(b) B.1.b.(2)(c)	Overseas mail and intercommand mail.
4[10]	M	AMC uncommitted space	TP-3	B.1.b.(2)(g)	See text.

Figure 2-B-1

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[8]   For explanation of code, see paragraph B.1.b(2)(f)1.

[9]   Enter 999 in the RDD field.

[10]   Not a TP. Identifies cargo selected to move as deferred air freight.

Time Standards for Issuance of an ETR

When the shipper requests an ETR for:	The OCCA provides an ETR:
TP-1 and TP-2 shipments	Within 48 hours from time of receipt at the OCCA.
TP-3 shipments	Within 3 working days from time of receipt at the OCCA.
Any shipment with an availability date 10 or more days in the future	Not later than the shipper established lead time necessary to ensure processing and transit to the port.

Figure 2-B-2

TCMD Submission for Water Shipments

When the shipper makes an:[11]	When transit time to the POE is:	The shipper sends data to the OCCA:[11]	The method of ATCMD transmission is:
RU shipment by SEAVAN	24 hours or less	After receiving the ETR and at least 12 hours prior to shipment	AUTODIN or ETM[12]
	Over 24 hours	Not later than actual time of shipment	AUTODIN or ETM[12]
RU shipment by other than SEAVAN	24 hours or less	At least 18 hours prior to shipment	Telephone
	Over 24 hours	24 hours prior to shipment arrival at POE	AUTODIN or ETM[12]
LRU shipment restricted by appendix H	24 hours or less	After receipt of ETR, but at least 18 hours prior to shipment	Telephone
	Over 24 hours	After receipt of ETR, but at least 24 hours prior to shipment arrival at POE	AUTODIN or ETM[12]
LRU shipment, unrestricted	24 hours or less	At least 18 hours prior to shipment	AUTODIN or telephone
	Over 24 hours	At least 24 hours prior to shipment	AUTODIN or telephone

Figure 2-B-3

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[11] For shipments forwarded to a CCP for consolidation, the CCP will be defined as the shipper when using this figure.

[12] Telephone transmission will be used if faster and if AUTODIN or capability is not available.

GBL Header Data Format for Shipments to Water Ports[13]

Record Position	Data Element or Description
1-3	Advance shipment information, always enter "GBL"
4-11	GBL Number - 8 positions - alphanumeric
12-16	Always enter - TCMDs
17-19	Total number of TCNs on this GBL
20-25	DoDAAC of shipper
26	Blank
27-30	Day of the year shipment was or is planned to be released to carrier
31-33	POE, example

Figure 2-B-4

---

[13]   A properly formatted GBL Header Data for batch transmission of TCMDs would read
as follows: GBLA1234567TCMDS175SW3400 31113DK

TCMD Submission for Air Shipments

When the shipper makes an:	The shipper sends ATCMD data to the ACA for shipments moving by:		The ATCMD is transmitted by:
	AMC	QUICKTRANS [14]	
Expedite TP-1 (999) shipment [15]	Not later than 2 hours prior to release to the carrier		*(1)* Telephone/*DSN* *(2)AUTODIN/DDN* *(3)FAX[16]*
All other TP-1 shipments	Not later than 6 hours prior to release to the carrier		(1) AUTODIN/*DDN* (2) ETM (3) Telephone/ *DSN/FAX[16]*
All other air shipments except AMC FSS cargo[17]	Not later than 14 hours prior to release to the carrier		(1) AUTODIN/*DDN* (2) ETM (3) Telephone/ *DSN/FAX[16]*

Figure 2-B-5

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[14] *Shipments to be moved in the QUICKTRANS system do not require advance clearance except those requiring special handling, e.g., explosives, other noncompatible hazardous materials, security cargo, shipments requiring movement on a particular flight and those exceeding 5,000 pounds, or 98 inches high, or 88 X 108 inches in width or length.*

[15] *For shipments requiring clearance through the Marine Corps ACA, ATCMD transmission is by telephone only.*

[16] *Facsimile of clearly legible ATCMDs may be used when the computer for sending or receiving data is temporarily inoperable. To ensure accountability, the shipper must provide advance notice to the appropriate ACA of approximate transmission time and number of ATCMDs being transmitted. ACA will advise the shipper of any discrepancies. The Army ACA cannot accept FAX transmission of ATCMDs.*

[17] AMC FSS cargo *does not require clearance.* The TCMD forwarded with the FSS shipment contains a significant identifier indicating no advance documentation is required.

Transportation Holding Delay Codes

One of the following codes will be used to record and/or report a transportation delay as outlined in paragraph B.3.e.(1) of this chapter:

Code	Explanation
A	Shipment unit held for consolidation
B	Awaiting carrier equipment
C	Awaiting export/domestic traffic release
D	Delay due to diversion to surface movement resulting from challenge by Service Air Clearance Authority
E	Delay resulting from challenge by Service Air Clearance Authority/SSCO for which no diversion occurs and material was shipped by air
F	Embargo
G	Strikes, riots, civil commotion
H	Acts of God
I	Reserved
J	Shipment delayed to process customer cancellation request(s)
K	Diversion to surface movement due to characteristics of material that preclude air shipment, e.g., size, weight, in hazard classification
L	Delay requested and/or concurred in by consignee
M	Delay to comply with valid delivery dates at CONUS destination/outloading terminals
N	Delay due to diversion to air (requisition priority upgraded)
O-Y	Reserved
Z	Holding action less than 24 hours from date material available for shipment

Figure 2-B-6

Illustration of Stencil Marking

```
TCN FB564430907800XXX
RDD 126 PROJ 555 TP-3
FD2030 TINKER AFB OK
1GC T.O. MOTBY BAYONNE NJ
HA4 SOUTHAMPTON ENGLAND
FB5644 RAF BENTWATERS
SUFFOLK, ENGLAND
1 OF 12 WT 1200 CU 110
```

Explanation

First Line :	TCN
Second Line:	RDD (or Expedited Handling Code "999"), project code (when specified), and TP.
Third Line:	DoDAAC and clear text address of the consignor.
Fourth Line:	Port identifier code and clear text name of the POE.
Fifth Line:	Port identifier code and clear text name of POD.
Sixth Line:	DoDAAC/MAPAC and clear text address of the consignee.
Seventh Line:	Piece number, total pieces, weight, and cube of the piece.

Figure 2-B-7

Instructions for Completing the DD Form 1387, Military Shipment Label
(Other Than Mail)

1. TCN: Enter the 17 position TCN, bar coded and in-the-clear.

2. Postage Data: Leave blank.

3. From: Enter DODAAC and in-the-clear address of the shipping activity.

4. Type Service: Enter Air Express, Blue Label, Overnight Delivery, etc.

5. Ship to/POE: Enter three digit air/water port code and in-the-clear port address.

6. Transportation Priority: Enter applicable TP.

7. POD: Enter three digit air/water POD code.

8. Project: Enter project code if applicable.

9. Ultimate Consignee/Mark For: Enter consignee DODAAC, bar coded and in-the-clear, and the complete address of the consignee.

10. Weight (this piece): Enter actual weight.

11. RDD: Enter if appropriate.

12. Cube (this piece): Enter cube.

13. Charges: Enter CONUS inland freight charges on number one piece of the shipment unit (mandatory for FMS shipments).

14. Date Shipped: Enter four position date or in-the-clear date.

15. FMS Case Number: Enter as appropriate.

16. Piece Number: Enter bar coded and in-the-clear.

17. Total Pieces: Enter total pieces in the shipment unit.

Figure 2-B-8

Instructions for Completing the DD Form 1387, Military Shipment Label (Mail)

1. TCN: Enter the 17 position TCN, bar coded and in-the-clear.

2. Postage Data: Use one of the following:

    a. Metered mail: Attach stick-on metered postage values to or near this block.

    b. Permit Imprint mail: Enter the appropriate Service/Agency mail authorization; for example:

> First Class Mail
> Postage and Fees Paid
> Defense Logistics Agency
> Permit No. G-53

3. From: Enter the in-the-clear address of the shipping activity, including ZIP code. The phrase "Official Business, Penalty for Private Use $300" must be printed on the bottom line of this block.

4. Type Service: Enter First Class, Express Mail, etc.

5. Ship to/POE: For CONUS mail, enter complete address of consignee, including ZIP code. For overseas mail, enter PCC code or the air/ water POE code.

6. Transportation Priority: Enter the appropriate TP.

7. POD: Leave blank.

8. Project: Enter if appropriate.

9. Ultimate Consignee/Mark For: Enter DODAAC of consignee, bar coded and in-the-clear, and other address markings, if appropriate.

10. Weight (this piece): Enter actual weight.

11. RDD: Enter RDD, if appropriate.

12. Cube (this piece): Enter cube.

Figure 2-B-9

**Instructions for Completing the DD Form 1387, Military Shipment Label
(Mail)**

13. Charges: Leave blank.

14. Date Shipped: Enter four position or in-the-clear date.

15. FMS Case Number: Enter, if applicable.

16. Piece Number: Enter bar coded and in-the-clear piece number.

17. Total Piece: Enter number of pieces in the shipment unit.

Figure 2-B-9 (Cont.)

●

Instructions for Completing the DD Form 1387-2

Unclassified Shipments

Block

                                                                    •

1. Item nomenclature:

    a. Proper shipping name (must include Reportable Quantity (RQ)), if appropriate.

    b. Hazardous materials classification (no abbreviations). The identification number prescribed by UN or NA for strictly domestic flights, or as prescribed in the appropriate hazardous material regulations.

    c. Label; enter type of label or "Label None."

    d. For nonhazardous material, enter item nomenclature only.

2. Net Quantity per Package: Enter, as appropriate, net weight, measure or volume of hazardous material. Class A or B explosives; enter Net Explosive Weight (NEW) per package and per pallet. For nonhazardous material, enter the gross weight of the package.

3. Consignment Gross Weight: Total gross weight of each pallet/package shipped under the same TCN.

4. Transportation Control Number: TCN this package.

5. Destination: Address of consignee, in-the-clear.

6. Supplemental Information: Enter special handling information for explosives, class A poisons, etiologic agents, radioactive materials, aircraft or helicopter parts, liquid and nonpressurized gases. For sensitive and other cargo requiring transportation protective service, include the appropriate entries from blocks 15 and 16 below.

7. Load Storage/Group: Enter number provided on the technical packaging order. For material, leave blank.

Figure 2-B-10

Instructions for Completing the DD Form 1387-2

8. Flash Point: For IMCO, enter flashpoint for closed cup for flammable liquids. For nonhazardous material, leave blank.

9. Mark block with "X." Strike through nonapplicable type aircraft. For material, leave blank.

10. Joint Reg. Paragraph: If used, mark block with "X." If not packaged in accordance with joint regulation, cite authority which authorizes shipment. For nonhazardous material, leave blank.

11. MILSTAMP reference: If used, mark with "X." For nonhazardous cargo, cite MILSTAMP chapter 2, section B, paragraph 4.

12. ATA/IATA/IMCO Regulations: Mark block with "X" and strike through regulations. For material, leave blank.

13. 49 CFR: Mark with "X" if any of the four adjacent blocks (14, 15, 16, and 17) are used. For nonhazardous material, leave blank.

14. Paragraph: Enter 49 CFR paragraph reference. For nonhazardous material, leave blank.

15. 173.7(a): Mark with "X" if packaging is equal to or better than that required by 49 CFR. Otherwise, leave blank. For nonhazardous material, leave blank.

16. Exemption: If the shipment is prepared in accordance with an exemption, cite DOT exemption number which authorizes relief from 49 CFR. Leave blank if packaged in accordance with 49 CFR or if nonhazardous material.

17. DOT-E 7573: Check when using this exemption; otherwise, leave blank.

18. Address of Shipper: Complete in-the-clear address of shipping activity.

19. Typed Name, Signature, and Date: Person preparing this form and certifying its accuracy. Date is the date label prepared For nonhazardous material, enter the date only.

Figure 2-B-10 (Cont.)

Instructions for Completing the DD Form 1387-2

Classified Shipments

1. If the material being shipped is both classified and hazardous, the following procedures apply:

    a. Four copies of the form will be completed in detail, as in blocks 1-19 above, provided none of the information entered on the form is classified. Distribution of the form will be in accordance with paragraph B.4.c.(2) above.

    b. If the information to be entered on the form is classified, then prepare and distribute the form thusly. One copy is completed in detail (see blocks 1-19 above), including essential classified data. This copy will be signed. The completed and signed form will be forwarded to the air terminal in accordance with appropriate security regulations and precautions and will be attached to the air manifest. Three additional copies of the form must be prepared reflecting "See Aircraft Commander's Copy" and "Protective Service Required" in block 6. Blocks 3, 4, and 5 will also be completed. The remainder of the form will be left blank. The form will be placed in a waterproof envelope and attached to the number one container of the shipment unit.

    c. If any of the data entered on the DD Form 1387-2 is classified when the form is attached to the air manifest, then the air manifest takes the same degree of classification. The air manifest remains classified until the classified form is detached and handled in accordance with appropriate security regulations and precautions.

Figure 2-B-10 (Cont.)

2-B-50

Instructions for Completing the DD Form 1387-2

2. If the material being shipped is only classified, the following procedure applies. All four copies of the form will reflect the degree of protection[18/19]

Figure 2-B-10 (Cont.)

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[18] For shipments of classified or sensitive cargo, block 6 of the DD Form 1387-2 will include one or more of the transportation protective service categories as required by the DTMR (reference J), for example:

  Armed Guard Surveillance
  DoD Constant Surveillance Service
  Dual Driver Protective Service
  Greater Security
  Motor Surveillance Service
  Protective Escort Vehicle Service
  Signature and Tally Record
  Tank Surveillance Service

[19] For shipments requiring other special services while intransit, enter the appropriate instructions in block 6. e.g.,:

  Protect From Freezing
  Protect From Heat
  Air Ride Equipment Required

**Illustration of Report of Shipment (REPSHIP) Data Requirements for
Breakbulk Shipments of Hazardous Materials and Inert Component Parts**

FROM: Shipping Activity

To: Transshipping Activity
            Clearance Authority (ocean) or (air)

INFO: Sponsoring Service Accountable Supply Activity

SUBJ: MILSTAMP REPSHIP

1. CONVEYANCE NUMBER.
A. CARRIER AND ROUTING, BILL OF LADING NUMBER, NEW.
B. SEAL NUMBER(S) AND ANY OTHER SECURITY DEVICES APPLIED SUCH AS UPPER
RAIL LOCKS, WIRE TWISTS, ETC.
C. TYPE OF TRANSPORTATION PROTECTIVE SERVICE (STR, CSS, RSS, NONE, ETC.)
AND, WHEN APPLICABLE, SERVICE NUMBER.
D. SHIPMENT DATE WRITTEN AS A THREE DIGIT DAY OF THE YEAR.
E. ETA WRITTEN AS A THREE DIGIT DAY OF THE YEAR.
F. FOR SURFACE SHIPMENTS: ETR NUMBER AND VESSEL NAME AND/OR VOYAGE
NUMBER. FOR AIR SHIPMENTS: ENTER APPLICABLE AIR RELEASE NUMBER OR N/A.
(1) TCN.
(2) NSN AND DODIC.
(3) DIMENSIONS, IN INCHES, OF UNITIZED LOADS (LENGTH, WIDTH, HEIGHT).
(4) TOTAL ROUNDS, TOTAL PIECES, TOTAL WEIGHT, TOTAL CUBE.
(5) LOT NUMBER AND NEW; FOR MORE THAN ONE LOT FURNISH THE LOT NUMBER,
ROUND COUNT, PIECES, WEIGHT, CUBE, AND NEW FOR EACH LOT.
(6) PROJECT CODE, IF APPLICABLE.
(7) SECURITY CLASSIFICATION (E.G., SENSITIVE – CATEGORY 2; SECRET, NONE,
ETC.).
G. COMMERCIAL, DSN, OR FTS TELEPHONE NUMBERS AS APPROPRIATE. WHEN
CONTRACTORS ARE AUTHORIZED TO TRANSMIT REPSHIPs. PROVIDE TELEPHONE
NUMBERS OF THE COGNIZANT ADMINISTRATIVE TRANSPORTATION OFFICE.

When the conveyance contains more than one shipment unit, repeat the data
elements (1) through (7) in separately lettered paragraphs for each
shipment unit. NOTE: Cargo for more than one vessel or flight, but
shipped to POE in a single conveyance, is included in a single REPSHIP.

When cargo for a single vessel is moved to the WPOE in more than one

Figure 2-B-11

2-B-52

**Illustration of Report of Shipment (REPSHIP) Data Requirements for
Breakbulk Shipments of Hazardous Materials and Inert Component Parts**

conveyance, repeat all the data elements as above in separate numbered
paragraphs for each conveyance.
NOTE: A separate REPSHIP is used for each mode of shipment to the POE.

Figure 2-B-11 (Cont.)

**Illustration of Report of Shipment (REPSHIP) Data Requirements for
Containerized Shipments of Hazardous Material and Inert Component Parts**

FROM: Shipping Activity

TO: CONUS WATER TERMINAL[20]

INFO: Sponsoring Service Accountable Supply Activity

SUBJ: MILSTAMP REPSHIP

1. ETR AND VESSEL NAME AND/OR VOYAGE NUMBER.

A. CONVEYANCE NUMBER.
(1) CARRIER AND ROUTING.
(2) GBL NUMBER; TOTAL NEW.
(3) MTX-GS SERVICE NUMBER.
(4) TYPE OF TRANSPORTATION PROTECTIVE SERVICE (STR, CSS, DDPS, RSS, ETC).
(5) SHIPMENT DATE WRITTEN AS A THREE DIGIT DAY OF THE YEAR.
(6) ETA WRITTEN AS A THREE DIGIT DAY OF THE YEAR.

B. CONTAINER AND SEAL NUMBER.[21]
(1) CONTAINER TCN.
(2) TOTAL WEIGHT OF CONTENTS.
(3) TOTAL NEW.
(4) CONTENT TCN.
    (a) NSN AND DODIC.
    (b) ROUNDS, PIECES, WEIGHT, CUBE, AND LOT NUMBERS.
    (c) PROJECT CODE, IF APPLICABLE.
    (d) SECURITY CLASSIFICATION (E.G., SENSITIVE-CATEGORY 2, CONFIDEN-
TIAL, ETC.).
(5) CONTENT TCN.[22]

Figure 2-B-12

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[20] Containerized (CONEX, MILVAN, SEAVAN) loads containing Hazardous Material are not eligible for airlift.
[21] For a conveyance with more than one container, repeat the data in paragraph B as paragraph C, etc.
[22] For a container with more than one shipment unit, repeat the data in paragraph B(4) for each shipment unit as paragraph B(5), etc.

Illustration of Report of Shipment (REPSHIP) Data Requirements for
Containerized Shipments of Hazardous Material and Inert Component Parts

C. COMMERCIAL, DSN, OR FTS TELEPHONE NUMBER, AS APPROPRIATE. WHEN
CONTRACTORS ARE AUTHORIZED TO TRANSMIT REPSHIPs, PROVIDE TELEPHONE NUMBER
OF THE COGNIZANT ADMINISTRATIVE TRANSPORTATION OFFICE.

Figure 2-B-12 (Cont.)

CHAPTER 3

TRANSSHIPPER REQUIREMENTS AND PROCEDURES

SECTION A.   GENERAL

1.   Introduction

a.   While there is a shipper and receiver for every shipment, most shipments in the DTS also involve one or more transshippers. The transshipper is any transportation activity, other than the shipper or receiver, which handles or documents the transfer of a shipment between conveyances. The transshipper is usually a CCP, APOE, WPOE, APOD, WPOD, or breakbulk point. The transshipper may perform more than one type transshipment; e.g., a water port is usually a CCP, POE, POD, and breakbulk point.

b.   This chapter explains, in the general order of performance, the actual steps a transshipper takes to process a shipment. The steps each type transshipper must complete are detailed in separate sections. The documentation the transshipper uses is usually based on the TCMD data prepared by the shipper as explained in chapter 2.

2.   The CCP Steps in Processing a Transshipment

a.   The steps that a CCP accomplishes whenever processing a transshipment are summarized in the following listing. Unless otherwise indicated, these steps are the same for all CCPs including those collocated with and/or operated by a POE. A CCP usually loads shipments into SEAVANs, or onto 463L pallets, but the procedures used are applicable to any type of consolidation container loaded at a CCP. The list below shows, by paragraph, where in MILSTAMP the procedures are explained in detail.

b.   To process a transshipment, a CCP:

Procedures	Paragraph	Page
(1) Receiving for transshipment	B.2.a.	3-B-4
(2) Securing an ocean booking	B.2.b.	3-B-5

3. The POE Steps in Processing a Transshipment (Including intra-country shipments)

a.   The steps that a POE accomplishes whenever processing a transshipment are summarized in the following listing. While an APOE processes cargo for loading aboard an aircraft and a WPOE processes cargo for loading aboard a watercraft, the procedures for each are essentially the same.

b.   To process a transshipment, a POE:

4. **The POD Steps in Processing a Transshipment (Including intracountry shipments)**

   a. The steps that a POD accomplishes whenever processing a transshipment are summarized in the following listing. While an APOD processes cargo arriving by aircraft and a WPOD processes cargo arriving by watercraft, the procedures for each are essentially the same. The list below shows, by paragraph, where in MILSTAMP the procedures are explained in detail.

   b. To process a transshipment, a POD:

Procedures			Paragraph	Page
(1)	Receives the shipment		D.2.a.	3-D-1
	(a)	Plans for unloading	D.2.a.(2)	3-D-1
	(b)	Prepares discharge and customs forms	D.2.a.(2)(a)	3-D-2
	(c)	Notifies personal property carriers	D.2.a.(2)(b)	3-D-2
	(d)	Documents the unloading	D.2.a.(3)	3-D-3
(2)	Reconciles discrepancies		D.2.b.	3-D-4
	(a)	Air	D.2.b.(1)(a)	3-D-4
	(b)	Water – cargo outturn	D.2.b.(1)(b)	3-D-4
(3)	Processes discrepant shipments		D.2.b.(2)	3-D-5
	(a)	Air	D.2.b.(2)(a)	3-D-6
	(b)	Water	D.2.b.(2)(b)	3-D-6
(4)	Ships cargo from the POD		D.2.c.	3-D-6
	(a)	Air	D.2.c.(1)	3-D-7
	(b)	Water	D.2.c.(2)	3-D-7
(5)	Prepares intransit data		D.2.d.	3-D-9
(6)	Accomplishes/converts ocean B/L		D.2.e.	3-D-9
(7)	Holds, diverts, and traces shipments		D.2.f.	3-D-9
(8)	Maintains files		D.2.g.	3-D-11

5. **The Breakbulk Point Steps in Processing a Transshipment**

   a. The steps that a breakbulk point accomplishes whenever processing a transshipment are summarized in the following listing. Unless otherwise indicated, these steps are the same at all breakbulk points, including those collocated with and/or operated by a water port.

   b. To process a transshipment, a breakbulk point:

SECTION B.   CONSOLIDATION AND CONTAINERIZATION POINT (CCP)

1. GENERAL

a.   The consolidation and containerization points (CCPs) have evolved to make more complete use of SEAVANs, 463L pallets, and the benefits associated with reduced cargo handling. Since most shippers do not regularly generate full container or air pallet loads of cargo for shipment direct to receivers, the CCP provides a means for combining shipments from multiple shippers. These combined shipments may then be sent directly to single consignees or, by use of stopoffs or breakbulk points, to multiple consignees.

b.   The Military Services and DLA have established CCPs throughout CONUS to consolidate cargo for onward movement by SEAVAN or 463L pallet. In addition, POEs usually perform CCP functions for the multitude of loose shipments arriving at the port. The minor differences between procedures at the inland CCPs and at the water port CCPs are indicated in the following paragraphs. Despite these differences, the purpose and output of all CCPs are the same.

c.   The inland CCPs are listed in appendix F5.

d.   Service and Agency criteria for shipping to the CCP.

(1) *Defense Logistics Agency (DLA)*

(a) *With the exception of those items listed below, all depot, vendor, and DoD-authorized Less-than Release Unit (LRU) shipments originating within CONUS are routed to the appropriate DLA consolidation and containerization activity for transshipment to service-designated overseas activities. Those shipments that are not eligible for consolidation at a DLA consolidation and containerization activity because of project code, required delivery date, size, weight, or commodity, or that are consigned to an activity not supported by a DLA consolidation and containerization activity, are forwarded directly to the appropriate aerial or water port or other CONUS shipper service designated activity. These shipments must be packaged and labeled in accordance with MIL-STD-129.*

(b) *The Defense Distribution Depot Susquehanna, PA (DDSP-W25K14) consolidates Army and Air Force material for designated activities in Europe, Middle East, Central/South America, Azores, and Africa. The Defense Distribution Depot San Joaquin, CA (DDJC-W62N2A) consolidates Army shipments for designated activities in the Pacific,*

Hawaii, and Alaska, and Air Force shipments for designated activities in
Hawaii and the Pacific. DDJC-Sharpe facility also consolidates shipments
of Marine Corps activities in Saudi Arabia, Okinawa, mainland Japan and
Hawaii.

      (c) *Exclusions.* The following material and/or shipments
should not be routed to a DLA consolidation and containerization
activity:

      <u>1</u> Release Unit (RU) shipments or a combination of
LRUs which economically fill a SEAVAN for a single consignee or overseas
breakbulk activity.

      <u>2</u> Single items oversize to a 20 foot SEAVAN with
maximum item dimensions of height 85 inches by width 85 inches by length
228 inches; or occupying 50 percent or more of the space in a 40 foot
SEAVAN, such as vehicles and construction equipment.

      <u>3</u> Air eligible items, as specified by individual
service regulations, including special projects such as Army Air Line of
Communication (ALOC) and Remote Area Support (RAS), that are outsized to
a 463L pallet (88 inches by 92 inches by 96 inches), or greater than
10,000 pounds, that have not been diverted to surface.

      <u>4</u> Air Force, Marine Corps or Navy expedited and
high priority (TP 1 or TP 2) shipments with RDD of 999, 777, 555, N--,
E--, or a Julian date less than 21 days from the date the shipper
received the requirement (less than 60 days for Marine Corps shipments)
that have not been downgraded to surface.

      <u>5</u> Parcel post eligible shipments, if more
economical to ship via FPO or APO based on evaluation of both CONUS and
OCONUS transportation costs.

      <u>6</u> Foreign Military Sales (FMS) shipments.

      <u>7</u> Shipments consisting of the following materials:
aircraft, unboxed (water commodity codes 900-999); arms, ammunition and
explosives (water commodity codes 40X-499 and 680-685); baggage/household
goods (water commodity codes 360-399); boats (water commodity codes 640-
642); bulk cargo, unpackaged, dry or liquid (water commodity codes (200-
299); classified or intelligence material, controlled substances (water
commodity codes 532, 533, 537-540 and 542); mail (water commodity codes
610-619); privately owned vehicles (water commodity codes 300-359);
radioactive materials; refrigerated cargo (water commodity codes 100-

199); special cargo (water commodity codes 800-899) including vehicles, oversized and overweight items; and subsistence, perishable (water commodity codes 500-529).

8   Shipments consisting of material requiring special handling with type cargo codes A-G, J-P, and R-Y and/or special handling codes 2-7.

(d)   The points of contact for the DLA consolidation and containerization activities are: DDSP-New Cumberland Facility, DSN 977-6393/Commercial (717) 770-6393/FAX (717) 770-8660; DDJC-Sharpe Facility, DSN 462-3558/Commercial (209) 982-3558/FAX (209) 982-3986.

(2)   Navy CCP

(a)   Navy CCP process Navy-sponsored fleet support cargo moving from CONUS to ships and Naval overseas activities. The east coast CCP processes only air eligible cargo. The west coast CCP processes both air and surface shipments.

(b)   Weight. Navy CCPs will accept all LRU cargo which meets Navy eligibility specifications. Parcel post eligible shipments must be forwarded directly to the ultimate consignee and not to a CCP.

(c)   Maximum dimensions

1   Air, 88 inches, by 92 inches, by 96 inches.

2   Surface, 474 inches, by 92 inches, by 105 inches.

(d)   Commodities

1   All commodities are accepted at Navy CCPs except for the following:

Class A, B, and C explosives shipments.

Shipments requiring transportation protective services.

Classified material shipments.

Perishable and subsistence items.

Personal effects or household goods shipments. This exclusion does not preclude such shipments for SEAVAN stuffing on the west coast.

Cigarette and alcoholic beverage shipments.

FMS shipments.

Radioactive materials licensed by the Nuclear Regulatory Commission.

Shipments of vehicles or boats.

Shipments approximating a truckload or with an aggregate weight of 10,000 pounds or more to a single consignee.

2 Additional exclusions for air consolidation shipments only.

Requisitions with "G" or "W" in the 11th position of the document number.

Poseidon and FBM material.

JCS designated projects.

Hazardous material shipment.

2. Procedures

    a. Receiving for transshipment.

    (1) Individual shipments usually arrive at CCPs accompanied by the appropriate TCMD information. At inland CCPs, a copy of the TCMD should be found in a waterproof envelope on the number one box of each shipment unit. The TCMD for shipments arriving at water port CCPs should have been provided to the port through the OCA. The CCP uses any available data and the assistance of the shipper and sponsoring Service to prepare documents for shipments arriving without TCMDs.

    (2) The TCMDs the inland CCP receives from the shipper are prepared according to the DI T_3/T_4 format (with necessary DI T_5 through T_9 entries). The spaces for entry of the van number (block 2/rp 4-8), POE (block 6/rp 21-23), and stopoff indicator (block 16/43/rp 63) are left blank for completion by the CCP. The TCMDs the port CCP receives through the clearance authority are prepared according to the applicable formats for single shipment units. The CCP alters or completes the TCMDs, as necessary, after loading the shipments into containers.

(3) When a shipment discrepancy (overage, shortage, or damage) is discovered, the CCP documents and reports the discrepancy according to the requirements of joint regulation AR 55-38, et al. (reference q). Prior to forwarding damaged shipments, the CCP also coordinates with the shipper, receiver, and/or sponsoring Service to ensure proper disposition of the materiel. Recoopering, remarking, repacking, and similar services necessary for safe onward movement are provided by the CCP. If the shipment was not prepared by the shipper according to military standards (except for marking), the CCP obtains either a fund citation to correct the deficiency (unless such costs are incorporated in other handling charges) or disposition instructions from the sponsoring Service. The CCP reports inadequate shipment preparation according to the requirements of joint regulation DLAR 4140.55, et al. (reference r).

(4) The water port CCP reports to the clearance authority any shipment which has not been received within 15 days following the ETA shown on the advance TCMD. Inland CCPs follow the procedures established by MILSTAMP and the Service or Agency for which they function.

b. Securing an ocean booking

(1) The CCP begins the container booking process by projecting the requirements for containers. To preclude a substantial increase in processing time and storage facilities, the cargo does not have to actually be onhand at the CCP to determine the container requirements. Instead, the CCP makes forecasts based on experience and insight into future trends.

(2) The CCP develops the container requirements for each destination stated simply by number and size (large or small, i.e., longer than 32 feet or not). The CCP submits the requirement to the OCA/booking office which books the total number of containers required with the appropriate ocean carrier. Having secured the booking, the OCA booking office then furnishes the CCP with a block of TCNs, one per container.

(3) The CCP coordinates directly with the ocean carrier's agent for spotting of empty containers. As containers are required, the CCP assigns an ETR and TCN to a specific container.

c. Loading the container

(1) Since the CCP is not required to identify in advance the SEAVAN consignee for each container requested, loading is accomplished as

cargo is received and consoli   d. To meet delivery requirements at lowest overall costs, the CCP   ally loads ("stuffs") cargo into containers in the following descending order of preference:

(a) A full container load for a single consignee.

(b) A container load for delivery by stopoff service to multiple consignees in the same geographic area. The ocean carrier assesses an additional charge for each stopoff enroute to the final destination. Various Service/Agency publications and MTMC Pamphlet 55-13, (reference s), provide guidance on stopoff consignee selection, stowing, blocking, etc.

(c) A container load for delivery to multiple consignees through a breakbulk point (including a WPOD). ' : additional transshipment handling necessary at a breakb   . nt usually results in additional transportation cost and time as wel_ ; providing increased potential for loss or damage.

(2) When loading the container, the CCP maintains consignor shipment unit integrity and uses a split shipment indicator 'appendix C, paragraph 11.a.), as necessary.

d. Preparing shipping documentation

(1) Prior to sealing the SEAVAN, the CCP places a contents list (TCMD, listing, interpreted punch cards, ETM, etc.) in a waterproof envelope labeled "Load List". The envelope is securely attached to the inside of the SEAVAN loading door. Both consolidated and partial load lists are made when the SEAVAN is loaded for stopoff deliveries.

(2) The CCP adds necessary container information (van number, POE, and stopoff indicator) to the TCMDs received from the shipper for each shipment in the SEAVAN. (The port CCPs also convert the DI T_0/T_1 entries to T_4.) The CCP then prepares a TCMD for the SEAVAN (DI T_2/T_9) as detailed in appendix D. The SEAVAN TCMD (DI T_2/T_9), along with the content TCMDs (DI T_3 /T_4 and applicable T_5 through T_9) provide comprehensive information on the SEAVAN and its contents. Together they are the source documents for preparation of the ocean manifest.

(3) A TCMD or other document containing TCMD data is prepared by the CCP for SEAVAN shipments moving to a WPOE under terms of the MSC Container Agreement and Rate Guide (reference p). Preparation instructions are outlined in appendix D, paragraph 3.b. The CCP, at a

minimum, maintains one signed copy to record acceptance by the original inland carrier. In addition, the CCP provides the inland carrier with at least two copies of the document. The inland carrier gives one of his copies to the ocean carrier's representative (e.g., gate guard, checker) when delivering the SEAVAN to the carrier's container yard.

(4) When the container must be moved to the POE by a negotiable document, the CCP prepares a CBL or GBL. Bill of lading includes the SEAVAN TCN, TCN for each shipment unit, and the complete van and seal numbers. The detailed procedures for completing and distributing the bill of lading are contained in the DTMR (reference j) for CONUS and in appropriate theater directives overseas.

(5) When a container carrying classified materiel, certain hazardous materiel, or RU quantities of inert components is shipped by an inland CCP, the CCP sends a REPSHIP to the next transshipper, e.g., WPOE. The REPSHIP is sent by ETM (or telephone confirmed by ETM) as soon as possible to ensure its receipt before the shipment. Complete details on REPSHIP procedures are contained in chapter 2, paragraph B.4.e.

(6) The inland CCP completes rp 15-17 of the intransit data format (DI TK4) received for GBL shipments. Details for completing and forwarding the intransit data are contained in appendix L. Port CCPs process the intransit data as detailed for POEs in paragraph C.2.d.(3)(b).

    e. Moving the container to the POE

        (1) The CCP coordinates directly with the ocean carrier's agent for pickup of full containers as indicated in the ETR instructions.

        (2) The linehaul or drayage of containers is generally specified by the OCCA under the terms of the MSC Container Agreement and Rate Guide (reference p). The service is provided by ocean carriers through interline agreements with commercial linehaul carriers. Other alternatives for linehaul or drayage which may be used (when indicated in the ETR) include using organic equipment and commercial tariffs, tenders, or other contracts

        (3) Upon release of the container for delivery to the POE, the CCP submits complete advance TCMDs for the container to the WCA or OCCA. The advance TCMD is the notification to the OCCA and terminal that the container is stuffed and enroute to the POE. In addition, the TCMD ties together the SEAVAN TCN, the SEAVAN serial number, and the SEAVAN contents.

f. Holding, diverting, and tracing shipments are all actions in which the CCP may be involved due to irregular or interrupted movement of cargo in the DTS. In addition to the instructions below, formats for documenting these actions are detailed in appendix M.

(1) The CCP may hold and/or divert a shipment at the request of the sponsoring Service or for such reasons as an embargo. The hold is intended to be brief and only long enough for the CCP to receive diversion/disposition instructions from the sponsoring Service or clearance authority. As an exception to blanket holds placed on shipments during mass cancellation conditions, shipments with "555" in the RDD field (rp 54-56) are not held, but processed through the POE in accordance with the transportation priority on the TCMD.

(2) A transportation diversion is normally limited by cost, but may be a change of mode (e.g., from water to air), a change of destination, and/or a change of route.

(a) Once the shipment has left the shipper, the cost of handling normally limits diversion (or hold) authorization. In addition, after leaving the shipper, only complete shipment units are diverted; i.e., individual line items are not removed from multiple line shipment units nor is a shipping container removed from a multicontainer shipment unit with one TCN.

(b) After a shipment has reached the CCP, a diversion between modes normally occurs only as a result of a change in the urgency of need. Such a change may result in a planned surface shipment being moved by air and is coordinated by the applicable clearance authority or booking office.

(c) A diversion to a different consignee or destination may result from conditions such as:

1 Strikes, national disturbances, or acts of God.

2 Supply cancellations.

3 Terminations of projects.

4 Changes in logistics buildup.

5 Modification of permanent change of station orders authorizing personal property shipments.

<u>**6**</u>   Change in the receiving locations for mobile
units.

(d)   A diversion in the route of a shipment occurs within
a particular mode (i.e., air or water) and is usually directed and
coordinated by the clearance authority or booking office.

(3)   Shipment tracing through MILSTAMP allows the requesting
or receiving activity to use modified supply system data to locate a
shipment in the transportation system.   While tracing assistance is
normally obtained from the clearance authorities, the CCP may
occasionally be asked for transshipping data.   The CCP responds to such
requests by providing all available information.   The formats used for
tracing are detailed in appendix M.

g.   If a discrepancy occurs in a shipment after it leaves the CCP
and information is needed to process a possible claim, the CCP receives a
request for information in the form of a TDR.   Complete instructions on
processing and distributing TDRs are contained in the joint publication
AR 55-38/NAVSUPINST 4610.33C/AFR 75-18/MCO P4610.19D/DLAR 4500.15
(reference q).   Additional instructions for use overseas may be contained
in applicable theater publications.

h.   After completing a shipment, the CCP maintains records
detailing the actions undertaken and including a TCN cross-reference file
between shipment units and SEAVANs.   Various Service publications detail
the length of time and method for keeping such files.

SECTION C. <u>PORT OF EMBARKATION (POE) INCLUDING INTRACOUNTRY AIR AND WATER DTS TRANSSHIP PORTS</u>

1. <u>General</u>

a. POEs are authorized points where shipments leave a country, either the United States or a foreign country. A POE may be for shipments by either air (APOE) or water (WPOE).

b. Other ports which process DTS transshipments that do not leave the country (e.g., QUICKTRANS or the theater interport portion of an international shipment) follow the same MILSTAMP requirements. For simplicity of explanation, these intracountry DTS transshipments are included with the procedures for POEs (and also PODs).

c. Common-user military water terminals (and military sponsored shipments transshipped through commercial terminals) in CONUS and at selected overseas locations are operated or managed by MTMC. At other locations, the theater commander provides for water port operation. The QUICKTRANS air systems are managed by NAVSUPSYSCOM. AMC operates or arranges operation of air terminals serving AMC channels flown by scheduled AMC aircraft. Aerial ports that are not operated by AMC are provided by the branch of Service that operates them.

d. At CONUS AMC APOEs, the **Customer Service Branch (CSB)** works with the APOE to ease completion of the transshipment. The **CSB**, an element of **AMC,** provides the following services:

(1) Performs necessary coordinating action with AMC terminal operators to ensure orderly flow of cargo.

(2) Represents the sponsoring Services at the AMC aerial ports in CONUS.

(3) Changes precedence of movement of specific shipments as requested by sponsoring Service **ACA**.

(4) Responds to sponsoring Service requests for assistance in tracing, special handling, or shipment status reports.

(5) Ensures timely processing of unscheduled or frustrated traffic.

(6) Monitors cargo movement through the ports and advises the ACAs of any condition affecting orderly and expeditious flow of cargo through the aerial ports.

(7) Reports shipment discrepancies to sponsoring Service ACAs and coordinates resolution with the ACA and AMC.

(8) Reports shipments arriving at the APOE without advance TCMD data by coordinating with the appropriate sponsoring Service ACA.

(9) Reports all FMS shipments frustrated by the air terminal to the appropriate ACA for clearance coordination.

(10) Performs, or arranges performance of, inspection and acceptance of vendor supplied materiel at the APOE in accordance with ACA direction.

(11) Arranges for diversion of cargo, including necessary repacking and certification of diverted hazardous materiels, in accordance with ACA directions.

2. **Procedures**

a. Receiving the shipment

(1) Individual shipments arrive at POEs by land, air, or water and are usually accompanied by the appropriate TCMD data. This paragraph details receiving procedures for shipments arriving by land (or a non-DTS mode); DTS air and water arrivals are detailed in section D.

(2) The TCMD data for each shipment should have been provided to the POE through the clearance authority or booking office. This data is used to plan receipt and schedule processing consistent with the RP and RDD. The port uses any available data and the assistance of the shipper, sponsoring Service, and clearance authority to prepare documents for shipments arriving without TCMDs. In all cases, the sponsoring Service is notified, by the clearance authority or HQ AMC of the late or inadequate submission of documentation, including TCMDs. (TCMD submission standards are detailed in chapter 2, figures 2-B-3 and 2-B-5.)

(3) When a shipment discrepancy (overage, shortage, or damage is discovered, the POE documents and reports the discrepancy according to the requirements of joint regulation AR 55-38, et al. (reference q). Prior to forwarding damaged shipments, the POE coordinates with the shipper, receiver, and/or sponsoring Service to ensure

proper disposition of the materiel. Recoopering, remarking, repacking, and similar services necessary for safe onward movement are provided by the POE. If the shipment was not prepared by the shipper according to military standards (except marking), the POE obtains either a fund citation to correct the deficiency (unless such costs are incorporated in other handling charges) or disposition instructions from the sponsoring Service. The POE reports inadequate shipment preparation according to the requirements of joint regulation DLAR 4140.55, et al. (reference r).

(4) The POE completes TCMDs by correcting or entering missing information. TCMDs with estimated entries are corrected by adding actual pieces, weight, and cube. The shipment receipt date (including GMT hour at air terminals) is recorded either on the TCMD or other appropriate receiving document for ready reference. CONUS WPOEs also enter vehicle identification data on TCMDs (additional DI TV5 entries created by the terminal) for multiple vehicle shipments.

(5) By completing receipt data and reporting it to the clearance authority or booking office, the POE clears the advance TCMD expected receipt file. Any shipment not received at (or offered for delivery to) the POE by the end of a specified period following the ETA is also reported to the clearance authority. The late or nonreceipt is reported as follows:

Type of shipment	Report if not received within
Air shipments documented for Expedited Handling	1 day following ETA
All other air shipments	5 days following ETA
All water shipments	15 days following ETA

(6) Questionable, erroneous, or missing TACS

(a) When the TAC for a shipment unit is questionable, erroneous, or missing, the POE notifies the appropriate sponsoring Service/Agency representative of the error in accordance with local procedures. The sponsoring Service/Agency is determined by the first position of the TAC for personal property and unit move shipments or the first position of the consignee DoDAAC for all other shipments.

(b) Corrections are provided by the sponsoring Service/Agency representative within 5 working days of notification. A nonsignificant TAC (_000) is assigned in accordance with DoD 4500.32-R, Volume

I. For Navy-sponsored shipments, a nonsignificant TAC is only assigned n accordance with DoD 4500.32-R, Volume II, chapter 7, paragraph .1.8.(3).

    b. Planning for loading

        (1) Receipt information and, at WPOEs, advance TCMD data are sed for planning the loads to be lifted from POEs. In general, ship- ents are processed on a first-in, first-out basis within the assigned ransportation priorities. Priorities may be commingled and processed ccording to pallet, module, conveyance.

        (2) The load planning process is designed to make the most fficient use of space consistent with the safe operation of aircraft and essels. Preload planning minimizes ground or onberth time. For both ir and water, planning considers the capabilities of the conveyance, the eight and dimensions (configuration) of the individual pieces, the erishability of the cargo, and the compatibility of shipments.

        (3) The port makes the necessary plans in coordination with 1e clearance authority/booking office and the carrier.

        (a) Air terminals work with the AMC, the ACAs, and the ircraft crew to ensure planning is complete prior to loading.

        (b) Water terminals work with MSC, the booking office/ learance authority, and the representatives (including crew) of the ssel operator. Planning, called prestowage planning, is done for all :eakbulk ships whether they are MSC controlled or arranged.

        1 The Military activity responsible for the water :rminal prepares the prestowage plan when MSC controlled shipping is :ed. When cargo is to be loaded on an MSC arranged commercial ship, the oking office/OCCA coordinates the preparation and implementation of estowage plans with the commercial operator. MSC representatives solve any problems which may arise between the booking office/clearance thority and the commercial operator in preparation of the plans.

        2 The ocean terminal or booking office provides the rrier with berth space planning infoimation at least 72 hours (exclud- g Sundays and holidays) before the ship's onberth date. The planning formation provided also includes the specific location, dimensions, and tal cube of the available stowage space as provided by the vessel erator. In turn, the commercial operator confirms the hour/day the ip will be available for loading.

c. Loading the shipment. Both aircraft and vessels are loaded according to standard practice for the type of conveyance. To assist in maintaining shipment integrity, multiple piece shipment units are stowed together, i.e., block stowed, when reasonably possible. Any split stowage necessary is documented by use of the TCN split shipment codes as detailed in appendix C, paragraph 11.

d. Preparing shipping documentation

(1) After loading, a final plan showing the location of cargo on the aircraft or ship is prepared.

(a) For air shipments, a load/sequence breakdown worksheet is prepared by the aircraft load planner. The worksheet is used to document the location of cargo/mail/passengers aboard the aircraft and as a supportive document for preparing the DD Form 365-4, Weight and Balance Clearance Form F, or civilian equivalent.

(b) For water shipments, the cargo stowage plan is prepared by the military water terminal operator for breakbulk vessels. Cargo stowage plans need not be prepared by the military when cargo is loaded and discharged at commercial terminals and transported under MSC Shipping Contract/Shipping Agreement/Container Agreement, berth term tariff, berth term reduced rates, or TGBL SEAVAN arrangements. On a LASH/SEABEE vessel, the last four digits of the barge number are considered a stow location and no internal stowage plans are required for cargo in the barge.

1 The cargo stowage plan includes:

a A graphic representation of the cargo onboard by tonnage (LT and MT), location, and WPOD. Cargo stowed in lower holds is shown in side view while that stowed on deck and between decks is shown in top view.

b A summary by hatch location of cargo to be discharged at each port.

c A summary and location of heavy lifts.

d The capacity and location of the ship's booms.

e Vessel characteristics.

f Remarks on special items of cargo such as the location and quantity of mail, cargo of unusual value, protected cargo, etc.

2 The plan is used for loading and discharge at each subsequent port. It is a cumulative plan and shows all cargo on board regardless of loading port. When vessels load or discharge at more than one port on a voyage, each terminal prepares and distributes the required number of plans to all subsequent terminals, their representative MSC activities and area commanders, and (for MTMC CONUS ports) the MTMC area command regardless of whether loading and/or discharging is planned at those ports. Complete distribution instructions are detailed in figure 3-C-11.

(2) A manifest listing the cargo loaded on each aircraft or vessel is prepared by the POE or its clearance authority. The information contained on each TCMD provides the basis for preparing the manifest with the terminal operator adding necessary loading detail. The manifest, prepared in TCMD format (either automated or on a DD Form 1384) or in the manifest format (either automated or on a DD Form 1385), is used to verify delivery of cargo, support billing for services, and to justify claims resulting from cargo discrepancies. Manifest documents are unclassified except when the sponsoring Service indicates a need for security classification. When classified, manifests are processed in a manner consistent with DoD 52001-R (reference b). For water shipments, the cargo traffic message indicates the security requirements.

(a) For air shipments by AMC or QUICKTRANS, the air cargo manifest is prepared as detailed in this subparagraph as well as regulations and instructions issued by the air system sponsor. Specific instructions for completing document entries on AMC air manifests are detailed in figure 3-C-3.

1 When preparing air manifests, the APOE:

a Completes separate manifests for cargo and mail. Each manifest prepared is assigned a separate air cargo manifest reference code as detailed in appendix F1.

b Groups palletized (463L aircraft pallets) shipment unit data under a separate pallet header within each manifest.

<u>c</u>   Arranges nonpalletized (463L aircraft pallets) shipment unit data in TCN sequence within each manifest.

<u>d</u>   Lists palletized (463L) shipment unit data first when the total aircraft load consists of both palletized and nonpalletized cargo on a single manifest reference number.

<u>e</u>   Ensures punch cards (for automated processing) are sorted and secured into the same order as the manifest they accompany.

<u>f</u>   Prepares a manifest correction (automated record or manual DD Form 1384/DD Form 1385) upon discovery of a significant error (e.g., incorrect pieces, weight, or cube). The corrected manifest punch cards with a "12 zone" overpunch in the priority field (rp 53) or a copy of the corrected manifest page(s) prominently marked "Corrected Manifest" are promptly forwarded to the destination air terminal (APOD).

<u>2</u>   The APOE distributes the manifest to ensure its receipt by the time of aircraft arrival. A copy of the manifest is sent with the aircraft whenever feasible and also transmitted to the APOD when communications facilities permit timely transmission and receipt. In addition, the APOE sends a copy of the manifest or other similar lift data to the ACA.

(b)   For water shipments in the DTS, a manifest complete with a variety of related documents is prepared by the ocean manifesting activity and/or the loading terminal. These manifest documents include the actual manifest, manifest recapitulation, manifest summary, and the cargo traffic message. In addition, a bill of lading is prepared when DoD cargo is transported by common carrier ocean service and not arranged under a MSC Shipping Contract, Shipping Agreement, or Container Agreement.

<u>1</u>   The ocean cargo manifest is prepared by the WPOE or, in CONUS, by MTMC. A manifest is prepared for each WPOD and segregated according to the type of vessel or loading method. In addition, hazardous materiels and dunnage/lashing gear are listed separately. These segments are described below. Complete instructions for preparing the ocean cargo manifest are provided in figure 3-C-5 with distribution outlined in subparagraph f below and detailed in figure 3-C-11.

<u>a</u>   A breakbulk vessel manifest is separated by:

(1) Service or Agency (identified by the first position of the ultimate consignee).

(2) Stowage location by hatch (see appendix F16).

(3) Consignee (one per page).

b A container (SEAVAN) vessel manifest is separated by:

(1) Service or Agency (identified by the first position of the SEAVAN consignee).

(2) SEAVAN consignee (one per page).

(3) SEAVAN service code (as explained in appendix C, paragraph 10, TCN position 15 and 16).

c A LASH/SEABEE vessel manifest is separated by:

(1) Barge number (one per page).

(2) Service or Agency (identified by the first position of the ultimate consignee).

(3) Consignee (one per page).

d Hazardous Material is listed on a separate page for each WPOD. The listing is prepared by the military terminal operator for cargo transiting military terminals and by the commercial terminal operator for shipments over commercial piers.

(1) In addition to other elements of data required by MILSTAMP, this "Dangerous Cargo List (or manifest)" includes the official number (or IRCS) and nationality of the vessel as provided by the booking office. The manifest is certified as accurate in accordance with the requirements of 49 CFR (reference m).

(2) Inert component parts and, except as detailed in paragraph C.2.d.(2)(b)1d(3) of this chapter, ORM-D materiel are not included in the hazardous material section of the manifest. Both are manifested as general cargo using the applicable commodity codes.

__(3)__ Consumer Commodities, ORM-D, loaded on to a vessel at a military pier are documented in a separate section of the manifest, unless other materiel in the SEAVAN/MILVAN requires inclusion in the hazardous material section. The ORM-D section of each copy of the manifest placed on the ship is prominently identified on the section cover sheet by the following statement: "ORM-D Hazardous Materials of Various Classes in Small Receptacles, Commodity Code 70D. IMO Competent Authority Certification(s) - USA/Numbers(s) attached."[1]

__e__ Government-owned dunnage and lashing gear, complete with distribution instructions, are listed on the recapitulation for each POD.

__f__ The manifesting activity establishes procedures for manifest distribution to support MILSTAMP requirements.

__(1)__ Manifests are normally distributed in automated record format. If lack of facilities for sending and/or receiving manifests in automated record format or other circumstances preclude such transmission, the manifesting activity, clearance authority, and WPOD develop alternative arrangements.

__(2)__ Regardless of the method of transmission, the manifesting activity establishes procedures to ensure the manifest is received by the WPOD as early as possible before the vessel arrives. Manifests for destinations with the shortest sailing times are given priority.

If transit time to the first WPOD is:	The manifest is forwarded within:
7 days or less	72 hours of vessel departure from the WPOE
8 days or more	5 days of vessel departure from WPOE

If distribution of the manifest is delayed so that it will not arrive before the vessel, the manifesting Agency provides the clearance author-

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[1] A copy of each certification is attached immediately behind the section cover sheet. The terminal operator makes provisions for providing the commercial vessel operator with a copy of the certification for SEAVANs/MILVANs loaded over a commercial pier.

ity and WPOD (by ETM), the firm date/time the manifest will be transmitted.

(3) To allow a vessel to sail without waiting for complete manifest documents including the Recapitulation and Summary, the WPOE places vessel papers onboard. Vessel papers are used to satisfy port clearance requirements and include TCMD data such as destination, commodity, TCN, pieces, weight, cube, stow location, voyage number, vessel name, and sailing date. A dangerous cargo (hazardous materiels) list is also included when applicable. Neither vessel papers nor cargo manifest documents are placed on board commercial vessels engaged in common carrier trade and loaded at commercial piers.

2 The ocean manifesting activity issues a manifest adjustment whenever an error or omission is discovered in an already dispatched manifest. Changes in vessel data contained in the manifest header and additions of discharge ports are made to all manifest addressees by message instead of complete retransmission of the entire manifest. All other manifest adjustments are made by one of three methods – supplement, deletion, or correction. The type of adjustment is identified in the manifest adjustment header data as explained in paragraph C.2.d.(2)(b)2d. All adjustments are sent as soon as practicable to the same addressees and by the same method as the original manifest. Distribution instructions are detailed in figure 3-C-11 and examples of adjustments are shown in figure 3-C-6.

a Manifest supplements are issued to add to the manifest complete consolidation containers (DI T_K or T_L), with the entire contents (DI T_M), as well as individual shipment units not loaded into a consolidation container (DI T_J). (For adjustments to the contents of consolidation containers see paragraph C.2.d.(2)(b)2c.) The manifest supplement contains all prime and trailer data for the added shipment units or consolidation containers which were lifted, but not manifested. The manifest adjustment header data is prepared as detailed in paragraph C.2.d.(2)(b)2d.

b Manifest deletions are issued to remove from the manifest complete consolidation containers (DI T_K or T_L), including contents (DI T_M), as well as individual shipment units (DI T_J). The manifest deletion contains only the prime data entries for the shipment units or consolidation containers which were manifested, but not lifted. The entries are identical to those on the original manifest except for a "zero zone" overpunch in rp 53. On the manual manifest, this "zero zone" overpunch is shown in the TP entry as "/" for TP-1, "S" for TP-2, or "T"

for TP-3. The manifest deletion header data is prepared as detailed in paragraph C.2.d.(2)(b)2d.

c Manifest corrections are issued to change manifested information about any shipment unit or to add/delete a shipment unit to/from a previously manifested consolidation container. The manifest correction header data is prepared as detailed in paragraph C.2.d.(2)(b)2d.

(1) For breakbulk shipment units or the prime data on a consolidation container, the correction is made by submitting the old manifest data with an "11-zone" overpunch in rp 53 followed by the new manifest data with a "12-zone" overpunch in rp 53. On the manual manifest, these overpunches are shown as follows: 11-zone, "J" for TP-1, "K" for TP-2, "L" for TP-3; 12-zone, "A" for TP-1, "B" for TP-2, "C" for TP-3.

(2) When correcting information about the contents of a consolidation container, a "dummy" entry is also made for the container itself. In this container "dummy" entry the pieces, weight, and cube (rp 68-80) are left blank and a 12-zone overpunch is entered in rp 53. The change in the content information is then made in the same manner as described in subparagraph (1) above.

d Manifest header data (DI TAJ) is prepared separately for each type of adjustment and for each WPOE/WPOD voyage combination. Multiple adjustments of the same type are grouped under a single header for each WPOE/WPOD voyage combination. The types of adjustment are identified by a letter code in rp 4 followed by the last digit of the calendar year in rp 5 and the three digit day of the year code in rp 6-8. On the manual manifest, this *five position identifica-tion* is included before the voyage number entry in the "Voyage Document Number" block. The following table explains the entry to be made:

Type of adjustment	rp 4	rp 5-8
supplement	S	year/day of year
deletion	D	year/day of year
correction	C	year/day of year

3 The ocean cargo manifest recapitulation is one *use of the DD Form 1386.* (Its other use, as a summary, is detailed in paragraph C.2.d.(2)(b)4.) The recapitulation is a summation of all cargo tonnages loaded on one ship and is prepared for each manifest (including adjustments).

a   For each WPOD, the recapitulation lists:

(1)   The consignee Service/Agency.

(2)   The number of long tons.

(3)   The number of measurement tons.

(4)   All heavy lifts (10,000 pounds or more), if any, including length, width, height, stowage location, and the ability of the ship's gear to discharge the item.

(5)   Any mail including its stowage location.

(6)   Any Government-owned dunnage and lashing gear, including disposition instructions.

(7)   The terms of carriage explained in appendix F15.

(8)   The number of SEAVANs/MILVANs grouped by:

(a)   Terms of carriage.

(b)   Type of SEAVAN.

(c)   The Service/Agency of the SEAVAN consignee (i.e., the first position of the SEAVAN ultimate consignee DoDAAC).

b   Whenever SEAVANs/MILVANs are transported in accordance with the MSC Container Agreement and Rate Guide (reference p) the following statement, signed by the designated administering contracting officer representative, is included on the copy of the recapitulation which is furnished to the MSC Area Command:

"This certifies that based on information provided to the (insert identity of the appropriate manifesting activity) by the ocean carrier pursuant to the Military Sealift Command Container Agreement and Rate Guide, all containers summarized on the manifest cover sheets were lifted on the vessel shown on the manifest heading."

c Distribution instructions are detailed in figure 3-C-11 and complete directions for completing the recapitulation are contained in figure 3-C-7.

4 The ocean cargo manifest summary is the second use of the DD Form 1386. (Its other use, as a recapitulation, is detailed in paragraph C.2.d.(2)(b)3.) The summary is a summation by TAC, of all cargo loaded in one ship and is prepared for each manifest (including adjustments).

a For each Service/Agency responsible for paying transportation charges, i.e., sponsoring Service/Agency, the summary includes the following, separately listed for each WPOD:

(1) A summation of the measurement tons of cargo grouped by TAC, including nonsignificant TACS (see subparagraph (3) below). Within each TAC grouping, the quantities (MT) are totaled by commodity group (see figure 3-C-8). Measurement tons are rounded to the nearest whole number; i.e., greater than 0.5 is rounded up, 0.4 or less is omitted.

(2) A separate summary of cargo loaded on deck.

(3) All shipments with nonsignificant TACS (explained in MILSTAMP, Vol II) listed with the valid TACS. Cargo summarized under a nonsignificant TAC, e.g., A000, is detailed on the last page of the summary by listing the related prime TCMD data (including the shipping activity). The Service finance office or, for the Navy, the NAVMTO representative at MTMCEA or MTMCWA, reconciles the TAC discrepancy.

(4) Whenever SEAVANs/MILVANs are transported in accordance with the MSC Container Agreement and Rate Guide (reference p), the same certification shown in paragraph 3.C.2.d.(2)(b)3b is included on the summary.

b Distribution instructions are detailed in figure 3-C-11 and complete directions for completing the Summary are contained in figure 3-C-8.

5 The military activity having jurisdiction over the loading terminal also prepares a cargo traffic message for all manifested shipments. The cargo traffic message is an advance notice that cargo is enroute to a particular WPOD.

a When classified materiel is shipped, the loading terminal prepares a separate cargo traffic message identifying each classified shipment unit, its TCN, container or seal number, stowage location aboard ship, degree of classification, and any additional appropriate instructions. The message is not classified unless required by procedures implemented under DoD 5200.1-R, (reference b).

b Much of the information included in the cargo traffic message is provided to the loading terminal by the booking office/clearance authority. The information is supplied in sufficient time to allow inclusion in the message and includes:

(1) The commodities and measurement tons of cargo or, when applicable, the number of SEAVANs.

(2) The transshipment port(s).

(3) The ETA at each transshipment port and at the manifested WPOD.

(4) The responsibility for transshipment costs, i.e., carrier or Government.

(5) The name of each on carrying vessel or designation of overland mode if not by ship.

(6) The letters TBN when the name of transshipment vessel(s) is(are) not yet known or designated. When the vessel(s) is (are) identified, or when another vessel is substituted, or when it is determined after shipping that the cargo will be transshipped, the ocean booking agency sends a supplemental message to notify all addressees of the original cargo traffic message.

c After vessel sailing, the loading terminal dispatches the cargo traffic message according to the following schedule:

When the vessel transit time is	The Cargo Traffic Message is dispatched within
0 to 72 hours	24 consecutive hours[2]
3 to 12 days	48 consecutive hours[3]
12 days and over	3 workdays

d Complete instructions for preparing the cargo
.c message and the information the message includes are detailed in
e 3-C-9. Distribution instructions are shown in figure 3-C-11.

e While not part of the cargo traffic message,
the loading terminal also provides sailing information to household goods
(Code 5) carriers or their agents. The notification is made as soon as
possible after vessel departure and prior to vessel arrival at the WPOD.
The loading terminal provides the following information:

(1) Sponsoring member's name and grade

(2) Shipment unit TCN

(3) SEAVAN number, if applicable

(4) Vessel name and voyage document number

(5) Sailing date

(6) WPOD

6 A bill of lading (either a GBL or CBL) is pre-
pared to document ocean transportation of DoD cargo by common carrier
ocean service which is not arranged and paid for under an MSC Shipping
Contract, Shipping Agreement, or Container Agreement.

a The bill of lading is a contract document
between the Government and the carrier and provides a means for the

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[2] May be sent by telephone or other means mutually accepted by the POE.

[3] When a weekend or nonworkday is involved, the cargo traffic message may be
dispatched the next workday if its receipt by the affected ports is assured 3
days prior to the ETA of the vessel.

carrier to be paid for the service performed while accounting for the
cargo shipped.

(1) Ocean transportation by common carrier
is normally limited to movement of the cargo from the ocean terminal (or
end of the ship's tackle) at the WPOE to the similar point at the WPOD.
Movement to the loading terminal or delivery beyond the discharge
terminal is usually excluded from the common carrier ocean transportation
contract. If the ocean carrier is to perform such additional service, as
indicated in the cargo clearance order issued by the booking agency, the
activity preparing the bill of lading includes the statement: "Through
shipment from (insert origin point) to (insert destination point) by
ocean carrier." Stevedoring and terminal services may or may not be
included in the ocean freight rate depending on the shipment terms and
the custom of the port. Other entries included on the bill of lading are
indicated in figure 3-C-10 and subparagraph **(2)**.

(2) For SEAVAN shipments made under the MSC
Container Agreement, the MSC Form 4612/1, Clearance/Shipping Order,
together with the DD Form 1385, Cargo Manifest, form the contract of
carriage and incorporate the provisions of the container agreement. No
bill of lading is prepared for such shipments unless part of the movement
is arranged or paid for by the Government directly (not by the ocean
carrier). This responsibility for payment is indicated by the SEAVAN
service code in position 15 of the SEAVAN TCN (see appendix C, paragraph
10).

(a) If the origin service code (posi-
tion 15) is "K," indicating the ocean carrier's responsibility begins at
the ocean terminal, the activity responsible for shipping the SEAVAN
issues a bill of lading for the inland linehaul or drayage of the SEAVAN.
The preparing activity includes in the bill of lading: the SEAVAN TCN
(assigned by the clearance authority or booking office), the TCN of each
shipment unit in the SEAVAN, and the full van and seal numbers. The bill
of lading is distributed as detailed in the DTMR (reference j) or
applicable theater directives.

(b) If the origin service code (posi-
tion 15) is L, M, or 1-9, indicating the inland movement to the WPOE is
the responsibility of the ocean carrier, the activity responsible for the
SEAVAN does not issue a bill of lading. Instead of a bill of lading, the
activity prepares a manual TCMD (DD Form 1384) or (from vendors) similar
nonnegotiable document. The document includes the SEAVAN prime data with
seal and van number and is prepared/forwarded as detailed in chapter 2,

paragraph B.2g. The activity retains a signed copy to record acceptance
by the origin carrier.

(3) Regulations applicable to the use of
GBLs, conversion of CBLs to GBLs, and issuance of certificates in lieu of
lost GBLs are contained in Title 41 Code of Federal Regulations (refer-
ence u), chapter 101-41 and Federal Property Management Regulation 101-41
(reference w).

b When a bill of lading is required, the GBL is
the usual document prepared. (The GBL addressed here is for ocean
shipments charged directly to the Government by the ocean carrier. Not
included in this explanation are shipments arranged by and paid through
freight forwarders or any party other than the Government, i.e., ship-
ments arranged with other than an ocean carrier for through movement
under a through service tender.)

(1) The activity offering the cargo to the
booking office ensures the GBL is prepared. The information included on
the GBL is detailed in subparagraphs **(2)** and **(3)** below and in figure
3-C-10. The preparing activity provides the original GBL to the carrier
or his agent and annotates all copies (including the original) with the
statement "Original furnished ocean carrier." Complete distribution
instructions are shown in figure 3-C-13.

(2) When cargo is booked for transportation
at the carrier's tariff rate, as used by the general public, the GBL must
contain a precise description of each item to ensure application of the
correct rate. This detail is also necessary when the rates charged are
based on the carrier's tariff, e.g., "Carriers tariff rates less %." In
either case, the complete noun nomenclature for each commodity shipped is
included on the GBL (or continuation sheet). MILSTAMP manifests are also
prepared and distributed for such shipments, but are not substituted for
the required full noun description on the GBL (or continuation sheet).

(3) When cargo is booked for transportation
at MSC negotiated rates (e.g., on the basis of terms in the MSC Shipping
Contract, Shipping Agreement, Container Agreement, or other basis not
requiring a detailed description of cargo), MILSTAMP manifest data is
adequate for movement and payment. In this case, the GBL contains the
description of cargo provided by MILSTAMP documents. The MILSTAMP
manifest is prepared and a copy of it, identified with the GBL number and
cross-referenced on the GBL, may be substituted for the GBL continuation
sheet.

(4) The carrier requests payment for trans-
portation services 30 days after the cargo is loaded at the WPOE or when
the vessel arrives at the WPOD, whichever is earlier. The carrier uses
the SF 1113, Public Voucher for Transportation Charges, for billing and
annotates, on its face, either the date that the shipment was loaded at
the WPOE or arrived at the WPOD. For payment and accounting control, the
carrier complies with any reasonable numbering system established by each
involved agency.

(5) When processing GBLs for payment, the
Government does not require the carriers to support their billing with a
consignee certificate of delivery nor is payment subject to prior receipt
of the cargo outturn message or report. However, the Government will not
waive the right of preaudit of charges where such action is in the best
interest of the Government. GBL shipments are subject to the terms and
conditions printed on the reverse side of the GBL and payments may be
adjusted when cargo is lost, damaged, or not delivered to the address on
the GBL.

c A CBL is prepared when a bill of lading is
required and when a GBL is not available, an overseas activity is not
authorized to prepare a GBL, or a U.S. flag ship is not available and a
foreign carrier refuses to accept a GBL.

(1) The ocean carrier issues the CBL on a
basis of either freight prepaid (charges payable upon loading at the
WPOE) or freight collect (charges payable upon cargo delivery). In
either case, unless the CBL is convertible to a GBL, the ocean charges
are earned and payable once the cargo is loaded aboard the vessel. The
information included on the CBL is detailed in subparagraphs (2) and (3)
below and in figure 3-C-10. Complete distribution instructions are shown
in figure 3-C-12. The carrier also endorses all copies of the CBL with
the following statement:

"In witness whereof, the master or agent of said vessel has signed
(insert number) bills of lading as of this tenure and date, and if one is
accomplished the others shall be void."

(2) Unless the CBL is used because a for-
eign carrier refuses to accept a GBL, the carrier endorses the CBL
(original and all copies) with the statement "To be converted to a
Government Bill of Lading." The CBL is then processed as follows:

(a) The carrier forwards the convertible CBL, whether prepaid or collect, to the clearance authority serving the WPOE unless directed otherwise during the booking process.

(b) The clearance authority, in turn, verifies and certifies (on the CBL) the accuracy of the information ensuring it is complete, prepares and distributes MILSTAMP manifest documents, and forwards the CBL to the receiving activity at the WPOD.

(c) The receiving activity at the WPOD prepares the GBL, securely attaching it to the first original CBL, and cross-referencing both to indicate the conversion has been made. After ensuring the rates, terms, and conditions of ocean shipment, shipping order number, and MSC paying command are cited on the GBL; the receiving activity surrenders the unaccomplished original to the ocean carrier (or their agent). In addition, the WPOD sends one copy of the GBL, with the converted CBL, to the MSC paying command.

(3) When a CBL is used because a foreign carrier refuses to accept a GBL, the shipment is booked on a freight collect basis if possible. If the foreign carrier desires prepayment of ocean charges, the carrier annotates the CBL with the statement "Shipped on board." Whether collect or prepaid, the carrier prepares the CBL and, as directed by the booking activity, surrenders the CBL to the WPOE shipping activity for distribution. The booking office also instructs the carrier on the procedures for submitting invoices on the freight charges. The CBL is then processed as follows:

(a) The booking office or WPOE receiving the CBL from the carrier verifies and certifies (on the CBL) the accuracy of the information ensuring it is complete, prepares and distributes MILSTAMP manifest documents, and forwards the CBL to the receiving activity at the WPOD.

(b) The receiving activity at the WPOD accomplishes the first original CBL if the shipment is collect or the second original CBL if prepaid. The accomplished CBL is then returned to the carrier or their agent.

(c) The carrier or their agent either itemizes on the CBL any cargo discrepancies or annotates on the CBL that discrepancies exist and will be detailed by the DoD activity preparing the cargo outturn reporting documents.

7 The final manifest document the WPOE prepares is
the CORM.

a The WPOE receives the CORM from the WPOD.
(The content of the CORM is detailed in paragraph D.2.b.(1)(b)1.) If the
WPOE has not received the CORM within 22 calendar days following the
vessel's ETA, the WPOE sends a message to the WPOD requesting the CORM.

b Within 10 days of the date of the CORM, the
WPOE reconciles any discrepancies shown then prepares and sends the CORMR
to the discharge activity that originated the CORM and to all addressees
of the CORM.

c The CORMR contains the following information
in the order indicated:

(1) Message subject: CORM REPLY.

(2) Line 1: Ports of loading and discharge
in code and clear text; e.g., "1GC MOT BAYONNE JF1 BREMERHAVEN."

(3) Line 2: Vessel name(s) and voyage num-
ber as indicated in the CORM.

(4) Line 3 and as many additional lines as
necessary, in columns with the following headings:

(a) ITEM (enter the item number from
the CORM).

(b) TCN (enter the TCN from the CORM).

(c) DISPOSITION (Indicate the status
of items reported in the overage or shortage section of the CORM; e.g.,
"SHIPPED ON VOY A1266," "INCLUDED IN MANIFEST SUPP NO 3," etc.).

(3) The POE also submits intransit data for use in measuring
transportation performance in the movement of MILSTRIP shipments. The
responsibilities for intransit data preparation vary at different types
of POEs. General requirements are listed below with specific instruc-
tions detailed in appendix L.

(a) Other intracountry airlift terminals:

of need. Such a change may result in a planned surface shipment being moved by air and is coordinated by the applicable clearance authority.

(c) A diversion to a different consignee or destination may result from conditions such as:

<u>1</u> Strikes, national disturbances, or acts of God.

<u>2</u> Supply cancellations.

<u>3</u> Terminations of projects.

<u>4</u> Changes in logistics buildup.

<u>5</u> Modification of permanent change of station orders authorizing personal property shipments.

<u>6</u> Change in the receiving locations for mobile units.

(d) A diversion in the route of a shipment normally occurs within a particular mode (i.e., air or water) and is usually directed and coordinated by the clearance authority or booking office.

(3) Shipment tracing through MILSTAMP allows the requesting or receiving activity to use modified supply system data to locate a shipment in the transportation system. While tracing assistance is normally obtained from the clearance authorities, the POE may occasionally be asked for shipping data. The POE responds to such requests by providing all available information. The formats used for tracing are detailed in appendix M.

f. After completing a shipment, the POE maintains records detailing the actions undertaken. Various Service publications detail the length of time and method for keeping such files.

Air Manifest Header Data Entries

Record Position	DD Form 1385 block	Procedure
1-3	(9)	Enter TAA.
4-8	(1)	Enter carrier abbreviation; e.g., AMC, etc. Precede carrier abbreviations with zeros. On automated formats, the APOD enters hour/day cargo is received in rp 6-8 (appendix F7).
9-14	(2)	Enter the aircraft tail number.
15-17	--	Enter GMT hour/day code to indicate time/date of flight departure (appendix F7).
18-21	(3)	Enter aircraft model and series number, e.g., 141B, 005B (for A C5), and 0080 (for DC 8).
22-23	--	Leave blank.
24-26	(4)	Enter air terminal code (appendix F4).
27	--	Mode Code (appendix F13).
28-29	(5)	Enter manifest reference code (appendix F1).
30-44	(6)	Enter in-the-clear destination.
45-47	--	Enter GMT hour/day code (appendix F7).
48-59	(7)	Enter mission number assigned by aircraft controlling agency in rp 48-56 and enter the julian date of rp 57-59.
60-62	(8a)	Enter air terminal code for manifesting station (appendix F4). APOD enters hour/day cargo received.

Figure 3-C-1

Air Manifest Header Data Entries

63	(8b)	Enter last digit of fiscal year.
64	(8c)	Enter type manifest; e.g., "C" for cargo, "M" for mail.
65-69	(8d)	Enter last five digits of manifest number, if less than five numbers precede with zeros.
70-75	--	Enter total cargo weight.
76-80	--	Enter total cargo cube.

Figure 3-C-1 (Cont.)

Air Cargo Pallet Header Entries DD Form 1385 or Automated Format

Record Position	DD Form 1385 block	Procedure
1-3	(9)	Enter TAB.
4-5	(10)	The air terminal enters a two digit alphanumeric pallet designator. The letters I and O and the numeral 0 will not be used in these record positions.
6-8	(11)	Enter GMT hour/day of oldest piece of cargo on the pallet (appendix F7).
9-12	--	Air terminal enters local bay location. Otherwise leave blank.
13-14	--	Leave blank.
15-17	(12)	Enter GMT hour/day code pallet leaves APOE (appendix F7).
18-19	(13)	Leave blank.
20	(14)	Enter the air dimension code (appendix F3).
21-23	--	Enter air terminal identifier code (appendix F4).
24-26	(15)	Enter air terminal identifier code (appendix F4).
27	(16)	Enter mode/method for pallet from APOE (appendix F13).
28-29	--	Enter manifest reference code from manifest header entry.
30-35	(17)	Enter DoDAAC of activity that loaded the pallet if other than air terminal.

Figure 3-C-2

Air Cargo Pallet Header Entries DD Form 1385 or Automated Format

36-39	--	Enter four digit date code (appendix F7).
40	--	Enter "L" to indicate 463L pallet.
41-43	--	Enter serial number assigned by pallet loading activity other than air terminal.

44-45   --   Enter one of the following:
- BC   for belly cargo
- LS   for loose cargo
- PC   for palletized cargo
- RS   for rolling stock
- SD   for cargo on skid
- T_   for pallet train (second digit = number of pallets in the train)

46   --   Enter one of the following:
- G   for general cargo
- M   for mixtures of G and S
- S   for cargo requiring special handling
- U   for mail

47-52	(18)	Enter DoDAAC of ultimate consignee. Leave blank if more than one consignee.
53	(19)	Enter highest priority on the pallet.
54		Enter special priority, when applicable, otherwise leave blank:

- N = NMCS/CASREP
- G = Green Sheet
- 9 = 999
- F = FSS - Forward Supply System

55-57		Pallet height in inches.
58-60		Center of balance or pallet train.

Figure 3-C-2 (Cont.)

Air Cargo Pallet Header Entries DD Form 1385 or Automated Format

61		Tiedown:
		C = Chain, S = Straps, N = Net, or M = Mixture.
62-63		Number of equivalent pallet positions with assumed decimal point, e.g., 25 equals 2.5 pallet positions.
64		Overhang direction A, F, or B, or blank.
65		Enter personal property code:

B = Personal baggage
H = Household goods
J = Personal baggage - ITGBL
K = Household goods - ITGBL
P = POV
T = Household goods

66		Enter protected cargo code (appendix F2) if applicable, otherwise leave blank.
67		Leave blank.
68-71	(24)	Enter total number of pieces on the pallet.
72-76	(25)	Enter total weight of cargo on the pallet.
77-80	(26)	Enter total cube of cargo on the pallet.

Figure 3-C-2 (Cont.)

Prime Data Entries For Shipment Units on Air Manifests

Record Position	DD Form 1385 block	DD Form 1384 block	Procedure
1-3	(9)	1	Enter three digit code as follows: First position: Always "T." Second position: Same as second position of the TCMD. Third position: "A" for a loose shipment and "D" for a shipment loaded on a 463L pallet.
4-5	(10)	2	Enter pallet number on which shipment is loaded.
6-8			Enter hour/date received (appendix F7).
9-14	(11)	21	For nonpalletized mail, enter the registry number. For all other shipments, enter the DoDAAC of the consignor.
9-14	(11)	3	For all other shipments, enter the DoDAAC of the consignor.
15-17	(12)	15	Enter GMT hour/day code shipment leaves APOE (appendix F7).
18-19	(13)	4	Enter air commodity code (appendix F2).
20	(14)	5	Enter air dimension code (appendix F3).
21-23	--	6	Enter air terminal identifier code (appendix F4).
24-26	(15)	7	Enter air terminal identifier code (appendix F4).
27	(16)	8	Enter mode/method code (appendix F13).

Figure 3-C-3

Prime Data Entries For Shipment Units on Air Manifests

28-29	--	9	Enter manifest reference code from manifest header entry.
30-46	(17)	10	Enter TCN from shipment unit TCMD.
47-52	(18)	11	Enter DoDAAC of ultimate consignee.
53	(19)	12	Enter TP from shipment unit TCMD.
54-56	(20)	13	Enter RDD from shipment unit TCMD; if none, leave blank.
57-59	(21)	14	Enter project code from shipment unit TCMD; if none, leave blank.
60-62	(22)	16	Enter hour/day code shipment arrived at APOE (appendix F7).
63	--	--	For Services internal applications.
64-67	(23)	17	Enter TAC from shipment unit TCMD.
68-71	(24)	22	Enter total number pieces in the shipment unit.
72-76	(25)	23	Enter total weight of the shipment unit.
77-80	(26)	24	Enter total cube of shipment unit.

Figure 3-C-3 (Cont.)

Ocean Manifest Header Data Entries

Record Position	TCMD Manifest DD Form 1384 block	ATCMD as Manifest page DD Form 1384 block	DD Form 1385 block	Procedure
1-3	1	--	--	Enter TAJ.
4-8	21	21	(3)	Original manifest, no Government dunnage/lashing gear used, enter NODUN. Supplemental manifest, enter type of adjustment and date as explained in chapter 3, paragraph C.2.c.d.(2)(b)2d. For all others, leave blank.
9-11	6	25a	(1)	Enter water port code (appendix F21). For LASH/SEABEE shipments, show port that loaded cargo on the barge
12-14	--	--	--	Leave blank.
15-18	15	25d	(2)	Enter four position date (appendix F7).
19-23	19	25f	(3)	Enter voyage document number (appendix F18).
24-26	7	26a	(4)	Enter water port code for final WPOD (appendix F21).
27	20	20	(5)	Enter voyage manifest reference code (appendix F19).
28-29	--	--	--	Leave blank.

Figure 3-C-4

Ocean Manifest Header Data Entries

30-46	21	25k	(6)	Enter vessel name, if unnamed, enter vessel class and hull number.
47	--	--	--	Leave blank.
48-49	18	25e	(7)	Enter two position code assigned by the OCCA. If a LASH/SEABEE barge is loaded with cargo booked under different terms of carriage, a separate manifest section is prepared for each term of carriage.
50	--	--	--	Enter L for LASH vessels, S for SEABEE vessels, otherwise leave blank.
51	18	25e	(8)	Enter MSC assigned code.
52-59	21	21	(9)	Enter assigned IRCS. For barges without an IRCS, enter the hull number.
60-80	31	31	(9)	Enter additional required data, e.g., actual loading activity if other than the WPOE, transshipping data, etc.

Figure 3-C-4 (Cont.)

Ocean Manifest Data Entries

Record Posi- tion	TCMD Man- ifest DD Form 1384 block	ATCMD as Manifest page DD Form 1384 block	DD Form 1385 block	Procedure
1-3	32	1	(10)	Enter DI code from TCMD, but convert third position as follows: 0=&, 1=J, 2=K, 3=L,4=M, 5=N, 6=O, 7=P, 8=Q, 9=R. For Government-owned dunnage or lashing gear, enter TLJ for prime and TLR for trailer entries (C.2.d.(2)(b)1e). See special instructions below.
4-19	33-35	—	(11)	Enter prime and trailer data from TCMD.
20-23	36	—	(12)	Enter last four digits of the voyage document number from the manifest header.
24-26	37	—	(13)	Enter code from manifest header.
27	—	—	—	Enter code from manifest header.
28-59	39-43b	—	(14)	Enter prime and trailer TCMD data.
60-63	43c,d	25h	(15)	For prime data entries, enter the vessel stowage location code (appendix F16). For dunnage/lashing gear see special instructions below. For all others leave blank.

Figure 3-C-5

Ocean Manifest Data Entries

Special Instructions

64-80	43e,44	--	(16)	Enter prime and trailer TCMD data.
1-3	32	--	(10)	Enter TLJ for prime entries and TLR for trailer entries.
59-79	43-44	--	(17)	Enter clear text disposition instructions.
80	44c	--	--	For trailer entries, enter a sequence number.

Figure 3-C-5 (Cont.)

Instructions for Preparing Manifest Adjustments

Supplements	DI entry	Record Position 4	Record Position 53	Entry in TP block of DD Form 1384 TP-1	TP-2	TP-3
1. To add shipment unit lifted but not manifested, prepare:						
a. Manifest header:	TAJ	S	No over-punch	No change		
b. Shipment unit entries:						
Prime data:	T_J			"	"	
Trailer data:	T_N-R			"	"	
2. To add consolidated containers and shipment units in containers, prepare:						
a. Manifest header:	TAJ	S		"	"	
b. Container entries:						
Prime data:	T_K/L			"	"	
Trailer entries:	T_R			"	"	
c. Shipment unit entries:						
Prime data:	T_M			"	"	
Trailer entries:	T_N-R			"	"	

Deletions

	DI entry	Record Position 4	Record Position 53	TP-1	TP-2	TP-3
1. To delete shipment unit manifested but not lifted, prepare:						
a. Manifest header:	TAJ	D	None	None		
b. Shipment unit entries:						
Prime data only:	T_J		Zero	/	S	T
2. To delete a complete consolidation container manifested but not lifted, prepare:						
a. Manifest header	TAJ	D	None	None		
b. Prime container:	T_K/L		Zero	/	S	T
c. Shipment unit entries:						
Prime data only:	T_M		Zero	/	S	T

Corrections

1. To change shipment units not containerized, prepare:

Figure 3-C-6

Instructions for Preparing Manifest Adjustments

a. Manifest header:	TAJ	C	None	None		
b. To delete old shipment unit:						
Prime data:	T_J		11	J	K	L
Trailer data:	T_N-R		11	J	K	L
2. To change a consolidated container, prepare:						
a. Manifest header:	TAJ	C	None	None		
b. To delete old container						
Prime data:	T_K/L		11	J	K	L
Trailer data:	T_R		11	J	K	L
c. To add new container:						
Prime data:	T_K/L		12	A	B	C
Trailer data:	T_R		12	A	B	C
3. To change shipment units in consolidation, prepare:						
a. Manifest header:	TAJ		None	None		
b. Dummy entry:	T_K/L		12	A	B	C
c. To delete old shipment unit:						
Prime data:	T_K/L		11	J	K	L
Trailer data	T_N-R		11	J	K	L
d. To add new shipment unit:						
Prime data:	T_M		12	A	B	C
Trailer data:	T_N-R		12	A	B	C

Figure 3-C-6 (Cont.)

Ocean Cargo Manifest Recapitulation Data Entries

DD Form 1386 block	Procedure
(1)	Enter "X" in recapitulation box.
(2)	Enter "X" in the appropriate box. If the recapitulation is for a manifest adjustment, see special instructions below.
(3)	Enter vessel name. If unnamed, enter vessel class and hull number.
(4)	Enter two position vessel status/terms of carriage code (appendix F15).
(5)	Enter voyage document number (appendix F18).
(6)	Enter vessel sailing date code (appendix F7).
(7)	Enter water port code for actual port of loading (appendix F21).
(8)	Enter the number of heavy lifts (10,000 pounds or more, other than SEAVANs).
(9)	Enter the number of pieces, other than SEAVANs, with outsize dimensions (any dimension of 72 inches or more).

For each WPOD list, on separate lines, the data required by paragraph C.2.d.(2)(b)3a as follows:

(10)	Enter the water port code for the final POD to which the cargo is booked (appendix F21). If booked for transshipment follow the WPOD with "BY T/S."
(11)	Enter abbreviated commodity description(s) (appendix F20).
(12)	Enter length, width, and height, in inches, of each heavy lift, other than SEAVANs (indicate L, W, H).

Figure 3-C-7

Ocean Cargo Manifest Recapitulation Data Entries

(13)   Enter "X" if heavy lift can be discharged by vessel's gear; otherwise leave blank.

(14)   Enter "X" if heavy lift cannot be discharged by vessel's gear; otherwise leave blank.

(15)   Enter "X" if discharge costs are payable by the vessel operator, terms of carriage 2 or 3, otherwise leave blank.

(16)   Enter "X" if discharge costs are payable by the Government, terms of carriage 1 or 4, otherwise leave blank.

(17)   Enter vessel stowage location code for cargo being described (appendix F16).

(18)   Enter the long tons, the weight of the cargo, other than SEAVANs, being described.

For each *WPOD and consignee Service list*, on separate lines, the data required by paragraph C.2.d.(2)(b)3a as follows:

(19)   Enter water port code for the cargo's final WPOD (appendix F21).

(20)   Enter first position of the consignee DoDAAC.

(21)   Enter, in long tons for each WPOD, the total cargo onboard for each Service/Agency identified in block (20).

(22)   Enter the measurement tons, the total volume of cargo included in block (21).

If a DD Form 1384 is used, follow the above instructions and include a note to indicate the terms of carriage (appendix F15).

Figure 3-C-7 (Cont.)

Ocean Cargo Manifest Recapitulation Data Entries

Special Instructions

If the recapitulation is being prepared for a manifest adjustment, the
data listed in blocks (10) through (22) is separated as follows:

List e· tly as on the original manifest, all items to be deleted,
under   heading "Delete." List all items to be added under the
headirₙg "Add." For original manifest items which must be corrected,
include both a delete entry and an add entry.

Figure 3-C-7 (Cont.)

3-C-38

Ocean Cargo Manifest Summary Data Entries

DD Form   Procedures
1386
block

(1)   Enter "X" in the summary box.

(2)   Enter "X" in the appropriate box. If the summary is for a
            manifest adjustment.[4]

(3)   Enter the vessel name. If unnamed, enter the vessel class and
            hull number.

(4)   Enter two position vessel statue/terms of carriage code (appen-
            dix F15).

(5)   Enter voyage document number (appendix F18).

(6)   Enter year and day code for vessel sailing date (appendix F7).

(7)   Enter water port code for actual port of loading (appendix F21).

(8)   Leave blank.

(9)   Leave blank.

Figure 3-C-8

---

[4]   If the summary is being prepared for a manifest adjustment, the data listed in
        blocks (10) through (17) is separated as follows: List exactly as on the
        original manifest, all items to be deleted under the heading Delete. List all
        items to be added under the heading Add. For items on the original manifest
        that must be changed, include both a delete entry and an add entry.

Ocean Cargo Manifest Summary Data Entries

For each WPOD list, on separate lines for each commodity category and TAC, the information required by paragraph C.2.d.(2)(b)_4a_ as follows:

(10)   Enter the water port code for the final WPOD to which the cargo is booked. If booked for transshipment, enter BY T/S after the WPOD (appendix F21).

(11)   Enter the clear text commodity category from the following list:

Category	Code
Reefer, Chill	100-149
Reefer, Freeze	150-199
Bulk, NOS	200
Asphalt	210
Cement	220
Coal	230
Coke	231
Fertilizer	240
Grain, heavy	250
Grain, light	260
Oils, edible	270
Ore	280
POVs, unboxed (except 310 and 340)	300-359
Ammunition, Explosives, and Hazardous Materials	40X-489
Radioactive devices, materials and waste	490-499
General, NOS (unless listed below)	500-799
Mail (all classes except 612)	610-619
Empty mail sacks	612
POVs, boxed	310 and 340
Baggage, hold	360 and 370
Household goods	390-399
CONEX, empty	690
Empty containers, other than CONEX, SEA-VAN, MILVAN, wood or metal, space required.	691
Empty containers, other than CONEX, SEA-VAN, MILVAN, wood or metal, space available.	692

Figure 3-C-8 (Cont.)

Ocean Cargo Manifest Summary Data Entries

Empty SEAVAN, MILVAN, MSCVAN, space required	693
Empty SEAVAN, MILVAN, MSCVAN, space available	694
Scrap or salvage, space required	727
Scrap or salvage, space available	726
Low value surplus, space required	738
Low value surplus, space available	739
Special, NOS (unless listed below)	800-899
Low value surplus, space required	838
Low value surplus, space available	839
Trailers, RORO[5]	
Loaded[6]	
Empty	888
Vehicles, wheeled or tracked, unboxed	
10,000 pounds or less per unit[7]	
Exceeding 10,000 per unit[7]	
Aircraft, unboxed	990-999

(12)   Leave blank.

Figure 3-C-8 (Cont.)

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[5]   Applies only to RORO trailers on MSC operated or controlled RORO vessels.

[6]   Regardless of commodity, all loaded RORO trailers are listed separately. Except for retrograde trailers loaded with empty containers, enter in M/T the overall volume of the entire trailer and its load. To allow for reduced MSC billing rates, the cubic volume of trailers loaded with empty containers is listed separately; i.e., the empty container and the empty trailer.

[7]   Includes vehicles with commodity codes 813, 816, 829, 864, 867, 870, 873, 876, 879, 882, 885, 891, and 894 summarized into the two weight groups shown to support MSC's revenue/lift reports.

Ocean Cargo Manifest Summary Data Entries

(13)   Enter the TACS for each commodity category to be summarized. For each category, a TAC is listed no more than twice, once for under deck cargo stowage and once for cargo stowed on deck.

(14)   Enter "X" on the same line as the TAC for any cargo stowed on deck.

(15)   Enter the number of pieces of mail or POVs that are summarized for that TAC. For all other cargo leave blank.

(16)   Leave blank.

(17)   Enter the number of measurement tons rounded to the nearest whole number for each TAC entry.

Figure 3-C-8 (Cont.)

Cargo Traffic Message Data Entries

The following provides details of the information included in the CTM.

From: Preparing Activity
To: Addressees (see figure 3-C-11)

SUBJ: MILSTAMP CARGO TRAFFIC MESSAGE

(1)   Paragraph 1. Enter vessel identification as follows:
             a. Ship prefix (USS, USNS, USCG, SS, MS, etc.).
             b. Ship name and number.
             c. Voyage document number (appendix F18).
             d. Vessel status/terms of carriage code (appendix F15).
             e. IRCS (commercial ships only).
             f. Type of commercial ship (C1, C2, LASH, RORO, etc.).

(2)   Paragraph 2. Enter movement data for the vessel as follows:
             a. Departure port name, in-the-clear.
             b. Departure day and hour (zulu date/time group).
             c. Next port of call, in-the-clear.
             d. Estimated date of arrival, next port of call.
             e. Subsequent port of call, in-the-clear.

(3)   Paragraph 3. Enter operational and handling data as follows:
             a. Ship discharge capability (self-sustaining/nonself-
sustaining).
             b. Special berthing requirements, if any.
             c. Special information for the port area host nation or
             theater commmander (expected arrival draft, overall length,
             beam, and capacity in M.T., cu. m. (include L/T and M/T in
             parentheses)).
             d. Enter manifest onboard or manifest forwarded separately
             by (enter method, e.g., AUTODIN, mail, etc.).
             e. If applicable, enter cargo for transshipment at (WPOD).

(4)   Paragraph 4. Total cargo loaded in M.T. and cu. m. (include L/T
             and M/T in parentheses, e.g., (40 L/T, 10 M/T)).

(5)   Paragraph 5. A separate paragraph for each port of discharge to
             include the following subparagraph as appropriate. Each

Figure 3-C-9

Cargo Traffic Message Data Entries

subparagraph shall identify by columns the number of wheeled and the number of tracked vehicles, M.T., cu. m. and in parentheses, L/T and M/T. Stowage location is identified by the first three positions of the stow location code; for LASH/SEABEE barges, the last four positions of the barge number. The Military Service will be identified by the TAC for breakbulk cargo and by the consignee for containerized cargo.

   a. Total cargo loaded (mandatory).

   b. Deck load of breakbulk cargo by Military Service, by location, excluding ammunition and explosives.[8]

   c. Hatch load of breakbulk cargo by Military Service, by location, excluding ammunition and explosives.[8]

   d. Total number of reefer containers for each Military Service.

   e. Total number of other containers for each Military Service excluding those in subparagraph f., below.

   f. Total number of containers containing ammunition and explosives for each Military Service. Include NEQ, by IMDGC UN class, UN classes to include decimal fraction (1.1, 1.2), IMDGC compatability group code, and stow location (four positions).

   g. Description of bulk ammunition and explosives for each Military Service. Include additional data described in subparagraph f., above.

   h. Heavy lift cargo exceeding capacity of ships' boom.

   i. Protected (except pilferable) and/or classified cargo, number of pieces, stow location, and TCN.

   j. For LASH/SEABEE shipments, list each barge by barge number and by Military Service.

Figure 3-C-9 (Cont.)

---

[8] Identified by first three positions of the vessel stowage location code; for LASH/SEABEE vessels, use the last four positions of barge number.

Cargo Traffic Message Data Entries

(6)   Final paragraph. Transshipment data as required:
  a. Port of transshipment in-the-clear.
  b. Information specifying responsibility for transshipment.
  c. Name of on-carrying vessel. Enter TBN if unknown.
  d. Cargo data required by instruction (5) for each port of
     discharge.
  e. For LASH/SEABEE shipments, the port of transshipment is
     the port of discharge of the vessel. For movement of
     the barge to an inland port of discharge, indicate towed
     in lieu of name of on-carrying vessel. Summarize cargo
     data by barge number and barge port of discharge.

Figure 3-C-9 (Cont.)

Information to be Listed on the Ocean Bill of Lading (GBL or CBL)

The following information is entered on the GBL/CBL whenever used for ocean transportation.

1.   Name of ocean carrier, vessel, WPOE, and WPOD.

2.   Rates, terms, and conditions of shipment, including responsibility for loading and unloading.

3.   Appropriation chargeable.

4.   Dollar rate of exchange as of booking date if ocean charges are based on, but not payable in, a foreign currency.

5.   Voyage document number and MSC clearance order number.

6.   The MSC paying command.

7.   Weight and cube of each commodity and measurements of any cargo with any dimensions exceeding 30 feet.

8.   SEAVAN TCN and TCN of each shipment unit.

9.   Consignee.

10. U.S. Government activity or representative at the WPOD responsible for receiving the cargo and submitting the cargo outturn message and report.

11. Enter, "Unless otherwise indicated, all cargo to be stowed under deck."

12. Actual or estimated sailing date as appropriate.

Figure 3-C-10

Distribution of Ocean Cargo Manifest

The following table provides instructions for distribution of ocean cargo distribution, i.e., stow plan, cargo traffic message, manifest, recapitulation and summary. Manifest adjustments are distributed to the same addressees as the original manifest. The GBL and CBL distribution is shown in figure 3-C-13

This figure must be used in conjunction with figure 3-C-12 which explaines the letter codes used the distribution method and remarks columns.

Distribution to:	Cargo Stowage Plan			Cargo Traffic Message			Cargo Manifest and Recapitulation			Cargo Manifest Summary		
	No of Copies	Dist Method	Re- marks	No of Copies	Dist Method	Re- marks	No of Copies	Dist Method	Re- marks	No of Copies	Dist Method	Re- marks
For all cargo:												
Commanding Officer or Master of the vessel (Note 1)	3	V	--	--	-	--	3	V	A,G	--	--	--
Port of debarkation and next port of call	3	x	--	1	E	C,D	6	X	B,C,L	6	M	C
Port of embarkation (POE) for files	1	--	--	1	E	--	1	H,M	--	1	H or M	--
Clearance authority for POD if different than POD	1.	M	N	1	E	--	1	X	--	1	M	--
MSC area and subarea Commander for POE (Note 2)	1	X	--	1	E	C	3	X	--	3	X	--
MSC area and subarea Commanders on the vessel itinerary (Note 2)	1	x	--	1	x	D	1	X	B,Z	--	--	--
MSC port representatives for ports on vessel itinerary unless same as area and subarea Commanders	1	X	--	1	Z	--	1	X	B,I	--	--	--
Local agent of carrier (unclassified only)	5	x,m	--	--	--	--	5	h,n	--	--	--	--
Clearance authority for POE if different than POE	1	M	N	1	X	--	1	M	--	--	--	--

Note 1. Neither vessel papers nor cargo manifest are placed onboard commercial vessels engaged in common carrier trade and loaded at commercial piers.

Note 2. The addresses for MSC area and subarea commanders are listed in appendix F16.

Figure 3-C-11

Distribution of Ocean Cargo Manifest

Distribution to:	Cargo Stowage Plan			Cargo Traffic Message			Cargo Manifest and Recapitulation			Cargo Manifest Summary		
	No of Copies	Dist Method	Re-marks	No of Copies	Dist Method	Re-marks	No of Copies	Dist Method	Re-marks	No of Copies	Dist Method	Re-marks
COMSC (Headquarters)	--	--	--	--	--	--	1	X	F	1	X	F
For MSC controlled ships scheduled to transit Hawaii enroute to CONUS. All U.S. ports, including Hawaii, for customs: NAVSEACARCOR Pearl Harbor, HI AUTODIN RIC RUHHLA	--	--	--	--	--	--	1	E	--	--	--	--
For Navy-sponsored cargo exported from CONUS: NAVMTO representative at MTMCEA or MTMCWA	--	--	--	--	--	--	1	H	--	--	--	--
For Navy-sponsored cargo loaded on per diem ships at overseas terminals: Commanding Officer NAVMTO ATTN: Code 06 Naval Station Building Z-133-5 Norfolk, VA 23511-5000	--	--	--	--	--	--	1	M	--	--	--	--
For all Marine Corps sponsored shipments: Commanding General MCLB Albany (Code A470) Albany, GA 31704-5000	--	--	--	--	--	--	1	E,M	K	1	E,M	K
CG, FMF Atlantic U.S. Naval Base Norfolk, VA 23511-5000 (Atlantic Ocean area discharge only)	--	--	--	--	--	--	1	M	--	--	--	--
CG, FMF Pacific FPO San Francisco, CA 96601 (Pacific Ocean area discharge only)	--	--	--	--	--	--	1	M	--	--	--	--
For All U.S Coast Guard sponsored shipments: Commandant (FA/71) U.S. Coast Guard Washington, DC 20591	--	--	--	--	--	--	1	M	--	1	M	--

Figure 3-C-11 (cont.)

Distribution of Ocean Cargo Manifest

Distribution to:	Cargo Stowage Plan			Cargo Traffic Message			Cargo Manifest and Recapitulation			Cargo Manifest Summary		
	No of Copies	Dist Method	Re-marks	No of Copies	Dist Method	Re-marks	No of Copies	Dist Method	Re-marks	No of Copies	Dist Method	Re-marks
For security assistance program cargo: MAAG or Mission in the recipient country	3	X	--	1	E	C,D,E	10	X	B,C	10	M	C
Consignee TAC B address (MAPAD DoD 4000.25-8M) For FMS/Grant Aid classified shipments	--	--	--	1	E	--	--	--	--	--	--	--
For vessels from MTMC-EA to MTMC-TTCE terminals: Commander, MTMC-TCCE, Rotterdam, Netherlands ATTN: MTC-TMD-O	--	--	--	1	E	--	--	--	--	--	--	--
For all shipments of conventional ammunition: HQ AMCCOM Rock Island, IL AUTODIN RIC RUCIHMA ILO RUCIAFP content indicator DKAZ	--	--	--	--	--	--	1	E	J	--	--	--
Shipment to CONUS ports with indicator codes beginning with 1 or 2: Commander, MTMC-EA ATTN: MTE-ITT Military Ocean Terminal Bayonne, NJ 07002-0001	--	--	--	--	--	--	1	M	M	--	--	--
Shipment to CONUS ports with indicator codes beginning with 3 or 4: Commander MTMC-WA ATTN: MTW-ITD Oakland Army Base Oakland, CA 94626-0001	--	--	--	--	--	--	1	M	--	--	--	--

Figure 3-C-11 (cont.)

Explanation of Codes for Ocean Cargo Manifest Distribution

a. Method of distribution

Code	Meaning
E	Electrically transmitted message.
H	Hand delivery.
M	Regular mail.
V	On the ship carrying the cargo.
X	By fastest available means following vessel departure.

b. Remarks

A   Vessel papers may be substituted.

B   When prepared manually, the loading port distributes advance hard copy manifest data. When manifest data are transceived, the receiver distributes advance hard copy manifest data. For CONUS loadings MTMC distributes hard copy in addition to transceived manifest data to the overseas Army and Navy activities listed below. Any changes in hard copy requirements will be referred to MTMC.

Army WPOD	Navy WPOD
Bangkok, Thailand	NAVSTA Roosevelt Roads, P.R.
Sattahip, Thailand	NSA Naples, Italy
Vayama, Thailand	NAVSTA Argentia, Newfoundland (hard copy only)
Manila, P.I.	NAVSTA Guantanamo Bay, Cuba (hard copy only)
Inchon, Korea	
Chinhae, Korea	
Pusan, Korea	

C   For WPODs or Agencies listed below, forward by distribution method X, the number of copies indicated.
Chief, MILTAG, Indonesia - 15 copies
JUSMAG, Thailand - 15 copies

Figure 3-C-12

Explanation of Codes for Ocean Cargo Manifest Distribution

MTMC UK Terminal - 3 copies
MAG or Mission in Turkey - 6 copies of recapitulation and 2
copies of the stow plan.

C   For all shipments destined to PODs JF_ (Germany), JG_
(Netherlands), JH_ (Belgium), and JM_ (Rhine), forward one
additional manifest and cargo traffic message via AUTODIN
to HQ, 4th TRANSCOM, Oberursel, Germany//AEUTR-MOV//;
AUTODIN RIC RUFTACC, content indicator code DKAZ for ocean
manifest; RIC RUFTACA for cargo traffic message.

C   For all shipments destined to PODs in Turkey, forward 12
copies of the ocean cargo manifest by air mail to the
responsible Turkish WCA. Also forward a copy of the mani-
fest by AUTODIN to TUSLOG DET 10 INCIRLIK INSTL
TURKY//LGT/ADP//. On all Atlantic, Gulf, or European
sailings, manifests will be dispatched NLT 72 hours after
vessel departure from last WPOD.

C   For all Navy sponsored FMS shipments of arms, ammunition,
and explosives, and RUs of inert component parts, send one
copy of the manifest to the U.S. Navy International Logis-
tics Control Office, Code 252, 700 Robbins Ave., Philadel-
phia, PA 19111-5000.

C   For cargo consigned to JUSMAG Spain/U.S. Navy resident
Officer-in-Charge of Construction, forward one copy by air
mail to OINCC, Contracts, Naval Facility Engineering Com-
mand, Spain.

C   For all export shipments of Navy ammunition containing N,
M, P, R, V, or Z as the first digit of the TCN, forward one
copy of the manifest to the Ships Parts Control Center,
Code 8534, P.O. Box 2020, Mechanicsburg, PA 17055-0788.

C   For shipments of Army ammunition to Pacific WPODs, forward
one copy of the manifest via AUTODIN to Central Ammunition
Management Office - Pacific, ATTN: SARCA-OP, Ft Shafter,
HI. AUTODIN RIC RUHHHMK.

Figure 3-C-12 (Cont.)

Explanation of Codes for Ocean Cargo Manifest Distribution

C   For shipments of all ammunition to central European and UK area WPODs, forward a copy of the manifest by AUTODIN to CDR 200TH TAMMC ZWEIBRUECKEN GERMANY//AEAGD-MMC-VP//. AUTODIN RIC RUFTFDA.

C   For all shipments destined to Korea, forward a copy of the manifest by AUTODIN to 25th Transportation Group, Korea. AUTODIN RIC RUAGDPA.

D   Send one copy to MTMC Field Office - Pacific (for PACOM loading and discharge).

D   Send one copy to MSC Office Honolulu for cargo destined to consignees in CINCPAC area.

D   For shipments of Army ammunition to Pacific area WPODs, forward a copy of the CTM via AUTODIN to Central Ammunition Management Office - Pacific, Ft. Shafter, HI//SARCA-OP//. AUTODIN RIC RUHHHMK.

D   For shipments of Navy ammunition to Pacific area WPODs, forward one copy by AUTODIN to COMSERVPAC.

E   MAAG copy for shipments to Taipei not required.

F   AUTODIN RIC RUEOBED and content indicator code DKAZ is used to provide COMSC with ocean cargo manifest data. MTMCEA and MTMCWA transceive manifest data to COMSC by direct line. Activities without AUTODIN capability forward ha_d copy manifests to MSC Area Commands, but not to COMSC Headquarters.

G   Provide five copies of the manifest to Masters of USNS and time charter vessels (terms of carriage codes 1 or 8) loading cargo overseas for discharge in CONUS.

Figure 3-C-12 (Cont.)

Explanation of Codes for Ocean Cargo Manifest Distribution

H   This distribution is made only if the vessel's remaining itinerary calls for it to call at an MTMC CONUS terminal.

Distribution is made to the responsible MTMC OCCA. Mailing addresses are:

HQ MTMC Eastern Area   HQ MTMC Western Area
ATTN: MTE-ITEB   ATTN: MTW-ITX
Military Ocean Terminal   Oakland Army Base
Bayonne, NJ 07002-5000   Oakland, CA 94626-5000

I   For hazardous cargo shipments on MSC controlled ships to WPODs: H__(British Isles), J__(Northern Europe), K__(Western Mediterranean), and L__(Eastern Mediterranean), forward one copy of the complete hazardous cargo portion of the ocean cargo manifest to facilitate overseas port clearance of controlled vessels.

J   Forward one copy of the manifest via AUTODIN. Overseas manifesting activities that do not have access to ADP/AUTODIN support should mail a hard copy of the manifest to Commander, AMCCOM, ATTN: DRSAR-TM, Rock Island, IL 61299-5000.

K   Forward manifest data to Marine Corps Logistics Base, Albany, GA, using AUTODIN RIC: RUCLWAA, content indicator code AKAA. If manifests are normally prepared manually, mail a copy of the Marine Corps section as soon as possible.

L   When cargo manifest documents cannot be sent to CONUS WPODs by AUTODIN or other electronic means, use appropriate mailing address from the following list:

Port	Mailing Address
1B1 - 1D6	Commander Portsmouth Naval Shipyard Portsmouth, NH 03804-5000

Figure 3-C-12 (Cont.)

Explanation of Codes for Ocean Cargo Manifest Distribution

1ED	Commanding Officer Naval Air Station Quonset Point, RI 02819-5000
All ports beginning with 1E_, except 1ED and 1EF	Commanding Officer Naval Construction Battalion Center Davisville, RI 02854-5000
1EF	Commanding Officer Naval Supply Depot Newport, RI 02840-5000
1G5	Commanding Officer Naval Ammunition Depot, Earle Colts Neck, NJ 07722-5000
All ports beginning with 1F, 1G, 1H, 1J, 1K, 1S, 1T, 1U, 1V, and 1W, except 1G5	Commander Military Ocean Terminal, Bayonne MTMC Eastern Area Bayonne, NJ 07002-5000
1L1, 1LA, 1L2, 1L3	Commanding Officer Baltimore Outport MTMC Eastern Area Dundalk Marine Terminal Baltimore, MD 21222-5000
All ports beginning with 1M	Freight Terminal Officer ATTN: Code 402 Naval Supply Center Norfolk, VA 23512-5000
1N1 through 1N4	Commanding Officer Military Ocean Terminal, Sunny Point MTMC Eastern Area Southport, NC 28461-5000

Figure 3-C-12 (Cont.)

Explanation of Codes for Ocean Cargo Manifest Distribution

All ports beginning   Commanding Officer
with 1P, 1Q, and   Charleston Outport
1R, except 1R1, 1R2,   MTMC Eastern Area
1R3, 1R4, and 1RB   North Charleston, SC   29406-5000

1R1, 1R2, 1R3, 1R4,   Commander
and 1RB   MTMCEA Cape Canaveral Outport
                                   Patrick AFB, FL   32905-5000

2A1 through 2A5,   Commanding Officer
2B2, 2B4, 2C1, 2C2,   Gulf Outport
2D1 through 2DA,   MTMC Eastern Area
and 2G1 through 2G3   New Orleans, LA   70140-5000

2B1, 2B3   Commander
                                   MTMC Mobile Detachment
                                   Gulf Outport
                                   P.O. Box 2725
                                   Mobile, AL   36652-2725

2E1 through 2F3   Officer-in-Charge
                                   Beaumont Detachment, Gulf Outport
                                   MTMC Eastern Area
                                   P.O. Box 4043
                                   Beaumont, TX   77704-4043

3A1 through 3F3,   Commanding Officer
except 3CD and 3DC   Military Ocean Terminal Bay Ar
                                   Oakland Army Base
                                   Oakland, CA   94626-5000

3CD   Commanding Officer
                                   Naval Weapons Station
                                   Concord, CA   94520-5000

3DC   Commanding Officer
                                   Naval Air Station
                                   Alameda, CA   94501-5000

Figure 3-C-12 (Cont.)

Explanation of Codes for Ocean Cargo Manifest Distribution

3G1, 3GA

Commanding Officer
Naval Construction Battalion Center
Port Hueneme, CA 93041-5000

3H series

Commander
Southern California Outport
Berth 55
San Pedro, CA 90731-5000

3J1, 3JA, 3JB

Commanding Officer
Naval Supply Center
San Diego, CA 92131-5000

4A1 through 4K1

Commander
Pacific Northwest Outport
4735 East Marginal Way South
Seattle, WA 98134-5000

M   For shipments from the Azores to east coast points, forward
a copy of the manifest to COMSCEUR, DOE Complex, Block 1,
East Cote Road, Ruislip, Middlesex, HA48BS, England.

Figure 3-C-12 (cont.)

Distribution of Ocean Bill of Lading

This figure must be used in conjunction with figure 3-C-12 which explains the letter codes used in the distribution method column.

Activity or Agency	Government Bill of Lading		Commercial Bill of Lading - Collect convertable to GBL		Commercial Bill of Lading - Collect nonconvertable to GBL		Commercial Bill of Lading - Prepaid nonconvertable to GBL	
	Copies	Dist Method	Copies	Dist Method	Copies	Dist Method	Copies	Dist Method
Receiving activity at POE designated on the Bill of Lading or the consignee	2 memos	X	1st original and 2 memos	X	2d orignial and 2 memos	X	1 st original and 2 memos	X
Ocean carrier	Original and 2 memo	X	Original GBL and 1st original CBL (note 1)	X				
Activity offering the cargo for booking	1 memo signed by carrier's agent	X	3d original	X	3d original	X	3d original	X
MSC paying command (note 2)	3 memos	X	2d original and 1 memo plus 1 GBL with converted CBL	X	1st original and 2 memos	X	2d original and 1 memo	X
Booking office	1 memo	X	1 memo	X	1 memo	X	1 memo	X
MSC port representative unless the same as the MSC paying command (note 2)	1 memo	X	1 memo	X	1 memo	X	1 memo	X

Note 1. Distribution made by the receiving activity at the POD.

Note 2. The addresses for MSC area and subarea commands are listed in appendix F16.

Figure 3-C-13

Appendix A

DEFINITIONS

This appendix is a compilation of definitions for words and terms used in MILSTAMP, Volume I.

Accessorial Services:

FMS: Separate charges added to the standard price of materiel for each FMS case. The charges cover expenses of packing, handling, crating, transportation, and supply operations associated with preparation and delivery of FMS materiel.

Land: Charges by a carrier for rendering service in addition to the linehaul. Such services may include sorting, packing, cooling, heating, switching, delivering, storage, reconsigning, etc.

Ocean: Those services for which the ocean carrier is not responsible under the terms of the applicable commercial tariff or MSC contract rate, but which are required to complete the receipt and delivery of freight between common carriers and consignors or consignees.

Address Marking: Applying data, obtained from shipping documents, to a shipment unit. The data identifies the shipment and directs its movement to the ultimate consignee.

Air Charter Service: Air transportation procured from commercial carriers for the exclusive use of one or more aircraft between points in the United States for periods of less than 90 days.

Airlift Clearance Authority (ACA): A Service activity which controls the movement of cargo (including personal property) into the airlift system.

Airlift Services: The performance or procurement of air transportation and services incident thereto required for the movement of persons, cargo and mail.

Allocation: Apportioning available transportation capability to users.

Ammunition/Explosives: A device charged with explosives, propellants, pyrotechnics, initiating composition, or nuclear, biological, or chemical materiel for use in connection with defense or offense, including

demolitions. Ammunition which can be used for training, ceremonial, or nonoperational purposes is included.

Army or Air Force Post Office (APO): A military post office, numerically designated as a branch of a U.S. Post Office, activated, manned and operated by the Army or the Air Force to provide postal services to authorized organizations and personnel.

Baggage: Includes, but is not limited to, personal clothing; professional equipment; essential dishes, pots, pans, linens, and other light housekeeping items; and other items necessary for the health, welfare, and morale of the member.

> **Accompanied Baggage**: Baggage which accompanies the passenger while traveling.

> **Unaccompanied Baggage**: That portion of a member's authorized weight allowance of personal property which does not accompany the passenger and is normally shipped separately from the bulk of his personal property by expedited transportation.

> **Hold Baggage**: Baggage stowed in the hold of a ship.

Basic Issue Item: Accessories and tools necessary to operate an end item, i.e., vehicle.

Berth Term: Shipments by commercial common carriers operating on established routes at commercial tariff rates. Commercial carriers are normally responsible for loading and unloading cargo. Heavy lifts beyond certain weights are specified in most tariffs as subject to a heavy lift charge in addition to the prescribed freight rate.

Bill of Lading:

> **Commercial (CBL)**: A contract between the shipper and the carrier whereby the carrier agrees to furnish transportation service subject to the conditions printed on the reverse side of the bill of lading. The face of the CBL designates such pertinent information as the route, delivering carrier, name of shipper, consignee, date, description of articles, number of packages, weight, signature of the carrier's agent for receipt of the freight, and signature of the shipper's representative responsible for releasing the shipment to the carrier.

> **Government (GBL)**: Same as CBL, plus the GBL contains the name (with or without a signature) and title of the issuing officer, name of the

issuing office, name of the Government agency against which charges are billed, appropriation chargeable, GBL number and departmental symbol, authority for the shipment, and a showing as to actual delivery and extent of loss and damage.

Block Stowage Loading: A method of loading whereby all cargo for a specific destination is stowed together. The purpose is to facilitate rapid offloading at the destination, with the least possible disturbance of cargo intended for other points.

Breakbulk Point: A transshipping activity to which unitized shipments for various consignees are consigned and from which the shipments are distributed as separate shipment units to the ultimate consignees.

Bulk Cargo: Dry or liquid cargo, such as oil, coal, grain, ore, sulfur, or fertilizer which are shipped unpackaged in large quantities.

Cargo: Supplies, materiels, stores, baggage, or equipment transported by land, water, or air.

Carrier: Any individual, company, or corporation commercially engaged in transporting cargo or passengers.

Carrier Tariff Rates: Rates charged the general public by surface, air, or water carriers engaged in the transportation of property.

Case Designator: A unique code used with a country identification code to identify a particular foreign military sale. It is a three character designation.

Civil Post Office: A U.S. Post Office, branch, station, or moneyorder unit operated by employees of the USPS or under contract with that Service.

Classification, Freight: (1) A system of grouping and rating similar commodities for use in applying class rates. (2) A publication (Freight Classification Guide) listing articles by class for use in applying rates.

Classified Matter: Official information or matter in any form or of any nature which requires protection in the interest of national security.

Clearance Authority: The activity which controls and monitors the flow of cargo into the airlift or water transportation system. (See Airlift Clearance Authority and Ocean Cargo Clearance Authority.)

Code 5 (International Door-to-Door Container Surface Government):
Defined in DoD 4500.34-R, Personal Property Traffic Management Regulation, chapter 2.

Code J (International Land-Air (AMC)-Land Baggage): Defined in DoD 4500.34-R, chapter 2.

Code T (International Door-to-Door Container-AMC): Defined in DoD 4500.34-R, chapter 2.

Commodity Category: Grouping commodities with similar characteristics for purposes of manifesting, billing, cost accounting, contractor payment, and special handling.

Common Servicing: That function performed by one Military Service in support of another Military Service for which reimbursement is not required from the Service receiving support.

Common-User Water Terminal: A facility which regularly provides (for two or more Services) the terminal functions of receipt, transit storage or staging, processing, and loading or unloading of cargo or passengers on ships. It may be a Military installation, part of an installation, or a commercial facility operated under contract or arrangement of the MTMC.

Container Express (CONEX): A controlled, reusable, serially numbered, metal shipping container 8'6" long, 6'3" wide and 6'10-1/2" high or 4'3" long, 6'3" wide and 6'10-1/2" high used for shipping cargo.

Continental United States (CONUS): The 48 contiguous states and the District of Columbia, i.e., excluding Alaska and Hawaii.

Controlled Cargo: See Protected Cargo.

Country Code: A two position code indicating the country, international organization or account which is the recipient of materiel or services under the Security Assistance Program.

Country Representative/Freight Forwarder Code: A code employed to identify the designated individual or organization authorized to receive documentation, reports, and shipments for a particular country's FMS transactions. A designated country representative may also be authorized by a foreign government to negotiate, commit, and sign contractual agreements.

Courier Transfer Station: A collection and control point for carrying on the mission of the Armed Forces Courier Service.

Dangerous Cargo: See Hazardous Material.

Day of the Year: A three position number indicating the day of the year (e.g., 001 would indicate January the first; 261 would indicate (non-leap year) 18 September. See also Day of Year as defined in DoD 5000.12-M, DoD Manual for Standard Data Elements.

Defense Transportation System (DTS): Consists of Military controlled terminal facilities, AMC controlled airlift, MSC controlled or arranged sealift, and Government controlled air or land transportation.

Delivery Term Code (DTC): A code (prescribed in FMS cases) identifying the point at which the responsibility for moving an FMS shipment passes from the United States DoD to the purchasing nation or international organization.

Department of Defense Activity Address Code (DoDAAC): A six position alphanumeric code assigned to identify specific activities which are authorized to ship or receive materiel and to prepare documentation or billings.

Department of Defense Ammunition Code (DDAC or DoDAC): An eight position alphanumeric code composed of the four position Federal Supply Classification followed by the four position DoD Identification Code.

Department of Defense Identification Code (DoDIC): A four position alphanumeric code assigned to items of supply in Federal Supply Groups 13 (ammunition/explosives) and 14 (guided missiles).

Direct Procurement Method (DPM): A method of personal property shipment in which the Government manages the shipment throughout packing, drayage, storage, linehaul, overseas movement, etc. For additional details see DoD 4500.34-R, chapter 2.

Diversion: Changing the mode, route, or destination of a shipment from that shown on the original transportation documentation while the shipment is intransit. A diversion between modes may occur during the clearance process before the shipment actually moves.

Dunnage: Lumber or other material used to brace and secure cargo to prevent damage.

Electrically Transmitted Message (ETM): Messages prepared on DD Form 173 and dispatched by AUTODIN or teletype.

Electronic Data Interchange (EDI): Computer to computer exchange of data using standards jointly developed and established by standard groups, i.e., ANSI, EDIA, and EDIFACT.

Electrostatic Sensitive Device (ESD): Any electrical or electronic part, assembly, or equipment that is sensitive to electrostatic discharge of 15,000 volts or less. ESD items are classified as:

   Class 1 - Those sensitive to 1000 volts or less.

   Class 2 - Those sensitive to more than 1000 volts, but not more than 4000 volts.

   Class 3 - Those sensitive to more than 4000 volts, but not more than 15,000 volts.

Exception Material: Security Assistance Program materiel which, due to its peculiar nature and increased transportation risks, requires special handling in the transportation cycle and deviation from normal shipping procedures. This includes classified materiel, sensitive materiel, firearms, explosives, lethal chemicals and other dangerous and hazardous materiel that requires rigid movement control and air cargo of such size that the item exceeds commercial capability.

Expedited Handling Shipments: Items identified by code "999" in the RDD field of MILSTRIP requisitions and MILSTAMP TCMDs. Items so identified override normal precedences in processing and moving shipments.

Explosives: See Hazardous Material.

Export Traffic Release (ETR): Shipping instructions, issued by a clearance authority in response to an offering, which specify the mode of shipment and the means by which an export shipment will move.

Flashpoint: The minimum temperature at which the substance gives off flammable vapors which will ignite in contact with spark or flame (49 CFR 173.115d).

Fleet Post Office (FPO): A Navy activity established within the CONUS collocated with the postal concentration center for the purposes of providing a standard mail address for forces afloat, mobile shore-based units and activities overseas, directory assistance for Navy mail and

maintaining liaison with and furnishing mail routing and dispatching instructions to appropriate civil and Military postal authorities.

Freight Forwarder (FMS)/International Freight Forwarder: A private firm which serves as a contractual agent for the FMS customer. These companies, as a minimum, receive, consolidate, and stage materiel within the United States for onward shipment to the purchasing country.

Fuse, Fuze, Fusee: In this regulation the term Fuse includes Fuze and Fusee. For transportation handling, loadin~ ~nd movement, the definitions of fuse, fuze, and fusee are appli~ ~cified in 49 CFR, ICAO regulations, and related publications.

General Agency Agreement (GAA): Pertains to Government-owned ships operated under cost plus fixed fee contracts by commercial ocean carriers acting as general agents for the Maritime Administration, U.S. Department of Commerce, with whom MSC has entered into agreements for the exclusive use of such ships.

Green Sheet Procedures: A procedure whereby specifically identified cargo in the airlift system may gain movement precedence over other priority cargo, including 999 shipments, of the requesting shipper Service.

Gross Weight: The combined weight of a container and its contents, including packaging material.

Hatch: An opening in the deck of a ship through which cargo is loaded and unloaded.

Hatch List: A list showing, for each hold section of a cargo ship, a description of the items stowed, their volume and weight, the consignee of each, and the total volume and weight of materiel in the hold.

Hazardous Material (Dangerous Goods): A substance or material which has been determined to be capable of posing an unreasonable risk to health, safety, and property when transported. This materiel includes explosives, gases (compressed, liquified, or dissolved under pressure), flammable liquids, flammable solids or substances, oxidizing substances, poisonous and infectious substances, radioactive substances, corrosives, and miscellaneous dangerous substances presenting real or potential hazards to life and property. Procedures for handling this material are specified in applicable publications of the Department of Transportation, the Interstate Commerce Commission, Federal Aviation Agency, U.S. Coast Guard, U.S. Agriculture Department, U.S. Public Health Service, Inter-

governmental Maritime Organization, the International Civil Aviation Organization, and in Federal or military documents. Dangerous goods is the term applied to hazardous material in international movement.

Hazardous Substance: A material, and its mixtures or solutions, that is identified in 49 CFR or AFR 71-4, et al., when offered for transportation in one package (or in one transport vehicle if not packaged) and when the quantity of the material equals or exceeds the reportable quantity (RQ).

Hold: The interior of a vessel below decks where cargo is stowed.

Inter-Service Support: Action by one Military Service or element thereof, to provide logistic and/or administrative support to another Military Service, or element thereof. Such action can be recurring or nonrecurring in character, on an installation, area, or worldwide basis.

Intertheater: Movement of materiel from a point in one theater to a point in another theater. Movements between CONUS and overseas are not considered intertheater.

Intratheater: Movement of materiel from a point in a theater to another point within the same theater.

Joint Servicing: That function performed by a jointly staffed and financed activity in support of two or more Military Services.

Lashing: Ropes, wires, chains, steel straps, or other special devices used to secure cargo.

Less Than Release Unit (LRU): A shipment unit that can be shipped without requiring an export release from the appropriate authority.

Linehaul: Transportation of freight from one point to another excluding local pickup, delivery, and switching.

Lowest Over-All Cost: The aggregate of shipment costs known or reasonably estimated, i.e., transportation rate(s), accessorial, drayage, storage intransit, packing and crating, unpacking, and port handling costs.

Manifest: A document specifying, in detail, the items carried on a transportation conveyance for a specific destination. Usually refers to a ship or aircraft manifest.

Marking: Numbers, nomenclature, or symbols imprinted on items or containers for identification during handling, shipment, and storage.

Military Assistance Program (MAP): That portion of the United States security assistance authorized by the Foreign Assistance Act of 1961, as amended, which provides defense articles and services to recipients on a nonreimbursable (grant) basis.

Military Assistance Program Address Code (MAPAC): A six position alphanumeric code constructed from the MILSTRIP requisition number and the MILSTRIP supplemental address for Security Assistance Program shipments. The MAPAC is used to identify the consignee in transportation documents and to obtain clear text address and other shipment information from the MAPAD.

Military Assistance Program Address Directory (MAPAD): A sole source directory for use of the Military Services and Agencies, containing the addresses of freight forwarders, country representatives, or customers in country required for releasing FMS and Grant Aid shipments and related documentation.

Military Sealift Command Negotiated Rates: Rates negotiated by MSC at the time of booking based on terms and conditions of the MSC shipping contracts, shipping/container agreements, or other basis.

Military Services: The U.S. Army, U.S. Navy, U.S. Air Force, U.S. Marine Corps and the U.S. Coast Guard.

Military Van (MILVAN): Military owned demountable container, conforming to United States and international standards, operated in a centrally controlled fleet for movement of Military cargo.

Miscibility: The composition of a substance which allows that substance to be easily mixed with another substance.

Missing TCMD: An air or water terminal reports a TCMD as missing if cargo is received by a terminal without a TCMD being available for processing.

MSCVAN (See SEAVAN/MILVAN): A SEAVAN or MILVAN leased/controlled by MSC.

National/NATO Stock Number (NSN): Replaces the Federal Stock Number and is composed of the FSC in rp 54-57 (DD Form 1348-1), NATO Country Code (US-00 or 01) in rp 58-59, and FIIN in rp 60-66.

Net Explosive Quantity (NEQ): The total quantity of propellant in a tank, drum, cylinder, or other container expressed in kilograms.

Net Explosive Weight (NEW): The total weight of all explosive Class A and B components of an explosive which includes primary explosives, secondary explosives, pyrotechnics, and propellants in a tank, drum, cylinder, or other container expressed in pounds.

Net Weight: The weight of an item being shipped, excluding the weight of packaging materiel or container (does not apply to household goods).

Notice of Availability (NOA): The DD Form 1348-5, Notice of Availability/Shipment, by which the U.S. shipping installation will provide advance notification to the designated FMS country representative or freight forwarder that the materiel is ready for shipment.

Ocean Cargo Clearance Authority (OCCA): The MTMC activity which books DoD sponsored cargo and passengers for surface movement, performs related contract administration, and accomplishes export/import surface traffic management functions for DoD cargo moving within the DTS.

Offering: The submission of shipment documentation to a clearance authority for release instructions and to the booking office for ocean transportation to effect shipment or transshipment.

Offer or Release Options: Methods by which countries participating in the FMS program advise supply sources, by coded entry in rp 46 of the requisition, whether materiel shipments should be released without prior notice to the country representative or freight forwarder. The type of offer or release option will be determined as a result of negotiations between the country representatives and the U.S. Services at the time the case agreement is reached.

Organizational Equipment: Equipment, other than individual equipment, which is used in the furtherance of the common mission of an organization or unit.

Outsize(d) Dimensions: Any dimension of a shipment greater than 6 feet; a shipment with such a dimension.

Pallet:

    Aircraft (463L): Aluminum air cargo pallet, 88" x 108" or 54" x 88", on which shipments are consolidated for movement by AMC.

Warehouse: A two deck platform, usually wooden, about 42" wide, 42" long and 5" high, used for handling several packages as a unit.

Palletized Unit Load: Packaged or unpackaged item(s) arranged on a pallet and handled as a unit.

Partial Shipment Unit: A shipment unit separated at the origin shipping activity into two or more increments with each increment identified and documented separately.

Personal Property: Household goods, baggage and privately owned vehicles of DoD sponsored personnel.

Pilferable Cargo: See Protected Cargo.

Port of Debarkation (POD): An authorized point of entry into a foreign country or the United States.

Port of Embarkation (POE): An authorized point of departure from a foreign country or the United States.

Postal Concentration Center (PCC): A Post Office or Agency of the USPS at which mail for Armed Forces on maneuvers, afloat or overseas, is concentrated for sorting and delivery or dispatch.

Prime Data (entries): That data which is mandatory for all shipments. It is usually listed in the upper portion of the TCMD (DD Form 1384) and in all formats is identified by document identifiers T_0, T_1, T_2, T_3, or T_4.

Priority Designator: A two digit numeric code which indicates the priority for handling materiel based on the mission and need of the requiring activity. The priority designator is developed as detailed in UMMIPS (DoD Directive 4410.6, Uniform Materiel Movement and Issue Priority System).

Proper Shipping Name: The name of a hazardous material as shown in 49 CFR and related publications.

Protected Cargo: Those items designated as having characteristics which require that they be identified, accounted for, secured, segregated or handled in a special manner to ensure their safeguard or integrity. Protected cargo is subdivided into controlled, pilferable and sensitive cargo as defined below:

Controlled Cargo: Items which require additional control and security as prescribed in various regulations and statutes. Controlled items include money, negotiable instruments, narcotics, registered mail, precious metal alloys, ethyl alcohol, and drug abuse items.

Pilferable Cargo: Items which are vulnerable to theft because of their ready resale potential. Pilferable items include cigarettes, alcoholic beverages, cameras, electronic equipment, etc.

Sensitive Cargo: Items such as small arms, ammunition, and explosives which have a ready use during civil disturbances and other types of domestic unrest or for use by criminal elements and which, if in the hands of militant or revolutionary organizations, present a definite threat to public safety.

Small arms include:

1. Grenade launchers, rifle and shoulder-fired.

2. Handguns.

3. Individually operated weapons which are portable or can be fired without special mounts or firing devices.

4. Light automatic weapons up to and including .50 caliber.

5. Mortars up to and including 81 mm.

6. Recoilless rifles up to and including 106 mm.

7. Rocket launchers.

8. Shoulder-fired weapons.

Ammunition and explosives include:

1. Ammunition for weapons listed above.

2. Anti-tank and anti-personnel land mines.

3. Boosters.

4. Bulk explosives.

5. Demolition charges and related items, e.g., blasting caps, detonating cord, safety fuzes, detonators, destructors, primers, firing devices, squibs, ignitors, demolition kits, explosive kits, etc.

6. End items of conventional and guided missile ammunition (except artillery rounds, bombs and torpedoes) which have an individual unit of issue, container or package weight of 50 pounds or less.

7. Explosive bolts, cartridges, and related items.

8. Fuel thickening compound.

9. Fuzes.

10. Hand grenades.

11. Incendiary destroyers.

12. Missiles and rockets (unpackaged weight of 50 pounds or less).

13. Riot control agent, bulk, 50-pound package or less.

14. Safety and arming devices.

15. Supplementary charges not assembled to end items.

16. Warheads and rocket motors (unpackaged weight of 50 pounds or less).

QUICKTRANS: Navy managed, long-term contract airlift service within the CONUS for the movement of cargo in support of the logistics systems of the Military Services and Defense Agencies. Included within QUICKTRANS are the supporting truck feeder systems which provide connecting service.

Receiver: The activity or agency at which a DTS shipment terminates. The activity is usually the ultimate consignee, but may also be an agent for the ultimate consignee, e.g., a central receiving point or a temporary storage point for the ultimate consignee.

Reconsignment: A change from the original consignee to another consignee while the shipment is enroute.

Reefer Cargo: Perishable commodities which require refrigerated (chill and freeze) stowage at prescribed temperatures while intransit (excludes cargo authorized for storage in ventilated holds).

Release Unit (RU): A shipment unit of a specific commodity, weight, size, or mode which requires an export release from the appropriate authority before shipment.

Reportable Quantity (RQ): The amount of material (as listed in 49 CFR or AFR 71-4, et al.) which results in its designation as a hazardous substance. Hazardous substances (in reportable quantities) are significant if they are discharged (accidentally or intentionally) into or upon navigable waters or adjoining shorelines.

Required Availability Date (RAD): The date that end items and concurrent spare parts are committed to be available for transportation to an SAP recipient.

Required Delivery Date (RDD): The day materiel is actually required by a requisitioner and always a date earlier or later than the Standard Delivery Date.

Retrograde Cargo: A movement of materiel opposite of the normal flow, e.g., cargo returned from overseas to CONUS.

Roll on/Roll off (RORO): Loaded on or discharged from a vessel by rolling or driving instead of lifting. Can be either cargo on trucks or trailers, or the vehicles themselves.

Routing Authority: An activity which designates modes and/or provides routing instructions for shipments requiring clearance prior to movement.

SEAVAN: Commercial or Government-owned (or leased) shipping containers which are moved via ocean transportation without bogie wheels attached, i.e., lifted on and off the ship. In this regulation, the term SEAVAN includes MILVAN and MSCVAN unless specifically excluded.

Security Assistance (SA): The combination of the FMS and MAP/GA.

Sensitive Cargo: See Protected Cargo.

Shipment Planning: Concurrent and coordinated decisions between the warehousing, consolidating, packing, and transporting functions of shipping activities as to the composition of shipment units and their method of transportation.

Shipment Unit: One or more items assembled into one unit which becomes the basic entity for control throughout the transportation cycle.

Shipment Units in Consolidation: Two or more shipment units placed in one container (palletized unit load, SEAVAN, CONEX or RORO) which is moved to a breakbulk point or ultimate consignee as one shipment unit.

Shipper: A Service or Agency activity (including the contract administration or purchasing office for vendors) or a vendor that originates shipments. The functions performed include planning, assembling, consolidating, documenting, and arranging for movement of materiel.

Shipper Service Control Office: See Sponsoring Service Control Office.

Shipping Agreement (Surface): A nonexclusive contract between MSC and various commercial ocean carriers for unlimited cargo quantities to be lifted at competitively derived rates on scheduled vessels of participating·carriers.

Shipping Contract (Surface): An exclusive contract between MSC and a commercial ocean carrier to provide for the shipment of cargo at negotiated rates to locations not served by berth term carriers.

Special Assignment Airlift Mission (SAAM): A mission by AMC (other than the 89th Military Airlift Wing) at the request of the Department of Army, Navy, or Air Force only. SAAMs cover four categories of operation.

> 1. Traffic originating for airlift at other than an APOE and terminating at any location.

> 2. Traffic originating for airlift at an APOE and terminating at other than an APOE.

> 3. Traffic originating at an APOE and terminating at an APOE but requiring singular or unusual consideration not available if moved as normal channel traffic.

> 4. Traffic originating at an APOE and terminating at a destination in the proximity of a channel route, channel extension, or flag stop.

Split Shipment Unit: A whole or partial shipment unit separated at a transshipment point into two or more increments with each increment identified and documented separately.

Sponsoring Service: The Military Service authorizing payment for the movement of materiel.

Sponsoring Service Control Office/Shipper Service Control Office (SSCO): An activity established by a Military Service or Agency to perform logistics management functions such as serving as an airlift clearance authority for CONUS export shipments, determining air eligibility, responding to tracing and status queries, expediting, and providing consignment instructions for mobile units.

Standard Delivery Date (SDD): A date computed by adding the individual UMMIPS time standards to the requisition date.

Stowage Diagram: A scaled drawing included in the loading plan of a ship for each deck or platform showing the exact location of all cargo. The diagram also contains pertinent items of the following data for each cargo space and deck stowage area; i.e., overall dimensions, location of obstructions, dimensions of the overhead hatch opening, dimensions of bow door or stern gage opening, minimum clearances to the overhead, bale cubic capacity, square feet of deck area, and the capacity of booms.

Stowage Plan: A completed stowage diagram showing cargo that has been loaded and its stowage location in each hold, between-deck compartment, or other space in a ship, including deck space. Each POD is indicated by colors or other appropriate means. Deck and between-deck cargo normally is shown in top view, while cargo stowed in the lower hold is shown in sideview, except that vehicles usually are shown in top view regardless of stowage.

Tare Weight: The weight of a container which, when deducted from the total weight of a shipment, provides the weight of the contents.

Terminal:

  Air: A facility for loading and unloading aircraft and the intransit handling of traffic (passengers, cargo, and mail) moved by air.

  Water: A facility for loading and unloading vessels and the intransit handling of traffic (passenger, cargo, and mail) moved by water.

Theater: The geographical area outside CONUS for which a commander of a unified or specified command has been assigned military responsibility.

Through Government Bill of Lading (TGBL): A bill of lading that is issued by a U.S. Government activity to document overseas, intermodal,

through movement of cargo from initial point of origin to final destination.

Ton: A unit of measurement or weight as follows:

Short Ton (S/T): 2,000 pounds.

Long Ton (L/T): 2,240 pounds.

Measurement Ton (M/T): 40 cubic feet.

Metric Ton (M.T.): 1,000 kilograms (2,204.6 pounds).

Traffic Management: The direction, control, and supervision of all functions incidental to the effective and economical procurement and use of transportation services.

Transportation Account Code (TAC): A four digit code which identifies the appropriate Service, Agency, or contractor account to be charged for transportation.

Transportation Component Command (TCC): *The AMC, MSC, or MTMC*.

Transportation Control Number (TCN): A 17 position alphanumeric data element assigned to control a shipment unit throughout the transportation pipeline.

Transportation Officer (TO): Person(s) designated to perform traffic management functions.

Transportation Priority (TP): A number assigned to a shipment which establishes its movement precedence by air, land, or sea within the DTS.

Transshipper: Any transportation activity, other than the shipper or receiver, which handles or documents the transfer of a shipment between conveyances. A transshipper is usually a CCP, air or water POE, air or water POD, or breakbulk point. A transshipper may perform more than one type transshipment.

Unit Load: A pallet, module, or vehicle.

Unitized Load: One or more packaged items placed in a container or on a pallet and banded together as a unit.

Vessel Papers: Abbreviated manifest showing TCNs of breakbulk shipments loaded aboard a vessel. It can be generated electronically or manually. If the cargo includes hazardous cargo (dangerous goods), a dangerous cargo list must accompany the abbreviated manifest. Vessel papers are given to the vessel master in lieu of the manifest.

Water Clearance Authority (WCA): An activity which controls and monitors the flow of cargo into ocean terminals (see Ocean Cargo Clearance Authority).

Appendix B

<u>ACRONYMS</u>

MILSTAMP contains many acronyms to reduce extensive repetition of lengthy terms or titles. The acronyms and their meanings are listed below:

<u>Acronym</u>	<u>Definition</u>
A	
AAFES	Army/Air Force Exchange Service
AAFM	Army/Air Force Motion Picture Service
AALPS	Automated Air Load Planning System
AB	Air Base
ACA	Airlift Clearance Authority
ACP	*Asset Capitalization Program*
ADPE	Automatic Data Processing Equipment
ADSN	*Accounting Disbursing Station Number*
AF	Air Force
AFB	Air Force Base
AFCCP	*Air Force Consolidation and Containerization Point*
AFLC	*Air Force Logistics Command*
AFMC	Air Force Materiel Command
AGS	Armed Guard Service
AID	Agency for International Development
AIG	Address Indicator Group
ALOC	Air Lines of Communication
AMC	Air Mobility Command
AMCL	Approved MILSTAMP Change Letter
AMT	Aerial Mail Terminal
APO	Army/Air Force Post Office
APOD	Aerial Port of Debarkation
APOE	Aerial Port of Embarkation
ARFCOS	Armed Forces Courier Service
ASA(I&L)	Assistant Secretary of the Army (Installations and Logistics)
ASD(P&L)	Assistant Secretary of Defense (Production and Logistics)
ASI	*Amended Shipping Instruction*
ASO	*Aviation Supply Office*
ATA	Air Transport Association
ATAC	*Advanced Traceability and Control*
ATCMD	Advance Transportation Control and Movement Data/Document
AUEL	*Automated Unit Equipment List*

Acronym	**Definition**
AUTODIN	Automatic Digital Network
B	
BCN	***Bureau Control Number***
BII	Basic Issue Item
C	
CAA	Competent Authority Approval
CALM	Computer Aided Load Manifest
CANUS-ILOC	***Canada-United States Integrated Lines of Communication***
CASREP	Casualty Reporting
CBL	Commercial Bill of Lading
CCP	Consolidation and Containerization Point
CDCP	Central Data Collection Point
CEO	Certificate of Equivalency
CFDC	CONUS Freight Distribution Center
CFR	Code of Federal Regulations
COMRI	Communications Routing Indicator
COMSCEUR	Commander, Military Sealift Command, Europe
COMSCFE	Commander, Military Sealift Command, Far East
COMSCLANT	Commander, Military Sealift Command, Atlantic
COMSCMED	Commander, Military Sealift Command, Mediterranean
COMSCPAC	Commander, Military Sealift Command, Pacific
CONEX	Container Express
CONUS	Continental United States
CORM	Cargo Outturn Advisory and Reconciliation Message
CORMR	Cargo Outturn Advisory and Reconciliation Message Reply
CORS	Cargo Outturn Reporting System
CPO	Civil Post Office
CPP	Central Processing Point
CTO	Commercial Transportation Office
CTS	Courier Transfer Station
CU	Cube
cu.m	Cubic Meter
D	
DA	Department of the Army
DAAS	Defense Automatic Addressing System
DAR	Defense Acquisition Regulation (replaced by FAR)
DBOF	***Defense Business Operating Fund***
DCA	Defense Communications Agency
DDAC	Department of Defense Ammunition Code
DDN	Defense Data Network

Acronym	**Definition**
DDPS	Dual Driver Protective Service
DFAS	Defense Finance and Accounting Service
DI	Document Identifier
DIA	Defense Intelligence Agency
DLA	Defense Logistics Agency
DLMSO	Defense Logistics Management Standards Office
DLR	*Depot Level Repairables*
DLSS	Defense Logistics Standard Systems
DNA	Defense Nuclear Agency
DoD	Department of Defense
DoDAAC	Department of Defense Activity Address Code
DoDAAD	Department of Defense Activity Address Directory
DoDAC	Department of Defense Ammunition Code
DoD CSS	DoD Constant Surveillance Service
DoDDs	*DoD Dependent Schools*
DoDIC	Department of Defense Identification Code
DOT	Department of Transportation
DPM	Direct Procurement Method
DRI	Data Routing Indicator
DRMO	*Defense Reutilization and Marketing Office*
DSN	Defense Switched Network
DTC	Delivery Term Code
DTMR	Defense Traffic Management Regulation
DTPPM	*Defense Transportation Program Policy Memorandum*
DTS	Defense Transportation System
E	
EDI	Electronic Data Interchange
ESD	Electrostatic Sensitive Device
ETA	Estimated Time of Arrival
ETM	Electrically Transmitted Message
ETR	Export Traffic Release
ETRR	*Export Traffic Release Request*
F	
FAR	Federal Acquisition Regulation
FAS	Free Along Side
FAX	*Facsimile*
FDT	*First Destination Transportation*
FILDR	Federal Item Logistics Data Record
FMS	Foreign Military Sales
FOB	Free on Board
FPO	Fleet Post Office

Acronym	Definition
FR	Federal Register
FSC	Federal Supply Classification
FSG	Federal Supply Group
FSS	Forward Supply Support
FTS	*Federal Telecommunications System*

G

GA	Grant Aid
GAA	General Agency Agreement
GBL	Government Bill of Lading
GMT	Greenwich Mean Time
GS	Greater Security
GSA	General Services Administration

H

HHG	Household Goods
HL	Heavy Lift
HMIS	Hazardous Material Information System

I

IC	Interim Change
ICAO	International Civil Aviation Organization
ILCO	International Logistics Control Office
ILP	International Logistics Program
IMCO	Intergovernmental Maritime Consultative Organization
IMDGC	International Maritime Dangerous Goods Code
IRCS	International Radio Call Sign
ITGBL	International Through Government Bill of Lading
ITO	Installation Transportation Officer

J

JCS	*Joint Chiefs of Staff*
JDC	Joint Deployment Community
JLIN	*Joint Line Item Number*
JS	Joint Staff
JTB	Joint Transportation Board

K

KW	Kilowatt

L

LASH	Lighter Aboard Ship
LIN	*Line Item Number*

Acronym	**Definition**
LPG	Liquified Petroleum Gas
LRU	Less Than Release Unit
L/S	Loading and Storage Group
L/T	Long Ton
M	
MAAG	Military Assistance Advisory Group
MAP	Military Assistance Program
MAPAC	Military Assistance Program Address Code
MAPAD	Military Assistance Program Address Directory
MASM	Military Assistance and Sales Manual
MCA	Movement Control Agency
MCI	*Military Customs Inspector*
MCN	*Military Construction Navy*
MILSTAMP	Military Standard Transportation and Movement Procedures
MILSTEP	Military Supply and Transportation Evaluation Procedures
MILSTRAP	Military Standard Transaction Reporting and Accounting Procedures
MILSTRIP	Military Standard Requisitioning and Issue Procedures
MILVAN	Military Van
MIPR	*Military Interdepartmental Purchase Request*
MOM	Military Ordinary Mail
MRE	*MEAL, Ready-to-eat*
MRO	*Material Release Order*
MRT	Military Rate Tender
MS	Motor Ship
MSC	Military Sealift Command
MSCVAN	An MSC leased/controlled SEAVAN or MILVAN
MSS	Motor Surveillance Service
M/T	Measurement Ton
M.T.	Metric Ton
MTMC	Military Traffic Management Command
MTMCEA	Military Traffic Management Command, Eastern Area
MTMCWA	Military Traffic Management Command, Western Area
MV	Motor Vessel
MWR	*Morale, Welfare and Recreation*
N	
NA	North American
NAF	Nonappropriated Fund
NARO	Naval Air Routing Order
NASA	National Aeronautics and Space Administration
NAVMTO	Navy Materiel Transportation Office

Acronym	Definition
NAVSEACARCOORD	Naval Sea Cargo Coordinator
NAVSUPSYSCOM	Naval Supply Systems Command
NCF	*Naval Construction Force*
NEQ	Net Explosive Quantity
NEW	Net Explosive Weight
NLT	Not Later Than
NMCS	Not Mission Capable Supply
NMF	*National Motor Freight*
NMFC	National Motor Freight Classification
NOA	Notice of Availability
NOS	Not Otherwise Specified
NRSO	Navy Resale Systems Office
NS	Nuclear Ship
NSN	National/NATO Stock Number

O

OASD	Office of Assistant Secretary of Defense
OCBO	*Ocean Cargo Booking Office*
OCCA	Ocean Cargo Clearance Authority
OD	Outsize Dimensions
OFFNR	Official Number (of a vessel)
OJCS	Organization of the Joint Chiefs of Staff
O&MNR	*Operational and Maintenance, Naval Reserve*
ORM	Other Regulated Material
ORMD	*Other Regulated Material-D*
OSD	Office of the Secretary of Defense

P

PAL	Parcel Airlift Mail
PCC	Postal Concentration Center
PC&H	*Packing, Crating and Handling*
PCS	Permanent Change of Station
PD	Priority Designator
PDD	Priority Delivery Date
PMCL	Proposed MILSTAMP Change Letter
POD	Port of Debarkation
POE	Port of Embarkation
POL	Petroleum, Oil, and Lubricants
POP	Preformance Oriented Packaging
POPS	Paperless Order Processing (Entry) System
POV	Privately Owned Vehicle
PP&A	*Prepay and Add*
PPCIG	Personal Property Consignment Information Guide

Acronym	Definition
PPTMR	Personal Property Traffic Management Regulation
PSN	*Proper Shipping Name*
PSS	Protective Security Service
Q	
QUICKTRANS	Quick Transportation
R	
RAD	Required Availability Date
RDD	Required Delivery Date
RDT&E	*Research, Development, Test and Evaluation*
REAL	Routine Economic Air Lift (Army)
REEFER	Refrigerated Shipping Container
REPSHIP	Report of Shipment
RFI	*Ready for Issue*
RG	Rate Guide
RI	Routing Indicator
ROD	Report of Discrepancy
RORO	Roll On/Roll Off
RP or rp	Record Position
RQ	Reportable Quantity
RSS	Rail Surveillance Service
RU	Release Unit
S	
SA	*Security Assistance*
SAAC	*Security Assistance Accounting Center*
SAAM	Special Assignment Airlift Mission
SAM	Space Available Mail
SAMM	*Security Assistance Management Manual*
SAP	Security Assistance Program
SCAC	Standard Carrier Alpha Code
SDD	Standard Delivery Date
SDT	*Second Destination Transportation*
SEABEE	Sea Barge
SEALNO	Seal Number
SEAVAN	Commercial/Government-owned/leased shipping container
SEVS	Security Escort Vehicle Service
SII	Special Instruction Indicator
SN	Seal Number
SPCC	*Ships Parts Control Center*
SS	Steam Ship
SSCO	Sponsoring/Shipper Service Control Office

Acronym	Definition
SSS	Signature Security Service
S/T	Short Ton
STANAG	*Standard NATO Agreements*
STR	Signature and Tally Record
STS	Scheduled Truck Service
T	
TAC	Transportation Account Code
TBN	To Be Named
TC AIMS	Transportation Coordinators' Automated Information Management System
TC ACCIS	Transportation Coordinator Automated Command and Control Information System
TCC	*Transportation Component Command*
TCMD	Transportation Control and Movement Document/Data
TCN	Transportation Control Number
TDA	Turkish Defense Affairs
TDR	Transportation Discrepancy Report
TDY	Temporary Duty
TGBL	Through Government Bill of Lading
TGS	Turkish General Staff
TMO	Traffic Management Officer
TO	Transportation Officer
TP	Transportation Priority
TP-4	Deferred Air Freight
TSS	Tank Surveillance Service
U	
UFC	Uniform Freight Classification
UIC	*Unit Identification Code*
ULN	*Unit Line Number*
UMMIPS	Uniform Materiel Movement and Issue Priority System
UN	United Nations
USA	United States Army
USAF	United States Air Force
USCG	United States Coast Guard
USMC	United States Marine Corps
USN	United States Navy
USNS	United States Navy Ship
USPS	United States Postal Service
USTRANSCOM	United States Transportation Command

Acronym	Definition
v	
VN	Van Number
w	
WCA	Water Clearance Authority
WPLO	Water Port Liaison Office
WPOD	Water Port of Debarkation
WPOE	Water Port of Embarkation
WRALC	***Warner Robbins Air Logistics Command***
WT	Weight
z	
ZIP	Zone Improvement Plan

APPENDIX C

TRANSPORTATION CONTROL NUMBER (TCN)

1. **General.** The TCN is a 17 character data element assigned to control and manage every shipment unit throughout the transportation pipeline. The TCN for each shipment is unique and not duplicated. For shipments other than SEAVANs and personal property, the 17 digit TCN is essentially a four part number composed of a DoDAAC, Julian date, serial number, and suffix. The first three parts of the TCN for MILSTRIP shipments are normally the requisition number, found on such documents as the DD Form 1348-1, DD Form 1149, or a contract. For most other shipments, the TCN is constructed in the same standard four part format. The SEAVAN TCN (assigned by the WCA/OCCA) differs from the standard by inclusion of a voyage number instead of a Julian date and by using the suffix to identify container service payment responsibility and the container type. The personal property TCN has a totally unique construction derived from the sponsoring members Service, social security number, shipment pickup/turn-in date, and the type of personal property being shipped. TCN construction for the various types of shipments is detailed in the paragraphs listed below.

<u>Type of Shipment</u>   <u>Paragraph</u>

    a. Shipments in response to MILSTRIP requisitions   2
    (other than Security Assistance)

    b. Security Assistance (FMS/MAP) shipments   3

    c. Nonappropriated Fund Activity shipments   4

    d. Unit move shipments   5

    e. Shipments by the Armed Forces Courier Service   6
    (ARFCOS)

    f. Shipments of mail from postal activities   7

    g. Cargo shipments (except personal property) not   8
    detailed previously

    h. Personal property shipments   9

i. Shipment of a SEAVAN/MILVAN (TCN assigned by the   10
    clearance authority)

2. **Shipments in Response to MILSTRIP Requisitions (other than security assistance)**

TCN rp	TCMD rp	Explanation
1-14	30-43	Enter the 14 position (rp 30-43) MILSTRIP requisition document number. If the shipment unit contains multiple requisitions, use any of the document numbers, but ensure the earliest RDD (if any) is reflected on the shipment label (DD Form 1387) and TCMD (DD Form 1384).
15	44	Enter the suffix code (rp 44) if shown on the DD Form 1348-1; if none, enter "X."
16	45	Enter the partial shipment code (see paragraph 11., this appendix).
17	46	Enter the split shipment code (see paragraph 11., this appendix).

3. **Security Assistance (FMS/MAP) Shipments**

TCN rp	TCMD rp	Explanation
1-14	30-43	Enter the 14 position (rp 30-43) MILSTRIP requisition document number. If the shipment unit contains multiple requisitions (permitted by chapter 2, paragraph B.1.b(5)(b)7), use any of the document numbers, but ensure the earliest RDD (if any) is reflected on the shipment label (DD Form 1387) and TCMD (DD Form 1384).
15	44	Enter the suffix code (rp 44) if shown on the DD Form 1348-1; if none, enter "X."
16	45	Enter the partial shipment code (see paragraph 11.).

| 17 | 46 | Enter the split shipment code (see paragraph 11.). |

4. Nonappropriated Fund Activity Shipments

TCN rp	TCMD rp	Explanation
1-6	30-35	Enter the DoDAAC of the consignee/ordering activity, if assigned; if not, enter the DoDAAC of the facility where the consignee/orderer is located.
7	36	Enter the last digit of the calendar year shown on the purchase order or in which the shipment is made.
8-10	37-39	Enter the day of the year shown on the purchase order, or when the TCN is constructed.
11	40	Enter the type shipment code from the following list: M – Service clubs and messes. W – Welfare and recreation (Special Services). N – All other non-AAFES/NRSO NAF shipments. 0-9 – AAFES/NRSO purchase orders or any alpha except I, L, M, N, O, V, or W.
12-14	41-43	Enter the last three digits of the purchase order number or any alphanumeric, except I or O, for AAFES/NRSO shipment identification.
15	44	Enter the letter "X" unless the shipment unit must be shipped from multiple plant or warehouse locations. For multiple locations, identify each shipping point alphabetically as indicated below: A – First location B – Second location C – Third location D-Z – Fourth through 23d locations (do not use the letters I, O, or X).

| 16 | 45 | Enter the partial shipment code (see paragraph 11.). |
| 17 | 46 | Enter the split shipment code (see paragraph 11.). |

5. Unit Move Shipments. TCNs for unit moves will be constructed as described in appendix G, paragraph 5.

6. Shipments by the Armed Forces Courier Service (ARFCOS)

TCN rp	TCMD rp	Explanation
1-3	30-32	Enter the letter "CTS."
4-6	33-35	Enter the identifier code (from appendix F, paragraph (6)) for the air terminal at which the origin Courier Transfer Station (CTS) is located. If not collocated, enter the identifier code for the air terminal nearest the origin CTS.
7	36	Enter the last digit of the calendar year.
8-10	37-39	Enter the day of the year.
11	40	Enter the letter "X."
12-14	41-43	Enter a serial number without any duplication on the day shown in positions 8-10 (rp 37-39). Use the numbers 001 through 999 in sequence. Additional numbers, if needed, should use alphanumeric, e.g., A01, A02, ...A99, B01, B02, etc.
15-17	44-46	Enter the letters "XXX."

7. Shipments of Mail from Postal Activities

TCN rp	TCMD rp	Explanation
1-6	30-35	Enter the abbreviation or ZIP code (preceded by an 0) of the postal activity making the shipment, e.g., NYCPCC, FRFAMT, 009633.

7   36   Enter the last digit of the calendar year.

8-10   37-39   Enter the day of the year.

11   40   Enter the letter "X."

12-14   41-43   Enter a serial number without any duplication on the day shown in positions 8-10 (rp 37-39). Use the numbers 001 through 999 in sequence. Additional numbers, if needed, should use alphanumerics, e.g., A01, A02, ...A99, B01, etc.

15-17   44-46   Enter the letters "XXX."

8. **Cargo Shipments (except personal property) Not Detailed Previously**

TCN rp	TCMD rp	Explanation
1-6	30-35	Enter the DoDAAC of the activity assigning the TCN.
7	36	Enter the last digit of the calendar year.
8-10	37-39	Enter the day of the year the TCN is assigned.
11	40	Enter the type shipment code from the following list: R – Red disk, unit moves. S – Subsistence, resale. T – Subsistence, issue. X – Miscellaneous (not otherwise listed here). Z – Unit organizational equipment other than red or yellow disk (unit moves).
12-14	41-43	Enter a serial number without any duplication on the day shown in positions 8-10 (rp 37-39). Use the numbers 001 through 999 in sequence. Additional numbers, if needed, should use alphanumerics, e.g., A01, A02, ...A999, B01, B02, etc.
15	44	Enter the letter "X" unless the shipment unit must be shipped from multiple plant or warehouse

locations. For multiple locations, identify each
shipping point alphabetically as indicated below:
A   - First location
B   - Second location
C   - Third location
D-Z - Fourth through 23d locations (do not·
        use the letters I, O, or X).

16	45	Enter the partial shipment code (see paragraph 11.).
17	46	Enter the split shipment code (see paragraph 11.).

9. Personal Property Shipments

TCN rp	TCMD rp	Explanation
1	30	Enter the code for the Service or Agency sponsoring (paying for) the shipment as indicated by the first position of the TAC (see appendix J, paragraph 7.a.).
2	31	Enter the last digit of the fiscal year in which the member/employee officially leaves his/her current duty station. If the shipment is not a result of transfer orders (e.g., early return of dependents, deserters), use the last digit of the fiscal year of shipment.
3-5	32-34	For POVs, enter the day of the year of delivery to the original POE. For all other personal property, enter the day of the year the shipment is to be picked up from the member/employee or storage.[1]
6-14	35-43	Enter the member's/employee's social security number.

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[1]   To preclude duplication of TCNs, if multiple shipments of the same type
(position 15) are to be picked up on the same day, for the same person,
regardless of origin or destination, the shipments are documented as partial
shipments (position 16).

15	44	Enter the type shipment code from the following list:

        B - Unaccompanied baggage (DPM)
        J - Unaccompanied baggage (TGBL)
        H - Household goods (DPM)
        K - Household goods (TGBL)
        P - POV

16	45	Enter the partial shipment code (see paragraph 11.).
17	46	Enter the split shipment code (see paragraph 11.).

10. Shipment of a SEAVAN/MILVAN

TCN rp	TCMD rp	Explanation
1-6	30-35	Enter the DoDAAC of the activity loading shipments into the SEAVAN/MILVAN.
7-10	36-39	Enter the last four positions of the voyage document number assigned during booking. Once assigned, do not change even if the SEAVAN actually moves on a different voyage (see appendix F, paragraph 16.b.).
11	40	Enter the letter "V."
12-14	41-43	Enter the serial number assigned by the clearance authority or booking office.
15-16	44-45	The SEAVAN service codes provided by the clearance authority indicate the extent of service for which the ocean carrier is paid. Select codes from the following list and enter the origin service in position 15 (rp 44) and the destination service in position 16 (rp 45). When the ocean carrier's responsibility for movement begins or ends:

        K - At the carrier's terminal (pier service).

L - In the commercial zone of the U.S. port city or, outside the United States, within 10 miles of the port city limits. Certain port cities which are divided into modified zones as listed in the MSC Container Agreement and Rate Guide are assigned codes 1-9 instead of L. (local drayage).

M - At any point not covered by codes K, L, or 1-9.

P - Same as code M, except that one or more scheduled stop-offs enroute to final destination have been booked with the ocean carrier. Does not apply to local deliveries performed at the expense of the U.S. Government.

S - Same as code T, except that one or more scheduled stop-offs have been booked. Similar to code P.

T - Same as code L, M, or 1-9, except cargo is booked as a "single factor" through shipment.

1-9 In a modified zone for certain port cities as defined in the MSC Container Agreement and Rate Guide. The number codes used correspond with the zone number in the rate guide.

17   46   Enter the type of SEAVAN from the following list:
                                2 - Dry cargo
                                3 - Platform or flatbed
                                4 - Open top
                                5 - Refrigerated
                                6 - Top filling
                                7 - Insulated
                                8 - Open frame or rack
                                9 - Tank type
                                X - Special or experimental
                                A - High cube dry van (9 ft 6 in or higher)
                                B - High cube refrigerated
                                C - High cube insulated

> D - *Trailer*
> E - *Dry rail car*
> F - *Reefer rail car*
> G - *Garment container*
> H - *Rail flatrack*

11. _**Partial and Split Shipments**_.   The partial and split shipment codes indicate whether or not a shipment unit is separated into increments and, if separated, identify the specific increments.   Cargo identified, by DI TU_, as assemblies or sets which must move together in a shipment unit are not divided into partial or split shipments.   The partial and split shipment codes are required to ensure a 17 digit TCN is not duplicated.   While the same letter codes are used for both partial and split shipment entries, the partia¹   ·ment entry (position 16, rp 45) is made by the shipper and the spᵢ   · ⅃ment entry (position 17, rp 46) is made by the transshipper.   The onᵢ ⅃ime a shipper makes a split shipment entry is for shipments of vehicles wᵢth detached component parts as explained in figure D-8.   The assignment of partial and split shipment codes differ for surface and air shipments as e×ɼlained in subparagraphs a. and b. below.

   a.   Assignment of partial and split shipment codes foɼ ꭹurface movement (TCN positions 16 and 17, rp 45 and 46).

   (1)   General.   The partial and split shipment codes for surface cargo provide a method to document separate increments of shipment units just like they do for air cargo.

   (2)   Surface Partial Shipment Codes (TCN position 16, rp 45).

   (a)   When assigning a TCN to surface cargo, the shipper selects a partial shipment code from paragraph 11.a.(4) below, for each increment of the shipment unit moved on a separate conveyance.   The shipper enters the selected partial shipment code in position 16 (rp 45) of the TCN and enters the letter "X" in position 17 (rp 46), except as indicated in paragraph 11., above for detached component parts of vehicles.

   (b)   Partial shipment codes used for surface shipments; see examples in paragraph 11.a.(4) below (I and O are omitted and X is used only for shipments which have not been separated into partials).

   (3)   Split Shipment Code (TCN position 17, rp 46).   As indicated in paragraph 11.a.(2)(a) above, the shipper enters the letter "X" in position 17 (rp 46) of the TCN.   The transshipper does not alter the

TCN unless it is necessary to split the shipment unit and move it onward by more than one conveyance. Such a split includes loading into more than one SEAVAN/MILVAN/RORO, but stowage in multiple holds on the same ship is indicated by separate manifest entries showing stow location, not a split TCN. When splitting the shipment unit, the transshipper selects a code from paragraph 11.a.(4) below, and enters it in position 17 (rp 46) of the TCN.

      (4) Partial and split shipment codes used for surface shipments; see examples in paragraph 11.a.(5) below. I and O are omitted and X is used only for shipments which have not been separated into partials or splits.

Code	Shipment Increment
X	Entire shipment unit moved together
A	1st increment of a partial or split shipment
B	2d
C	3d
D	4th
E	5th
F	6th
G	7th
H	8th
J	9th
K	10th
L	11th
M	12th
N	13th
P	14th
Q	15th
R	16th
S	17th
T	18th
U	19th
V	20th
W	21st
Y	22d

Z   23d and last increment of a partial or split ship-
                ment.**2**

        (5) Examples of partial and split shipment code assignment
for surface movement:

                                                    TCN Position 16/17

        (a) A shipment unit moving as a   XX
        complete unit from the origin
        shipper

        (b) A shipment unit partialed
        into three increments for move-
        ment from the shipper:

                1st partial   AX
                2d partial   BX
                3d partial   CX

        (c) A complete shipment unit
                (XX) split into three increments
                by the surface transshippper:

                1st partial   XA
                2d partial   XB
                3d partial   XC

        (d) A partial shipment unit
                (AX) from the origin shipper
                that is split into three
                increments by the surface
                transshipper:

---

2   If the shipment unit is divided into more than 23 partial or split incre-
        ments, except for ammunition and explosives, or shipments under the Security
        Assistance program (FMS/MAP), an additional TCN is constructed according to
        the procedures in paragraph 8., above. That additional TCN, with partials or
        splits as necessary, is used for the 24th and each subsequent increment.
        Precise controls necessary on ammunition, explosives, and FMS/MAP shipments
        restrict the assignment of additional TCNs. If shipments of ammuniton or
        explosives, under the FMS/MAP program exceed 23 increments, an additional
        document number suffix is obtained from the inventory control point or for
        FMS, the responsible ILCO, and a TCN constructed as outlined in paragraph 2.,
        above.

1st split of partial A	AA
2d split of partial A	AB
3d split of partial A	AC

b. Assignment of Partial and Split Shipment Codes for Air Movement (TCN Positions 16 and 17, rp 45 and 46).

(1) General. The partial and split shipment codes for air cargo provide a method to document separate increments of shipment units just like they do for surface cargo. In addition, the codes are used for actual piece control in the air system.

(2) Air Partial Shipment Codes (TCN position 16, rp 45).

(a) When assigning a TCN to air cargo, the shipper selects a partial shipment code from paragraph 11.b.(2)(b) below, for each increment of the shipment unit moved on a separate conveyance. In addition, by assigning each 23 pieces (or fraction thereof) a separate partial shipment code, the shipper ensures no increment (partial) contains more than 23 pieces. Limiting each increment (partial) to 23 pieces allows the transshipper to assign a split shipment code to each piece. The shipper enters the selected partial code in position 16 (rp 45) of the TCN and (except as indicated in paragraph 11., above for detached component parts of vehicles) enters the letter "X" in position 17 (rp 46).

(b) Partial shipment codes used for air shipments; see examples in paragraph 11.b.(4) below (I and O are omitted and X is used only for shipments which have not been separated into partials).

Code	Shipment Increment
X	Complete shipment unit not separated into increments (and containing 23 pieces or less)
A	1st increment of a partial shipment (and containing 23 pieces or less)
B	2d
C	3d
D	4th
E	5th
F	6th
G	7th
H	8th
J	9th
K	10th

L	11th
M	12th
N	13th
P	14th
Q	15th
R	16th
S	17th
T	18th
U	19th
V	20th
W	21st
Y	22d
Z	23d increment (see note 2, paragraph 11.a.(4) above).

(3) Split shipment code (TCN position 17, rp 46).

(a) As indicated in paragraph 11.b(2)(a) above, the shipper enters the letter "X" in position 17 (rp 46) of the TCN. Whenever the air shipment contains more than one piece, the transshipping air terminal entering the shipment into the air system selects a split shipment code from paragraph 11.b(3)(b) below, and (on the air manifest documents only) enters it in TCN position 17 (rp 46) instead of the letter "X."

(b) Split shipment codes used for air shipments; see examples in paragraph 11.b.(4) below. I and O are omitted, X is used only for shipments which have only one piece.

Code	Shipment Increment
X	Complete shipment unit consisting of only one piece
A	1st piece of a shipment unit containing multiple pieces
B	2d piece
C	3d
D	4th
E	5th
F	6th
G	7th
H	8th
J	9th
K	10th
L	11th
M	12th
N	13th

P	14th
Q	15th
R	16th
S	17th
T	18th
U	19th
V	20th
W	21st
Y	22d
Z	23d piece of a shipment unit

(c) Examples of partial and split shipment code assignment for air movement:

TCN Position 16/17

(a) A shipment unit consisting of only one piece   XX

(b) A shipment unit consisting of three pieces:
1 As it leaves the shipper   XX
2 As it leaves the air terminal:
      1st piece   XA
      2d piece   XB
      3d piece   XC

(c) A shipment unit as it leaves the shipper partialed into three increments:
      1st increment   AX
      2d increment   BX
      3d increment   CX

Appendix D

TRANSPORTATION CONTROL AND MOVEMENT DOCUMENT/DATA PREPARATION

1. This appendix contains TCMD preparation instructions for the various types of shipments in the DTS. The basic requirements for preparation of the TCMD are detailed in chapter 2, paragraph B.2. The required TCMD entries for the various types of shipments are determined by referring to the decision table in figure D-1. Instructions for obtaining, selecting, and/or constructing the various data entries on TCMDs are detailed in the explanatory notes of figures D-2 through D-18 and in other sections of MILSTAMP, principally chapter 2, paragraph B.1.b. While all of the formats contain the same basic information about a shipment, the automated format is used whenever both the preparing and receiving activities are able to prepare, transmit, and receive automated data.

2. Certain rules apply to all TCMD entries.

   a. Unless otherwise stated in figures D-2 through D-24, all data fields are filled, by using zeros if necessary.

   b. All quantities are stated in whole numbers. Fractions or decimals are rounded to the next higher whole number.

   c. If obtaining exact information will delay transmission of advance TCMDs beyond the time requirements listed in chapter 2, figures 2-B-3 and 2-B-5, estimated weight and cube may be used for personal property shipments and shipments from vendors. Whenever using estimated weight or cube, enter "EEEE" in block 22/column 44a (rp 68-71) instead of the number of pieces.

   d. Data entries are compiled in numeric/alphabetic order using the third position of the document identifier for each shipment unit.

      (1) For single shipment units, trailer data entries (T_5 through T_9) immediately follow the prime data entry T_0/1 through T_4 to which they apply.

      (2) For consolidated shipments, the prime data entries (T_4) with related trailer data entries (T_5 through T_9) immediately follow

the consolidation container prime data entries (T_2/T_3) and related data (T_9).

3. Certain types of shipments are exceptions to the normal TCMD preparation rules or have other special requirements.

a. Detached component parts moving with a vehicle are documented on a TCMD as a separate shipment unit by use of the split shipment indicator.

b. SEAVAN shipments moving to a WPOE under terms of the MSC Container Agreement and Rate Guide, and not on a GBL or CBL, require an additional TCMD prepared as detailed in figure D-5. In addition to the entries shown in figure D-5, the van number and seal number prefixed by "VN" and "SN" respectively, are entered in block 21 of the additional DD Form 1384 (TCMD). In accordance with Title 49, CFR (reference (m), when hazardous and nonhazardous material are listed on these SEAVAN TCMDs, the hazardous material content records, i.e., T_4 records with hazardous water commodity codes and their accompanying T_6, T_7, and T_9 records must be listed first.

c. Some shipments of DoD logistics materiel destined to Turkey require prior clearance from the Turkish General Staff (TGS). Shippers contact the TGS prior to shipping arms, ammunition, generators (60KW and above), vehicles, and nonregistered equipment and supplies consigned to U.S. Forces in Turkey. Turkish Defense Affairs (TDA) numbers for assets listed in categories 3.c.(2) through (5) below, consigned to the 528th U.S. Army Artillery Group, Cakmakli, Turkey and U.S. Army Field Station, Sinop, Turkey must be obtained from those units prior to shipment (see paragraph 3.c.(1) below). The TGS assigns a TDA Number to each shipment cleared for import into Turkey. The TDA number (preceded by "TDA") is included as trailer data (DI T_9) on the TCMD prior to releasing the shipment for movement to the POE. Shippers obtain the TDA number by submitting one of the messages illustrated below.

(1) Message addressees are:

CDR 528TH USAAG CAKMAKLI TU//AESE-T-D//

CDR USAFLDSTA SINOP TU//IAEN-LG//

Information copies of such messages will also be addressed to:

CHJUSMMAT ANKARA TU//TDAI//

(2) Arms or ammunition:

TO: 39 TACG INCIRLIK TU/LGSCA (for arms)

39 TACG INCIRLIK TU/MAEK (for ammunition)

INFO: HQ TUSLOG ANKARA AS TU/LGS

JUSMMAT ANKARA AS TU/TDAI

UNCLAS

SUBJECT: (WEAPONS) or (MUNITIONS)

1. Request TGS approval be provided for the following:
    A. Action requested: (import, export, transfer)
    B. Origin:
    C. Destination:
    D. Transfer point within Turkey:[1]
    E. DoDIC:
    F. Nomenclature: (use complete nomenclature found in appropriate technical orders or supply manuals)
    G. Quantity: (rounds/each individual item)
    H. TGS authorized quantity:[1]
    I. Current quantity onhand:[1]
    J. Previous requests approved by TGS, but not yet received: (for same type weapon/munition, indicate TDA number and quantity)[1]
    K. Previous request pending TGS approval: (indicate date-time group of the message)[1]
    L. Mode of Transportation:

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[1] Information for items D,H,I,J and K is provided by the in country organization.

       (3) Generators:

            TO: HQ TUSLOG ANKARA AS TU/LGT//

           INFO: JUSMMAT ANKARA AS TU/TDAI//

UNCLAS

SUBJECT: USCCOT 25 CARGO CLEARANCE, GENERATORS

1. Request authorization to import/export/move the following genera-
tor(s).
Generator serial number_____, model number_____ brand/manufacturers
name_____, fixed, mobile or power rating_____.
    A. The generator(s) will be imported/exported/moved
from_____to_____.
    B. The port of (entry/exit) will be: (location)
    C. Mode of Transportation:
    D. Estimated date of (entry/exit): [2]
    E. Reason for import/export/move: (provide clear text rationale
which conveys the purpose. Reason such as "In accordance with approved
project(s)" is unacceptable.)

2. Point of contact for (requesting office) is (name and DSN number).

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[2]   See footnote 1 on previous page.

(4) Vehicles:

TO: HQ TUSLOG ANKARA AS TU/LGT//

INFO: JUSMMAT ANKARA AS TU/TDAI//

UNCLAS

SUBJECT: U.S. GOVERNMENT VEHICLES

1. Request TGS approval for the following shipment of vehicle(s):
   A. Action Requested: (import, export, or transfer)
   B. Origin:
   C. Destination within Turkey:
   D. Transfer point within Turkey:[3]
   E. Type Vehicle:
   F. Weight:
   G. Registration Number:
   H. Transportation Control Number:[3]
   I. Method/Mode of movement to CONUS POE:[3]
   J. Approximate date of movement:[3]
   K. Estimated date shipment will arrive at DoD port of entry
into Turkey:[3]

2. Point of contact for (requesting office) is (name and DSN number).

   (5) Nonregistered equipment/supplies, i.e., analyzers (spec-trom), antennas, computers, demodulators, demultiplexers, plotters, receivers, records, synchronizers, timing systems, tuners, and visicorders requiring a clearance:

TO: TUSLOG ANKARA AS TU/LGS//

INFO: JUSMMAT ANKARA AS TU/TDAI//

   d. QUICKTRANS shipments may be documented on a DD Form 1384, a DD Form 1348-1A, or other document with all required TCMD data entries. Instructions for adding QUICKTRANS information to DD Form 1384 and DD Form 1348-1A are detailed in figure D-23. CONUS export shipments moving to the POE by QUICKTRANS must still be documented, cleared, and processed

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[3]   See footnote 1 on page D-3.

as outlined throughout MILSTAMP; the QUICKTRANS documentation is in addition to the normal DTS documentation.

4. The documentation for consolidated shipments detailed in this appendix results in document integrity throughout the consolidation. When single consolidations occur, the consolidation container (e.g., SEAVAN) is tied to the individual shipment unit by the entries in block 2/column 33 (rp 4-8). When double consolidations occur, the major consolidation container (e.g., SEAVAN) is tied to the secondary consolidation container (e.g., multiwall) by the entries in block 2/column 33 (rp 4-8). In turn, the secondary consolidation container (i.e., multi-wall) is tied to the individual shipment unit by the entries in block 3/column 34 (rp 9-14).

5. The procedures for preparing an advance TCMD in Electrically Transmitted Message (ETM) format are detailed in figure D-24.

DECISION TABLE FOR TCMD PREPARATION

When preparing a TCMD, determine which data entries are required by referring to this decision table. For every listing in column A that applies, complete the documents described in the figures listed in column B. Every shipment unit must have at least one prime entry (T_0/1, T_2, T_3, or T_4).

Column A

If the shipment is:

Column B

Than a TCMD entry is prepared for every applicable category listed in column A by by following the instructions in each figure listed for the various document identifiers in column B.

	T_0/1	T_2	T_3	T_4	T_5	T_6	T_7	T_8	T_9
1. A single shipment unit:									
a. Not in a consolidation container.	D_2					D_9			
b. In any consolidation container.				D_7					
c. Outsized.					D_8				
d. Hazardous material (HM):									
(1) Ammunition or explosives.						D_9	D_10		D_15
(2) All other HM.						D_9			D_15
e. A Government vehicle, trailer, wheeled gun, or aircraft.					D_8				
f. Personal property and:								D_11	
(1) Consigned to a civil address.									D_16
(2) Unaccompanied baggage belonging to TDY USAF personnel.									D_16
2. Made through ARFCOS.	D_3					D_9			
3. A RORO trailer (containing cargo).		D_4				D_9			
4. A SEAVAN/MILVAN (containing cargo).		D_5				D_9			D_13
a. With stop-offs enroute.									D_14
5. A CONEX, unitized pallet, or other consolidation container, other than a SEAVAN, MILVAN, or RORO.			D_6			D_9			
6. An empty SEAVAN, MILVAN, or CONEX.	D_2								D_13
7. Anything requiring additional information not listed above.									D_12
8. Moving by QUICKTRANS.	D_23								

Figure D-1

Prime Data TCMD Entries for Single Shipment Units (DI T_0/1) (Including Empty SEAVAN/MILVAN/CONEX)

Prime Data rp	DD Form 1384 Block	Procedure
1-3	1	Enter three position code. The first position is always T. The second and third digits are selected from the list in appendix F8, paragraph 2.
4-8	2	Enter the trailer, van, or container number, if any, as explained in appendix F6. If none, leave blank. For air shipments, enter the FSC in rp 5-8. Leave rp 4 blank. For Army shippers, the Army ACA will provide FSC data to USTRANSCOM, as required.
9-14	3	Enter the DoDAAC of the consignor. The in-the-clear address may be added on the DD Form 1384.
15-19	4	Enter the applicable air commodity code from appendix F2, or water commodity code from appendix F20. For water, enter a five position code. For air, enter a two position code in rp 18-19. For short shelf-life items, enter one of the following codes in rp 15. "K" for GSA managed sealants/adhesives, "M" for medical items, or "X" for all other short shelf-life items.
20	5	For air, enter a code from appendix F3.
21-23	6	Enter the appropriate aerial or water port identifier code from appendix F4 or F21.
24-25	7	Enter the appropriate aerial or water port identifier code from appendix F4 or F21.
27	8	Enter the mode/method code from appendix F13 for movement from the origin to the POE.
28-29	9	Enter type pack code from appendix F14.
30-46	10	Enter the shipment unit TCN.

Figure D-2

Prime Data TCMD Entries for Single Shipment Units (DI T_0/1) (Including Empty SEAVAN/MILVAN/CONEX)

47-52	11	Enter DoDAAC of the consignee. The in-the-clear address may be added on the DD Form 1384. For personal property, identify the military activity responsible for receiving/processing the shipment at destination.
53	12	Enter the transportation priority.
54-56	13	Enter the RDD, if any. (See chapter 2, paragraph B.1.b.(3).)
57-59	14	Enter the project code, if any. (See chapter 2, paragraph B.1.b.(4).)
60-62	15	Enter the code for the date the shipment moved to the POE from appendix F7.
63	16	Enter the ETA code from appendix F9.
64-67	17	Enter the shipment unit TAC.
68-71	22	Enter total number of pieces in shipment unit. (See chapter 2, paragraph B.1.b.(7)(d).) When shipping a Government vehicle, trailer, wheeled gun, or aircraft with BII, see footnote 10, figure D-8.
72-76	23	Enter total weight of shipment unit. (See chapter 2, paragraph B.1.b.(7)(d).)
77-80	24	Enter total cube of shipment unit. (See chapter 2, paragraph B.1.b.(7)(d).)

Figure D-2 (Cont.)

Prime Data TCMD Entries for Single Shipments by the Armed Forces Courier Service (ARFCOS)

Prime Data rp	DD Form 1384 Block	Procedure
1-3	1	Enter TC1.
4-8	2	Leave rp 4 blank and enter the FCS in rp 5-8.
9-14	3	Enter CTS plus the APOE air terminal identifier code.
15-17	4	Leave blank.
18-19	4	Enter the air commodity code from appendix F2.
20	5	Enter a code selected from appendix F3.
21-23	6	Enter the APOE air terminal identifier code.
24-25	7	Enter the APOD air terminal identifier code.
27	8	Enter 9 if CTS and APOE are collocated; otherwise, enter X.
28-29	9	Enter type pack code from appendix F14.
30-46	10	Enter the TCN. (See appendix C, paragraph 6.)
47-52	11	Enter CTS plus the APOD air terminal identifier code.
53	12	Enter the transportation priority.
54-56	13	Leave blank.
57-59	14	Leave blank.
60-62	15	Enter the GMT code from appendix F3 for the date shipment released to the APOE.

Figure D-3

Prime Data TCMD Entries for Single Shipments by the Armed Forces Courier Service (ARFCOS)

63	16	Enter the ETA code from appendix F9.
64-67	17	Enter 0003.
68-71	22	Enter total pieces in shipment unit.
72-76	23	Enter total weight of shipment unit.
77-80	24	Enter total cube of shipment unit.

Figure D-3 (Cont.)

Prime Data TCMD Entries for Loaded RORO Trailers (DI T_2)

Prime Data rp	DD Form 1384 Block	Procedure
1-3	1	Enter three position code. The first position is always T. The second position is selected from appendix F8, paragraph 2. For RORO trailers, the third position is two.
4-8	2	Enter the number of the RORO trailer from appendix F6.
9-14	3	Enter the DoDAAC of the loading activity. In-the-clear text may be added on the DD Form 1384.
15-19	4	For trailers containing more than one commodity; if any is hazardous materiel, prepare the TCMD as explained in figure D-5, footnote 2. For all others, enter the applicable commodity code as follows: Water. Enter the five position code from appendix F20, for the commodity with the greatest cube. Air. Enter the two position code from appendix F2, for the commodity with the greatest weight in rp 18-19. For short shelf-life items, enter K for GSA managed sealants/adhesives, M for medical items, or Z for any other commodity with limited shelflife in rp 15.
20	5	For air shipments, enter a code selected from appendix F3.
21-23	6	Enter the appropriate POE air or water port identifier code from appendix F4 or F21.
24-26	7	Enter the appropriate POD air or water port identifier code.

Figure D-4

Prime Data TCMD Entries for Loaded RORO Trailers (DI T_2)

27   8   Enter the mode/method code by which the loaded RORO will be delivered to the POE from appendix F13. If loaded at the POE, leave blank.

    ϡ   9   Enter Type Pack Code RT.

    46   10   Enter the shipment unit TCN.

47-52   11   Enter the DoDAAC for the RORO consignee. In-the-clear text may be added on the DD Form 1384.

53   12   Enter the highest transportation priority contained in the loaded RORO.

54-56   13   Enter the earliest RDD assigned to any shipment unit loaded in the RORO.

57   14   If RORO contents for a single consignee, enter S; if for multiple consignees, enter M.

58-59   --   Enter the total number of shipment units loaded in the RORO. If more than 99, enter XX and list the total number in a T_9 entry.

60-62   15   Enter the date code from appendix F7 for the day the RORO is expected to be released for movement to the POE. If loaded at the POE, leave blank.

63   16   Enter code for ETA at the POE from appendix F9. If loaded at the POE, leave blank.

64-67   17   Leave blank.

68-71   22   Enter 0001.

72-76   23   Enter total weight of RORO and its contents preceded by zeros if less than five digits.

77-80   24   Enter gross cube of RORO preceded by zeros if less than four digits.

Figure D-4 (Cont.)

Prime Data TCMD Entries for Loaded SEAVAN/MILVAN (VAN)(DI T_2)

Prime Data rp	DD Form 1384 Block	Procedure
1-3	1	Enter three position code. The first position is always T. The second position is selected from appendix F8, paragraph 2. For MILVAN/SEAVAN, the third position is two.
4-8	2	Enter the last five digits of the SEAVAN/MILVAN number. (See appendix F6.)
9-12	3	Enter the SEAVAN ownership code from appendix F12.
13-14	3	Enter the length, in feet, of the van used.
15-17	4	Enter the appropriate commodity code from appendix F20, paragraph 4. For vans containing more than one commodity, use the code for the commodity with the greatest cube[4]. In the T_2 entries, descriptive data is not required for NOS commodities. Enter the applicable code from the following list:

130	Chill, subsistence NOS	135	Chill, other than subsistence NOS
192	Freeze, subsistence NOS	195	Freeze, other than subsistence NOS
40X	Ammunition/Explosives	500	Subsistence NOS
610-614	Mail	690-692	Empty containers
70D	Consumer commodity ORM-D	70X	Hazardous material other than 40X and 70D
700	General cargo NOS	894	Wheeled or tracked vehicles

Figure D-5

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[4] In accordance with Title 49 CFR, when hazardous and nonhazardous materials are listed on a SEAVAN/MILVAN TCMD, the hazardous material content records, T_4 with accompanying T_6, T_7, and T_9 records must be listed first. The DI code is TE2 for ammunition and explosives, TX2 for ORM-D not loaded with any other hazardous material, or TJ2 for all other hazardous material.

Prime Data TCMD Entries for Loaded SEAVAN/MILVAN (VAN)(DI T_2)

18-19	4	Enter type cargo/special handling code from appendix F20.
20	5	Leave blank.
21-23	6	Enter POE water port identifier code from appendix F21
24-26	7	Enter POD water port identifier code.
27	8	Enter the mode/method code for movement to the POE from appendix F13. If the van is loaded at the POE, leave blank.
28-29	9	Enter the type pack code from appendix F14.
30-46	10	Enter the SEAVAN/MILVAN TCN (appendix C, paragraph 10.).
47-52	11	Enter the DoDAAC of the van consignee. For stopoffs, show intermediate consignee(s) and final consignee in T_9 data.
53	12	Enter the highest transportation priority of any shipment unit loaded in the van.
54-56	13	Enter the earliest RDD of any shipment unit in the van.
57	14	Enter code for single or multiple consignees and method of delivery from the following list:

S   Single consignee at a single destination.
M   Multiple consignees via a breakbulk point for distribution to the appropriate consignees.
C   Multiple consignees via a centralized receiving point for distribution to the ultimate consignees.
1-9 Multiple consignees via stopoffs. Enter the number of stopoffs, excluding the final consignee.

Figure D-5 (Cont.)

Prime Data TCMD Entries for Loaded SEAVAN/MILVAN (VAN)(DI T_2)

58-59	14	Enter the total number of shipment units loaded in the van. If more than 99, enter XX and show the number of shipment units loaded in T_9 data entries.
60-62	15	Enter the code for the date the van will be released for movement to the POE from appendix F7. If the van is loaded at the POE, leave blank.
63	16	Enter the code for the ETA at the POE from appendix F9. If the van is loaded at the POE, leave blank.
64-67	17	Enter the van cubic capacity in whole cubic feet as listed on the van, preceded by zeros, if less than four digits.
68-71	22	For MILVANs, enter 0001; for SEAVANs, enter total number of pieces preceded by zeros, if less than four digits.
72-76	23	For MILVANs, enter the total weight of the van and its contents. For SEAVANs, enter only the total weight of the contents of the van preceded by zeros, if less than five digits.
77-80	24	For MILVANs, enter the outside cube of the van. For SEAVANs, enter the total cube of the van contents preceded by zeros, if less than four digits.

Figure D-5 (Cont.)

Prime Data TCMD Entries for CONEX (containing cargo), Unitized Pallet Loads, and all Loaded Consolidation Containers MILVAN (DI T_3)

Prime Data rp	DD Form 1384 Block	Procedure
1-3	1	Enter three position code. First position is T. Select the second position from the list in appendix F8, paragraph 2. For consolidation containers, the third position is always three.
4-8	2	Enter the number marked on the consolidation container[5] (see appendix F6).
9-14	3	Enter the DoDAAC of the activity loading the consolidation container. In-the-clear text may be added on DD Form 1384. For consolidation containers loaded in a RORO, MILVAN, or SEAVAN.
15-19	4	Enter the applicable commodity code as follows:

For water, enter the five position code (appendix F20) for the commodity with the greatest cube.

For air, enter the two position code (appendix F2) for the commodity with the greatest weight in rp 18-19. For short shelf-life items, enter K for GSA managed sealants/adhesives, M for medical items, or Z for all others. |
| 20 | 5 | For air shipments, enter code (appendix F3). |

Figure D-6

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[5] When a consolidation container is loaded in an RORO, MILVAN, or SEAVAN, the following entries apply:

4-8	2	Enter the RORO, MILVAN, or SEAVAN number.
9-14	3	Enter the consolidation container number.

Prime Data TCMD Entries for CONEX (containing cargo), Unitized Pallet Loads, and all Loaded Consolidation Containers MILVAN (DI T_3)

21-23	6	Enter the appropriate POE air or water port identifier code (appendix F4 or F21).
24-26	7	Enter the appropriate POD air or water port identifier code.
27	8	Enter the mode/method code for movement of the consolidation container to the POE (appendix F13). For consolidation containers loaded at the POE, leave blank.
28-29	9	Enter the type pack code (appendix F14).
30-46	10	Enter the shipment unit TCN.
47-52	11	Enter the DoDAAC for consignee of the consolidation container. In-the-clear text may be added on DD Form 1384.
53	12	Enter the highest transportation priority for any shipment unit loaded in the consolidation container.
54-56	13	Enter the earliest RDD for any shipment unit loaded in the consolidation container.
57-59	14	Enter the project code, if any. (See chapter 2, paragraph B.1.b.(4).)
60-62	15	Enter the code for the date the shipment will be released for movement to the POE (appendix F7).

Figure D-6 (Cont.)

Prime Data TCMD Entries for CONEX (containing cargo), Unitized Pallet Loads, and all Loaded Consolidation Containers MILVAN (DI T_3)

63	16	Enter the ETA code (appendix F9). For consolidation containers loaded on an RORO, MILVAN, or SEAVAN.[6]
64-67	17	Leave blank.
68-71	22	Enter 0001.
72-76	23	Enter total weight of the consolidation container and its contents, preceded by zeros if less than five digits.
77-80	24	Enter the gross cube of the consolidation container, preceded by zeros if less than four digits.

Figure D-6 (Cont.)

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[6] When consolidation containers are loaded in an RORO, MILVAN, or SEAVAN, the following entries apply:

63   16   Enter one of the following codes to indicate if individual shipment units are to be delivered to the RORO, MILVAN, or SEAVAN consignee or at stopoff points:

X	There are no stopoffs.
1	Deliver at first stopoff.
2	Deliver at second stopoff.
3, 4...	Deliver at third, fourth, etc., stopoff.
Z	Deliver at final destination.

Prime Data TCMD Entries for Shipment Units Loaded into all Consolidation Containers (DI T_4)

Prime Data rp	DD Form 1384 Block	Procedure
1-3	1/32	Enter a three position code. The first position is always T. The second and third positions are selected from the list in appendix F8, paragraph 2. On advance TCMDs for shipment units loaded in a consolidation container, the third position is always four.
4-8	2/33	Enter the number of the RORO trailer, SEAVAN/MILVAN, or other consolidation container as explained in appendix F6. The number entered is always identical to rp 4-8 (block 2) of the corresponding T_2 or T_3 entry.[7]
9-14	3/34	Enter the DoDAAC of the consignor of the actual shipment unit loaded in the RORO trailer, SEAVAN, MILVAN or other consolidation containers.[7] The clear text may be added on DD Form 1384.
15-19	4/35	Enter the applicable commodity code for the mode of overseas movement (appendix F4 for air shipments or appendix F20 for water shipments). (See footnote 2, figure D-5.)

Figure D-7

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[7] For shipment units in consolidation containers also loaded in RORO/SEAVAN/MILVAN, the prime data T_4 entries are changed as follows:

4-8	2/33	Enter the RORO/SEAVAN/MILVAN number from the prime data T_2 entry.
9-14	3/34	Enter the number marked on the consolidation container. (See appendix F, paragraphs 3.b. and c.) Leave rp 14 blank.

Prime Data TCMD Entries for Shipment Units Loaded into all Consolidation Containers (DI T_4)

For air shipments, rp 15-17 are left blank except for short shelf-life items; for these items, enter one of the following codes in rp 15:
    K - GSA managed sealants/adhesives.
    M - Medical items.

20	5/36a	For air shipments, enter the appropriate code (appendix F3).
21-23	6/36b	Enter the appropriate air or water POE identifier code (appendix F4 or appendix F21).
24-26	7/36	Enter the appropriate air or water POD identifier code (appendix F4 or appendix F21).
27	8/38	Enter the code for the mode/method of movement to the POE (appendix F13).
28-29	9/39	Enter the code for the type of pack (appendix F14).
30-46	10/40	Enter the TCN for the shipment unit. (See appendix C.)
47-52	11/41	Enter the DoDAAC of the ultimate consignee.
53	12/42	Enter the transportation priority for the shipment unit. (See chapter 2, paragraph B.1.b.(2).)
54-56	13/43	Enter the RDD of the shipment unit, if any. (See chapter 2, paragraph B.1.b.(3).)
57-59	14/43	Enter the Project code for the shipment unit, if any. (See chapter 2, paragraph B.1.b.(4).)
60-62	15/43	Enter the code for the date of release for movement of the shipment unit to the POE (appendix F7).

Figure D-7 (Cont.)

Prime Data TCMD Entries for Shipment Units Loaded into all Consolidation Containers (DI T_4)

63   16/43   Enter the code for the estimated time of arrival at the POE[8] from appendix F9.

64-67   17/41   Enter the Transportation Account Code for the shipment unit from MILSTAMP, Volume II, or other source document.

68-71   22/44   Enter the number of pieces for the shipment unit. If greater than 9999, see chapter 2, paragraph B.1.b.(7)(d).

72-76   23/44   Enter the total weight of the shipment unit. If greater than 99,999, see chapter 2, paragraph B.1.b.(7)(d).

77-80   24/44   Enter the total cube of the shipment unit. If greater than 9999, see chapter 2, paragraph B.1.b.(7)(d).

Figure D-7 (Cont.)

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[8] For all shipments in SEAVANs or MILVANs, the prime data T_4 entries are changed as follows:

63   16/43   Enter a code indicating if the shipment unit is to be delivered at a particular stopoff point, or at the final destination of the SEAVAN or MILVAN. Select the code from the following list:

Code	Explanation
X	There are no intermediate stopoffs.
1	Deliver this shipment unit at first stopoff point.
2,3...	Deliver this shipment unit at the second, third, etc., stopoff point.
Z	Deliver this shipment unit at the final destination of the SEAVAN or MILVAN.

Trailer Data TCMD Entries for Outsized Dimensions (DI T_5)

Prime Data rp	DD Form 1384 Block	Procedure
1-3	32	Enter a three position code. The first position is always T. The second position is always the same as the second position of the corresponding prime data entry. For shipments with outsize dimensions the third position is always five. For shipments of vehicles to Central and South America, TV5 entries are changed as shown in footnote below.[9]
4-8	33	Enter the trailer, van or container number from the prime data entry.
9-14	34	For Government vehicles, trailers, wheeled/tracked guns, and aircraft, enter the model or abbreviated nomenclature. For all other items, leave blank.
15-19	35	For Government vehicles, trailers, wheeled/tracked guns, and aircraft, enter BII in rp 15-17 and the number of pieces of BII per vehicle in rp 18-19; e.g., BII00 for no pieces, BII02 for two pieces, etc. For all other items, enter the commodity code from the prime data entry.
20	36a	For air shipments enter the air dimension code (appendix F3).
21-23	36b	Enter the POE identifier code from the prime data entry.

Figure D-8

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[9] For shipments of vehicles to Central and South America, a TV9 trailer entry indicating the vehicle make and year in rp 54-79 (blocks 43 and 44) is required. In addition, the TV5 entries are changed as follows:

9-14   34   Enter the model instead of the nomenclature.

Trailer Data TCMD Entries for Outsized Dimensions (DI T_5)

24-26	37	Enter the POD identifier code from the prime data entry.
27	38	Enter the Mode/Method Code from the prime data entry.
28-29	39	Enter the Type Pack Code from the prime data entry.
30-46	40	Enter the TCN from the prime data entry.
47-52	41	Enter the consignee DoDAAC from the prime data entry.
53	42	Enter the Transportation Priority from the prime data entry.
54-59	43	Enter the length of the item, in inches, followed by the letter L. If less than five digits, left zero fill.
60-63	'	Enter the width, in inches, followed by the letter W. If less than three digits, left zero fill.
64-67		Enter the height, in inches, followed by the letter H. If less than three digits, left zero fill.
68-71	44	Enter the number of pieces to which the dimensions apply.[10] If less than four digits, left zero fill. If greater than 9999, see chapter 2, paragraph B.1.b.(7)(d).

Figure D-8 (Cont.)

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[10] For shipments of Government vehicles, trailers, wheeled/tracked guns, and aircraft, the TV5 entries are changed as follows:

| 68-80 | 44 | For single vehicle shipment units, enter the serial number. For multiple vehicle shipments, leave blank. |

Trailer Data TCMD Entries for Outsized Dimensions (DI T_5)

72-76   Enter weight of one piece. If less than five digits, left zero fill. If greater than 99,999, see chapter 2, paragraph B.1.b.(7)(d).

77-80   Enter the cube of one piece. If less than four digits, left zero fill. If greater than 9999, see chapter 2, paragraph B.1.b.(7)(d).

Figure D-8 (Cont.)

**Trailer Data TCMD Entries for Ammunition Round Count, Hazardous Material,
Stock Number, and IMCO Classification (DI T_6)**

Prime Data rp	DD Form 1384 Block	Procedure
1-3	32	Enter a three position code. The first position is always T. The second position is the same as the second position of the prime data entry. For shipments of ammunition, explosives, and other hazardous materials, the third position is six. For nonhazardous material, see rp 54-66 below, before generating a T_6 record.
4-8	33	Same as the prime data entry.
9-14	34	For hazardous materials other than ammunition, leave blank. For ammunition shipments, enter the total round count in the shipment unit. If the quantity exceeds 999,999, enter the number in thousands followed by the letter M. If the quantity exceeds 999,999, and is not shipped in units of 1,000, enter the number in units of thousands followed by an M and indicate the total round count in rp 54-79 (block 43/44) of an accompanying TE9 entry. In all cases, left zero fill the field.
15-19	35	Enter the code from the prime data entry. In addition, for air, enter the Loading and Storage (L/S) Group Code in rp 16-17. The L/S groups are defined in AFM 71-4, et al. Leave rp 15 blank. (See footnote 2, figure D-5.)
20	36a	Same as the prime data entry.
21-23	36b	Same as the prime data entry.
24-26	37	Same as the prime data entry.
27	38	Same as the prime data entry.

Figure D-9

Trailer Data TCMD Entries for Ammunition Round Count, Hazardous Material, Stock Number, and IMCO Classification (DI T_6)

28-29	39	Same as the prime data entry.
30-46	40	Same as the prime data entry.
47-52	41	Same as the prime data entry.
53	42	Same as the prime data entry.
54-66	43	Enter the NSN. If the NSN is not known, enter NNSN (no national stock number) in rp 54-57 and leave the balance of the field blank. When multiple line items are consolidated and the consolidation container is not comprised of 51 percent or more by weight of a single NSN, a T_6 record will not be generated. T_6 records are not required for personal effects, i.e., HHGs, baggage, and POVs, and other material for sale in stores, and material which is not covered by NSNs.
67-80		For nonhazardous material, enter the abbreviated nomenclature of the item listed in rp 54-66.
67-70	44	For ammunition and explosives, enter the DoDIC. (See chapter 2, paragraph B.1.b.(15)(a)5.) For other hazardous materials, enter the letters IMO.
71-72		Enter the two digit UN class and division number, including the decimal fraction from IMDGC, 49 CFR.
73		Leave blank.
74-75		Enter UN or NA.
76-79		Enter the four digit UN or NA identification number from the IMDGC, 49 CFR 172.102/2, or other source publication.
80		For ammunition and explosives, enter the compatibility group code from IMDGC or 49 CFR 172.102 (i.e., the letter following the IMDGC class and division number). For all other hazardous materials, leave blank.

Figure D-9 (Cont.)

Trailer Data TCMD Entries for Net Explosive Weight (NEW) and Lot Number(s)(DI T_7)

Prime Data rp	DD Form 1384 Block	Procedure
1-3	32	Enter a three position code. The first position is always T. The second position is always the same as the second position of the prime data entry. The third position is seven.
4-8	33	Same as the prime data entry.
9-14	34	Enter the Net Explosive Weight (NEW) for Class A, B, and C explosives. If the shipment unit contains more than one lot.[11]
15-19	35	Same as the prime data entry (see footnote 2, figure D-5).
20	36a	Same as the prime data entry.
21-23	36b	Same as the prime data entry.
24-26	37	Same as the prime data entry.
27	38	Same as the prime data entry.
28-29	39	Same as the prime data entry.
30-46	40	Same as the prime data entry.
47-52	41	Same as the prime data entry.

Figure D-10

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[11] If the shipment unit contains more than one lot, a separate TE7 is made for each lot. Each TE7 reflects the NEW, pieces, weight, and cube of the lot being described. If any single piece of a shipment unit (consolidation container, pallet, etc.), contains multiple lots, separate TE9 data is required for each lot.

Trailer Data TCMD Entries for Net Explosive Weight (NEW) and Lot Number(s) (DI T_7)

53	42	Same as the prime data entry.
54-67	43	Enter the lot number.[12]
68-71	44a	Enter the number of pieces for this lot number. If greater than 9999, see chapter 2, paragraph B.1.b.(7)(d).
72-76	44b	Enter the weight for this lot number. If greater than 99,999, see chapter 2, paragraph B.1.b.(7)(d).
77-80	44c	Enter the cube for this lot number. If greater than 9999, see chapter 2, paragraph B.1.b.(7)(d).

Figure D-10 (Cont.)

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[12]   See footnote 11 on previous page.

Trailer Data TCMD Entries for Household Goods and Baggage Ownership Data (DI T_8)

Prime Data rp	DD Form 1384 Block	Procedure
1-3	32	Enter a three position code. The first position is always T. The second position is always the same as the second position of the prime data entry. The third position is an eight.
4-8	33	Same as the prime data entry.
9-14	34	For household goods or baggage, enter the consignor DoDAAC. For POVs, enter the last two digits of the POV model year in rp 9-10 and the first four letters of the POV make in rp 11-14, e.g., CHEV, FORD, PLYM, etc.
15-19	35	Same as the prime data entry.
20	36a	Same as the prime data entry.
21-23	36b	Same as the prime data entry.
24-26	37	Same as the prime data entry.
27	38	Same as the prime data entry.
28-29	39	Same as the prime data entry.
30-46	40	Same as the prime data entry.
47-52	41	Same as the prime data entry.
53	42	Same as the prime data entry.
54-66	43	Enter personal property owner's last name.

Figure D-11

Trailer Data TCMD Entries for Household Goods and Baggage Ownership Data (DI T_8)

67-68   Enter personal property owner's initials.

69-70   Enter the personal property owner's military or civilian grade code (appendix F10).

71-80   44   For household goods and baggage:
   71   *Enter one of the following codes:*

Code	*Definition*
A	*ITGBL HHGs authorized SIT*
B	*ITGBL UB authorized SIT*
D	*DPM shipment authorized SIT*
N	*DPM (HHG/UB) for nontemporary storage*
H	*DPM HHGs transiting port only*
U	*DPM UB transiting port only*
P	*ITGBL (HHG/UB) transiting port only*

   72-76   Activities outside CONUS enter net weight of DMP shipments to CONUS. CONUS activities, leave blank.
   77-80   If ITGBL codes T, J or 5 enter HHG and baggage carrier SCAC. Otherwise leave blank.

71-80   44   For POVs:
   71   Leave blank.
   72-76   Enter abbreviation for state issuing vehicle license plate. If none, enter NO.
   73-77   Enter last five letters/numbers of license plate. If less than five, left zero fill.
   78-80   Enter abbreviation for predominate vehicle color, e.g., blk, blu, red, etc.

Figure D-11 (Cont.)

**Trailer Data TCMD Entries for General Miscellaneous Information not
Otherwise Detailed (DI T_9)**

Prime Data rp	DD Form 1384 Block	Procedure
1-3	32	Enter a three position code. The first position is always T. The second position is always the same as the second position of the prime data entry. The third position is always nine.
4-8	33	Same as the prime data entry.
9-14	34	Leave blank.
15-19	35	Same as the prime data entry.
20	36a	Same as the prime data entry.
21-23	36b	Same as the prime data entry.
24-26	37	Same as the prime data entry.
27	38	Same as the prime data entry.
28-29	39	Same as the prime data entry.
30-46	40	Same as the prime data entry.
47-52	41	Same as the prime data entry.
53	42	Same as the prime data entry.
54-79	43/44b	Using as many T_9 entries as necessary, enter the clear text data necessary for shipment, but not detailed in other data entries, e.g.,: a. Further description of NOS type cargo codes.

Figure D-12

Trailer Data TCMD Entries for General Miscellaneous Information not Otherwise Detailed (DI T_9)

b. For shipments of liquor, the type (gin, rye, etc.), bottle size (pint, quart, etc.), and the number of bottles per case.

c. For shipments of cigarettes, the number of cartons per case.

d. For shipments between CONUS and Hawaii or Guam, the clear text NMFC or UFC description of the highest rated article in the shipment unit other than hazardous materials (see chapter 2, paragraph B.1.b.(10)(b)).

e. The Turkish Defense Affairs (TDA) authorization number. (See appendix D, paragraph 3.c.)

f. For classified shipments, container and seal numbers, if any.

g. For personal property TGBL shipments, the name of the origin carrier and GBL number.

h. For SEAVANs or MILVANs containing more than 99 shipments, the total number of shipment units.

i. Any other pertinent information.

j. For Army unit deployments, enter in-the-clear in rp 54-57 "ULN:" and in rp 58-63, enter the applicable unit line number (i.e., ULN: 123456).

80   44c   Enter a sequence number beginning with one for each T_9 entry.

Figure D-12 (Cont.)

**Trailer Data TCMD Entries for SEAVAN/MILVAN (Van) Miscellaneous Informa-
tion (DI T_9) (Includes Empty SEAVAN/MILVAN/CONEX)**

Prime Data rp	DD Form 1384 Block	Procedure
1-3	32	Enter a three position code. The first position is always T. The second position is always the same as the second position of the prime data entry. The third position is always nine.
4-8	33	Same as the prime data entry.
9-14	34	Enter an X followed by the five digit ZIP code for the van's point of origin.
15-19	35	For other than reefer vans, same as the prime data entry. For reefer vans, enter an F (Fahrenheit) followed by the temperature or temperature range required to properly maintain the cargo, e.g., 34^0 is shown as F34XX, 34^0 to 41^0 is shown as F3441.
20	36a	Same as the prime data entry.
21-23	36b	Same as the prime data entry.
24-26	37	Same as the prime data entry.
27	38	Enter the letter V.
28-29	39	Enter the length of the van ordered, in feet. For empty vans, enter the actual van length, in feet. For empty CONEX, enter the Type Pack Code.
30-46	40	Same as the prime data (T_2) entry.
47-52	41	Same as the prime data entry.
53	42	Same as the prime data entry.

Figure D-13

Trailer Data TCMD Entries for SEAVAN/MILVAN (Van) Miscellaneous Information (DI T_9) (Includes Empty SEAVAN/MILVAN/CONEX)

54-55   43   *Always* "VN."

56-63   *Enter the number marked on the container.* If less than eight digits, left zero fill. *Do not include the check digit or the van owner code as part of the container number. If the container number is larger than eight digits, enter the rightmost eight digits. Include alphabetic characters but exclude special characters such as dashes, slashes, or other symbols.*

64   *Enter a dash (-).*

65   *Enter the check digit marked on the container. The check digit is a number separated from the container number by a dash, space, or slash. Some check digits are a different color, shaded, or enclosed in a box. If the container does not have a check digit, leave blank.*

66-73   Enter the complete seal number[13]. *Left fill with zeros if less than eight characters.*

Figure D-13 (Cont.)

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[13]   If for any reason, a van must be opened while enroute to its final destination, a new seal is affixed. Whenever a seal is replaced, the new seal number and the activity replacing the seal are identified in rp 54-79 of an additional T_9 entry as follows:

1-52	32-42	Enter the same data as detailed above.
54-65	43	Enter SECOND SEAL leaving rp 65 blank.
66-73		Enter new seal number.
74-79	44b	Identify the activity or ocean carrier which applied the new seal by entering the DoDAAC of the activity or the ocean carrier code from appendix F11.

Trailer Data TCMD Entries for SEAVAN/MILVAN (Van) Miscellaneous Information (DI T_9) (Includes Empty SEAVAN/MILVAN/CONEX)

Prime Data rp	DD Form 1384 Block	Procedure
74-77	44a.h	For loaded vans, enter the ocean carrier code (appendix F11).
78-79		For MILVANs, enter the number of beam assemblies for vans equipped with mechanical bracing systems. If the MILVAN is not so equipped, enter 00. For SEAVANs, leave blank.
80	44c	Enter the appropriate sequence number beginning with one.

Figure D-13 (Cont.)

Trailer Data TCMD Entries For SEAVAN/MILVAN Stop-off Points (DI T_9)

Prime Data rp	DD Form 1384 Block	Procedure
1-3	32	Enter a three position code. The first position is always T. The second position is always the same as the second position of the prime data entry. The third position is always nine.
4-8	33	Same as the prime data entry.
9-14	34	Enter an X followed by the five digit ZIP code for the van's point of origin.
15-19	35	For other than reefer vans, same as the prime data entry. For reefer vans, enter an F (Fahrenheit) followed by the temperature or temperature range required to properly maintain the cargo, e.g., 34^0 is shown as F34XX, 34^0 to 41^0 is shown as F3441.
20	36a	Leave blank.
21-23	36b	Same as the prime data entry.
24-26	37	Same as the prime data entry.
27	38	Enter the letter V.
28-29	39	Enter the length of the van ordered, in feet.
30-46	40	Same as the prime data (T_2) entry.
47-52	41	Same as the prime data entry.
53	42	Same as the prime data entry.
54-59	43	Enter STOP and the stopoff number. e.g., STOP01.

Figure D-14

Trailer Data TCMD Entries For SEAVAN/MILVAN Stop-off Points (DI T_9)

60-65   Enter the DoDAAC for the stopoff indicated in rp
                         54-59.

66-67   Leave blank.

68-73   44a,b   If there are additional stopoffs, enter STOP and the
                         next stopoff number. If no additional stopoffs, leave
                         blank.

74-79   Enter the DoDAAC for the stopoff indicated in rp
                         68-73.

80   44c   Enter sequence indicator, beginning with the letter A,
                         for each T_9 stopoff data entry.

Figure D-14 (Cont.)

**Trailer Data TCMD Entries For Additional Required Hazardous Material
Information (DI T_9)**

Prime Data rp	DD Form 1384 Block	Procedure
1-3	32	Enter a three position code. The first position is always T. The second position is always the same as the second position of the prime data entry. The third position is always nine.
4-8	33	Same as the prime data entry.
-14	34	Leave blank.
15-19	35	Same as the prime data entry (see footnote 2, figure D-5).
20	36a	Same as the prime data entry.
21-23	36b	Same as the prime data entry.
24-26	37	Same as the prime data entry.
27	38	Same as the prime data entry.
28-29	39	Same as the prime data entry.
30-46	40	Same as the prime data entry.
47-52	41	Same as the prime data entry.
53	42	Same as the prime data entry.
54	43-44b	Using as many T_9 entries as necessary, enter, in the order listed, the following clear text information: a. The proper shipping name (without abbreviations) as listed **on the certification document.**

Figure D-15

Trailer Data TCMD Entries For Additional Required Hazardous Material Information (DI T_9)

(1) Technical name of the material included in parentheses immediately following the PSN when required by regulation.

(2) RQ, reportable quantity, will precede the PSN, when appropriate, to indicate the hazardous material quantity which meets or exceeds the quantity listed in 49 CFR.

(3) "Waste" will precede the PSN when the hazardous material is defined as such (see 40 and 49 CFR).

b.   The hazard class *as listed in the certification document.*

c.   UN, NA, or ID number.

d.   Packaging Group.   May be PGI, PGII, or PGIII, as appropriate.

e.   "Limited Quantity" or "LTD QTY" must be indicated when the material is defined as such.

f.   Military Air Transportation.   Enter "Cargo Aircraft Only" after the packaging group when <u>dagger</u> or <u>theta</u> material is idendified IAW AFR 71-4.

g.   Poisonous Inhalation Materials.   Enter "Poison Inhalation Hazard" followed by "Zone A," "Zone B," "Zone C," or "Zone D" for gases or "Zone A" or "Zone B" for liquids (see 49 CFR).   The word "poison" is not required if already included as part of the PSN.

h.   "Dangerous When Wet" is required when defined and listed in the certification document.

Figure D-15 (Cont.)

i. The total quantity (number of pieces, type pack, and weight or volume) of the material covered by the description. The actual number of pieces on a pallet or unitized load is reported with the type pack and total weight. For example, twelve 100-pound cylinders on a pallet are listed as 12 cyl 1200 lbs.

j. The flash point for flammable liquids, in degrees Centigrade (C) or Fahrenheit (F). For example, CLOSED CUP FLASH POINT ___ DEGREES C or F.

k. The classification, security risk category, and/or transportation protection service requirements in accordance with appendix F20. These entries will be on separate T_9 records.

l. *The statement: "GOVERNMENT-OWNED GOODS PACKAGED BEFORE JANUARY 1990" is required if the hazardous material was originally packaged before 1 January 1990.*

m. *The Competent Authority Approval (CAA) number must be entered if the shipment is hazardous and subject to POP requirements and CAA waivers (DOT approval to deviate) have been obtained.*

80	44c	Enter sequence number for each T_9 beginning with one.

Figure D-15 (Cont.)

Trailer TCMD Entries for Personal Property Address Information (DI T_9)

Prime Data rp	DD Form 1384 Block	Procedure
1-3	32	Enter a three position code. The first position is always T. The second position is always the same as the second position of the prime data entry. The third position is always nine.
4-8	33	Same as the prime data entry.
9-14	34	Same as the prime data entry.
15-19	35	Same as the prime data entry.
20	36a	Same as the prime data entry.
21-23	36b	Same as the prime data entry.
24-26	37	Same as the prime data entry.
27	38	Same as the prime data entry.
28-29	39	Same as the prime data entry.
30-46	40	Same as the prime data entry.
47-52	41	Same as the prime data entry.
53	42	Same as the prime data entry.
55-79	43-44b	For personal property consigned to a civil address, use as many T_9 entries as necessary to enter the complete clear text address.

Figure D-16

Trailer TCMD Entries for Personal Property Address Information (DI T_9)

For unaccompanied baggage of TDY USAF personnel, military and civilian, use the first T_9 entry to list the travel order number and the ADSN/fiscal station number from the DD Form 1610, Request and Authorization for TDY Travel of DoD Personnel, (items 22 and 19 respectively). Additional T_9 entries are made to list the organization that issued the orders, including sufficient data to allow AMC/ACIA billing.

80	44c	Enter the sequence number for each T_9 entry, beginning with the number one.

Figure D-16 (Cont.)

Trailer Data TCMD Entries for Air Load Planning and Manifesting (T_9)

Vehicles

Trailer
Data rp   Procedures (for unit moves only)

1 - 3   Enter three position document identifier. First position is
           always "T." The second position is the same as the second
           position of the prime data entry. The third position is always
           "9."

4 - 5   Enter one of the following CALM record type codes, right justi-
           fied:

           Code   Definition

           H   Helicopter
           R   Wheeled vehicle (truck)
           RL   Trailer vehicle
           RT   Tracked vehicle
           TV   Towed vehicle

6 - 9   Enter the center of balance in inches, rounded to the next whole
           inch. The formula for computing the center of balance follows:

           Distance to wheel 1 X weight of wheel 1 = Moment
           Distance to wheel 2 X weight of wheel 2 = Moment
           (through number of wheels up to 12)

$$\frac{\text{Total wheel weights}}{\text{Total moments}} = \text{Center of balance}$$

10 - 15   Reserved. Leave blank.

16 - 32   Enter the TCN from rp 30-46 of the prime data entry.

33 - 34   Enter the manifest reference number from appendix F1.

Figure D-17

Trailer Data TCMD Entries for Air Load Planning and Manifesting (T_9)

Vehicle

35   If venting required, enter "Y" for yes; otherwise, enter "N" for
          no.

36 - 43   Enter one to four load/storage group codes, right justified.
          Precede single-digit numbers with a leading zero, i.e., 02.

44 - 47   Enter the length in inches, rounded to the next whole inch.

48 - 50   Enter the width in inches, rounded to the next whole inch.

51 - 53   Enter the height in inches, rounded to the next whole inch.

54 - 56   Enter the front overhang in inches, rounded to the next whole
          inch. If none, leave blank.

57 - 58   Enter the rear overhang in inches, rounded to the next whole
          inch. If none, leave blank.

59 - 69   Enter the bumper/container number, including spaces. If less
          than seven characters, right justify.

70   For helicopters, enter one of the following codes:

Code	Definition	Code	Definition
A	UH-60	K	AH-1T
B	CH-58	L	CH-47
C	AH-1S	M	CH-53E
D	AH-1G/J	N	CH-53J
E	UH-1M	O	HH-53E
F	UH-1D/H	P	HH-3
G	UH-1C/M	Q	HH-60
H	AH-64	R	AH-1W
I	CH-46	S	HH-2/F
J	CH-53D	T	HH-65A-1

Figure D-17 (Cont.)

Trailer Data TCMD Entries for Air Load Planning and Manifesting (T_9)

Vehicle

71   For helicopters, enter one of the following codes:

          Code   Definition

          F   Flyaway or with refuel probe
          W   Without wings
          P   Without pods
          S   Without stabilizers
          R   Maximum reduced

72   Enter number of road wheels for type code "RT" items.

73 - 75   Enter tread/skid length in inches, rounded to the next whole inch.

76 - 77   Enter trailer tongue length in inches, rounded to the next whole inch.

78 - 79   Enter the total number of axles. For "RL" items, axle one is the hitch if the trailer tongue is not hinged.

80   Enter the record sequence number beginning with one.

Figure D-17 (Cont.)

CH 5
DoD 4500.32-R
Vol. I

Trailer Data TCMD Entries for Air Load Planning and Manifesting (T_9)

Vehicle

Trailer
Data rp   Procedures (for unit moves only)

1 - 3   Enter three position document identifier. First position is
           always "T." The second position is the same as the second
           position in the prime data entry. The third position is always
           nine.

4   If roller shoring used, enter "Y" for yes; otherwise, enter "N"
           for no.

5   If parking shoring used, enter "Y" for yes; otherwise, enter "N"
           for no.

6   If sleeper shoring used, enter "Y" for yes; otherwise, enter "N"
           for no.

7   If bridge shoring used, enter "Y" for yes; otherwise, enter "N"
           for no.

8 - 17   Enter the 10-digit joint line item number (JLIN), or a combina-
           tion of the line item number (LIN) and its index number (Army,
           TB 55-46-1; Navy, NAVFAC P-1055). If neither the JLIN nor
           LIN/index number is available, leave blank. A sample LIN/ index
           number entry follows:

           8 - 13   K31796 (UH1D helicopter)
           14   Leave blank
           15 - 17 06 (UH1D helicopter with one m/rotor blade removed)

18 - 21   Enter axle distance in inches, rounded to the next whole inch,
           for axle one. If type code is "RL," enter hitch distance in
           inches rounded to the next whole inch.

22 - 26   Enter the weight in pounds, rounded to the next whole pound, for
           axle one. If type code is "RL," enter the hitch weight in
           pounds, rounded to the next whole pound.

Figure D-18

D-47

Trailer Data TCMD Entries for Air Load Planning and Manifesting (T_9)

Vehicle

27 – 29   Enter the span in inches, rounded to the next whole inch, for axle one.

30   Enter "S" for single axle or "B" for bogie for axle one.

31 – 34   Enter the distance in inches, rounded to the next whole inch, for axle two.

35 – 39   Enter the weight in pounds, rounded to the next whole pound, for axle two.

40 – 42   Enter the span in inches, rounded to the next whole inch, for axle two.

43   Enter "S" for single axle or "B" for bogie, for axle two.

44 – 47   Enter axle distance in inches, rounded to the next whole inch, for axle three.

48 – 52   Enter the weight in pounds, rounded to the next whole pound, for axle three.

53 – 55   Enter the span in inches, rounded to the next whole inch, for axle three.

56   Enter "S" for single axle or "B" for bogie, for axle three.

57 – 60   Enter axle distance in inches, rounded to the next whole inch, for axle four.

61 – 65   Enter the weight in pounds, rounded to the next whole pound, for axle four.

66 – 68   Enter the span in inches, rounded to the next whole inch, for axle four.

69   Enter "S" for single axle or "B" for bogie, for axle four.

70   Enter the record sequence number.

Figure D-18 (Cont.)

Trailer Data TCMD Entries for Air Load Planning and Manifesting (T_9)

Vehicle

Trailer
Data rp   <u>Procedures (for unit moves only)</u>

1 - 3   Enter three position document identifier. First position is always "T." The second position is the same as the second position of the prime data entry. The third position is always nine.

4 - 7   Enter axle distance in inches, rounded to the next whole inch, for axle five.

8 - 12   Enter the weight in pounds, rounded to the next whole pound, for axle five.

13 - 15   Enter the span in inches, rounded to the next whole inch, for axle five.

16   Enter "S" for single axle or "B" for bogie, for axle five.

17 - 20   Enter axle distance in inches, rounded to the next whole inch, for axle six.

21 - 25   Enter the weight in pounds, rounded to the next whole pound, for axle six.

26 - 28   Enter the span in inches, rounded to the next whole inch, for axle six.

29   Enter "S" for single axle or "B" for bogie, for axle six.

30 - 33   Enter axle distance in inches, rounded to the next whole inch, for axle seven.

34 - 38   Enter the weight in pounds, rounded to the next whole pound, for axle seven.

39 - 41   Enter the span in inches, rounded to the next whole inch, for axle seven.

Figure D-19

Trailer Data TCMD Entries for Air Load Planning and Manifesting (T_9)

Vehicle

42   Enter "S" for single axle or "B" for bogie, for axle seven.

43 – 47   Enter axle distance in inches, rounded to the next whole inch, for axle eight.

48 – 52   Enter the weight in pounds, rounded to the next whole pound, for axle eight.

53 – 56   Enter the span in inches, rounded to the next whole inch, for axle eight.

57   Enter "S" for single axle or "B" for bogie, for axle eight.

58 – 61   Enter axle distance in inches, rounded to the next whole inch, for for axle nine.

62 – 66   Enter the weight in pounds, rounded to the next whole pound, for axle nine.

67 – 69   Enter the span in inches, rounded to the next whole inch, for axle nine

70   Enter "S" for single axle or "B" for bogie, for axle nine.

71   Enter record sequence number.

Figure D-19 (Cont.)

Trailer Data TCMD Entries for Air Load Planning and Manifesting (T_9)

Vehicle

Trailer
Data rp   Procedures (for unit moves only)

1 - 3   Enter three position document identifier. First position is always "T." The second position is the same as the second position of the prime data entry. The third position is always nine.

4 - 7   Enter axle distance in inches, rounded to the next whole inch, for axle 10.

8 - 12   Enter the weight in pounds, rounded to the next whole pound, for axle 10.

13 - 15   Enter the span in inches, rounded to the next whole inch, for axle 10.

16   Enter "S" for single axle or "B" for bogie, for axle 10.

17 - 20   Enter axle distance in inches, rounded to the next whole inch, for axle 11.

21 - 25   Enter the weight in pounds, rounded to the next whole pound, for axle 11.

26 - 28   Enter the span in inches, rounded to the next whole inch, for axle 11.

29   Enter "S" for single axle or "B" for bogie, for axle 11.

30 - 33   Enter axle distance in inches, rounded to the next whole inch, for axle 12.

34 - 38   Enter the weight in pounds, rounded to the next whole pound, for axle 12.

39 - 41   Enter the span in inches, rounded to the next whole inch, for axle 12.

Figure D-20

Trailer Data TCMD Entries for Air Load Planning and Manifesting (T_9)

Vehicle

42   Enter "S" for single axle or "B" for bogie, for axle 12.

43   Enter the record sequence number.

Figure D-20 (Cont.)

Trailer Data TCMD Entries for Air Load Planning and Manifesting (T_9)

Palletized Cargo

Trailer
Data rp   Procedures (for unit moves only)

1 - 3   Enter three position document identifier. First position is always "T." The second position is the same as the second position of the prime data entry. The third position is always nine.

4 - 5   Enter one of the following record type codes, right justified:

Code	Definition
P1-6	Palletized cargo train (number equals number of pallets in the train, i.e., P3 is a three pallet train)
AL	Low altitude parachute extraction system
AC	Container delivery system
AH	Heavy equipment
O	Other cargo, i.e., commercial pallets

6   If rp 4-5 equals "AL," enter one of the following codes:

Code	Definition
S	Static line
E	Extraction force coupler

7 - 12   Enter the pallet identifier code.

13 - 16   Enter the center of balance in inches, rounded to the next whole inch.

17 - 22   Leave blank.

23 - 39   Enter the TCN from rp 30-46 of the prime data entry.

40 - 41   Enter the manifest reference number from appendix F1.

42   Enter the pallet profile code from appendix F23, paragraph 2.

Figure D-21

Trailer Data TCMD Entries for Air Load Planning and Manifesting (T_9)

Palletized Cargo

43	Venting instructions, enter "Y" for yes or "N" for no.

44 - 51   Enter one of four load/storage group codes, right justified. Precede single-digit codes with a leading zero.

52 - 55   Enter the length in inches, rounded to the next whole inch.

56 - 58   Enter the width in inches, rounded to the next whole inch.

59 - 61   Enter the height in inches, rounded to the next whole inch.

62 - 63   Enter the front overhang in inches, rounded to the next whole inch. If none, leave blank.

64 - 65   Enter the rear overhang in inches, rounded to the next whole inch. If none, leave blank.

66 - 76   Enter the bumper/container number, including spaces. If less than seven characters, right justify. For cargo other than vehicles or containers, leave blank.

77   For helicopters, enter one of the following codes:

Code	Definition	Code	Definition
A	UH-60	K	AH-1T
B	CH-58	L	CH-47
C	AH-1S	M	CH-53E
D	AH-1G/J	N	CH-53J
E	UH-1M	O	HH-53E
F	UH-1D/H	P	HH-3
G	UH-1C/M	Q	HH-60
H	AH-64	R	AH-1W
I	CH-46	S	HH-2/F
J	CH-53D	T	HH-65A-1

Figure D-21 (Cont.)

Trailer Data TCMD Entries for Air Load Planning and Manifesting (T_9)

Palletized Cargo

78   For helicopters, enter one of the following codes:

	Code	Definition
	F	Flyaway or with refuel probe
	W	Without wings
	P	Without pods
	S	Without stabilizers
	R	Maximum reduced

79   Enter record sequence number beginning with one.

Figure D-21 (Cont.)

Trailer Data TCMD Entries for Air Load Planning and Manifesting (T_9)

Palletized Cargo

Trailer Data rp	Procedures (for unit moves only)
1 - 3	Enter three position document identifier. First position is always "T." The second position is the same as the second position of the prime data entry. The third position is always nine.
2 - 20	Enter the TCN from rp 30-46 of the prime data entry.
21 - 30	Enter the 10-digit joint line item number (JLIN), or a combination of the line item number (LIN) and its index number (Army, TB 55-46-1 or Navy, NAVFAC P-1065). If neither the JLIN nor the LIN/index number is available, leave blank. A sample LIN/index number follows:

21 - 26	K31796 (UH1D helicopter)	
27	Leave blank	
28 - 30	06, right justified (UH1D helicopter with one m/rotor blade removed)	

31	Enter record sequence number.

Figure D-22

Modified Data Entries for Shipments Moving by QUICKTRANS

DD Form 1384 Block	DD Form 1348-1 Block	Procedure
1		Enter TX1.
2		Leave blank.
3	A	Enter the DoDAAC of the consignor.
4	X	Enter the Air Commodity/Special Handling code from appendix F2. If the special handling code is other than Z, a completed DD Form 1387-2 is attached to the QUICKTRANS document.
5		Enter the Air Dimension code from appendix F3. If code entered is D or Z, blocks 43-44 of the DD Form 1384 must be completed.
6	8	For CONUS export shipments, enter the APOE code from appendix F4.
7		For CONUS export shipments, enter the APOD code from appendix F4.
8		Enter the Mode/Method code for movement to the APOE from appendix F13.
9	2	Enter the Type Pack code from appendix F14.
10	14	Enter the TCN. (See appendix C.)
11	B	Enter the DoDAAC of the consignee. For shipments to mobile units, DoDAACs beginning with R or V, located in CONUS, to commercial concerns, or with special pickup/delivery requirements, see block 21 instructions, below.

Figure D-23

Modified Data Entries for Shipments Moving by QUICKTRANS

12		Enter the Transportation Priority. (See chapter 2, paragraph B.1.b.(2).)
13	rp 62-64	Enter the RDD, if any. (See chapter 2, paragraph B.1.b.(3).)
14	rp 57-59	Enter the Project Code, if any. (See chapter 2, paragraph B.1.b.(4).)
15		Enter the code expected release date from appendix F7.
16		Enter code for ETA at APOE from appendix F9.
17	9	Enter the TAC from MILSTAMP, Volume II, or other source.
21	B	Enter special routing instructions or additiona' addressees. For mobile units, enter the DoDAAC (N series) for the CONUS shore station receiving cargo for the mobile unit.
22	5	Enter total pieces in shipment unit. For consolidated shipments, enter the total pieces, weight, and cube in blocks FF and GG of DD Form 1348-1A.
23	3	Enter total weight of the shipment unit.
24	6	Enter total cube of the shipment unit.
25a	7	Enter QUICKTRANS APOE from appendix F4.
26a		Enter QUICKTRANS APOD from appendix F4.
31	CC	Enter the Navy Air Routing Order (NARO) number issued by the QUICKTRANS ACA.
43-44	DD-EE	Enter the dimensions (LWH), in inches, of any piece which is outsized.

Figure D-23 (Cont.)

Data Entries When Using Electrically Transmitted Message (ETM) Format for an Advance TCMD

Prepare the standard ETM entries prescribed by the various telecommunications publications. In addition, use the following procedures for data entry:

1. Enter TT (tape to tape in the LMF block of the header line, Joint Message Form (DD Form 173)).

2. In the message body:

   a. Use symbols as follows:

     (1) Use a slash mark (/) to separate data entries.

     (2) Use a slash mark followed by an ampersand (/&) to denote the end of data for a DI which does not complete the data for a shipment unit.

     (3) Use a slash mark followed by a double ampersand (/&&) to show the data on a shipment unit is complete.

     (4) Use a single ampersand to begin additional message form pages.

   b. Enter in normal TCMD order, the following required data: (1) All elements of prime data (T_0 through T_4 data). (2) All elements of SEAVAN miscellaneous/stopoff trailer data. (3) For all other trailer data, enter only rp 1-3, 9-14, and 54-80.

   c. Make the entries cited in b.(1) and (2) on two lines separated with a slash mark following the last position of the TCN (rp 46).

   d. For T_9 trailer entries, the sequence number is entered after the last entry following rp 54.

Figure D-24

Appendix F

Code Index

Appendix F1

Air Cargo Manifest Reference Codes

Number of Characters: Two
Type of Characters: Alpha
Data Location
Air Manifest – DD Form 1384:   Block 20 and column 39
        – DD Form 1385:   REF Block and TYPE PACK Column
        – Automated Record: rp 28–29
Responsible Agency: MILSTAMP System Administrator

    1. General. The air cargo manifest reference code is used to further identify a particular manifest and to cross-reference the air manifest header cards with the data cards for the air cargo pallets and individual shipment units. The codes are used only in the airlift systems and are not included on the documentation forwarded to the consignee. The codes are used repeatedly starting with AA and continuing through the alphabet to ZZ before returning to AA. The letters I and O are not used in either position.

    2. Codes. Air manifest reference codes are constructed as follows:

Code	Explanation
AA	1st manifest
AB	2d manifest
AZ	24th manifest
BA	25th manifest
BB	26th manifest
BC-ZZ	27th through 576th manifest etc.

Appendix F4

Air Terminal Identifier Codes

Number of Characters: Three
Type of Character: Alpha
Data Location
TCMD – DD Form 1384:   Blocks 6 and 7 and Column 36b and 37
  – Automated Record: rp 21-23, 24-26
Responsible Agency: Air Force

   1. **General.** These codes identify the name and location of air
terminals worldwide. The code representing the actual APOE and APOD is
used on all DTS documentation for air shipments. The codes are listed
below in two parts.

       a. In the first part, the air terminals (followed by their
codes) are first divided into CONUS and overseas, then listed alphabeti-
cally by geographic location. The CONUS listing includes only the 48
contiguous states and does not segregate further by location. The
overseas listing covers all areas (including Alaska and Hawaii) outside
CONUS. It is segregated alphabetically into geographic locations either
by country name or by island group.

       b. In the second part, the air terminal codes (followed by the
air terminal name and/or location) are listed alphabetically by code.
The listing is not subdivided in any other way.

   2. **Airport to Code**

       a. CONUS airports

AIRPORT LOCATION/NAME	CODE	AIRPORT LOCATION/NAME	CODE
A		AKRON, OH, FULTON INTL AIRPORT	AKR
ABERDEEN P G, MD, PHILLIPS AAF	APG	AKRON, OH, AKRON-CANTON REG AP	CAK
ABERDEEN, SD, REGIONAL AIRPORT	ABR	ALAMEDA, CA, ALAMEDA NAS	NGZ
ABILENE, TEXAS, USA	ABI	ALAMOGORDO, NM, HOLLOMAN AFB	HMN
ABILENE, TX, DYESS AFB	DYS	ALAMOSA, COLORADO, USA	ALS
ADRIAN, MI LENAWEE COUNTY AIRPORT	*ADG*	ALBANY, GEORGIA, USA	ABY
AFTON, WY, MUNICIPAL AIRPORT	*AFO*	ALBANY, NEW YORK, USA	ALB
AIKEN, SC, MUNICIPAL AIRPORT	*AGS*	*ALBERT LEA, MN, USA*	*AEL*
AINSWORTH, NE	*ANW*	ALBUQUERQUE, NEW MEXICO, USA	ABQ
AKRON, CO, WASHINGTON COUNTY AP	*AKO*	*ALEXANDER CITY, AL, RUSSELL FIELD*	*ALX*

ALEXANDRIA, LA, ENGLAND AFB	AEX	AUBURN, AL	AUO
ALEXANDRA, LA, ESLER REGIONAL AP	ESF	AUGUSTA, MAINE, USA	AUG
ALEXANDRIA BAY, NY	AXB	AUGUSTA, GEORGIA, USA	AGS
ALEXANDRIA, MN, CHANDLER FIELD	AXN	AURORA, CO, BUCKLEY ANGB	BKF
ALGONA, IA	AXG	AURORA, IL, MUNICIPAL SIRPORT	AUZ
ALICE, TX, INTL AIRPORT	ALI	AUSTIN, NV	ASQ
ALICEVILLE, AL GEO DOWNER AIRPORT	AIV	AUSTIN, TX, BERGSTROM AFB	BSM
ALLENTOWN, PENNSYLVANIA, USA	ABE	AUSTIN, TEXAS, USA	AUS
ALLIANCE, NEBRASKA, USA	AIA	AVON PARK, FL, MUNICIPAL AIRPORT	AVO
ALMA, MI, GRATIOT AIRPORT	AMN		
ALPENA, MICHIGAN, USA	APN	B	
ALPINE, TX	ALE	BACA GRANDE, CO	BCJ
ALTON/ST LOUIS, IL, ST LOUIS AP	ALN	BAGDAD, AZ	BGT
ALTOONA, PENNSYLVANIA, USA	AOO	BAINBRIDGE, GA, DECATUR COUNTY AP	BGE
ALTUS, OK, ALTUS AFB	LTS	BAKER, OR	BKE
ALTUS, OK, MUNICIPAL AIRPORT	AXS	BAKERSFIELD, CALIFORNIA, USA	BFL
AMARILLO, TX, USA	AMA	BALTIMORE, MD, BALT-WASH INTL AP	BWI
AMES, IA	AMW	BALTIMORE, MD, MARTIN STATE AP	MTN
AMERY, WI, MUNICIPAL AIRPORT	AHH	BANGOR, MAINE, USA	BGR
AMITYVILLE, NY, ZAHNS AIRPORT	AYZ	BAR HARBOR, MAINE, USA	BHB
ANAHEIM, CARGIA, USA	ANA	BARTLESVILLE, OK, F PHILLIPS AP	BVO
ANDERSON, IN, MUNICIPAL AIRPORT	AID	BARTOW, FL, MUNICIPAL AIRPORT	BOW
ANDERSON, SC	AND	BATESVILLE, AR, MUNICIPAL AIRPORT	BVX
ANDREWS, SOUTH CAROLINA, USA	ADR	BATON ROUGE, LOUISIANA, USA	BTR
ANGEL FIRE, NM	AXX	BATTLE CREEK, MI, W K KELLOGG AP	BTL
ANGOLA, IN, TRI-STATE AIRPORT	ANQ	BATTLE MTN, NV, LANDER COUNTY AP	BAM
ANNAPOLIS, MD, LEE AIRPORT	ANP	BAUDETTE, MN	BDE
ANN ARBOR, MI, MUNICIPAL AIRPORT	ARB	BAY CITY, TX	BBC
ANNISTON, AL, ANNISTON COUNTY AP	ANB	BEATRICE, NE	BIE
ANTLERS, OK	ATE	BEATTY, NY	BTY
APPLACHICOLA, FL, MUNICIPAL AP	AAF	BEAUFORT, SC, COUNTY AIRPORT	BFT
APPLETON, WISCONSIN, USA	ATW	BEAUFORT, SC, MCAS BEAUFORT	NBC
APPLE VALLEY, CA	APV	BEAUMONT, TX, JEFFERSON CTY AP	BPT
ARAPAHOE, NE MUNICIPAL AIRPORT	AHF	BEAUMONT, TX, MUNICIPAL AIRPORT	BMT
ARCATA/EUREKA, CA, ARCATA AIRPORT	ACV	BEAUMONT/PT. ARTHUR, TEXAS, USA	BPT
ARDMORE, OK, DOWNTOWN AIRPORT	AHD	BEAVER FALLS, PA	BFP
ARDMORE, OK, MUNICIPAL AIRPORT	ADM	BECKLEY, WEST VIRGINIA, USA	BKW
ARTESIA, NM	ATS	BEDFORD, IN, VI GRISSOM AIRPORT	BFR
ASBURY PARK, NJ	ARX	BEDFORD, MA, L G HANSCOM FIELD	BED
ASHLAND, WI	ASX	BEEVILLE, TX, CHASE FIELD NAS	NIR
ASHLEY, ND	ASY	BELLAIRE, MI, ANTRIM COUNTY AP	ACB
ASHVILLE, NORTH CAROLINA, USA	AVL	BELLE CHASSE, LA	BCS
ASPEN, COLORADO, USA	ASE	BELLEVILLE, IL, SCOTT AFB	BLV
ASTIN, MN	AUM	BELLINGHAM, WEST VIRGINIA, USA	BLI
ASTORIA, OR, PORT OF ASTORIA AP	AST	BELMAR, NJ, MONMOUTH COUNTY AP	BLM
ATHENS, GEORGIA, USA	AHN	BEMIDJI, MINNESOTA, USA	BJI
ATHENS, OH, OHIO UNIV AIRPORT	ATO	BENSON, MN, MUNICIPAL AIRPORT	BBB
ATLANTA, GEORGIA, USA	ATL	BENTON HARBOR, MI, ROSS FIELD	BEH
ATLANTIC, IA, MUNICIPAL AIRPORT	AIO	BENNETTSVILLE, SC	BTN
ATLANTIC CITY, NJ, BADER FIELD	AIY	BERLIN, NH, MUNICIPAL AIRPORT	BML
ATLANTIC CITY, NJ-INTL, USA	ACY	BEVERLY, MA	BVY
AUBURN, CA	AUN	BIG PINEY, WY	BPI

BIG SPRING, TX, HOWARD AIRPORT	HCA
BIG SPRING, TX, WEBB AFB	BGS
BILLINGS, MT, LOGAN INTL AIRPORT	BIL
BILOXI, MS, KEESLER AFB	BIX
BINGHAMTON, NY, BROOME COUNTY AP	BGM
BIRMINGHAM, ALABAMA, USA	BHM
BISHOP, CALIFORNIA, USA	*BIH*
BISMARCK, NORTH DAKOTA, USA	BIS
BLACKSBURG, VA, VIRGINIA TECH AP	*BCB*
BLACKSTONE, VA, BLACKSTONE AAF	*BKT*
BLAIRSVILLE, PA	*BSI*
BLANDING, UT	*BDG*
BLOCK ISLAND, RHODE ISLAND, USA	*BID*
BLOOMINGTON, ILLINOIS, USA	*BMI*
BLOOMINGTON, IN, MONROE CTY AP	BMG
BLUE BELL, PA, WINGS FIELD	*BBX*
BLUE CANYON, CA	*BLU*
BLUEFIELD, WEST VIRGINIA, USA	*BLF*
BLYTHE, CA	BLH
BLYTHEVILLE, AR, BLYTHEVILLE AFB	BYH
BOCA RATON, FL, PUBLIC AP	*BCT*
BOISE, ID, AIR TERMINAL	BOI
BORGER, TX	*BGD*
BOSSIER CITY, LA, BARKSDALE AFB	BAD
BOSTON, MA, LOGAN INTL AIRPORT	BOS
BOULDER CITY, NV	*BLD*
BOUNTIFUL, UT, SALT LAKE SKYPARK	*BTF*
BOWLING GREEN,VA, CAMP AF HILL AP	*APH*
BOYNE FALLS, MI, BOYNE MTN AP	BFA
BOZEMAN, MT, GALLATIN FIELD	BZN
BRADFORD, IL, RINKENBERGER AP	*BDF*
BRADFORD, PENNSYLVANIA, USA	BFD
BRADSTOWN, KY, SAMUELS FIELD	*BRY*
BRADY, TX, CURTIS FIELD	*BBD*
BRAINERD, MINNESOTA, USA	BRD
BRANDON, OR, STATE AP	*BDY*
BRAWLEY, CA	*BWC*
BRECKENRIDGE, TX, STEPHENS CTY AP	*BKD*
BREMERTON, WA, NATIONAL AIRPORT	PWT
BRIDGEPORT, CONNECTICUT, USA	BDR
BRIGHAM CITY, UT	BMC
BRISTOL, TN, TRI-CITY REGIONAL AP	TRI
BROADUS, MT	*BDX*
BROKEN BOW, NE	*BBW*
BROOKINGS, SOUTH DAKOTA, USA	*BKX*
BROOMFIELD, CO, JEFFCO AIRPORT	*BJC*
BROWNSVILLE, TX, INTL AIRPORT	BRO
BAKER, OR	*BKE*
BRUNSWICK, GEORGIA, USA	BQK
BRUNSWICK, ME, BRUNSWICK NAS	NHZ
BRYCE CANYON, UTAH, USA	BCE
BUFFALO, NEW YORK, USA	*BUF*

BULLFROG BASIN, VT	*BFG*
BULLHEAD CITY AZ/LAUGHLIN NV, USA	*BHC*
BURBANK, CALIFORNIA, USA	BUR
BURLINGTON, IOWA, USA	BRL
BURLINGTON, MA	*BBF*
BURLINGTON, VERMONT, USA	BTV
BURNS, OR, MUNICIPAL AIRPORT	BNO
BURWELL, NE, MUNICIPAL AIRPORT	*BUB*
BUTLER, MO	*BUM*
BUTLER, PA, GRAHAM FIELD	*BTP*
BUTTE, MONTANA, USA	BTM

C

CALVERTON, NY, NAV WEAP PLT AP	CTO
CAMP DOUGLAS, WI, VOLK FIELD	VOK
CAPE GIRARDEAU, MO, MUNICIPAL AP	CGI
CAMP MACKALL, NC, MACKALL AAF	HFF
CAMP PICKET, VA, BLACKSTONE AAF	*BKT*
CAMP SPRINGS, MD, ANDREWS AFB	ADW
CAMP SPRINGS, MD, ANDREWS NAF	NSF
CARLSBAD, NM, CAVERN CITY AIRPORT	CNM
CASPER, WY, NATRONA CTY INTL AP	CPR
CATALINA ISLAND, CALIFORNIA, USA	*AVX*
CEDAR CITY, UT, MUNICIPAL AIRPORT	CDC
CEDAR RAPIDS, IA	CID
CHADRON, NE, CHADRON MUNICIPAL AP	CDR
CHAMPAIGN, IL, UNIV IL-WILLARD AP	CMI
CHANDLER, AZ, WILLIAMS AFB	CHD
CHARLESTON, SC, CHARLESTON AFB	CHS
CHARLESTON, WV, YEAGER AIRPORT	CRW
CHARLOTTE, NC, DOUGLAS INTL AP	CLT
CHARLOTTESVILLE, VA, ALBEMARLE AP	CHO
CHATTANOOGA, TN, LOVELL FIELD	CHA
CHERRY POINT, NC, MCAS CHERRY PT	NKT
CHEYENNE, WY	CYS
CHEYENNE, WY, F E WARREN AFB	FEW
CHICAGO, IL. MIDWAY AIRPORT	MDW
CHICAGO, IL, O'HARE INTL AP	ORD
CHICO, CA, MUNICIPAL AIRPORT	CIC
CHICOPEE, MA, WESTOVER AFB	CEF
CHINA LAKE, CA, ARMITAGE FIELD	NID
CINCINNATI, OH, LUNKEN FIELD	LUK
CLARKSBURG, WV, BENEDUM AIRPORT	CKB
CLEVELAND, OH, BURKE LAKEFRONT AP	BKL
CLEVELAND, OH, HOPKINS INTL AP	CLE
CLINTON, OK, CLINTON-SHERMAN AP	CSM
CLOVIS, NM, CANNON AFB	CVS
COCOA BEACH, FL, PATRICK AFB	COF
COCOA BEACH, FL, SKID STRIP AP	XMR
COEUR D'ALENE, ID, AIR TERMINAL	COE
COLLEGE STA, TX, EASTERWOOD FLD	CLL
COLORADO SPGS, CO, PETERSON FIELD	COS

COLORADO SPGS, CO, USAF ACADEMY	*AFF*	EAST HARTFORD, CT, RENTSCHLER AP	EHT
COLUMBIA, MO, REGIONAL AIRPORT	COU	EAU CLAIRE, WI, EAU CLAIRE CTY AP	EAU
COLUMBIA, SC, METRO AIRPORT	CAE	EDWARDS, CA, EDWARDS AFB	EDW
COLUMBIA, SC, OWENS DOWNTOWN AP	CUB	EL CENTRO, CA, EL CENTRO NAF	NJK
COLUMBIA, SC, MC ENTIRE ANG	MMT	ELIZABETH CITY, NC, CGAS	ECG
COLUMBUS, IN, MUNICIPAL AIRPORT	*CLU*	ELKINS, WV, JENNINGS RANDOLPH FLD	EKN
COLUMBUS, OH, PORT COLUMBUS INTL	CMH	ELLENSBURG, WA, BOWERS FIELD AP	ELN
COLUMBUS, OH, RICKENBACKER ANGB	LCK	ELMIRA, NY, REGIONAL AIRPORT	ELM
COLUMBUS, MS, COLUMBUS AFB	CBM	EL PASO, TX, BIGGS AAF	BIF
COLUMBUS, MS, GOLDEN TRIANGLE AP	GTR	EL PASO, TX, INTL AIRPORT	ELP
COLUMBUS, NM, MUNICIPAL AIRPORT	CUS	EMIGRANT GAP, CA, BLUE CANYON AP	BLU
CORPUS CHRISTI, TX, INTL AP	CRP	*ENDICOTT, NY, BROOME COUNTY AP*	*BGM*
CORPUS CHRISTI, TX, NAS	NGP	ENID, OK, VANCE AFB	END
COVINGTON, KY, GTR CINC INTL AP	CVG	EPHRATA, WA, MUNICIPAL AIRPORT	EPH
CRESCENT CITY, CA, MC NANARA AP	CEC	ERIE, PA, INTL AIRPORT	ERI
CRESTVIEW, FL, BOB SIKES AIRPORT	CEW	ESCANABA, MI, DELTA CTY AIRPORT	ESC
CROWS LANDING, CA, CROWS LDG NAF	NRC	EUGENE, OR, MAHLON SWEET FIELD	EUG
CULVER CITY, CA, HUGHES AIRPORT	CVR	*EUREKA/ARCATA, CALIFORNIA, USA*	*ACV*
CUT BANK, MT, MUNICIPAL AIRPORT	CTB	EVANSVILLE, IN, REGIONAL AIRPORT	EVV
		EVERETT, WA, SNOHOMISH CTY AP	PAE
D			
DAGGETT, CA, BARSTOW-DAGGETT AP	DAG	**F**	
DALLAS, TX, ADDISON AIRPORT	*ADS*	FAIRFIELD, CA, TRAVIS AFB	SUU
DALLAS, TX, DALLAS-FT WORTH INTL	DFW	FALLON, NV, FALLON NAS	NFL
DALLAS, TX, LOVE FIELD	DAL	FALMOUTH, MA, OTIS ANGB	FMH
DALLAS, TX, DALLAS NAS	NBE	FARGO, ND, HECTOR INTL AIRPORT	FAR
DANVILLE, IL, VERMILION CTY AP	DNV	FARMINGDALE, NY, REPUBLIC AIRPORT	FRG
DANVILLE, VA, REGIONAL AIRPORT	DAN	FARMINGTON, MN, FOUR CORNERS AP	FMN
DAYTON, OH, JAS M COX INTL AP	DAY	FAYETTEVILLE, AR, DRAKE FIELD	FYV
DAYTON, OH, WRIGHT-PATTERSON AFB	FFO	FAYETTEVILLE, NC	FAY
DAYTONA BEACH, FL	DAB	FAYETTEVILLE, NC, POPE AFB	POB
DECATUR, IL	DEC	FINDLAY, OH	FDY
DEL RIO, TX, LAUGHLIN AFB	DLF	FLAGSTAFF, AZ, PULLIAM AIRPORT	FLG
DEMING, NM, MUNICIPAL AIRPORT	DMN	FLINT, MI, BISHOP INTL AP	FNT
DENVER, CO, ARAPAHOE COUNTY AP	*APA*	FLORENCE, SC, REGIONAL AIRPORT	FLO
DENVER, CO, BUCKLEY ANG	*BFK*	FORT BENNING, GA, LAWSON AAF	LSF
DENVER, CO, STAPLETON INTL AP	DEN	FORT CAMPBELL, KY, CAMPBELL AAF	HOP
DES MOINES, IA, DES MOINES INTL	DSM	FORT DEVENS, MA, MOORE AAF	AYE
DETROIT, MI, DETROIT CITY AIRPORT	DET	FORT DRUM, NY, WHEELER-SACK AAF	GTB
DETROIT, MI, METRO WAYNE CTY AP	DTW	FORT EUSTIS, VA, FELKER AAF	FAF
DETROIT, MI, WILLOW RUN AIRPORT	YIP	FORT HOOD, TX, ROBERT GRAY AAF	GRK
DOTHAN, AL	DHN	FORT HUACHUCA, AZ, LIBBY AAF	FHU
DOUGLAS, AZ, BISBEE-DOUGLAS INTL	DUG	FORT IRWIN, CA, BICYCLE LAKE AAF	BYS
DOVER, DL, DOVER AFB	DOV	FORT KNOX, KY, GODMAN AAF	FTK
DUBUQUE, IA, REGIONAL AIRPORT	DBQ	FORT LAUDERDALE. FL, INTL AP	FLL
DUGWAY PRG GND, UT, MICHAEL AAF	DPG	FORT LEAVENWORTH, KS, SHERMAN AFB	FLV
DULUTH, MN, INTL AIRPORT	DLH	FORT LEONARD WOOD, MO, FORNEY AAF	TBN
DURANGO, CO, ANIMAS AIRPARK	*AMK*	FORT MYERS, FL, PAGE FIELD	FMY
DURANGO, CO, DURANGO-LA PLATA AP	DRO	FORT ORD, CA, FRITZSCHE AAF	OAR
		FORT POLK, LA, POLK AAF	POE
E		FORT RUCKER, AL, CAIRNS AAF	OZR
EAST HAMPTON, NY	HTO	FORT SILL, OK, HENRY POST AAF	FSI

FORT SMITH, AR, MUNICIPAL AP	FSM		HAYWARD, CA, AIR TERMINAL	HWD
FORT WAYNE, IN, MUNICIPAL AP	FWA		HELENA, MT, REGIONAL AIRPORT	HLN
FORT WORTH, TX, ALLIANCE AIRPORT	*AFW*		*HENDERSONVILLE, NC*	*AVL*
FORT WORTH, TX, CARSWELL AFB	FWH		HERLONG, CA, AMEDEE AAF	AHC
FORT WORTH, TX, MEACHAM AIRPORT	FTW		HOBBS, NM, LEA COUNTY AIRPORT	HOB
FRANKLIN, PA, CHESS LAMBERTON AP	FKL		HOMESTEAD, FL, HOMESTEAD AFB	HST
FRESNO, CA, AIR TERMINAL	FAT		HOQUIAM, WA, BOWERMAN AIRPORT	HQM
			HOT SPRINGS, AR, MEMORIAL FIELD	HOT
G			HOULTON, ME, INTL AIRPORT	HUL
GAGE, OK, GAGE-SHATTUCK AIRPORT	GAG		*HOUSTON, TX, ANDRAU AIRPARK*	*AAP*
GAINESVILLE, FL	GNV		HOUSTON, TX, ELLINGTON FIELD	EFD
GALLUP, NM, MUNICIPAL AIRPORT	GUP		HOUSTON, TX, INTERCONTINENTAL AP	IAH
GALVISTON, TX, SCHOLES FIELD	GLS		HOUSTON, TX, WM P HOBBY AIRPORT	HOU
GARDEN CITY, KS	GCK		HUNTINGTON, WV, TRI-STATE AIRPORT	HTS
GARY, IN, REGIONAL AIRPORT	GYY		HUNTSVILLE, AL, INTL AIRPORT	HSV
GILA BEND, AZ, AF AUX AIRPORT	GBN		HUNTSVILLE, AL, REDSTONE AAF	HUA
GLASGOW, MT, INTL AIRPORT	GGW			
GLENDALE, AZ, LUKE AFB	LUF		**I**	
GLENVIEW, IL, GLENVIEW NAS	NBU		IDAHO FALLS, ID, FANNING FIELD	IDA
GLYNCO, GA, GLYNCO NAS	NEA		INDIAN SPRINGS, NV, AF AUX AP	INS
GOLDSBORO, NC, SEYMOUR-JOHNSON AB	GSB		INDIANAPOLIS, IN, INTL AIRPORT	IND
GOODLAND, KS, RENNER FIELD	GLD		INTERNATIONAL FALLS, MN, INTL AP	INL
GRAND CANYON, AZ, NATL PARK AP	GCN		IRON MOUNTIAN, MI, FORD AIRPORT	IMT
GRAND FORKS, ND, GRAND FORKS AFB	RDR		IRONWOOD, MI, GOGEBIC CTY AIRPORT	IWD
GRAND FORKS, ND, INTL AIRPORT	GFK		ISLIP, NY, MAC ARTHUR AIRPORT	ISP
GRAND ISLAND, NE, CENT NE REG AP	GRI		ITHACA, NY, TOMKINS COUNTY AP	ITH
GRAND JUNCTION, CO, WALKER FIELD	GJT			
GRAND RAPIDS, MI, KENT CTY INTL	GRR		**J**	
GREAT BEND, KS	GBD		JACKSON, MS, COUNTY AIRPORT	JXN
GREAT FALLS, MT, INTL AIRPORT	GTF		JACKSON, MS, INTL AIRPORT	JAN
GREAT FALLS, MT, MALMSTROM AFB	GFA		JACKSON, TN, MCKELLARSIPES AP	MKL
GREEN BAY, WI, AUSTIN-STRAUBEL AP	GRB		JACKSON, WY, JACKSON HOLE AIRPORT	JAC
GREENSBORO, NC, PIEDMONT INTL AP	GSO		JACKSONVILLE, AR, LITTLE ROCK AFB	LRF
GREENVILLE, IL	GRE		JACKSONVILLE, FL, INTL AIRPORT	JAX
GREENVILLE, MS, MUNICIPAL AP	GLH		JACKSONVILLE, FL, NAS	NIP
GREENVILLE, TX, MAJORS AIRPORT	GVT		JACKSONVILLE, FL, CECIL FIELD NAS	NZC
GREER, SC, GREENVILLE-SPTNSBG AP	GSP		JACKSONVILLE, NC, MCAS NEW RIVER	NCA
GROTON, CT, GROTON-NEW LONDON AP	GON		*JAFFREY, NH, MUNICIPAL AIRPORT*	*AFN*
GULFPORT, MS, GULFPORT-BILOXI AP	GPT		JAMESTOWN, ND, MUNICIPAL AIRPORT	JMS
GWINN MI, K I SAWYER AFB	SAW		*JASPER, TN, MARION COUNTY AP*	*APT*
			JEFFERSON, CITY, MO, MEMORIAL AP	JEF
H			*JOHNSON CITY, NY, BROOM COUNTY AP*	*BGM*
HAGERSTOWN, MD, WASH COUNTY AP	HGR		JOHNSTOWN, PA, CAMBRIA CTY AP	JST
HALF MOON BAY, CA	HAF		JOPLIN, MO, REGIONAL AIRPORT	JLN
HAMPTON, VA, LANGLEY AFB	LFI			
HANCOCK, MI, HOUGHTON CTY MEM AP	CMX		**K**	
HARLINGEN, TX, RIO GRANDE VAL IAP	HRL		KAISER/L OZARK, MO, LEE C FINE AP	AIZ
HARRISBURG, PA, INTL AIRPORT	MDT		KALAMAZOO, MICHIGAN, USA	AZO
HARRISON, AR, BOONE COUNTY AP	HRO		KALISPELL, MT, GLACIER PARK INTL	FCA
HARTFORD, CT, BRADLEY INTL AP	*BDL*		KANSAS CITY, MO, INTL AIRPORT	MCI
HATTIESBURG, MS, B L CHAIN AP	HBG		KANSAS CITY, MO	MKC
HAYS, KS, MUNICIPAL AIRPORT	HYS		KANSAS CITY, MO, RICHARDS-GEBAUR	GVW

KEARNEY, NE, MUNICIPAL AIRPORT	EAR	**M**	
KEENE, NH, DILLANT-HOPKINS AP	EEN	MACON, GA, MID GA REGIONAL AP	MCN
KEKAHA, HI, BARKING SANDS AP	*BKH*	MADISON, WI, DANE CTY REG AP	MSN
KEY WEST, FL, KEY WEST NAS	NQX	MANCHESTER, NH	MHT
KINGMAN, AZ	IGM	*MAGNOLIA, AR, MUNICIPAL AIRPORT*	*AGO*
KINGSVILLE, TX, KINGSVILLE NAS	NQI	MANHATTAN, KS, MUNICIPAL AIRPORT	MHK
KINSTON, NC, REGIONAL JETPORT	ISO	MANSFIELD, OH, MANSFIELD-LAHM AP	MFD
KLAMATH FALLS, OR, INTL AIRPORT	LMT	MARIETTA, GA, ATLANTA NAS	NCQ
KNOB NOSTER, MO, WHITEMAN AFB	SZL	MARIETTA, GA, DOBBINS AFB	MGE
KNOXVILLE, TN, MC GHEE-TYSON AP	TYS	MARION, IL, WILLIAMSON CTY REG AP	MWA
KOKOMO, IN, MUNICIPAL AIRPORT	OKK	MARQUETTE, MI, MARQUETTE CTY AP	MQT
		MARSHALL, TX, HARRISON COUNTY AP	*ASL*
L		MARTINSBURG, WV, SHEPHERD AIRPORT	MRB
LA CROSSE, WI, MUNICIPAL AIRPORT	LSE	MARY ESTHER, FL, HURLBURT FIELD	HRT
LA JUNTA, CO, MUNICIPAL AIRPORT	LHX	MARYSVILLE, CA, BEALE AFB	BAB
LACONIA, NH, MUNICIPAL AIRPORT	LCI	MASON CITY, IA	MCW
LAFAYETTE, IN, PURDUE UNIV AP	LAF	MATAGORDA IS, TX, MATAGORDA AFB	MGI
LAFAYETTE, LA, REGIONAL AIRPORT	LFT	MAYPORT, FL, MAYPORT NAS	NRB
LAKE CHARLES, LA, REGIONAL AP	LCH	MC ALESTER, OK, REGIONAL AIRPORT	MLC
LAKEHURST, NJ, LAKEHURST NAS	NEL	MC ALLEN, TX, MILLER INTL AP	MFE
LAKELAND, FL, REGIONAL AIRPORT	LAL	MC CALL, ID	MYL
LANCASTER, PA	LNS	MEDFORD, OR, JACKSON COUNTY AP	MFR
LANSING, MI, CAPITOL CITY AIRPORT	LAN	MELBOURNE, FL, REGIONAL AIRPORT	MLB
LARAMI, WY, GEN BREES FIELD	LAR	MEMPHIS, TN, INTL AIRPORT	MEM
LAREDO, TX, INTL AIRPORT	LRD	MERCED, CA, CASTLE AFB	MER
LAS CRUCES, NM, INTL AIRPORT	LRU	MERIDIAN, MS, KEY FIELD	MEI
LAS VEGAS, NV, MUNICIPAL AIRPORT	LVS	MERIDIAN, MS, MERIDIAN NAS	NMM
LAS VEGAS, NV, MC CARRAN INTL AP	LAS	MIAMI, FL, INTL AIRPORT	MIA
LAS VEGAS, NV, NELLIS AFB	LSV	MIAMI, FL, OPA LOCKA AIRPORT	OPF
LATROBE, PA, WESTMORELAND CTY AP	LBE	MIDLAND, TX, INTL AIRPORT	MAF
LAWTON, OK, MUNICIPAL AIRPORT	LAW	MILES CITY, MT, FRANK WILEY FIELD	MLS
LEBANON, NH, MUNICIPAL AIRPORT	LEB	MILLINGTON, TN, MEMPHIS NAS	NQA
LEMOORE, CA, LEMOORE NAS	NLC	MILWAUKEE, WI, GEN MITCHELL INTL	MKE
LEWISTON, ID, NEZ PERCE CTY AP	LWS	MINNEAPOLIS-ST PAUL, MN, INTL AP	MSP
LEWISTOWN, MT, MUNICIPAL AIRPORT	LWT	*MINOCQUA, WISCONSIN, USA*	*ARV*
LEXINGTON, KY, BLUE GRASS AIRPORT	LEX	MINOT, ND, MINOT AFB	MIB
LIBERAL, KS, MUNICIPAL AIRPORT	LBL	MINOT, ND, INTL AIRPORT	MOT
LIMA, OH, ALLEN COUNTY AIRPORT	AOH	MISSOULA, MT, INTL AIRPORT	MSO
LIMESTONE, ME, LORING AFB	LIZ	MITCHELL, SD, MUNICIPAL AIRPORT	MHE
LINCOLN, NE, MUNICIPAL AIRPORT	LNK	MOAB, UT, CANYONLANDS FIELD	CNY
LITTLE ROCK, AR, ADAMS FIELD	LIT	MOBILE, AL, BATES FIELD	MOB
LOMPOC, CA, VANDENBERG AFB	VBG	MOBILE, AL, DOWNTOWN AP	BFM
LONDON, KY, LONDON-CORBIN AIRPORT	LOZ	MODESTO, CA, HARRY SHAM FIELD	MOD
LONG BEACH, CA	LGB	MOLINE, IL, QUAD CITY AIRPORT	MLI
LONGVIEW, TX, GREGG COUNTY AP	GGG	MONROE, LA, REGIONAL AIRPORT	MLU
LOS ANGELES, CA, INTL AIRPORT	LAX	MONTAGUE, CA, SISKIYOU CTY AP	SIY
LOUISVILLE, KY, STANDIFORD FIELD	SDF	MONTEREY, CA, MONTEREY PENIN AP	MRY
LUBBOCK, TX, INTL AIRPORT	LBB	MONTGOMERY, AL, DANNELLY FIELD	MGM
LUBBOCK, TX, REESE AFB	REE	MONTGOMERY, AL, MAXWELL AFB	MXF
LUFKIN, TX, ANGELINA COUNTY AP	LFK	MORGANTOWN, WV	MGW
LYNCHBURG, VA, MUNICIPAL AIRPORT	LYH	MOSES LAKE, WA, GRANT COUNTY AP	MWH
		MOSINEE, WI, CENT WISC AIRPORT	CWA

MOULTRIE, GA, MUNICIPAL AIRPORT	MGR	OTTUMWA, IA, INDUST AIRPORT	OTM
MOUNT CLEMENS, MI, SELFRIDGE ANGB	MTC		
MOUNT VERNON, IL	MVN	**P**	
MOUNTAIN HOME, ID, MTN HOME AFB	MUO	PADUCAH, KY, BARKLEY REGIONAL AP	PAH
MOUNTAIN VIEW, CA, MOFFETT FLD	NUQ	PAGE, AZ, MUNICIPAL AIRPORT	PGA
MUSKEGON, MI, MUSKEGON COUNTY AP	MKG	PALM SPRINGS, CA, REGIONAL AP	PSP
MUSKOGEE, OK, DAVIS FIELD	MKO	PALMDALE, CA, AF PLT 42 AIRPORT	PMD
MYRTLE BEACH, SC, GRAND STRAND AP	CRE	PANAMA CITY, FL	PFN
MYRTLE BEACH, SC, MYRTLE BEACH AB	MYR	PANAMA CITY, FL, TYNDALL AFB	PAM
		PARKERSBURG, WV, WOOD COUNTY AP	PKB
N		PASO ROBLES, CA	PRB
N KINGSTOWN, RI, QUONSET STATE AP	OQU	PATUXENT RIVER, MD, PATUX RIV NAS	NHK
N MYRTLE BEACH, SC, GND STRAND AP	CRE	PECOS, TX, MUNICIPAL AIRPORT	PEQ
NANTUCKET, MASSACHUSETTS, USA	ACK	PELLSTON, MI, REGIONAL AIRPORT	PLN
NAPA, CA, NAPA COUNTY AIRPORT	*APC*	PENDLETON, OR, MUNICIPAL AIRPORT	PDT
NAPLES, FLORIDA, USA	*APF*	PENSACOLA, FL, PENSACOLA NAS	NPA
NASHUA, NH, BOIRE FIELD	*ASH*	PENSACOLA, FL, REGIONAL AIRPORT	PNS
NASHVILLE, TENNESSEE, USA	*BNA*	PEORIA, IL, REGIONAL AIRPORT	PIA
NATCHEZ, MS, HARDY-ANDERS FIELD	HEZ	PERU, IN, GRISSOM AFB	GUS
NEEDLES, CA	EED	PHILADELPHIA, PA, INTL AIRPORT	PHL
NEW BEDFORD, MA	EWB	PHOENIX, AZ, SKY HARBOR INTL AP	PHX
NEW HAVEN, CT, TWEED-NEW HAVEN AP	HVN	PIERRE, SD, MUNICIPAL AIRPORT	PIR
NEW ORLEANS, LA, INTL AIRPORT	MSY	PINE BLUFF, AR, GRIDER FIELD	PBF
NEW ORLEANS, LA, NEW ORLEANS NAS	NBG	PITTSBURGH, PA, ALLEGHENY CTY AP	AGC
NEW YORK, NY, J F KENNEDY INTL AP	JFK	PITTSBURGH, PA, INTL AIRPORT	PIT
NEW YORK, NY, LA GUARDIA AIRPORT	*LGA*	PLATTSBURGH, NY, CLINTON CTY AP	PLB
NEWARK, NJ, INTL AIRPORT	EWR	PLATTSBURGH, NY, PLATTSBURGH AFB	PBG
NEWBURGH, NY, STEWART INTL AP	SWF	POCATELLO, ID, MUNICIPAL AIRPORT	PIH
NEWPORT, OR, MUNICIPAL AIRPORT	ONP	*POHAKULOA, HE, BRADSHAW AAF*	*BSF*
NEWPORT NEWS, VA, INTL AIRPORT	PHF	POINT MUGU, CA, POINT MUGU NAS	NTD
NIAGARA FALLS, NY, INTL AIRPORT	IAG	PORTLAND, ME, INTL AIRPORT	PWM
NORFOLK, VA, INTL AIRPORT	ORF	PORTLAND, OR, INTL AIRPORT	PDX
NORFOLK, VA, NORFOLK NAS	NGU	PORTSMOUTH, NH, PEASE AFB	PSM
NORTH, SC, NORTH AF AUX AIRPORT	XNO	PRESQUE ISLE, ME, N MAINE REG AP	PQI
NORTH PLATTE, NE, LEE BIRD FIELD	LBF	*PRINCETON, WV, MERCER COUNTY AP*	*BLF*
		PROVIDENCE, RI, TF GREEN STATE AP	PVD
O		PROVO, UT, MUNICIPAL AIRPORT	PVU
OAK HARBOR, WA, WHIDBEY IS NAS	NUW	PUEBLO, CO, MEMORIAL AIRPORT	PUB
OAKLAND, CA, INTL AIRPORT	OAK		
OCALA, FL, MUNICIPAL AIRPORT	OCF	**Q**	
OGDEN, UT, HILL AFB	HIF	QUINCY, IL, QUINCY MUNI AIRPORT	UIN
OGDEN, UT, OGDEN-HINCKLEY AIRPORT	OGD		
OKLAHOMA CITY, OK, TINKER AFB	TIK	**R**	
OKLAHOMA CITY, OK, WILL ROGERS AP	OKC	RALEIGH, NC, RALEIGH-DURHAM INTL	RDU
OLYMPIA, WA	OLM	RAPID CITY, SD, ELLSWORTH AFB	RCA
OMAHA, NE, EPPLEY AIRFIELD	OMA	RAPID CITY, SD, REGIONAL AIRPORT	RAP
OMAHA, NE, OFFUTT AFB	OFF	RAWLINS, WY, MUNICIPAL AIRPORT	RWL
OMAK, WA	OMK	REDDING, CA, MUNICIPAL AIRPORT	RDD
ORLANDO, FL, EXECUTIVE AIRPORT	ORL	REDMOND, OR, ROBERTS FIELD	RDM
ORLANDO, FL, INTL AIRPORT	MCO	RENO, NV, CANNON INTL AP	RNO
OSCODA, MI, WURTSMITH AFB	OSC	RHINELANDER, WI, ONEIDA COUNTY AP	RHI
OSHKOSH, WI, WITTMAN REGIONAL AP	OSH	RICHMOND, VA, INTL AIRPORT	RIC

RIVERSIDE, CA, MARCH AFB	RIV	SELMA, AL, CRAIG FIELD	SEM
RIVERTON, WY, REGIONAL AIRPORT	RIW	SENECA, ARMY DEPOT NY, SENECA AAF	SSN
ROANOKE, VA, REGIONAL AIRPORT	ROA	SHARPE ARMY DEPOT, CA, SHARPE AAF	LRO
ROCHESTER, MN, MUNICIPAL AIRPORT	RST	SHERIDAN, WY, SHERIDAN COUNTY AP	SHR
ROCHESTER, NY, INTL AIRPORT	ROC	SHREVEPORT, LA, BARKSDALE AFB	BAD
ROCKFORD, IL	RFD	SHREVEPORT, LA, REGIONAL AIRPORT	SHV
ROLLA/VICHY, MO, ROLLA NATL AP	VIH	SIDNEY, NE, MUNICIPAL AIRPORT	SNY
ROME, NY, GRIFFISS AFB	RME	SIOUX CITY, IA, SIOUX GATEWAY AP	SUX
ROME, GA, RICHARD B RUSSELL AP	RMG	SIOUX FALLS, SD, JO FOSS FIELD	FSD
ROSWELL, NM, INDUS AIR CENTER	ROW	SOUTH BEND, IN, MICHIANA REG AP	SBN
RUTLAND, VT, STATE AIRPORT	RUT	SPOKANE, WA, FAIRCHILD AFB	SKA
		SPOKANE, WA, FELTS FIELD	SFF
S		SPOKANE, WA, INTL AIRPORT	GEG
S LAKE TAHOE, CA	TVL	SPRINGFIELD, IL, CAPITOL AIRPORT	SPI
S WEYMOUTH, MA, S WEYMOUTH NAS	NZW	***SPRINGFIELD, MA, BRADLEY INTL AP***	***BDL***
SACRAMENTO, CA, MATHER AFB	MHR	SPRINGFIELD, MO, SPFD REGIONAL AP	SGF
SACRAMENTO, CA, MC CLELLAN AFB	MCC	SPRINGFIELD, OH, SPFD-BECKLEY AP	SGH
SACRAMENTO, CA, METRO AIRPORT	SMF	ST GEORGE, UT, MUNICIPAL AIRPORT	SGU
SAGINAW, MI, TRI CITY INTL AP	MBS	ST JOSEPH, MO, ROSECRANS MEM AP	STJ
SALEM, OR, MCNARY FIELD	SLE	ST LOUIS, MO, LAMBERT-ST LOUIS AP	STL
SALINA, KS, MUNICIPAL AIRPORT	SLN	ST PETERSBURG/CLEARWATER, FL, IAP	PIE
SALT LAKE CITY, UT, INTL AIRPORT	SLC	STEVENS POINT, WI	STE
SAN ANGELO, TX, MATHIS FIELD	SJT	STILLWATER, OK	SWO
SAN ANTONIO, TX, KELLY AFB	SKF	STOCKTON, CA, METRO AIRPORT	SCK
SAN ANTONIO, TX, INTL AIRPORT	SAT	SUMTER, SC, SHAW AFB	SSC
SAN BERNARDINO, CA, NORTON AFB	SBD	SWANSBORO, NC, BOGUE FIELD	NJM
SAN CLEMENTE, ISLAND, CA	NUC	SYRACUSE, NY, HANCOCK INTL AP	SYR
SAN DIEGO, CA, BROWN FLD MUNI AP	SDM		
SAN DIEGO, CA, MIRAMAR NAS	NKX	**T**	
SAN DIEGO, CA, NORTH ISLAND NAS	NZY	TACOMA, WA, GRAY AAF	GRF
SAN DIEGO, CA, INTL AIRPORT	SAN	TACOMA, WA, MCCHORD AFB	TCM
SAN FRANCISCO, CA, INTL AIRPORT	SFO	TALLADEGA, AL, MUNICIPAL AIRPORT	ASN
SAN JOSE, CA, INTL AIRPORT	SJC	TAMPA, FL, MAC DILL AFB	MCF
SAN RAFAEL, CA, HAMILTON FIELD	SRF	TAMPA, FL, INTL AIRPORT	TPA
SANTA ANA, CA, JOHN WAYNE AIRPORT	SNA	TEMPLE, TX, DRAUGHON-MILLER AP	TPL
SANTA ANA, CA, MCAS EL TORO	NZJ	TERRE HAUTE, IN, HULMAN REG AP	HUF
SANTA BARBARA, CA	SBA	TETERBORO, NJ	TEB
SANTA FE, NM, SANTA FE CTY AP	SAF	TEXARKANA, AR, REGIONAL AIRPORT	TXK
SANTA MARIA, CA	SMX	THE DALLES, OR	DLS
SANTA MONICA, CA, MONICIPAL AP	SMO	TOLEDO, OH, EXPRESS AIRPORT	TOL
SARANAC LAKE, NY, ADIRONDACK AP	SLK	TONOPAH, NV	TPH
SARASOTA/BRADENTON, FL	SRQ	TOPEKA, KS, FORBES FIELD	FOE
SAULT STE MARIE, MI	SSM	TOPEKA, KS, PHILIP BILLARD AP	TOP
SAULT STE MARIE, MI, KINCHELOE AFB	INR	TRAVERSE CITY, MI, CHERRY CPTL AP	TVC
SAVANNAH, GA, HUNTER AAF	SVN	***TUSCON, AZ, AVRA VALLEY AIRPORT***	***AVW***
SAVANNAH, GA, INTL AIRPORT	SAV	TUCSON, AZ, DAVIS-MONTHAN AFB	DMA
SCHENECTADY, NY	SCH	TUCSON, AZ, INTL AIRPORT	TUS
SCOTTSBLUFF, NEBRASKA, USA	BFF	TULLAHOMA, TN, ARNOLD AFB	TUH
SCRANTON, PA, INTL AIRPORT	AVP	TULSA, OK, INTL AIRPORT	TUL
SEATTLE, WASHIGTON, USA	BFI	TUSCALOOSA, AL	TCL
SEATTLE, WA, SEATTLE-TACOMA INTL	SEA	TWENTYNINE PALMS, CA, MC EAF	NXP
SEBRING, FL, REGIONAL AIRPORT	SEF	TWENTYNINE PALMS, CA	TNP

TWIN FALLS-SUN VALLEY, ID, REG AP	TWF	WESTFIELD, MA, BARNES MUNI AP	BAF
TYLER, TX, POUNDS FIELD	TYR	WESTHAMPTON, NY, SUFFOLK CTY AP	FOK
		WEST MEMPHIS, AR, MUNICIPAL AP	*AWM*
U		WEST PALM BEACH, FL, INTL AP	PBI
UNIVERSAL CITY, TX, RANDOLPH AFB	RND	WHEELING, WV, OHIO COUNTY AP	HLG
UTICA, NY, ONEIDA COUNTY AIRPORT	UCA	WHITE PLAINS, NY, WESTCHESTER AP	HPN
UVALDE, TX, GARNER FIELD	UVA	WHITE SANDS, NM, CONDRON AAF	WSD
		WHITESBURG, KY	*BRG*
V		*WICHITA, KS, BEECH AIRPORT*	*BEC*
VALDOSTA, GA, MOODY AFB	VAD	WICHITA, KS, MC CONNELL AFB	IAB
VALPARISO, FL, ELGIN AF AUX AP	EGI	WICHITA, KS, MID-CONTINENT AP	ICT
VALPARISO, FL, ELGIN AFB	VPS	WICHITA FALLS, TX, SHEPPARD AFB	SPS
VAN NUYS, CA	VNY	*WILKES-BARRE-SCRANTON, PA, USA*	*AVP*
VERNAL, UT	VEL	WILLIAMSPORT, PA, LYCOMING CTY AP	IPT
VERO BEACH, FL	VRB	WILLISTON, ND, SLOULIN FLD INTL	ISN
VICTORIA, TX, REGIONAL AIRPORT	VCT	WILLOW GROVE, PA, NAS	NXX
VICTORVILLE, CA, GEORGE AFB	VCV	WILMINGTON, DE, NEW CASTLE CTY AP	ILG
VIRGINIA BEACH, VA, OCEANA NAS	NTU	WILMINGTON, NC, NEW HANOVER AP	ILM
		WINDSOR LOCKS, CT, BRADLEY INTL	BDL
W		WINSLOW, AZ, MUNICIPAL AIRPORT	INW
W YELLOWSTONE, MT	WYS	WINSTON-SALEM, NC, S REYNOLDS AP	INT
WACO, TX, TSTI-WACO AIRPORT	CNW	*WOOSTER, OH, WAYNE COUNTY AIRPORT*	*BJJ*
WACO, TEXAS, USA	ACT	WORCESTER, MA, MUNICIPAL AIRPORT	ORH
WAIMANALO, HI, BELLOWS FIELD	*BLW*	WRIGHTSTOWN, NJ, MC GUIRE AFB	WRI
WALLA WALLA, WASHINGTON, USA	ALW		
WALLOPS IS, VA, WALLOPS FLT FAC	WAL	**Y**	
WALNUT RIDGE, AR	*ARG*	YAKIMA, WA, AIR TERMINAL	YKM
WAPAKONETA, OH, N ARMSTRONG AP	*AXV*	YAKIMA, WA, YAKIMA FIRING CTR AAF	FCT
WARMINSTER, PA, WARMINSTER NAF	NJP	YOUNGSTOWN, OH	YNG
WARNER ROBINS, GA, ROBINS AFB	WRB	YUMA, AZ, MCAS YUMA	NYL
WASHINGTON, DC, DULLES INTL AP	IAD	YUMA PROVING GND, AZ, LAGUNA AAF	LGF
WASHINGTON, DC, NATIONAL AIRPORT	DCA		
WATERLOO, IA, USA	ALO	**Z**	
WATERTOWN, NEW YORK, USA	*ART*	ZANESVILLE, OH	ZZV
WATERTOWN, SOUTH DAKOTA, USA	ATY	ZEPHYRHILLS, FL	ZPH
WAUSAU, WISCONSIN, USA	*AUW*	ZUNI PUEBLO, NM, BLACK ROCK AP	ZUN
WAYCROSS, CA, WARE COUNTY AP	*AYS*		
WENATCHEE, WA, PANGBORN MEM AP	EAT		

b. Overseas airports

AIRPORT LOCATION/NAME	CODE	AIRPORT LOCATION/NAME	CODE
ALASKA		*AMBLER*	*ABL*
ADAK NAVAL AIR STATION	ADK	*AMCHITKA*	*AHT*
AKHIOK	*AKK*	*AMOOK*	*AOS*
AKIAK	*AKI*	*ANAKTUVUK*	*AKP*
ALITAK	*ALZ*	ANCHORAGE, ELMENDORF AFB	EDF
ALAKANUK	*AUK*	ANCHORAGE INTERNATIONAL AIRPORT	ANC
ALITAK	*ALZ*	*ANGOON*	*AGN*
ALLAKAKET	*AET*	*ANIAK*	*ANI*
ALYESKA	*AOS*	*ANITA BAY*	*AIB*

ANNETTE ISLAND	*ANN*	*PASO DE LOS LIBRES, CR*	*AOL*
ANVIK	*ANV*	*SAN RAFAEL, MD*	*AFA*
ARCTIC VILLAGE	*AQY*	*ZAPAIA, NE*	*APZ*
ATKA	*AKB*		
ATMAUTLUAK	*ATT*	*ARUBA*	
ATQASUK	*ATK*	*ARUBA*	*AUA*
ATTU ISLAND, CASCO COVE AP	*ATU*		
BARROW METROPOLITAN AIRPORT	BRW	*ASCENSION ISLAND*	
CAPE LISBURNE	LUR	GEORGETOWN, WIDEWAKE FIELD	ASI
CAPE NEWENHAM	EHM		
CAPE ROMANZOF	CZF	*AUSTRALIA*	
COLD BAY	CDB	*ABINGDON*	*ABG*
CORDOVA, MILE 13 FIELD	CDV	ADELAIDE	ADL
DEADHORSE	SCC	*AGNEWO*	*AGW*
FAIRBANKS, EIELSON AFB	EIL	*ALBANY, WA*	*ALH*
FAIRBANKS INTL AIRPORT	FAI	*ALBURY, NSW*	*ABY*
FORT YUKON	FYU	ALICE SPRINGS	ASP
GALENA	GAL	*ALPHA*	*ABH*
HAINES MUNICIPAL AIRPORT	HNS	*AMATA*	*AMT*
JUNEAU	JNU	*AMMAROO*	*AMY*
KETCHIKAN INTL AIRPORT	KTN	*ANDAMOOKA*	*ADO*
KING SALMON	AKN	*ANGUS DOWNS*	*ANZ*
KODIAK	*ADQ*	*ARARAT*	*ARY*
KOTZEBUE	OTZ	*ARGYLE DOWNS*	*AGY*
SHEMYA, SHEMYA AFB	SYA	*ARMDALE, NSW*	*ARM*
SITKA	SIT	*ARRABURY*	*AAB*
SPARREVOHN, SPARREVOHN AFS	SVW	*AUGUSTUS DOWNS*	*AUD*
TATALINA, TATALINA AFS	TLJ	*BAMAGA*	*ABM*
TIN CITY, TIN CITY AFS	TNC	LEARMONTH	LEA
UTOPIA CREEK	UTO	PERTH	PER
WAINWRIGHT	AIN	RICHMOND	RCM
		SYDNEY, KINGSFORD SMITH AP	SYD
ALGERIA		WOOMERA	UMR
ALGIERSANGO INTL AIRPORT	*ALG*		
ANNABA, LES SALINES AP	*AAE*	*AUSTRIA*	
		ST ANTON	*ANT*
AMERICAN SAMOA		*AZORES*	
PANGO PANGO INTL AIRPORT	PPG	LAJES AB	LGS
		LAJES NAF	CTE
ANDORRA			
ANDORRA LA VELLA	*ALV*	*BAHAMAS*	
		ANDROS TOWN	*ASD*
ANGOLA		*ARTHUR'S TOWN*	*ATC*
ANDULO	*ANL*	GRAND BAHAMA	GBI
N'ZETO	*ARZ*	NASSAU INTL AIRPORT	NAS
		NORTH ELEUTHERA INTL AIRPORT	ELH
ANTARTICA			
		BAHRAIN	
ARGENTINA		BAHRAIN INTL AIRPORT	BAH
ALRO RIO SENGUERR, CB	*ARR*	SHAIKH ISA	HSA
BUENOS AIRES, BA - NEWBERY	*AEP*		
BUENOS AIRES METRO AIRPORT	BUE	*BANGLADESH*	

DHAKA, ZIA INTL AIRPORT	DAC	ALERT, NWT	YLT
		CALGARY BAY	YYC
BELARUS		CAMBRIDGE BAY	YCB
MINSK	MSQ	CHURCHILL	YYQ
		COMOX, BRITISH COLUMBIA, CANADA	YQC
BELGIUM		EDMONTON INTERNATIONAL AIRPORT,	YEG
ANTWERP	**ANR**	ALBERTA, CANADA	
BRUSSELS NATIONAL AIRPORT	BRU	EDMONTON, NAMAO, ALTA	YED
CHIEVRES	CHE	FORT NELSON	YYE
		FREDERICTON, NB, CANADA	YFC
BERMUDA		GANDER, NF	YQX
BERMUDA KINDLEY FIELD	BDA	GOOSE BAY	YYR
		HALIFAX/SHEARWATER, CFB, N.S.	YAW
BOLIVIA		IQALUIT, NWT, CANADA	YFB
APOLO	**APB**	MONTREAL, QUEBEC-DORVAL, CANADA	YUL
ASCENSION	**ASC**	MONTREAL, QUEBEC-MIRBEL, CANADA	YMX
LA PAZ, EL ALTO AIRPORT	LPB	OTTAWA, ONTARIO, CANADA	YOW
		PELLY BAY	YUF
BOSNIA-HERCEGOVINA		QUEBEC, QUEBEC, CANADA	YQB
SARAJEVO	SJJ	REGINA, SASK, CANADA	YQR
		RESOLUTE BAY, NWT, CANADA	YRB
BRAZIL		ST JOHNS	YYT
ALEGRETE, FEDERAL AIRPORT	**ALQ**	SWIFT CURRENT	YYN
ALENQUER	**ALT**	TORONTO, ONTARIO-PEARSON, CANADA	YYZ
ALMENARA	**AMJ**	TRENTON, ONT	YTR
ALTA FLORESTA	**AFL**	VANCOUVER, BC, CANADA	YVR
ALTAMIRA, PA	**ATM**	WAINWRIGHT, ALTA, CANADA	YWV
ALTO PARNAIBA	**APY**	WINNIPEG	YWG
ANAPOLIS	APS		
APUCARANA	APU	**CANTON ISLAND**	
ARACAJU	AJU	CANTON ISLAND	CIS
ARACTUBA, SF	ARU		
ARAGARCAS	ARS	**CAROLINE ISLANDS**	
ARAGUAINA	AUX	ANGAUR	ANG
ARAPIRACA	APQ	TRUK	TKK
ARARAQUARA	AQA	YAP	YAP
ARAPONGAS	APX	**CENTRAL AFRICAN REPUBLIC**	
ARAXA	AAX	**YALINGA**	**AIG**
ARIQUEMES	AQM		
ARRAIAS	AAI	**CHAD**	
ASSIS	AIF	**ABECHER**	**AEH**
ITAUBA	AUB	**ABOU DEIA**	**AOD**
RIO DE JANEIRO, METRO AIRPORT	RIO	**AMTIMAN**	**AMC**
		ATI	**ATV**
BULGARIA		**MAO**	**AMO**
BOURGAS	BOJ	**ZAKOUMA**	**AKM**
		CHINA	
BURUNDI		**AKSU**	**AKU**
BUJUMBURA INTL AIRPORT	BJM	**ALTAY**	**AAT**
		ANGING	**AQG**
CANADA		**ANKANG**	**AKA**
AKULIVIK, QUEBEC	**AKV**		

ARICA	**ARI**	**COSTA RICA**	
		SAN JOSE, EL COCO AIRPORT	OCO
CHILE			
ANTOFAGASTA	**ANF**	**COTE D'IVOIRE**	
SANTIAGO, ARTURO M BENITEZ AP	SCL	**ABIDJAN**	**ABJ**
		ABOISSO	**ABO**
CHRISTMAS ISLAND		**YAMOUSSOUKRO**	**ASK**
CHRISTMAS ISLAND	XCH		
		CROATIA	
COLOMBIA		ZAGREB	ZAG
ACANDI	**ACD**		
AZARICUARA	**ARF**	**CUBA [CU]**	
AGUACTARA	**ACL**	GUANTANAMO NAS	GAO
AMALFI	**AFI**		
ANDES	**ADN**	**CYPRUS [CY]**	
APARTADO	**APO**	AKROTIRI	AKT
APIAY	**API**	NICOSA	ICO
ARAQUITA	**ARO**		
ARARACUARA	**ACR**	**DENMARK [DK]**	
ARAUCA	**AUC**	**AALBORG**	**AAL**
ARBOLETAS	**ARO**	**AARHUS, TIRSTRUP AP**	**AAR**
ARICA	**ACM**	COPENHAGEN	CPH
BOGOTA, ELDORADO AIRPORT	BOG		
CARTAGENA, RAFAEL NUNEZ AIRPORT	CTG	**DIEGO GARCIA**	
SAN ANDRES ISLAND	**ADZ**	DIEGO GARCIA	NKW
COMMONWEALTH OF INDEPENDENT STATES (CIS)		**DJIBOUTI**	
ARAKAN	**ABA**	**ALISABIEF**	**AII**
ACHNISK	**ACS**		
ADLER/SOCHI	**AER**	**DOMINICAN REPUBLIC**	
AKTYUBINSK	**AKY**	SANTO DOMINGO	SDQ
ALDAN	**ADH**		
ALMA ATA	ALA	**EASTER ISLAND**	
AMDERMA	**AMV**	EASTER IS, MATAVERI INTL AP	IPC
ANAPA	**AAQ**		
ARKHANGELSK	**ARH**	**ECUADOR**	
ASHKHABAD	ASB	**AMBATO, CHACHOAN AP**	**ATF**
ASTRAKHAN	**ASF**	QUITO, MARISCAL SUCR AIRPORT	UIO
ATBASAR	**ATX**		
BAKU	BAK	**EGYPT**	
BISHKEK	FRU	**ABU RUDEIS**	**AUE**
DUSHANBE	DYU	**ABU SIMBEL**	**ABS**
KISHINEV	KIV	**AL ARISH**	**AAC**
TASHKENT	TAS	**ALEXANDRIA**	**ALY**
YEREVAN	EVN	**ASSIUT**	**ATZ**
		ASWAN	**ASW**
COMOROS		CAIRO INTL AIRPORT	CAI
ANJOUAN	**AJN**	LUXOR	LXR
CONGO		**EL SALVADOR**	
ZANAGA	**ANJ**	SAN SALVADOR, INTL AIRPORT	SAL

EMIRATES		HANOVER, HANOVER AIRPORT	HAJ
ABU DHABI	*AUH*	NUREMBERG	NUE
		RAMSTEIN, RAMSTEIN AB	RMS
ENEWETAK		SAARBRUECKEN, ENSHEIM AIRPORT	SCN
SEE MARSHALL ISLANDS		SEMBACH, SEMBACH AB	SEX
		SPANGDAHLEM, SPANGDAHLEM AB	SPM
ESTONIA		STUTTGART, ECHTERDINGEN	STR
TALLINN, ULEMISTE AIRPORT	TLL	*WANGEROOGE, FLUGPLATZ*	*AGE*
		WIESBADEN, WIESBADEN AB	WIE
ETHIOPIA			
ADDIS ABABA, BOLE AIRPORT	ADD	*GHANA*	
AJACCIO, CORSICA AP	*AJA*	*ACCRA*	*ACC*
ALPE D HUEZ	*AHZ*		
ARBA MINTCH	*AMH*	GREECE	
ASELA	*ALK*	*AGRINION*	*AGQ*
ASMARA	*ASM*	ATHENS, HELLINIKON AIRPORT	ATH
ASOSA	*ASO*	*KARPATHOS*	*AOK*
ASSAB	*ASA*	LARISA	LRA
KABRI DAR	*ABK*	TANAGRA	TGR
FIJI		GREENLAND	
SAQANI	*AQS*	*ANGMAGSSALIK*	*AGM*
		SONDRE STROMFJORD. SONDRESTROM AB	SFJ
FRANCE		THULE, THULE AB	THU
AGEN, LA GARENNE AIRPORT	*AGF*		
ANGERS, ARVILLE AIRPORT	*ANE*	GUAM	
ANGOULEME, BELAIR AIRPORT	*ANG*	SEE MARIANA ISLANDS	
AURILLAC	*AUR*		
EVREUX	EVX	GUATEMALA	
PARIS, CHAS DE GAULLE AIRPORT	CDG	GUATEMALA CITY, LA AURORA	GUA
PARIS, ORLEY AIRPORT	ORY		
		GUYANA	
FRENCH POLYNESIA		*AISHALTON*	*AHL*
ANAA	*AAA*		
APATAKI	*APK*		
ATUONA	*AUQ*	HAWAII	
		HONOLULU, HICKAM AFB	HIK
		HONOLULU INTL AIRPORT	HNL
GABON		HOOLEHUA, MOLOKAI AIRPORT	MKK
AKIENI	*AKE*	HONDURAS	
		AHUAS	*AHS*
GERMANY		SAN PEDRO SULA	SAP
AACHEN	*AAH*	PLANADAS	PLA
AUGSBURG	*AGB*	TEGUCIGALPA	TGU
BERLIN, TEGEL AIRPORT	TXL	TRUJILLO	TJI
BERLIN, TEMPELHOF	THF		
BITBURG, BITBURG AB	BBJ	ICELAND	
DRESDEN, DRESDEN AIRPORT	DRS	*AKUREYRI*	*AEY*
FRANKFORT INTL AIRPORT	FRA	REYKJAVIK, KEFLAVIK INTL AP	KEF
FRANKFORT, RHEIN-MAIN AFB	FRF		
HAHN, HAHN AB	*HHN*	INDIA	
HAMBURG, FUHLSBUETTEL	HAM	*AGATTI ISLAND*	*AGX*

AGRA	AGR	AGUNI	AGJ
AHMEDABAD	AMD	AMAMI O. SHIMA	ASJ
AIZAWL	AJL	AOMON	AOJ
AKOLA	AKD	ASAHIKAWA	AKJ
AMRITSAR	ATQ	FUKUOKA	FUK
CALCUTTA	CCU	IWAKUNI, MCAS IWAKUNI	IWA
DELHI, INDIRA GANDHI INTL AP	DEL	KAGOSHIMA	KOJ
		KUSHIRO	KUH
INDONESIA		MISAWA	MSJ
AEK GODRNG	AEG	NIIGATA	KIJ
ALOR	ARD	OKINAWA, KADENA AFB	DNA
AMAHAI	AHI	OKINAWA, MCAS FUTEMA	NFO
AMBON	AMQ	OKINAWA, NAHA AFB	AHA
ANGGI	AGD	SAPPORO, CHITOSE AIRPORT	CTS
APALAPSILI	AAS	TOKYO METRO AIRPORT	TYO
ARSO	ARJ	TOKYO, NARITA AIRPORT	NRT
ASTRAKSETRA	AKQ	TOKYO, YOKOTA AFB	OKO
ATAMBUA	ABU		
ATAURO	AUT	JOHNSTON ISLAND	
DJAKARTA AIRPORT	DJK	JOHNSTON ISLAND	JON
MATARAM	AMI		
		JORDAN	
IRAN		AMMAN, CIVIL AIRPORT	ADJ
ABADAN	ABD	AMMAN, QUEEN ALIA INTL AIRPORT	AMM
TEHRAN, MEHRABAD AIRPORT	THR	AQABA	AQJ
IRELAND		KENYA	
SHANNON	SNN	AMBOSELI	ASV
		MOMBASA, MOI INTL AIRPORT	MBA
ISRAEL		NAIROBI, JOMO KENYATTA INTL AP	NBO
TEL AVIV, BEN GURION INTL AP	TLV		
		KIRIBATI	
ITALY		ABAIANG	ABF
ALBENGA	ALL	ABEMAMA	AEA
ALGHERO, FERTILIA AIRPORT	AHO	ARORAE ISLAND	AIS
ANCONA	AOI	CANTON ISLAND	CIS
AVIANO	AVB	CHRISTMAS ISLAND	CXI
BRINDISI, PAPOLA CASALE AIRPORT	BDS		
LAMPEDUSA	LMP	KOREA	
NAPLES	NAP	ARANUKA	AAK
OLBIA, COSTA SMERALDA AIRPORT	OLB	CHEJU, CHEJU AIRPORT	CJU
PISA, GAL GALILEI AIRPORT	PSA	KUSAN, KUSAN AIR BASE	KUZ
REGGIO, ITALY, TITO MANNITI AP	REG	KWANGJU	KWJ
ROME, FIUMICINO AIRPORT	FCO	OSAN, OSAN AB	OSN
		POHANG	KPO
IWO JIMA, VOLCANO IS		SEOUL, KIMPO INTL AIRPORT	SEL
IWO JIMA AB	IWO	SUWON, SUWON AB	HLV
		TAEGU	TAE
JAMAICA			
KINGSTON, NORMAN MANLEY AIRPORT	KIN	KUWAIT	
		KUWAIT, KUWAIT INTERNATIONAL AP	KWI
JAPAN			

LAOS		*ACAPULCO*	ACA
ATTOPEUINTL AIRPORT	AOU	*AGUASCALIENTS*	AGU
NEWIBERIA, ACADIANA AIRPORT	ARA	*CIUDAD ACUNA INTL AIRPORT*	ACN
LEBANON		**MIDWAY ISLAND**	
BEIRUT INTL AIRPORT	BEY	MIDWAY IS, SAND ISLAND FIELD	MDY
LIBERIA		*MONACO*	
MONROVIA, ROBERTS INTL AIRPORT	ROB	*AMBATOLAHY*	AHY
LIBIA		MOROCCO	
KUFRAH, LIBYAN A. JAMAHIRIYA	AKF	*AGADIRHY*	AGA
		AL HOCEIMA	AHU
MACEDONIA		KENITRA, KENITRA NAF	NNA
SKOPJE	SKP		
		MOZAMBIQUE	
MACTAN ISLAND		*ALTO MOLOCUE*	AME
MANILA, NINOY AQUINO INTL AP	MNL	*ANGOCHE*	ANO
		NAMPULA	APL
MADAGASCAR			
AMBATOMAINTY	AMY	*MYANMAR*	
AMBILOBE	AMB	*SITTWE*	AKY
AMPANIHY	AMP		
ANTALAHA	ANM	NAMIBIA	
ANTSIRABE	ATJ	ARANDIS	ADI
MALAYSIA		NETHERLANDS	
ALOR SETARBYAN A. JAMAHIRIYA	AOR	AMSTERDAM-SCHIPHOL AIRPORT	AMS
		SOESTERBERG	SSS
MARCUS ISLAND			
MARCUS ISLAND	MUS	NEW ZEALAND	
		ALEXANDER	ALR
MARIANA ISLANDS		ARDMORE	AMZ
GUAM, AGANA NAS	GUM	*ASHBURTON*	ASG
GUAM, ANDERSON AFB	UAM	AUCKLAND INTL AIRPORT	AKL
SAIPAN INTL AIRPORT	GSN	CHRISTCHURCH INTL AIRPORT	CHC
MARSHALL ISLANDS		NICARAGUA	
AILINGLAPALAP	AIP	MANAGUA, AUGUSTO C SANDINO AP	MGA
AIROKIHY	AIC		
ALLUK	AIM	*NIGERIA*	
ARNO	AMR	*ABUJA*	ABV
AUR ISLAND	AUL	*AKURE*	AKR
ENIWETOK	ENT		
KWAJALEIN	KWA	*NIGER*	
		AGADES	AJY
MAUITANIA			
ATAR	ATR	NORWAY	
		AALESUND	AES
MEXICO		*ALTA*	ALF
ABREOJOS	AJS	*ANDENES*	ANY

OSLO, METRO AIRPORT	OSL		*AREQUIPA, RODRIGUEZ BALLON AP*	*AQP*
			ATOIFI	*ATD*
OMAN			LIMA, J CHAVEZ INTL AIRPORT	LIM
MASIRAH	MSH		*SAN JUAN APOSENTO*	*APE*
MUSCAT, SEEB AIRPORT	MCT			
THUMRAIT	TTH		**PHILIPPINES**	
			ALAH	*AAV*
OKINAWA			CAGAYAN DE ORO, LUMBIA AIRPORT	CGY
SEE JAPAN			LUZON IS, CLARK FIELD	CRK
			LUZON IS, CUBI POINT AIRPORT	CUA
PALAU				
KOROR, AIRAI AIRPORT	ROR		**PORTUGAL**	
			LISBON, LISBOA AIRPORT	LIS
PANAMA				
ACHUTUPO	*ACU*		**PUERTO RICO**	
AILIGANDI	*AIL*		*ARECIBO*	*ARE*
FORT KOBBE, HOWARD AFB	HOW		ROOSEVELT ROADS	NRR
PUERTO ARMUELLAS	*AML*		SAN JUAN, LUIS MUNOZ MARIN INTL	SJU
PAPUA NEW GUINEA			**QATAR**	
ABAU	*ABW*		DOHA INTL AIRPORT	DOH
AFORE	*AFR*			
AGAUN	*AUP*		**ROMANIA**	
AIOME	*AIE*		*ARAD*	*ARW*
AITAPE	*ATP*			
AMA	*AMF*		**RUSSIA**	
AMANAB	*AMG*		MOSCOW, SHEREMETYEVO AIRPORT	SVO
AMBOIN	*AMG*		NOVOSIBIRSK	OVB
AMBUNTI	*AUJ*		ST PETERSBURG, PULKOVO AIRPORT	LED
ANGORAM	*AGG*		ULAN UDE	UUD
ANGUGANAK	*AKG*		VORKUTA	VKT
ANNANBERG	*AOB*			
APRIL RIVER	*APR*		**SAIPAN ISLAND**	
ARAGIP	*ARP*		SEE MARIANA ISLANDS	
AROA	*AOA*			
ARONA	*AON*		*SAMOA*	
ASAPA	*APP*		*AWAU*	*AAU*
ASEKI	*AEK*			
ATKAMBA	*ABP*		**SARDINIA**	
AUA ISLAND	*AUI*		SEE ITALY	
KAGUA	*AGK*			
NAMATANAI	*ATN*		**SAUDI ARABIA**	
WANIGELAI	*AGL*		*ABHA*	*AHB*
			AL BAHA	*ABT*
			AL KHARG	AKJ
PARAGUAY			*AZIZ NAVAL BASE*	*AAZ*
ASUNCION, SILVIO PETTIROSSI AP	ASU		BATEEN, SEE ABU DHABI, AE	AUH
CIUDAD DEL ESTE	*AGT*		DHAHRAN	DHA
			JEDDAH, KING ABDULAZIZ INTL AP	JED
PERU [PE]			*JOUF*	*AJF*
ALERTA	*ALD*		JUBAIL	QJB
ANDAHUAULAS	*ANS*		KHAMIS MUSHAIT, KING KHALID AB	KAI
ANTA	*ATA*			

KING ABDUL, AZIZ NAVAL BASE	AAZ	MORON, MORON AB	OZP
KING FAHD INTL AIRPORT	KDF	PALMA MALLORCA	PMI
KING FAISAL NAVAL BASE	KFJ	ROTA, ROTA NAS	RTA
KING KHALID INTL AIRPORT	KKI	SEVILLE	SVQ
MILITARY CITY	HBT	ZARAGOZA	ZAZ
QAI SUMAH	*AQI*		
RIYADH, KING KHALED INTL AIRPORT	RUH	*SRI LANKA*	
TABUK	TUU	*ANURADHAPURA*	*ADB*
TAIF	TIF		

SUDAN
ATBARA — ATB
KHARTOUM — KRT

SCOTLAND
ABERDEEN — *ABZ*

SICILY
GERBINI, SIGONELLA AIRPORT — SIZ

SURINAME
ALBINA — *ABN*
WAGENINGEN — *AGI*

SINGAPORE
CHANGI — CHG
TENGAH, — TGA

SWEDEN
ARVIDSJAUR — *AJR*
HELSINGBORG — *AGH*
STOCKHOLM-ARLANDA — *ARN*

SLOVENIA
LJUBLJANA — LJU

SWITZERLAND
ALTENRHEIN — *ACH*
ASCONA — *ACO*

SOLOMON ISLANDS
ANIAK — *ANI*
AUKI — *AKS*

SYRIA
ALEPPO — ALP

SOMOLIA
ALULA — ALU
BALE DOGLE — XDZ
MOGADISHU INTL AIRPORT — MGQ

TAIWAN
TAINAN — TNN
TAIPEI, CHIANG KAI SHEK AIRPORT — TPE

SOUTH AFRICA
AGGENEYS — *AGZ*
ALEXANDER BAY — *ALJ*
ALLDAYS — *ADY*
JOHANNESBURG, JAN SMUTS AIRPORT — JNB
MALA MALA — *AAM*
PORT ALFRED — *AFD*

TANZANIA
ARUSHA — *ARK*

THAILAND
BANGKOK INTL AIRPORT — BKK
LOP BURI — KKM

SOUTH PACIFIC
AITUTAKI, COOK ISLANDS — *AIT*
ATIU, COOK ISLANDS — *AIU*

TRINIDAD
PORT OF SPAIN — POS

TRUK
SEE CAROLINE ISLANDS

SPAIN
ALICANTE — *ALC*
LANZAROTE — *ACE*
MADRID, BARAJAS AIRPORT — MAD
MADRID, TORREJON AFB — TOJ
MALAGA — *AGP*
MENORCA — MAH

TUNISIA
TRABZON, TRABZON AB — TZK

TURKEY
ADANA, INCIRLIK AB — ADA

AFYON	**AFY**	**ST. ANDREWS**	**ADX**
ANKARA	**ANK**	SUTTONHEATH	WOB
ANKARA, ESENBOGA AIRPORT	ESB	UPPER HAYFORD	UHF
BALIKESIR	BZI	WADDINGTON	WTN
BATMAN (MILITARY)	TCJ	WOODBRIDGE	BWY
DIYARBAKIR	DIY		
ERHAC	EHC	**URAGUAY**	
ERZURUM	ERZ	**ARTIGAS**	**ATI**
ESKISEHIR	ESK	MONTEVIDEO, CARRASCO AIRPORT	MVD
ISTANBUL, ATATURK AIRPORT	IST		
IZMIR - ADNAN MEND	**ADB**	**VANUATA**	
IZMIR, CIGLI MILITARY AIRPORT	IGL	**ANEITYUM**	**AUY**
KAYSERI	**ASR**		
SAMSUM	SSX	**VENEZUELA**	
YALOVA	TYA	**AGARIGUAA**	**AGV**
		ANACOMALA	**AAO**
UGANDA		CARACAS, SIMON BOLIVAR AIRPORT	CCS
ENTEBBE	EBB		
		VIRGIN ISLANDS	
UKRAINE		ST CROIX, ALEX HAMILTON AIRPORT	STX
KHARKOV	HRK	ST THOMAS, H S TRUMAN AIRPORT	STT
KIEV, BORISPOL AIRPORT	KBP		
		WESTERN SAMOA	
UNITED ARAB EMIRATES		*API*	*APW*
ABINGDON, RAF STA	**ABB**		
ABU DHABI INTL AIRPORT	AUH	**WAKE ISLAND**	
AL AIN, BURAYMI, WEST	AAN	WAKE ISLAND	AWK
ALDERNEY, CHANNEL ISLANDS	**ACI**		
AL DHAFRA	ADH	**WEST INDIES**	
AL MINHAD	AAD	ANTIQUA, V C BIRD INTL AIRPORT	ANU
ANDOVER	**ADV**	GRAND TURK ISLAND	GDT
DUBAI	DXB		
FUJAIRAH	FUJ	**YAP**	
SHARJAH INTL AIRPORT	SHJ	SEE CAROLINE ISLANDS	
UNITED KINGDOM		*YEMEN*	
ALCONBURY	AYH	**ADEN**	**ADE**
BRAINTREE, WETHER FIELD	WXF	**AL GHAYDAH**	**AAY**
BRIZE NORTON	BZZ	**ALJOUF**	**AJO**
FAIRFORD	FFD		
FAKENHAM	FKH	**YUGOSLAVIA**	
GLASGOW, PRESTWICK AIRPORT	PIK	BELGRADE	BEG
KINGS LYNN	KNF		
LONDON, GATWICK AIRPORT	LGW	**ZAIRE**	
LONDON, HEATHROW AIRPORT	LHR	KINSHASA, N'DJILI AIRPORT	FIH
LYNEHAM	LYE		
MILDENHALL	MHZ	**ZAMBIA**	
NEWBURY	EWY	LUSAKA	LUN
NORTHOLT	NHT		

3. Code to Airport

CODE	AIRPORT LOCATION/NAME	CODE	AIRPORT LOCATION/NAME
A		ABZ	ABERDEEN, SCOTLAND, UK
AAA	ANAA, FRENCH POLYNESIA	ACA	ACAPULCO, MEXICO
AAB	ARRABURY, AUSTRALIA	ACB	BELLAIRE, MI, ANTRIM COUNTY AP
AAC	AL ARISH, EGYPT	ACC	ACCRA, GHANA
AAD	AL MINHAD, UNITED ARAB EMIRATES	ACD	ACANDI, COLOMBIA
AAE	ANNABA, ALGERIA, LES SALINES AP	ACE	LANZAROTE, SPAIN
AAF	APPLACHICOLA, FL, MUNICIPAL AP	ACH	ALTENRHEIN, SWITZERLAND
AAH	AACHEN, GERMANY	ACI	ALDERNEY, CHANNEL ISLANDS, UK
AAI	ARRAIAS, BRAZIL	ACK	NANTUCKET, MASSACHUSETTS, USA
AAK	ARANUKA, KIRIBATI	ACL	AGUACIARA, COLOMBIA
AAL	AALBORG, DENMARK	ACM	ARICA, COLOMBIA
AAM	MALA MALA, SOUTH AFRICA	ACN	CIUDAD ACUNA, MEXICO, INTL AIRPORT
AAN	AL AIN, UNITED ARAB EMIRATES	ACO	ASCONA, SWITZERLAND
AAO	ANACO, VENEZUELA	ACR	ARARACUARA, COLOMBIA
AAP	HOUSTON, TX, ANDRAU AIRPARK	ACS	ACHINSK, CIS
AAQ	ANAPA, CIS	ACT	WACO, TEXAS, USA
AAR	AARHUS, DENMARK, TIRSTRUP AP	ACU	ACHUTUPO, PANAMA
AAS	APALAPSILI, INDONESIA	ACV	EUREKA/ARCATA, CALIFORNIA, USA
AAT	ALTAY, CHINA	ACY	ATLANTIC CITY, NJ-INTL, USA
AAU	ASAU, SAMOA	ADA	ADANA, TURKEY
AAV	ALAH, PHILIPPINES	ADB	IZMIR-ADNAN MEND, TURKEY
AAX	ARAXA, BRAZIL	ADD	ADDIS ABABA, ETHIOPIA
AAY	AL GHAYDAH, YEMEN	ADE	ADEN, YEMEN, REPUBLIC OF
AAZ	AZIZ NAVAL BASE, SAUDI ARABIA	ADG	ADRIAN, MI, LENAWEE COUNTY AIRPORT
ABA	ABAKAN, CIS	ADH	ALDAN, CIS
ABB	ABINGDON, UNITED KINGDOM, RAF STA	ADH	AL DHAFRA, UNITED ARAB EMIRATES DoD
ABD	ABADAN, IRAN	ADI	ARANDIS, NAMIBIA
ABE	ALLENTOWN, PENNSYLVANIA, USA	ADJ	AMMAN, JORDAN, CIVIL AIRPORT
ABF	ABAIANG, KIRIBATI	ADK	ADAK ISLAND, ALASKA, USA
ABG	ABINGDON, AUSTRALIA	ADL	ADELAIDE, SA, AUSTRALIA
ABH	ALPHA, AUSTRALIA	ADM	ARDMORE, OK, MUNICIPAL AIRPORT
ABI	ABILENE, TEXAS, USA	ADN	ANDES, COLOMBIA
ABJ	ABIDJAN, COTE D'IVOIRE	ADO	ANDAMOOKA, AUSRTALIA
ABK	KABRI DAR, ETHIOPIA	ADP	ANURADHAPURA, SRI LANKA
ABL	AMBLER, ALASKA, USA	ADQ	KODIAK, ALASKA, USA
ABM	BAMAGA, AUSTRALIA	ADR	ANDREWS, SC
ABN	ALBINA, SURINAME	ADS	DALLAS, TX, ADDISON AIRPORT
ABO	ABOISSO, COTE d'LVOIRE	ADV	ANDOVER, UNITED KINGDOM
ABP	ATKAMBA, PAPUA NEW GUINEA	ADW	CAMP SPRINGS, MD, ANDREWS AFB
ABQ	ALBUQUERQUE, NEW MEXICO, USA	ADX	ST ANDREWS, UNITED KINGDOM
ABR	ABERDEEN, SD, REGIONAL AIRPORT	ADY	ALLDAYS, SOUTH AFRICA
ABS	ABU SIMBEL, EGYPT	ADZ	SAN ANDRES ISLAND, COLOMBIA
ABT	AL-BAHA, SAUDI ARABIA	AEA	ABEMAMA, REP. OF KIRIBATI
ABU	ATAMBUA, INDONESIA	AEG	AEK GODRNG, INDONESIA
ABV	ABUJA, NIGERIA	AEH	ABECHER, CHAD
ABW	ABAU, PAPUA NEW GUINEA	AEK	ASEKI, PAPUA NEW GUINEA
ABX	ALBURY, NSW, AUSTRALIA	AEL	ALBERT LEA, MN
ABY	ALBANY, GEORGIA, USA	AEO	AIOUN EL ATROUSS, MAURITANIA

AEP	BUENOS AIRES, BA-NEWBERY, ARGENTINA	AHS	AHUAS, HONDURAS
AER	ADLER/SOCHI, CIS	AHT	AMCHITKA, ALASKA, USA
AES	AALESUND, NORWAY	AHU	AL HOCEIMA, MOROCCO, COTE DU RIF P
AET	ALLAKAKET, ALASKA, USA	AHY	AMBATOLAHY, MONACO
AEX	ALEXANDRIA, LA, ENGLAND AFB	AHZ	ALPE D HUEZ, FRANCE
AEY	AKUREYRI, ICELAND	AIA	ALLIANCE, NEBRASKA, USA
AFA	SAN RAFAEL, MD, ARGENTINA	AIB	ANITA BAY, AK
AFD	PORT ALFRED, SOUTH AFRICA	AIC	AIROK, MARSHALL ISLANDS
AFF	COLORADO SPRINGS, CO, USAF ACADEMY	AID	ANDERSON, IN, MUNICIPAL AIRPORT
AFI	AMALFI, COLOMBIA	AIE	AIOME, PAPUA NEW GUINEA
AFL	ALTA FLORESTA, BRAZIL	AIF	ASSIS, BRAZIL
AFN	JAFFREY, NH, MUNICIPAL AIRPORT	AIG	YALINGA, CENTRAL AFRICAN REPUBLIC
AFO	AFTON, WY, MUNICIPAL AIRPORT	AII	ALISABIEH, DJBOUTI
AFR	AFORE, PAPUA NEW GUINEA	AIK	AIKEN, SC, MUNICIPAL AIRPORT
AFW	FORT WORTH, TX, ALLIANCE AIRPORT	AIL	AILIGANDI, PANAMA
AFY	AFYON, TURKEY	AIM	ALLUK, MARSHALL ISLANDS
AGA	AGADIR, MOROCCO	AIN	WAINWRIGHT, ALASKA, USA
AGB	AUGSBURG, FED. REP. OF GERMANY	AIO	ATLANTIC, IA, MUNICIPAL AIRPORT
AGC	PITTSBURGH, PA, ALLEGHENY CTY AP	AIP	AILINGLAPALAP, MARSHALL ISLANDS
AGD	ANGGI, INDONESIA	AIS	ARORAE ISLAND, REP. OF KIRIBATI
AGE	WANGEROOGE, GERMANY, FLUGPLATZ	AIT	AITUTAKI, COOK ISLANDS, SO. PACIFIC
AGF	AGEN, FRANCE, LA GARENNE AIRPORT	AIU	ATIU, COOK ISLANDS, SO. PACIFIC
AGG	ANGORAM, PAPUA NEW GUINEA	AIV	ALICEVILLE, AL GEO DOWNER AIRPORT
AGH	HELSINGBORG, SWEDEN	AIY	ATLANTIC CITY, NJ, BADER FIELD
AGI	WAGENINGEN, SURINAME	AIZ	KAISER/L OZARK, MO, LEE C FINE AP
AGJ	AGUNI, JAPAN	AJA	AJACCIO, CORSICA, FRANCE
AGK	KAGUA, PAPUA NEW GUINEA	AJF	JOUF, SAUDI ARABIA
AGL	WANIGELA, PAPUA NEW GUINEA	AJJ	AKJOUJT, MAURITANIA
AGM	ANGMAGSSALIK, GREENLAND	AJL	AIZAWL, INDIA
AGN	ANGOON, ALASKA, USA	AJN	ANJOUAN, COMOROS
AGO	MAGNOLIA, AR, MUNICIPAL AIRPORT	AJO	ALJOUF, YEMEN
AGP	MALAGA, SPAIN	AJR	ARVIDSJAUR, SWEDEN
AGQ	AGRINION, GREECE	AJS	ABREOJOS, MEXICO
AGR	AGRA, INDIA	AJU	ARACAJU, BRAZIL
AGS	AUGUSTA, GEORGIA, USA	AJY	AGADES, NIGER
AGT	CIUDAD DEL ESTE, PARAGUAY	AKA	ANKANG, CHINA
AGU	AGUASCALIENTS, MEXICO	AKB	ATKA, ALASKA, USA
AGV	AGARIGUA, VENEZUELA	AKD	AKOLA, INDIA
AGW	AGNEW, AUSTRALIA	AKE	AKIENI, GABON
AGX	AGATTI ISLAND, INDIA	AKF	KUFRAH, LIBYAN A. JAMAHIRIYA
AGY	ARGYLE DOWNS, AUSTRALIA	AKG	ANGUGANAK, PAPUA NEW GUINEA
AGZ	AGGENEYS, SOUTH AFRICA	AKI	AKIAK, ALASKA, USA
AHA	OKINAWA, JAPAN, NAHA AFB	AKJ	ASAHIKAWA, JAPAN
AHB	ABHA, SAUDI ARABIA	AKJ	AL KHARG, SAUDI ARABIA (DoD)
AHC	HERLONG, CA, AMEDEE AAF	AKK	AKHIOK, ALASKA, USA
AHD	ARDMORE, OK, DOWNTOWN AIRPORT	AKL	AUCKLAND, NEW ZEALAND
AHF	ARAPAHOE, NE, MUNICIPAL AIRPORT	AKM	ZAKOUMA, CHAD
AHH	AMERY, WI, MUNICIPAL AIRPORT	AKN	KING SALMON, ALASKA, USA
AHI	AMAHAI, INDONESIA	AKO	AKRON, CO, WASHINGTON COUNTY AP
AHL	AISHALTON, GUYANA	AKP	ANAKTUVUK, ALASKA, USA
AHN	ATHENS, GEORGIA, USA	AKQ	ASTRAKSETRA, INDONESIA
AHO	ALGHERO, ITALY	AKR	AKURE, NIGERIA

AKR	AKRON, OH, AKRON FULTON INTL AP	AMT	AMATA, AUSTRALIA
AKS	AUKI, SOLOMON ISLANDS	AMU	AMANAB, PAPUA NEW GUINEA
AKT	AKROTIRI, CYPRUS, AKROTIRI RAF	AMV	AMDERMA, CIS
AKU	AKSU, P.R. CHINA	AMW	AMES, IA
AKV	AKULIVIK, QUEBEC, CANADA	AMX	AMMAROO, AUSTRALIA
AKX	AKTYUBINSK, CIS	AMY	AMBATOMAINTY, DEM. REP. MADAGASCAR
AKY	SITTWE, MYANMAR	AMZ	ARDMORE, NEW ZEALAND
ALA	ALMA ATA, CIS	ANA	ANAHEIM, CA
ALB	ALBANY, NEW YORK, USA	ANB	ANNISTON, ALABAMA, USA
ALC	ALICANTE, SPAIN	ANC	ANCHORAGE, ALASKA, USA
ALD	ALERTA, PERU	AND	ANDERSON, SC
ALE	ALPINE, TX	ANE	ANGERS, FRANCE, ARVILLE AIRPORT
ALF	ALTA, NORWAY	ANF	ANTOFAGASTA, CHILE
ALG	ALGIERS, ALGERIA	ANG	ANGAUR, CAROLINE ISLANDS (DOD)
ALH	ALBANY, WA, AUSTRALIA	ANG	ANGOULEME, FRANCE, BEL AIR AIRPORT
ALI	ALICE, TX, INTL AIRPORT	ANH	ANUHA ISLAND, SOLOMON ISLANDS
ALJ	ALEXANDER BAY, SOUTH AFRICA	ANI	ANIAK, ALASKA, USA
ALK	ASEIA, ETHIOPIA	ANJ	ZANAGA, PEOP. REP. OF THE CONGO
ALL	ALBENGA, ITALY	ANK	ANKARA, TURKEY
ALM	ALAMOGORDO, NEW MEXICO, USA	ANL	ANDULO, ANGOLA
ALN	ALTON/ST LOUIS, IL, ST LOUIS AP	ANM	ANTALAHA, MADAGASCAR
ALO	WATERLOO, IOWA, USA	ANN	ANNETTE ISLAND, AK
ALP	ALEPPO, SYRIA	ANO	ANGOCHE, MOZAMBIQUE
ALQ	ALEGRETE, BRAZIL, FEDERAL AIRPORT	ANP	ANNAPOLIS, MD, LEE AIRPORT
ALR	ALEXANDER, NEW ZEALAND	ANQ	ANGOLA, IN, TRI-STATE AIRPORT
ALS	ALAMOSA, COLORADO, USA	ANR	ANTWERP, BELGIUM
ALT	ALENQUER, BRAZIL	ANS	ANDAHUAULAS, PERU
ALU	ALULA, SOMALIA	ANT	ST ANTON, AUSTRIA
ALV	ANDORRA LA VELLA, ANDORRA	ANU	ANTIQUA, WEST INDIES
ALW	WALLA WALLA, WASHINGTON, USA	ANV	ANVIK, ALASKA, USA
ALX	ALEXANDER CITY, AL, RUSSELL FIELD	ANW	AINSWORTH, NE
ALY	ALEXANDRIA, ARAB REP. OF EGYPT	ANX	ANDENES, NORWAY
ALZ	ALITAK, ALASKA, USA	ANY	ANTHONY, KS
AMA	AMARILLO, TEXAS, USA	ANZ	ANGUS DOWNS, AUSTRALIA
AMB	AMBILOBE, MADAGASCAR	AOA	AROA, PAPUA NEW GUINEA
AMC	AM TIMAN, CHAD	AOB	ANNANBERG, PAPUA NEW GUINEA
AMD	AHMEDABAD, INDIA	AOD	ABOU DEIA, CHAD
AME	ALTO MOLOCUE, MOZAMBIQUE	AOH	LIMA, OH, ALLEN COUNTY AIRPORT
AMF	AMA, PAPUA NEW GUINEA	AOI	ANCONA, ITALY
AMG	AMBOIN, PAPUA NEW GUINEA	AOJ	AOMON, JAPAN
AMH	ARBA MINTCH, ETHIOPIA	AOK	KARPATHOS, GREECE
AMI	MATARAM, INDONESIA	AOL	PASO DE LOS LIBRES, CR, ARGENTINA
AMJ	ALMENARA, BRAZIL	AON	ARONA, PAPUA NEW GUINEA
AMK	DURANGO, CO, ANIMAS AIRPARK	AOO	ALTOONA, PENNSYLVANIA, USA
AML	PUERTO ARMUELLAS, PANAMA	AOR	ALOR SETAR, MALAYSIA
AMM	AMMAN, JORDAN	AOS	AMOOK, ALASKA, USA
AMN	ALMA, MI, GRATIOT AIRPORT	AOU	ATTOPEU, LAO
AMO	MAO, CHAD	APA	DENVER, CO, ARAPAHOE COUNTY AP
AMP	AMPANIHY, MADAGASCAR	APB	APOLO, BOLIVIA
AMQ	AMBON, INDONESIA	APC	NAPA, CA, NAPA COUNTY AIRPORT
AMR	ARNO, MARSHALL ISLANDS	APE	SAN JUAN APOSENTO, PERU
AMS	AMSTERDAM, NETHERLANDS	APF	NAPLES, FLORIDA, USA

APG	ABERDEEN P.G., MD, PHILLIPS AAF	ASA	ASSAB, ETHIOPIA
APH	BOWLING GREEN, VA, CAMP AP HILL AP	ASB	ASHKHABAD, CIS
API	APIAY, COLOMBIA	ASC	ASCENSION, BOLIVIA
APK	APATAKI, FRENCH POLYNESIA	ASD	ANDROS TOWN, BAHAMAS
APL	NAMPULA, MOZAMBIQUE	ASE	ASPEN, COLORADO, USA
APN	ALPENA, MICHIGAN, USA	ASF	ASTRAKHAN, CIS
APO	APARTADO, COLOMBIA	ASG	ASHBURTON, NEW ZEALAND
APP	ASAPA, PAPUA NEW GUINEA	ASH	NASHUA, NH, BOIRE FIELD
APQ	ARAPIRACA, AL. BRAZIL	ASI	GEORGETOWN, ST HELENA
APR	APRIL RIVER, PAPUA NEW GUINEA	ASJ	AMAMI O. SHIMA, JAPAN
APS	ANAPOLIS, BRAZIL	ASK	YAMOUSSOUKRO, COTE d'LVOIRE
APT	JASPER, TN, MARION COUNTY AP	ASL	MARSHALL, TX, HARRISON COUNTY AP
APU	APUCARANA, BRAZIL	ASM	ASMARA, ETHIOPIA
APV	APPLE VALLEY, CA	ASN	TALLADEGA, AL, MUNICIPAL AIRPORT
APW	APIA, WESTERN SAMOA	ASO	ASOSA, ETHIOPIA
APX	ARAPONGAS, BRAZIL	ASP	ALICE SPRINGS, NT, AUSTRALIA
APY	ALTO PARNAIBA, BRAZIL	ASQ	AUSTIN, NV
APZ	ZAPAIA, NE, ARGENTINA	ASR	KAYSERI, TURKEY
AQA	ARARAQUARA, BRAZIL	AST	ASTORIA, OR, PORT OF ASTORIA AP
AQG	ANGING, CHINA	ASU	ASUNCION, PARAGUAY
AQI	QAISUMAH, SAUDI ARABIA	ASV	AMBOSELI, KENYA
AQJ	AQABA, JORDAN	ASW	ASWAN, ARAB REP. OF EGYPT
AQM	ARIQUEMES, BRAZIL	ASX	ASHLAND, WI
AQP	AREQUIPA, PERU, RODRIGUEZ BALLON AP	ASY	ASHLEY, ND
AQS	SAQANI, FIJI	ATA	ANTA, PERU
AQY	ALYESKA, AK	ATB	ATBARA, SUDAN
ARA	NEW IBERIA, LAO, ACADIANA AIRPORT	ATC	ARTHUR'S TOWN, BAHAMAS
ARB	ANN ARBOR, MI, MUNICIPAL AIRPORT	ATD	ATOIFI, SOLOMON ISLANDS
ARC	ARCTIC VILLAGE, ALASKA, USA	ATE	ANTLERS, OK
ARD	ALOR, INDONESIA	ATF	AMBATO, ECUADOR, CHACHOAN AP
ARE	ARECIBO, PUERTO RICO	ATH	ATHENS, GREECE
ARF	ACARICUARA, COLOMBIA	ATI	ARTIGAS, URUGUAY
ARG	WALNUT RIDGE, AR	ATJ	ANTSIRABE, MADAGASCAR
ARH	ARKHANGELSK, CIS	ATK	ATQASUK, ALASKA, USA
ARI	ARICA, CHILE	ATL	ATLANTA, GEORGIA, USA
ARJ	ARSO, INDONESIA	ATM	ALTAMIRA, PA, BRAZIL
ARK	ARUSHA, TANZANIA	ATN	NAMATANAI, PAPUA NEW GUINEA
ARL	ARLY, BURKINA FASO	ATO	ATHENS, OH, OHIO UNIV AIRPORT
ARM	ARMDALE, NSW, AUSTRALIA	ATP	AITAPE, PAPUA NEW GUINEA
ARN	STOCKHOLM-ARLANDA, SWEDEN	ATQ	AMRITSAR, INDIA
ARO	ARBOLETAS, COLOMBIA	ATR	ATAR, MAUITANIA
ARP	ARAGIP, PAPUA NEW GUINEA	ATS	ARTESIA, NM
APQ	ARAQUITA, COLOMBIA	ATT	ATMAUTLUAK, ALASKA, USA
ARR	ALRO RIO SENGUERR, CB, ARGENTINA	ATU	ATTU ISLAND, AK, CASCO COVE AP
ARS	ARAGARCAS, BRAZIL	ATV	ATI, CHAD
ART	WATERTOWN, NEW YORK, USA	ATW	APPLETON, WISCONSIN, USA
ARU	ARACTUBA, SF, BRAZIL	ATX	ATBASAR, CIS
ARV	MINOCQUA, WISCONSIN, USA	ATY	WATERTOWN, SOUTH DAKOTA, USA
ARW	ARAD, ROMANIA	ATZ	ASSIUT, EGYPT
ARX	ASBURY PARK, NJ	AUA	ARUBA, ARUBA
ARY	ARARAT, AUSTRALIA	AUB	ITAUBA, BRAZIL
ARZ	N'ZETO, ANGOLA	AUC	ARAUCA, COLOMBIA

AUD	AUGUSTUS DOWNS, AUSTRALIA	AXK	ATAQ, YEMEN, REPUBLIC OF
AUE	ABU RUDEIS, EGYPT	AXL	ALEXANDRIA, AUSTRALIA
AUG	AUGUSTA, MAINE, USA	AXM	ARMENIA, COLOMBIA
AUH	ABU DHABI, U. A. EMIRATES	AXN	ALEXANDRIA, MN, CHANDLER FIELD
AUI	AUA ISLAND, PAPUA NEW GUINEA	AXP	SPRING POINT, BAHAMAS
AUJ	AMBUNTI, PAPUA NEW GUINEA	AXR	ARUTUA, FRENCH POLYNESIA
AUK	ALAKANUK, ALASKA, USA	AXS	ALTUS, OK, MUNICIPAL AIRPORT
AUL	AUR ISLAND, MARSHALL ISLANDS	AXT	AKITA, JAPAN
AUM	AUSTIN, MN	AXU	AXUM, ETHIOPIA
AUN	AUBURN, CA	AXV	WAPAKONETA, OH, N ARMSTRONG AP
AUO	AUBURN, AL	AXX	ANGEL FIRE, NM
AUP	AGAUN, PAPUA NEW GUINEA	AYA	AYAPEL, COLOMBIA
AUQ	ATUONA, FRENCH POLYNESIA	AYC	AYACUCHO, COLOMBIA
AUR	AURILLAC, FRANCE	AYD	AIROY DOWNS, AUSTRALIA
AUS	AUSTIN, TEXAS, USA	AYE	FORT DEVENS, MA, MOORE AAF
AUT	ATAURO, INDONESIA	AYG	YAGUARA, COLOMBIA
AUU	AURUKUN MISSION, QLD, AUSTRALIA	AYH	ALCONBURY, UNITED KINGDOM
AUW	WAUSAU, WISCONSIN, USA	AYI	YARI, COLOMBIA
AUX	ARAGUAINA, BRAZIL	AYK	ARKALYK, CIS
AUY	ANEITYUM, VANUATA	AYL	ANTHONY LAGOON, AUSTRALIA
AUZ	AURORA, IL, MUNICIPAL AIRPORT	AYN	ANYANG, CHINA
AVB	AVIANO, ITALY	AYP	AYACUCHO, PERU
AVF	AVORIAZ, FRANCE	AYQ	AYERS ROCK, NT, AUSTRALIA
AVG	AUVERGNE, AUSTRALIA	AUR	AYR, AUSTRALIA
AVI	CIEGO DE AVILA, CUBA	AYS	WAYCROSS, CA, WARE COUNTY AP
AVK	ARVAIKHEER, MONGOLIA	AYT	ANTALYA, TURKEY
AVL	ASHVILLE, NORTH CAROLINA, USA	AYU	AIYURA, PAPUA NEW GUINEA
AVL	HENDERSONVILLE, NC	AYW	AYAWASI, INDONESIA
AVN	AVIGNON, FRANCE	AYZ	AMITYVILLE, NY, ZAHNS AIRPORT
AVO	AVON PARK, FL, MUNICIPAL AIRPORT	AZB	AMAZON BAY, PAPUA NEW GUINEA
AVP	SCRANTON, PA, INTL AIRPORT	AZD	YAZD, IRAN ISLAMIC REP. OF
AVP	WILKES-BARRE-SCRANTON, PA, USA	AZG	APTZINGAN, MEXICO
AVU	AVU AVU, SOLOMON ISLANDS	AZI	ZAPATOCA, COLOMBIA
AVV	AVALON, AUSTRALIA	AZN	ANDIZHAN, CIS
AVW	TUCSON, AZ, AVRA VALLEY AIRPORT	AZO	KALAMAZOO, MICHIGAN, USA
AVX	CATALINA ISLAND, CALIFORNIA, USA	AZP	MEXICO CITY, MEXICO, ATIZAPAN AP
AWA	AWASSA, ETHIOPIA	AZR	ADRAR, ALGERIA
AWB	AWABA, PAPUA NEW GUINEA	AZZ	AMBRIZ, ANGOLA
AWD	ANIWA, VANUATU		
AWE	ALOWE, GABON	**B**	
AWH	AWAREH, ETHIOPIA	BAA	BIALLA, PAPUA NEW GUINEA
AWK	WAKE ISLAND	BAB	MARYSVILLE, CA, BEALE AFB
AWM	WEST MEMPHIS, AR, MUNICIPAL AP	BAC	BARRANCA DE UPIA, COLOMBIA
AWN	ALTON DOWNS, SA, AUSTRALIA	BAD	BOSSIER CITY, LA, BARKSDALE AFB
AWP	AUSTRAL DOWNS, AUSTRALIA	BAD	SHREVEPORT, LA, BARKSDALE AFB
AWR	AWAR, PAPUA NEW GUINEA	BAE	BARCELONNETTE, FRANCE
AWZ	AHWAZ, IRAN	BAF	WESTFIELD, MA, BARNES MUNICIPAL AP
AXA	ANGUILLA, WEST INDIES	BAG	BAGUIO, PHILIPPINES
AXB	ALEXANDRIA BAY, NY	BAH	BAHRAIN, BAHRAIN
AXC	ARAMAC, AUSTRALIA	BAI	BUENOS AIRES, COSTA RICA
AXD	ALEXANDROUPOLIS, GREECE	BAJ	BALI, PAPUA NEW GUINEA
AXG	ALGONA, IA	BAK	BAKU, CIS

BAL	BATMAN, TURKEY		BCL	BARRA COLORADO, COSTA RICA
BAM	BATTLE MTN, NV, LANDER COUNTY AP		BCM	BACAU, ROMANIA
BAN	BASONGO, ZAIRE		BCN	BARCELONA, SPAIN
BAO	BAN MAK KHAEN, THAILAND, UDORN AP		BCO	JINKA, ETHIOPIA
BAP	BAIBARA, PAPUA NEW GUINEA		BCR	BOCA DO ACRE, BRAZIL
BAQ	BARRANQUILLA, COLOMBIA		BCS	BELLE CHASSE, LA
BAR	BAKER ISLAND, AK, BAKER AAF		BCT	BOCA RATON, FL, PUBLIC AP
BAS	BALALAE, SOLOMON ISLANDS		BCU	BAUCHI, NIGERIA
BAT	BARRETOS, BRAZIL		BCX	BELORECK, CIS
BAU	BAURU, BRAZIL		BCY	BULCHI, ETHIOPIA
BAV	BAOTOU, P.R. CHINA		BCZ	BICKERTON ISLAND, AUSTRALIA
BAW	BIAWONQUE, GABON		BDA	BERMUDA, ATLANTIC OCEAN
BAX	BAMAUL, CIS		BDB	BUNDABERG, QLD, AUSTRALIA
BAY	BAIA MARE, ROMANIA		BDC	BARRA DO CORDA, BRAZIL
BAZ	BARBELOS, BRAZIL		BDD	BADU ISLAND, QLD, AUSTRALIA
BBA	BALMACEDA, CHILE		BDE	BAUDETTE, MN
BBB	BENSON, MN, MUNICIPAL AIRPORT		BDF	BRADFORD, IL, RINKENBERGER AP
BBC	BAY CITY, TX		BDG	BLANDING, UT
BBD	BRADY, TX, CURTIS FIELD		BDH	BANDAR LENGEH, IRAN, ISLAMIC REP OF
BBE	BIG BELL, AUSTRALIA		BDI	BIRD ISLAND, SEYCHELLES
BBF	BURLINGTON, MA		BDJ	BANJERMASIN, INDONESIA
BBG	BUTARITARI, REP. OF KIRIBATI		BDK	BONDOUKOU, COTE D'LVOIRE
BBH	BARTH, GERMANY		BDL	HARTFORD, CT, BRADLEY INTL AP
BBI	BHUBANESWAR, INDIA		BDL	SPRINGFIELD, MA, BRADLEY INTL AP
BBJ	BITBURG, GERMANY, BITBURG AB		BDL	WINDSOR LOCKS, CT, BRADLEY INTL AP
BBK	KASANE, BOTSWANA		BDM	BANDIRMA, TURKEY
BBL	BABOLSAR, IRAN		BDN	BADIN, PAKISTAN, TALHAR AP
BBM	BATTAMBANG, CAMBODIA		BDO	BANDUNG, INDONESIA
BBN	BARIO, SARAWAK, MALAYSIA		BDP	BHADRAPUR, NEPAL
BBO	BERBERA, SOMALIA		BDQ	VADODARA, INDIA
BBP	BEMBRIDGE, UNITED KINGDOM		BDR	BRIDGEPORT, CONNECTICUT, USA
BBQ	BARBUDA, WEST INDIES		BDS	BRINDISI, ITALY
BBR	BASSE TERRE, GUADELOUPE, BAILLIF AP		BDT	GBEDOLITE, ZAIRE
BBS	BLACKBUSH, UNITED KINGDOM		BDU	BARDUFOSS, NORWAY
BBT	BERBERATI, CENTRALAFRICAN REPUBLIC		BDV	MOBA, ZAIRE
BBU	BUCHAREST-BANESSA, ROMANIA		BDW	BEDFORD DOWNS, AUSTRALIA
BBV	BEREBY, COTE D'LVOIRE		BDX	BROADUS, MT
BBW	BROKEN BOW, NE		BDY	BRANDON, OR, STATE AP
BBX	BLUE BELL, PA, WINGS FIELD		BDZ	BAINDOUNG, PAPUA NEW GUINEA
BBY	BAMBARI, CENTRAL AFRICAN REPUBLIC		BEA	BEREINA, PAPUA NEW GUINEA
BBZ	ZAMBEZI, ZAMBIA		BEB	BENBECULA, HEBRIDES IS., SCOT. UK
BCA	BARACOA, CUBA		BEC	WICHITA, KS, BEECH AIRPORT
BCB	BLACKSBURG, VA, VIRGINIA TECH AP		BED	BEDFORD, MA, L.G. HANSCOM FIELD
BCC	BEAR CREEK, AK		BEE	BEAGLE BAY, AUSTRALIA
BCD	BACOLOD, PHILIPPINES		BEF	BLUEFIELDS, NICARAGUA
BCE	BRYCE CANYON, UTAH, USA		BEG	BELGRADE, YUGOSLAVIA
BCF	BOUCA, CENTRAL AFRICAN REPUBLIC		BEH	BENTON HARBOR, MI, ROSS FIELD
BCG	BEMICHI, GUYANA		BEI	BEICA, ETHIOPIA
BCH	BAUCAU, INDONESIA		BEJ	BERAU, INDONESIA
BCI	BARCALDINE, QLD, AUSTRALIA		BEK	RAE BARELI, INDIA
BCJ	BACA GRANDE, CO		BEL	BELEM, PA, BRAZIL
BCK	BOLWARRA, AUSTRALIA		BEM	BOSSEMBELE, CENTRAL AFRICAN REP

BEN	BENGHAZI, LIBYAN A. JAMAHIRRYA	BGS	BIG SPRINGS, TX, WEBB AFB
BEO	NEWCASTLE, NSW-BELMONT, AUSTRALIA	BGT	BAGDAD, AZ
BEP	BELLARY, INDIA	BGU	BANGASSOU, CENTRAL AFRICAN REPUBLIC
BEQ	BURY ST EDMUNDS, UNITED KINGDOM	BGY	BENTO GONCALVES, BRAZIL
BER	BERLIN, FED. REP. OF GERMANY	BGW	BAGHDAD, IRAQ
BES	BREST, FRANCE	BGX	BAGE, BRAZIL
BET	BETHEL, ALASKA, USA	BGY	MILAN-ORIO SERIO, ITALY
BEU	BEDOURIE, QLD, AUSTRALIA	BGZ	BRAGA, PORTUGAL
BEV	BEER SHEBA, ISRAEL	BHA	BAHIA DE CARAQUEZ, ECUADOR
BEW	BEIRA, MOZAMBIQUE	BHB	BAR HARBOR, MAINE, USA
BEX	BENSON, UNITED KINGDOM, RAF STATION	BHC	BULLHEAD CITY AZ/LAUGHLIN NV, USA
BEY	BEIRUT, LEBANON	BHD	BELFAST CITY, N. IRELAND UK
BEZ	BERU, REP. OF KIRIBATI	BHE	BLENHEIM, NEW ZEALAND
BFA	BOYNE FALLS, MI, BOYNE MTN AIRPORT	BHF	BAHIA CUPICA, COLOMBIA
BFB	BLUE FOX BAY, AK	BHG	BRUS LAGUNA, HONDURAS
BFC	BLOOMFIELD, AUSTRALIA	BHH	BISHA, SAUDI ARABIA
BFD	BRADFORD, PENNSYLVANIA, USA	BHI	BAHIA BLANCA, BA, ARGENTINA
BFE	BIELEFELD, GERMANY	BHJ	BHUJ, INDIA
BFF	SCOTTSBLUFF, NEBRASKA, USA	BHK	BUKHARA, CIS
BFG	BULLFROG BASIN, VT	BHL	BAHIA ANGELES, MEXICO
BFI	SEATTLE, WASHINGTON, USA	BHM	BIRMINGHAM, ALABAMA, USA
BFJ	BA, FIJI	BHN	BAIHAN, YEMEN, REPUBLIC OF
BFK	DENVER, CO, BUCKLEY ANG	BHO	BHOPAL, INDIA
BFL	BAKERSFIELD, CALIFORNIA, USA	BHP	BHOJPUR, NEPAL
BFM	MOBILE, AL, DOWNTOWN AIRPORT	BHQ	BROKEN HILL, NSW, AUSTRALIA
BFN	BLOEMFONTEIN, SOUTH AFRICA	BHR	BHARATPUR, NEPAL
BFO	BUFFALO RANGE, ZIMBABWE	BHS	BATHURST, NSW, AUSTRALIA
BFP	BEAVER FALLS, PA	BHT	BRIGHTON DOWNS, AUSTRALIA
BFR	BEDFORD, IN, VI GRISSOM AIRPORT	BHU	BHAVNAGAR, INDIA
BFS	BELFAST, N. IRELAND, UK	BHV	BAHAWALPUR, PAKISTAN
BFT	BEAUFORT, SC, COUNTY AIRPORT	BHW	SARGODHA, PAKISTAN
BFX	BAFOUSSAM, CAMEROON	BHX	BIRMINGHAM, ENGLAND UK
BGA	BUCARAMANGA, COLOMBIA	BHY	BETHAL, P.R. CHINA
BGB	BOOUE, GABON	BHZ	BELO HORIZONTE, MG, BRAZIL
BGC	BRAGANCA, PORTUGAL	BIA	BASTIA, CORSICA, FRANCE
BGD	BORGER, TX	BIB	BAIDOA, SOMALIA
BGE	BAINBRIDGE, GA, DECATUR COUNTY AP	BIC	BIG CREEK, AK
BGF	BANGUI, CENTRAL AFRICAN REPUBLIC	BID	BLOCK ISLAND, RHODE ISLAND, USA
BGG	BONGOUANOU, COTE d'IVOIRE	BIE	BEATRICE, NE
BGH	BOGHE, MAURITANIA, ABBAYE AIRPORT	BIF	EL PASO, TX, BIGGS AAF
BGI	BARBADOS, BARBADOS	BIG	BIG DELTA, AK, INTERMEDIATE FIELD
BGJ	BORGARFJORDUR EYSTRI, ICELAND	BIH	BISHOP, CALIFORNIA, USA
BGK	BIG CREEK, BELIZE	BII	BIKINI ATOLL, MARSHALL ISLANDS
BGL	BAGLUNG, NEPAL	BIJ	BILIAU, PAPUA NEW GUINEA
BGM	BINGHAMTON, NEW YORK	BIK	BIAK, INDONESIA
BGM	ENDICOTT, NY, BROOME COUNTY AP	BIL	BILLINGS, MONTANA, USA
BGM	JOHNSON CITY, NY, BROOM COUNTY AP	BIM	BIMINI, BAHAMAS
BGN	BRUEGGEN, GERMANY, RAF STATION	BIN	BAMIYAN, AFGHANISTAN
BGO	BERGEN, NORWAY	BIO	BILBAO, SPAIN
BGP	BONGO, GABON	BIP	BULIMBA, AUSTRALIA
BGQ	BIG LAKE, AK	BIQ	BIARRITZ, FRANCE
BGR	BANGOR, MAINE, USA	BIR	BIRATNAGAR, NEPAL

BIS	BISMARCK, NORTH DAKOTA, USA		BKY	BUKAVU, ZAIRE
BIT	BAITADI, NEPAL		BKZ	BUKOBA, TANZANIA
BIU	BILDUDALUR, ICELAND		BLA	BARCELONA, VENEZUELA
BIV	BRIA, CENTRAL AFRICAN REPUBLIC		BLB	BALBOA, PANAMA
BIW	BILLILUNA, AUSTRALIA		BLC	BALI, CAMEROON
BIX	BILOXI, MS, KEESLER AFB		BLD	BOULDER CITY, NV
BIY	BISHO, SOUTH AFRICA		BLE	BORLANGE, SWEDEN
BIZ	BIMIN, PAPUA NEW GUINEA		BLF	BLUEFIELD, WEST VIRGINIA, USA
BJA	BEJEIA, ALGERIA		BLF	PRINCETON, WV, MERCER COUNTY AP
BJC	BROOMFIELD, CO, JEFFCO AIRPORT		BLG	BELAGA, SARAWAK, MALAYSIA
BJD	BAKKAFJORDUR, ICELAND		BLH	BLYTHE, CA
BJF	BATSFJORD, NORWAY		BLI	BELLINGHAM, WEST VIRGINIA, USA
BJG	BOLAANG, INDONESIA		BLJ	BATNA, ALGERIA
BJH	BAJHANG, NEPAL		BLK	BLACKPOOL, ENGLAND UK
BJI	BEMIDJI, MINNESOTA, USA		BLL	BILLUND, DENMARK
BJJ	WOOSTER, OH, WAYNE COUNTY AIRPORT		BLM	BELMAR, NJ, MONMOUTH COUNTY AP
BJK	BENJINA, INDONESIA		BLN	BENALLA, AUSTRALIA
BJL	BANJUL, GAMBIA		BLO	BLONDUOS, ICELAND
BJM	BUJUMBURA, BURUNDI		BLP	BELLAVISTA, PERU
BJN .	BAJONE, MOZAMBIQUE		BLQ	BOLOGNA, ITALY
BJO	BERMEJO, BOLIVIA		BLR	BANGALORE, INDIA
BJR	BAHAR DAR, ETHIOPIA		BLS	BOLLON, AUSTRALIA
BJS	BEIJING, P.R. CHINA		BLT	BLACKWATER, QLD, AUSTRALIA
BJU	BAJURA, NEPAL, BAJURA AIRPORT		BLU	BLUE CANYON, CA
BJW	BAJAWA, INDONESIA		BLU	EMIGRANT GAP, CA, BLUE CANYON AP
BJX	LEON-GUANAJUATO, MEXICO		BLV	BELLEVILLE, IL, SCOTT AFB
BJY	BELGRADE, YUGOSLAVIA, BATAJNICA AP		BLW	WAIMANALO, HI, BELLOWS FIELD
BJZ	BADAJOZ, SPAIN		BLX	BELLUNO, ITALY
BKA	MOSCOW-BYKOVO, CIS		BLY	BELMULLET, IRELAND
BKB	BIKANER, INDIA		BLZ	BLANTYRE, MALAWI
BKC	BUCKLAND, ALASKA, USA		BMA	STOCKHOLM, SWEDEN, BROMMA AP
BKD	BRECKENRIDGE, TX, STEPHENS CTY AP		BMB	BUMBA, ZAIRE
BKE	BAKER, OR		BMC	BRIGHAM CITY, UT
BKF	AURORA, CO, BUCKLEY ANGB		BMD	BELO, MADAGASCAR
BKF	BROOKS LAKE, AK		BME	BROOME, WA, AUSTRALIA
BKH	KEKAHA, HI, BARKING SANDS AP		BMF	BAKOUMA, CENTRAL AFRICAN REPUBLIC
BKI	KOTA KINABALU, SABAH, MALAYSIA		BMG	BLOOMINGTON, INDIANA, USA
BKJ	BOKE, GUINEA		BMH	BOMAI, PAPUA NEW GUINEA
BKK	BANGKOK, THAILAND		BMI	BLOOMINGTON, ILLINOIS, USA
BKL	CLEVELAND, OH, BURKE LAKEFRONT AP		BMJ	BARAMITA, GUYANA
BKM	BAKALALAN, SARAWAK, MALAYSIA		BMK	BORKUM, FED. REP. OF GERMANY
BKN	BIRNI NKONI, NIGER		BML	BERLIN, NH, MUNICIPAL AIRPORT
BKO	BAMAKO, MALI		BMM	BITAM, GABON
BKP	BARKLY DOWNS, AUSTRALIA		BMN	BAMERNY, IRAQ
BKQ	BLACKALL, QLD, AUSTRALIA		BMO	BHAMO, MYANMAR
BKR	BOKORO, CHAD		BMP	BRAMPTON ISLAND, QLD, AUSTRALIA
BKS	BENGKULU, INDONESIA		BMQ	BAMBURI, KENYA
BKT	BLACKSTONE, VA, BLACKSTONE AAF		BMR	BALTRUM, GERMANY
BKT	CAMP PICKETT, VA, BLACKSTONE AAF		BMS	BRUMADO, BRAZIL
BKU	BETIOKY, MADAGASCAR		BMT	BEAUMONT, TX, MUNICIPAL AIRPORT
BKW	BECKLEY, WEST VIRGINIA, USA		BMU	BIMA, INDONESIA
BKX	BROOKINGS, SOUTH DAKOTA, USA		BMV	BANMETHUOT, VIET NAM, PHUNG DUC AP

BMW	BORDJ BADJI MOKHTAR, ALGERIA	BOW	BARTOW, FL, MUNICIPAL AIRPORT
BMX	BIG MOUNTAIN, AK	BOX	BORROLOOLA, NT, AUSTRALIA
BMY	BELEP ISLAND, NEW CALEDONIA	BOY	BOBO DIOULASSO, BURKINA FASO
BMZ	BAMU, PAPUA NEW GUINEA	BOZ	BOZOUM, CENTRAL AFRICAN REPUBLIC
BNA	NASHVILLE, TENNESSEE, USA	BPA	BETHPAGE, NY, GRUMMAN AIRPORT
BNB	BOENDE, ZAIRE	BPB	BORIDI, PAPUA NEW GUINEA
BNC	BENI, ZAIRE	BPC	BAMENDA, CENTRAL AFRICAN REPUBLIC
BND	BANDAR ABBAS, IRAN, ISLAMIC REP. OF	BPD	BAPI, PAPUA NEW GUINEA
BNE	BRISBANE, QLD, AUSTRALIA	BPG	BARRA DO GARCAS, MT, BRAZIL
BNF	BARANOF, AK	BPH	BISLIG, PHILIPPINES
BNG	BANNING, CA	BPI	BIG PINEY, WY
BNH	HARTFORD, CT, BARNES AIRPORT	BPN	BALIKPAPAN, INDONESIA
BNI	BENIN CITY, NIGERIA	BPS	PORTO SEGURO, BA, BRAZIL
BNJ	BONN, FED. REP. OF GERMANY	BPT	BEAUMONT/PT. ARTHUR, TEXAS, USA
BNK	BALLINA, NSW, AUSTRALIA	BPU	BEPPU, JAPAN
BNL	BARNWELL, SC, COUNTY AIRPORT	BPY	BESALAMPY, DEM. REP. MADAGASCAR
BNM	BODINUMN, PAPUA NEW GUINEA	BQA	BALER, PHILIPPINES
BNN	BRONNOYSUND, NORWAY	BQE	BUBAQUE, GUINEA BISSAU
BNO	BURNS, OR, MUNICIPAL AIRPORT	BQK	BRUNSWICK, GEORGIA, USA
BNP	BANNU, PAKISTAN	BQL	BOULIA, QLD, AUSTRALIA
BNQ	BAGANGA, PHILIPPINES	BQN	AGUADILLA, PUEPTO RICO
BNR	BANFORA, BURKINA FASO	BQO	BOUNA, COTE d'LVOIRE
BNS	BARINAS, VENEZUELA	BQQ	BARRA, BRAZIL
BNT	BUNDI, PAPUA NEW GUINEA	BQS	BLAGOVESCHENSK, CIS
BNU	BLUMENAU, BRAZIL	BQT	BREST, CIS
BNV	BOANA, PAPUA NEW GUINEA	BQV	GUSTAVUS, AK
BNW	BOONE, IA	BQW	BALGO HILLS, AUSTRALIA
BNX	BANJA LUKA, YUGOSLAVIA	BRA	BARREIRAS, BA, BRAZIL
BNY	BELLONA, SOLOMON ISLANDS	BRB	BARREIRINHAS, BRAZIL
BNZ	BANZ, PAPUA NEW GUINEA	BRC	SAN CARLOS DEBARILOCHE, RN, ARGENT.
BOA	BOMA, ZAIRE	BRD	BRAINERD, MINNESOTA, USA
BOB	BORA BORA, FRENCH POLYNESIA	BRE	BREMEN, FED. REP. OF GERMANY
BOC	BOCAS DEL TORO, PANAMA REPUBLIC	BRF	BRADFORD, UNITED KINGDOM
BOD	BORDEAUX, FRANCE	BRG	WHITESBURG, KY
BOE	BOUNDJI, CONGO	BRH	BRAHMAN, PAPUA NEW GUINEA
BOF	WASHINGTON, DC, BOLLING AFB	BRI	BARI, ITALY
BOG	BOGOTA, COLOMBIA	BRJ	BRIGHT, AUSTRALIA
BOH	BOURNEMOUTH, ENGLAND UK	BRK	BOURKE, NSW, AUSTRALIA
BOI	BOISE, IDAHO, USA	BRL	BURLINGTON, IOWA, USA
BOJ	BOURGAS, BULGARIA	BRM	BARQUISIMETO, VENEZUELA
BOK	BROOKINGS, OR, BROOKINGS STATE AP	BRN	BERNE, SWITZERLAND
BOL	BALLY KELLY, UNITED KINGDOM	BRO	BROWNSVILLE, TX, INTL AIRPORT
BOM	BOMBAY, INDIA	BRP	BIARU, PAPUA NEW GUINEA
BON	BONAIRE, NETHERLANDS ANTILLES	BRQ	BRNO, CZECHOSLOVAKIA, TURANU AP
BOO	BODO, NORWAY	BRR	BARRA, HEBRIDES IS., SCOTLAND UK
BOP	BOUAR, CENTRAL AFRICAN REPUBLIC	BRS	BRISTOL, ENGLAND UK
BOQ	BOKU, PAPUA NEW GUINEA	BRT	BATHURST ISLAND, NT, AUSTRALIA
BOR	BELFORT, FRANCE, FONTAINE AP	BRU	BRUSSELS, BELGIUM
BOS	BOSTON, MASSACHUSETTS, USA	BRV	BREMERHAVEN, FED. REP. OF GERMANY
BOT	BOSET, PAPUA NEW GUINEA	BRW	BARROW, ALASKA, USA
BOU	BOURGES, FRANCE	BRX	BARAHONA, DOMINICAN REPUBLIC
BOV	BOANG, PAPUA NEW GUINEA	BRY	BRADSTOWN, KY, SAMUELS FIELD

BRZ	BOROTOU, COTE d'LVOIRE	BTY	BEATTY, NY
BSA	BOSSASO, SOMALIA	BTZ	BURSA, TURKEY
BSB	BRASILIA, DF, BRAZIL	BUA	BUKA, PAPUA NEW GUINEA
BSC	BAHIA SOLANO, COLOMBIA	BUB	BURWELL, NE, MUNICIPAL AIRPORT
BSD	BAOSHEN, P.R. CHINA	BUC	BURKETOWN, QLD, AUSTRALIA
BSE	SEMATAN, MALAYSIA	BUD	BUDAPEST, HUNGARY
BSF	POHAKULOA, HI, BRADSHAW AAF	BUE	BUENOS AIRES, BA, ARGENTINA
BSG	BATA, EQUATORIAL GUINEA	BUF	BUFFALO, NEW YORK, USA
BSH	BRIGHTON, UNITED KINGDOM	BUG	BENGUELA, ANGOLA
BSI	BLAIRSVILLE, PA	BUH	BUCHAREST, ROMANIA
BSJ	BAIRNSDALE, AUSTRALIA	BUI	BOKONDINI, INDONESIA
BSK	BISKRA, ALGERIA	BUJ	BOUSSAADA, ALGERIA, AIN EDDIS AP
BSL	BASEL/MULHOUSE, SWITZERLAND	BUK	ALBUQ, YEMEN, REPUBLIC OF
BSM	AUSTIN, TX, BERGSTROM AFB	BUL	BULOLO, PAPUA NEW GUINEA
BSN	BOSSANGOA, CENTRAL AFRICAN REP	···M	BUTLER, MO
BSO	BASCO, PHILIPPINES		BUENAVENTURA, COLOMBIA
BSP	BENSBACH, PAPUA NEW GUINEA	℉ ʊ	BURAO, SOMALIA
BSQ	BISBEE, AZ, BISBEE MUNICILAP AP	·UP	BHATINDA, INDIA
		BUQ	BULAWAYO, ZIMBABWE
BSR	BASRA, IRAQ, INTERNATIONAL AIRPORT	BUR	BURBANK, CALIFORNIA, USA
BSS	BALSAS, BRAZIL	BUS	˸ATUMI, CIS
BST	BOST, AFGHANISTAN	BUT	BURTONWOOD, UNITED KINGDOM
BSU	BASANKUSU, ZAIRE	BUU	BUY˸ COTE d'LVOIRE
BSV	BOSSET, PAPUA NEW GUINEA	BUV	BELLA UN˸ON, URUGUAY
BSW	BOSWELL BAY, AK	BUW	BAUBAU, INDONESIA
BSX	BASSEIN, MYANMAR	BUX	BUNIA, ZAIRE
BSY	BARDEGA, SOMALIA	BUY	BUNBURY, AUSTRALIA
BSZ	BARTIETTS, AK	BUZ	BUSHEHR, IRAN, ISLAMIC REP. OF
BTA	BERTOUA, CAMEROON	BVA	BEAUVAIS, FRANCE, TILLE AIRPORT
BTB	BETOU, CONGO	BVB	BOA VISTA, RR, BRAZIL
BTC	BATTICALOA, SRI LANKA	BVC	BOA VISTA, CAPE VERDE ISLANDS
BTD	BRUNETTE DOWNS, AUSTRALIA	BVD	BEAVER INLET, AK
BTE	BONTHE, SIERRA LEONE	BVE	BRIVE-LA GAILLARDE, FRANCE
BTF	BOUNTIFUL, UT, SALT LAKE SKYPARK	BVF	BUA, FIJI, DAMA AIRPORT
BTG	BATANGAFO, CENTRAL AFRICAN REPUBLIC	BVG	BERLEVAG, NORWAY
BTH	BATAM/BATU BESAR, INDONESIA	BVH	VILHENA, RO, BRAZIL
BTI	BARTER ISLAND, ALASKA, USA	BVI	BIRDSVILLE, QLD, AUSTRALIA
BTJ	BANDA ACEN, INDONESIA	BVM	BELMONTE, BA, BRAZIL
BTK	BRATSK, CIS	BVO	BARTLESVILLE, OK, F PHILLIPS AP
BTL	BATTLE CREEK, MI, W K KELLOGG AP	BVP	BOLOVIP, PAPUA NEW GUINEA
BTM	BUTTE, MONTANA, USA	BVS	BREVES, BRAZIL
BTN	BENNETTSVILLE, SC	BVW	BATAVIA DOWNS, AUSTRALIA
BTO	BOTOPASIE, SURINAME	BVX	BATESVILLE, AR, MUNICIPAL AIRPORT
BTP	BUTLER, PA, GRAHAM FIELD	BVY	BEVERLY, MA
BTQ	BUTARE, RWANDA	BVZ	BEVERLEY SPRINGS, AUSTRALIA
BTR	BATON ROUGE, LOUISIANA, USA	BWA	BHAIRAWA, NEPAL
BTS	BRATISLAVA, CZECHOSLOVAKIA	BWB	BARROW ISLAND, WA, AUSTRALIA
BTT	BETTLES, ALASKA, USA	BWC	BRAWLEY, CA
BTU	BINTULU, SARAWAK, MALAYSIA	BWD	BROWNWOOD, TEXAS, USA
BTV	BURLINGTON, VERMONT, USA	BWE	BRAUNSCHWEIG, FED. REP. OF GERMANY
BTW	BATU LICIN, INDONESIA	BWF	BARROW-IN-FURNESS, UNITED KINGDOM
BTX	BETOOTA, AUSTRALIA	BWG	BOWLING GREEN, KY, WARREN COUNTY AP

BWH	BUTTERWORTH, MALAYSIA		BZG	BYDGOSZCZ, POLAND
BWI	BALTIMORE, MARYLAND, USA		BZI	BALIKESIR, TURKEY
BWJ	BAWAN, PAPUA NEW GUINEA		BZK	BRIANSK, CIS
BWL	BLACKWELL, OK		BZL	BARISAL, BANGLADESH
BWM	BOWMAN, ND		BZM	BERGEN OP ZOOM, NETHERLANDS
BWN	B. SERI BEGAWAN. BRUNEI DARUSSAIAM		BZN	BOZEMAN, MONTANA, USA
BWO	BALAKOVO, CIS		BZO	BOLZANO, ITALY
BWP	BEWANI, PAPUA NEW GUINEA		BZP	BIZANT, AUSTRALIA
BWQ	BREWARRINA, NSW, AUSTRALIA		BZR	BEZIERS, FRANCE
BWS	BLAINE, WA		BZS	WASHINGTON, DC, BUZZARDS POINT AP
BWT	BURNIE, TASMANIA, AUSTRALIA		BZT	BRAZORIA, TX, HINKLES FERRY AP
BWU	BANKSTOWN, AUSTRALIA		BZU	BUTA, ZAIRE
BWY	WOODBRIDGE, UNITED KINGDOM		BZV	BRAZZAVILLE, PEOP. REP. OF CONGO
BXA	BOGALUSA, LA, GEO R CARR AIRPORT		BZY	BELTSY, CIS
BXB	BABO, INDONESIA		BZZ	BRIZE NORTON, ENGLAND UK
BXC	BOXBOROUGH, MA			
BXD	BADE, INDONESIA		**C**	
BXE	BAKEL, SENEGAL		CAA	CATACAMAS, HONDURAS
BXH	BALHASH, CIS		CAB	CABINDA, ANGOLA
BXI	BOUNDIALI, COTE d'LVOIRE		CAC	CASCAVEL, BRAZIL
BXK	BUCKEYE, AZ		CAD	CADILLAC, MI
BXL	BLUE LAGOON, FIJI		CAE	COLUMBIA, SOUTH CAROLINA, USA
BXM	BATOM, INDONESIA		CAF	CARAUARI, BRAZIL
BXN	BODRUM, TURKEY, IMSIK AIRPORT		CAG	CAGLIARI, ITALY
BXO	BISSAU, GUINEA BISSAU		CAH	CA MAU, VIET NAM
BYS	BORREGO SPRINGS, CA		CAI	CAIRO, ARAB REP. OF EGYPT
BXT	BONTANG, INDONESIA		CAJ	CANALMA, VENEZUELA
BXU	BUTUAN, PHILIPPINES		CAK	AKRON/CANTON, OHIO, USA
BXV	BREIDDALSVIK, ICELAND		CAL	CAMPBELTOWN, SCOTLAND UK
BXX	BORAMA, SOMALIA		CAM	CAMIRI, BOLIVIA
BYA	BOUNDARY, AK		CAN	GUANGZHOU, P.R. CHINA
BYB	DIBAA, OMAN		CAO	CLAYTON, NM
BYC	YACUIBA, BOLIVIA		CAP	CAP HAITIEN, HAITI
BYD	BEIDAH, YEMEN		CAQ	CAUCASIA, COLOMBIA
BYG	BUFFALO, WY, MUNICIPAL AIRPORT		CAR	CARIBOU, ME, MUNICIPAL AIRPORT
BYH	BLYTHEVILLE, AR, BLYTHEVILLE AFB		CAS	CASABLANCA, MOROCCO
BYI	BURLEY, ID		CAT	CAT ISLAND, BAHAMAS
BYI	RUPERT, ID		CAU	CARUARU, BRAZIL
BYK	BOUAKE, COTE D'IVOIRE		CAV	CAZOMBO, ANGOLA
BYL	BELLA YELLA, LIBERIA		CAW	CAMPOS, RJ, BRAZIL
BYM	BAYAMO, CUBA		CAX	CARLISLE, UNITED KINGDOM
BYN	BAYANKHONGOR, MONGOLIA		CAY	CAYENNE, FRENCH GUINEA
BYQ	BUNYU, INDONESIA		CAZ	COBAR, NSW, AUSTRALIA
BYS	FORT IRWIN, CA, BICYCLE LAKE AAF		CBA	CORNER BAY, AK
BYT	BANTRY, IRELAND		CBB	COCHABAMBA, BOLIVIA
BYU	BAYREUTH, FED. REP. OF GERMANY		CBC	CHERRABUN, AUSTRALIA
BYW	BLAKELY ISLAND, WA		CBD	CAR NICOBAR, INDIA
BYX	BANIYALA, AUSTRALIA		CBE	CUMBERLAND, MARYLAND, USA
BZA	BONANZA, NICARAGUA, SAN PEDRO AP		CBF	COUNCIL BLUFFS, IA, MUNICIPAL AP
BZC	BUZIOS, BRAZIL		CBG	CAMBRIDGE, ENGLAND UK
BZD	BALRANALD, AUSTRALIA		CBH	BECHAR, ALGERIA
BZE	BELIZE CITY, BELIZE		CBJ	CABO ROJO, DOMINICAN REPUBLIC

CBK	COLBY, KS, MUNICIPAL AIRPORT	CDQ	CROUDON, AUSTRALIA
CBL	CIUDAD BOLIVAR, VENEZUELA	CDR	CHADRON, NEBRASKA, USA
CBM	COLUMBUS, MS, COLUMBUS AFB	CDS	CHILDRESS, TX
CBN	CIREBON, INDONESIA	CDU	CAMDEN, AUSTRALIA
CBO	COTABATO, PHILIPPINES	CDV	CORDOVA, ALASKA, USA
CBP	COIMBRA, PORTUGAL	CDW	CALDWELL, NJ, CALDWELL WRIGHT AP
CBQ	CALABAR, NIGERIA	CDY	CAGAYAN DE SULU, PHILIPPINES
CBR	CANBERRA, AOT, AUSTRALIA	CEA	WICHITA, KS, CESSNA AIRCRAFT FIELD
CBS	CABIMAS, VENEZUELA	CEB	CEBU, PHILIPPINES
CBT	CATUMBELA, ANGOLA	CEC	CRESCENT CITY, CALIFORNIA, USA
CBV	COBAN, GUATEMALA	CED	CEDUNA, SA, AUSTRALIA
CBX	CONDOBOLIN, AUSTRALIA	CEE	CHEREPOVETS, CIS
CBY	CANOBIE, AUSTRALIA	CEF	CHICOPEE, MA, WESTOVER AFB
CBZ	CABIN CREEK, ALASKA, USA	CEG	CHESTER, UNITED KINGDOM
CCA	FORT CHAFFEE, AR, CHAFFEE AFB	CEI	CHIANG RAI, THAILAND
CCB	UPLAND, CA, CABLE AIRPORT	CEJ	CHERNIGOV, CIS
CCD	LOS ANGELES, CA, CENTURY CITY AP	CEK	CHELYABINSK, CIS
CCE	ST MARTIN, GUADELOUPE	CEL	CAPE ELEUTHERA, BAHAMAS
CCF	CARCASSONNE, FRANCE	CEM	CANTRAL, ALASKA, USA
CCG	CRANE, TX, CRANE COUNTY AIRPORT	CEN	CIUDAD OBREGON, MEXICO
CCH	CHILE CHICO, CHILE	CEO	WACO KUNGO, ANGOLA
CCI	CONCORDIA, BRAZIL	CEP	CONCEPCION, BOLIVIA
CCJ	CALICUT, INDIA	CEQ	CANNES, FRANCE, MANDELIEU AIRPORT
CCK	COCOS ISLANDS, COCOS ISLANDS	CER	CHERBOURG, FRANCE
CCL	CHINCHILLA, AUSTRALIA	CES	CESSNOCK, NSW, AUSTRALIA
CCM	CRISCIUMA, SC, BRAZIL	CET	CHOLET, FRANCE, LE PONTREAU AIRPORT
CCN	CHAKCHARAN, AFGHANISTAN	CEU	CLEMSON, SC, OCONEE COUNTY AIRPORT
CCO	CARIMAGUA, COLOMBIA	CEV	CONNERSVILLE, IN, METTLE FIELD
CCP	CONCEPCION, CHILE	CEW	CRESTVIEW, FL, BOB SIKES AIRPORT
CCQ	CACHOEIRA, BRAZIL	CEX	CHENA HOT SPRINGS, AK
CCR	CONCORD, CALIFORNIA, USA	CEY	MURRAY, KY, CALLOWAY COUNTY AIRPORT
CCS	CARACAS, VENEZUELA	CEZ	CORTEZ, COLORADO, USA
CCT	COLONIAL CATRIEL, RN, ARGENTINA	CFA	COFFEE POINT, AK
CCU	CALCUTTA, INDIA	CFD	BRYAN, TX, COULTER FIELD
CCV	CRAIG COVE, VANUATU	CFE	CLERMONT-FERRAND, FRANCE
CCW	COWELL, AUSTRALIA	CFF	CAFUNFO, ANGOLA
CCX	CACERES, BRAZIL	CFG	CIENFUEGOS, CUBA
CCY	CHARLES CITY, IA, MUNICIPAL AIRPORT	CFH	CLIFTON HILLS, SA, AUSTRALIA
CCZ	CHUB CAY, BAHAMAS	CFI	CAMFIELD, AUSTRALIA
CDA	COOINDA, AUSTRALIA	CFN	DONEGAL, REPUBLIC OF IRELAND
CDB	CQLD BAY, ALASKA, USA	CFO	CONFREZA, MT, BRAZIL
CDC	CEDAR CITY, UTAH, USA	CFP	CARPENTARIA DOWNS, AUSTRALIA
CDE	CALEDONIA, PANAMA	CFR	CAEN, FRANCE
CDF	CORTINA D'AMPEZZ, ITALY, FIAMES AP	CFS	COFFS HARBOUR, NSW, AUSTRALIA
CDG	PARIS-DE GAULLE, FRANCE	CFT	CLIFTON, AZ, MORENCI AIRPORT
CDH	CAMDEN, ARKANSAS, USA	CFU	CORFU, GREECE
CDJ	CONCEICAO DO ARAGUAIA, PA, BRAZIL	CFV	COFFEYVILLE, KS, MUNICIPAL AIRPORT
CDK	CEDAR KEY, FL, LEWIS AIRPORT	CGA	CRAIG, ALASKA, USA
CDL	CANDIE, ALASKA, USA	CGB	CUIABA, MT, BRAZIL
CDN	CAMDEN, SC, WOODWARD FIELD	CGC	CAPE GLOUCESTER, PAPUA NEW GUINEA
CDO	CRADOCK, SOUTH AFRICA	CGD	CHANGDE, CHINA
CDP	CUDDAPAH, INDIA	CGE	CAMBRIDGE, MD

CGF	CLEVELAND, OH, CUYAHOGA COUNTY AP	CIF	CHIFENG, P.R. CHINA
CGG	CASIGURAN, PHILIPPINES	CIG	CRAIG, CO, CRAIG-MOFFAT AIRPORT
CGH	SAO PAULO, SP-CONGONHAS, BRAZIL	CIH	CHANGZHI, CHINA
CGI	CAPE GIRARDEAU, MISSOURI, USA	CIJ	COBIJA, BOLIVIA
CGJ	CHINGOLA, ZIMBABWE	CIK	CHALKYITSIK, ALASKA, USA
CGK	JAKARTA-SOEKAMO, INDONESIA	CIL	COUNCIL, ALASKA, USA
CGM	CAMIGUIN, PHILIPPINES, MAMBAJAO AP	CIM	CIMITARRA, COLOMBIA
CGN	COLOGNE/BONN, FED. REP. OF GERMANY	CIN	CARROLL, IA
CGO	ZHENGZHOU, P.R. CHINA	CIP	CHIPATA, ZAMBIA
CGP	CHITTAGONG, BANGLADESH	CIQ	CHIQUIMULA, GAUTEMALA
CGQ	CHANGCHUN, P.R. CHINA	CIR	CAIRO, IL
CGR	CAMPO GRANDE, MS, BRAZIL	CIS	CANTON ISLAND, KIRIBATI
CGS	COLLEGE PARK, MD	CIT	CHIMKENT, CIS
CGT	CHINGUITTI, MAURITANIA	CIU	SAULT STE MARIE, MI-CHIPPEWA, USA
CGU	CIUDAD GUAYANA, VENEZUELA	CIV	CHOMLEY, AK
CGV	CAIGUNA, AUSTRALIA	CIW	CANOUAN ISLAND, WINDWARD ISLAND
CGX	CHICAGO, ILLINOIS-MEIGS, USA	CIX	CHICLAYO, PERU
CGY	CAGAYAN DE ORO, PHILIPPINES	CIY	COMISO, ITALY
CGZ	CASA GRANDE, AZ, MUNICIPAL AIRPORT	CIZ	COARI, BRAZIL
CHA ·	CHATTANOOGA, TENNESSEE, USA	CJA	CAJAMARCA, PERU
CHB	CHILAS, PAKISTAN	CJB	COIMBATORE, INDIA
CHC	CHRISTCHURCH, NEW ZEALAND	CJC	CALAMA, CHILE
CHD	CHANDLER, AZ, WILLIAMS AFB	CJD	CANDILEJAS, COLOMBIA
CHE	CAHERCIVEEN, IRELAND, REENROE AP	CJI	CRAFTON ISLAND, AK
CHE	CHIEVRES, BELGIUM (DOD AIRPORT)	CJL	CHITRAL, PAKISTAN
CHF	CHINHAE, KOREA	CJN	EL CAJON, CA
CHG	CHANGI, SINGAPORE (DOD AIRPORT)	CJS	CIUDAD JUAREZ, MEXICO
CHG	CHAOYANG, P.R. CHINA	CJU	CHEJU, REPUBLIC OF KOREA
CHH	CHACHAPOYAS, PERU	CKA	CHEROKEE, OK, KEGELMAN AIR FIELD
CHI	CHICAGO, ILLINOIS, USA	CKB	CLARKSBURG, WEST VIRGINIA, USA
CHJ	CHIPINGE, ZIMBABWE	CKC	CHERKASSY, CIS
CHK	CHICKASHA, OK, MUNICIPAL AIRPORT	CKD	CROOKED CREEK, ALASKA, USA
CHL	CHALLIS, ID	CKE	CLEAR LAKE, CA
CHM	CHIMBOTE, PERU	CKG	CHONGGING, P.R. CHINA
CHN	CHONJU, KOREA	CKH	CHOKURDAH, CIS
CHO	CHARLOTTESVILLE, VIRGINIA, USA	CKI	CROKER ISLAND, AUSTRALIA
CHP	CIRCLE HOT SPRINGS, AK	CKK	CHEROKEE, AR
CHQ	CHANIA, CRETE, GREECE	CKM	CLARKSDALE, MS, FLETCHER FIELD
CHR	CHATEAUROUX, FRANCE	CKN	CROOKSTON, MN, MUNICIPAL AIRPORT
CHS	CHARLESTON, SOUTH CAROLINA, USA	CKO	CORNELIO PROCOPIO, BRAZIL
CHT	CHATHAM ISLAND, NEW ZEALAND	CKR	CRANE ISLAND, WA
CHU	CHUATHBALUK, ALASKA, USA	CKS	CARAJAS, PA, BRAZIL
CHV	CHAVIS, PORTUGAL	CKU	CORDOVA, AK, CITY AIRPORT
CHW	JIUQUAN, CHINA	CKV	CLARKSVILLE, TN, OUTLAW FIELD
CHX	CHANGUINOLA, PANAMA REPUBLIC	CKX	CHICKEN, AK
CHY	CHOISEUL BAY, SOLOMON ISLANDS	CKY	CONAKRY, GUINEA
CHZ	CHILOQUIN, OR, STATE AIRPORT	CKZ	CANAKKALE, TURKEY
CIA	ROME, ITALY, CIAMPINO AIRPORT	CLA	COMILLA, BANGLEDESH
CIB	CATALINA IS, CALIFORNIA-SKY, USA	CLB	CASTLEBAR, IRELAND
CIC	CHICO, CALIFORNIA, USA	CLC	CLEARLAKE, TX, METROPORT
CID	CEDAR RAPIDS/IOWA CITY, IOWA, USA	CLD	CARLSBAD, CALIFORNIA, USA
CIE	COLLIE, AUSTRALIA	CLE	CLEVELAND, OHIO, USA

CLG	COALINGA, CA	CNG	COGNAC, FRANCE, PARVAUD AIRPORT
CLH	COOLAH, AUSTRALIA	CNH	CLAREMONT, NH, MUNICIPAL AIRPORT
CLI	CLINTONVILLE, WI	CNI	CHANGHAI, CHINA
CLJ	CLUJ-NAPOCA, ROMANIA	CNJ	CLONCURRY, QLD, AUSTRALIA
CLK	CLINTON, OK, MUNICIPAL AIRPORT	CNK	CONCORDIA, KS, BLOSSER AIRPORT
CLL	COLLEGE STATION, TEXAS, USA	CNL	SINDAL, DENMARK
CLM	PORT ANGELES, WASHINGTON, USA	CNM	CARLSBAD, NEW MEXICO, USA
CLN	CAROLINA, BRAZIL	CNN	CHULMAN, CIS
CLO	CALI, COLOMBIA	CNO	CHINO, CA
CLP	CLARKS POINT, ALASKA, USA	CNP	EASTGREENLAND, GREENLAND
CLQ	COLIMA, MEXICO	CNQ	CORRIENTES, CR, ARGENTINA
CLR	CALIPATRIA, CA	CNR	CHANARAL, CHILE
CLS	CHEHALIS, WA, CENTRALIA AIRPORT	CNS	CAIRNS, QLD, AUSTRALIA
CLT	CHARLOTTE, NORTH CAROLINA, USA	CNT	CHARATA, ARGENTINA
CLU	COLUMBUS, IN, MUNICIPAL AIRPORT	CNU	CHANUTE, KS, MARTIN JOHNSON AP
CLV	CALDAS NOVAS, BRAZIL	CNV	CANAVIERAS, BRAZIL
CLW	CLEARWATER, FL, EXECUTIVE AIRPORT	CNW	WACO, TX, JAMES CONNALL AIRPORT
CLX	CLORINDA, ARGENTINA	CNX	CHIANG MAI, THAILAND
CLY	CALVI, CORSICA, FRANCE	CNY	MOAB, UTAH, USA
CLZ	CALABOZO, VENEZUELA	CNZ	CANGAMBA, ANGOLA
CMA	CUNNAMULLA, AUSTRALIA	COA	COLUMBIA, CA
CMB	COLOMBO, SRI LANKA	COB	COOLIBAH, AUSTRALIA
CMC	CAMOCIM, BRAZIL	COC	CONCORDIA, ER, ARGENTINA
CMD	COOTAMUNDRA, NSW, AUSTRALIA	COD	CODY, WYOMING, USA
CME	CIUDAD DEL CARMEN, MEXICO	COE	COEUR D'ALENE, IDAHO, USA
CMF	CHAMBERY, FRANCE	COF	COCOA BEACH, FL, PATRICK AFB
CMG	CORUMBA, MS, BRAZIL	COG	CONDOTO, COLOMBIA
CMH	COLUMBUS, OHIO, USA	COH	COOCH BEHAR, INDIA
CMI	CHAMPAIGN, ILLINOIS, USA	COI	COCOA, FL, MERRITT ISLAND AIRPORT
CMJ	CHI MEI, TAIWAN	COJ	COONABARABRAN, NSW, AUSTRALIA
CMK	CLUB MAKOKOLA, MALAWI	COK	COCHIN, INDIA
CML	CAMOOWEAL, AUSTRALIA	COL	COLL ISLAND, UNITED KINGDOM
CMM	CARMELITA, GUATEMALA	COM	COLEMAN, TX
CMN	CASABLANCA-MOHAMED V, MOROCCO	CON	CONCORD, NH
CMO	OBBIA, SOMALIA	COO	COTONOU, BENIN
CMP	SANTANA DO ARAGUAIA, PA, BRAZIL	COP	COOPERSTOWN, NY
CMQ	CLERMONT, QLD, AUSTRALIA	COQ	CHOIBALSAN, MONGOLIA
CMR	COLMAR, FRANCE, COLMAR-HOUSSEN AP	COR	CORDOBA, CD, ARGENTINA
CMS	SCUSCIUBAN, SOMALIA	COS	COLORADO SPRINGS, COLORADO, USA
CMT	CAMETA, BRAZIL	COT	COTULLA, TX
CMU	KUNDIAWA, PAPUA NEW GUINEA	COU	COLUMBIA, MISSOURI, USA
CMV	COROMANDEL, NEW ZEALAND	COV	COVILHA, PORTUGAL
CMW	CAMAGUEY, CUBA	COX	CONGO TOWN, BAHAMAS
CMX	HANCOCK, MICHIGAN, USA	COY	COOLAWANYAH, AUSTRALIA
CMY	SPARTA, WI, CAMP MCCOY AAF	COZ	CONSTANZA, DOMINICAN REPUBLIC
CMZ	CAIA, MOZAMBIQUE	CPA	CAPE PALMAS, LIBERIA, A TUBMAN AP
CNA	CANANEA, MEXICO	CPB	CAPURGANA, COLOMBIA
CNB	COONAMBIE, NSW, AUSTRALIA	CPC	SAN MARTIN DE LOS, NE, ARGENTINA
CNC	COCONUT ISLAND, QLD, AUSTRALIA	CPD	COOBER PEDY, SA, AUSTRALIA
CND	CONSTANTA, ROMANIA	CPE	CAMPECHE, MEXICO
CNE	CANON CITY, CO	CPF	CEPU, INDONESIA
CNF	BELO HORIZONTE, MG-CONFINS, BRAZIL	CPG	CARMEN DE PATAGONES, ARGENTINA

CPH	COPENHAGEN, DENMARK	CSK	CAP SKIRRING, SENEGAL
CPL	CHAPARRAL, COLOMBIA	CSL	SAN LUIS OBISPO, CA, AIRPORT
CPM	COMPTON, CA	CSM	CLINTON, OK, CLINTON-SHERMAN AP
CPN	COPE RODNEY, PAPUA NEW GUINEA	CSN	CARSON CITY, NV
CPO	COPIAPO, CHILE	CSP	CAPE SPENCER, AK
CPQ	CAMPINAS, SP, BRAZIL	CSQ	CRESTON, IA, MUNICIPAL AIRPORT
CPR	CASPER, WYOMING, USA	CSR	CASUARITO, COLOMBIA
CPS	ST LOUIS, MO, BI-STATE PARKS AP	CSS	CASSILANDIA, BRAZIL
CPT	CAPE TOWN, SOUTH AFRICA	CST	CASTAWAY, FIJI
CPU	CURURUPU, BRAZIL	CSV	CROSSVILLE, TN, MEMORIAL AIRPORT
CPV	CAMPINA GRANDE, PB, BRAZIL	CSX	CHANGSHA, CHINA
CPX	CULEBRA, PUERTO RICO	CSY	CHEBOKSARY, CIS
CQF	CALAIS, FRANCE	CTA	CATANIA, ITALY
CQP	CAPE FLATTERY, AUSTRALIA	CTB	CUT BANK, MT, MUNICIPAL AIRPORT
CQS	COSTA MARQUES, BRAZIL	CTC	CATAMARCA, CA, ARGENTINA
CQT	CAQUETANIA, COLOMBIA	CTE	CARTI, PANAMA
CRA	CRAIOVA, ROMANIA	CTE	LAJES, PORTUGAL, LAJES NAF (DOD AP)
CRB	COLLARENEBRI, AUSTRALIA	CTG	CARTAGENA, COLOMBIA
CRC	CARTAGO, COLOMBIA	CTH	COATSVILLE, PA,
CRD	COMODORO, RIVADAVIA, CB, ARGENTINA	CTI	CUITO CUANAVALE, ANGOLA
CRE	MYRTLE BEACH, SC, GRAND STRAND AP	CTK	CANTON, SD
CRF	CARNOT, CENTRAL AFRICAN REPUBLIC	CTL	CHARLEVILLE, QLD, AUSTRALIA
CRG	JACKSONVILLE, FL, CRAIG AIRPORT	CTM	CHETUMAL, MEXICO
CRH	CHERRIBAH, AUSTRALIA	CTN	COOKTOWN, QLD, AUSTRALIA
CRI	CROOKED ISLAND, BAHAMAS	CTO	CALVERTON, NY, NAVAL WEAPONS PLANT
CRJ	COORABIE, AUSTRALIA	CTP	CARUTAPERA, BRAZIL
CRK	LUZON ISLAND, PHILIPPINES	CTQ	SANTA VITORIA, BRAZIL, DO PALMAR AP
CRL	CHARLEROI, BELGIUM, GOSSELIES AP	CTR	CATTLE CREEK, AUSTRALIA
CRM	CATARMAN, PHILIPPINES	CTS	SAPPORO-CHITOSE, JAPAN
CRN	CROMARTY, UNITED KINGDOM	CTT	LE CASTELLET, FRANCE
CRO	CORCORAN, CA	CTU	CHENGDU, P.R. CHINA
CRP	CORPUS CHRISTI, TEXAS, USA	CTW	COTTONWOOD, AZ
CRQ	CARAVELAS, BA, BRAZIL	CTX	CORTLAND, NY
CRR	CERES, ARGENTINA	CTY	CROSS CITY, FL
CRS	CORSICANA, TX	CTZ	CLINTON, NC, SAMPSON COUNTY AP
CRT	CROSSETT, AR, MUNICIPAL AIRPORT	CUA	CIUDAD CONSTITUCION, MEXICO
CRU	CARRIACOU, WINDWARD ISLAND	CUA	CUBI POINT, PHILIPPINES, (DOD AP)
CRV	CROTONE, ITALY	CUB	COLUMBIA, SC, OWENS DOWNTOWN AP
CRW	CHARLESTON, WEST VIRGINIA, USA	CUC	CUCUTA, COLOMBIA
CRX	CORINTH, MS, ROSCOE TURNER AIRPORT	CUD	CALOUNDRA, AUSTRALIA
CRY	CARLTON HILL, AUSTRALIA	CUE	CUENCA, ECUADOR
CRZ	CHARDZHOU, CIS	CUF	CUNEO, ITALY, LEVALDIGI AIRPORT
CSA	COLONSAY ISLAND, UNITED KINGDOM	CUG	ORANGE, NSW-CUDAL, AUSTRALIA
CSB	CARANSEBES, ROMANIA	CUH	CUSHING, OK, MUNICIPAL AIRPORT
CSC	CANAS, COSTA RICA	CUI	CURRILLO, COLOMBIA
CSD	CRESSWELL DOWNS, AUSTRALIA	*CUL*	*CULIACAN, MEXICO*
CSE	CRESTED BUTTE, CO	*CUM*	*CUMANA, VENEZUELA*
CSF	CREIL, FRANCE	*CUN*	*CANCUN, MEXICO*
CSG	COLUMBUS, GEORGIA, USA	*CUP*	*CARUPANO, VENEZUELA*
CSH	CAPE SARICHEF, AK	*CUQ*	*COEN, QLD, AUSTRALIA*
CSI	CASINO, NSW, AUSTRALIA	*CUR*	*CURACAO, NETH. ANTILLES*
CSJ	CAPE ST JACQUES, VIET NAM	CUS	COLUMBUS, NM, MUNICIPAL AIRPORT

CUT	*CUTRAL, NE, ARGENTINA*		DAY	DAYTON, OHIO, USA
CUU	*CHIHUAHUA, MEXICO*		*DBA*	*DAIBANDIN, PAKISTAN*
CUZ	*CUSCO, PERU*		*DBD*	*DHANBAD, INDIA*
CVF	*COURCHEVEL, FRANCE*		*DBM*	*DEBRA MARCOS, ETHIOPIA*
CVG	CINCINNATI, OHIO, USA		*DBO*	*DUBBO, NSW, AUSTRALIA*
CVG	COVINGTON, KY, GTR CINC INTL AP		*DBP*	*DEBEPARE, PAPUA NEW GUINEA*
CVL	*CAPE VOGEL, PAPUA NEW GUINEA*		DBQ	DUBUQUE, IOWA, USA
CVM	*CIUDAD VICTORIA, MEXICO*		*DBV*	*DUBROVNIK, YUGOSLAVIA*
CVN	*CLOVIS, NEW MEXICO, USA*		DCA	WASHINGTON, DC-NATIONAL, USA
CVQ	*CARNARVON, WA, AUSTRALIA*		*DCF*	*DOMINICA-CANE, WEST INDIES*
CVR	CULVER CITY, CA, HUGHES AIRPORT		*DCM*	*CASTRES, FRANCE*
CVS	CLOVIS, NM, CANNON AFB		*DDC*	*DODGE CITY, KANSAS, USA*
CWA	WAUSAU, WISCONSIN-CENTRAL, WI, USA		*DDG*	*DANDONG, P. R. CHINA*
CWB	*CUTIBBA, PR, BRAZIL*		*DDI*	*DAYDREAM ISLAND, QLD, AUSTRALIA*
CWL	*CARDIFF, WALES UK*		*DDM*	*DODOIMA, PAPUA NEW GUINEA*
CWR	*COWARIE, SA, AUSTRALIA*		DEC	DECATUR, ILLINOIS, USA
CWT	*COWRA, NSW, AUSTRALIA*		*DED*	*DEHRADUN, INDIA*
CXA	*CAICARA, VENEZUELA*		DEL	DELHI, INDIA
CXB	*COX'S BAZAR, BANGLADESH*		*DEM*	*DEMBRIDOLLO, ETHIOPIA*
CXH	*VANCOUVER, BC-HARBOUR SP. CANADA*		DEN	DENVER, COLORADO, USA
CXI	CHRISTMAS ISLAND, KIRIBATI		*DER*	*DERIM, PAPUA NEW GUINEA*
CXJ	*CAXIAS DO SUI, RS, BRAZIL*		DET	DETROIT, MICHIGAN-CITY, USA
CXP	*CITACAP, INDONESIA*		*DEZ*	*DELTREZZOR, SYRIA*
CXT	*CHARTERS TOWERS, QLD, AUSTRALIA*		DFW	DALLAS-FT WORTH, TEXAS, USA
CYB	*CAYMAN BRAC, WEST INDIES*		*DGA*	*DANGRIGA, BELIZE*
CYC	*CAYE CHAPEL, BELIZE*		*DGE*	*MUDGEE, NSW, AUSTRALIA*
CYF	*CHEFORNAK, ALASKA, USA*		*DGO*	*DURANGO, MEXICO*
CYP	*CALBAYOG, PHILIPPINES*		*DGT*	*DUMAGUETE, PHILIPPINES*
CYR	*COLONIA, URUGUAY*		DHA	DHAHRAN, SAUDI ARABIA
CYS	CHEYENNE, WYOMING, USA		*DHD*	*DURHAM DOWNS, QLD, AUSTRALIA*
CYZ	*CAUAYAN, PHILIPPINES*		DHN	DOTHAN, ALABAMA, USA
CZE	*CORO, VENEZUELA*		*DIB*	*DIBRUGARH, INDIA*
CZF	CAPE ROMANZOF, AK		*DIE*	*ANTSIRANANA, DEM. REP. MADAGASCAR*
CZH	*COROZAL, BELIZE*		*DIL*	*DILI, INDONESIA*
CZL	*CONSTANTINE, ALGERIA*		*DIO*	*LITTLE DIOMEDE ISLAND, ALASKA, USA*
CZM	*COZUMEL, MEXICO*		*DIR*	*DIRE DAWA, ETHIOPIA*
CZS	*CRUZEIRO DO SUL, AC, BRAZIL*		DIS	LOUBOMO, PEOP. REP. OF THE CONGO
CZU	*COROZAL, COLOMBIA*		DIY	DIYARBAKIR, TURKEY
CZX	*CHANGZHOU, P.R. CHINA*		*DJB*	*JAMBI, INDONESIA*
			DJE	*DJERBS, TUNISIA*
D			*DJG*	*DJANET, ALGERIA*
DAB	DAYTONA BEACH, FLORIDA, USA		*DJJ*	*JAYAPURA, INDONESIA*
DAC	DHAKA, BANGLADESH		DJK	DJAKARTA, INDONESIA, DJAKARTA AP
DAD	*DA NANG, SOC. REP. OF VIET NAM*		*DJN*	*DELTA JUNCTION, ALASKA, USA*
DAE	*DAPARIZO, INDIA*		*DKI*	*DUNK ISLAND, QLD, AUSTRALIA*
DAG	DAGGETT, CA, BARSTOW-DAGGETT AP		*DKR*	*DAKAR, SENEGAL*
DAL	DALLAS/FT. WORTH, TEXAS-LOVE, USA		*DLA*	*DOUALA, REP. OF CAMEROON*
DAM	*DAMASCUS, SYRIA*		*DLC*	*DALIAN, P. R. CHINA*
DAN	DANVILLE, VIRGINIA, USA		DLF	DEL RIO, TX, LAUGHLIN AFB
DAR	*DAR ES SALAAM, TANZANIA*		*DLG*	*DILLINGHAM, ALASKA, USA*
DAU	*DARU, PAPUA NEW GUINEA*		DLH	DULUTH, MN/SUPERIOR, WI, USA
DAV	*DAVID, PANAMA REPUBLIC*		*DLK*	*DULKANINNA, SA, AUSTRALIA*

DLM	DALAMAN, TURKEY	DUR	DURBAN, SOUTH AFRICA
DLO	DOLOMI, ALASKA, USA	DUS	DUSSELDORF, FED. REP. OF GERMANY
DLS	THE DALLES, OR, MUNICIPAL AIRPORT	DUT	DUTCH HARBOR, ALASKA, USA
DLY	DILLONS BAY, VANUATU	DVL	DEVIL'S LAKE, NORTH DAKOTA, USA
DMA	TUCSON, AZ, DAVIS-MONTHAN AFB	DVO	DAVAO, PHILIPPINES
DMB	DZHAMBUL, CIS	DWB	SOALALA, DEM. REP. MADAGASCAR
DMD	DOOMADGEE MISSION, QLD, AUSTRALIA	DXB	DUBAI, U. A. EMIRATES
DME	MOSCOW-DOMODEDOVO, CIS	DYA	DYSART, QLD, AUSTRALIA
DMN	DEMING, NM, MUNICIPAL AIRPORT	DYB	ANADYR, ALASKA
DMU	DIMAPUR, INDIA	DYR	ANADYR, CIS
DNA	OKINAWA, JAPAN, KADENA AFB	DYS	ABILENE, TX, DYESS AFB
DND	DUNDEE, ANGUS, SCOTLAND UK	DYU	DUSHANBE, CIS
DNH	DUNHUANG, P. R. CHINA	DZA	DZAOUDZI, COMOROS
DNM	DENHAM, WA, AUSTRALIA		
DNQ	DENILIQUIN, NSW, AUSTRALIA	E	
DNR	DINARD, FRANCE	EAA	EAGLE, ALASKA, USA
DNV	DANVILLE, IL, VERMILION CTY AP	EAE	EMAE, VANUSTU
DNZ	DENIZI, TURKEY	EAM	NEJRAN, SAUDI ARABIA
DOD	DODOMA, TURKEY	EAR	KEARNEY, NEBRASKA, USA
DOF	DORA BAY, ALASKA, USA	EAS	SAN SEBASTAN, SPAIN
DOG	DONGOLA, SUDAN	EAT	WENATCHEE, WASHINGTON, USA
DOH	DOHA, QATAR	EAU	EAU CLAIRE, WISCONSIN, USA
DOK	DONETSK, CIS	EBB	ENTEBBE/KAMPALA, UGANDA
DOL	DEAUVILLE, FRANCE	EBD	EL OBEID, SUDAN
DOM	DOMINICA, WEST INDIES	EBG	EL BAGRE, COLOMBIA
DOU	DOURADOS, MS, BRAZIL	EBJ	ESBJERG, DENMARK
DOV	DOVER, DL, DOVER AFB	EBU	ST. ETIENNE, FRANCE
DPG	DUGWAY PRG GND, UT, MICHAEL AAF	ECG	ELIZABETH CITY, NC, ELIZ CITY CGAS
DPL	DIPOLOG, PHILIPPINES	ECN	ERCAN, CYPRUS
DPO	DEVONPORT, TASMANIA, AUSTRALIA	EDA	EDNA BAY, ALASKA, USA
DPS	DENPASAR BALI, INDONESIA	EDB	ELDEBBA, SUDAN
DRB	DERBY, WA, AUSTRALIA	EDF	ANCHORAGE, AK, ELMENDORF AFB
DRG	DEERING, ALASKA, USA	EDI	EDINBURGH, SCOTLAND UK
DRO	DURANGO, COLORADO, USA	EDL	ELDORET, KENYA
DRR	DURRIE, QLD, AUSTRALIA	EDR	EDWARD RIVER, QLD, AUSTRALIA
DRS	DRESDEN, FED. REP. OF GERMANY	EDW	EDWARDS, CA, EDWARDS AFB
DRW	DARWIN, NT, AUSTRALIA	EED	NEEDLES, CA
DSD	LA DESIRADE, GUADELOUPE	EEK	EEK, ALASKA, USA
DSE	DESSIE, ETHIOPIA	EEN	KEENE, NH, DILLANT-HOPKINS AP
DSK	DERA ISMAIL KHAN, PAKISTAN	EFD	HOUSTON, TEXAS-ELLINGTON, USA
DSM	DES MOINES, IOWA, USA	EFL	KETALONIA, GREECE
DTD	DATADAWAL, INDONESIA	EGE	VAIL/EAGLE, COLORADO, USA
DTE	DEET, PHILIPPINES	EGI	VALPARISO, FL, ELGIN AF AUX AP
DTM	DORTMUND, FED. REP. OF GERMANY	EGM	SEGE, SOLOMON ISLANDS
DTT	DETROIT, MICHIGAN, USA	EGN	EL GENEINA, SUDAN
DTW	DETROIT, MICHIGAN-WAYNE CO, USA	EGS	EGASSTADIR, ICELAND
DUB	DUBLIN, REPUBLIC OF IRELAND	EGV	EAGLE RIVER, WISCONSIN, USA
DUD	DUNEDIN, NEW ZEALAND	EGX	EGEGIK, ALASKA, USA
DUE	DUNDO, ANGOLA	EHC	ERHAC, TURKEY
DUG	DOUGLAS, AZ, BISBEE-DOUGLAS INTL	EHL	EL BOLSON, RN, ARGENTINA
DUJ	DUBOIS, PENNSYLVANIA, USA	EHM	CAPE NEWENHAM, ALASKA, USA
DUM	DUMAI, INDONESIA	EHT	EAST HARTFORD, CT, RENTSCHLER AP

EIA	EIA, PAPUA NEW GUINEA	ESC	ESCANABA, MICHIGAN, USA
EIL	FAIRBANKS, AK, EIELSON AFB	ESD	EASTSOUND, WASHINGTON, USA
EIN	EINDHOVEN, NETHERLANDS	ESF	ALEXANDRIA, LOUISIANA, USA
EIS	TORTOLA, BRIT. VIRGIN IS.	ESK	ESKISEHIR, TURKEY
EJA	BARRANCABERMEJA, COLOMBIA	ESM	ESMERALDAS, ECUADOR
EJH	WEDJH, SAUDI ARABIA	ESR	EL SALVADOR, CHILE
EKN	ELKINS, WEST VIRGINIA, USA	ETD	ETADUNNA, SA, AUSTRALIA
EKO	ELKO, NEVADA, USA	ETH	ELAT, ISRAEL
ELB	EL BANCO, COLOMBIA	ETZ	MATZ-NANCY, FRANCE
ELC	ELCHO ISLAND, NT, AUSTRALIA	EUG	EUGENE, OREGON, USA
ELD	EL DORADO, ARKANSAS, USA	EUN	LAAYOUNE, MOROCCO
ELF	EL FASHER, SUDAN	EUX	ST. EUSTABUS, NETH. ANTILLES
ELG	EL GOLES, ALGERIA	EVE	EVENES, NORWAY
ELH	NORTH ELEUTHERA, BAHAMAS	EVG	SVEG, SWEDEN
ELI	ELIM, ALASKA, USA	EVN	YEREVAN, CIS
ELJ	EL RECREO, COLOMBIA	EVV	EVANSVILLE, INDIANA, USA
ELL	ELISRAS, SOUTH AFRICA	EVX	EVREUX, FRANCE
ELM	ELMIRA, NEW YORK, USA	EWB	NEW BEDFORD, MASSACHUSETTS, USA
ELN	ELLENSBURG, WA, BOWER FIELD	EWI	ENAROTALI, INDONESIA
ELP	EL PASO, TEXAS, USA	EWN	NEW BERN, NORTH CAROLINA, USA
ELQ	QASSIM, SAUDI ARABIA	EWO	EWO, PEOP. REP. OF THE CONGO
ELS	EAST LONDON, SOUTH AFRICA	EWR	NEW YORK, NEW YORK-NEWARK INT, USA
ELT	TOUR SINAH CITY, ARAB REP. OF EGYPT	EWY	NEWBURY, UNITED KINGDOM
ELU	EL OEUD, ALGERIA	EXI	EXCURSION INLET, ALASKA, USA
ELV	ELFIN COVE, ALASKA, USA	EXT	EXETER, ENGLAND UK
ELY	ELY, NEVADA, USA	EYW	KEY WEST, FLORIDA, USA
EMA	EAST MIDLANDS, ENGLAND UK	EZE	BUENOS AIRES, BA-PISTARINI, ARG.
EMD	EMERALD, QLD, AUSTRALIA		
EME	EMDEN, FED. REP. OF GERMANY	F	
EMK	EMMONSK, ALASKA, USA	FAE	FAROE ISLANDS, DENMARK
EMN	MENA, MAURITANIA	FAF	FORT EUSTIS, VA, FELKER AAF
EMO	EMO, PAPUA NEW GUINEA	FAI	FAIRBANKS, ALASKA, USA
EMS	EMBESSA, PAPUA NEW GUINEA	FAJ	FAJARDO, PUERTO RICO
EMX	EL MARTEN, CB, ARGENTINA	FAO	FARO, PORTUGAL
ENA	KENSI, ALASKA, USA	FAR	FARGO, NORTH DAKOTA, USA
END	ENID, OK, VANCE AFB	FAT	FRESNO, CALIFORNIA, USA
ENE	ENDE, INDONESIA	FAV	FAKARAVA, FRENCH POLYNESIA
ENF	ENONTEKIO, FINLAND	FAY	FAYETTEVILLE, NORTH CAROLINA, USA
ENS	ENSCHEDE, NETHERLANDS	FBM	LUBUMBASHI, ZAIRE
ENT	ENIWETOK, MARSHALL ISLANDS	FBU	OSLO-FORNEBU, NORWAY
ENU	ENUGU, NIGERIA	FCA	KALISPELL/GLACIER NAT'L PK, MT, USA
ENY	YANJAN, P. R. CHINA	FCO	ROME-DA VINCI, ITALY
EPH	EPHRATA, WA, MUNICIPAL AIRPORT	FCT	YAKIMA, WA, YAKIMA FIRING CTR AAF
EPR	ESPERANCE, WA, AUSTRALIA	FDE	FORDE, NORWAY
EQS	ESQUEL, CB, ARGENTINA	FDF	FORT DE FRANCE, MARTINIQUE
ERF	ERFUN, FED. REP. OF GERMANY	FDH	FRIEDRICHSHALEN, FED. REP. GERMANY
ERH	ERRACHIDIA, MOROCCO	FDU	BANDUNDU, ZAIRE
ERI	ERIE, PENNSYLVANIA, USA	FDY	FINDLAY, OH
ERS	WINDHOEK-EROS, NAMIBIA	FEG	FERGANA, CIS
ERZ	ERZURUM, TURKEY	FEN	FERNANDO DE NORONNA, FN, BRAZIL
ESA	ESAPALA, PAPUA NEW GUINEA	FEW	CHEYENNE, WY, F.E. WARREN AFB
ESB	ANKARA-ESENBOGA, TURKEY	FEZ	FEZ, MOROCCO

FFD	FAIRFORD, UNITED KINGDOM	FRG	LONG ISLAND REPUBLIC, NEW YORK, USA
FFO	DAYTON, OH, WRIGHT-PATTERSON AFB	FRM	FAIRMONT, MINNESOTA, USA
FGI	*APIA-FAGALI I, WESTERN SAMOA*	*FRO*	*FLORO, NORWAY*
FGU	*FANGATSU, FRENCH POLYNESIA*	*FRP*	*FRESH WATER BAY, ALASKA, USA*
FHU	FORT HUACHUCA/SR. VISTA, AZ, USA	*FRS*	*FLORES, GUATEMALA*
FHZ	*FAKAHIMA, FRENCH POLYNESIA*	FRU	BISHKEK, CIS
FID	*FISHERS ISLAND, NEW YORK, USA*	*FRW*	*FRANCISTOWN, BOTSWANA*
FIH	KINSHASA, ZAIRE	*FSC*	*FIGARRI, CORSICA, FRANCE*
FIN	*FINSCHHAFEN, PAPUA NEW GUINEA*	FSD	SIOUX FALLS, SOUTH DAKOTA, USA
FJR	*AL-FUJARISH, U.A. EMIRATES*	FSI	FORT SILL, OK, HENRY POST AAF
FKH	FAKENHAM, UNITED KINGDOM	FSM	FT. SMITH, ARKANSAS, USA
FKI	KISSANGANI, ZAIRE	*FSP*	*ST. PIERRE, ST. PIERRE & MIQUELON*
FKL	FRANKLIN, PENNSYLVANIA, USA	*FTA*	*FUTUNA ISLAND, VANUATU*
FKO	*FAK-FAK, INDONESIA*	*FTK*	*FORT KNOX, KY. GODMAN AAF*
FLA	*FLORENCIA, COLOMBIA*	*FTU*	*FT. DAUPHIN, DEM. REP. MADAGASCAR*
FLG	FLAGSTAFF, ARIZONA, USA	FTW	FORT WORTH, TX, MEACHAM AIRPORT
FLL	FORT LAUDERDALE, FLORIDA, USA	*FTX*	*OWANDO, PEOP. REP. OF THE CONGO*
FLN	*FLORIANOPOLIS, SC, BRAZIL*	*FUE*	*FUERTAVENTURA, CANARY ISLANDS*
FLO	FLORENCE, SOUTH CAROLINA, USA	*FUG*	*FUYANG, P. R. CHINA*
FLR	*FLORENCE, ITALY*	FUJ	FUJAIRAH, UNITED ARAB EMIRATES
FLS	*FLINDERS IS, TASMANIA, AUSTRALIA*	FUK	FUKUOKA, JAPAN
FLT	*FLAT, ALASKA, USA*	*FUN*	*FUNATUTU ATOL, TUVALU*
FLV	FORT LEAVENWORTH, KS, SHERMAN AFB	*FUT*	*FUTUNA, WALLIS & FUTUNA ISLAND*
FLW	*SANTA CRUZ, FLORES, PORT, (AZORES)*	FWA	FORT WAYNE, INDIANA, USA
FMA	*FORMOSA, FO, ARGENTINA*	FWH	FORT WORTH, TX, CARSWELL AFB
FMG	*FLAMINGO, COSTA RICA*	*FYN*	*FUYUN, P. R. CHINA*
FMH	FALMOUTH, MA, OTIS ANGB	*FYU*	*FORT YUKON, ALASKA, USA*
FMI	*KALEMIC, ZAIRE*	FYV	FAYETTEVILLE, ARKANSAS, USA
FMN	FARMINGTON, NEW MEXICO, USA		
FMO	*MUENSTER, FED. REP. OF GERMANY*	**G**	
FMY	FORT MYERS, FLORIDA, USA	*GAD*	*GADSDEN, ALABAMA, USA*
FNA	*FREETOWN, SIERRA LEONE*	GAG	GAGE, OK, GAGE-SHATTUCK AIRPORT
FNC	*FUNCHAL, PORTUGAL (MADEIRA)*	*GAJ*	*YAMAGATA, HONSHU, JAPAN*
FNI	*NIMES, FRANCE*	GAL	GALENA, ALASKA, USA
FNJ	*PYONGYANG, DEM. PEOP'S REP. KOREA*	*GAM*	*GAMBELL, ALASKA, USA*
FNL	*FORT COLLINS/LOVELAND, COLORADO, USA*	*GAO*	*GUANTANAMO, CUBA*
		GAQ	*GAO, MALI*
FNT	FLINT, MICHIGAN, USA	*GAS*	*GARLSSA, KENYA*
FOC	*FUZHOU, P. R. CHINA*	*GAU*	*GAUHATI, INDIA*
FOD	*FORT DODGE, IOWA, USA*	*GAX*	*GAMBA, GABON*
FOE	TOPEKA, KANSAS-FORBES, USA	*GAY*	*GAYA, INDIA*
FOK	WESTHAMPTON, NY, SUFFOLK CTY AP	GBD	GREAT BEND, KANSAS, USA
FOO	*NUMFOOR, INDONESIA*	*GBE*	*GABARONE, BOTSWANA*
FOR	*FORTALEZA, CE, BRAZIL*	*GBG*	*GALESBURG, ILLINOIS, USA*
FOU	*FOUGAMOU, GABON*	GBI	GRAND BAHAMA, BAHAMAS
FPO	*FREEPORT, BAHAMAS*	*GBJ*	*MARIE GALANTE, FRENCH ANTILLES*
FRA	FRANKFORT, FED. REP. OF GERMANY	GBN	GILA BEND, AZ, GILA BEND AF AUX AP
FRB	*FORBES, NSW, AUSTRALIA*	*GBZ*	*GREAT BARRIER ISLAND, NEW ZEALAND*
FRC	*FRANCA, SP, BRAZIL*	*GCA*	*GUACAMAYAS, COLOMBIA*
FRD	*FRIDAY HARBOR, WASHINGTON, USA*	*GCC*	*GILLETTE, WYOMING, USA*
FRE	*FERA ISLAND, SOLOMON ISLANDS*	*GCI*	*GUERNSEY, CHANNEL IS. UK*
FRF	FRANKFORT, GERMANY, RHEIN-MAIN AFB	*GCK*	*GARDEN CITY, KANSAS, USA*

GCM	GRAND CAYMAN, WEST INDIES	GLV	GOLOVIN, ALASKA, USA
GCN	GRAND CANYON, ARIZONA, USA	GLX	GALEIA, INDONESIA
GDE	GODE, ETHIOPIA	GMA	GEMENA, ZAIRE
GDL	GUADALAJARA, MEXICO	GMB	GAMBEIA, ETHIOPIA
GDN	GDANSK, POLAND	GME	GOMEL, CIS
GDO	GONDAR, ETHIOPIA	GMR	GAMBIER IS, FRENCH POLYNESIA
GDT	GRAND TURK, TURKS & CAICOA IS	GNB	GRENOBLE, FRANCE
GDV	GLENDIVE, MONTANA, USA	GND	GRENADA, WINDWARD ISLANDS
GDX	MAGADAN, CIS	GNE	GHENT, BELGIUM
GEA	NPURMEA-MAGENTA, NEW CALEDONIA	GNI	GREEN ISLAND, TAIWAN
GEG	SPOKANE, WASHINGTON, USA	GNM	GUANAMBI, BA, BRAZIL
GEL	SANTO ANGELO, RS, BRAZIL	GNR	GENERAL ROCA, RN, ARGENTINA
GEN	OSLO-GARDERMOEN, NORWAY	GNU	GOODNEWS BAY, ALASKA, USA
GEO	GEORGETOWN, GUYANA	GNV	GAINESVILLE, FLORIDA, USA
GER	NUEVA GERONA, CUBA	GNZ	GHANZI, BOTSWANA
GES	GENERAL SANTOS, PHILIPPINES	GOA	GENOA, ITALY
GET	GERALDTON, WA, AUSTRALIA	GOB	GOBA, ETHIOPIA
GEV	GALLIVARE, SWEDEN	GOC	GORA, PAPUA NEW GUINEA
GEW	GEWOYS, PAPUA NEW GUINEA	GOH	NYUK, GREENLAND
GFA	GREAT FALLS, MT, MALMSTROM AFB	GOI	GOA, INDIA
GFF	GRIFFITH, NSW, AUSTRALIA	GOJ	NIZHNIY NOVGOROD, CIS
GFK	GRAND FORKS, NORTH DAKOTA, USA	GOM	GOMA, ZAIRE
GFL	GLEN FALLS, NEW YORK, USA	GON	NEW LONDON/GROTON, CONNECTICUT, USA
GFN	GRAFTON, NSW, AUSTRALIA	GOP	GORAKHPUR, INDIA
GGG	LONGVIEW, TEXAS, USA	GOR	GORE, ETHIOPIA
GGS	GOBERNADOR GREGORES, SC, ARGENTINA	GOT	GOTHENBURG, SWEDEN
GGT	GEORGE TOWN, BAHAMAS	GOU	GAROUA, REPUBLIC OF CAMEROON
GGW	GLASGOW, MONTANA, USA	GOV	GOVE, NT, AUSTRALIA
GHA	GHARDAIA, ALGERIA	GPI	GUAPI, COLOMBIA
GHB	GOVERNORS HARBOUR, BAHAMAS	GPN	GARDEN POINT, NT, AUSTRALIA
GHC	GREAT HARBOUR CAY, BAHAMAS	GPS	GALAPAGOS ISLANDS, ECUADOR
GHT	GHAT, LIBYAN A. JAMAHIRYA	GPT	GULFPORT/BILOXI, MISSISSIPPI, USA
GIB	GIBRALTAR, GIBRALTAR	GPZ	GRAND RAPIDS, MINNESOTA, USA
GIC	BOIGU ISLAND, QLD, AUSTRALIA	GRB	GREEN BAY, WISCONSIN, USA
GIG	RIO DE JANEIRO, RJ-INTL, BRAZIL	GRE	GREENVILLE, IL
GIL	GILGIT, PAKISTAN	GRF	TACOMA, WA, GRAY AAF
GIS	GISBORNE, NEW ZEALAND	GRI	GRAND ISLAND, NEBRASKA, USA
GIZ	GIZAN, SAUDI ARABIA	GRJ	GEORGE, SOUTH AFRICA
GJA	GUANAJA ISLAND, HONDURAS	GRK	FORT HOOD, TX, ROBERT GRAY AAF
GJL	JIJEL, ALGERIA	GRP	GURUPI, TO, BRAZIL
GJT	GRAND JUNCTION, COLORADO, USA	GRR	GRAND RAPIDS, MICHIGAN, USA
GKA	GOROKA, PAPUA NEW GUINEA	GRU	SAO PAULO, SP-GUARULHOS, BRAZIL
GKC	GARDEN CITY, KS	GRV	GROZNYJ, CIS
GKL	GREAT KEPPEL ISLAND, QLD, AUSTRALIA	GRW	GRACIOSA ISLAND, PORTUGAL (AZORES)
GLA	GLASGOW, SCOTLAND UK	GRX	GRANADA, SPAIN
GLD	GOODLAND, KANSAS, USA	GRZ	GRAZ, AUSTRIA
GLF	GOLIFITO, COSTA RICA	GSA	LONG PASIA, SABAH, MALAYSIA
GLG	GLENGYLE, QLD, AUSTRALIA	GSB	GOLDSBORO, NC, SEYMOUR-JOHNSON AFB
GLH	GREENVILLE, MISSISSIPPI, USA	GSE	GOTHENBURG-SAEVE, SWEDEN
GLI	GLEN INNES, NSW, AUSTRALIA	GSN	SAIPAN, MARIANA ISLANDS, INTL AP
GLS	GALVISTON, TX, SCHOLES FIELD	GSO	GREENSBORO/H.PT/WIN-SALEM, NC, USA
GLT	GLADSTONE, QLD, AUSTRALIA	GSP	GREENVILLE-SPARTENBURG, SC, USA

GST	GUSTAVUS, ALASKA, USA		HBA	HOBART, TASMANIA, AUSTRALIA
GTB	FORT DRUM, NY, WHEELER-SACK AAF		HBG	HATTIESBURG, MS, B.L. CHAIN AP
GTE	GROOLE ISLAND, NT, AUSTRALIA		HBH	HOBART BAY, ALASKA
GTF	GREAT FALLS, MONTANA, USA		HBT	HAFR ALBAHN, SAUDI ARABIA
GTO	GORONTALO, INDONESIA		HCA	BIG SPRING, TX, HOWARD CTY AP
GTR	COLUMBUS/STRKVIE/W PT, MS-GOLDEN, USA		HCR	HOLY CROSS, ALASKA, USA
			HDB	HEIDELBERG, FED. REP. OF GERMANY
GUA	GUATEMALA CITY, GUATEMALA		HDD	HYDERABAD, PAKISTAN
GUC	GUNNISON, COLORADO, USA		HDY	HAT YAI, THAILAND
GUD	GOUNDHAM, MALI		HEH	HEHO, MYANMAR
GUH	GUNNEDAH, NSW, AUSTRALIA		HEI	HEIDE/BUESUM, FED.
GUM	GUAM, GUAM		HEK	HEIHE, P. R. CHINA
GUP	GALLUP, NEW MEXICO, USA		HEL	HELSINKI, FINLAND
GUR	ALOTAU, PAPUA NEW GUINEA		HER	HERAKLION, GREECE
GUS	PERU, IN, GRISSOM AFB		HET	HOHHOT, P. R. CHINA
GUV	MOUGULU, PAPUA NEW GUINEA		HEZ	NATCHEZ, MS, HARDY-ANDERS FIELD
GUW	GURYEV, CIS		HFA	HAIFA, ISRAEL
GUX	GUNA, INDIA		HFD	HARTFORD, CONNECTICUT, USA
GVA	GENEVA, SWITZERLAND		HFE	HEFEI, P. R. CHINA
GVR	GOVEMADOR, VALADARES, MG, BRAZIL		HFF	CAMP MACKALL, NC, MACKALL AAF
GVT	GREENVILLE, TX, MAJORS AIRPORT		HFN	HOFN, ICELAND
GVW	KANSAS CITY, MO, RICHARDS-GEBAUR AB		HFT	HAMMERFEST, NORWAY
GVX	GAVIA, SWEDEN		HGD	HUGHENDEN, QLD, AUSTRALIA
GWD	GWADAR, PAKISTAN		HGH	HANGZHOU, P. R. CHINA
GWE	GWERU, ZIMBABWA		HGL	HELGOLAND, FED. REP. OF GERMANY
GWY	GALWAY, REPUBLIC OF IRELAND		HGN	MAE HONG SON, THAILAND
GXF	SEIYUN, YEMEN, REPUBLIC OF		HGO	KOHOGO, COTE D' IVOIRE
GXQ	COYHAIQUE, CHILE		HGR	HAGERSTOWN, MARYLAND, USA
GYA	GUAYARGMERIN, BOLIVIA		HGU	MT. HAGEN, PAPUA NEW GUINEA
GYE	GUAYAQUIL, ECUADOR		HHH	HILTON HEAD ISLAND, SC, USA
GYI	GISENYI, RWANDA		HHN	HAHN, GERMANY, HAHN AB
GYM	GUAYMAS, MEXICO		HIB	HIBBING, MINNESOTA, USA
GYN	GOLANIA, GO, BRAZIL		HIF	OGDEN, UT, HILL AFB
GYY	GARY, INDIANA, USA		HII	LAKE HAVASU CITY, ARIZONA, USA
GZO	GIZO, SOLOMON ISLANDS		HIJ	HIROSHIMA, JAPAN
GZT	GAZIANTEP, TURKEY		HIK	HONOLULU, HI, HICKAM AFB
			HIN	CHINJU, REPUBLIC OF KOREA
H			HIR	HONIARA, GUADALCANAL, SOLOMON IS.
HAA	HASVIK, NORWAY		HIS	HAYMAN ISLAND, QLD, AUSTRALIA
HAD	HALMSTAD, SWEDEN		HJR	KHAJUFSHO, INDIA
HAE	HAVASUPI, ARIZONA, USA		HKD	HAKODATE, JAPAN
HAF	HALF MOON BAY, CA		HKG	HONG KONG, HONG KONG
HAH	MORONI-HAHAYA, COMOROS		HKK	HOKUTIKA, NEW ZEALAND
HAJ	HANOVER, FED. REP. OF GERMANY		HKN	HOSKINS, PAPUA NEW GUINEA
HAK	HEIKOU, P. R. CHINA		HKT	PHUKET, THAILAND
HAM	HAMBURG, FED. REP. OF GERMANY		HKY	HICKORY, NORTH CAROLINA, USA
HAN	HANOI, SOC. REP. OF VIET NAM		HLA	LANSERIA, SOUTH AFRICA
HAP	KONTIKI RET WHITSUNDAY, QLD, AUSTRL		HLD	HAILAR, P. R. CHINA
HAR	HARRISBURG, PENNSYLVANIA, USA		HLF	HULLSFRED, SWEDEN
HAS	HALI, SAUDI ARABIA		HLG	WHEELING, WV, OHIO COUNTY AIRPORT
HAU	HAUGESUND, NORWAY		HLH	ULANHOL, P. R. CHINA
HAV	HAVANA, CUBA		HLN	HELENA, MONTANA, USA

HLP	*JAKARTA-HALIM, INDONESIA*	*HTN*	*HOTAN, P. R. CHINA*
HLV	SUWON, KOREA, SUWON AB	HTO	EAST HAMPTON, NEW YORK, USA
HLZ	*HAMILTON, NEW ZEALAND*	*HTR*	*HATARUMA, JAPAN*
HMA	*MALMO-CITY HVC, SWEDEN*	HTS	HUNTINGTON, WEST VIRGINIA, USA
HME	*HASSI MESSADUD, ALGERIA*	HUA	HUNTSVILLE, AL, REDSTONE AAF
HMN	*ALAMOGORDO, NM, HOLLOMAN AFB*	HUF	TERRE HAUTE, INDIANA, USA
HMO	*HERMOSILLO, MEXICO*	*HUH*	*HUSHINE ISLAND, FRENCH POLYNESIA*
HMS	*HOMESHORE, ALASKA, USA*	HUL	HOULTON, ME, INTL AIRPORT
HNA	*MORIOKA, JAPAN*	*HUN*	*HUALIEN, TAIWAN*
HND	*TOKYO-HANEDA, JAPAN*	*HUQ*	*HOUN, LIBYAN A. JAMASHINYA*
HNH	*HOONAH, ALASKA, USA*	*HUS*	*HUGHES, ALASKA, USA*
HNL	HONOLULU, HAWAII, USA	*HUV*	*HUDIKSVALL, SWEDEN*
HNM	*HANA, MAUI, HAWAII, USA*	*HUX*	*HUATALCO, MEXICO*
HNS	HAINES, ALASKA, USA	*HUY*	*HUMBERSIDE, ENGLAND, UK*
HNY	*HANGYANG, P. R. CHINA*	*HVB*	*HERVEY BAY, QLD, AUSTRALIA*
HOB	HOBBS, NEW MEXICO, USA	*HVG*	*HONNINGSVEG, NORWAY*
HOD	*HODEIDAH, YEMEN, REPUBLIC OF*	HVN	NEW HAVEN, CONNECTICUT, USA
HOE	*HOUELSAY, LAOS*	*HVR*	*HAVRE, MONTANA, USA*
HOF	*HOFUL, SAUDI ARABIA*	HWD	HAYWARD, CA, AIR TERMINAL
HOG	*HOLGUIN, CUBA*	*HWN*	*HWANGE NATIONAL PARK, ZIMBABWE*
HOI	*HAO ISLAND, FRENCH POLYNESIA*	*HXX*	*HAY, NSW, AUSTRALIA*
HOK	*HOOKER CREEK, NT, AUSTRALIA*	*HYA*	*HYANNIS, MASSACHUSETTS, USA*
HOM	*HOMER, ALASKA, USA*	*HYD*	*HYDERBRAD, INDIA*
HON	*HURON, SOUTH DAKOTA, USA*	*HYG*	*HYDABURG, ALASKA, USA*
HOP	FORT CAMPBELL, KY, CAMPBELL AAF	*HYL*	*HOLLIS, ALASKA, USA*
HOQ	*HOF, FED. REP. OF GERMANY*	*HYN*	*HUANGYAN, P. R. CHINA*
HOR	*HORTA, FAIAL IS., PORTUGAL (AZORES)*	HYS	HAYS, KANSAS, USA
HOT	HOT SPRINGS, ARKANSAS, USA	*HZG*	*HANZHONG, P. R. CHINA*
HOU	HOUSTON, TEXAS, USA	*HZK*	*HUSAVIK, ICELAND*
HOV	*ORSTA/VOLDA, NORWAY*		
HOW	FORT KOBBE, PANAMA, HOWARD AFB	**I**	
HPB	*HOOPER BAY, ALASKA, USA*	*IAA*	*IGARKA, CIS*
HPE	*HOPE VALE, QLD, AUSTRALIA*	IAB	WICHITA, KS, MC CONNELL AFB
HPN	WESTCHESTER COUNTY, NEW YORK, USA	IAD	WASHINGTON, DC-DULLES, USA
HPV	*PRINCEVILLE, KAUAI, HAWAII, USA*	IAG	NIAGARA FALLS, NEW YORK, USA
HQM	HOQUIAM, WA, BOWERMAN AIRPORT	IAH	HOUSTON, TEXAS-INTERCONT. USA
HRB	*HARBIN, MANCHURIA, P. R. CHINA*	*IAM*	*IN AMENAS, ALGERIA*
HRE	*HARARE, ZIMBABWE*	*IAN*	*KIANA, ALASKA, USA*
HRG	*HURGHADA, ARAB. REP. OF EGYPT*	*IAS*	*IASI, ROMANIA*
HRK	KHARKOV, CIS	*IBE*	*IBAGUE, COLOMBIA*
HRL	HARLINGEN, TEXAS, USA	*IBZ*	*IBIZA, SPAIN*
HRO	HARRISON, ARKANSAS, USA	*ICI*	*CICIA, FIJI*
HRT	MARY ESTHER, FL, HURLBURT FIELD	*ICK*	*NIEUW NICKERIE, REP. OF SURINAME*
HSA	SHAIKH ISA, BAHRAIN	ICO	NICOSA, CYPRUS
HSH	*LAS VEGAS, NEVADA-HENDERSON, USA*	ICT	WICHITA, KANSAS, USA
HSI	*HASTINGS, NEBRASKA, USA*	IDA	IDAHO FALLS, IDAHO, USA
HSL	*HUSLIA, ALASKA, USA*	*IDN*	*INDAGEN, PAPUA NEW GUINEA*
HSP	*HOT SPRINGS, VIRGINIA, USA*	*IDR*	*INDORE, INDIA*
HST	HOMESTEAD, FL, HOMESTEAD AFB	*IEV*	*KIEV, CIS*
HSV	HUNTSVILLE/DECATUR, ALABAMA, USA	*IFJ*	*ISAFJORDUR, ICELAND*
HTA	*CHITA, CIS*	*IFN*	*ISFAHAN, IRAN, ISLAMIC REP. OF*
HTI	*HAMILTON ISLAND, QLD, AUSTRALIA*	*IFO*	*IVANO-FRANKOVAK, CIS*

IGA	INAGUA, BAHAMAS	IPC	EASTER ISLAND, PACIFIC OCEAN
IGG	IGUIGIG, ALASKA, USA	IPG	IPIRANGA, AM, BRAZIL
IGL	IZMIR, TURKEY, CIGLI MILITARY AP	IPH	IPOH, MALAYSIA
IGM	KINGMAN, ARIZONA, USA	IPI	IPLALES, COLOMBIA
IGN	KIGAN, PHILIPPINES	IPL	EL CENTRO/IMPERIAL, CA, USA
IGO	CHIGORODO, COLOMBIA	IPN	IPATINGA, MG, BRAZIL
IGR	IGUATZU, MI, ARGENTINA	IPT	WILLIAMSPORT, PENNSYLVANIA, USA
IGU	IGUASSU FALLS, PR, BRAZIL	IQM	QLEMO, P. R. CHINA
IHN	OISHN, YEMEN, REPUBLIC OF	IQN	QINGYANG, P. R. CHINA
IHU	IHU, PAPUA NEW GUINEA	IQQ	IQUIQUE, CHILE
IIA	INISHMAAN, REPUBLIC OF IRELAND	IQT	IQUITOS, PERU
IJK	IZHEVSK, CIS	IRA	KIRAKIRA, SOLOMON ISLAN
IKO	NEKOISKI, ALASKA, USA	IRC	CIRCLE, ALASKA, USA
IKS	TAKSI, CIS	IRG	LOCKHART RIVERS, QLD, AU ALIA
IKT	IRKUTSK, CIS	IRJ	LA RIOJA, LR, ARGENTINA
ILA	ILAGA, INDONESIA	IRK	KIRKSVILLE, MISSOURI, USA
ILE	KILLEEN, TEXAS, USA	IRP	IAIRO, ZAIRE
ILG	PHILA.PA/WILM'TON, DE-GRT WILM, USA	ISA	MOUNT ISA, QLD, AUSTRALIA
ILI	ILAMNA, ALASKA, USA	ISB	ISLAMABAD/RAWALPINDI, PAKISTAN
ILM	WILMINGTON, NORTH CAROLINA, USA	ISC	ISLES OF SICILY, UK
ILO	ILOLIO, PHILIPPINES	ISG	ISHIGAKI, JAPAN
ILP	ILE DES PINS, NEW CALEDONIA	ISN	WILLISTON, NORTH DAKOTA, USA
ILY	ISLAY, SCOTLAND UK	ISO	KINSTON, NORTH CAROLINA, USA
IMF	IMPHAL, INDIA	ISP	LONG ISLAND MACARTHUR, NY, USA
IMI	INE, MARSHALL ISLANDS	IST	ISTANBUL, TURKEY
IMP	IMPERATRIZ, MA, BRAZIL	ITH	ITHACA, NEW YORK, USA
IMT	IRON MOUNTAIN, MICHIGAN, USA	ITK	ITOKAMA, PAPUA NEW GUINEA
INC	YINCHUAN, P. R. CHINA	ITO	HILO, HAWAII, HAWAII, USA
IND	INDIANAPOLIS, INDIANA, USA	IUE	NIUE ISLAND, NIUE
INF	IN GUEZZAM, ALGERIA	IUL	ILU, INDONESIA
ING	LAGO ARGENTINO, SC, ARGENTINA	IVC	INVERCARGILL, NEW ZEALAND
INL	INT'L FALLS, MINNESOTA, USA	IVL	IVALO, FINLAND
INM	INNAMINCKA, SA, AUSTRALIA	IVR	INVERELL, NSW, AUSTRALIA
INN	INNSBRUCK, AUSTRIA	IWA	IWAKUNI, JAPAN, MCAS IWAKUNI
INO	INONGO, ZAIRE	IWD	IRONWOOD, MICHIGAN, USA
INQ	INISHEER, REPUBLIC OF IRELAND	IWO	IWO JIMA, JAPAN, IWO JIMA AB
INR	SAULT STE MARIE, MI, KINCHELOE AFB	IXA	AGARTALA, INDIA
INS	INDIAN SPRINGS, NV, AF AUX AP	IXB	BAGDOGRA, INDIA
INT	GR/H.PT/WIN SAL, NC-REYNOLDS, USA	IXC	CHANDIGAM, INDIA
INU	NAURU, REP. OF NAURU	IXE	MANGALORE, INDIA
INV	INVERNESS, SCOTLAND UK	IXH	KAILASHAHAR, INDIA
INW	WINSLOW, AZ, MUNICIPAL AIRPORT	IXI	LITABARI, INDIA
INX	INSUTAWATAN, INDONESIA	IXJ	JAMMU, INDIA
INZ	IN SALAH, ALGERIA	IXL	LEH, INDIA
IOA	IOANNINA, GREECE	IXM	MADURAI, INDIA
IOK	IOKEA, PAPUA NEW GUINEA	IXQ	KAMALPUR, INDIA
IOM	ISLE OF MAN, UK	IXR	RANCHI, INDIA
ION	IMPLONDO, PEOP. REP. OF THE CONGO	IXS	SILCHAR, INDIA
IOP	IOMA, PAPUA NEW GUINEA	IXT	PASSIGHAT, INDIA
IOR	INISHMORE, REPUBLIC OF IRELAND	IXU	AURANGABAD, INDIA
IOS	ITHEUS, BA, BRAZIL	IXW	JAMSHEDPUR, INDIA
IPA	IPOTA, VANUATU	IXZ	PORT BLAIR, ANDAMAN ISLAND, INDIA

IYK	*INYOKERN, CALIFORNIA, USA*	*JMU*	*JIAMUSI, P. R. CHINA*
IZM	*IZMIR, TURKEY*	JNB	JOHANNESBURG, SOUTH AFRICA
IZO	*IZUMO, JAPAN*	*JNN*	*NANORTALIK, GREENLAND*
		JNS	*NARSSAQ, GREENLAND*
J		JNU	JUNEAU, ALASKA, USA
JAC	JACKSON HOLE, WYOMING, USA	*JOE*	*JOENSUU, FINLAND*
JAG	*JACOBABAD, PAKISTAN*	*JOG*	*YOGYSKARTA, INDONESIA*
JAI	*JAIPUR, INDIA*	*JOI*	*JOINVILLE, SC, BRAZIL*
JAN	JACKSON, MISSISSIPPI, USA	*JOL*	*JOLO, PHILIPPINES*
JAT	*JABAT, MARSHALL ISLANDS*	JON	JOHNSTON ISLAND, PACIFIC OCEAN
JAV	*JAKOBSHAVN, GREENLAND*	*JOS*	*JOS, NIGERIA*
JAX	JACKSONVILLE, FLORIDA, USA	*JPA*	*JOSO PESSOA, PB, BRAZIL*
JBR	*JONESBORO, ARKANSAS, USA*	*JPU*	*PARIS-LA DEFENSE, FRANCE*
JCH	*CHRISTIANSHAB, GREENLAND*	*JRH*	*JORHAT, INDIA*
JCK	*JULIA CREEK, QLD, AUSTRALIA*	*JRO*	*KILMANJARO, TANZANIA*
JDF	*JUIZ DE FORA, MG, BRAZIL*	*JRS*	*JERUSALEM*
JDH	*JODPHUR, INDIA*	*JSA*	*JALSALMER, INDIA*
JDO	*JUAZEIRO DO NORTE, CE, BRAZIL*	*JSH*	*SITLA, GREECE*
JED	JEDDAH, SAUDI ARABIA	*JSI*	*SKIATHOS, GREECE*
JEF	JEFFERSON CITY, MO, MEMORIAL AP	*JSM*	*JOSE DE SAN MARTIN, CB, ARGENTINA*
JEG	*EGEDESMINDE, GREENLAND*	*JSR*	*JESSORE, BANGLADESH*
JEJ	*JEH, MARSHALL ISLANDS*	JST	JOHNSTOWN, PENNSYLVANIA, USA
JER	*JERSEY, CHANNEL ISLANDS, UK*	*JSU*	*SUKKERTOPPEN, GREENLAND*
JFK	NEW YORK, NEW YORK-KENNEDY, USA	*JTR*	*SENTORINI, THIRA IS., GREECE*
JFR	*FREDETIKSHAB, GREENLAND*	*JUB*	*JUBA, SUDAN*
JGA	*JAMNAGAR, INDIA*	*JUI*	*JUIST, FED. REP. OF GERMANY*
JGB	*JAGDALPUR, INDIA*	*JUJ*	*JUJUY, PJ, ARGENTINA*
JGC	*GRAND CANYON, ARIZONA-HPLT, USA*	*JUL*	*JULIACA, PERU*
JGN	*JIAYUGUAN, P. R. CHINA*	*JUV*	*UPERNAVIK, GREENLAND*
JGO	*GODHAVN, GREENLAND*	*JVA*	*ANKAVANDRA, DEM. REP. MADAGASCAR*
JGR	*GRONNEDAL/IVIGTUT, GREENLAND*	JXN	JACKSON, MS, JACKSON CTY AIRPORT
JHB	*JOHOR BAHRU, MALAYSIA*	*JYV*	*JYVASKYLA, FINLAND*
JHE	*HELSINGBORG-HLPT, SWEDEN*		
JHG	*JINGHONG, P. R. CHINA*	**K**	
JHM	*KAPALUA, MAUI; HAWAII, USA*	*KAB*	*KARIBA, ZIMBABWE*
JHQ	*SHUTE HARBOUR, QLD, AUSTRALIA*	*KAC*	*KAMESHI, SYRIA*
JHS	*HOLSTEINSBORG, GREENLAND*	*KAD*	*KADUNA, NIGERIA*
JHW	*JAMESTOWN, NEW YORK, USA*	*KAE*	*KAKE, ALASKA, USA*
JIB	*DJIBOUTI, DJIBOUTI*	*KAG*	*KANGNUNG, REPUBLIC OF KOREA*
JIM	*JIMMA, ETHIOPIA*	KAI	KING KHALID AB, SAUDI ARABIA
JIW	*JWANI, PAKISTAN*	*KAJ*	*KAJAANL, FINLAND*
JJI	*JUANJUI, PERU*	*KAL*	*KALTAG, ALASKA, USA*
JJU	*JULIANEHAB, GREENLAND*	*KAN*	*KANO, NIGERIA*
JKG	*JONKOPING, SWEDEN*	*KAO*	*KUUSAMO, FINLAND*
JKH	*CHIOS, GREECE*	*KAT*	*KAITALA, NEW ZEALAND*
JKT	*JAKARTA, INDONESIA*	*KAX*	*KALBARRI, WA. AUSTRALIA*
JLD	*LANDSKRONA, SWEDEN*	*KAZ*	*KAU, INDONESIA*
JLN	JOPLIN, MISSOURI, USA	*KBC*	*BIRCH CREEK, ALASKA, USA*
JLR	*JABALPUR, INDIA*	*KBL*	*KABUL, DEM. REP. OF AFGHANISTAN*
JMK	*MIKONOS, GREECE*	*KBM*	*KABWUM, PAPUA NEW GUINEA*
JMM	*MALMO-HARBOUR, SWEDEN*	KBP	KIEV-BORISPOL, CIS
JMS	JAMESTOWN, NORTH DAKOTA, USA	*KBR*	*KOTA BHARU, MALAYSIA*

KBT	KABEN, MARSHALL ISLANDS	KHJ	KAUHAJOKI, FINLAND
KBX	KAMBUAYA, INDONESIA	KHM	KHAMTI, MYANMAR
KCA	KUGA, P. R. CHINA	KHN	NANCHANG, KIENGSI, P.R. CHINA
KCC	COFFMAN COVE, ALASKA, USA	KHS	KHASABO, OMAN
KCG	CHIGNIK, ALASKA-FISHERIES, USA	KIB	IVANOFF BAY, ALASKA, USA
KCH	KUCHING, SARAWAK, MALAYSIA	KID	KRISTIANSTAD, SWEDEN
KCL	CHIGNIK, ALASKA, USA	KIF	KINGFISHER LAKE, ONTARIO, CANADA
KCQ	CHIGNIK, ALASKA-CHIGNIK LK, USA	KIH	KISH ISLAND, IRAN, ISLAMIC REP. OF
KCZ	KOCHI, JAPAN	KIJ	NIIGATA, JAPAN
KDA	KOLDA, SENEGAL	KIM	KIMBERLEY, SOUTH AFRICA
KDO	KHUZDAR, PAKISTAN	KIN	KINGSTON, JAMAICA
KDI	KENDARI, INDONESIA	KIO	KILI, MARSHALL ISLANDS
KDN	N'DENDE, GABON	KIQ	KIRA, PAPUA NEW GUINEA
KDS	KAMARAN DOWNS, QLD, AUSTRALIA	KIR	KERRY COUNTY, REPUBLIC OF IRELAND
KDU	SKARDU, PAKISTAN	KIS	KISUMU, KENYA
KDV	KANDAVU, FIJI	KIT	KITHIRA, GREECE
KEA	KETSAB, INDONESIA	KIV	KISHINEV, CIS
KEB	ENGLISH BAY, ALASKA, USA	KIY	KILWA, TANZANIA
KED	KAEDI, MAURITANIA	KJA	KRAANOJARAK, CIS
KEE	KELLE, PEOP. REP. OF THE CONGO	KKA	KOYUK, ALASKA, USA
KEF	REYKJAVIK-KFLVK INTL, ICELAND	KKB	KITOL, ALASKA, USA
KEH	SEATTLE/TACOMA, WA-KENMORE, USA	KKC	KHON KAEN, THAILAND
KEI	KEPI, INDONESIA	KKD	KOKODA, PAPUS NEW GUINEA
KEJ	KEMEROVO, CIS	KKE	KARLKERI, NEW ZEALAND
KEK	EKWOK, ALASKA, USA	KKH	KONGIGANAK, ALASKA, USA
KEL	KIEL, FED. REP. OF GERMANY	KKI	AKIACHAK, ALASKA, USA
KEM	KEMI/TOMIO, FINLAND	KKJ	KITA KYUSHU, JAPAN
KEO	ODIENNE, COLE D'IVOIRE	KKM	LOP BURI, THAILAND
KEQ	KEBAR, INDONESIA	KKN	KIRKENOS, NORWAY
KER	KERMAN, IRAN, ISLAMIC REP. OF	KKR	KAUKURA ATOLL, FRENCH POLYNESIA
KET	KENGTUNG, MYANMAR	KKU	EKUK, AKASKA, USA
KFA	KIFFE, MAURITANIS	KKX	KIKAIGA SHIMA, JAPAN
KFD	KING FAHD INTL AP, SAUDI ARABIA	KLG	KAISKAG, ALASKA, USA
KFG	KALKUNUNG, NT, AUSTRALIA	KLK	KALOKOL, KENYA
KFJ	KING FAISAL NB, SAUDI ARABIA	KLL	LEVELOCK, ALASKA, USA
KFP	FALSE PASS, ALASKA, USA	KLN	LARSEN BAY, ALASKA, USA
KGA	KANANGA, ZAIRE	KLO	KALIBO, PHILIPPINES
KGB	KONGE, PAPUA NEW GUINEA	KLR	KALMAR, SWEDEN
KGC	KINGSCOTE, SA, AUSTRALIA	KLU	KLAGENFURT, AUSTRIA
KGD	KALININGRAD, CIS	KLW	KIAWOCK, ALASKA, USA
KGF	KARAGANDA, CIS	KLX	KALAMATA, GREECE
KGG	KEDOUGOU, SENEGAL	KLZ	KLEINZEE, SOUTH AFRICA
KGI	KALGOORLIE, WA, AUSTRALIA	KMA	KEREMA, PAPUA NEW GUINEA
KGJ	KARONGA, MALAWI	KME	KAMEMBE, RWANDA
KGK	KOLLGENEK, ALASKA, USA	KMG	KUNMING, P.R. CHINA
KGL	KIGALL, RWANDA	KMI	MIYAZAKI, JAPAN
KGS	KOS, GREECE	KMJ	KUMAMOTO, JAPAN
KGX	GRAYLING, ALASKA, USA	KMK	MAKABANA, PEOP. REP. OF CON
KHE	KHERSON, CIS	KMM	KIMAM, INDONESIA
KHG	KASHI, P.R. CHINA	KMO	MANOKOTAK, ALASKA, USA
KHH	KAOHAIUNG, TAIWAN	KMP	KEETMANSHOOP, NAMBIA
KHI	KARACHI, PAKISTAN	KMQ	KOMATSU, JAPAN

KMR	KANMUI, PAPUA NEW GUINEA		KRX	KAR KAR, PAPUA NEW GUINEA
KMS	KUMASI, GHANA		KRY	KARAMAY, P.R. CHINA
KMV	KALEMYO, MYANMAR		KSA	KOSREE, CAROLINE IS. PACIFIC
KMY	MOSER BAY, ALASKA, USA		KSC	KOSICE, CZECHOSLOVAKIA
KND	KINDU, ZAIRE		KSD	KARLSTAD, SWEDEN
KNF	KINGS LYNN, UNITED KINGDOM		KSH	BAKHTARAN, IRAN, ISLAMIC REP.
KNG	KEIMANA, INDONESIA		KSJ	KASOS ISLAND, GREECE
KNH	KINMEN, TAIWAN		KSL	KASSALA, SUDAN
KNK	KAKHONAK, ALASKA, USA		KSM	ST. MARY'S, ALASKA, USA
KNQ	KONE, NEW CALEDONIA		KSN	KUATANEY, CIS
KNS	KING ISLAND, TASMANIA, AUSTRALIA		KSO	KASTORIA, GREECE
KNU	KANPUR, INDIA		KSQ	KARSHI, CIS
KNW	NEW STUYAHOK, ALASKA, USA		KSU	KRISTIANSUND, NORWAY
KNX	KUNUNYTTA, WA, AUSTRALIA		KTA	KARRATHA, WA, AUSTRALIA
KOA	KONA, HAWAII; HAWAII, USA		KTB	THORNE BAY, ALASKA, USA
KOC	KOUMAC, NEW CALEDONIA		KTD	KITA-DAITO, JAPAN
KOE	KUPANG, INDONESIA		KTE	KERTEH, MALAYSIA
KOI	KIRKWALL, ORKNEY IS., SCOTLAND UK		KTF	TAKAKA, NEW ZEALAND
KOJ	KAGOSHIMA, JAPAN		KTG	KETAPANG, INDONESIA
KOK	KOKKOLA/PIETARSAARI, FINLAND		KTM	KATHMANDU, NEPAL
KOO	KONGOLO, ZAIRE		KTN	KETCHIKAN, ALASKA, USA
KOT	KOTLIK, ALASKA, USA		KTP	KINGSTON-TINSON, JAMAICA
KOU	KOULAMOUTOU, GABON		KTR	KATHERINE, NT, AUSTRALIA
KOV	KORCHETAV, CIS		KTS	BREVIG MISSION, ALASKA, USA
KOW	GANZHOU, P.R. CHINA		KTT	KITTILA, FINLAND
KOY	OLGA BAY, ALASKA, USA		KTU	KOLA, INDIA
KOZ	OOZINKLE, ALASKA, USA		KTY	TERROR BAY, ALASKA, USA
KPB	POINT BAKER, ALASKA, USA		KUA	KUANTAN, MALAYSIA
KPC	PORT CLARENCE, ALASKA, USA		KUC	KURLA, REP. OF KIRIBATI
KPI	KAPIT, SARAWAK, MALAYSIA		KUD	KUDAT, SABAH, MALAYSIA
KPK	PARKS, ALASKA, USA		KUF	SAMARA, CIS
KPN	KIPNUK, ALASKA, USA		KUG	KUBIN ISLAND, QLD, AUSTRALIA
KPO	POHANG, REPUBLIC OF KOREA		KUH	KUSHIRO, JAPAN
KPR	PORT WILLIAMS, ALASKA, USA		KUK	KASIGLUK, ALASKA, USA
KPS	KEMPSEY, NSW, AUSTRALIA		KUL	KUALA LUMPUR, MALAYSIA
KPV	PERRYVILLE, ALASKA, USA		KUM	YAKU SHIMA, JAPAN
KPY	PORT BAILEY, ALASKA, USA		KUN	KAUNAS, LITHUANIA
KQA	AKUTAN, ALASKA, USA		KUO	KUOPIO, FINLAND
KRB	KARUMBA, QLD, AUSTRALIA		KUP	KUPIANI, PAPUA NEW GUINEA
KRE	KIRUNDO, BURUNDI		KUQ	KURI, PAPUA NEW GUINEA
KRF	KRAMFORS, SWEDEN		KUS	KULUSUK, GREENLAND
KRI	KIKORI, PAPUA NEW GUINEA		KUT	KITAISI, CIS
KRJ	KARAWARI, PAPUA NEW GUINEA		KUU	KULU, INDIA
KRK	KRAKOW, POLAND		KVA	KAVALA, GREECE
KRL	KORIS, P.R. CHINA		KVB	SKOVDE, SWEDEN
KRN	KIRUNA, SWEDEN		KVC	KING COVE, ALASKA, USA
KRO	KURGAN, CIS		KVG	KAVIENG, PAUPA NEW GUINEA
KRP	KARUP, DENMARK		KVL	KIVALINA, ALASKA, USA
KRR	KRASNODAR, CIS		KVX	KIROV, CIS
KRS	KRISTIANSAND, NORWAY		KWA	KWAJALEIN, MARSHALL ISLANDS
KRT	KHARTOUM, SUDAN		KWB	GUIYANG, P.R. CHINA
KRW	KRAERIOWODAK, CIS		KWG	KRIVOY ROG, CIS

KWI	KUWAIT, KUWAIT	LBI	ALBI, FRANCE
KWJ	KWANGJU, REPUBLIC OF KOREA	LBJ	LABAUN BAJO, INDONESIA
KWK	KWIGILLINGOK, ALASKA, USA	LBL	LIBERAL, KANSAS, USA
KWL	GUILIN, P.R. CHINA	LBQ	LAMBARENE, GABON
KWM	KOWANYAMA, QLD, AUSTRALIA	LBS	LABASE, FIJI
KWN	QUINHAGAK, ALASKA, USA	LBU	LABUAN, SABAH, MALAYSIA
KWP	WEST POINT, ALASKA, USA	LBV	LIBREVILLE, GABON
KWT	KWETHLUK, ALASKA, USA	LBW	LONGBAWAN, INDONESIA
KWY	KWAYU, KENYA	LCA	LERNACA, CYPRUS
KXA	KASAAN, ALASKA, USA	LCD	LOUIS TRICHARDT, SOUTH AFRICA
KXK	KOMSOMOIXK, NA AMURE, CIS	LCE	LA CEIBA, HONDURAS
KYD	ORCHID ISLAND, TAIWAN	LCG	LA CORUNA, SPAIN
KYE	TRIPOLI, LEBANON	LCH	LAKE CHARLES, LOUISIANA, USA
KYK	KARLUK, ALASKA, USA	LCI	LACONIA, NEW HAMPSHIRE, USA
KYP	KYAUKPYU, MYANMAR	LCK	COLUMBUS, OH, RICKENBACKER ANGB
KYS	KAYES, MALI	LCL	LA COLOMA, CUBA
KYU	KOYUKUK, ALASKA, USA	LCR	LA CHORRERA, COLUMBIA
KYX	YALUMET, PAPUA NEW GUINEA	LCY	LONDON CITY, ENGLAND UK
KYZ	KYZYL, CIS	LDA	MAIDA, INDIA
KZB	ZACHAR BAY, ALASKA, USA	LDB	LONDRINA, PR, BRAZIL
KZI	KOZANI, GREECE	LDC	LINDEMAN ISLAND, QLD, AUSTRALIA
KZN	KAZAN, CIS	LDE	LOURDES/TARBES, FRANCE
KZS	KOSTELONZO, GREECE	LDH	LORD HOWE ISLAND, NSW, AUSTRALIA
		LDI	LINDI, TANZANIA
L		LDK	LIDKOPING, SWEDEN
LAA	LAMAR, COLORADO, USA	LDU	LAHAD DATU, SABAH, MALAYSIA
LAB	LABIAB, PAPUA NEW GUINEA	LDY	LONDONDERRY, N. IRELAND UK
LAD	LUANDA, ANGOLA	LEA	LEARMONTH, WA, AUSTRALIA
LAE	LAE, PAPUA NEW GUINEA	LEB	LEBANON, NEW HAMPSHIRE, USA
LAF	LAFAYETTE, INDIANA, USA	LED	ST PETERSBURG, CIS
LAI	LANNION, FRANCE	LEH	LE HAVRE, FRANCE
LAJ	LAGES, SC, BRAZIL	LEI	ALMERIA, SPAIN
LAK	AKLAVIK, NWT, CANADA	LEJ	LEIPZIG, FED. REP. OF GERMANY
LAL	LAKELAND, FL, REGIONAL AIRPORT	LEL	LAKE EVELIA, NT, AUSTRALIA
LAM	LOS ALAMOS, NEW MEXICO, USA	LER	LEINSTER, WAS, AUSTRALIA
LAN	LANSING, MICHIGAN, USA	LES	LESOBENG, LESOTHO
LAO	LAOAG, PHILIPPINES	LET	LETICIA, COLUMBIA
LAP	LA PAZ, MEXICO	LEV	BURETA, FIJI
LAQ	BEIDA, LIBYAN A. JAMAHINYA	LEX	LEXINGTON, KENTUCKY, USA
LAR	LARAMI, WYOMING, USA	LFI	HAMPTON, VA, LANGLEY AFB
LAS	LAS VEGAS, NEVADA, USA	LFK	LUFKIN, TX, ANGELINA COUNTY AP
LAU	LAMU, KENYA	LFT	LAFAYETTE, LOUISIANA, USA
LAW	LAWTON, OKLAHOMA, USA	LFW	LOME, TOGO
LAX	LOS ANGELES, CALIFORNIA, USA	LGA	NEW YORK, NEW YORK-LA GUARDIA, USA
LAY	LADYSMITH, SOUTH AFRICA	LGB	LONG BEACH, CALIFORNIA, USA
LAZ	BOM JESUS DA LAPA, BA, BRAZIL	LGF	YUMA PROVING GND, AZ, LAGUNA AAF
LBA	LEEDS/BRADFORD, ENGLAND UK	LGG	LIEGE, BELGIUM
LBB	LUBBOCK, TEXAS, USA	LGH	LEIGH CREEK, SA, AUSTRALIA
LBD	LENINABAD, CIS	LGI	DEADMAN'S BAY, LONG ISLAND, BAHAMAS
LBE	LATROBE, PENNSYLVANIA, USA	LGK	LANGKAWI, MALAYSIA
LBF	NORTH PLATTE, NEBRASKA, USA	LGL	LONG LELLANG, SARAWAK, MALAYSIA
LBH	SYDNEY, NEW-PALM BEACH, AUSTRALIA	LGP	LEGASPI, PHILIPPINES

LGQ	LAGO AGRIO, ECUADOR		LNY	LANAI CITY, LANAI, HAWAII, USA
LGS	LAJES, AZORES, LAJES AB		LNZ	LINZ, AUSTRIA
LGW	LONDON-GATWICK, ENGLAND UK		LOD	LONGANA, VANUATU
LGZ	LEGUIZAMO, COLOMBIA		LOE	LOEL, THAILAND
LHE	LAHORE, PAKISTAN		LOF	LOEN, MARSHALL ISLANDS
LHG	LIGHTNING RIDGE, NSW, AUSTRALIA		LOH	LOJA, ECUADOR
LHI	LEREH, INDONESIA		LON	LONDON, ENGLAND UK
LHR	LONDON-HEATHROW, ENGLAND UK		LOS	LAGOS, NIGERIA
LHS	LAS HERES, SC, ARGENTINA		LOZ	LONDON, KY, LONDON-CORBIN AIRPORT
LHW	LANZHOU, P.R. CHINA		LPA	GRAN CANARIA, CANARY ISLANDS
LHX	LA JUNTA, CO, LA JUNTA MUNI AP		LPB	LA PAZ, BOLIVIA
LIF	LIFOU, LOYALTY IS., PACIFIC OCEAN		LPD	LA PEDERA, COLUMBIA
LIG	LIMOGES, FRANCE		LPE	LA PRIMAVERA, COLUMBIA
LIH	LIHUE, KAUAI; HAWAII, USA		LPG	LA PLATA, BA, ARGENTINA
LII	MULIA, INDONESIA		LPI	LINKOPING, SWEDEN
LIJ	LONG ISLAND, ALASKA, USA		LPL	LIVERPOOL, ENGLAND UK
LIK	LIKIEP, MARSHALL ISLAND		LPM	LAMAP, VANAUTU
LIL	LILLE, FRANCE		LPP	LAPPEENRANTA, FINLAND
LIM	LIMA, PERU		LPQ	LUANG PRABANG, LAOS
LIN	MDAN-LINATE, ITALY		LPS	LOPEZ ISLAND, WASHINGTON, USA
LIO	LIMON, COSTA RICA		LPT	LAMPANG, THAILAND
LIQ	LISALA, ZAIRE		LPU	LONGAPUNG, INDONESIA
LIS	LISBON, PORTUGAL		LPW	LITTLE PORT WALTER, ALASKA, USA
LIT	LITTLE ROCK, ARKANSAS, USA		LRA	LARISA, GREECE
LIW	LOIKAW, MYANMAR		LRB	LERIBE, LESOTHO
LIZ	LIMESTONE, ME, LORING AFB		LRD	LAREDO, TEXAS, USA
LJA	LODJA, ZAIRE		LRE	LONGREACH, QLD, AUSTRALIA
LJU	LJUBLJANA, SLOVENIA		LRF	JACKSONVILLE, AR, LITTLE ROCK AFB
LKA	LARANITUKA, INDONESIA		LRH	LA ROCHELLE, FRANCE
LKB	LAKEBA, FIJI		LRM	LA ROMANA, DOMINICAN REP.
LKE	SEATTLE, WASHINGTON-LAKE UNION, USA		LRO	SHARPE ARMY DEPOT, CA, SHARPE AAF
LKL	LAKSELV, NORWAY		LRS	LEROS, GREECE
LKN	LEKNES, NORWAY		LRT	LORIENT, FRANCE
LKO	LUCKNOW, INDIA		LRU	LAS CRUCES, NEW MEXICA, USA
LLA	LULEA, SWEDEN		LRV	LOS ROQUES, VENEZUELA
LLN	KEILLA, INDONESIA		LSA	LOSUIA, PAPUA NEW GUINEA
LLW	LITONGWE, MALAWI		LSC	LA SERENE, CHILE
LMA	LAKE MINCHUMINA, ALASKA, USA		LSE	LA CROSSE, WI/WINONA, MN, USA
LMI	LUMI PAPUA NEW GUINEA		LSF	FORT BENNING, GA, LAWSON AAF
LML	LAE, MARSHALL ISLANDS		LSH	LASHIO, MYANMAR
LMM	LOS MOCHIS, MEXICO		LSI	SHETLAND ISLANDS-SUMBURGH, SCOTL UK
LMN	LIMBANG, SARAWAK, MALAYSIA		LSM	LONG SEMEDO, SARAWAK, MALAYSIA
LMP	LAMPEDUSA, ITALY		LSP	LAS PIEDRAS, VENEZUELA
LMT	KLAMATH FALLS, OREGON, USA		LSS	TERRE DE HAUT, GUADELOUPE
LMX	LOPEZ DE MICAY, COLUMBIA		LST	LAUNCESTON, TASMANIA, AUSTRALIA
LMY	LAKE MURRAY, PAPUA NEW GUINEA		LSV	LAS VEGAS, NV, NELLIS AFB
LNB	LAMEN BAY, VANUATU		LSY	LISMORE, NSW, AUSTRALIA
LNE	LONORORE, VANUATU		LTD	GHADAMES, LIBYAN A. JAMAHIRIYA
LNG	LESE, PAPUA NEW GUINEA		LTK	LATADIA, SYRIA
LNK	LINCOLN, NEBRASKA, USA		LTL	LASTOURVILLE, GABON
LNO	LEONORA, WA, AUSTRALIA		LTN	LONDON-LUTON INTL., ENGLAND UK
LNS	LANCASTER, PENNSYLVANIA, USA		LTO	LORETO, MEXICO

LTS	ALTUS, OK, ALTUS AFB	MAQ	MAE SOL, THAILAND
LUD	LUDERITZ, NAMBIA	MAR	MARACAIBO, VENEZUELA
LUF	GLENDALE, AZ, LUKE AFB	MAS	MANUS ISLAND, PAPUA NEW GUINEA
LUG	LUGANO, SWITZERLAND	MAT	MATADI, ZAIRE
LUJ	LUSIKISIKI, SOUTH AFRICA	MAU	MAUPITI, FRENCH POLYNESIA
LUK	CINCINNATI, OH, LUNKEN FIELD	MAX	MATAM, SENEGAL
LUM	LUXI, P.R. CHINA	MAY	MALOEIAP, MARSHALL ISLANDS
LUN	LUSAKA, ZAMBIA	MAY	MANGROVE CAY, BAHAMAS
LUO	LUENA, ANGOLA	MAZ	MAYAGUEZ, PUERTO RICO
LUQ	SAN LUIS, SL, ARGENTINA	MBA	MOMBASA, KENYA
LUR	CAPE LISBURNE, AK	MBB	MARBLE BAR, WA, AUSTRALIA
LUW	LUWUK, INDONESIA	MBC	M'BIGOU, GABON
LUX	LUXEMBOURG, LUXEMBOURG	MBD	MMABATHO, SOUTH AFRICA
LVB	LIVRAMENTO, RS, BRAZIL	MBH	MARYBOROUGH, QLD, AUSTRALIA
LVD	LIME VILLAGE, ALASKA, USA	MBJ	MONTEGO BAY, JAMAICA
LVO	LAVERTON, WA, AUSTRALIA	MBL	MANISTEE, MICHIGAN, USA
LVS	LAS VEGAS, NV, MUNICIPAL AIRPORT	MBM	MKAMBATI, SOUTH AFRICA
LWB	GREENBRIER, WEST VIRGINIA, USA	MBO	MAMBURAO, PHILIPPINES
LWE	LEWOLEBA, INDONESIA	MBS	SAGINAW, MICHIGAN, USA
LWK	SHETLAND ISLANDS-LARWICK, SCOTL. UK	MBT	MASBATE, PHILLIPPINES
LWN	LENINAKAN, CIS	MBU	MBAMBANAKKA, SOLOMON ISLANDS
LWO	LVOV, CIS	MBW	MOORABBIN, VIC, AUSTRALIA
LWS	LEWISTON, IDAHO, USA	MCC	SACRAMENTO, CA, MC CLELLAN AFB
LWT	LEWISTON, MONTANA, USA	MCE	MERCED, CALIFORNIA, USA
LXA	LHASA, P.R. CHINA	MCF	TAMPA, FL, MAC DILL AFB
LXR	LUXOR, ARAB REP. OF EGYPT	MCG	MCGRATH, ALASKA, USA
LXS	LEMNOS, GREECE	MCH	MACHATA, ECUADOR
LYB	LITTLE CAYMAN, WEST INDIES	MCI	KANSAS CITY, MISSOURI-INTL. USA
LYC	LYCKSELE, SWEDEN	MCK	MCCOOK, NEBRASKA, USA
LYE	LYNEHAM, UNITED KINGDOM	MCM	MONTE CARLO, MONACO
LYG	LIANYUNGANG, P.R. CHINA	MCN	MACON, GEORGIA, USA
LYH	LYNCHBURG, VIRGINIA, USA	MCO	ORLANDO, FLORIDA-INTL, USA
LYP	FALSALABAD, PAKISTAN	MCP	MACAPA, AP, BRAZIL
LYR	LONGYEARBYEN, NORWAY	MCT	MUSCAT, OMAN
LYS	LYON, FRANCE	MCW	MASON CITY, IOWA, USA
LZC	LAZARO CARDENAS, MEXICO	MCX	MAKHACHKALA, CIS
LZH	LIUZHOU, P.R. CHINA	MCY	MAROOCHYDORE, QLD, AUSTRALIA
LZR	LIZARD ISLAND, QLD, ALASKA	MCZ	MACEIO, AL, BRAZIL
		MDC	MANADO, INDONESIA
M		MDE	MEDELLIN, COLUMBIA
MAA	MADRAS, INDIA	MDG	MUDANJIANG, P.R. CHINA
MAB	MARABA, PA, BRAZIL	MDI	MAKURDI, NIGERIA
MAD	MADRID, SPAIN	MDK	MBANDAKA, ZAIRE
MAF	MIDLAND/ODESSA, TEXAS, USA	MDL	MANDALAY, MYANMAR
MAG	MADANG, PAPUA NEW GUINEA	MDO	MAR DEL PLATA, BA, ARGENTINA
MAH	MENORCA, SPAIN	MDP	MINDIPLANA, INDONESIA
MAJ	MAJURO, MARSHALL ISLANDS	MDS	MIDDLE CAICOS, TURKS & CAICOS IS
MAL	MANGOLE, INDONESIA	MDT	HARRISBURG, PA-INTL, USA
MAM	MATAMOROS, MEXICO	MDU	MENDI, PAPUA NEW GUINEA
MAN	MANCHESTER, ENGLAND UK	MDW	CHICAGO, ILLINOIS-MIDWAY USA
MAO	MANAUS, AM, BRAZIL	MDY	MIDWAY ISLAND, SAND ISLAND FIELD
MAP	MAMAI, PAPUA NEW GUINEA	MDZ	MENDOZA, MD, ARGENTINA

MEA	*MACAE, RJ, BRAZIL*	MID	*MERIDA, MEXICO*
MEB	*MELBOURNE, VIC-ESSENDON, AUSTRALIA*	MIE	*MUNCIE, INDIANA, USA*
MEC	*MENTA, ECUADOR*	MII	*MANILA, SP, BRAZIL*
MED	*MEDINAH, SAUDI ARABIA*	MIJ	*MILI, MARSHALL ISLANDS*
MEE	*MARE, LOYALTY IS., PACIFIC OCEAN*	MIK	*MIKKELI, FINLAND*
MEG	*MALANGE, ANGOLA*	MIL	*MILAN, ITALY*
MEH	*MEHAMN, NORWAY*	MIM	*MERIMBULA, NSW, AUSTRALIA*
MEI	MERIDIAN, MISSISSIPPI USA	MIR	*MONASTIR, TUNISIA*
MEL	*MELBOURNE, VICTORIA, AUSTRALIA*	MIS	*MISIMA, PAPUA NEW GUINEA*
MEM	MEMPHIS, TENNESSEE, USA	MIU	*MAIDUGURI, NIGERIA*
MEO	*MANTEO, NORTH CAROLINA, USA*	MJB	*MEGIT ISLAND, MARSHALL ISLAND*
MER	MERCED, CA, CASTLE AFB	MJC	*MAN. COTE D'IVOIRE*
MES	*MEDAN, INDONESIA*	MJD	*MOHENJO DERO, PAKISTAN*
MEX	*MEXICO CITY, MEXICO*	MJE	*MAJKIN, MARSHALL ISLAND*
MEZ	*MESSINA, SOUTH AFRICA*	MJF	*MOAJOEN, NORWAY*
MFA	*MATIA ISLAND, TANZANIA*	MJL	*MOUILA, GABON*
MFC	*MAFETENG, LESOTHO*	MJM	*MBUJI-MAYI, ZAIRE*
MFD	MANSFIELD, OH, MANSFIELD-LAHM AP	MJN	*MAJUNGA, DEM. REP. MADAGASCAR*
MFE	MC ALLEN, TEXAS, USA	MJT	*MYTILENE, GREECE*
MFF	*MOALA, FIJI*	MJV	*MURCIA, SPAIN*
MFG	*MUZAFFARABAD, PAKISTAN*	MJZ	*MIMYJ, CIS*
MFJ	*MOALA, FIJI*	MKB	*MEKAMBO, GABON*
MFN	*MILFORD SOUND, NEW ZEALAND*	MKC	KANSAS CITY, MISSOURI, USA
MFR	MEDFORD, OREGON, USA	*MKE*	*MILWAUKEE, WISCONSIN, USA*
MGA	MANAGUS, NICARAGUA	MKG	MUSKEGON, MICHIGAN, USA
MGB	*MT. GAMBIER, SA, AUSTRALIA*	*MKH*	*MOKHOTIONG, LESOTHO*
MGD	*MAGDELENA, BOLIVIA*	*MKJ*	*MAKOUA, PEOP. REP. OF THE CONGO*
MGE	MARIETTA, GA, DOBBINS AFB	MKK	MOLOKAI/HOOLEHUA, HAWAII, USA
MGF	*MARINGA, PR, BRAZIL*	MKL	JACKSON, TENNESSEE, USA
MGH	*MARGATE, SOUTH AFRICA*	*MKM*	*MUKAH, SARAWAK, MALAYSIA*
MGI	MATAGORDA IS, TX, MATAGORDA IS AFB	MKO	MUSKOGEE, OK, DAVIS FIELD
MGM	MONTGOMERY, ALABAMA, USA	*MKP*	*MAKEMO, FRENCH POLYNESIA*
MGQ	MOGADISHU, SOMOLIA, INTL AIRPORT	*MKQ*	*MERAUKE, INDONESIA*
MGR	MOULTRIE, GA, MUNICIPAL AIRPORT	*MKR*	*MEEKATHARRA, WA, AUSTRALIA*
MGS	*MANGEIA, COOK IS., S. PACIFIC*	*MKT*	*MANKATTO, MINNESOTA, USA*
MGT	*MILLINGIMBI, NT, AUSTRALIA*	*MKU*	*MAKOKOU, GABON*
MGW	MORGANTOWN, WEST VIRGINIA, USA	*MKW*	*MANOKWARI, INDONESIA*
MGX	*MOABI, GABON*	*MKY*	*MACKAY, QLD, AUSTRALIA*
MGZ	*MYEIK, MYANMAR*	*MKZ*	*MALACCA, MALAYSIA*
MHD	*MASHAD, IRAN, ISLAMIC REP. OF*	*MLA*	*MALLA, MEDITERRANEAN SEA*
MHE	MITCHELL, SOUTH DAKOTA, USA	MLB	MELBOURNE, FLORIDA, USA
MHG	*MANNHEIM, FED. REP. OF GERMANY*	MLC	MC ALESTER, OK, REGIONAL AIRPORT
MHH	*MARSH HARBOR, BAHAMAS*	*MLE*	*MALE, MALDIVEA*
MHK	MANHATTAN, KANSAS, USA	*MLH*	*MUTHOUSE/BASEL, FRANCE*
MHQ	*MARIEHAMN, ALAND ISL. FINLAND*	MLI	MOLINE, ILLINOIS, USA
MHR	SACRAMENTO, CA, MATHER AFB	*MLL*	*MARSHALL, ALASKA, USA*
MHT	MANCHESTER, NEW HAMPSHIRE, USA	*MLM*	*MORELLA, MEXICO*
MHX	*MANIHIKI ISLAND, COOK IS, S.PACIFIC*	*MLN*	*MELLITA, SPAIN*
MHY	*MOREHEAD, PAPUA NEW GUINEA*	*MLO*	*MILOA, GREECE*
MHZ	MILDENHALL, UNITED KINGDOM	*MLQ*	*MAIAIPUA, PAPUA NEW GUINEA*
MIA	MIAMI, FLORIDA, USA	MLS	MILES CITY, MONTANA, USA
MIB	MINOT, ND, MINOT AFB	MLU	MONROE, LOUISIANA, USA

MLN	MONROVIA, LIBERIA	MPV	MONTPELIER, VERMONT, USA
MLX	MALATYA, TURKEY	MPW	MANUPOL, CIS
MLY	MANIEY HOT SPGS., ALASKA, USA	MQF	MAGNITOGORSK, CIS
MYZ	MELO, URUGUAY	MQL	MIDURA, VIC, AUSTRALIA
MMA	MALMO. SWEDEN	MQN	MO I. RENA, NORWAY
MMB	MEMANBETSU, JAPAN	MQS	MUSTIQUE, WINDWARD ISLANDS
MMD	MINAM DANO JIMA OKINAWA IS. JAPAN	MQT	MARQUETTE, MICHIGAN, USA
MME	TEESSIDE, ENGLAND UK	MRA	MISURATA, LIBYAN A. JAMAHIRYA
MMG	MOUNT MAGNET, WA, AUSTRALIA	MRB	MARTINSBURG, WV, SHEPHERD AIRPORT
MMH	MAMMOUTH LAKES, CALIFORNIA, USA	MRD	MERIDA, VENEZUELA
MMJ	MATSUMOTO, JAPAN	MRE	MARA LODGES, KENYA
MMK	MURMANSK, CIS	MRO	MASTERTON, NEW ZEALAND
MMM	MIDDLEMOUNT, QLD, AUSTRALIA	MRQ	MARINDUQUE, PHILIPPINES
MMO	MALO, CAPE VERDE ISLANDS	MRS	MARSAILLE, FRANCE
MMP	MOMPOS, COLUMBIA	MRU	MAURIBUS, MAURITUS
MMT	COLUMBIA, SC, MC ENTIRE ANG	MRV	MINERALNYE VODY, CIS
MMX	MALMO-STUNUP, SWEDEN	MRY	MONTEREY, CALIFORNIA, USA
MMY	MIYAKO JIMA, JAPAN	MRZ	MOREA, NSW, AUSTRALIA
MNA	MELANGUANA, INDONESIA	MSA	MUSKRAT DAM, ONTARIO, CANADA
MNB	MOANDA, ZAIRE	MSD	MT. PLEASANT, UTAH, USA
MNE	MUNGARANIE, SA, AUSTRALIA	MSH	MASIRAH, OMAN
MNF	MANA, FIJI	MSJ	MISAWA, JAPAN
MNG	MANINGRIDA, NT, AUSTRALIA	MSL	MUSCLE SHOALS, ALABAMA, USA
MNI	MONTSERRAT, MONTSERRAT	MSN	MADISON, WISCONSIN, USA
MNK	MAIANA, REP OF KIRIBATI	MSO	MISSOULA, MONTANA, USA
MNL	MANILA, PHILIPPINES	MSP	MINNEAPOLIS/ST PAUL, MN, USA
MNM	MENOMINEE, MICHIGAN, USA	MSQ	MINSK, CIS
MNT	MINIO, ALASKA, USA	MSS	MASSENA, NEW YORK, USA
MNU	MAUIMYNE, MYANMAR	MST	MAASTRICHI, NETHERLANDS
MNY	MONO IL., SOLOMON ISLANDS	MSU	MASERU, LESOTHO
MOA	MOA, CUBA	MSX	MOSSENDJO, PEOP. REP. OF THE CONGO
MOB	MOBILE AL/PASCAGOULA, MS, USA	MSY	NEW ORLEANS, LOUISIANA, USA
MOC	MONTES CIAROE, MG, BRAZIL	MSZ	MANIBO, ANGOLA
MOD	MODESTO, CALIFORNIA, USA	MTC	MOUNT CLEMENS, MI, SELFRIDGE ANGB
MOF	MAUMERE, INDONESIA	MTF	MIZAN TEFEN, ETHIOPIA
MOG	MONGHSAT, MYANMAR	MTH	MARATHON, FLORIDA, USA
MOI	MITIARO,COOK ISLANDS, SOUTH PACIFIC	MTI	MOSTEIROS, CAPE VERDE ISLANDS
MOL	MOIDE, NORWAY	MTJ	MONTROSE, COLORADO, USA
MON	MOUNT COOK, NEW ZEALAND	MTK	MEKIN, REP. OF KIRGAT
MOQ	MORONDAVA, DEM. REP. MADAGASCAR	MTL	MATLAND, NSW, AUSTRALIA
MOT	MINOT, NORTH DAKOTA, USA	MTM	METIAKETIA, ALASKA, USA
MOU	MOUNTAIN VILLAGE, ALASKA, USA	MTN	BALTIMORE, MD, MARTIN STATE AP
MOV	MORANBAH, QLD, AUSTRALIA	MTO	MAITOON, ILLINOIS, USA
MOW	MOSCOW, CIS	MTR	MONIENA, COLOMBIA
MOZ	MOOREA, FRENCH POLYNESIA	MTS	MANZINI, SWAZILAND
MPA	MPATHA, NAMBIA	MTT	MINATHIAN, MEXICO
MPB	MIAMI, FLORIDA-PUBLIC SCH. USA	MTV	MOTA LAVA, VENUSTU
MPD	MIRPUR KHAS, PAKISTAN	MTY	MONTERREY, MEXICO
MPL	MONTPELIER, FRAMCE	MUA	MUNDA, SOLOMON ISLANDS
MPM	MAPUTO, MOZAMBIQUE	MUB	MAUN, BOTSWANA
MPN	MOUNT PLEASANT, FALKLAND ISLANDS	MUC	MUNICH, FED. REP. OF GERMANY
MPT	MALIANA, INDONESIA	MUE	KAMUELA, HAWAII, HAWAII, USA

MUF	MUTING, INDONESIA	MZK	MZRZKAI, REP. OF KIRIBATI
MUK	MAUKE, COOK ISLANDS, SOUTH PACIFIC	MZL	MANIZALES, COLUMBIA
MUN	MATURIN, VENEZUELA	MZO	MANZANILLO, CUBA
MUO	MOUNTAIN HOME, ID, MTN HOME AFB	MZP	MOLUEKA, NEW ZEALAND
MUR	MARUDI, SARAWAK, MALAYSIA	MZQ	MKUZE, SOUTH AFRICA
MUS	MARCUS ISLAND	MZT	MAZATIAN, MEXICO
MUX	MUTAN, PAKISTAN		
MUZ	MUSBMA, TANZANIA	N	
MVB	FRANCEVILLE, GABON	NAA	NARRABRI, NSW, AUSTRALIA
MVD	MONTEVIDEO, URAGUAY, CARRASCO AP	NAG	NAGPUR, INDIA
MVK	MULKA, SA, AUSTRALIA	NAH	NAHA, INDONESIA
MVN	MOUNT VERNON, ILLINOIS, USA	NAK	NAKHON RATCHASIMA, THAILAND
MVP	MITO, COLUMBIA	NAL	NALCHIK, CIS
MVQ	MOGILEV, CIS	NAN	NADI, FIJI
MVR	MAROUA, REPUBLIC OF CAMEROON	NAP	NAPLES, ITALY
MVT	MATAIVA, FRENCH POLYNESIA	NAR	NARE, COLUMBIA
MVX	MINVOUL. GABON	NAS	NASSAU, BAHAMAS
MVY	MARTHA'S VINEYARD, MA, USA	NAT	NATAL, RN, BRAZIL
MVZ	MASVINGO, ZIMBABWE	NAU	NAPUKE ISLAND, FRENCH POLYNESIA
MWA	MARION, ILLINOIS, USA	NAW	NARATHIWAI, THAILAND
MWD	MIANWALI, PAKISTAN	NBC	NABEREVNYE CHELNY, CIS
MWE	MEROWE, SUDAN	NBE	DALLAS, TX, DALLAS NAS
MWF	MAEWO, VANUALU	NBO	NAIROBI, KENYA
MWH	MOSES LAKE, WASHINGTON, USA	NBU	GLENVIEW, IL, GLENVIEW NAS
MWT	MOOLAWAIANA, SA, AUSTRALIS	NBX	NABRE, INDONESIA
MWZ	MWANZE, TANZANIA	NCA	NORTH CAICOS, TURKS & CAICOS IS
MXF	MONTGOMERY, AL, MAXWELL AFB	NCE	NICE, FRANCE
MXJ	MINNA, NIGERIA	NCH	NACHINGWEA, TANZANIA
MXL	NEXICALI, MEXICO	NCI	NECOCLI, COLOMBIA
MXP	MITAN-MALPENSE, ITALY	NCL	NEWCASTLE, ENGLAND UK
MXS	MAOLA, SAVAII ISLAND, WESTERN SAMOA	NCQ	MARIETTA, GA, ATLANTA NAS
MXT	MAINBRANO, DEM. REP. MADAGASCAR	NCS	NEWCASTLE, SOUTH AFRICA
MXX	MORA, SWEDEN	NCU	NUKUS, CIS
MXZ	MEIXIAN, P.R. CHINA	NCY	ANNECY, FRANCE
MYA	MORUYA, NSW, AUSTRALIA	NDB	NOUADHIBOU, MAURITANIA
MYC	MARACAY, VENEZUELA	NDC	NANDED, INDIA
MYD	MALINDI, KENYA	NDE	MANDERA, KENYA
MYG	MAYAGUANA, BAHAMAS	NDG	QIGIHAR, P.R. CHINA
MYI	MURRAY ISLANDS, QLD, AUSTRALIA	NDJ	N'DJAMENA, CHAD
MYJ	MATAUYAMA, SHIKOKU, JAPAN	NDK	NAMORIK, MARSHALL ISLANDS
MYL	MC CALL, ID	NDM	MENDI, ETHIOPIA
MYQ	MYSORE, INDIA	NDU	RUNDU, NAMIBIA
MYR	MYRTLE BEACH, SC, MYRTLE BEACH AFB	NEA	GLYNCO, GA, GLYNCO NAS
MYT	MYITKYINA, MYANMAR	NEG	NEGRI, JAMICA
MYU	MEKORYUK, ALASKA, USA	NEL	LAKEHURST, NJ, LAKEHURST NAS
MYW	MIWARE, TANZANIA	NER	NERYUNGN, CIS
MYY	MIRI, SARAWAK, MALAYSIA	NEV	NEVIS, LEEWARD ISLANDS
MYZ	MONKEY BAY, MALAWI	NFG	NETTEYUGANSK, CIS
MZC	MIZIC, GABON	NFL	FALLON, NV, FALLON NAS
MZF	MZAMBA, SOUTH AFRICA	NFO	OKINAWA, JAPAN, MCAS FUTEMA
MZG	MEKUNG, TAIWAN	NGB	NINGBO, P.R. CHINA
MZI	MOOTI, MALI	NGE	N'GAOUNDERE, REPUBLIC OF CAMEROON

NGO	NAGOYA, JAPAN	NOV	HUEMBO, ANGOLA
NGP	CORPUS CHRISTI, TX, NAS	NPA	PENSACOLA, FL, PENSACOLA NAS
NGS	NAGASAKI, JAPAN	NPE	NAPIER, NEW ZEALAND
NGU	NORFOLK, VA, NORFOLK NAS	NPH	NEPHI, UTAH, USA
NGZ	ALAMEDA, CA, ALAMEDA NAS	NPL	NEW PLYMOUTH, NEW ZEALAND
NHK	PATUXENT RIVER, MD, PATUX RIV NAS	NQA	MILLINGTON, TN, MEMPHIS NAS
NHT	NORTHOLT, UNITED KINGDOM	NQI	KINGSVILLE, TX, KINGSVILLE, NAS
NHV	NUKU HIVA, FRENCH POLYNESIA	NQN	NEUQUEN, NE, ARGENTINA
NHZ	BRUNSWICK, ME, BRUNSWICK NAS	NQU	NUQUI, COLUMBIA
NIB	NIKOLAI, ALASKA, USA	NQY	NEWQUAY, ENGLAND UK
NID	CHINA LAKE, CA, ARMITAGE FIELD	NQX	KEY WEST, FL, KEY WEST NAS
NIG	NIKUNAU, REP. OF KIRBATI	NQZ	NOVOKUZNETAK, CIS
NIM	NIAMAY, NIGER	NRA	NARRANDARA, NSW, AUSTRALIA
NIP	JACKSONVILLE, FL, JACKSONVILLE NAS	NRB	MAYPORT, FL, MAYPORT NAS
NIR	BEEVILLE, TX, CHASE FIELD NAS	NRC	CROWS LANDING, CA, CROWS LDG NAF
NIX	NIORO, MALI	NRD	NORDERNEY, FED. REP. OF GERMANY
NJC	NIZHNEVARTOVSK, CIS	NRK	NORKOPING, SWEDEN
NJK	EL CENTRO, CA, EL CENTRO NAF	NRR	ROOSEVELT ROADS, PUERTO RICO, NAS
NJM	SWANSBORO, NC. BOGUR FIELD	NRT	TOKYO-NARITA, JAPAN
NJP	WARMINSTER, PA, WARMINSTER NAF	NSB	BIMINI-NORTH SPG, BAHAMAS
NKC	NOUAKCHOTT, MAURITANIA	NSF	CAMP SPRINGS, MD, ANDREWS NAF
NKG	NANJING, P.R. CHINA	NSK	NORIL.SK, CIS
NKI	KAUKITI, ALASKA, USA	NSM	NORSEMAN, WA, AUSTRALIA
NKT	CHERRY POINT, NC, MCAS CHERRY PT	NSN	NELSON, NEW ZEALAND
NKW	DIEGO GARCIA, DIEGO GARCIA	NSO	SCONE, NSW, AUSTRALIA
NKX	SAN DIEGO, CA, MIRAMAR NAS	NST	NAKHON S. THAMMARAT, THAILAND
NKY	NKAYL, PEOP. REP, OF THE CONGO	NTD	POINT MUGU, CA, POINT MUGU NAS
NLA	NDOLA, ZAMBIA	NTE	NANTES, FRANCE
NLD	NUEVO LAREDO, MEXICO	NTI	BINTUNI, INDONESIA
NLF	NAMEY ISLAND, QLD, AUSTRALIA	NTL	NEWCASTLE, NSW, AUSTRALIA
NLG	NELSON LAGOON, ALASKA, USA	NTM	MIRACEMA DO NORTE, TO, BRAZIL
NLK	NORFOLK ISLAND, NORFOLK ISLAND	NTN	NORMANTON, QLD, AUSTRALIA
NLP	NELSPRUIT, SOUTH AFRICA	NTO	SANTO ANTAO, CAPE VERDE ISLANDS
NLV	NIKOLAEV, CIS	NTU	VIRGINIA BEACH, VA, OCEANA NAS
NMA	NAMANGAN, CIS	NTY	SUN CITY, SOUTH AFRICA
NME	NIGHTMUTE, ALASKA, USA	NUB	NUMBAKWAR, NT, AUSTRALIA
NMG	SAN MIGUEL, PANAMA REPUBLIC	NUC	SAN CLEMENTE ISLAND, CA
NMM	MERIDIAN, MS, MERIDIAN NAS	NUE	NUREMBERG, FED. REP. OF GERMANY
NNA	KENITRA, MOROCCO, KENITRA NAF	NUG	MOUNTAIN VIEW, CA, MOFFETT FLD NAS
NNB	SANTA ANA, SOLOMON ISLANDS	NUI	NUIQSUT, ALASKA, USA
NNG	NANNING, P.R. CHINA	NUK	NUKUTAVAKE, FRENCH POLYNESIA
NNL	NANDALTON, ALASKA, USA	NUL	NULATO, ALASKA, USA
NNT	NAN, THAILAND	NUP	NUNAPITCHUK, ALASKA, USA
NNX	NUNUKAN, INDONESIA	NUS	NORSUP, VANUATU
NOB	NOSARA BEACH, COSTA RICA	NUW	OAK HARBOR, WA, WHIDBEY IS NAS
NOC	CONNAUGHT, REPUBLIC OF IRELAND	NUX	NOVYJ URENGOL, CIS
NOM	NOMAD RIVER, PAPUA NEW GUINEA	NVA	NEIVA, COLUMBIA
NON	NONOUTI, REP. OF KIRABATI	NVK	NARVIK, NORWAY
NOP	MACTAN ISLAND, PHILIPPINES	NVT	NAVEGANIES, SC, BRAZIL
NOR	NORDIJORDUR, ICELAND	NVY	NEYVAFI, INDIA
NOS	NOSSI-BE, DEM. REP. MADAGASCAR	NWA	MOHALI, COMOROS
NOU	NOUMES, NEW CALEDONIA	NWI	NORWICH, ENGLAND UK

NWT	*NOWALA, PAPUA NEW GUINEA*
NXP	TWENTYNINE PALMS, CA, MC EAF
NXX	WILLOW GROVE, PA, WILLOW GROVE NAS
NYC	*NEW YORK NY/NEWARK, NJ, USA*
NYE	*NYERI, KENYA*
NYK	*NANYUKA, KENYA*
NYL	YUMA, AZ, MCAS YUMA
NYN	*NYNGAN, NSW, AUSTRALIA*
NYO	*NYKOPING, SWEDEN*
NYU	*NYSUNG-U. MYANMAR*
NZC	JACKSONVILLE, FL, CECIL FIELD NAS
NZJ	SANTA ANA, CA, MCAS EL TORO
NZW	SOUTH WEYMOUTH, MA, S WEYMOUTH NAS
NZY	SAN DIEGO, CA, NORTH ISLAND NAS

O

OAG	*ORANGE, NSW, AUSTRALIA*
OAJ	*JACKSONVILLE, NORTH CAROLINA, USA*
OAK	OAKLAND, CALIFORNIA, USA
OAM	*OAMARU, NEW ZEALAND*
OAR	FORT ORD, CA, FRITZSCHE AAF
OAX	*OAXACA, MEXICO*
OBD	*OBANO, INDONESIA*
OBF	*OGERPLATTENHOLEN, FED. REP. OF GERMANY*
OBO	*OBIHIRO, JAPAN*
OBU	*KOBUK, ALASKA, USA*
OBX	*OBO, PAPUA NEW GUINEA*
OCA	*OCEAN REEF CLUB, FLORIDA, USA*
OCC	*COCA, ECUADOR*
OCF	OCALA, FL, MUNICIPAL AIRPORT
OCH	*NACOGDDOCHES, TEXAS, USA*
OCJ	*OCHO RIOS, JAMAICA*
OCO	SAN JOSE, COSTA RICA, EL COCO AP
OCV	*OCANA, COLOMBIA*
ODE	*ODENSE, DENMARK*
ODL	*CORDITO DOWNS, SA, AUSTRALIA*
ODN	*LONG SERIDAN, SARAWAK, MALAYSIA*
ODS	*ODESSA, CIS*
ODW	*OAK HARBOR, WASHINGTON, USA*
ODY	*OUDOMXAY, LAOS*
OEC	*OCUSSI, INDONESIA*
OER	*ORNAKQLDSVIK, SWEDEN*
OES	*SAN ANTONIO, OESTE, RN, ARGENTINA*
OFF	OMAHA, NE, OFFUTT AFB
OFJ	*OLAFSFJORDUR, ICELAND*
OFK	*NORFOLK, NEBRASKA, USA*
OFU	*OLU ISLAND, AMERICAN SAMOA*
OGD	OGDEN, UT, OGDEN-HINCKLEY AIRPORT
OGG	*KAHULUI, MAULI HAWAII, USA*
OGN	*YONAGUNI-JIMA, JAPAN*
OGS	*OGDENSBURG, NEW YORK, USA*

OGX	*OUARGIA, ALGERIA*
OGZ	*ORDZHONIKIDZE, CIS*
OHD	*OHRID, YUGOSLAVIA*
OHT	*KOHAF, PAKISTAN*
OIT	OHA, JAPAN
OKA	*OKINAWA, RYUKYU IS., JAPAN*
OKC	OKLAHOMA CITY, OKLAHOMA, USA
OKE	*OKINA ERABU, JAPAN*
OKG	*OKOYO, PEOP. REP. OF THE CONGO*
OKI	*OKI ISLAND, JAPAN*
OKJ	*OKAYAMA, JAPAN*
OKK	KOKOMO, IN, MUNICIPAL AIRPORT
OKL	*OKSIBIL, INDONESIA*
OKN	*OKONDJA, GABON*
OKO	TOKYO, JAPAN, YOKOTA AFB
OKP	*OKESPMIN, PAPUA NEW GUINEA*
OKQ	*OKABA, INDONESIA*
OKR	*YORKE ISLAND, QLD, AUSTRALIA*
OKU	*MOKUTI LODGE, NAMIBIA*
OLB	*OLBIA, ITALY*
OLF	*WOLF POINT, MONTANA, USA*
OLH	*QLD HARBOR, ALASKA, USA*
OLJ	*OLPOI, VANUATU*
OLM	*OLYMPIA, WA*
OLP	*OLYMPIC DAM, SA, AUSTRALIA*
OMA	OMAHA, NEBRASKA, USA
OMB	*OMBOUE, GABON*
OMC	*ORMOC, PHILIPPINES*
OMD	*ORANJAMUND, NAMBIA*
OME	*NOME, ALASKA, USA*
OMH	*URMIEH, IRAN, ISLAMIC REP. OF*
OMK	OMAK, WA
OMO	*MOATAR, YUGOSLAVIA*
OMR	*OREDEA, ROMANIA*
OMS	*OMSK, CIS*
OND	ONDANGWA, NAMIBIA
ONG	*MORNINGTON IS., QLD, AUSTRALIA*
ONI	*MOANAMANI, INDONESIA*
ONP	NEWPORT, OR, MUNICIPAL AIRPORT
ONT	*ONTARIO, CALIFORNIA, USA*
ONX	*COLON, PANAMA REPUBLIC*
OOK	*TAKAOOK BAY, ALASKA, USA*
OOL	*GQLD COAST, OLKD, AUSTRALIA*
OOM	*COOMA, NSW, AUSTRALIA*
OOT	*ONOTOS, REP. OF KIRBATI*
OPF	MIAMI, FL, OAP LOCKA AIRPORT
OPO	*PORTO, PORTUGAL*
OPU	*BELLMO, PAPUA NEW GUINEA*
OQU	N KINGSTOWN, RI, QUONSET STATE AP
ORB	*OREGRO, SWEDEN*
ORC	*OROCUE, COLOMBIA*
ORD	CHICAGO, ILLINOIS-O'HARE, USA

ORF	NORFOLK/VA BEACH/WMBG, VA, USA	PAH	PADUCAH, KENTUCKY, USA
ORG	PARAMARIBO-Z EN HOOP, R. SURAMI	PAM	PANAMA CITY, FL, TYNDALL AFB
ORH	WORCESTER, MA, MUNICIPAL AIRPORT	PAN	PATTANI, THAILAND
ORI	PORT LIONS, ALASKA, USA	PAP	PORT AU PRINCE, HAITI
ORK	CORK, REPUBLIC OF IRELAND	PAR	PARIS, FRANCE
ORL	ORLANDO, FLORIDA, USA	PAS	PAROS, GREECE
ORN	ORAN, ALGERIA	PAT	PATNA, INDIA
ORV	NOORVIK, ALASKA, USA	PAV	PAULO AFONSO, BA, BRAZIL
ORW	ORMARA, PAKISTAN	PAY	PAMOL, SABAH, MALAYSIA
ORY	PARIS-ORLY, FRANCE	PAZ	PORZO, RICA, MEXICO
OSA	OSAKA, JAPAN	PBC	PUEBIA, MEXICO
OSC	OSCODA, MI, WURTSMITH AFB	PBE	PUERTO BERRIO, COLOMBIA
OSD	OATERSUND, SWEDEN	PBF	PINE BLUFF, AR, GRIDER FIELD
OSH	OSHKOSH, WISCONSIN, USA	PBG	PLATTSBURGH, NY, PLATTSBURGH AFB
OSK	OAKERSHAMN, SWEDEN	PBH	PARO, BHUTAN
OSL	OSLO, NORWAY	PBI	WEST PALM BEACH, FLORIDA, USA
OSN	OSAN, KOREA, OSAN AB	PBL	PUERTO CABELLO, VENEZUELA
OSR	OATRAVA, CZECHOSLOVAKIA	PBM	PARAMARIBO, REPUBLIC OF SUDAN
OSS	OSH, CIS	PBO	PARABURDOO, WA, AUSTRALIA
OSY	NAMAOS, NORWAY	PBU	PUIEA, MYANMAR
OTD	CONTADORA, PANAMA REPUBLIC	PCA	PORTAGE CREEK, ALASKA, USA
OTH	NORTH BEND, OREGON, USA	PCC	PUERTO RICO, COLOMBIA
OTI	MOROTAI ISLAND, INDONESIA	PCH	PALACIOS, HONDURAS
OTM	OTTUMWA, IOWA, USA	PCL	PUCALIPA, PERU
OTP	BUCHAREST-OTOPENI, ROMANIA	PCN	PICTON, NEW ZEALAND
OTR	COTO 47, COSTA RICA	PCP	PRINCIPE IS., PRINCIPE ISLAND
OTS	ANACORTEA, WASHINGTON, USA	PDA	PUERTO INTRIDA, COLOMBIA
OTU	OLU, COLOMBIA	PDB	PEDRO BAY, ALASKA, USA
OTZ	KOTZEBUE, ALASKA, USA	PDE	PENDIE PANDIE, SA, AUSTRALIA
OUA	OUAGADOUGOU, BURKINA FASO	PDG	PADANG, INDONESIA
OUD	OUJDA, MOROCCO	PDL	PONTA DELGADA, PORTUGAL
OUE	OUESSO, PEOP. REP. OF THE CONGO	PDN	PARNDANA, SA, AUSTRALIA
OUL	OULU, FINLAND	PDP	PUNTA DEL ESTE, URUGUAY
OUS	OUNNBOS, SP, BRAZIL	PDT	PENDLETON, OREGON, USA
OUZ	ZOUERATA, MEURITANIA	PDU	PAYEANDU, URUGUAY
OVB	NOVOSIBIRSK, CIS	PDX	PORTLAND, OREGON, USA
OVD	ASTURIAE, SPAIN	PEA	PENNESHAW, SA, AUSTRALIA
OWB	OWENSBORO, KENTUCKY, USA	PEC	PELICAN, ALASKA, USA
OXR	OXNARD, CALIFORNIA, USA	PEE	PERM, CIS
OYE	OYEM, GABON	PEG	PERUGLA, ITALY
OZC	OZAMIE CITY, PHILIPPINES	PEI	PERELRA, COLOMBIA
OZH	ZAPOROZH'YA, CIS	PEK	BEIJING-CAPITAL, P.R. CHINA
OZP	MORON, SPAIN, MORON AB	PEM	PUERTO MALDONADO, PERU
OZR	FORT RUCKER, AL, CAIRNS AAF	PEN	PENANG, MALAYSIA
OZZ	OUARZAZALE, MOROCCO	PEQ	PECOS, TX, MUNICIPAL AIRPORT
		PER	PERTH, WA. AUSTRALIA
P		PET	PELOTAS, RS, BRAZIL
PAB	BILASPUR, INDIA	PEU	PUERTO LEMORA, HONDURAS
PAC	PANAMA CITY-PALTILLA, PANAMA	PEW	PESHAWAR, PAKISTAN
PAD	PADERBORN, FED. REP, OF GERMANY	PFB	PASSO FUNDO, RS, BRAZIL
PAE	EVERETT, WASHINGTON, USA	PFJ	PATREKEFJORDUR, ICELAND
PAG	PAGADIAN, PHILIPPINES	PFN	PANAMA CITY, FLORIDA, USA

PFO	*PAPHOS, CYPRUS*	*PMA*	*PAMBA ISLAND, TANZANIA*
PGA	PAGE, ARIZONA, USA	*PMC*	*PUERTO MONTI, CHILE*
PGF	*PERPINGNAN, FRANCE*	PMD	PALMDALE/LANCASTER, CALIFORNIA, USA
PGK	*PANGKALPINANG, INDONESIA*	PMI	PALMA, MALLORCA ISLAND, SPAIN
PGM	*PORT GRAHAM, ALASKA, USA*	*PML*	*PORT MOLLER, ALASKA, USA*
PGV	*GREENVILLE, NORTH CAROLINA, USA*	*PMN*	*PUMAN, PAPUA NEW GUINEA*
PHC	*PORT HARCOURT, NIGERIA*	*PMO*	*PALERMO, ITALY*
PHE	*PORT HEDLAND, WAS, AUSTRALIA*	*PMQ*	*PERITO MORENO, SC, ARGENTINA*
PHF	NEWPORT NEWS/WILLIAMSBURG, VA, USA	*PMR*	*PALMERSTON NORTH, NEW ZEALAND*
PHJ	*PORT HUNTER, NSW, AUSTRALIA*	*PMV*	*PORTAMAR, VENEZUELA*
PHL	PHILADELPHIA, PA/WILM'TON, DE, USA	*PMW*	*PALMAS, TO, BRAZIL*
PHO	*POINT HOPE, ALASKA, USA*	*PMZ*	*PALMAR, COSTA RICA*
PHS	*PHITSANULOK, THAILAND*	*PNA*	*PAMPLONA, SPAIN*
PHW	*PHALABORWA, SOUTH AFRICA*	*PNB*	*PORTO NATIONAL, TO, BRAZIL*
PHX	PHOENIX, ARIZONA, USA	*PNC*	*PONCA CITY, OKLAHOMA, USA*
PIA	PEORIA, ILLINOIS, USA	*PND*	*PUNTA GORDA, BELIZE*
PIB	*LAUREL/HATTIESBURG, MS, USA*	*PNH*	*PHNOM PENH, CAMBODIA*
PID	*NASSAU-PARADISE, BAHAMAS*	*PNI*	*POHNPEI, CAROLINE IS., PAC. OCEAN*
PIE	TAMPA/ST PETERSBURG/FL-ST PETE. USA	*PNK*	*PONTIANAK, INDONESIA*
PIH	POCATELLO, IDAHO, USA	*PNL*	*PANTELLERIA, ITALY*
PIK	GLASGOW, UNITED KING, PRESWICK AP	*PNP*	*POPONDETTA, PAPUA NEW GUINEA*
PIP	*PILOT POINT, ALASKA, USA*	*PNQ*	*POONA, INDIA*
PIR	PIERRE, SOUTH DAKOTA, USA	*PNR*	*POINTE NOIRE, PEOP. REP. OF CONGO*
PIS	*POITIERS, FRANCE*	PNS	PENSACOLA, FLORIDA, USA
PIT	PITTSBURGH, PENNSYLVANIA, USA	*PNZ*	*PERROLINA, PE, BRAZIL*
PIU	*PIURA, PERU*	*POA*	*PORTO ALEGRE, RS, BRAZIL*
PIX	*PICO ISLAND, PORTUGAL (AZORES)*	POB	FAYETTEVILLE, NC, POPE AFB
PIZ	*POINT LAY, ALASKA, USA*	POE	FORT POLK, LA, POLK AAF
PJG	*PANJGUR, PAKISTAN*	*POG*	*PORT GENTIL, GABON*
PKA	*NAPASKIAK, ALASKA, USA*	*POL*	*PEMBA, MOZAMBIQUE*
PKB	PARKERSBURG, WEST VIRGINIA, USA	*POM*	*PORT MORESBY, PAPUA NEW GUINEA*
PKC	*PETROPAVLOVSK-KAMCHATSKY, CIS*	*POO*	*POCOS DE CALDAS, MG, BRAZIL*
PKE	*PARKET, NSW, AUSTRALIA*	*POP*	*PEURTO PLATA, DOMINICAN REP.*
PKN	*PANGKALANBUUN, INDONESIA*	*POQ*	*POLK INLET, ALASKA, USA*
PKP	*PUKA PUKA, FRENCH POLYNESIA*	*POR*	*POR, FINLAND*
PKU	*PEKANBARU, INDONESIA*	POS	PORT OF SPAIN, TRIN & TOB.
PKW	*SELEBI-PHIKWE, BOTSWANA*	*POT*	*PORT ANTONIO, JAMAICA*
PKY	*PALANGKARAYA, INDONESIA*	*POU*	*POUGHKEEPSIE, NEW YORK, USA*
PKZ	*PAKSE, LAOS*	*POX*	*PONTOISE, FRANCE*
PLA	PLANADAS, HONDURAS	*PPB*	*PRESIDENTE PRUDENTE, SP, BRAZIL*
PLB	PLATTSBURGH, NEW YORK, USA	*PPE*	*PEURTO PENASCO, MEXICO*
PLD	*PLAYS SAMARA, COSTA RICA*	PPG	PANGO PANGO, AMERICAN SAMOA
PLH	*PLYMOUTH, ENGLAND UK*	*PPN*	*POPAYAN, COLOMBIA*
PLM	*PALEMBANG, INDONESIA*	*PPP*	*PROSERPINE, QLD, AUSTRALIA*
PLN	*PELLSTON, MICHIGAN, USA*	*PPQ*	*PARAPARAUMU, NEW ZEALAND*
PLO	*PORT LINCOLN, SA, AUSTRALIA*	*PPS*	*PUERTO PRINCESA, PHILIPPINES*
PLQ	*PALANGA, LITHUANA*	*PPT*	*PAPEELE, FRENCH POLYNESIA*
PLS	*PROVIDENCIAIES, TURKS & CAUCOS IS*	*PPV*	*PORT PROTECTION, ALASKA, USA*
PLU	*BELO HORIZONTE, MG-PAMPULHA, BRAZIL*	PQI	PRESQUE ISLE, MAINE, USA
PLW	*PALU, INDONESIA*	*PQQ*	*PORT MACQUARIE, NSW, AUSTRALIA*
PLX	*SEMIPATATINSK, CIS*	PQS	PILOT STATION, ALASKA, USA
PLZ	*PORT ELIZABETH, SOUTH AFRICA*	PRB	PASO ROBLES, CA

PRC	PRESCOTT, ARIZONA, USA		PWK	CHICAGO, ILLINOIS-PAL WAUKEA, USA
PRG	PRAGUE, CZECHOSLOVAKIA		PWM	PORTLAND, MAINE, USA
PRH	PHRAE, THAILAND		PWT	BREMERTON, WA, NATL AIRPORT
PRM	PORTMAO, PORTUGAL		PXM	PUERTO ESCONDIDO, MEXICO
PRN	PRISINA, YUGOSLAVIA		PXO	PORTO SANTO, PORTUGAL (MADERIA)
PRS	PARASI, SOLOMON ISLAND		PYB	JEYPORE, INDIA
PRX	PARIS, TEXAS, USA		PYE	PENIHYN ISLAND, COOK IS, S. PACIFIC
PSA	PISA, ITALY		PYH	PUERTO AYACHUCHO, VENEZUELA
PSC	PASCO, WASHINGTON, USA		PZB	PIETERMARITZBURG, SOUTH AFRICA
PSE	PONCE, PEURTO RICO		PZE	PENZANCE, ENGLAND UK
PSG	PETERSBURG, ALASKA, USA		PZH	ZHOB, PAKISTAN
PSI	PASNI, PAKISTAN		PZO	PUERTO ORGAZ, VENEZUELA
PSJ	POAO, INDONESIA		PZU	PORT SUDAN, SUDAN
PSM	PORTSMOUTH, NH, PEASE AFB		PZY	PIESTANY, CZECHOSLOVAKIA
PSO	PASTO, COLOMBIA			
PSP	PALM SPRINGS, CALIFORNIA, USA		Q	
PSR	PESCARA, ITALY		QBC	BELLA COOLP, BC, CANADA
PSS	POAADAS, ML. ARGENTINA		QCE	COPPER MOUTAIN, COLORADO, USA
PSZ	PAURTO SUAREZ, BOLIVIA		QDU	DUESSELDORF-MAIN RR FED REP GERMANY
PTA	PORT ALSWORTH, ALASKA, USA		QJB	JUBAIL, SAUDI ARABIA
PTC	PORT ALICE, ALASKA, USA		QKB	BRECKENRIDGE, COLORADO, USA
PTD	PORT ALEXANDER, ALASKA, USA		QKL	COLOGNE/BONN-MAIN RR FED REP GER
PTF	MALOLOLAILAI, FIJI		QKS	KEYSTONE, COLORADO, USA
PTG	PIETERSBURG, SOUTH AFRICA		QWP	WINTER PARK, COLORADO, USA
PTH	PORT HEIDEN, ALASKA, USA			
PTI	PORT DOUGLAS, QLD, AUSTRALIA		R	
PTJ	PORTLAND, VIC, AUSTRALIA		RAB	RABAUL, PAPUA NEW GUINEA
PTL	PORT ARMSTRONG, ALASKA, USA		RAE	ARAR, SAUDI ARABIA
PTP	POINTE A. PITRE, GUADELOUPE		RAF	RAS AN NAQB, ARAB REP. OF EGYPT
PTU	PLAINUM, ALASKA, USA		RAH	RAFHA, SAUDI ARABIA
PTY	PANAMA CITY, PANAMA REPUBLIC		RAI	PRAIA, CAPE VERDE ISLANDS
PUB	PUEBLO, COLORADO, USA		RAJ	RAJKOT, INDIA
PUC	PRICE, UTAH, USA		RAK	MARRAKECH, MOROCCO
PUD	PUERTO DESEADO, SC, ARGENTINA		RAM	RAMINGINING, NT, AUSTRALIA
PUF	PAU, FRANCE		RAO	RIBEIRAO PRETO, SP, BRAZIL
PUG	PORT AUGUSTA, SA, AUSTRALIA		RAP	RAPID CITY, SOUTH DAKOTA, USA
PUJ	PUNTA CANA, DOMINICAN REP.		RAR	RAROTONGA, COOK IS., SOUTH PACIFIC
PUK	PUKARUA, FRENCH POLYNESIA		RAS	RASHI, IRAN, ISLAMIC REP. OF
PUM	POMALAA, INDONESIA		RAZ	RAWALA KOT, PAKISTAN
PUQ	PUNTA ARENAS, CHILE		RBA	RABAT, MOROCCO
PUS	PUSAN, REPUBLIC OF KOREA		RBP	RABARABA, PAPUA NEW GUINEA
PUU	PUERTO ASIS, COLOMBIA		RBQ	RURRENABAQUE, BOLIVIA
PUW	PULLMAN, WASHINGTON, USA		RBR	RIO BRANCO, AC, BRAZIL
PUY	PULA, YUGOSLAVIA		RBY	RUBY, ALASKA, USA
PVC	PROVINCETOWN, MASSACHUSETTS, USA		RCA	RAPID CITY, SD, ELLSWORTH AFB
PVD	PROVIDENCE, RHODE ISLAND, USA		RCB	RICHARDS BAY, SOUTH AFRICA
PVH	PORTO VELNO, RO, BRAZIL		RCE	ROCHE HARBOR, WASHINGTON, USA
PVK	PREVEZA/LEFKAS, MEXICO		RCH	RIOHACHA, COLOMBIA
PVO	PORTOVIEJO, ECUADOR		RCL	REDCLIFF, VANUATU
PVR	PEURTO VALIANA, MEXICO		RCM	RICHMOND, QLD, AUSTRALIA
PVU	PROVO, UT, MUNICIPAL AIRPORT		RCN	AMERICAN RIVER, SA, AUSTRALIA
PWI	PAWI, ETHIOPIA		RCU	RIO CUARTO, CD, ARGENTINA

RDC	*REDENCAO, PA, BRAZIL*	RME	ROME, NY, GRIFFISS AFB
RDD	REDDING, CALIFORNIA, USA	RMG	ROME, GA, RICHARD B RUSSELL AIRPORT
RDE	*MERDEY, INDONESIA*	*RMK*	*RENMARK, SA, AUSTRALIA*
RDG	*READING, PENNSYLVANIA, USA*	*RMP*	*RAMPART, ALASKA, USA*
RDM	REDMOND, OREGON, USA	RMS	RAMSTEIN, GERMANY, RAMSTEIN AB
RDR	GRAND FORKS, ND, GRAND FORKS AFB	*RNB*	*RONNEBY, SWEDEN*
RDU	RALEIGH/DURHAM, NORTH CAROLINA, USA	RND	UNIVERSAL CITY, TX, RANDOLPH AFB
RDV	*RED DEVIL, ALASKA, USA*	*RNE*	*ROANNE, FRANCE*
RDZ	*RODEZ, FRANCE*	*RNJ*	*YORON-JIMA, JAPAN*
REA	*REAO, FRENCH POLYNESIA*	*RNL*	*RENNELL ISLAND, SOLOMON ISLANDS*
REC	*RECLTE, PE, BRAZIL*	*RNN*	*RONNE, DENMARK*
REE	LUBBOCK, TX, REESE AFB	RNO	RENO, NEVADA, USA
REG	REGGIO, ITALY, TITO MANNITI AIRPORT	*RNR*	*ROBINSON RIVER, PAPUA NEW GUINEA*
REK	*REYKJAVIK, ICELAND*	*RNS*	*RENNES, FRANCE*
REL	*TRELEW, CB, ARGENTINA*	ROA	ROANOKE, VIRGINIA, USA
REN	*ORENBURG, CIS*	ROB	MONROVIA-ROBERTS, LIBERIA
RES	*RESISTENCIA, CH, ARGENTINA*	ROC	ROCHESTER, NEW YORK, USA
RET	*ROST, NORWAY*	*ROK*	*ROCKHAMPTON, QLD, AUSTRALIA*
REW	*REWA, INDIA*	*ROM*	*ROME, ITALY*
REX	*REYNOSA, MEXICO*	*ROO*	*RONDONOPOLIS, MT, BRAZIL*
RFD	ROCKFORD, ILLINOIS, USA	*ROP*	*ROTA, MANANA ISLANDS*
RFN	*RAUFARHOLN, ICELAND*	ROR	KOROR, PALAU ISLAND, PACIFIC OCEAN
RFP	*RAIATEA, FRENCH POLYNESIA*	*ROS*	*ROSARIO, SF, ARGENTINA*
RGA	*RIO GRANDE, TF, ARGENTINA*	*ROT*	*ROTORUA, NEW ZEALAND*
RGE	*PORGERA, PAPUA NEW GUINEA*	*ROV*	*ROSTOV, CIS*
RGH	*BALURGHAT, INDIA*	ROW	ROSWELL, NEW MEXICO, USA
RGI	*RANGIROA, FRENCH POLYNESIA*	*ROY*	*RIO MAYO, CB, ARGENTINA*
RGL	*RIO GALLEGOS, SC, ARGENTINA*	*RPM*	*NGUKUFF, NT, AUSTRALIA*
RGN	*YANGON, MYANMAR*	*RPN*	*ROSH-PINA, GALILEE, ISREAL*
RGT	*RENGAT, INDONESIA*	*RPR*	*RAIPUR, INDIA*
RHE	*REIMS, FRANCE*	*RRG*	*RODRIGUES IS., MAURITIUS*
RHI	RHINELANDER, WISCONSIN, USA	*RRK*	*ROURKELA, INDIA*
RHO	*RHODES, GREECE*	*RRS*	*ROROS, NORWAY*
RIA	*SANTA MARIA, RS, BRAZIL*	*RSA*	*SANTA ROSA, LP, ARGENTINA*
RIB	*RIBERALTA, BOLIVIA*	*RSB*	*ROSEBERTH, QLD, AUSTRALIA*
RIC	RICHMOND/WMBG, VIRGINIA, USA	*RSD*	*ROCK SOUND, BAHAMAS*
RIF	*RICHFIELD, UTAH, USA*	*RSE*	*SYDNEY, NSW-ROSE BAY, AUSTRALIA*
RIG	*RIO GRANDE, RS, BRAZIL*	*RSH*	*RUSSIAN MISSION, ALASKA, USA*
RIJ	*RIOJA, PERU*	*RSJ*	*ROSARIO, WASHINGTON, USA*
RIN	*RING COVE, SOLOMON ISLANDS*	*RSS*	*ROSEIRES, SUDAN*
RIO	RIO DE JANEIRO, RJ, BRAZIL	RST	ROCHESTER, MINNESOTA, USA
RIV	RIVERSIDE, CA, MARCH AFB	*RSU*	*YOSU, REPUBLIC OF KOREA*
RIW	RIVERTON, WYOMING, USA	*RSW*	*FORT MYERS, FLORIDA-REGIONAL, USA*
RIX	*RIGE, LATVIA*	RTA	ROTUMA, FIJI
RIY	*RIYAN, YEMEN, REPUBLIC OF*	*RTB*	*ROATAN, HONDURAS*
RJA	*RAJAHMUNDRY, INDIA*	*RTG*	*RUTONG, INDONESIA*
RJH	*RAJSHAHI, BANGLADESH*	*RTI*	*ROTI, INDONESIA*
RKD	*ROCKLAND, MAINE, USA*	*RTM*	*ROTTERDAM, NETHERLANDS*
RKS	*ROCK SPRINGS, WYOMING, USA*	*RTS*	*ROTTNEST IS., WA, AUSTRALIA*
RKT	*RAS AL KHAUMAH, U.A. EMIRATES*	*RTW*	*SARATOV, CIS*
RMA	*ROMA, QLD, AUSTRALIA*	*RTY*	*MERTY, SA AUSTRALIA*
RMD	*RAMAGUNDAM, INDIA*	RUH	RIYADH, SAUDI ARABIA

RUR	RURULU, FRENCH POLYNESIA		SCO	SHEVCHENKO, CIS
RUS	MARAU, SOLOMON ISLANDS		SCQ	SANTIAGO DE COMPOSTELA, SPAIN
RUT	RUTLAND, VERMONT, USA		SCT	SOCOTRA, YEMEN, REPUBLIC OF
RVE	SARAVENA, COLOMBIA		SCU	SANTIAGO, CUBA
RVK	ROERVIK, NORWAY		SCV	SUCEAVA, ROMANIA
RVN	ROVANIEITTI, FINLAND		SCW	SYKTYVKAR, CIS
RVY	RIVERA, URUGUAY		SCZ	SANTA CRUZ, SOLOMON ISLANDS
RWB	ROWAN BAY, ALASKA, USA		SDA	BAGHDAD-SADDAM, IRAQ
RWI	ROCKY MOUNT/WILSON, NC, USA		SDD	LUBANGO, ANGOLA
RWL	RAWLINS, WY, MUNICIPAL AIRPORT		SDE	SANTIAGO DEL ESTERO, SE, ARGENTINA
RXS	ROXAS CITY, PHILIPPINES		SDF	LOUISVILLE, KENTUCKY, USA
RYK	RANIM YAR KHAN, PAKISTAN		SDJ	SENDAI, JAPAN
RYO	RIO TURBIO, SC ARGENTINA		SDK	SANDAKAN, SABAH, MALAYSIA
RZA	SANTA CRUZ, SC, ARGENTINA		SDL	SUNDSVAT, SWEDEN
RZE	RZEAZOW, POLAND		SDM	SAN DIEGO, CA, BROWN FIELD MUNI AP
			SDN	SANDANE, NORWAY
S			SDP	SAND POINT, ALASKA, USA
SAB	SABA, NETH. ANTILLES		SDQ	SANTO DOMINGO, DOMINICAN REPUBLIC
SAF	SANTA FE, NEW MEXICA, USA		SDR	SANTANDER, SPAIN
SAH	SANAA, YEMEN, REPUBLIC OF		SDT	SAIDU SHARIF, PAKISTAN
SAK	SAUDARKROKUF, ICELAND		SDU	RIO DE JANEIRO, RJ-DUMONT, BRAZIL
SAL	SAN SAVLADOR, EL SALVADOR		SDV	TEL AVIV YAFO-SDE DOV. ISRAEL
SAM	SALAMO, PAPUA NEW GUINEA		SDX	SEDONA, ARIZONA, USA
SAN	SAN DIEGO, CALIFORNIA, USA		SDY	SIDNEY, MONTANA, USA
SAO	SAN PAULO, SP, BRAZIL		SDZ	SHETLAND ISLANDS, SCOTLAND UK
SAP	SAN PEDRO SULA, HONDURAS		SEA	SEATTLE/TACOMA, WASHINGTON, USA
SAQ	SAN ANDROS, BAHAMAS		SEB	SEBNA, LIBYAN A. JAMAHIRIYA
SAT	SAN ANTONIO, TEXAS, USA		SED	SEDOM, ISRAEL
SAU	SAWU, INDONESIA		SEF	SEBRING, FL, REGIONAL AIRPORT
SAV	SAVANNAH, GEORGIA, USA		SEH	SENGGEH, INDONESIA
SAW	GWINN, MI, K I SAWYER AFB		SEL	SEOUL, REPUBLIC OF KOREA
SBA	SANTA BARBARA, CALIFORNIA, USA		SEM	SELMA, AL, CRAIG FIELD
SBD	SAN BERNADINO, CA, NORTON AFB		SEX	SEMBACH, GERMANY, SEMBACH AB
SBH	ST. BARTHELEMY, GUADELOUPE		SEY	SELIBABY, MAURITANIA
SBK	ST. BRIEUC, FRANCE		SEZ	MAHE IS., SEYCHELLES IS. INDIAN OC.
SBL	SANTA ANA, BOLIVIA		SFA	SFAX, TUNISIA
SBN	SOUTH BEND, INDIANA, USA		SFD	SAN FERNANDO DE APURE, VENEZUELA
SBO	SALINA, UTAH, USA		SFF	SPOKANE, WA, FELTS FIELD
SBP	SAN LUIS OBISPO, CALIFORNIA, USA		SFG	ST. MAARTEN-ESPERANCE, NETH. ANT.
SBR	SALBAI ISLAND, QLD, AUSTRALIA		SFJ	SONDRE STROMLJORD, GREENLAND
SBS	STEAMBOAT SPRINGS, COLORADO, USA		SFN	SANTA FE, SF, ARGENTINA
SBU	SPRINGBOK, SOUTH AFRICA		SFO	SAN FRANCISCO, CALIFORNIA, USA
SBW	SIBU, SARAWAK, MALAYSIA		SFT	SKELLEFREA, SWEDEN
SBY	SALISBURY, MARYLAND, USA		SFU	SAFIA, PAPUA NEW GUINEA
SBZ	SIBLU, ROMANIA		SGC	SURGUT, CIS
SCC	PRUDHOE BAY/DEADHORSE, ALASKA, USA		SGD	SONDERBORG, DENMARK
SCE	STATE COLLEGE, PENNSYLVANIA, USA		SGF	SPRINGFIELD, MISSOURI, USA
SCH	SCHENECTADY, NY		SGH	SPRINGFIELD, OH, SPFD-BECKLEY AP
SCK	STOCKTON, CALIFORNIA, USA		SGN	HO CHI MINH, SOC. REP. OF VIET NAM
SCL	SANTIAGO, CHILE		SGU	ST GEORGE, UTAH, USA
SCM	SCAMMON BAY, ALASKA, USA		SGV	SIERRA GRANDE, RN, ARGENTINA
SCN	SAARBRUECKEN, FED. REP. OF GERMANY		SGX	SONGEA, TANZANIA

SGY	*SKAGWAY, ALASKA, USA*	*SKG*	*THESSALONIKI, GREECE*
SHA	*SHANGHAI, P.R. CHINA*	*SKK*	*SHAKTOOLIK, ALASKA, USA*
SHD	*SHENANDOAH VALLEY AIRPORT, VA, USA*	*SKN*	*STOKMARKNES, NORWAY*
SHE	*SHERIYANG, P.R. CHINA*	*SKO*	*SOKOTO, NIGERIA*
SHG	*SHUNGNAK, ALASKA, USA*	*SKP*	*SKOPJE, YUGOSLAVIA*
SHH	*SHISHMAREF, ALASKA, USA*	*SKR*	*SHAKISO, ETHIOPIA*
SHI	*SHIMOJISHIMA, JAPAN*	*SKS*	*VOJENS, DENMARK*
SHJ	*SHARJAH, U.A. EMIRATES*	*SKU*	*SKIROS, GREECE*
SHL	*SHILLONG, INDIA*	*SKV*	*SANTA KATERINA, ARAB REP. OF EGYPT*
SHM	*NANKI SHIRAHAMA, JAPAN*	*SKZ*	*SUKKUR, PAKISTAN*
SHO	*SOKCHO, REPUBLIC OF KOREA*	*SLA*	*SALTA, SA, ARGENTINA*
SHP	*OINHUANGDAO, P.R. CHINA*	SLC	SALT LAKE CITY, UTAH, USA
SHR	SHERIDAN, WYOMING	*SLD*	*SLIAC, CZECHOSLOVAKIA*
SHS	*SHASHI, P.R. CHINA*	SLE	SALEM, OREGON, USA
SHV	SHREVEPORT, LOUISIANA, USA	*SLH*	*SOLA, VANUATU*
SHW	*SHARURAH, SAUDI ARABIA*	SLK	SARANAC LAKE, NEW YORK, USA
SHX	*SHAGELUK, ALASKA, USA*	*SLL*	*SALAISH, OMAN*
SHY	*SHINYANGA, TANZANIA*	SLN	SALINA, KANSAS, USA
SIA	*XI AN P.R. CHINA*	*SLP*	*SAN LUIS POIOSI, MEXICO*
SID	*SAL. CAPE VERDE ISLANDS*	*SLQ*	*SLEEMUTE, ALASKA, USA*
SIG	*SAN JUAN-ISLE GRAND, PUERTO RICO*	*SLU*	*ST. LUCIA, WEST INDIES*
SIJ	*SIGIUFJORDUR, ICELAND*	*SLV*	*SIMIA, INDIA*
SIM	*SIMBAL, PAPUA NEW GUINEA*	*SLW*	*SALTILLO, MEXICO*
SIN	*SINGAPORE, SINGAPORE*	*SLX*	*SALT CAY, TURKS & CALCOS IS.*
SIO	*SMITHTON, TASMANIA, AUSTRALIA*	*SLZ*	*SAO LUIZ, MA, BRAZIL*
SIP	*SIMFEROPOL, CIS*	*SMA*	*SANTA MARTA, PORTUGAL (AZORES)*
SIQ	*SINGKEP, INDONESIA*	SMF	SACRAMENTO, CALIFORNIA, USA
SIS	*SISHEN, SOUTH AFRICA*	*SMI*	*SAMOS ISLAND, GREECE*
SIT	SITKA, ALASKA, USA	*SMK*	*ST. MICHAEL, ALASKA, USA*
SIY	MONTAGUE, CA, SISKIYOU CTY AIRPORT	*SML*	*STELLA MARIS, LONG ISLAND, BAHAMAS*
SIZ	GERBINI, SICILY, SIGONELLA AIRPORT	*SMM*	*SEMPORNA, SABAH, MALAYSIA*
SJB	*SAN JOEQUIN, BOLIVIA*	SMO	SANTA MONICA, CA
SJC	SAN JOSE, CALIFORNIA, USA	*SMR*	*SANTA MARIA, COLOMBIA*
SJD	*LOS CABOS, MEXICO*	*SMS*	*ST. MARIE, DEM. REP. MADAGASCAR*
SJE	*SAN JOSE DEL GUAVIARO, COLOMBIA*	*SMW*	*SMARA, MOROCCO*
SJF	*ST. JOHN, VIRGIN ISLANDS*	SMX	SANTA MARIA, CALIFORNIA, USA
SJI	*SAN JOSE, PHILIPPINES*	SNA	ORANGE COUNTY, CALIFORNIA, USA
SJJ	*SARAJEVO, YUGOSLAVIA*	*SNB*	*SNAKE BAY, NT, AUSTRALIA*
SJK	*SAO JOSE DOS CAMPOS, SP, BRAZIL*	*SNE*	*SAO NICOLAU, CAPE VERDE ISLANDS*
SJO	*SAN JOSE, COSTA RICA*	*SNG*	*SAN IGNACIO DE VELSSCO, BOLIVIA*
SJP	*SAO JOSE DO RIO PRETO, SP, BRAZIL*	SNN	SHANNON, REPUBLIC OF IRELAND
SJT	SAN ANGELO, TEXAS, USA	*SNO*	*SAKON NAKHON, THAILAND*
SJU	SAN JUAN, PUERTO RICO	*SNP*	*ST. PAUL ISLAND, ALASKA, USA*
SJW	*SHIJIAZHUANG, P.R. CHINA*	*SNW*	*THANDWE, MYANMAR*
SJY	*SEINAJOKI, FINLAND*	SNY	SIDNEY, NEBRASKA, USA
SJZ	*SAN JORGE ISLAND, PROTUGAL (AZORES)*	*SOC*	*SOLO CITY, INDONESIA*
SKA	SPOKANE, WA, FAIRCHILD AFB	*SOE*	*SOUANKE, PEOP. REP. OF THE CONGO*
SKB	*ST. KITTS, LEEWARD ISLANDS*	*SOF*	*SOFIA, BULGARIA*
SKC	*SUKI, PAPUA NEW GUINEA*	*SOG*	*SOGNDAI, NORWAY*
SKD	*SAMARKAND, CIS*	*SOI*	*SOUTH MOIE ISLAND, QLD, ALASKA*
SKE	*SKLEN, NORWAY*	*SOJ*	*SORKJOSEN, NORWAY*
SKF	SAN ANTONIO, TX, KELLY AFB	*SOM*	*SAN TOME, VENEZUELA*

SON	ESPIRTU SANTO, VANUATU		STL	ST LOUIS, MISSOURI, USA
SOO	SODERHAMN, SWEDEN		STM	SANTAREM, PA, BRAZIL
SOP	PINEHURST, NORTH CAROLINA, USA		STN	LONDON-STANSTED, ENGLAND UK
SOQ	SORONG, INDONESIA		STO	STOCKHOLM, SWEDEN
SOT	SODANKYIA, FINLAND		STR	STUTTGART, FED. REP. OF GERMANY
SOU	SOUTHAMPTON, ENGLAND UK		STS	SANTA ROSA, CALIFORNIA, USA
SOV	SELDOVIA, ALASKA, USA		STT	ST THOMAS, VIRGIN ISLANDS
SPC	SANTA CRUZ LA PALMA, CANARY ISLANDS		STV	SURAT, INDIA
SPD	SALDPUR, BANGLADESH		STW	STAVROPOL, CIS
SPI	SPRINGFIELD, ILLINOIS, USA		STX	ST CROIX, VIRGIN ISLANDS
SPK	SAPPORO, JAPAN		STY	SALTO, URUGUAY
SPM	SPANGDAHLEM, GERMANY SPANGDAHLEM AB		STZ	SANTA TEREZINHA, MT, BRAZIL
SPN	SAIPAN, MARIANA ISLANDS		SUB	SURABAYA, INDONESIA
SPP	MENONGUE, ANGOLA		SUE	STURGEON BAY, WISCONSIN, USA
SPQ	SAN PEDRO, CALIFORNIA, USA		SUF	LAMEZIA TERME, ITALY
SPR	SAN PEDRO, BELIZE		SUG	SURIGAO, PHILIPPINES
SPS	WICHITA FALLS, TEXAS, USA		SUH	SUR, OMAN
SPU	SPLIT, YUGOSLAVIA		SUI	SUKHUMI, CIS
SPW	SPENCER, IOWA, USA		SUJ	SATU MARE, ROMANIA
SPY	SAN PEDRO, COTE D'IVOIRE		SUL	SUI, PAKISTAN
SQC	SOUTHERN CROSS, WA, AUSTRALIA		SUN	SUN VALLEY, IDAHO, USA
SQI	STERLING/ROCK FALLS, ILLINOIS, USA		SUT	SUMBAWANGA, TANZANIA
SRE	SUCRE, BOLIVIA		SUU	FAIRFIELD, CA, TRAVIS AFB
SRF	SAN RAFAEL, CA, HAMILTON FIELD		SUV	SUVA, FIJI
SRG	SEMARANG, INDONESIA		SUX	SIOUX CITY, IOWA, USA
SRI	SAMARINDA, INDONESIA		SVA	SAVOONGA, ALASKA, USA
SRJ	SAN BORJA, BOLIVIA		SVB	SAMBAVA, DEM. REP, MADAGASCAR
SRM	SANDRINGHAM, QLD, AUSTRALIA		SVC	SILVER CITY, NEW MEXICO, USA
SRN	STRAHAN, TAZMANIA, AUSTRALIA		SVD	ST. VINCENT, WINDWARD ISLANDS
SRO	SANTANA RAMOS, COLOMBIA		SVG	STAVANGER, NORWAY
SRQ	SARASOTA/BRADENTON, FLORIDA, USA		SVI	SAN VINCENTE DEL CAGUAN, COLOMBIA
SRV	STONY RIVER, ALASKA, USA		SVJ	SVOLVAER, NORWAY
SRX	SART, LIBYAN A JAMAHIRYA		SVL	SAVONLINNA, FINLAND
SRY	SARY, IRAN, ISLAMIC REP. OF		SVN	SAVANNAH, GA, HUNTER AAF
SRZ	SANTA CRUZ, BOLIVIA		SVO	MOSCOW-SHEREMETYE, CIS
SSA	SALVADOR, BA, BRAZIL		SVP	KULTO, ANGOLA
SSC	SUMTER, SC, SHAW AFB		SVQ	SEVILLE, SPAIN
SSG	MALABO, EQUATORIAT GUINEA		SVS	STEVENS VILLAGE, ALASKA, USA
SSH	SHARM E SHEIKH, ARAB REP. OF EGYPT		SVU	SAVUSAVU, FIJI
SSJ	SANDNESSJOEN, NORWAY		SVW	SPARREVOHN, AK, SPARREVOHN AFS
SSM	SAULT STE MARIE, MICHIGAN, USA		SVX	EKATENNBURG, CIS
SSN	SENECA ARMY DEPOT, NYM SENECA AAF		SVZ	SAN ANTONIO, VENEZUELA
SSR	SARA, VANUATU		SWA	SHANTOU, P.R. CHINA
SSS	SIASSI, PAUPA NEW GUINEA		SWD	SEWARD, ALASKA, USA
SSX	SAMSUM, TURKEY		SWF	NEWBERG, NEW YORK, USA
SSY	M'BANZA CONGO, ANGOLA		SWG	SATWAG, PAPUA NEW GUINEA
STB	SANTA BARBARA, ZULIA, VENEZUELA		SWJ	SOUTH WEST BAY, VANUATU
STD	SANTO DOMINGO, VENEZUELA		SWO	STILLWATER, OKLAHOMA, USA
STE	STEVENS POINT, WI		SWP	SWAKOPMUND, NAMIBIA
STG	ST. GEORGE ISLAND, ALASKA, USA		SWQ	SUMBAWA ISLAND, INDONESIA
STI	SANTIAGO, DOMINICAN REP.		SXB	STRASBOURG, FRANCE
STJ	ST JOSEPH, MO, ROSECARNS MEM AP		SXF	BERLIN-SCHOENEFLD, F.R. OF GERMANY

SXH	SEHULEA, PAPUA NEW GUINEA		TBZ	TABRIZ, IRAN, ISLAMIC REP. OF
SXL	SLIGO, REPUBLIC OF IRELAND		TCA	TENNANT CREEK, NT, AUSTRALIA
SXM	ST. MAARTEN, NETH. ANTILLES		TCB	TREASURE CAY, BAHAMAS
SXO	SAO FELIX ARAGUEIA, MT, BRAZIL		TCE	TUICEA, ROMANIA
SXP	SHELDON POINT, ALASKA, USA		TCH	TCHIBANGA, GABON
SXQ	SOLDOTNA, ALASKA, USA		TCI	TENERITE, CANARY ISLANDS
SXR	STINAGAR, INDIA		TCJ	BATMAN, TURKEY, MILITARY FIELD
SXS	SAGABAT 16, MALAYSIA		TCL	TUSCALOOSA, ALABAMA, USA
SXT	TAMART NEGARA, MALAYSIA		TCM	TACOMA, WA, MCCHORD AFB
SXU	SODDU, ETHIOPIA		TCO	TUMACO, COLOMBIA
SYA	SHEMYA ISLAND, ALASKA, USA		TCQ	TACNA, PERU
SYB	SEAL BAY, ALASKA, USA		TCT	TAKOMA, ALASKA, USA
SYD	SYDNEY, NSW, AUSTRALIA		TCU	THABA NEHU, SOUTH AFRICA
SYM	SIMAO, P.R. CHINA		TDA	TRINIDAD, COLOMBIA
SYR	SYRACUSE, NEW YORK, USA		TDB	TELABEDI, PAPUA NEW GUINEA
SYU	SUE ISLAND, QLD, AUSTRALIA		TDD	TRINIDAD, BOLIVIA
SYX	SANYA, P.R. CHINA		TDG	TANDAG, PHILIPPINES
SYY	STORNOWAY, SCOTLAND UK		TEB	TETERBORO, NJ
SYZ	SHIRAZ, IRAN, ISLAMIC REP. OF		TED	THISTED, DENMARK
SZA	SOYO, ANGOLA		TEE	TBESSA, ALGERIA
SZG	SALZBURG, AUSTRIA		TEF	TETLER, WA, AUSTRALIA
SZK	SKUKUZA, SOUTH AFRICA		TEI	TEZU, INDIA
SZL	KNOB NOSTER, MO, WHITMAN AFB		TEM	TEMORA, NSW, AUSTRALIA
SZS	STEWART ISLAND, NEW ZEALAND		TEO	TERAPO, PAPUA NEW GUINEA
			TER	TERCEIRA, PORTUGAL (AZORES)
T			TET	TETE, MOZAMBIQUE
TAB	TOBAGO, TRINIDAD & TOBAGO		TEU	TE ANSU, NEW ZEALAND
TAC	TACLOBAN, PHILIPPINES		TEX	TELLURIDE, COLORADO, USA
TAE	TAEGU, REPUBLIC OF KOREA		TEY	THINGEYRI, ICELAND
TAG	TAGBILARAN, PHILIPPINES		TEZ	TEZPUR, INDIA
TAH	TANNA ISLAND, VANAUTU		TFF	TELE, AM BRAZIL
TAI	TAIZ, YEMEN, REPUBLIC OF		TFI	TULI, PAPUA NEW GUINEA
TAK	TAKAMATSU, JAPAN		TFL	TEOLILO OTONI, MG, BRAZIL
TAL	TANANA, ALASKA, USA		TFN	TENERIFE-N LOSRODEO, CANARY ISLAND
TAM	TAMPICO, MEXICO		TFS	TENERIFE-REINASOLIA, CANARY ISLAND
TAO	QINGDAO, P.R. CHINA		TGA	TENGAH, SINGAPORE
TAP	TAPACHULA, MEXICO		TGD	THOGRAD, YUGOSLAVIA
TAS	TASHKENT, CIS		TGG	KUSIA TERENGGANU, MALAYSIA
TAT	TATRY/POPRAD, CZECHOSLOVAKIA		TGH	TONGOA, VANUATU
TAV	TAU ISLAND, AMERICAN SAMOA		TGI	TINGO MARIA, PERU
TAW	TACUAREMBO, URUGUAY		TGJ	TIGE, LOYALTY ISLAND, PACIFIC OCEAN
TAZ	TASHAUZ, CIS		TGM	TIRGU MURES, ROMANIA
TBE	TIMBUNKE, PAPUA NEW GUINEA		TGO	TONGLIAO, P.R. CHINA
TBF	TABILEUEA NORTH, REP. OF KIRIBATI		TGR	TOUGGOURF, ALGERIA
TBG	TABUBIL, PAPUA NEW GUINEA		TGT	TANGA, TANZANIA
TBH	TABLAS, PHILIPPINES		TGU	TEGUCIGALPA, HONDURAS
TBN	FORT LEONARD WOOD, MISSOURI, USA		TGZ	TUXTLA GUTIERREZ, MEXICO
TBO	TABORA, TANZANIA		THE	TERESINA, PL. BRAZIL
TBP	TUMBES, PERU		THF	BERLIN-TEMPELHOF, F.R. OF GERMANY
TBS	TBILIAI, CIS		THG	THANGOOL, QLD, AUSTRALIA
TBT	TABATINGA, AM, BRAZIL		THK	THAKHEK, LAOS
TBU	TONGATAPU, TONGA ISLAND, S. PACIFIC		THL	TACHILEK, MYANMAR

THN	TROLLHATTAN, SWEDEN	TLT	TULUKSAK, ALASKA, USA
THO	THORSHOIN, ICELAND	TLV	TEL AVIV-YATO, ISRAEL
THR	TEHRAN, IRAN, ISLAMIC REP. OF	TMC	TAMBOLAKA, INDONESIA
THU	THULE, GREENLAND, THULE AB	TME	TAME, COLOMBIA
THY	THOHOYANDOU, SOUTH AFRICA	TMG	TOMANGGONG, MALAYSIA
TIA	TIRANA, ALBANIA	TMH	TANAHMERAH, INDONESIA
TIC	TINAK, MARSHALL ISLANDS	TML	TAMALE, GHANA
TID	TIARET, ALGERIA	TMM	TAMATAVE, DEM, REP. MADAGASCAR
TIE	TIPPI, ETHIOPIA	TMN	TAMANA, REP. OF KIRIBATI
TIF	TAIF, SAUDI ARABIA	TMP	TAMPERE, FINLAND
TIH	TIKEHAU ATOLL, FRENCH POLYNESIA	TMR	TAMENRASSET, ALGERIA
TIJ	TIJUANA, MEXICO	TMS	SAO TOME ISLAND, SAO TOME IS.
TIK	OKLAHOMA CITY, OK, TINKER AFB	TMT	TROMBETAS, PA, BRAZIL
TIM	TEMBAGAPURA, INDONESIA	TMW	TEMWORTH, NSW, AUSTRALIA
TIN	TINDOUF, ALGERIA	TMY	TIOM, INDONESIA
TIP	TRIPOLI, LIBYAN A. JAMAHIRYA	TNA	JINAN, P.R. CHINA
TIQ	TINIAN, MARIANA ISLANDS	TNC	TIN CITY, ALASKA, USA
TIR	TIRUPATI, INDIA	TNE	TANEGASHIMA, JAPAN
TIS	THURSDAY ISLAND, QLD, AUSTRALIA	TNG	TANGIER, MOROCCO
TIU	TIMARU, NEW ZEALAND	TNJ	TANJUNG PINANG, INDONESIA
TIV	TIVAT, YUGOSLAVIA	TNK	TUNUNAK, ALASKA, USA
TIY	TIDJIKJA, MAURITANIA	TNN	TAINAN, TAIWAN
TIZ	TARI, PAPUA NEW GUINEA	TNO	TAMARINDO, COSTA RICA
TJA	TARIJA, BOLIVIA	TNP	TWENTYNINE PALMS, CA
TJI	TRUJILLO, HONDURAS, CAPIRO AIRPORT	TNR	ANTANANARIVO, DEM. REP. MADAGASCAR
TJM	TYUMEN, CIS	TOB	TOBRUK, LIBYAN A. JAMAHIRIYA
TJQ	TANJUNG PANDAN, INDONESIA	TOD	TIOMAN, MALAYSIA
TJS	TANJUNG SELOR, INDONESIA	TOE	TOZEUR, TUNISIA
TJV	THANJAVUR, INDIA	TOF	TOMSK, CIS
TKE	TENAKEE, ALASKA, USA	TOG	TOGIEK, ALASKA, USA
TKG	BANDAR LAMPUNG, INDONESIA	TOH	TORREA, VANUSTU
TKI	TOKEEN, ALASKA, USA	TOJ	MADRID, SPAIN, TORREJON AFB
TKJ	TOK, ALASKA, USA	TOL	TOLEDO, OHIO, USA
TKK	TRUK, CAROLINE IS., PACIFIC OCEAN	TOM	TOMBOUCTOU, MALI
TKN	TOKUNO SHIMA, JAPAN	TOP	TOPEKA, KANASAS, USA
TKP	TAKAPOTO, FRENCH POLYNESIA	TOS	TROMSO, NORWAY
TKQ	KIGOMA, TANZANIA	TOU	TOUHO, NEW CALEDONIA
TKS	TOKUSHIMA, JAPAN	TOV	TORTOIA-WALEND SPB. BRIT. VIRGIN IS
TKT	TAK, THAILAND	TOY	TOYAMA, JAPAN
TKU	TURKU, FINLAND	TPA	TAMPA-ST. PETERSBURG, FLORIDA, USA
TKV	TATAKOTO, FRENCH POLYNESIA	TPC	TARAPOA, ECUADOR
TKX	TAKAROA, FRENCH POLYNESIA	TPE	TAIPEI, TAIWAN
TLA	TELLER, ALASKA, USA	TPH	TONOPAH, NV
TLD	TULL LODGE, BOTSWANA	TPL	TEMPLE, TX, DRAUGHON-MILLER AP
TLE	TULEAR, DEM. REP. MADAGASCAR	TPP	TARAPOTO, PERU
TLH	TALLAHASSEE, FLORIDA, USA	TPQ	TEPIC, MEXICO
TLI	TOLILOLI, INDONESIA	TPR	TOM PRICE, WA, AUSTRALIA
TLJ	TATALINA, ALASKA, USA	TPS	TRAPANI, ITALY
TLL	TALLINN, ESTONIA	TRA	TARAMAJIMA, JAPAN
TLM	TIEMCEN, ALGERIA	TRB	TURBO, COLOMBIA
TLN	TOULON-HYORES, FRANCE	TRC	TORREON, MEXICO
TLS	TOULOUSE, FRANCE	TRD	TRONDHEIM, NORWAY

TRE	*TIREE ISLAND, SCOTLAND UK*	TVA	*MOREFENOBE, DEM. REP. MA*
TRF	*SANDELJORD, NORWAY*	TVC	TRAVERSE CITY, MICHIGAN, USA
TRG	*TAURANGE, NEW ZEALAND*	TVF	*THIEF RIVER FALLS, MINNESOTA, USA*
TRI	TRI-CITY AIRPORT, TENNESSEE, USA	TVL	LAKE TAHOE, CALIFORNIA, USA
TRK	*TARAKAN, INDONESIA*	TVU	*TAVEUNI, FIJI*
TRN	*TURIN, ITALY*	TVY	*DAWE, MYANMAR*
TRO	*TAREE, NSW, AUSTRALIA*	TWA	*TWIN HILLS, ALASKA, USA*
TRS	*TRIESTE, ITALY*	TWB	*TOOWOOMBA, QLD, AUSTRALIS*
TRU	*TRUJILLO, PERU*	TWF	TWIN FALLS, IDAHO, USA
TRV	*TRIVANDRUM, INDIA*	TXK	TEXARKANA, ARKANSAS, USA
TRW	*TARAWA, REP. OF KIRIBATI*	TXL	BERLIN-TEGEL FED. REP. OF GERMANY
TRZ	*TIRUCHIRAPALLY, INDIA*	TXM	*TEMINABUAN, INDONESIA*
TSA	*TAIPEI-SUNG SHAN, TAIWAN*	TXN	*TUNXI, P.R. CHINA*
TSB	*TSUMEB, NAMIBIA*	TYA	YALOVA, TURKEY
TSD	*TSHIPISE, SOUTH AFRICA*	TYL	*TALARA, PERU*
TSE	*TSELINOGRAD, CIS*	TYN	*TAIYUAN, P.R. CHINA*
TSF	*VENICE-TREVISO, ITALY*	TYO	TOKYO, JAPAN
TSH	*TAHIKAPA, ZAIRE*	TYR	TYLER, TEXAS, USA
TSN	*TIANJIN, P.R. CHINA*	TYS	KNOXVILLE, TENNESSEE, USA
TSO	*ISLES OF SCILLY-TRESCO, UK*	TZA	*BELIZE CITY-MUNICIPAL, BELIZE*
TSR	*TIMISOARA, ROMANIA*	TZK	TRABZON, TUNISIA, TRABZON AB
TSS	*NEW YORK, NEW YORK-E 34TH ST*	TZN	*SOUTH ANDROA, BAHAMAS*
TST	*TRANG, THAILAND*	TZX	*TRABZON, TURKEY*
TSU	*TABITEUEA SOUTH, REP. OF KIRIBATI*		
TSV	*TOWNSVILLE, QLD, AUSTRALIA*	**U**	
TTA	*TAN TAN, MOROCCO* '	UAC	*SAN LUIS RIO COLORADO, MEXICO*
TTE	*TEMALE, INDONESIA*	UAH	*UA HUKA, FRENCH POLYNESIA*
TTH	THUMRAIT, OMAN	UAI	*SUAL, INDONESIA*
TTJ	*TOTTORI, JAPAN*	UAK	*NARSSARSSUAQ, GREENLAND*
TTL	*TURTLE ISLAND, FIJI*	UAM	GUAM, MARIANA IS, ANDERSON AFB
TTN	*TRENTON, NEW JERSEY, USA*	UAP	*UA POU, FRENCH POLYNESIA*
TTR	*TANATORAJS, INDONESIA*	UAQ	*SAN JUAN, SJ. ARGENTINA*
TTT	*TALTUNG, TAIWAN*	UAS	*SAMBURU, KENYA*
TTU	*TETUAN, MOROCCO*	UBA	*UBERABA, MG, BRAZIL*
TUA	*TULCAN, ECUADOR*	UBB	*MABUIAG ISLAND, QLD, AUSTRALIA*
TUB	*TUBUSI, FRENCH POLYNESIA*	UBJ	*UBE, JAPAN*
TUC	*TUCUMAN, TU, ARGENTINA*	UBP	*UBON RATCHATHANI, THAILAND*
TUD	*TAMBACOUNDA, SENEGAL*	UBS	*COLUMBUS/STARKVILLE/WEST PT MS, USA*
TUF	*TOURS, FRANCE*	UCA	UTICA, NEW YORK, USA
TUG	*TUGUEGARAO, PHILIPPINES*	UCT	*UKHLA, CIS*
TUH	TULLAHOMA, TN, ARNQLD AFB	UDD	*PALM SPRINGS, CA-BERMUDA, USA*
TUI	*TURAIF, SAUDI ARABIA*	UDI	*UBERLANDIA, MG, BRAZIL*
TUJ	*TUM, ETHIOPIA*	UDJ	*UZHGOROD, CIS*
TUK	*TURBAT, PAKISTAN*	UDR	*UDAIPUR, INDIA*
TUL	TULSA, OKLAHOMA, USA	UEE	*QUEENSTOWN, TAZMANIA, AUSTRALIA*
TUN	*TUNIS, TUNISIA*	UEL	*QUELIMANE, MOZAMBIQUE*
TUO	*TAUPO, NEW ZEALAND*	UEO	*KUME JIMA, JAPAN*
TUP	*TUPEIO, MISSISSIPPI, USA*	UET	*QUETTA, PAKISTAN*
TUR	*TUCUNT, PA, BRAZIL*	UFA	*UFA, CIS*
TUS	TUCSON, ARIZONA, USA	UGB	*PILOT POINT, ALASKA, UGASHIK, USA*
TUU	TABUK, SAUDI ARABIA	UGC	*URGENCH, CIS*
TUZ	*TUCUMA, PA, BRAZIL*	UGI	*UGANIK, ALASKA, USA*

UGO	*UIGE, ANGOLA*		UYL	*NYALA, SUDAN*
UHF	UPPER HAYFORD, UNITED KINGDOM			
UII	*UTILA ISLAND, HONDURAS*		V	
UIK	*UST-JITMSK, CIS*		VAA	*VASSA, FINLAND*
UIN	QUINCY, ILLINOIS, USA		VAD	VALDOSTA, GA, MOODY AFB
UIO	QUITO, ECUADOR		VAF	*VALENCE, FRANCE*
UIP	*QUIMPER, FRANCE*		VAG	*VARGINHA, MG BRAZIL*
UIR	*QUINNDI, NSW, AUSTRALIA*		VAJ	*VANIMO, PAPUA NEW GUINEA*
UIT	*JALUIT, MARSHALL ISLANDS*		VAK	*CHEVAK, ALASKA, USA*
UJE	*UJAE ISLAND, MARSHALL ISLANDS*		VAN	*VAN, TURKEY*
UKK	*UST-KAMENOGORSK, CIS*		VAR	*VARNA, BULGARIA*
UKR	*MUKEIRAS, YEMEN, REPUBLIC OF*		VAV	*VAVA'U, TONGA ISLAND*
UKU	*NUKU, PAPUA NEW GUINEA*		VAW	*VARDOE, NORWAY*
ULA	*SAN JULIAN, SC, ARGENTINA*		VBG	LOMPOC, CA, VANDENBERG AFB
ULB	*ULEI, VANUATU*		VBV	*VANUABALAVU, FIJI*
ULN	*ULAN BATOR, MONGOLIA*		VBY	*VISBY, SWEDEN*
ULP	*QUILPIE, QLD, AUSTRALIA*		VCD	*VICTORIA R. DOWNS, NT, AUSTRALIA*
ULY	*ULYANOVISK, CIS*		VCE	*VENICE, ITALY*
UMD	*UUMMANNAQ, GREENLAND*		VCP	*SAO PAULO, SP-VIRACOPOS, BRAZIL*
UME	*UMES, SWEDEN*		VCT	VICTORIA, TEXAS, USA
UMR	WOOMERA, SA, AUSTRALIA		VCV	VICTORVILLE, CA, GEORGE AFB
UNE	*OACHA'S NED, LESOTHO*		VDA	*OVDA, ISRAEL*
UNG	*KIUNGA, PAPUA NEW GUINEA*		VDB	*FAGEMES, NORWAY*
UNI	*UNION ISLAND, WINDWARD ISLANDS*		VDC	*VITORIA DE CONQUISTA, BA, BRAZIL*
UNK	*UNALAKLEET, ALASKA, USA*		VDM	*VIEDMA, RN, ARGENTINA*
UNT	*UNST. SHETLAND IS., SCOTLAND UK*		VDS	*VADSO, NORWAY*
UOL	*BUOL, INDONESIA*		VDZ	*VALDEZ, ALASKA, USA*
UPG	*UJUNG PANDANG, INDONESIA*		VEE	*VENETIE, ALASKA, USA*
UPN	*URUAPAN, MEXICO*		VEL	VERNAL, UTAH, USA
URA	*URALSK, CIS*		VER	*VERECRUZ, MEXICO*
URB	*URUBUPUNGA, SP, BRAZIL*		VEY	*VESTMANNAEYJAR, ICELAND*
URC	*ORUMQI, P.R. CHINA*		VFA	*VICTORIA FALLS, ZIMBABWE*
URG	*URUGUSIANA, RS, BRAZIL*		VGA	*VIJAYAWEDA, INDIA*
URO	*ROUEN, FRANCE*		VGO	*VIGO, SPAIN*
URR	*URRAO, COLOMBIA*		VGT	*LAS VEGAS, NEVADA-N TERMINAL USA*
URT	*SURAT THANI, THAILAND*		VGZ	*VILLEGARZON, COLOMBIA*
URY	*GURAYAT, SAUDI ARABIA*		VHC	*SAURIMO, ANGOLA*
USH	*USHUAIA, TF, ARGENTINA*		VHM	*VILHELMINA, SWEDEN*
USL	*USELESS LOOP, WA, AUSTRALIA*		VHZ	*VAHITAHI, FRENCH POLYNESIA*
USN	*ULSAN, REPUBLIC OF KOREA*		VIC	*VICENZA, ITALY*
UTH	*UDON THANI, THAILAND*		VIE	*VIENNA, AUSTRIA*
UTK	*UTRIK, MARSHALL ISLANDS*		VIG	*EL VIGIA, VENEZUELA*
UTN	*UPINGTON, SOUTH AFRICA*		VIH	ROLLA/VICHY, MO, ROLLA NATL AIRPORT
UTO	UTOPIA CREEK, ALASKA, USA		VIJ	*VIRGIN GORDA, BRIT, VIRGIN IS.*
UTP	*UTAPAO, THAILAND*		VIL	*DAKHIA, MOROCCO*
UTT	*UMIATA, SOUTH AFRICA*		VIN	*VINNICA, CIS*
UUD	ULAN-UDE, CIS		VIS	*VISALIA, CALIFORNIA, USA*
UUS	*YUZHNO-SAKHALINSK, CIS*		VIT	*VITORIA, SPAIN*
UVA	UVALDE, TX, GARNER FIELD		VIV	*VIVGANI, PAPUA NEW GUINEA*
UVE	*OUVEA, LOYALTY ISLAND, PAC. OCEAN*		VIX	*VITORIA, ES, BRAZIL*
UVF	*ST. LUCIA-HEWANORRA, WEST INDIES*		VKO	*MOSCOW-VAUKOVO, CIS*
UVL	*NEW VALLEY, ARAB REP OF EGYPT*		VKT	VORKUTA, CIS

VLC	VALENCIA, SPAIN	WAW	WARSAW, POLAND
VLD	VALDOSTA, GEORGIA, USA	WBB	STEBBINS, ALASKA, USA
VLI	PORT VILA, VANAUTU	WBM	WAPENAMANDA, PAPUA NEW GUINEA
VLL	VALADOLID, SPAIN	WBQ	BEAVER, ALASKA, USA
VLN	VALENCIA, VENEZUELA	WDG	ENID, OKLAHOMA, USA
VLS	VALESDIR, VANUATU	WDH	WINDHOEK, NAMIBIA
VLV	VALERA, VENEZUELA	WED	WEDSAU, PAPUA NEW GUINEA
VMU	BAMURU, PAPUA NEW GUINEA	WEI	WEIPA, QLD, AUSTRALIA
VNA	SARAVANO, LAOS	WEL	WELKOM, SOUTH AFRICA
VNG	VIENGXAY, LAOS	WET	WAGETHE, INDONESIA
VNO	VILNIUS, LITHUANIA	WGA	WAGGA-WAGGA, NSW, AUSTRALIA
VNS	VARANASI, INDIA	WGE	WALGETT, NSW, AUSTRALIA
VNY	VAN NUYS, CA	WGF	WAINGAPU, INDONESIA
VOG	VOLGOGRAD, CIS	WHK	WHAKATANE, NEW ZEALAND
VOK	CAMP DOUGLAS, WI, VOLK FIELD	WHL	WELSHPOOL, VIC, AUSTRALIA
ULK	VORONEZH, CIS	WHR	VAIL/EAGLE, COLORADO-AVON, USA
VPN	VOPNAIJORDUR, ICELAND	WIC	WICK, SCOTLAND UL
VPS	FT. WALTON BEACH, FLORIDA, USA	WIE	WIESBADEN, GERMANY, WIESBADEN AB
VQS	VIEQUES, PUERTO RICO	WIL	NAIROBI-WILSON, KENYA
VRA	VARADERO, CUBA	WIN	WINTON, QLD, AUSTRALIA
VRB	VERO BEACH, FLORIDA, USA	WJA	WOJA, MARSHALL ISLANDS
VRC	VIRAC, PHILIPPINES	WJR	WAJIR, KENYA
VRK	VARKAUS, FINLAND	WKA	WANAKA, NEW ZEALAND
VRL	VILA REAI, PORTUGAL	WKK	ALEKNAGIK, ALASKA, USA
VRN	VERONA, ITALY	WKR	WALKER'S CAY, BAHAMAS
VSA	VILLAHERMOSA, MEXICO	WLB	LABOUCHERE BAY, ALASKA, USA
VSG	LUGANSK, CIS	WLG	WELLINGTON, NEW ZEALAND
VST	VASTERAS, SWEDEN	WLH	WALAHA, VANAUTU
VTE	VIENTIANO, LAOS	WLK	SELAVIK, ALASKA, USA
VTF	VALULELA, FIJI	WLS	WALLIS ISLK WALLIS & FUTUNA IS.
VTU	LAS TUNAS, CUBA	WMH	MOUNTAIN HOME, ARKANSAS, USA
VTZ	VISHAKHAPATHAM, INDIA	WMK	MEYERS CHURCH, ALASKA, USA
VUP	VALLEDUPAF, COLOMBIA	WMN	MAROANTSETRA, DEM. REP, MADAGASCAR
VVC	VILLAVICENCIO, COLOMBIA	WMO	WHITE MOUNTAIN, ALASKA, USA
VVI	SANTA CRUZ-VIRU VIRU. BOLIVIA	WMR	MANANRA, DEM. REP. MADAGASCAR
VVO	VLADIVOSTOK, CIS	WMX	WAMENA, INDONESIA
VVZ	ILLZI, ALGERIA	WNA	NAPAKIAK, ALASKA, USA
VXC	LICHINGA, MOZAMBIQUE	WNN	WUNNUMMIN LAKE, ONTARIO, CANADA
VXE	SAO VICENTE, CAPE VERDE ISLANDS	WNP	NAGA, PHILLIPINES
VXO	VAXJO. SWEDEN	WNR	WINDORAH, QLD, AUSTRALIA
VYD	VRYHEID, SOUTH AFRICA	WNS	NAWAB SHAH, PAKISTAN
		WNZ	WENZHOU, P.R. CHINA
W		WOB	SUTTONHEATH, UNITED KINGDOM
WAA	WALES, ALASKA, USA	WPM	WIPIM, PAPUA NEW GUINEA
WAC	WACA, ETHIOPIA	WRA	WARDER, ETHIOPIA
WAE	WADI-AD-DAWASIR, SAUDI ARABIA	WRB	WARNER ROBINS, GA, ROBINS AFB
WAG	WANGANUI, NEW ZEALAND	WRE	WHANGAREI, NEW ZEALAND
WAL	WALLOPS IS, VA, WALLOPS FLT FAC AP	WRG	WRANGELI, ALASKA, USA
WAM	AMBATONDRAZAKIA, DEM REP MADAGASCAR	WRI	WRIGHTSTOWN, NJ, MC GUIRE AFB
WAQ	ANTSAIOVA, DEM. REP. MADAGASCAR	WRL	WORLAND, WYOMING, USA
WAS	WASHINGTON, DC, USA	WRO	WROCLAW, POLAND
WAT	WATERFORD, REPUBLIC OF IRELAND	WSD	WHITE SANDS, NM, CONDRON AAF

WSN	SOUTH NAKNEK, ALASKA, USA		XRY	JEREZ DE LE FRONTERA, SPAIN
WST	WESTERLY, RHODE ISLAND, USA		XSC	SOUTH CAICOS, TURKS & CAICOS IS
WSU	WASU, PAPUA NEW GUINEA		XSI	SOUTH INDIAN LAKE, MANITOBA, CANADA
WSX	WESTSOUND, WASHINGTON, USA		XSP	SINGAPORE-SELSTAR, SINGAPORE
WSY	AIRLIE BEACH, QLD, AUSTRALIA		XTL	TADOULE LAKE, MANITOBA, CANADA
WSZ	WESTPORT, NEW ZEALAND		XYA	YANDINA, SOLOMON ISLANDS
WTA	TAMBOHORANO, DEM. REP. MADAGASCAR			
WTE	WOTJE, MARSHALL ISLANDS		Y	
WTK	NOATAK, ALASKA, USA		YAA	ANAHIM LAKE, BC, CANADA
WTL	TUNTUTUILAK, ALASKA, USA		YAB	ARTIC BAY, NWT, CANADA
WTN	WADDINGTON, UNITED KINGDOM		YAC	CAT LAKE, ONTARIO, CANADA
WTO	WOTHO, MARSHALL ISLANDS		YAG	FORT FRANCES, ONTARIO, CANADA
WTS	TSIROANOMANDIDY, DEM REP MADAGASCAR		YAK	YAKUTAT, ALASKA, USA
WUG	WAU, PAPUA NEW GUINEA		YAM	SAULT STE. MARIE, ONTARIO, CANADA
WUH	WUHAN, P.R. CHINA		YAO	YAOUNDE, REPUBLIC OF CAMEROON
WUN	WILUNA, WA, AUSTRALIA		YAP	YAP, CAROLINE ISLANDS, PAC. OCEAN
WVB	WALVIS BAY, SOUTH AFRICA		YAT	ATTAWAPISKAT, ONTARIO, CANADA
WWK	WEWAK, PAPUA NEW GUINEA		YAW	HALIFAX/SHEARWATER, CFB, N.S.
WWP	WHALE PASS. ALASKA, USA		YAX	ANGLING LAKE, ONTARIO, CANADA
WWT	NEWTOK, ALASKA, USA		YAY	ST. ANTHONY, NTD, CANADA
WWY	WEST WYALONG, NSW, AUSTRALIA		YBB	PELLY BAY, NWT-TOWNSITE, CANADA
WXF	BRAINTREE, UNITED KINGDOM		YBC	BAIE COMEAU, QUEBEC, CANADA
WYA	WHYALLA, SA, AUSTRALIA		YBE	URANIUM CITY, SASK, CANADA
WYN	WYNDHAM, WA, AUSTRALIA		YBG	BA~OTVILLE, QUEBEC, CANADA
WYS	W YELLOWSTONE, MT		YBI	BLACK TICKLE, NTD, CANADA
			YBJ	BALE JOHAN BEETZ, QUEBEC, CANADA
X			YBK	BAKER LAKE, NWT, CANADA
XAP	CHAPECO, SC, BRAZIL		YBL	CAMPBELL RIVER BC, CANADA
XAY	XAYABURY, LAOS		YBM	BRONSON CREEK, BC, CANADA
XBE	BEARSKIN LAKE, ONTARIO, CANADA		YBR	BRANDON, MANITOBA, CANADA
XBN	BINGUIN, PAPUA NEW GUINEA		YBT	BROCHET, MANITOBA, CANADA
XCH	CHRISTMAS ISLAND		YBV	BERENS RIVER, MANITOBA, CANADA
XCN	CORON, PHILIPPINES		YBX	BIANC SABLON, QUEBEC, CANADA
XDZ	BALE DOGLE, SOMALIA		YCB	CAMBRIDGE BAY, NWT, CANADA
XFN	XIANGFAN, P.R. CHINA		YCD	NANAIMO, BC, CANADA
XGR	KANGIQSUALUJIUAQ, QUEBEC, CANADA		YCG	CASTLEGAR, BC, CANADA
XIL	XILINHOT, P.R. CHINA		YCH	CHATHAM, NB, CANADA
XKH	XIENG KHOUAND, LAOS		YCK	COLVILLE LAKE, NWT, CANADA
XKS	KASABONIKA, ONTARIO, CANADA		YCL	CHARLO, NB, CANADA
XLB	LAC BROCHET, MANITOBA, CANADA		YCN	COCHRANE, ONTARIO, CANADA
XLS	ST. LOUIS, SENEGAL		YCO	COPPERMINE, NWT, CANADA
XMH	MANIHI, FRENCH POLYNESIA		YCQ	CHETWYND, BC, CANADA
XMN	XIAMEN, P.R. CHINA		YCR	CROSS LAKE, MANITOBA, CANADA
XMR	COCOA BEACH, FL, SKID STRIP AP		YCS	CHESTERFIELD INLET, NWT, CANADA
XMS	MACAS, ECUADOR		YCY	CLYDE RIVER, NWT, CANADA
XMY	YAM ISLAND, QLD, AUSTRALIA		YDA	DAWSON CITY, YT, CANADA
XNN	XINING, P.R. CHINA		YDE	PARADISE RIVER, NTLD, CANADA
XNO	NORTH, SC, NORTH AF AUX AIRPORT		YDF	DEER LAKE, NTLD, CANADA
XPK	PUKSTAWAGAN, MANITOBA, CANADA		YDI	DAVIS INLET, NTLD, CANADA
XQP	QUEPOS, COSTA RICA		YDL	DEASE LAKE, BC, CANADA
XQU	QUALICUM, BC, CANADA		YDN	DAUPHIN, MANITOBA, CANADA
XRR	ROSS RIVER, YT, CANADA		YDP	NAIN, NTLD, CANADA

YDQ	DAWSON CREEK, BC, CANADA	YIP	DETROIT, MI, WILLOW RUN AIRPORT
YEA	EDMONTON, ALBERTA, CANADA	YIV	ISLAND LAKE/GARDEN HILL, MAN CANADA
YEC	YECHON, REPUBLIC OF KOREA	YJT	STEPHENVILLE, NTLD, CANADA
YED	EDMONTON, NAMAO, ALTA, CANADA	YKA	KAMLOOPS, BC, CANADA
YEG	EDMONTON, ALBERTA-INTL, CANADA	YKG	KANGIRSUK, QUEBEC, CANADA
YEK	ESKIMO POINT, NWT, CANADA	YKK	KITKATIA, BC, CANADA
YEL	ELLIOT LAKE, ONTARIO, CANADA	YKL	SCHEFFERVILLE, QUEBEC, CANADA
YER	FORT SEVERN, ONTARIO, CANADA	YKM	YAKIMA, WASHINGTON, USA
YEV	INVIK, NWT, CANADA	YKN	YANDTON, SOUTH DAKOTA, USA
YFA	FORT ALBANY, ONTARIO, CANADA	YKQ	WASKAGANISH, QUEBEC, CANADA
YFB	IQAIUT, NWT, CANADA	YKT	KLEMTU, BC, CANADA
YFC	FREDERICTON, NB, CANADA	YKU	CHLAASIBL, QUEBEC, CANADA
YFE	FORESTVILLE, QUEBEC, CANADA	YKX	KIRKLAND LAKE, ONTARIO, CANADA
YFH	FORT HOPE, ONTARIO, CANADA	YKZ	TORONTO, ONTARIO-BUTTONVIE, CANADA
YFO	FLIN FLON, MANITOBA, CANADA	YLC	LAKE HARBOUR, NWT, CANADA
YFR	FT. RESOLUTION, NWT, CANADA	YLD	CHAPLEAU, ONTARIO, CANADA
YFS	FT. SIMPSON, NWT, CANADA	YLE	LAO LA MARTRE, NWT, CANADA
YFX	FOX HARBOUR/ST. LEWIS, LTLD, CANADA	YLH	LANSDOWNE HOUSE, ONTARIO, CANADA
YGB	GILLIES BAY, BC, CANADA	YLL	LLOYDMINSTER, ALBERTA, CANADA
YGH	FT. GOOD HOPE, NWT, CANADA	YLR	LEAF RAPIDS, MANITOBA, CANADA
YGJ	YONAGO, JAPAN	YLT	ALERT, NWT, CANADA
YGK	KINGSTON, ONTARIO, CANADA	YLW	KELOWNE, BC, CANADA
YGL	LA GRANDE, QUEBEC, CANADA	YMA	MAYO, YT, CANADA
YGO	GODS NARROWS, MANITOBA, CANADA	YME	MATANE, QUEBEC, CANADA
YGP	GASPE, QUEBEC, CANADA	YMG	MANITOUWADGE, ONTARIO, CANADA
YGQ	GERALDTON, ONTARIO, CANADA	YMH	MARY'S HARBOUR, NTLD, CANADA
YGR	ILES DE LA MADELEINE, QUEBEC CANADA	YMM	FT. MCMURRAY, ALBERTA, CANADA
YGT	IGLOOLIK, NWT, CANADA	YMN	MAKKOVIK, NTLD, CANADA
YGV	HAVRE ST. PIERRE, QUEBEC, CANADA	YMO	MOOSONEE, ONTARIO, CANADA
YGW	KUUJJUARAPIK, QUEBEC, CANADA	YMQ	MONTREAL, QUEBEC, CANADA
YGX	GILLAM, MANITOBA, CANADA	YMS	YURIMAGUAS, PERU
YGZ	GRISE FIORD, NWT, CANADA	YMT	CHLBOUGAMAU, QUEBEC, CANADA
YHA	PORT HOPE EIMPSON, NTLD, CANADA	YMX	MONTREAL, QUEBEC-MIRABEL, CANADA
YHD	DRYDEN, ONTARIO, CANADA	YNA	NATESHQUAN, QUEBEC, CANADA
YHF	HEARST, ONTARIO, CANADA	YNB	YANBU, SAUDI ARABIA
YHG	CHARLOTTETOWN, NTLD, CANADA	YNC	WEMINDJL, QUEBEC, CANADA
YHI	HOLMAN ISLAND, NWT, CANADA	YND	GALINEAR/HULI, QUEBEC, CANADA
YHK	GJOA HAVEN, NWT, CANADA	YNE	NORWAY HOUSE, MANITOBA, CANADA
YHM	HAMILTON, ONTARIO, CANADA	YNG	YOUNGSTOWN, OHIO, USA
YHN	HARNEPAYNE, ONTARIO, CANADA	YNJ	YANJI, P.R. CHINA
YHO	HOPEDALE, NTLD, CANADA	YNL	POINTS NORTH LANDING, SASK, CANADA
YHP	POPLAR HILL, ONTARIO, CANADA	YNO	SORTH SPIRIT LAKE, ONTARIO, CANADA
YHR	HARRINGTON HARBOUR, QUEBEC, CANADA	YNS	NEMISCAU, QUEBEC, CANADA
YHS	SECHEIL, BC, CANADA	YNT	YANTAI, P.R. CHINA
YHY	HAY RIVER, NWT, CANADA	YOC	OLD CROW, UT, CANADA
YHZ	HALIFAX, NS, CANADA	YOH	OXFORD HOUSE, MANITOBA, CANADA
YIB	ATIKOKAN, ONTARIO, CANADA	YOJ	HIGH LEVEL, ALBERTA, CANADA
YIF	PAKUASHIPL, QUEBEC, CANADA	YOL	YOLA, NIGERIA
YIH	YICHANG, P.R. CHINA	YOO	OSHAWA, ONTARIO, CANADA
YIK	IVUJLVIK, QUEBEC, CANADA	YOP	RAINBOW LAKE, ALBERTA, CANADA
YIN	YINING, P.R. CHINA	YOW	OTTAWA, ONTARIO, CANADA
YIO	POND INLET, NWT, CANADA	YPA	PRINCE ALBERT, SASK, CANADA

YPC	PAULATUK, NWT, CANADA		YSR	NANISIVIK, NWT, CANADA
YPE	PEACE RIVER, ALBERTA, CANADA		YST	ST. THERESE POINT, MANITOBA, CANADA
YPH	INUKJUAK, QUEBEC, CANADA		YSY	SACHS HARBOUR, NWT, CANADA
YPI	PORT SIMPSON, BC, CANADA		YTA	PEMBROKE, ONTARIO, CANADA
YPJ	AUPALUK, QUEBEC, CANADA		YTB	HARTLEY BAY, BC, CANADA
YPL	PICKLE LAKE, ONTARIO, CANADA		YTC	STURDEE, BC, CANADA
YPM	PIKANGIKUM, ONTARIO, CANADA		YTE	CAPE DORSET, NWT, CANADA
YPN	PORT MENIER, QUEBEC, CANADA		YTF	ALMA, QUEBEC, CANADA
YPO	PEAWANUCK, ONTARIO, CANADA		YTH	THOMPSON, MANITOBA, CANADA
YPR	PRINCE RUPERT, BC, CANADA		YTJ	TERRACE BAY, ONTARIO, CANADA
YPW	POWELL RIVER, BC, CANADA		YTL	BIG TROUT LAKE, ONTARIO, CANADA
YPX	POVUNGOITUK, QUEBEC, CANADA		YTO	TORONTO, ONTARIO, CANADA
YPY	FT. CHIPEWYAN, ALBERTA, CANADA		YTQ	TASIUJUEQ, QUEBEC, CANADA
YQB	QUEBEC, QUEBEC, CANADA		YTR	TRENTON, ONT
YQC	COMOX, BRITISH COLUMBIA, CANADA		YTS	TIMMINS, ONTARIO, CANADA
YQD	THE PAS, MANITOBA, CANADA		YTX	TELEGRAPH CREEK, BC, CANADA
YQG	WINDSOR, ONTARIO, CANADA		YTZ	TORONTO, ONTARIO-TORONTO IS, CANADA
YQH	WATSON LAKE, YT, CANADA		YUB	TUKTOYAKTUK, NWT, CANADA
YQI	YARMOUTH, NS, CANADA		YUD	UMLUJAQ, QUEBEC, CANADA
YQK	KENORA, ONTARIO, CANADA		YUF	PELLY BAY, NWT, CANADA
YQL	LETHBRIDGE, ALBERTA, CANADA		YUL	MONTREAL, QUEBEC, DORVAL, CANADA
YQM	MONCTON, NB, CANADA		YUM	YUMA, ARIZONA, USA
YQQ	COMOX, BC, CANADA		YUT	REPULSE BAY, NWT, CANADA
YQR	REGINA, SASK, CANADA		YUX	HALI BEACH, NWT, CANADA
YQT	THUNDER BAY, ONTARIO, CANADA		YUY	ROUYN-NORANDA, QUEBEC, CANADA
YQU	GRANDE PRAIRIE, ALBERTA, CANADA		YVA	MORONI, COMOROS
YQV	YORKTON, SASK, CANADA		YVB	BONAVENTURE, QUEBEC, CANADA
YQW	NORTH BATTLEFORD, SASK, CANADA		YVC	LA RONGE, SASK, CANADA
YQX	GANDER, NTLD, CANADA		YVM	BROUGHTON ISLAND, NWT, CANADA
YQY	SYDNEY, NS, CANADA		YVO	VAL D'OR, QUEBEC, CANADA
YQZ	QUESNEL, BS, CANADA		YVP	KUUIJUAQ, QUEBEC, CANADA
YRA	RAE LAKES, NWT, CANADA		YVQ	NORMAN WELLS, NWT, CANADA
YRB	RESOLUTE, NWT, CANADA		YVR	VANCOUVER, BC, CANADA
YRD	DEAN RIVER, BC, CANADA		YVZ	DEER LAKE, ONTARIO, CANADA
YRF	CARTWRIGHT, NTLD, CANADA		YWB	KANGIQSUJUAQ, QUEBEC, CANADA
YRG	RIGOLET, NTLD, CANADA		YWG	WINNIPEG, MANITOBA, CANADA
YRJ	ROBERVAL, QUEBEC, CANADA		YWH	VICTORIA, BC-INNER HARB., CANADA
YRL	RED LAKE, ONTARIO, CANADA		YWJ	FORT FRANKLIN, NWT, CANADA
YRN	RIVERS INLET, BC, CANADA		YWK	WABUSH, NTLD, CANADA
YRS	RED SUCKER LAKE, MANITOBA, CANADA		YWL	WILLIAMS LAKE, BC, CANADA
YRT	RANKIN INLET, NWT, CANADA		YWM	WILLIAMS HARBOUR, NTLD, CANADA
YSB	SUDBURY, ONTARIO, CANADA		YWP	WEBEQUIE, ONTARIO, CANADA
YSE	SWAN RIVER, MANITOBA, CANADA		YWV	WAINWRIGHT, ALTA, CANADA
YSF	STONY RAPIDS, SASK, CANADA		YWY	WRIGLEY, NWT, CANADA
YSG	SNOWDRIFT, NWT, CANADA		YXC	CRANBROOK, BC, CANADA
YSJ	SAINT JOHN, NB, CANADA		YXD	EDMONTON, ALTA-MUNICIPAL, CANADA
YSK	SANIKILUAQ, NWT, CANADA		YXE	SASKATOON, SASK, CANADA
YSL	ST. LEONARD, NB, CANADA		YXH	MEDICINE HAT, ALBERTA, CANADA
YSM	FT. SMITH, NWT, CANADA		YXJ	FT. ST. JOHN, BC, CANADA
YSN	SALMON ARM, BC, CANADA		YXK	RIMOUSKI, QUEBEC, CANADA
YSO	POSTVILLE, NLTD, CANADA		YXL	SIOUX LOOKOUT, ONTARIO, CANADA
YSP	MARATHON, ONTARIO, CANADA		YXN	WHALE COVE, NWT, CANADA

YXP	PANGNIRTUNG, NWT, CANADA		ZFD	FOND DU LAC, SASK, CANADA
YXR	EARLTON, ONTARIO, CANADA		ZFM	FT. MCPHERSON, NWT, CANADA
YXS	PRINCE GEORGE, BC, CANADA		ZFN	FT. NORMAN, NWT, CANADA
YXT	TERRACE, BC, CANADA		ZGI	GODS RIVER, MANITOBA, CANADA
YXU	LONDON, ONTARIO, CANADA		ZGS	GETHAEMANI, QUEBEC, CANADA
YXX	ABBOTSFORD, BC, CANADA		ZGU	GAUE, VANUATU
YXY	WHITEHORSE, UT, CANADA		ZHA	ZHANJIANG, P.R. CHINA
YXZ	WAWA, ONTARIO, CANADA		ZIG	ZIGUINOHOR, SENEGAL
YYB	NORTH BAY, ONTARIO, CANADA		ZIH	IXTAPA/ZIHUATANEJO, MEXICO
YYC	CALGARY, ALBERTA, CANADA		ZIN	INTERTAKEN, OST, SWITZERLAND
YYD	SMITHERS, BC, CANADA		ZJG	JENPEG, MANITOBA, CANADA
YYE	FORT NELSON, CANADA		ZKE	KASCHECHEWAN, ONTARIO, CANADA
YYF	PENTICTON, BC, CANADA		ZKG	KEGASKA, QUEBEC, CANADA
YYG	CHARLOTTETOWN, PEI, CANADA		ZLO	MANZANILLO, MEXICO
YYH	SPENCE BAY, NWT, CANADA		ZLT	LA TABATIERE, QUEBEC, CANADA
YYJ	VICTORIA, BC, CANADA		ZMR	MERAN, ITALY
YYL	LYNN LAKE, MANITOBA, CANADA		ZMT	MASSET, BC, CANADA
YYN	SWIFT RUN, CANADA		ZNA	NANAIMO, BC, HARBOUR, CANADA
YYQ	CHURCHILL, MANITOBA, CANADA		ZNC	NYAC, ALASKA, USA
YYR	GOOSE BAY, NLTD, CANADA		ZNE	NEWMAN, WA, AUSTRALIA
YYT	ST JOHNS, NLTD, CANADA		ZNU	NAMU, BC, CANADA
YYU	KAPUSKASING, ONTARIO, CANADA		ZNZ	ZANZIBAR, TANZANIA
YYY	MONT JOLI, QUEBEC, CANADA		ZOF	OCEAN FALLS, BC, CANADA
YYZ	TORONTO, ONTARIO-PEARSON, CANADA		ZOS	OSORNO, CHILE
YZE	GORE BAY, ONTARIO, CANADA		ZPB	SACHIGO LAKE, ONTARIO, CANADA
YZF	YELLOWKNIFE, NW, CANADA		ZPH	ZEPHYRHILLS, FL
YZG	SAILLUIT, QUEBEC, CANADA		ZQN	QUEENSTOWN, NEW ZEALAND
YZP	SANDSPH, BC, CANADA		ZQS	QUEEN CHARLOTTE IS., BC, CANADA
YZR	SARNIA, ONTARIO, CANADA		ZRC	SAN PEDRO DE ALCANTARA,
YZS	CORAL HARBOUR, NWT, CANADA		ZRH	ZURICH, SWITZERLAND
YZT	PORT HARDY, BC, CANADA		ZRI	SERUL, INDONESIA
YZV	SEPT-ITES, QUEBEC, CANADA		ZRJ	ROUND LAKE, ONTARIO, CANADA
			ZRM	SARMI, INDONESIA
Z			ZSA	SAN SALVADOR, BAHAMAS
ZAG	ZAGREB. YUGOSLAVIA		ZSJ	SANDY LAKE, ONTARIO, CANADA
ZAH	ZAHEDAN, IRAN, ISLAMIC REP. OF		ZST	STEWARD, BC, CANADA
ZAK	CHIUSA/KLAUSEN, ITALY		ZSW	PRINCE RUPERT, BC-COVE, CANADA
ZAL	VALDIVIA, CHILE		ZSZ	SPIEZ, SWITZERLAND
ZAM	ZAMBOANGA, PHILIPPINES		ZTA	TUREIRA, FRENCH POLYNESIA
ZAZ	ZARAGOZA, SPAIN		ZTB	TELE A LA BALEINE, QUEBEC, CANADA
ZBF	BATHURST, NB, CANADA		ZTH	ZAKINTHOS, GREECE
ZBN	BOZEN, ITALY		ZTM	SHAMATTAWA, MANITOBA, CANADA
ZBR	CHAH-BAHAR, IRAN, ISLAMIC REP. OF		ZUM	CHURCHILL FALLS, NTLD, CANADA
ZBV	BEAVER CREEK, COLORADO, USA		ZUN	ZUNI PUEBLO, NM, BLACK ROCK AIRPORT
ZCL	ZACATECAS, MEXICO		ZVK	SAVANNAKHET, LAOS
ZCO	TEMUCO, CHILE		ZWL	WOLLASTON LAKE, SASK, CANADA
ZDJ	BERNE-RR STATION, SWITZERLAND		ZWS	STUTTGART-MAIN RR, FED REP OF GER-
ZEG	SENGGO, INDONESIA			MANY
ZEL	BELLA, BELLA, BC, CANADA		ZYL	SYLHET, BANGLADESH
ZEM	EAST MAIN, QUEBEC, CANADA		ZZU	MZUZU, MALAWI
ZER	ZERO, INDIA		ZZV	ZANESVILLE, OH, MUNICIPAL AIRPORT
ZFA	FARO, YT, CANADA			

Appendix F5

Consolidation and Containerization Point and CONUS Freight Distribution Center Codes

.mber of Characters:	Three
ype of Characters:	Numeric
Data Location	
MILSTRIP Shipment	
Status Card:	rp 78-80
Responsible Agency:	DoD MILSTAMP System Administrator

1. **General**.   The Consolidation and Containerization Point (CCP) and CONUS Freight Distribution Center (CFDC) codes identify activities which have been established by the Services and DLA to consolidate cargo for onward overseas or within CONUS.

    a.   The CCP codes are used for overseas shipments. These codes are structured like the CONUS water port identifier codes and are used on MILSTRIP documents to indicate the shipment routing. The first position of the three position code represents the geographic area in which the CCP is located. The second and third positions identify the specific CCP within the geographic area. Activities tracing shipments routed through a CCP cite the code in the POE field and send the tracer to the MTMC area command in which the CCP is located.

    b.   The CFDC codes which are in the 500 to 599 series, are used for CONUS shipments. Activities tracing shipments routed through a CFDC will use this information in conjunction with the instructions contained in the DTMR (reference j.).

    2. **Eastern Area CCPs**

Code	CCP
101	Defense Distribution Region, East, New Cumberland, PA site (CCP)
103	Defense Distribution Region, East, Mechanicsburg, PA site
104	*Reserved*
105	U.S. Navy QUICKTRANS Terminal, Naval Air Station, Norfolk, VA
201	*Reserved*

3. **Western Area CCPs**

Code	CCP
301	Defense Distribution Region, West, Sharpe, CA site
302	*Reserved*
303	Defense Distribution Region, West, Tracy, CA site
305	*Reserved*
306	U.S. Navy QUICKTRANS Terminal, Travis AFB, CA

4. **CONUS Freight Distribution Centers**

Code	CFDC
501	Reserved
502	Reserved
503	Reserved
504	Regional Freight Consolidation Center, Los Angeles, CA
505	Reserved
506	Defense Distribution Region, East, New Cumberland, PA site (CFDC)
507	Reserved
508	Defense Distribution Region, Central, Memphis, TN
509	Defense Distribution Region, West, Sharpe, CA
510	Reserved
511	Reserved

Appendix F21

Water Port Identifier Codes

Number of Characters: Three
Type of Characters: Alphanumeric
Data Location
TCMD – DD Form 1384   Block 6 and 7, Columns 36b and 37
   – Automated Record: rp 21-23, 24-26
Responsible Agency: Military Sealift Command

1. **General**.   These codes identify water ports worldwide. The code
representing the actual WPOE and WPOD is used on all DTS documentation
for water shipments.

2. **Code Structure**.   The water port codes are based on the geo-
graphic location of the port. The letters used in the first two posi-
tions of the three position code are generally assigned in alphabetic
order, following the coastline. The first position of the three position
code represents the major geographic area in which the port is located.
These geographic areas are described in detail in paragraph 3., below.
The second position in the code represents a subarea within the major
geographic area. The third position in the code represents the specific
port, port area, or island within the subarea.

3. **Major Geographic Areas**.   The following list identifies the major
geographic regions of the world and the code associated with each. This
code is the first position of the water port identifier code and should
assist in locating the specific port code in paragraph 4., below.

Code	Area	Geographic Region
1	United States, East Coast	Includes all ocean ports of Maine, New Hampshire, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, District of Columbia, Virginia, North Carolina, Georgia, the east coast of Flordia (including Key West), port of Montreal, Canada, and all ports on Lake Erie, Lake Ontario, and Lake Michigan.

Code	Area	Geographic Region
2	United States, Gulf Coast	Includes all ocean ports of the west coast of Florida (excluding Key West), Alabama, Mississippi, Louisiana, Texas, and the ports of the Mississippi River.
3	United States, California Coast	Includes all ocean ports of California.
4	United States, Northwest Coast	Includes all ocean ports of Oregon, Washington, and those of British Columbia south of 50^0 north latitude.
A	North Atlantic	Includes all ocean ports of New Brunswick, Prince Edward Island, Newfoundland, Nova Scotia, Greenland, Iceland, and east to 12^0 west longitude and all Arctic points of Canada to 100^0 west longitude.
B	Panama	Includes all ocean ports of the Republic of Panama.
C	Caribbean Area	Includes all ocean ports of Bermuda, Virgin Islands, Leeward Islands, Windward Islands, Tobago, Trinidad, Venezuela, British Guiana, Surinam, French Guiana, Puerto Rico, east coasts of Mexico and Central America, Cuba, Haiti, Jamaica, Bahamas, Turks and Caicos Islands, Dominican Republic, and the northern coast ports of Colombia.
D	Middle Americas, West Coast	Includes all ocean ports on the western coasts of Mexico and Central America, excluding the ports of the Republic of Panama and the Panama Canal Zone.
E	South America, West Coast	Includes all ocean ports on the western coast of South America from (and including) the Republic of Colombia to Cape Horn, and the Pacific island possessions of South American countries west to 100^0 west longitude.

Code	Area	Geographic Region
F	South America, East Coast	Includes all ocean ports on the eastern coast of South America from (but excluding) French Guiana to Cape Horn.
G	Azores	Includes all ocean ports in the Azores.
H	British Isles	Includes all ocean or English Channel ports of Great Britain and Ireland
J	Northern Europe	Includes all ocean ports of West Germany, Netherlands, Belgium, Norway, Sweden, Denmark, Finland, and Atlantic Ocean ports of France and Spain north of the Portuguese border.
K	West Mediterranean	Includes all ocean ports of Portugal and Spain south of the northern Portuguese border, Mediterranean ports of Spain and France, Canary Islands, French and Spanish Morocco, Algeria, Tunisia, Balearic Islands, Corsica, Sardinia, Malta, Sicily, and the west coast of Italy.
L	East Mediterranean	Includes the Mediterranean Sea ports of Libya, Egypt, Israel, Lebanon, Syria, Cyprus, Crete, and Turkey; all ports of the Adriatic, Ionian, Aegean and Black Seas including the east coast of Italy.
M	West Africa	Includes all ocean ports on the west coast of Africa from the northern boundary of Rio de Oro to the southern boundary of Angola, including the Cape Verde Islands, Ascension Island, and St. Helena.
N	South and East Africa	Includes all ocean ports on the southern and eastern coasts of Africa including Madagascar from the southern boundary of Angola on the west coast to Cape Guardafui between the Gulf of Aden and the Indian Ocean on the east coast.

Code	**Area**	**Geographic Region**
P	Persian Gulf, Red Sea	Includes all ports on the Red Sea, Persian Gulf, Gulf of Aden to Cape Guardafui, and Gulf of Oman to the West Pakistan-Iran border.
Q	Burma-India	Includes all ocean ports from the West Pakistan-Iran border to the Burma-Thailand border.
R	China Sea	Includes all ocean ports from the Burma-Thailand border including Sumatra, Java, Timor, Celebes, Ceram, Borneo, Malay States, Taiwan, and Hong Kong. Excludes New Guinea, Palau, and the Philippines.
S	Philippines	Includes all ocean ports of the Philippine Islands.
T	Central Pacific Islands	Includes all ocean ports of the Marshall Islands, Mariana Islands, Palau Islands, and Yap from 132^0 east longitude, 13^0 north latitude to 146^C east longitude and south to the equator.
U	Bonin and Ryukyu Islands, Korea and Japan	Includes all ocean ports of the Bonin and Ryukyu Islands (Okinawa, et al.), Korea, and Japan.
V	Australia, New Zealand, and Coral Sea	Includes all ocean ports of Australia, New Guinea, Tasmania, New Zealand, and Melanesia. (Comprising the Admiralty Islands, New Ireland, New Britian, the Solomons, New Hebrides, and New Caledonia.)
W	South Pacific Islands	Includes all ocean ports of the South Pacific Islands from 180^0 longitude to 100^0 west longitude and north to 19^0 north latitude.

Code	Area	Geographic Region
X	Hawaiian Islands and North Central Pacific	Includes all ocean ports of the Hawaiian Islands, Midway Islands, Kure Islands, Wake Is. and Marcus Islands. Excludes Johnston Island (see South Pacific Islands).
Y	North Pacific and Northwest Arctic	Includes all ports of British Columbia north of 50^0 latitude and all ports of Alaska, the Aleutian Islands and all points in the Arctic west of 100^0 west longitude to 170^0 west longitude.
Z	Antarctica	All ports in Antarctica.

4. **Port Codes.** The following list identifies each port or port area.

    a. United States, east coast ports

MAINE AREA:
1B1 CASCO BAY
1B2 PORTLAND
1B3 SEARSPORT

NEW HAMPSHIRE AREA:
1C1 PORTSMOUTH NAVY SHIP YARD
1C2 NEWINGTON

MASSACHUSETTS AREA:
1D1 BOSTON
1D2 QUINCY
1D3 NEW BEDFORD
1D4 CHARLESTOWN
1D5 CHELSEA
1D6 CAPE COD
1D7 GLOUCESTER
1D8 BUZZARDS BAY

RHODE ISLAND AREA:
1E1 PROVIDENCE
1E2 MELVILLE
1E3 TIVERTON
1E4 QUONSET POINT
1E5 DAVISVILLE
1E6 NEWPORT
1ED QUONSET POINT NAS
1EF NEWPORT NSD
1EG BRENTON REEF

CONNECTICUT AREA:
1F1 NEW HAVEN
1F2 GROTON
1F3 NEW LONDON
1F4 BRIDGEPORT

NEW YORK AREA:
1G1 NEW YORK
1G2 PORT JEFFERSON, LONG ISLAND
1G3 BAYONNE, NJ
1G4 CARTERET, NJ
1G5 EARLE, NJ
1G6 PORT NEWARK, NJ
1G7 PERTH AMBOY, NJ
1G8 PATERSON, NJ
1G9 PORT ELIZABETH, NJ
1GA PORT READING, NJ
1GC BAYONNE, NJ, MILITARY OCEAN
       TERMINAL
1GE EDGEWATER, NJ
1GF WEEHAWKEN, NJ
1GG HOBOKEN, NJ
1GH HOWLAND HOOK, STATEN ISLAND
1GJ BROOKLYN
1GK KEARNEY, NJ
1GL FORT SCHULER
1GM STATEN ISLAND

DELAWARE AREA:

1H1   DELAWARE CITY
1H2   PETTY ISLAND
1H3   WILMINGTON

NEW JERSEY AREA:
1JI   ATLANTIC CITY
1J2   PAULSBORO
1J5   TREMLEY

PENNSYLVANIA AREA:
1K1   MARCUS HOOK
1K2   PHILADELPHIA
1K3   CAMDEN, NJ
1K4   GLOUCESTER CITY, NJ, HOLT MARINE
          TERMINAL
1K5   PHILADELPHIA, PIER 124
1K6   PHILADELPHIA, PIER 18
1K7   PHILADELPHIA, PIER 84
1K8   BRISTOL
1K9   CHESTER
1KA   PENNSAUKEN, NJ
1KB   WESTVILLE (EAGLE POINT), NJ
1KC   SALEM, NJ

MARYLAND AREA:
1L1   BALTIMORE
1L2   CURTIS BAY
1L3   PINEY POINT
1L4   ANNAPOLIS
1L5   SPARROWS POINT
1L6   BALTIMORE (SHIPYARD)
1LA   BALTIMORE OUTPORT

VIRGINIA AREA:
1M1   NORFOLK
1M2   NEWPORT NEWS
1M3   PENNIMAN, NSC, CHEATHAN ANNEX
1M4   YORKTOWN NWS
1M5   CRANEY ISLAND
1M6   PORTSMOUTH NSY
1M7   ST. JULIANS CREEK NAD
1M8   RICHMOND
1M9   FORT EUSTIS
1MA   PORTSMOUTH
1MB   NORFOLK (SHIPBUILDING AND DRYDOCK
          CO.)
1MC   CAPE CHARLES (ANCHORAGE)
1MG   NORFOLK (JACKSONVILLE, FL)
1MJ   NORFOLK NSC
1MK   LYNNHAVEN ROADS

1ML   LAMBERTS POINT
1MM   HAMPTON ROADS
1MN   NORFOLK (NORSHIPCO)
1MP   CHEATHAM ANNEX
1MQ   SWELLS POINT
1MR   FORT STORY
1MS   JAMES RIVER RESERVE FLEET

NORTH CAROLINA AREA:
1N1   BEAUFORT
1N2   MOREHEAD CITY
1N3   WILMINGTON
1N4   SOUTHPORT, MILITARY OCEAN TERMINAL
          SUNNY POINT
1NA   ONSLOW BAY
1NB   CAPE FEAR

SOUTH CAROLINA AREA:
1P1   BEAUFORT
1P2   CHARLESTON
1P3   PORT ROYAL
1P4   GEORGETOWN
1PB   CHARLESTON NYS
1PK   CHARLESTON WET STORAGE BASIN

GEORGIA AREA:
1Q1   SAVANNAH
1Q2   KINGS BAY NAVAL SUBMARINE BASE
1Q3   BRUNSWICK

FLORIDA AREA:
1R1   CAPE CANAVERAL
1R2   COCOA BEACH
1R3   JACKSONVILLE
1R4   MAYPORT
1R5   MIAMI
1R6   KEY WEST
1R7   PORT EVERGLADES
1R8   FORT LAUDERDALE
1R9   WEST PALM BEACH
1RA   KEY WEST PINE LINE
1RB   COCOA BEACH, PATRICK AFB
1RC   FORT PIERCE
1RD   MAYPORT NAVAL AUXILIARY AIR STATION
1RE   MIAMI, DODGE ISLAND
1RF   KEY WEST NAVAL STATION
1RG   GREEN COVE SPRINGS

**GREAT LAKES, LAKE ERIE AND LAKE HURON
AREA:**
1S1   BUFFALO, NY
1S2   CLEVELAND, OH

1S3	DETROIT, MI	1T9	ESCANABA, MI
134	ERIE, PA		
1S5	BAY CITY, MI	**GREAT LAKES, LAKE ONTARIO AREA:**	
1S6	TOLEDO, OH	1U1	TORONTO, CANADA
1S7	PORT HURON, MI	1U2	ROCHESTER, NY
1S8	ROGERS CITY, MI	1U3	OSWEGO, NY
1S9	SARNIA. CANADA	1U4	HAMILTON, CANADA
1SA	HARRISVILLE. MI	1U5	WATERTOWN, NY
1SB	ECORSE, MI		
1SC	DETROIT, MI MARINE TERMINAL	**GREAT LAKES, SAINT LAWRENCE RIVER AREA:**	
1SL	DETROIT, MI HARBOR TERMINAL	1V1	MONTREAL, CANADA
		1V2	QUEBEC, CANADA
GREAT LAKES, LAKE MICHIGAN AREA:		1V3	OGDENSBURG, NY
1T1	CHICAGO, IL	1V4	RIMOUSKI, CANADA
1T2	BURNS, IN		
1T3	KENOSHA, WI	**GREAT LAKES, LAKE SUPERIOR AREA:**	
1T5	MUSKEGON, MI	1W1	DULUTH, MN
1T7	MILWAUKEE, WI	1W2	MARQUETTE, MI
1T8	GREEN BAY, WI	1W3	SAULT STE. MAR1E

b. United States, gulf coast ports

FLORIDA AREA:		2DA	LOOP
2A1	PANAMA CITY	2DB	MORGAN CITY
2A2	PENSACOLA NAS	2DC	NEW ORLEANS
2A3	TAMPA	2DD	VIOLET
2A4	PENSACOLA		
2A5	PORT TAMPA	**TEXAS, EAST AREA:**	
2A6	SANTA ROSA	2E1	BEAUMONT
2AA	PANAMA CITY NAVAL MINE DEFENSE LABORATORY	2E2	FREEPORT
		2E3	GALVESTON
		2E4	HOUSTON
ALABAMA AREA:		2E5	ORANGE
2B1	MOBILE	2E6	PORT ARTHUR
2B2	THEODORE	2E7	TEXAS CITY
2B3	BROOKLEY AFB	2E8	PORT NACHES
2B4	BIRMINGHAM	2E9	BAYTOWN
		2EA	NEDERLAND
MISSISSIPPI AREA:		2EB	JACINTO
2C1	GULFPORT	*2EC*	*SEABROOK*
2C2	PASCAGULA	2ED	*SABINE PASS*
		2EF	FAIRWAY (ANCHORAGE)
LOUISIANA AREA:		2EN	ORANGE NAVAL STATION
2D1	BATON ROUGE		
2D2	LAKE CHARLES	**TEXAS, SOUTH AREA:**	
2D3	NEW ORLEANS	2F1	BROWNSVILLE
2D4	ST. ROSE	2F2	CORPUS CHRISTI
2D5	CHALMETTE	2F3	PORT ISABEL
2D6	NORCO	2F4	DEER PARK
2D7	GOODHOPE	2FB	CORPUS CHRISTI NAS
2D8	SUNSHINE	*2FC*	*NAVAL STATION INGLESIDE*
2D9	SAINT JAMES		

MISSISSIPPI RIVER AREA:
2G1   ST. LOUIS, MO
2G2   MEMPHIS, TN

    c.   United States, California ports

HUMBOLT BAY AREA:
3A1   EUREKA

NORTH CENTRAL AREA, EXCEPT INLAND SAN FRANCISCO:
3B_   RESERVED

SAN FRANCISCO, UPPER BAY AREA:
3C1   OZOL
3C2   RICHMOND
3C3   MARTINEZ
3C4   PORT CHICAGO
3C5   STOCKTON
3C6   OLEUM
3C7   MARE ISLAND
3C8   TIBURON
3C9   PORT COSTA
3CA   AVON
3CB   RICHMOND, NFD, POINT MOLATE
3CC   SACRAMENTO
3CD   PORT CHICAGO, NAD, CONCORD
3CE   STOCKTON ANNEX, NSC OAKLAND
3CF   RODEO
3CG   BENECIA, ARMY RESERVE
3CH   EXXON BENECIA
3CI   HERCULES

SAN FRANCISCO, LOWER BAY AREA:
3D1   SAN FRANCISCO
3D2   OAKLAND
3D3   ALAMEDA
3D4   REDWOOD CITY
3D5   HUNTERS POINT
3DA   SUISUN BAY
3DB   OAKLAND NSC
3DC   ALAMEDA NAS
3DK   OAKLAND, MOTBA

3DL   ALAMEDA, MOTBA
3DS   OAKLAND, SEALAND TERMINAL

MONTEREY BAY AREA:
3E1   DAVENPORT
3E2   MONTEREY

ESTERO BAY AREA:
3F1   AVILA
3F2   POINT SAN LUIS
3F3   ESTERO BAY

SANTA BARBARA CHANNEL AREA:
3G1   PORT HUENEME
3G2   SANTA CRUZ ISLAND
3GA   PORT HUENEME NCBC

LOS ANGELES AREA:
3H1   LOS ANGELES
3H2   SAN PEDRO
3H3   LONG BEACH
3H4   EL SEGUNDO
3H5   WILMINGTON
3H6   SEAL BEACH NWS
3H7   TERMINAL ISLAND
3HA   BLYTHE
3HC   LONG BEACH NSC
3HL   SAN PEDRO MTMC TERMINAL
3HR   CAMP PENDELTON
3HS   LONG BEACH

SAN DIEGO AREA:
3J1   SAN DIEGO
3JA   SAN DIEGO NSC
3JB   SAN DIEGO NAS

    d.   United States, northwest coast ports

BRITISH COLUMBIA AREA:
4A1   PORT ALBERNI, VANCOUVER ISLAND
4A2   NANAIMO, VANCOUVER ISLAND
4A3   VANCOUVER, BRITISH COLUMBIA

NORTHWEST WASHINGTON AREA:
4B1   BELLINGHAM
4B2   ANACORTES
4B3   FERNDALE

WHIDBEY ISLAND AREA:
AC1 PORT ANGELES
4C2 PORT TOWNSEND
4C3 WHIDBEY ISLAND
4C4 MUKILTEO
4C5 EVERETT
4CC WHIDBEY ISLAND NAS
4CD INDIAN ISLAND

PUGET SOUND, UPPER AREA:
4D1 PORT GAMBLE
4D2 BREMERTON SEALAND TERMINAL
4D3 SEATTLE
4D8 RICHMOND BEACH
4D9 EDMONDS
ADB BREMERTON NSY
4DK BREMERTON NAD, BANGOR
4DL SEATTLE MTMC TERMINAL
4DS SEATTLE SEALAND TERMINAL
4DT KEYPORT

PUGET SOUND, LOWER AREA:
4E1 TACOMA
4E2 OLYMPIA
4E3 BANGOR
4EA TACOMA NAVAL STATION
4EB COMMENCEMENT BAY (ANCHORAGE)

GRAYS HARBOR AREA:
4F1 HOQUIAM
4F2 ABERDEEN
4F3 RAYMOND

ASTORIA, OREGON AREA:
4G1 ASTORIA
4G2 BEAVER
4G3 WARRENTON

COLUMBIA RIVER, INLAND AREA:
4H1 WAUNA, OR
4H2 WESTPORT, OR
4H3 LONGVIEW, WA
4H4 RAINIER, OR
4H5 ST HELENS, WA
4H6 PORTLAND, OR
4H7 VANCOUVER, WA
4H8 BRADWOOD, WA
4H9 PORTLAND, OR, N.W. MARINE IRON
     WORKS

OREGON, CENTRAL AREA:
4J1 NEWPORT

OREGON, SOUTH AREA:
4K1 COOS BAY

e. North Atlantic ports

NEW BRUNSWICK AND NOVA SCOTIA AREA:
AA1 ST, JOHNS, NEW BRUNSWICK
AA2 HALIFAX, NOVA SCOTIA
AA3 SIDNEY, NOVA SCOTIA

QUEBEC AREA:
AB1 MINGAN
AB2 MECATINA

NEWFOUNDLAND, EAST AREA:
AC1 ST. JOHN'S
AC2 ARGENTIA
AC3 ELLISTON
AC4 REDCLIFF

NEWFOUNDLAND, WEST AREA:
AD1 CORNERBROOK
AD2 ST. GEORGES BAY

AD3 STEPHENVILLE (HARMON)

NEWFOUNDLAND, NORTH AREA:
AE1 ST. ANTHONY
AE2 LASCIE

LABRADOR, EAST AREA:
AF1 FOX HARBOR
AF2 SPOTTED ISLAND
AF3 CARTWRIGHT
AF4 GOOSE BAY

LABRADOR, CENTRAL AREA:
AG1 CUT THROAT ISLAND
AG2 CAPE MAKKOVIK
AG3 HOPEDALE

LABRADOR, NORTHEAST AREA:
AH1   SAGLEK
AH2   FORT CHIMO, QUEBIC

BAFFIN ISLAND, SOUTHEAST AREA:
AJ1   FROBISHER BAY
AJ2   RESOLUTION ISLAND
AJ3   BREVOORT ISLAND, N.W. TERRITORY

BAFFIN ISLAND, WEST AREA:
AK1   WEST BAFFIN ISLAND, FOX B
AK2   LONGSTAFF BLUFF, FOX 2
AK3   BRAY ISLAND, FOX A
AK4   ROWLEY ISLAND, FOX 1
AK5   FORT CHURCHILL, MANITOBA

BAFFIN ISLAND, NORTH AREA:
AL1   PADLOPING ISLAND
AL2   CAPE DYER, DYE
AL3   DURBAN ISLAND, FOX E
AL4   BROUGHTON ISLAND, FOX 5
AL5   KIVITOO, FOX D
AL6   CAPE HOOPER, FOX 4
AL7   EKALUGAD FJORD, FOX C
AL8   CLYDE RIVER
AL9   CAPE HARRISON, DEVON ISLAND
ALA   CAPE CHRISTIAN

GREENLAND, SOUTH AREA:
AM1   IVIGTUT
AM2   GRONDAL
AM3   IKATEG
AM4   NARARSSUAK

GREENLAND, WEST AREA:
AN1   UPERNAVIK
AN2   SONDRESTROM, BW8

AN3   ITIVDLEG, DYE 1
AN4   CRUNCHER ISLAND
AN5   DYE 2
AN6   DYE 3

GREENLAND, NORTHEAST AREA:
AP1   KULUSUK, DYE 4
AP2   HALL LAKE, FOX

GREENLAND, NORTH AREA:
AQ1   THULE

GREENLAND, EAST AREA:
AR1   ANGMAGSSALIK

NORTHEAST ARCTIC, EAST AREA:
AS1   WEST MELVILLE PENINSULA, CAM 5
AS3   EAST SIMPSON PENINSULA, CAM E
AS4   WEST SIMPSON PENINSULA, CAM 4

NORTHEAST ARCTIC, WEST AREA:
AT1   SIMPSON LAKE, CAM D
AT2   SHEPHERD BAY, CAM 3
AT3   MATTHESON POINT, CAM C
AT4   KING WILLIAM ISLAND, CAM 2

ICELAND AREA:
AU1   REYKJAVIK
AU2   KEFLAVIK
AU3   HOFN
AU4   LANGANES
AU5   GRINDAVIK
AU6   HAFNARFJORDUR
AU7   HVALFJORDUR
AU8   NJARDVIKUR
AU9   HELGUVIK

f. Panama ports

PANAMA AREA:
BA1   BALBOA
BA4   RODMAN NAVAL STATION
BA5   FARFAN
BA6   MIRA FLOPES LOCK, CANAL ZONE
BB1   CRISTOBAL
BB2   GATUN
BB3   COCO SOLO

BB4   TORO POINT
BB5   LAS MINAS
BB6   COLON, CANAL ZONE
BB7   SAMBA BONITA ISLAND, CANAL ZONE
BB8   MINDI PIER, CANAL ZONE

g. Caribbean ports

BERMUDA AREA:
CA1   HAMILTON
CA2   ST. GEORGE
CA3   NAVAL STATION

BAHAMAS AREA (NORTH OF 24 DEGREES):
CB1   GRAND BAHAMA
CB2   NEW PROVIDENCE, NASSAU
CB3   GOVERNOR'S HARBOUR
CB4   SAN SALVADOR ISLAND, BAHAMAS
CB5   ANDOS
CB6   SOUTH RIDING POINT
CB7   ABACO ISLAND, BAHAMAS

BAHAMAS AREA (SOUTH OF 24 DEGREES):
CC1   MAYAGUANA
CC2   GRAND TURK

CUBA, NORTHWEST AREA:
CD1   HAVAVA
CD2   MATANZAS
CD3   SANTA CLARA

CUBA, SOUTHEAST AREA:
CE1   GUANTANAMO
CE2   SANTIAGO
CE3   PUERTO MANATI
CE4   NUEVITAS

CUBA, SOUTH CENTRAL AREA:
CF1   CIENFUEGOS
CF2   NUEVA GERONA, ISLE DE PINOS
CF3   JUCARO

JAMAICA AREA:
CG1   KINGSTON
CG2   PORT ANTONIO
CG3   GRAND CAYMAN
CG4   MONTEGO BAY, JAMAICA

HAITI AREA:
CHI   PORT AU PRINCE
CH2   CAPE HATIEN
CH3   GONAIVES ELEUTHERA

DOMINICAN REPUBLIC AREA:
CJ1   SANTA DOMINGO
CJ2   PUERTO PLATA
CJ3   ANDRES
CJ4   RIO DAINA (HAINA)

CJ5   LAS CALDEROS NAVAL BASE

PUERTO RICO AREA:
CK1   SAN JUAN
CK2   ROOSEVELT ROADS
CK3   AQUADILLA
CK4   ENSENADA
CK5   MAYAGUEZ
CK6   PONCE
CK7   YABUCOA
CK8   GUAYANILLA
CKA   SAN JUAN NAVAL STATION

ARUBA AREA:
CL1   ST. NICOLAS BAY
CL2   WILLEMSTAD, CURACAO
CL3   BONAIRE
CL4   ORANJESTAD, NETHERLANDS WEST INDIES
CL5   CARACAS BAY

VIRGIN ISLAND AREA:
CMI   CHARLOTTE AMALIE, ST. THOMAS
CM2   CHRISTIANSTES, ST. CROIX
CM3   ROAD TOWN, TORTOLA
CM4   VIEQUES, VIEQUES
CM5   ST. CHRISTOPHER, ST. KITTS
CM6   FREDERIKSTED, ST. CROIX
CM7   PORT ALUEROIX

LESSER ANTILLES, LEEWARD AREA:
CN1   BASSE TERRE, GUADELOUPE
CN2   ST. JOHN'S, ANTIGUA

LESSER ANTILLES, WINDWARD AREA:
CP1   FORT DE FRANCE, MARTINIQUE
CP2   CASTRIES, ST. LUCIA
CP3   BRIDGETOWN, BARBADOS
CP4   ST. GEORGE'S, GRENADA
CP5   ROSEAU, DOMINICA
CP6   ST. MARTEEN, ANTILLES
CP7   KINGSTON. ST. VINCENT
CP8   GEORGETOWN, ST, VINCENT

MEXICO, EAST AREA:
CQ1   COATZACOALCOS (PUERTO)
CQ2   VERA CRUZ
CQ3   DOS BOCAS
CQ4   CAYO ARCOS

HONDURAS AND GUATEMALA GULF AREA:
CR1   BELIZE, HONDURAS
CR2   LIVINGSTON, GUATEMALA
CR3   PUERTO BARRIOS, GUATEMALA
CR4   PUERTO CORTEX, HONDURAS
CR5   AMAPOLA, HONDURAS
CR6   PUERTO SANTO THOMAS DE CASTILLA,
          GUATEMALA
CR7   PUERTO CASTILLA, HONDURAS

NICARAGUA AND COSTA RICA, EAST AREA:
CS1   BLUEFIELDS, NICARAGUA
CS2   LIMON, COSTA RICA

COLOMBIA, NORTH AREA:
CT1   CARTAGENA
CT2   BARRANQUILLA
CT3   SANTA MARTA

CT4   CARTAGENA, BOLIVAR NAVAL BASE

VENEZUELA AREA:
CU1   LA GUAIRA
CU2   CARACAS
CU3   PUERTO CABELLO
CU4   AMURAY BAY
CU5   PUERTO LA CRUZ
CU6   PUNTA CARDON MARACAIBO
CU7   MARACAIBO
CU8   EL PALITO

TRINIDAD AREA:
CV1   PORT OF SPAIN

GUYANA AREA:
CW1   GEORGETOWN, GUYANA
CW2   PARAMARIBO, SURINAME
CW3   CAYENNE, FRENCH GUIANA

h. Middle America, west coast ports

MEXICO, WEST AREA:
DA1   MAZATLAN
DA2   GUAYMAS
DA3   MANZANILLO
DA4   ACAPULCO
DA5   SOCARRO ISLAND
DA6   COATZACOALCOS

GUATEMALA AREA:
DB1   SAN JOSE
DB2   PUERTO QUETZAL
DB3   SANTO THOMAS, GUATAMALA

EL SALVADOR AREA:
DC1   LA UNION
DC2   LA LIBERTAD
DC3   ACAJUTLA

DC4   SAN SALVADOR

NICARAGUA AREA:
DD1   CORINTO
DD2   MANAGUA

COSTA RICA AREA:
DE1   PUNTARENAS
DE2   CALDERA
DE3   QUEPOS
DE4   GOLFITO

HONDURAS AREA:
DF1   SAN LORENZO
DF2   FUERZA
DF3   BASEDE PUERTO

i. South America, west coast ports

GALAPAGOS AND COCOS ISLAND AREA:
EA1   COCOS ISLANDS
EA2   WRECK BAY, GALAPAGOS ISLAND

COLOMBIA AREA:
EB1   BUENAVENTURA
EB2   BOGOTA

ECUADOR AREA:
EC1   GUAYAQUIL
EC2   ESMERALDES
EC3   LA LIBERTAD
EC4   PUERTO BOLIVAR
EC5   MANTA

PERU AREA:
ED1 CALLAO
ED2 LIMA
ED3 MOLLENDO
ED4 MATARANI
ED5 SALAVERRY
ED6 TALARA
ED7 CHIMBOTE
ED8 IQUITOS
ED9 ANCON
EDA BAYOVAR
EDB EAYOZR

CHILE AREA:
EE1 ANTOFAGASTA
EE2 ARICA
EE3 VALPARISO
EE4 TALCHAUANO
EE5 PUNTA ARENAS
EE6 CHANARAL, DE LAS ANIMAS
EE7 SAN ANTONIO
EE8 TOCOPILLA
EE9 PUERTO MONTT
EEA VALDIVIA
EEB IQUIQUE

j. South America, east coast ports

BRAZIL, NORTHEAST COAST AREA:
FA1 BELEM
FA2 NATAL
FA3 RECIFE
FA4 AMAPA
FA5 SAO LUIS
FA6 FORTALEZA

BRAZIL, SOUTHEAST COAST AREA:
FB1 RIO DE JANEIRO
FB2 SANTOS
FB3 PORTO ALEGRE
FB4 BAHIA
FB5 RIO TINTO, BRAZIL

URUGUAY AREA:
FC1 MONTEVIDEO

PARAGUAY AREA:
FD1 ASUNCION

ARGENTINA AREA:
FE1 BUENOS AIRES
FE2 BAHIA BLANCA
FE3 PUERTO BELGRANO
FE4 PUERTO MADRYN

FALKLAND ISLANDS AREA:
FF1 PORT STANLEY

k. Azores Islands ports

GA1 PONTA DELGADA
GA2 SANTA MARIA
GA3 PRAIA DA VITORIA
GA4 HORTA, FAYAL
GA5 LYLES PICO
GA6 ANGRA DI HEROISMO
GA7 LAJES

l. British Isles ports

ENGLAND, SOUTHEAST AREA:
HA1 PLYMOUTH
HA2 EXETER
HA3 HANBLE
HA4 SOUTHAMPTON
HA5 PORTSMOUTH
HA6 THAMESHAVEN
HA7 LONDON
HA8 FELIXSTOWE
HA9 DOVER
HAA ISLE OF GRAIN
HAB HARWICH
HAC NEWHAVEN
HAD TILBURY

HAE	ORFORD NESS		HC9	TYNEMOUTH
HAF	CHATHAM		HCA	SALTEND
HAG	SHEERNESS		HCB	KILLINGHOLME
HAH	COLCHESTER		HCC	MIDDLEBROUGH
HAJ	SHOREHAM-BY-THE-SEAS		HCD	KINGS LYNN
HAK	FAWLEY		HCE	SOUTH SHIELDS
HAL	PURFLEET		HCF	LOWESTAFT
HAM	CORYTON		HCG	GOOLE
HAN	TURFLEET		HCH	CANVEY ISLAND
HAP	HIGH WYCOMBE		HCJ	WHITBY
HAQ	GRAVESEND		HCK	IMMINGHAM
HAR	ROCHESTER		HCL	RIDHAM
HAS	FALMOUTH		HCM	HYTHE
HAT	WEST THURROCK		HCN	CLIFF JETTY
HAU	LLANELLI, WALES			
HAV	FAIRFORD		**IRELAND AREA:**	
HAW	FLEETWOOD		HD1	BELFAST
HAX	BRIXHAM		HD2	CORK
HAY	RAMSGATE		HD3	DUBLIN
HAZ	MISTLEY		HD4	LONDONDERRY
			HD5	GALWAY
ENGLAND, WEST AREA:			HD6	COBH, ERIE
HB1	BRISTOL		HD7	LARNE
HB2	AVONMOUTH		HD8	RED BAY
HB3	MILFORD HAVEN		HD9	WARRENPOINT
HB4	LIVERPOOL			
HB5	MANCHESTER		**SCOTLAND, WEST AREA:**	
HB6	BARRY, SOUTH WALES		HE1	BOWLING
HB7	SWANSEA		HE2	PRESTWICK
HB8	POOLE		HE3	HOLY LOCH
HB9	PRESTON		HE4	GLASGOW
HBA	ANDERTON		HE5	CAIRN RYAN
HBB	GARSTON		HE6	LOCH STRIVEN
HBC	EASTHAM		HE7	CAMPBELTOWN
HBD	ELLESMERE PORT		HE8	ARDROSSAN
HBE	RUNCORN		HE9	LOCH EWE
HBF	HOLYHEAD		HEA	STRANRAER
HBG	NEWPORT, SOUTH WALES		HEB	SHANDON
HBH	PEMBROKE		HEC	LOCH LONG
HBJ	ROYAL PORTBURY DOCK		HED	GREENOCK
HBK	BARRY PILOT		HEE	FAIRLIE
HBL	WATCHET		HEF	GLEN DOUGLAS
			HEG	FASLANE
ENGLAND, EAST AREA:				
HC1	HULL		**SCOTLAND, EAST AREA:**	
HC2	NEWCASTLE		HFI	INVERFORDEN
HC3	IMMINGHAM (STORAGE)		HF2	ABERDEEN
HC4	IPSWICH		HF3	ROSYTH
HC5	GRIMSBY		HF4	EDINBURGH, LEITH
HC6	GREAT YARMOUTH		HF5	SCRABSTER, CAITHNESS
HC7	WALLSEND		HF6	GRANGEMOUTH
HC8	TEES PORT		HF7	HOUND POINT

HG5   SULLOM VOE, SHETLAND ISLANDS

SCOTTISH ISLANDS AREA:

FAEROE ISLANDS AREA:

HG1	LERWICH, SHETLAND ISLANDS
HG2	BALTA SOUND*S, SHETLAND*
HG3	LY NESS, ORKNEY ISLAND
HG4	YELL SOUND, SHETLAND ISLANDS

HJ1   FAROE ISLAND

n.   Northern Europe ports

NORWAY AREA:

JA1	OSLO
JA2	HORTEN
JA3	NARVIK
JA4	BERGEN
JA5	STAVENGER
JA6	TRONDHEIM
JA7	BODO (PORT)
JA8	KRISTIANSAND
JA9	DRAMMEN
JAA	*GRIMSTADT, NORWAY*
JAB	MOSS
JAC	BEJERKVIK, *NORWAY*
JAD	SALANGSVERKET
JAE	HOVRINGEN
JAF	HUMLA
JAG	FAUSKE
JAH	ANDOYA (KVALNES PIER)
JAJ	LARKOLLEN
JAK	MO-I-RANA
JAL	SORREISA
JAM	NAMSOS
JAN	GANGSAAS
JAP	LURA
JAQ	FINNSNESS
JAR	MURUVIK
JAS	STEINSVICK
JAT	AANDALSNES
JAU	HOMMELVIK
JAV	BOGEN
JAW	LARVIK
JAX	VAERNESS, *NORWAY*
JAY	BREKSTAD
JAZ	ANDENES
J1A	ORKANGER
J1B	HAAKONSVERN
J1C	SANDEFJORD
J1D	BOTNANESET
J1E	MELLOMOEYA
J1F	VALNESET
J1G	SORTLAND
J1H	ANDENEF
J1K	LISTA

J1L	FREDERIKFTADT
J1M	HAMMARNEFODDEN
J1N	VERDAY
J1P	ST. JORDAL
J1Q	TANANGER
J1R	HJELTEFJORDON
J1S	SALANGEN
J1T	TROMSO

SWEDEN AREA:

JB1	GOTHENBURG
JB2	STOCKHOLM
JB3	HELSINGBORG
JB4	WALLHAM
JB5	SOEDERTAELJE
JB6	KARLSKRONA
JB7	UDDERVALLA
JB8	VARBARG
JB9	MALMO

DENMARK AREA:

JC1	COPENHAGEN
JC2	AARHUS
JC3	AALBORG
JC4	FREDERIKSHAVN
JC5	ESBJERG
JC6	KORSOER
JC7	FREDERICIA
JC8	*HOLSTEBRO, DENMARK*

FINLAND AREA:

JD1	HELSINKI
JD2	HANGO
JD3	HAMINA

POLAND AND USSR AREA:

JE1	GDYNIA
JE2	LENINGRAD
JE3	WARSAW
JE4	VILNEUS, CIS

GERMANY AREA:

JF1	BREMERHAVEN

JF2	BREMEN	JJ4	ROUEN
JF3	EMDEN	JJ5	CALAIS
JF4	HAMBURG	JJ6	BOULOGNE
JF6	NORDENHEIM	JJ7	DIEPPE
JF7	SYLT	JJ8	D'ARQUES
JF8	CUXHAVEN	JJ9	PETIT COURONNE
JF9	FARGE		
JFA	WILHELMSHAVEN		**FRANCE, BAY OF BISCAY AREA:**
JFB	BRUNSBUTTELKOOG	JK1	BORDEAUX
JFC	KEIL	JK2	BASSENS
JFD	MOENCHENGLAD-BACH	JK3	DONGES
JFE	BRAKE	JK4	LA PALLICE
JFF	TRAVEMUNDE	JK5	NANTES
JFG	VILSECK	JK6	PAUILLAC
JFH	WESERREEDE	JK7	ST. HERBLAIN
JFJ	ECKERNFORDE	JK8	ST. NAZAIRE
JFK	*KIEL CANAL, GERMANY*	JK9	ROCHEFORT
		JKA	PIRIAC
	THE NETHERLANDS AREA:	JKC	LE VERDON
JG1	ROTTERDAM		
JG2	AMSTERDAM		**SPAIN, BAY OF BISCAY AREA:**
JG3	PORTERSHAVEN	JL1	SANTANDER
JG4	BUITENBUIZEN	JL2	EL FERROL
JG5	TERNEUZEN	JL3	GIJON
JG6	HOOK OF HOLLAND	JL4	LA CORUNA
JG7	DORDRECHT	JL5	SAN SEBASTIAN
JG8	PERMIS	JL6	BILBAO
JG9	VLISSINGEN (FLUSHING)	JL7	VIGO
JGA	EEMSHAVEN	JL8	ALGELIRAS
JGB	ROZENBURG		
JGC	SCHEVENINGEN		**GERMANY, RHINE RIVER AREA:**
		JM1	GERMERSHEIM
	BELGIUM AREA:	JM2	MAINZ
JH1	ZEEBRUGGE	JM3	MANNHEIM
JH2	ANTWERP	JM4	BINGEN
JH3	OSTEND	JM5	LUDWIGSHAFEN
JH4	GHENT	JM6	GERNSHEIM
		JM7	KARLSRUHE
	FRANCE, CHANNEL PORTS AREA:	JM8	WORMS
JJ1	CHERBOURG	JM9	FRANKFURT AM MAIN
JJ2	DUNKERQUE	*JN1*	*RIGA, LATVIA*
JJ3	LE HAVRE		

n. Western Meditteranean ports

	PORTUGAL AREA:		**MOROCCO AREA:**
KA1	LISBON	KB1	CASABLANCA
KA2	PORTO	KB2	FERDALA
KA3	FUNCHAL, MADEIRA ISLAND	KB3	LAS PALMAS, CANARY ISLANDS
KA4	ALVERCA	KB4	TENERIFE, CANARY ISLANDS
KA5	SETUBAL	KB5	MELILLA
KA6	FARO	KB6	PORT LYAUTEY

KB7	RABAT		KFC	TALAMONE
KB8	SAFI		KFD	SANTO STEFANO
KB9	TANGIERS		*KFE*	*PISA, ITALY*
KBB	MOHAMMEDIA		KFF	LIVORNO
KBC	SANTA CRUZ DE LE PALMA, CANARY ISLANDS		KFG	SAVONA
			KFH	CASTELLAMMARE DI STABBIA
KBF	MOROCCO, US NAVAL TRAINING COMMAND, KENTITA PORT LYAUTEY			

SARDINIA AREA:

KG1	CAGLIARI
KG2	LA MADDALENA
KG3	OLBIA
KG4	TORRES
KG5	PORTO TORRES, *ITALY*
KG6	ORISTANO
KG7	SARROCH
KG8	*PALAU SARDINA*

KBG	CEUTA

ALGERIA AREA:

KC1	ALGIERS
KC2	ORAN
KC3	ARZEW
KC4	BEJAIA

FRANCE, MEDITERRANEAN AREA:

KH1	MARSEILLE
KH2	TOULON
KH3	CANNES
KH4	LAVERN
KH5	MONTE CARLO, MONACO
KH6	L'ESPIGUETTE
KH7	FOS
KH8	RADE D'HYERES

TUNISIA AREA:

KD1	TUNIS
KD2	BIZERTE
KD3	SIDI AHMED
KD4	SKHIRA

SICILY AREA:

KE1	PALERMO
KE2	AUGUSTA
KE3	CATANIA, NAF, SIGONELLA
KE4	VALETTA, MALTA ISLAND
KE5	SIRACUSA
KE6	TRAPANI
KE7	LAMPEDUSA ISLAND
KE8	PORTO EMPEDOCLE
KE9	MILAZZO
KEA	MELLILI
KEB	MESSINA

SPAIN, SOUTH ATLANTIC AREA:

KJ1	CADIZ
KJ2	ROTA
KJ3	SEVILLE
KJ4	GIBRALTER
KJ5	HUELVA
KJ6	ALGECIRAS

ITALY, WEST AREA:

KF1	NAPLES
KF2	POZZUOLI
KF3	LEGHORN
KF4	GENOA
KF5	LA SPEZIA
KF6	CIVITAVECCHIA
KF7	BASTIA, CORSICA
KF8	GAETA
KF9	SALERNO
KFA	TOMBOLO (AMMUNITION PORT)
KFB	PIOMBINO

SPAIN, MEDITERRANEAN AREA:

KL1	BARCELONA
KL2	CARTAGENA
KL3	ALICANTE
KL4	LA ALGAMECA
KL5	VALENCIA
KL6	TARRAGONA
KL7	PALMA, BALERIC ISLAND
KL8	ALMERIA
KL9	MALAGA
KLA	CASTELLON

o. Eastern Meditteranean ports

ITALY, EAST AREA:

LA1	VENICE		LA2	TARANTO
			LA3	BRINDISI

LA4	BARI		LG3	LIMASSOL
LA5	ANCONA		LG4	AKROTIRI
LA6	PRIOLA			
LA7	MARGHERA		**LEBANON AREA:**	
			LH1	BEIRUT
TRIESTE AREA:			LH2	JUNIYAH
LB1	TRIESTE		LH3	SAYDA
YUGOSLAVIA AREA:			**ISRAEL AREA:**	
LC1	BAKAR		LJ1	HAIFA
LC2	RIJEKA		LJ2	TEL AVIV
LC3	PLOCE		LJ3	JAFFA
LC4	KOPER		LJ4	EILAT
			LJ5	ASHDOD
GREECE, SOUTHERN AREA:				
LD1	PIRAEUS		**EGYPT AREA:**	
LD2	ELEVSIS		LK1	ALEXANDRIA
LD3	PATRAS		LK2	CAIRO
LD4	HATTARAS		LK3	PORT SAID
LD5	CANDIA, CRETE		LK4	SUEZ
LD6	SALAMIS		LK5	RASSHUKHEIR
LD7	ANDIKIRA		LK6	JABAL AT THAIR ISLAND
LD8	IRAKLION, CRETE		LK7	BURSA SAFAGO
LD9	SUDA BAY, CRETE		LK8	TEWFIK
LDA	SKARAMANGA BAY		LK9	EL BALLAH
LDB	ST. THEODORIA		LKA	GREAT BITTER LAKE (BUHEIRAT)
LDC	PERAMA		*LKC*	*EL DIKHEILA, EGYPT*
GREECE, AEGEAN SEA AREA:			**LIBYA AREA:**	
LE1	THESSALONIKI		LL1	TARABULUS
LE2	VOLOS		LL2	BENGAS1
LE3	STILIS		LL3	MARSA AL BURAYGAH
LE4	OROPUS		LL4	ES SIDER
LE5	AKHILLION		LL5	RA'S AL UNUF
LE6	RHODES		LLA	HALQ EL QUED, TUNISIA
LE7	LEROS ISLAND			
LE8	ACHINOS		**TURKEY, SOUTH AREA:**	
LE9	MEGARA		LQ1	ISKENDERUN
LEB	KAVALLA		LQ2	MERSIN
LEC	MYKONOS ISLAND		LQ3	ANTALYA
LED	KOS ISLAND		LQ4	YUMURTALIK
LEE	SYROS, SYROS ISLAND			
LEF	PYLOS		**TURKEY, WEST AREA:**	
LEG	KALAMATA		LR1	IZMIR
			LR2	ISTANBUL MILITARY TERMINAL
SYRIA AREA:			LR3	DORINCE
LF1	LATAKIA		LR4	GELIBOLU
LF2	TARTUS		LR5	GOLCUK
			LR6	ISTANBUL
CYPRUS AREA:			LR7	ISTANBUL, HAYDARPASS
LG1	LARNACA		LR8	KARAMURSEL
LG2	FAMAGUSTA		LR9	ISTANBUL, CEKMECE

LRA   TEKIRDAG
LRB   BANDIRMA
LRC   KONCA
LRD   KUSADASI
LRE   CESME, TURKEY

TURKEY, BLACK SEA AREA:
LS1   SAMSUN
LS2   SINOP
LS3   TRABZON

LS4   AMASRA
LS5   CONSTANTZA, ROMANIA
LS6   GALATI, ROMANIA
LS8   POTI, GEORGIA
LS9   VARNA, BULGARIA

GREECE, IONIAN ISLANDS AREA:
LT1   CORFU ISLAND
LT2   IGOUMENITSA

p. West Africa ports

ASCENSION ISLANDS AREA:
MA1   CLARENCE BAY

ST. HELENA ISLAND AREA:
MB1   ST. HELENA

CAPE VERDE ISLANDS AREA:
MC1   PRAI
MC2   SANTA MARIA, SAL ISLAND

SENEGAL AREA:
MD1   DAKAR

GUINEA AREA:
ME1   BISSAU

GAMBIA AREA:
MF1   BATHURST

SIERRE LEONE AREA:
MG1   FREETOWN

LIBERIA AREA:
MH1   MONROVIA

IVORY COAST AREA:
MJ1   ABIDJAN, *IVORY COAST*
MJ2   GRAND BASSAM

GHANA AREA:
MK1   ACCRA
MK2   SEKONDI
MK3   TAKORADI
MK4   LOME, TOGO
MK5   TEMA

NIGERIA AREA:
ML1   LAGOS
ML2   PORT HARCOURT
ML3   APAPA
ML4   FORCADOS
ML5   BONNY
ML6   ESCRAVOS
ML7   BASS RIVER TERMINAL

CAMEROON AREA:
MM1   DOUALA, *CAMEROON*
MM2   KOLE

CONGO AREA:
MN1   MATADI, ZAIRE
MN2   BRAZZAVILLE, CONGO
MN3   POINTE NOIRE, CONGO
MN4   BOMA, ZAIRE

GABON AREA:
MP1   LIBREVILLE
MP2   OWENDO
MP3   SAO TOME ISLAND

ANGOLA AREA:
MQ1   LUANDA
MQ2   LOBITA

GUINEA AREA:
MR1   CONAKRY
DAHOMEY AREA:
MS1   PORTO NOVO
MS2   COTONOU

MURITANIA AREA:
MT1   NOUAKCHOTT

q. South and East Africa ports

REPUBLIC OF SOUTH AFRICA AREA:
NA1   CAPETOWN
NA2   PRETORIA
NA3   WALVIS BAY
NA4   PORT ELIZABETH
NA5   DURBAN

MOZAMBIQUE AREA:
NB1   BEIRA
NB2   LOURENCO MARQUES

MADAGASCAR AREA:
NC1   TOAMASINA
NC2   TANANARIVE

NC3   PORT LOUIS, MAURITIUS

TANZANIA AREA:
ND1   TANGA
ND2   DAR ES SALAAM
ND3   ZANZIBAR

KENYA AREA:
NE1   MOMBASA

SOMALI AREA:
NF1   MOGADISHU
NF2   CHISIMAIO

r. Persian Gulf and Red Sea ports

SOMALIA AREA:
PA1   BERBERA

DJIBOUTI AREA:
PB1   DJIOUTI

ETHIOPIA AREA:
PC1   MASSAWA
PC2   ASSAB

SUDAN AREA:
PD1   PORT SUDAN
PD2   PORT SUDAN (ANCHORAGE)

JORDAN AREA:
PE1   AQABA

SAUDI ARABIA, EAST AREA:
PFI   UNASSIGNED
PF2   RAS AT TANNURA
PF3   DHAHRAN
PF4   ASHSHUQAYQ
PF5   RAS AL MISHAB
PF6   AD DAMMAN
PF7   AL KHOBAR
PF8   AL JUBAYL
PFS   SAFE HAVEN

YEMEN AREA:
PG1   HODEIDA
PG2   MOCHA

ADEN AREA:
PH1   ADEN

OMAN AREA:
PJ1   MUSCAT
PJ2   MINA AL FAHAL
PJ3   MINA AL RAYSUT
PJ4   MINA QABOOS
PJ5   SHARJAH
PJ6   MASIRAH
PJ7   MATRAH
PJ8   SALALAH

BAHRAIN AREA:
PK1   BAHRAIN
PK2   HALUL ISLAND, QATAR
PK3   BAHRAIN ISLAND (ANCHORAGE)
PK4   AD DAWHAH (DOHA), QATAR
PK5   MINA SULMAN

IRAQ AREA:
PL1   BASRA

IRAN AREA:
PM1   BANDAR KHOMEYNI
PM2   KORRAMSHAHR
PM3   ABADAN
PM4   BANDAR ABBAS
PM5   BANDAR-E MASHUR
PM6   BUSHEHR
PM7   KHARG ISLAND

KUWAIT AREA:
PN1   AL KUWAIT

SAUDI ARABIA, WEST AREA:
PP0   RESERVED
PP1   JIDDA
PP2   YANBU A BAHR
PP3   YANBO
PP4   QUIZAN

PP5   RABIGH

UNITED ARAB EMIRATES AREA:
PQ1   DUBAI
PQ2   ABU DHABI
PQ3   MINA JABAL ALI
PQ4   AL FUJAYRAH
PQ5   KHOR FAKKEN
PQ6   ZIRKU ISLAND
PQ8   MINA ZAYED

s.   Burma and India ports

PAKISTAN AREA:
QA1   KARACHI
QA2   CHITTAGONG

INDIA AREA:
QB1   BOMBAY
QB2   CALCUTTA
QB3   MADRAS
QB4   COCHIN

BURMA AREA:
QC1   RANGOON

CEYLON AREA:
QD1   COLOMBO
QD2   TRINCOMALEE

SEYCHELLES ISLAND AREA:
QE1   VICTORIA HARBOR, MAHE ISLAND
QF1   DIEGO GARCIA ISLAND

LAREUNION AREA:
QG1   LEPORT, LAREUNION ISLAND

t.   China Sea ports

THAILAND AREA:
RA1   BANGKOK
RA2   PATAYA
RA3   SATTAHIP
RA4   THUNG PRONG

MALAYA AREA:
RB1   SINGAPORE
RB2   PORT SWETTENHAM
RB3   PENANG
RB4   PORT KELANG
RB5   JOHOR BAHARU
RB7   UMUT, PERAU

SUMATRA AREA:
RC1   MEDAN
RC2   PEDANG
RC3   PALEMBANG
RC4   DUMAI

JAVA AREA:
RD1   DJAKARTA
RD2   SURABAJA
RD3   SEMARANG
RD4   CILICAP (TUILATAP)

TIMOR ISLAND AREA:
RE1   DILI

CAMBODIA AREA:
RF1   PHNOM PENH
RF2   KOMPONG SOM

VIETNAM AREA:
RG1   SAIGON
RG2   HAIPHONG
RG3   DA NANG
RG4   QUI NHON
RG5   NHA THRANG

RG6	PHUQUOC		**CANTON AREA:**	
RG7	HUE		RH1	CANTON, *CHINA*
RG8	NHABE		RH2	HONG KONG
RG9	CHU LAI		RH3	HSINHSIANG
RGA	VUNG TAU		RH4	SHANGHAI
RGB	CAN THO			
RGC	AN THOI		**TAIWAN AREA:**	
RGD	CON SON ISLAND		RJ1	KEELUNG
RGE	CAM RANH BAY		RJ2	TANSHUI
RGF	PHAN THIET		RJ3	KAOHSIUNG
RGG	TUY HOA		RJ4	WUCH'I
RGH	VUNG RO		RJ5	HUALIEN
RGJ	PHAN RANG		RJ6	SUAO
RGK	DONG TAM			
RGL	DONG HA		**BORNEO AREA:**	
RGM	MY THO		RK1	KUNCHING
RGN	CAT LAI			
RGP	DUC PHO		**CELEBES AREA:**	
RGQ	THON MY THUY		RL1	PALOPA
RGR	BANGOI		RL2	MAKASSAR
RGS	TAN MY		RL3	MANADO
RGT	VINH LONG		RL4	AMBON, MOLUCCA ISLANDS
RGU	SAIGON, NEWPORT		RL5	SURABAYA
RGV	VINH HUNG		RL6	SINGAPORE
RGW	DONG NAI		RL7	HALIM DJAKARTA, INDONESIA
RGX	LONG XUYEN		RL8	BLANG LANCANG, INDONESIA
RGY	NUI SAP			

u. Philippines ports

LUZON ISLAND AREA:

SA1	MANILA
SA2	SANGLEY POINT
SA3	SUBIC BAY
SA4	BATAAN
SA5	QUINTANG POINT
SA6	LOCANIN POINT
SA7	SAN FERNANDO
SA8	PORO POINT
SA9	SUBIC CITY
SAA	SUBIC BAY (NAVMAG SUBIC)

CENTRAL ISLANDS AREA:

SB1	ILOILO, PANEY ISLAND
SB2	CEBU, CEBU ISLAND
SB3	LEYTE, MANICONI ISLAND
SB4	TACLOBAN, LEYTE ISLAND
SB5	SAMAR, SAMAR ISLAND
SB6	PUERTO PRINCESA, PALAWAN ISLAND
SB7	LUBANG ISLAND
SB8	TABOGON ISLAND
SBB	MACTAN ISLAND
SBC	BATANGAS ISLAND

MINDANAO AREA:

SC1	BUENA VISTA
SC2	CAGAYAN DE ORO
SC3	DAVAO
SC4	BUGO
SC5	ZAMBOANGA
SC6	JOLO ISLAND

v. Central Pacific Islands ports

MARIANAS AREA:

TA1 APRA HARBOR, GUAM
TA2 NSD, GUAM
TA3 GARAPAN, SAIPAN
TA4 TINIAN ISLAND
TA5 ROTA ISLAND
TA6 NAVMAG, GUAM

MARSHALL ISLANDS, RALIK CHAIN AREA:
TJ1 KWAJALEIN ATOLL
TJ2 EBEYE ISLAND, KWAJALEIN
TJ3 JALUIT ATOLL
TJ4 ENIWETOK ISLAND
TJ5 ENIWETOK LAGOON
TJ6 WOTHO ISLAND
TJ7 UJELANG ISLAND
TJ8 ROI NAMUR

MARSHELL ISLANDS, RATAK CHAIN AREA:
TK1 MAJINO ISLAND
TK2 WOTJE ATOLL
TK3 BIKINI ATOLL
TK4 AILINGINAE ATOLL

TK5 LIKIEP ATOLL
TK6 RONGELAB ATOLL
TK7 RONGERIK ATOLL
TK8 UTIRIK ATOLL

CAROLINE ISLANDS AREA:
TL1 PULAP ISLAND
TL2 PONAPE ISLAND
TL3 OSI LUI ISLAND
TL4 TRUK ISLAND
TL5 ULITHI ISLAND
TL6 KAPINGARANGI ISLAND
TL7 KUSEL ISLAND
TL8 TARAWA ATOLL

PALAU ISLAND AREA:
TS1 YAP ISLAND
TS2 MALEKEIOK ISLAND
TS3 KOROR ISLAND
TS4 PELELIU ISLAND

w. Bonin and Ryukyu Islands, Korea, and Japan ports

BONIN ISLANDS AREA:
UA1 KITA, IWO JIMA ISLAND
UA2 CHICHI, JIMA ISLANDS

RYUKYU ISLANDS AREA:
UB1 NAHA, OKINAWA ISLAND (MILITARY TER-
     MINAL)
UB2 BUCKNER BAY, OKINAWA ISLAND
UB3 CHIMU WAN, OKINAWA ISLAND
UB4 ISHIGAKI ISLAND
UB5 IE SHIMA
UB6 KUME ISLAND
UB7 MIYAKO ISLAND
UB8 OKINO ISLAND
UB9 YAEYAMA ISLAND
UBA HEIANZA SHIMA
UBB KIN, OKINAWA ISLAND
UBC TENGAN, OKINAWA
UBD NAHA, OKINAWA ISLAND (COMMERCIAL
     TERMINAL)
UBE IRISUNA, JIMA ISLAND
UBF AJA PORT, OKINAWA ISLAND

KOREA, WEST AREA:

UC1 CHINNAMPO
UC2 INCHON
UC3 PAENGNYONG DO
UC4 GAZAN
UC5 CHANGHANG

KOREA, SOUTH AREA:
UD1 KUNSAN
UD2 MOKPO
UD3 CHINDO
UD4 YOSU
UD5 MASAN
UD6 PUSAN (MILITARY TERMINAL)
UD7 ULSAN
UD8 CHEJU DO
UD9 SUYONG
UDA CHINHAE
UDB HAEUNDAE
UDC PUSAN (COMMERCIAL TERMINAL)
UDD SAMIL
UDE ONSAN
UDF TOKSOK RI
UDG MIPO
UDH YOMPO
UDI YOCHEON
UDJ OKPO
UDK CHUNGMU

UDL   SAMCHONPO

KOREA, NORTHEAST AREA:
UE1   POHANG
UE2   KOSONG
UE3   WONSAN
UE4   IWON
UE5   TAECHON
UE6   CHONGJIN
UE7   HUNGHAM
UE8   SAMCHOK
UE9   YANG DO
UEA   MUKHOJIN-NI
UEB   SOKCHO
UEC   PUKPYONG-NI
UED   GANG NEUNG
UEE   DAESAN

JAPAN, HOKKAIDO, WEST AREA:
UF1   WAKKANI
UF2   OTARU

JAPAN, HOKKAIDO, EAST AREA:
UG1   HAKODATE
UG2   MURORAN
UG3   KUSHIRO
UG4   TOMAKOMAI

JAPAN, HONSHU, NORTH AREA:
UH1   AOMORI
UH2   HACHINOHE

JAPAN, HONSHU, WEST-CENTRAL AREA:
UJ1   NILIGATE
UJ2   AIOI

JAPAN, HONSHU, SOUTHWEST AREA:
UK1   TSUSHIM
UK2   UBE
UK3   MIZUSHIMA

JAPAN, HONSHU, SOUTHEAST AREA:
UL1   KURE
UL2   OSAKA
UL3   KOBE
UL4   TOKUYAMA
UL5   HIROSHIMA
UL6   WAKAYAMA
UL7   IWAKUNI
UL8   SHIMOTSU

UL9   HIRO

JAPAN, HONSHU, EAST-CENTRAL AREA:
UM1   YOKOHAMA ARMY TERMINAL, NORTH PIER
UM2   SHIMIZU
UM3   TOKYO
UM4   YOKOSUKA
UM5   KOSHIBA
UM6   NAGOYA
UM7   SENDAI
UM8   TSURUMI
UM9   CHIBA
UMC   YOKOSUKA (SHIP REPAIR FACILITY)
UMD   TAURA
UME   YOKOHAMA (COMMERCIAL TERMINAL)
UMF   KAWASAKI

JAPAN, SHIKOKU, SOUTHEAST AREA:
UN1   KOCHI
UN2   PORT OF UNO
UN3   MATSUYAMA
UN4   NANSEI

JAPAN, KYUSHU, EAST AREA:
UP1   MOJI
UP2   SHIMONOSEKI
UP4   OMURA
UP5   KUDAMATSU
UP6   TSUKUMI
UP7   TOBATA
UP8   YOWATA
UP9   OITA

JAPAN, KYUSHU, WEST AREA:
UQ1   KARATSU
UQ2   SASEBO
UQ3   OMUTA
UQ4   NAGASAKI
UQ5   HAKATA
UQ6   SAITOZAKI
UQ7   YAMAKAWA
UQ9   KAGOSHIMA
UQA   WAKAMATSU
UQL   MISUMI

DAITO ISLAND AREA:
UR1   MINAMI
UR2   KITA

x.   Australia, New Zealand, and Coral Sea ports

AUSTRALIA, WEST AREA:

VA1	PERTH		VF1	WEWAK
VA2	FREEMANTLE		VF2	NUMBOLT BAY
VA3	NORTHWEST CAPE		VF3	LAE
VA4	GARALDTON		VF4	PORT MORESBY
VA5	KWINANA			

AUSTRALIA, SOUTH AREA:
VB1   ADELAIDE
VB2   MELBOURNE
VB3   GEELONG *VICTORIA, AUSTRALIA*
VB4   DEVONPORT, TASMANIA
VB5   POINT WILSON

AUSTRALIA, EAST AREA:
VC1   SYDNEY
VC2   NEW CASTLE
VC3   BRISBANE
VC4   TOWNSVILLE
VC5   PORT KEMBLA
VC6   CAIRNS

AUSTRALIA, NORTH AREA:
VD1   DARWIN

NEW ZEALAND AREA:
VE1   AUCKLAND
VE2   WELLINGTON
VE3   CHRISTCHURCH
VE4   DUNEDIN
VE5   PORT LYTTELTON
VE6   TIMARU
VE7   PORT CHALMERS
NEW GUINEA AREA:

SOLOMON ISLANDS AREA:
VG1   SELWYN
VG2   UGI
VG3   NUSSI, BOUGAINVILLE
VG4   HONAIRA, GUADALCANAL
VG5   RENDOVA, *SOLOMAN ISLAND*

BISMARCK ARCHIPELAGO AREA:
VH1   LALA, ADMIRALTY ISLANDS
VH2   SANTA CRUZ ISLANDS

FIJI ISLANDS AREA:
VJ1   SUVA, FIJI ISLANDS

LOYALTY ISLANDS AREA:
VK1   LIFOU ISLANDS
VK2   NOUMEA, NEW CALEDONIA

NEW HEBRIDES AREA:
VLI   PORT-VILA, VANUATA

GILBERT ISLANDS AREA:
VM1   NONUTI
VM2   NAURU
VM3   BITAKI
VM4   FUNAFUTI, ELLICE ISLAND

y.   South Pacific Islands ports

LINE ISLANDS AREA:
WAI   PALMYRA ISLAND
WA2   FANNING ISLAND
WA3   WASHINGTON ISLAND
WA4   CHRISTMAS ISLAND

SAMOAN ISLANDS AREA:
WB1   PAGO PAGO, TUTILA ISLAND
WB2   APIA, UPOLU ISLAND
WB3   OFU, MANUA ISLAND
WB4   AUNUU, AUNUU ISLAND

PHOENIX ISLAND AREA:
WC1   CANTON ISLAND

WC2   PHONIX IS, *PHONIX ISLAND*
WC3   BAKER ISLAND

SOCIETY ISLANDS AREA:
WD1   PAPEETE, TAHITI
WD2   COOK ISLAND
WD3   TONGA ISLAND

JOHNSTON ISLAND AREA:
WE1   JOHNSTON ISLAND

EASTER ISLAND AREA:
WF1   EASTER ISLAND

PITCAIRN ISLAND AREA: *WH1   NIUE ISLAND*
WG1   PITCAIRN ISLAND

NIUE ISLAND AREA:

z.   Hawaii and North Central Pacific ports

HAWAII AREA: XE7   PEARL HARBOR, NAVY SHIPYARD
XA1   HILO
XA2   KAWAIHAE   KUAI AREA:
                                                   XF1   LIHUE
MAUI AREA: XF2   NAWILIWILI
XB1   KAHULUI   XF3   PORT ALLEN
XB2   KAHOOLAWE
                                                   FRENCH FRIGATE SHOALS AREA:
LANAI AREA: XG1   TERN ISLAND
XC1   LANAI CITY
                                                   OUTER HAWAIIAN ISLANDS AREA:
MOLOKAI AREA: XJ1   MIDWAY ISLAND
XD1 · KAUNAKAKAI   XJ2   KURE ISLAND

OAHU AREA: WAKE ISLAND AREA:
XE1   HONOLULU   XK1   WAKE ISLAND
XE2   PEARL HARBOR, NSC
XE3   PEARL HARBOR, NAD   MARCUS ISLAND AREA:
XE4   KANEOHE   XL1   MARCUS ISLAND
XE5   WAIPIO POINT
XE6   HONOLULU, ARMY PIERS

aa.   North Pacific and Northwest Arctic ports

CANADA, BRITISH COLUMBIA AREA: YBC   LEVEL ISLAND
                                                   YBF   HOONAH
YA1   PORT ALICE, VANCOUVER ISLAND   YBG   SMUGGLER COVE
YA2   QUEEN CHARLOTTE ISLAND   YBH   ANNETTE
YA3   PRINCE RUPERT   YBK   SUMNER STRAIT AND CAPE DECISION
YA4   ESQUIMALT VICTORIA, VANCOUVER   YBL   CAPE SPENCER AND CROSS SOUND AREA
       ISLAND   YBM   SISTERS ISLAND
                                                   YBN   COGHLAN ISLAND
ALASKA, SOUTHEAST AREA: *YBP   ANNETTE ISLAND, ALASKA*
YB1   KETCHIKAN
YB2   CRAIG   ALASKA, CENTRAL AREA:
YB3   WRANGEL   YC1   CORDOVA
YB4   PETERSBURG   YC2   VALDEZ
YB5   SITKA   YC3   WHITTIER
YB6   JUNEAU   YC4   SEWARD
YB7   HAINES   YC6   ANCHORAGE
YB8   SKAGWAY   YC7   HOMER
YB9   DUNCAN CANAL   YC8   YAKUTAT
YBA   METLAKATLA   YC9   CHENEGA
YBB   BIORKA ISLAND   YCA   YAKATAGZ

YCB	BOSWELL BAY		YFC	SCAMMON POINT
YCC	POINT MCKENZIE		YFD	TOGIAK
YCD	FIRE ISLAND		YFE	SAND POINT
YCE	TATALINA		YFF	TANUNAK
YCF	CAPE HINCHINBROOKE		YFG	PERRYVILLE
YCH	OCEAN CAPE		YFH	CHIGNIK LAKE
YCK	NIKISHKA, KENAI PENINSULA		YFJ	HOOPER BAY
YCL	NIKISKI, KENAI PENINSULA		YFK	KINPNUK
YCM	CAPE ST ELIAS		YFL	MEKORYUX
YCN	KENAI		YFM	NICHTMUTE
YCP	MIDDLETON ISLAND		YFN	TAKOTNA
YCQ	JOHNSTONE POINT		YFP	SLEETMUTE
YCR	ENGLISH BAY		YFQ	MANOKOTAK
YCS	PORT ETCHES		YFR	LEVELOCK
YCT	KACHMAK		YFS	KVALINA
YCU	TYONEK		YFT	CHIGNIK LAGOON
YCV	TATITLER		YFU	IVANOF BAY
YCW	PORT GRAHAM		YFV	NELSON LAGOON
YCX	PORT GRAVINA		YFW	CHEVAK
			YFX	HOLLY CROSS

ALASKA, KODIAK AREA:

			YFY	NEWTOK
YD1	KODIAK ISLAND		YFZ	PLATINUM
YD3	SITKINAK			
YD4	WOMENS BAY, KODIAK ISLAND		**ALASKA, WEST CENTRAL AREA:**	
YD5	LARSEN BAY, *KODIAK*		YG1	CAPE ROMANZOF
YD6	OLD HARBOR		YG2	ST MICHAEL
YD7	OUZINKIE, SPRUCE ISLAND		YG3	NOME
YD8	AKHIOK		YG4	SAVOONGA, ST LAWRENCE ISLAND
YD9	KARLUK		YG5	GAMBELL, ST LAWRENCE ISLAND
YDA	PORT LIONS		YG6	CAPE PRINCE OF WALES
YDB	UGASHIK		YG7	MOSES POINT
			YG8	DIME LANDING

ALASKA, DUTCH HARBOR AREA:

			YG9	UNALAKLEET
YE1	DUTCH HARBOR		YGA	EGEGIK BAY AND KING SALMON RIVER
YE2	COLD BAY		YGB	NORTH RIVER
YE3	CAPTAINS BAY, UNALASKA ISLAND		YGC	NORTHEAST CAPE
YE4	KING COVE		YGD	TIN CITY
YE5	FALSE PASS		YGE	PORT CLARENCE
			YGF	ANVIL MOUNTAIN

ALASKA, SOUTHWEST AREA:

			YGG	ELIM
YF1	NEWENHAM		YGH	WHITE MOUNTAIN
YF2	BETHEL		YGJ	BIG MOUNTAIN
YF3	PORT MOLLER		YGK	GOLOVIN
YF4	PORT HEIDEN		YGL	TELLER
YF5	MIDDLE KUSKOKWIM, KALSKAG, AND ANIAK		YGM	SHELDON POINT
YF6	MCGRATH		YGN	ALAKANUK
YF7	CLARKS POINT		YGP	EMMONAK
YF8	GOODNEWS BAY		YGQ	SHISHMAREF
YF9	DILLINGHAM		YGR	PILOT STATION
YFA	KUSKOKWIM		YGS	MOUNTAIN VILLAGE
YFB	NAKNEK		YGT	TULUKSAK
			YGU	SHAKTOOLIK

YGV   BREVIG MISSION
YGW   KOYUK
YGX   STEBBINS
YGY   LITTLE DIOMEDE ISLAND
YGZ   PITKAS POINT

ALASKA, SOUTHWEST AREA:
YHA   ST MARY'S
YHB   TWIN HILLS
YHC   NEW STUYABOK
YHD   QUINHAGAK
YHE   EEK
YHF   MARSHALL
YHG   KOLIGANEK
YHH   TOKSOOK BAY, **ALASKA**
YHJ   ALEKNAGIK
YHK   KWETHLUK
YHL   AKIACHAK
YHM   AKIAK
YHN   KASIGLUK
YHQ   KONGIGANEK
YHR   KWIGILLINGOK
YHS   NAPAKIAK
YHT   TUNTUTULIAK
YHU   NUNAPITCHUK
YHV   CHEFORNAK
YHW   EKWOK
YHX   NAPASKIAK
YHY   OSCARVILLE
YHZ   STONY RIVER

ALASKA, NORTHWEST AREA:
YJ1   CAPE LISBURNE
YJ2   CAPE BEAUFORT (LIZ A)
YJ3   POINT LAY (LIZ 2)
YJ4   ICY CAPE (LIZ B)
YJ5   WAINWRIGHT (LIZ 3)
YJ6   PEARD BAY (LIZ C)
YJ7   POINT BARROW (POW)
YJ8   KOTZEBUE
YJ9   WALES (ARCTIC SECTOR)
YJA   POINT HOPE
YJB   KIANA
YJC   AMBLER
YJD   SHUNGNAK
YJE   NOORVIK
YJF   BUCKLAND
YJG   POINT BARROW (AAC CAMP)
YJH   DEERING
YJJ   NOATAK
YJK   SELAWIK
YJL   ANVIK

ALASKA, NORTH AREA:
YK1   CAPE SIMPSON (POW A)
YK2   PITT POINT (POW 1)
YK3   KOGRU RIVER (POW B)
YK4   OKIKTOK POINT (POW 2)
YK5   POINT MCINTYRE (POW C)
YK6   SAVAKAVIK POINT (POW 3)
YK7   CAMDEN BAY (POW D)
YK8   BARTER ISLAND (BAR)
YK9   ASCHOFF CAPE (BAR A)
YKA   PRUDHOE BAY
YKB   KAKTOVIK

ALEUTIAN ISLANDS AREA:
YL1   ADDAK ISLAND
YL2   ATTU ISLAND
YL3   SHEMYA ISLAND
YL4   AMCHITAK ISLAND
YL5   KISKA ISLAND
YL6   NIKOLSKI
YL7   DRIFTWOOD BAY
YL8   CAPE SARICHEF
YL9   SCOTCH CAP
YLA   ATKA ISLAND
YLB   CHERNOFSKI
YLC   AKUTAN
YLD   UMNAK ISLAND (FORT GLEN)

ARCTIC, NORTHWEST AREA:
YM1   BAGNALL BEACH (BAR 1)
YM2   STOKES POINT (BAR B)
YM3   BLOW RIVER (BAR 2)
YM4   TUNUNUK CAMP (BAR C)
YM5   TUKTUK (BAR 3)
YM6   ATKINSON POINT (BAR D)
YM7   TUKTOYAKTUK

ARCTIC, NORTHWEST AREA:
YN1   NICHOLSON PENINSULA (BAR 4)
YN2   HORTON RIVER (BAR E)
YN3   CAPE PARRY (PIN)
YN4   PAERCE POINT HARBOR (PIN A)
YN5   CLINTON POINT (PIN 1)

ARCTIC, NORTHWEST AREA:
YP1   CLIFTON POINT (PIN B)
YP2   YOUNG POINT (PIN 2)
YP3   BERNARD HARBOR (PIN C)
YP4   LADY FRANKLIN POINT (PIN 3)
YP4   ROSS POINT (PIN D)

ARCTIC, NORTHWEST AREA:

YQ1	NO NAME POINT (PIN 4)
YQ2	CAPE PEEL (PIN E)
YQ3	CAMBRIDGE BAY (CAM)
YQ4	STURT POINT (CAM A)
YQ5	JENNY LIND ISLAND (CAM 1)
YQ6	HAT ISLAND (CAM B)

PRIBOLF ISLANDS AREA:

YR1	ST PAUL ISLAND
YR2	ST GEORGE ISLAND
YR3	NEWHALEN, ILIAMNA LAKE

YR4	IGUIGIG, ILIAMNA LAKE
YR5	ILIAMNA LAKE
YR6	KALTAG, YUKON RIVER
YR7	GALENA, YUKON RIVER
YR8	KOTLIK, YUKON RIVER
YR9	KOYUKUK, YUKON RIVER
YRA	NULATO, YUKON RIVER
YRB	RUSSIAN MISSION, YUKON RIVER
YRC	CHUATHBALUK
YRD	CHIGNIK
YRE	PILOT POINT

ab. Antarctica ports

ZA1	MCMURDO SOUND
ZA2	WINTER QUARTERS BAY

Appendix G

Unit Moves

1. General. Various Service regulations, directives, and field manuals prescribe the actions required to prepare deploying units for movements. This appendix outlines the provisions of MILSTAMP which apply when the cargo belonging to these deploying units is moved by MSC arranged ships, through common user ocean terminals, or via AMC airlift, or QUICKTRANS.

a. Transportation data for unit cargo movement during contingencies and classified mobilization exercises is afforded the maximum protection possible within the limitations and constraints of existing systems (Defense Transportation Program Policy Memorandum—DTPPM 84-1, 7 June 1984). Since data processing in the DTS is unclassified, classified data requires handling and processing separate from other movement data.

b. When available, clearance and advance movement data updates required by this appendix may be accomplished through the Transportation Coordinator's Automated Information for Movements System (TCAIMS) being developed by each Service.

c. Host Nation Agreements

(1) Unit movements in support of an overseas contingency/exercise must comply with standard host nation agreements in addition to MILSTAMP. These agreements provide the host nation, POD, and theater commander with information necessary for terminal operations and onward movement of equipment/cargo within the theater.

(2) In NATO these agreements are known as Standard NATO Agreements (STANAGs). Figure G-1 lists movement related STANAGs, highlights those which the deploying units must follow, and provides individual Service contact points for assistance concerning STANAG requirements.

2. Procedures. The procedures used for MILSTAMP documentation of unit moves are minor variations from normal MILSTAMP procedures. They are detailed in paragraphs 3. through 12., below.

3. **Shipment Unit Configuration**. To limit the quantity of advance data which must be passed when transporting unit move cargo, each shipment unit is documented individually with minimal detailing of the content of unitized cargo. A T_6 record covering the NSN must be provided in the format prescribed in appendix D, figure D-9, unless the multipak or other exception provision applies.

a. Each consolidated pallet load, vehicle (loaded or empty), multiple vehicles combined as an integral unit (e.g., nested trailers), CONEX, MILVAN, or SEAVAN, is controlled and accountability of equipment and supplies loaded in a shipment unit documented as a single shipment unit visibility and are the responsibility of the deploying units.

b. Sensitive, classified, and/or hazardous material will not be loaded in unit vehicles except when operationally required and authorized by the units' service headquarters and the appropriate Transportation Component Command (TCC), AMC or MTMC. See also paragraphs 7.c. and 7.d.

c. Vehicles are to be reduced in length, width, and height for shipping according to directives of each Service.

4. **Marking of Shipment Units.** Equipment/cargo is marked in accordance with Service directives and MIL-STD 129. As a minimum, the Transportation Control Number must be indicated on each shipment unit. A DD Form 1387-2, Special Handling Data/Certification (see chapter 2, paragraph B.4.c.), must be prepared for all hazardous material moving by air.

a. Labeling: DD Form 1387 labels with a bar coded TCN will be uniformly applied to all unit move equipment/cargo. These bar coded labels allow use of LOGMARS (Logistics Application of Automated Marking and Reading Symbols) technology to process unit move shipments through the terminals expeditiously.

(1) One label is required on each shipment unit except for vehicles and consolidated shipment units (MILVANs, SEAVANs, CONEXs, and 463L pallets) where labels will be applied on two adjacent sides.

(a) For vehicles, one label is placed on the front of the vehicle, either on the left side of the bumper or corresponding location for vehicles without bumpers. The other label is placed on the left side door or comparable location.

(b) For MILVANs, SEAVANs, and CONEXs, one label will be placed on the left rear door and the other on the adjacent side.

(2) Upon arrival at the POE or other transshipment point, the bar coded labels on the equipment/cargo are scanned to automatically update the advance movement data file and establish cargo accountability. If bar coded labels are not available upon deployment, they are applied at the POE.

(3) When completing a DD Form 1387 for a classified movement, the POD, consignee and RDD fields will be left blank.

b. Stenciling. In addition to the labels applied to each shipment unit, stenciling of the TCN will be accomplished when required by applicable service directives.

5. **Transportation Control Number**. Each shipment unit (including SEAVAN shipments) is controlled by a unique TCN. The TCN for each shipment unit is constructed as outlined below:

TCN Position	TCMD rp	Explanation
1	30	Service code (A-Army, F-Air Force, M-Marine Corps, N-Navy).
2-8	31-37	Army activities will enter a Unit Identification Code (UIC) beginning with TCN position 2 and putting a $ (dollar) special character in position 8. All other Services will enter the Unit Line Number (ULN) beginning in position 2 and filling any unused positions with a $ (dollar) special character. **Army activities will generate a T_9 record containing ULN information (see Appendix D, Figure D-12, item j.).**
9-10	38-39	Service use, except for code "CH" which is reserved to identify small units (10 tons of equipment or less) moving by air. Requires data

entry, do not leave blank. Use
zeros if no data available.

11-14	40-43	Shipment no.: increment no., or serial no.
15	44	Unit cargo TCN indicator. (A zero must always be entered.)
16-17	45-46	Split/partial shipment or complete shipment unit indicator.

6. Transportation Documentation Codes

　　　　a. Most of the various codes required for completion of trans-
portation documentation are detailed in appendix F.

　　　　b. Transportation Account Codes (TACs). The following service
TACs are used for unit movements during actual emergency deployments:

Service	Code[1]
U.S. Army	A229
U.S. Air Force	F8A0
U.S. Navy	(To be obtained from Fleet Commander in Chief or other authority directing the deployment prior to movement)
U.S. Marine Corps	(To be assigned at time of deployment)

　　　　7. **Advance Movement Data Formats**. Transportation data for unit
moves is compiled and submitted using the formats and codes prescribed
for all shipments in appendices D and F except as follows:

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[1]　　Problems and questions about TAC codes for contingency/deployment operations
should be directed to the applicable Service focal point specified in Volume
II of MILSTAMP.

a. CONEX, MILVAN, and SEAVAN. Each of these containers, loaded or empty, is a single shipment unit and is not documented as a consolidated shipment. Document Identifier (DI) T_0/1 data formats and applicable trailer data as prescribed in appendix D are used unless otherwise directed by the responsible Ocean Cargo Clearance Authority (OCCA).

b. Vehicles. Each vehicle (empty or loaded) is single shipment unit and is documented using data formats with DI TV as detailed in appendix D. The piece count will always be 0001. For empty vehicles, the actual weight and cube of the vehicles, as shipped, will be given. For loaded vehicles, the weight and cube will reflect the actual loaded vehicle weight and cube as shipped.

c. Hazardous Material. Shipments units of hazardous material are detailed in DI TE/TJ_ data formats prescribed in appendix D. When authorized by the appropriate TCC, hazardous material loaded in unit vehicles or containers is identified by the appropriate commodity/special handling codes and detailed in DI TV9 trailer formats reflecting the proper shipping name, UN number, weight, and cube for each category of hazardous material. For ammunition and explosive material, also specify DOT Hazard Class, IMDGC Class/Division, Storage Compatibility Group, Lot number, round count (if applicable) and Total Net Explosive Weight.

d. Protected Shipments. Classified and sensitive shipment units will be identified using the appropriate commodity/special handling codes and detail T_9 trailers prescribed in appendices D and F. These codes and formats will also be used to identify transportation level of protection required for security shipments loaded in unit vehicles or containers.

8. Clearance, Routing and Advance Data Submission. Cargo and equipment must be cleared by providing advance data before actual movement to the POE can begin. This procedure allows proper routing of the cargo to be determined and provides for coordinated movement of material into the transshipment facilities. Units should be familiar with the movement information necessary to support these routing and clearance procedures.

a. Movement data, including requests for routing, are normally prepared as far in advance as possible, maintained by the cognizant

transportation element,[2] and updated in coordination with the supported unit. This advance preparation allows immediate submission to the appropriate clearance authority identified in appendix J when a unit move is required.

b. The cognizant transportation element[3] submits the advance movement data to the clearance authority unless prior arrangements have been made to provide automated movement requirements through a service system.[4] Automated systems may be established for CONUS units in coordination with HQMTMC (ATTN: MTIT) or, for overseas units, with the theater commander and supporting surface and air clearance authorities. Such action is routed through the supported unit's chain of command.

(1) Commercial Transportation. When movement to the POE is to be made by commercial transportation, the cognizant transportation element[3] obtains a routing by submitting the movement requirements as detailed in the Defense Traffic Management Regulation (DTMR), reference (j), for CONUS or applicable theater directives overseas.

(2) Road March. When movement to the POE is to be made by road march (in organic vehicles), the cognizant transportation element[3] submits advance data/Export Traffic Release Requests (ETRR) and is notified by MTMC or AMC of the appropriate POE and required arrival date.[4]

(3) All Methods. After receiving routing information for movement of the equipment/cargo to the POE, the cognizant transportation element[3] submits advance data in TCMD format, as outlined in chapter 2, to

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[2] For Army and Air Force this is generally the Transportation Officer. For Navy, in the absence of the Transportation Officer, it is the Senior Supply Officer or designee of the Commanding Officer. For Marine Corps, it is the Traffic Management Officer (TMO) or the unit logistics planner in conjunction with the TMO.

[3] See note 2, page G-5.

[4] U.S. Army FORSCOM active and reserve units use the Automated Unit Equipment List (AUEL), detailed in FORSCOM Regulation 55-1/55-2, for submission of all surface movement requirements.

the appropriate surface or airlift clearance authority listed in appendix J.[5]

c. Preparation and use of a Transportation Control and Movement Document (DD Form 1384) is not required for clearance, movement by commercial transportation, or terminal processing. The data outlined by this appendix is required and must be submitted in machine readable form, but the DD Form 1384 may be used to compile it.

d. CALM/AALPS. See appendix D, figures D-17 through D-22 for record formats.

9. **Surface Booking and Terminal Processing**. Advance data provides the basis for arranging ocean movement and processing unit equipment/cargo through the POE.

a. Export Traffic Releases (DTMR), AUEL and movement orders/directives are used by MTMC Ocean Cargo Clearance Authority (OCCA) and Ocean Cargo Booking Offices (OCBO) to book ocean vessels and ensure adequate sealift is available at designated POEs.

b. The advance movement data (TCMD, Export Traffic Release, AUEL) provided to the clearance authority and movement orders/directives are used by the water terminals to plan vessel prestow and terminal operations (marshalling and staging areas, receipt of cargo, vessel loading). Cargo receipt data are used to update the advance movement data and enable terminals to prepare final vessel stow plans, ocean cargo manifests and cargo traffic messages/STANAGs.

10. **Air Terminal Processing**. Advance movement data provided to air clearance authorities and movement orders/directives are used by AMC for planning and the receipt/processing of cargo at the terminals. Cargo receipt data are used to update the advance movement data and enable terminals to generate air cargo manifests.

11. **Hazardous Material Exemptions**. Transportation of hazardous materials during unit moves must be in compliance with Service regulations and the regulations discussed in chapter 2. The Department of Transportation (DOT) does, however, issue certain exemptions related to unit moves.

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[5] For FORSCOM units moving through MTMC controlled common user water ports, advance data/ETRR is not required if AUEL data are available.

a. The Commander, MTMC is the authorized representative of the sponsoring services in obtaining new or modified exemptions. In emergencies, the sponsoring Services are authorized to make direct contact with DOT to obtain exemptions. The Commander, MTMC, ATTN: MTSS, 5611 Columbia Pike, Falls Church, VA 22041-5050, is to be promptly notified of each emergency action.

b. Units may obtain specific information on exemptions from the following:

    (1) U.S. Army – HQ MTMC (see paragraph 11.a.)

    (2) U.S. Air Force – MAJCOM Transportation Office
                  (LGT-TR or DST)

    (3) U.S. Navy – Refer to NAVSEA OP 2165, volume I,
                  appendix E

    (4) U.S. Marine Corps – Refer to NAVSEA OP 2165, volume I,
                  appendix E

12. **Transportation Discrepancies.** Discrepancies (loss, damage, etc.) are reported in accordance with the Joint Regulation Reporting of Transportation Discrepancies in Shipments, reference (q).

List of STANAGs

1. This figure highlights STANAGs which deploying units must follow, lists other movement related STANAGs, and provides STANAG information contact points for each Service.

2. The following STANAGs are of particular interest to individual units during movements in support of a NATO contingency/exercise.

    a. STANAG 2023, Marking of Military Cargo for International Movement by all International Means of Transport. The U.S. implementing document is MIL-STD 129. Deploying units are responsible for compliance with this document which pertains to cargo only. Vehicle identification markings are in accordance with Service regulations.

    b. STANAG 2156, Surface Transport Request and Reply to Surface Transport Request. The U.S. implementing documents are: U.S. Army - FM 55-10, U.S. Air Force - TBD, U.S. Navy - TBD, U.S. Marine Corps - TBD. Units, in conjunction with theater Commanders, are responsible for compliance with this document.

3. The following is a list of movement related STANAGs which may have application for individual units.

General Movements and Transport

2024	Military Vehicle Lighting
2025	Basic Military Road Traffic Operations
2026	NATO Travel Order
2041	Operation Orders, Tables and Graphs for Road Movements
2154	Regulations for Military Motor Vehicle Movement by Road
2155	Road Movement Documents
2159	Identification of Movement Control and Traffic Control Personnel and Agencies
2174	Military Routes and Route/Road Networks
2176	Procedures for Military Road Movements Across National Frontiers
2152	Loading Ramps Made from Railway Sleepers

Figure G-1

List of STANAGs

2158	Identification of Military Trains
2173	Regulations for Securing of Military Tracked and Wheeled Vehicles on Railway Wagons
2175	Classification and Designation of Flat Wagons Suitable for Transporting Military Equipment
2832	Restrictions for the Transport of Military Equipment by Rail on European Railways

4. Implementing document information and other pertinent details concerning STANAG requirements may be obtained by contacting the appropriate Service headquarters as follows:

a. U.S. Army
> Headquarters, Army Materiel Command
> ATTN: AMCIP-P
> 5001 Eisenhower Avenue
> Alexandria, VA 22333-0001
> DSN 284-8554
> Commercial (202) 274-8554

b. U.S. Air Force
> Headquarters, U.S. Air Force/XOXX
> (ILSO), Washington, DC 20330-5058
> DSN 227-2139
> Commercial (703) 695-2139

c. U.S. Navy
> Chief of Naval Operations
> ATTN: 0P953C1
> Washington, DC 20350
> DSN 226-5080
> Commercial (703) 696-5080

d. U.S. Marine Corps
> Doctrine Department (C 094)
> Marine Corps Combat Development Command
> Code WF12E
> Quantico, VA 22134-5001
> DSN 278-3616
> Commercial (703) 640-3616

Figure G-1 (cont.)

Appendix H

CONUS WATER PORT OF EMBARKATION SELECTION GUIDE

1. This appendix provides CONUS shippers with a means to select the optimum water port of embarkation (WPOE) for overseas destined LRU shipments as explained in chapter 2, paragraph B.1.b.(11)(c)2. The guide is used to the extent permitted by operational considerations. It is based primarily on the availability of service and the overall cost associated with movement from CONUS origin to the overseas destination. Deviations from the ports outlined are made only as authorized in this appendix. Recommended changes or additions to this appendix are directed to the Commander, Military Traffic Management Command, ATTN: MTIT, through the appropriate focal point listed in chapter 1, paragraph B.1.c.(1).

2. Certain general rules or concepts apply to use of port selections listed in this appendix.

   a. Surface LRU shipments are usually routed to overseas destinations through the water ports of embarkation listed in figure H-1. This figure lists ports which are generally cost favorable for LRU shipments from CONUS to specified overseas destinations. Shipments through ports other than those listed in figure H-1 are authorized when cost or service favorable.

   b. Cost favorability for a particular shipment is determined by comparing the cost to the overseas destination port via the various CONUS ports which are capable of handling shipments to that destination. The costs are determined by using the freight rates for movement to the CONUS port added to the ocean transportation costs for movement to the destination port. When cost and service are equal among two or more ports, shipments may be directed at the discretion of the shipping activity.

   c. Time constraints on some shipments (e.g., TP-1, TP-2, or TP-3 and a near RDD) may override routing based solely on transportation cost considerations. To assist the shipper in evaluating transit time, the CONUS OCCA can provide approximate transit times to overseas destinations. These transit times are added to estimated CONUS inland transit times to determine the port providing service which meets the time requirements of the shipment.

d. Many of the port listings in figure H-1 have accompanying notes indicated by numbers in parentheses. A complete explanation of these notes is contained in figure H-2. For convenience, applicable notes are also condensed and listed on each page of figure H-1.

e. The full names of the CONUS port terminals cited in figure H-1 are listed in figure H-3. Consignment instructions for shipments through these ports are detailed in the appropriate terminal facilities guides listed in figure H-3.

f. WPOEs for personal property POVs, DPM, and Code 5 shipments are selected as follows:

(1) POVs are routed as prescribed in appendix N of DoD 4500.34-R, Personal Property Traffic Management Regulation.

(2) DPM and Code 5 shipments are routed as indicated in figure H-4. ITGBL Military Rate Tenders (MRTs) are not used by the shipper to select WPOEs for these shipments.

g. U.S. Postal Service packages are not sent to CONUS water terminals for reshipment overseas unless postal regulations prohibit direct mailing. Instructions for parcel post shipment are contained in sponsoring Service regulations.

3. Several exceptions to use of the ports listed in figure H-1 must be considered when routing export shipments.

a. Because of limited terminal cold storage space and refrigerated space on ships, shippers obtain an ETR before sending LRU shipments of temperature controlled cargo to any water port.

b. Shipments of small arms, small arms ammunition, narcotics, and classified items require an ETR. LRU shipments of other protected (sensitive) ans protected (controlled) items are routed through a military controlled terminal authorized for use to that overseas destination. Protected (sensitive/controlled) shipments for Alaska are offered for airlift regardless of priority. The CONUS military controlled terminals are:

1GC MOT Bayonne, NJ
1MJ NSC Norfolk, VA
2DC Gulf Outport, New Orleans, LA

3DK MOT Bay Area Oakland, CA
3GA NCBC Port Hueneme, CA

c. Routing instructions for shipments destined to Navy fleet or mobile units are obtained from:

> Navy Material Transportation Office (NAVMTO)
> Building Z-133, Code 0311, Naval Station
> Norfolk, VA 23511-6691
> Commercial (804) 444-7831, DSN 564-7831, FTS 954-7831

d. Shipments through ports not listed in figure H-1 may be authorized by the clearance authority under unusual circumstances. Shippers furnish the clearance authority all available information in support of specific requests. This includes shipments originating in the local area of the port and cleared under local agreements.

e. Inquiries seeking routing instructions for shipments to destinations not listed in this appendix or requests for further information are directed to the applicable clearance authority.

Ports Generally Cost Favorable for LRU Shipments

From States of: To: <u>Area/Country</u>	<u>Note</u>	**AL**	**AZ**	**AR**	**CA**	**CO**	**CT**	**DE**
		Water Ports of Embarkation						
A N. Atlantic, except:	(2)							
Argentia		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Iceland		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
B Panama		2DC	2DC	2DC	2DC	2DC	1GC	1GC
C Caribbean								
Bermuda		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Bahamas		1R1	1R1	1R1	1R1	1R1	1R1	1R1
Guantanamo Bay	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Dominican Republic		2DC	2DC	2DC	2DC	2DC	1GC	1GC
Puerto Rico		2DC	2DC	2DC	2DC	2DC	1GC	1GC
Down Range Islands	(7)	1R1	1R1	1R1	1R1	1R1	1R1	1R1
Guatemala		2DC	2DC	2DC	2DC	2DC	1GC	1GC
N. Colombia		2DC	2DC	2DC	2DC	2DC	1GC	1GC
D W. Coast Middle America		2DC	2DC	2DC	2DC	2DC	1GC	1GC
E W. Coast South America		1GC	2DC	2DC	2DC	1GC	1GC	2DC
F E. Coast South America								
Rio de Janeiro		2DC	1GC	1GC	1GC	1GC	1GC	1GC
Porto Alegre		2DC	2DC	2DC	2DC	2DC	1GC	1GC
Montevideo		2DC	2DC	2DC	2DC(1)	2DC	1GC	1GC
Asuncion		2DC	2DC	2DC	2DC	2DC	1GC	1GC
Buenos Aires		2DC	2DC	2DC	2DC	2DC(1)	1GC	1GC
G Azores		1GC	1GC	1GC	1GC	1GC	1GC	1GC
H British Isles except:		2DC	3HL *(10)*	2DC	3DK(1)	3DK	1GC	1GC
Scotland		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Holy Loch		1PB	1PB	1PB	1PB	1PB	1PB	1PB

Notes: See figure H-2.

Figure H-1

Ports Generally Cost Favorable for LRU Shipments

From States of: To: Area/Country	Note	AL	AZ	AR	CA	CO	CT	DE
		Water Ports of Embarkation						
J Northern Europe, except:		2DC	3HL *(10)*	2DC	3DK *(10)*	3DK	1GC	1GC
Norway		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Denmark		1GC	1GC	1GC	1GC	1GC	1GC	1GC
K W. Mediterranean, except:	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1GC	1MJ
Portugal		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Morocco		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Tunisia	(3)	2DC	2DC	2DC	2DC	2DC	1GC	1GC
Italy	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1GC	1GC
Spain	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1GC	1GC
L E. Mediterranean, except:	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Turkey	(3)	1GC	1GC	1GC	1GC	1GC	1GC	1GC
Greece	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1GC	1GC
M W. Africa		2DC	1GC	1GC	1GC	1GC	1GC	1GC
N S. and E. Africa								
South Africa	(5)							
East Africa		(5)	2DC	2DC	2DC	2DC	(5)	(5)
P Persian Gulf/Red Sea,		(8)	(8)	(8)	(8)	(8)	(8)	(8)
Q Burma/India								
Calcutta		2DC	2DC	2DC	3DK	2DC	1GC	1GC
Diego Garcia		3DK	3DK	3DK	3DK	3DK	3DK	3DK
R China Sea								
Thailand		2DC	3DK	1MJ	3DK	3DK	1GC	1GC
Indonesia		2DC	2DC	2DC	3DK	2DC	1GC	1GC
Taiwan		1MJ	3HL *(9)*	2DC	3DK (1) 3HL *(9)*	3DK	1CG	ICG

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of: To: Area/Country	Note	AL Water	AZ Ports	AR of	CA Embarkation	CO	CT	DE
S Philippines		2DC	3HL	2DC	3DK(1) 3HL	3DK	1GC	1CG
T Central Pacific Islands, except:		2DC	3HL *(9)*	2DC	3DK	3DK	1GC	1GC
Kwajalein Atoll		3DK	3DK	3DK	3DK	3DK	3DK	3DK
U Japan/Korea/Ryukyu and Bonin Island		2DC	3HL *(9)*	2DC	3DK(1) 3HL *(9)*	3DK	1GC	1GC
V Australia/New Zealand		3DK	3DK	3DK	3DK	3DK	3DK	3DK
W South Pacific Islands Pago Pago, Samoa	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
Johnston Island	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
X Hawaii/N. Central Pacific, except:	(6)	2DC	3HL *(9)*	2DC	3DK(1) 3HL *(9)*	3DK	1GC	1GC
Midway		3DK	3DK	3DK	3DK	3DK	3DK	3DK
Y W. Pacific and NW Arctic, except: Alaska	(4)	4DL	4DL	4DL	4DL	4DL	4DL	4DL

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of: To: Area/Country	Note	DC	FL	GA	ID	IL	IN	IA
		Water Ports of Embarkation						
A N. Atlantic except:	(2)							
Argentia		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Iceland		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
B Panama		1MJ	2DC	2DC	2DC	1GC	1GC	2DC
C Caribbean								
Bermuda		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Bahamas		1E1	1R1	1R1	1R1	1R1	1R1	1R1
Guantanamo Bay	(3)	1LM	1JM	1JM	1JM	1JM	1JM	1JM
Dominican Republic		1GC	2DC	2DC	2DC	1GC	1GC	1GC
Puerto Rico		1GC	2DC	2DC	2DC	2DC	1GC	2DC
Down Range Islands	(7)	1R1	1R1	1R1	1R1	1R1	1R1	1R1
Guatemala		1GC	2DC	2DC	2DC	1GC	1GC	2DC
N. Colombia		1GC	2DC	2DC	2DC	1GC	1GC	2DC
D W. Coast Middle America		1GC	2DC	2DC	2DC	1GC	1GC	2DC
E W. Coast South America		1GC	2DC	2DC	2DC	1GC	1GC	2DC
F E. Coast South America								
Rio de Janeiro		1GC	2DC	2DC	1GC	1GC	1GC	2DC
Porto Alegre		1GC	2DC	2DC	1GC	1GC	1GC	2DC
Montevideo		1GC	2DC	2DC	2DC	1GC	1GC	2DC
Asuncion		1GC	2DC	2DC	2DC	1GC	1GC	2DC
Buenos Aires		1GC	2DC	2DC	2DC	1GC	1GC	2DC
G Azores		1GC	1GC	1GC	1GC	1GC	1GC	1GC
H British Isles, except:		1GC	2DC	2DC	3DK	1GC	1GC	1GC
Scotland		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Holy Loch		1PB	1PB	1PB	1PB	1PB	1PB	1PB

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of: To: Area/Country	Note	DC	FL	GA	ID	IL	IN	LA
		Water Ports of Embarkation						
J Northern Europe, except:		1GC	2DC	2DC	3DK	1GC	1GC	1GC
Norway		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Denmark		1GC	1GC	1GC	1GC	1GC	1GC	1GC
K W. Mediterranean, except:	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Portugal		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Morocco		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Tunisia	(3)	1GC	2DC	2DC	2DC	2DC	2DC	2DC
Italy	(3)	1GC	1MJ	1MJ	1GC	1GC	1GC	1GC
Spain	(3)	1GC	1MJ	1MJ	1GC	1GC	1GC	1GC
L E. Mediterranean, except:	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Turkey	(3)	1GC	1GC	1GC	1GC	1GC	1GC	1GC
Greece	(3)	1GC	1MJ	1MJ	1GC	1GC	1GC	1GC
M W. Africa		1GC	2DC	2DC	1GC	1GC	1GC	2DC
N S. and E. Africa								
South Africa	(5)							
East Africa		(5)	(5)	(5)	2DC	(5)	(5)	(5)
P Persian Gulf/Red Sea,		(8)	(8)	(8)	(8)	(8)	(8)	(8)
Q Burma/India								
Calcutta		1GC	2DC	2DC	3DK	1GC	1GC	1GC
Diego Garcia		3DK	3DK	3DK	3DK	3DK	3DK	3DK
R China Sea								
Thailand		1GC	2DC	2DC	3DK	1GC	1GC	1GC
Indonesia		1GC	2DC	2DC	3DK	2DC	2DC	2DC
Taiwan		1MJ	1MJ	1MJ	3DK	1MJ	1MJ	1MJ

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of: To: Area/Country	Note	DC	FL	GA	ID	IL	IN	IA
		Water Ports of Embarkation						
S Philippines		1GC	2DC	2DC	4DL	1GC	1GC	4DL
T Central Pacific Islands, except:		1GC	2DC	2DC	4DL	1GC	1GC	4DL
Kwajalein Atoll		3DK	3DK	3DK	3DK	3DK	3DK	3DK
U Japan/Korea/Ryukyu and Bonin Island		1GC	2DC	2DC	4DL	1GC	1GC	4DL
V Australia/New Zealand	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
W South Pacific Islands								
Pago Pago, Samoa	(5)	3KD	3DK	3DK	3DK	3DK	3DK	3DK
Johnston Island	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
X Hawaii/N. Central Pacific,	(6)	1GC	2DC	2DC	4DL	1GC	1GC	4DL
except: Midway		3DK	3DK	3DK	3DK	3DK	3DK	3DK
Y W. Pacific and NW Arctic, except: Alaska	(4)	4DL	4DL	4DL	4DL	4DL	4DL	4DL

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of: To: <u>Area/Country</u>	<u>Note</u>	KS	KY	LA	ME	MD	MA	MI
		<u>Water Ports of Embarkation</u>						
A N. Atlantic, except:	(2)							
Argentia		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Iceland		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
B Panama		2DC	1MJ	2DC	1GC	1GC	1GC	1GC
C Caribbean								
Bermuda		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Bahamas		1R1	1R1	1R1	1R1	1R1	1R1	1R1
Guantanamo Bay	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Dominican Republic		2DC	1GC	2DC	1GC	1GC	1GC	1GC
Puerto Rico		2DC	1GC	2DC	1GC	1GC	1GC	1GC
Down Range Islands	(7)	1R1	1R1	1R1	1R1	1R1	1R1	1R1
Guatemala		2DC	2DC	2DC	1GC	1GC	1GC	1GC
N. Colombia		2DC	2DC	2DC	1GC	1GC	1GC	1GC
D W. Coast Middle America		2DC	2DC	2DC	1GC	1GC	1GC	1GC
E W. Coast South America		2DC	2DC	2DC	1GC	1GC	1GC	1GC
F E. Coast South America								
Rio de Janeiro		1GC	2DC	2DC	1GC	1GC	1GC	1GC
Porto Alegre		2DC	2DC	2DC	1GC	1GC	1GC	1GC
Montevideo		2DC	2DC	2DC	1GC	1GC	1GC	1GC
Asuncion		2DC	2DC	2DC	1GC	1GC	1GC	1GC
Buenos Aires		2DC	2DC	2DC	1GC	1GC	1GC	1GC
G Azores		1GC	1GC	1GC	1GC	1GC	1GC	1GC
H British Isles, except:		2DC	1MJ	2DC	1GC	1GC	1GC	1GC
Scotland		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Holy Loch		1PB	1PB	1PB	1PB	1PB	1PB	1PB

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of: To: Area/Country	Note	KS	KY	LA	ME	MD	MA	MI
		Water Ports of Embarkation						
J Northern Europe, except:		2DC	1MJ	2DC	1GC	1GC	1GC	1GC
Norway		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Denmark		1GC	1GC	1GC	1GC	1GC	1GC	1GC
K W. Mediterranean, except:	(3)	1MJ	1MJ	2DC	1GC	1MJ	1GC	1MJ
Portugal		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Morocco		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Tunisia	(3)	2DC	2DC	2DC	1GC	1GC	1GC	1GC
Italy	(3)	1MJ	1MJ	1MJ	1GC	1GC	1GC	1GC
Spain	(3)	1MJ	1MJ	1MJ	1GC	1GC	1GC	1GC
L E. Mediterranean, except:	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Turkey	(3)	1GC	1GC	1GC	1GC	1GC	1GC	1GC
Greece	(3)	1MJ	1MJ	1MJ	1GC	1GC	1GC	1GC
M W. Africa		1GC	2DC	1GC	1GC	1GC	1GC	1GC
N S. and E. Africa								
South Africa	(5)							
East Africa		2DC	(5)	2DC	(5)	(5)	(5)	(5)
P Persian Gulf/Red Sea,		(8)	(8)	(8)	(8)	(8)	(8)	(8)
Q Burma/India								
Calcutta		2DC	1GC	2DC	1GC	1GC	1GC	1GC
Diego Garcia		3DK	3DK	3DK	3DK	3DK	3DK	3DK
R China Sea								
Thailand		3DK	1GC	1MJ	1GC	1GC	1GC	1GC
Indonesia		2DC	2DC	2DC	1GC	1GC	1GC	1GC
Taiwan		1MJ	1MJ	2DC	1GC	1MJ	1GC	1MJ

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of: To: Area/Country	Note	KS	KY	LA	ME	MD	MA	MI
		Water Ports of Embarkation						
S Philippines		2DC	1MJ	2DC	1GC	1GC	1GC	1GC
T Central Pacific Islands, except:		2DC	1MJ	2DC	1GC	1GC	1GC	1GC
Kwajalein Atoll		3DK	3DK	3DK	3DK	3DK	3DK	3DK
U Japan/Korea/Ryukyu and Bonin Island		2DC	1MJ	2DC	1GC	1GC	1GC	1GC
V Australia/New Zealand	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
W South Pacific Islands								
Pago Pago, Samoa	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
Johnston Island	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
X Hawaii/N. Central Pacific,	(6)	2DC	1KJ	2DC	1GC	1GC	1GC	1GC
except: Midway		3DK	3DK	3DK	3DK	3DK	3DK	3DK
Y W. Pacific and NW Arctic,								
except: Alaska	(4)	4DL	4DL	4DL	4DL	4DL	4DL	4DL

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of:		MN	MS	MO	MT	NE	NV	NH
To: Area/Country	Note	Water Ports of Embarkation						
A N. Atlantic, except:	(2)							
Argentia		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Iceland		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
B Panama		2DC	2DC	2DC	2DC	2DC	2DC	1GC
C Caribbean								
Bermuda		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Bahamas		1R1	1R1	1R1	1R1	1R1	1R1	1R1
Guantanamo Bay	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Dominican Republic		1GC	2DC	2DC	2DC	2DC	2DC	1GC
Puerto Rico		2DC	2DC	2DC	2DC	2DC	2DC	1GD
Down Range Islands	(7)	1R1	1R1	1R1	1R1	1R1	1R1	1R1
Guatemala		1GC	2DC	2DC	2DC	2DC	2DC	1GC
N. Colombia		1GC	2DC	2DC	1GC	1GC	2DC	1GC
D W. Coast Middle America		1GC	2DC	2DC	2DC	2DC	2DC	1GC
E W. Coast South America		1GC	2DC	2DC	1GC	1GC	2DC	1GC
F E. Coast South America								
Rio de Janeiro		1GC	2DC	1GC	1GC	1GC	1GC	1GC
Porto Alegre		1GC	2DC	1GC	1GC	1GC	1GC	1GC
Montevideo		1GC	2DC	2DC	1GC	1GC	2DC	1GC
Asuncion		1GC	2DC	2DC	1GC	1GC	2DC	1GC
Buenos Aires		1GC	2DC	2DC	2DC	2DC	2DC	1GC
G Azores		1GC	1GC	1GC	1GC	1GC	1GC	1GC
H British Isles, except:		1GC	2DC	2DC	3DK	2DC	3HL *(10)*	1GC
Scotland		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Holy Loch		1PB	1PB	1PB	1PB	1PB	1PB	1PB

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of: To: Area/Country	Note	MN	MS	MO	MT	NE	NV	NH
		Water Ports of Embarkation						
J Northern Europe, except:		1GC	2DC	2DC	3DK	2DC	3HL *(10)*	1GC
Norway		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Denmark		1GC	1GC	1GC	1GC	1GC	1GC	1GC
K W. Mediterranean, except:	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1GC
Portugal		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Morocco		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Tunisia	(3)	2DC	2DC	2DC	1GC	1GC	2DC	1GC
Italy	(3)	1GC	1MJ	1MJ	1GC	1GC	1MJ	1GC
Spain	(3)	1GC	1MJ	1MJ	1GC	1GC	1MJ	1GC
L E. Mediterranean, except:	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Turkey	(3)	1GC	1GC	1GC	1GC	1GC	1GC	1GC
Greece	(3)	1GC	1MJ	1MJ	1GC	1GC	1MJ	1GC
M W. Africa		1GC	2DC	1GC	1GC	1GC	1GC	1GC
N S. and E. Africa								
South Africa	(5)							
East Africa		(5)	(5)	2DC	1GC	1GC	(5)	(5)
P Persian Gulf/Red Sea,		(8)	(8)	(8)	(8)	(8)	(8)	(8)
Q Burma/India								
Calcutta		1GC	2DC	2DC	1GC	1GC	2DC	1GC
Diego Garcia		3DK	3DK	3DK	3DK	3DK	3DK	3DK
R China Sea								
Thailand		1GC	2DC	1MJ	3DK	3DK	3DK	1GC
Indonesia		2DC	2DC	2DC	3DK	1GC	2DC	1GC
Taiwan		1MJ	2DC	1MJ	3DK	1MJ	3HL *(9)*	1GC

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of: To: Area/Country	Note	MN	MS	MO	MT	NE	NV	NH
		Water Ports of Embarkation						
S Philippines		4DL	2DC	2DC	4DL	4DL	3HL *(9)*	1GC
T Central Pacific Islands, except:		4DL	2DC	2DC	4DL	4DL	3HL *(9)*	1GC
Kwajalein Atoll		3DK	3DK	3DK	3DK	3DK	3DK	3DK
U Japan/Korea/Ryukyu and Bonin Island		4DL	2DC	2DC	4DL	4DL	3HL *(9)*	1GC
V Australia/New Zealand	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
W South Pacific Islands								
Pago Pago, Samoa	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
Johnston Island	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
X Hawaii/N. Central Pacific,	(6)	4DL	2DC	2DC	4DL	4DL	3HL *(9)*	1GC
except: Midway		3DK	3DK	3DK	3DK	3DK	3DK	3DK
Y W. Pacific and NW Arctic, except: Alaska	(4)	4DL	4DL	4DL	4DL	4DL	4DL	4DL

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of: To: Area/Country	Note	NJ	NM	NY	NC	ND	OH	OK
		Water Ports of Embarkation						
A N. Atlantic, except:	(2)							
Argentia		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Iceland		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
B Panama		1GC	2DC	1GC	1MJ	2DC	1GC	2DC
C Caribbean								
Bermuda		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Bahamas		1R1	1R1	1R1	1R1	1R1	1R1	1R1
Guantanamo Bay	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Dominican Republic		1GC	2DC	1GC	1GC	2DC	1GC	2DC
Puerto Rico		1GC	2DC	1GC	2DC	2DC	1GC	2DC
Down Range Islands	(7)	1R1	1R1	1R1	1R1	1R1	1R1	1R1
Guatemala		1GC	2DC	1GC	1GC	2DC	1GC	2DC
N. Colombia		1GC	2DC	1GC	1GC	1GC	1GC	2DC
D W. Coast Middle America		1GC	2DC	1GC	1GC	2DC	1GC	2DC
E W. Coast South America		1GC	2DC	1GC	1GC	1GC	1GC	2DC
F E. Coast South America								
Rio de Janeir		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Porto Alegre		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Montevideo		1GC	2DC	1GC	1GC	1GC	1GC	2DC
Asuncion		1GC	2DC	1GC	1GC	1GC	1GC	2DC
Buenos Aires		1GC	2DC	1GC	1GC	2DC	1GC	2DC
G Azores		1GC	1GC	1GC	1GC	1GC	1GC	1GC
H British Isles, except:		1GC	3HL *(10)*	1GC	1MJ	1GC	1GC	2DC
Scotland		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Holy Loch		1PB	1PB	1PB	1PB	1PB	1PB	1PB

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of: To: Area/Country	Note	NJ	NM	NY	NC	ND	OH	OK
		Water Ports of Embarkation						
J Northern Europe, except:		1GC	3HL *(10)*	1GC	1MJ	1GC	1GC	2DC
Norway		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Denmark		1GC	1GC	1GC	1GC	1GC	1GC	1GC
K W. Mediterranean, except:	(3)	1GC	1MJ	1GC	1MJ	1MJ	1MJ	1MJ
Portugal		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Morocco		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Tunisia	(3)	1GC	2DC	1GC	1GC	1GC	1GC	2DC
Italy	(3)	1GC	1MJ	1GC	1MJ	1GC	1GC	1MJ
Spain	(3)	1GC	1MJ	1GC	1MJ	1GC	1GC	1MJ
L E. Mediterranean, except:	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Turkey	(3)	1GC	1GC	1GC	1GC	1GC	1GC	1GC
Greece	(3)	1GC	1MJ	1GC	1MJ	1GC	1GC	1MJ
M W. Africa		1GC	1GC	1GC	1GC	1GC	1GC	1GC
N S. and E. Africa								
South Africa	(5)							
East Africa		(5)	2DC	(5)	(5)	1GC	(5)	2DC
P Persian Gulf/Red Sea,		(8)	(8)	(8)	(8)	(8)	(8)	(8)
Q Burma/India								
Calcutta		1GC	2DC	1GC	1GC	1GC	1GC	2DC
Diego Garcia		3DK	3DK	3DK	3DK	3DK	3DK	3DK
R China Sea								
Thailand		1GC	1MJ	1GC	1GC	3DK	1GC	3DK
Indonesia		1GC	2DC	1GC	1GC	1GC	1GC	2DC
Taiwan		1GC	1MJ	1GC	1MJ	1MJ	1MJ	3HL *(9)*

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of: To: Area/Country	Note	NJ	NM	NY	NC	ND	OH	OK
		Water Ports of Embarkation						
S Philippines		1GC	3HL *(9)*	1GC	1MJ	4DL	1GC	2DC
T Central Pacific Islands, except:		1GC	3DL	1GC	1MJ	4DL	1GC	2DC
Kwajelein Atoll		3DK	3DK	3DK	3DK	3DK	3DK	3DK
U Japan/Korea/Ryukyu and Bonin Island		1GC	3HL *(9)*	1GC	1MJ	4DL	1GC	2DC
V Australia/New Zealand	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
W South Pacific Islands								
Pago Pago, Samoa	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
Johnston Island	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
X Hawaii/N. Central Pacific,	(6)	1GC	3HL *(9)*	1GC	1MJ	4DL	1GC	2DC
except: Midway		3DK	3DK	3DK	3DK	3DK	3DK	3DK
Y W. Pacific and NW Arctic, except: Alaska	(4)	4DL	4DL	4DL	4DL	4DL	4DL	4DL

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of: To: Area/Country	Note	OR	PA	RI	SC	SD	TN	TX
		Water Ports of Embarkation						
A N. Atlantic, except:	(2)							
Argentia		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Iceland		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
B Panama		2DC	1GC	1GC	1MJ	2DC	1MJ	2DC
C Caribbean								
Bermuda		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Bahamas		1R1	1R1	1R1	1R1	1R1	1R1	1R1
Guantanamo Bay	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Dominican Republic		2DC	1GC	1GC	1GC	2DC	2DC	2DC
Puerto Rico		2DC	1GC	1GC	2DC	1GC	2DC	2DC
Down Range Island	(7)	1R1	1R1	1R1	1R1	1R1	1R1	1R1
Guatemala		2DC	1GC	1GC	1GC	2DC	2DC	2DC
N. Colombia		2DC	1GC	1GC	1GC	2DC	2DC	2DC
D W. Coast Middle America		2DC	1GC	1GC	1GC	2DC	2DC	2DC
E W. Coast South America		2DC	1GC	1GC	1GC	2DC	2DC	2DC
F E. Coast South America								
Rio de Janeiro		1GC	1GC	1GC	1GC	1GC	2DC	1GC
Porto Alegre		1GC	1GC	1GC	1GC	1GC	2DC	1GC
Montevideo		2DC	1GC	1GC	1GC	2DC	2DC	2DC
Asuncion		2DC	1GC	1GC	1GC	2DC	2DC	2DC
Buenos Aires		2DC	1GC	1GC	1GC	2DC	2DC	2DC
G Azores		1GC	1GC	1GC	1GC	1GC	1GC	1GC
H British Isles, except,		3DK	1GC	1GC	1MJ	1GC	1MJ	2DC
Scotland		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Holy Loch		1PB	1PB	1PB	1PB	1PB	1PB	1PB

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of: To: Area/Country	Note	OR	PA	RI	SC	SD	TN	TX
		Water Ports of Embarkation						
J Northern Europe, except:		3DK	1GC	1GC	1MJ	1GC	1MJ	2DC
Norway		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Denmark		1GC	1GC	1GC	1GC	1GC	1GC	1GC
K W. Mediterranean, except:	(3)	1MJ	1GC	1GC	1MJ	1MJ	1MJ	1MJ
Portugal		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Morocco		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Tunisia	(3)	2DC	1GC	1GC	2DC	2DC	2DC	2DC
Italy	(3)	1GC	1GC	1GC	1MJ	1GC	1MJ	1MJ
Spain	(3)	1GC	1GC	1GC	1MJ	1GC	1MJ	1MJ
L E. Mediterranean, except:	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Turkey	(3)	1GC	1GC	1GC	1GC	1GC	1GC	1GC
Greece	(3)	1GC	1GC	1GC	1MJ	1GC	1MJ	1MJ
M W. Africa		1GC	1GC	1GC	1GC	1GC	2DC	1GC
N S. and E. Africa								
South Afric	(5)							
East Africa		2DC	(5)	(5)	(5)	2DC	(5)	2DC
P Persian Gulf/Red Sea,		(8)	(8)	(8)	(8)	(8)	(8)	(8)
Q Burma/India								
Calcutta		3DK	1GC	1GC	1GC	2DC	2DC	2DC
Diego Garcia		3DK	3DK	3DK	3DK	3DK	3DK	3DK
R China Sea								
Thailand		3DK	1GC	1GC	2DC	3DK	2DC	3DK
Indonesia		3DK	1GC	1GC	2DC	3DK	2DC	2DC
Taiwan		3DK	1MJ	1GC	1P2	3DK	2DC	3HL *(9)*

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of: To: Area/Country	Note	OR	PA	RI	SC	SD	TN	TX
		Water Ports of Embarkation						
S Philippines		4DL	1GC	1GC	1MJ	4DL	1MJ	2DC
T Central Pacific Islands, except:		4DL	1GC	1GC	1MJ	4DL	1MJ	2DC
Kwajalein Atoll		3DK	3DK	3DK	3DK	3DK	3DK	3DK
U Japan/Korea/Ryukyu and Bonin Island		4DL	1GC	1GC	1MJ	4DL	1MJ	2DC
V Australia/New Zealand	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
W South Pacific Islands								
Pago Pago, Samoa	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
Johnston Is	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
X Hawaii/N. Central Pacific	(6)	4DL	1GC	1GC	1MJ	4DL	1MJ	2DC
except: Midway		3DK	3DK	3DK	3DK	3DK	3DK	3DK
Y W. Pacific and NW Arctic, except: Alaska	(4)	4DL	4DL	4DL	4DL	4DL	4DL	4DL

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of: To: Area/Country	Note	UT	VT	VA	WA	WV	WI	WY
		\<7>Water Ports of Embarkation						
A N. Atlantic, except:	(2)							
Argenti		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Iceland		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
B Panama		2DC	1GC	1MJ	2DC	1MJ	1GC	2DC
C Caribbean								
Bermuda		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Bahamas		1R1	1R1	1R1	1R1	1R1	1R1	1R1
Guantanamo Bay	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Dominican Republic		2DC	1GC	1GC	2DC	1GC	1GC	2DC
Puerto Rico		2DC	1GC	1GC	2DC	1GC	1GC	2DC
Down Range Islands	(7)	1R1	1R1	1R1	1R1	1R1	1R1	1R1
Guatemala		2DC	1GC	1GC	2DC	1GC	1GC	2DC
N. Colombia		2DC	1GC	1GC	2DC	1GC	1GC	2DC
D W. Coast Middle America		2DC	1GC	1GC	2DC	1GC	1GC	2DC
E W. Coast South America		2DC	1GC	1GC	2DC	1GC	1GC	2DC
F E. Coast South America								
Rio de Janeiro		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Porto Alegre		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Montevideo		2DC	1GC	1GC	2DC	1GC	1GC	2DC
Asuncion		2DC	1GC	1GC	2DC	1GC	1GC	2DC
Buenos Aires		2DC	1GC	1MJ	2DC	1GC	1GC	2DC
G Azores		1GC	1GC	1GC	1GC	1GC	1GC	1GC
H British Isles, except:		3DK	1GC	1MJ	3DK	1MJ	1GC	3DK
Scotland		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Holy Loch		1PB	1PB	1PB	1PB	1PB	1PB	1PB

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of: To: Area/Country	Note	UT	VT	VA	WA	WV	WI	WY
		Water Ports of Embarkation						
J Northern Europe, except:		_JK *(10)*	1GC	1MJ	3DK	1MJ	1GC	3DK *(10)*
Norway		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Denmark		1GC	1GC	1GC	1GC	1GC	1GC	1GC
K W. Mediterranean, except:	(3)	1MJ	1GC	1MJ	1MJ	1MJ	1MJ	1MJ
Portugal		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Morocco		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Tunisia	(3)	2DC	1GC	1GC	2DC	1GC	1GC	2DC
Italy	(3)	1MJ	1GC	1MJ	1GC	1MJ	1GC	1GC
Spain	(3)	1MJ	1GC	1MJ	1GC	1MJ	1GC	1GC
L E. Mediterranean, except:	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Turkey	(3)	1GC	1GC	1GC	1GC	1GC	1GC	1GC
Greece	(3)	1MJ	1GC	1MJ	1GC	1MJ	1GC	1GC
M W. Africa		1GC	1GC	1GC	1GC	1GC	1GC	1GC
N S. and E. Africa								
South Africa	(5)							
East Africa		2DC	(5)	(5)	2DC	(5)	(5)	2DC
P Persian Gulf/Red Sea,		(8)	(8)	(8)	(8)	(8)	(8)	(8)
Q Burma/India								
Calcutta		2DC	1GC	1GC	3DK	1GC	1GC	2DC
Diego Garcia		3DK	3DK	3DK	3DK	3DK	3DK	3DK
R China Sea								
Thailand		3DK	1GC	1GC	3DK	1GC	1GC	3DK
Indonesia		3DK	1GC	1GC	3DK	1GC	1GC	2DC
Taiwan		3DK	1GC	1MJ	3DK	1MJ	1MJ	3DK

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of: To: Area/Country	Note	UT	VT	VA	WA	WV	WI	WY
		Water Ports of Embarkation						
S Philippines		3DK	3DK	1MJ	4DL	1GC	1GC	3DK
T Central Pacific Islands, except:		3DK	1GC	1MJ	4DL	1GC	1GC	3DK
Kwajalein Atoll		3DK	3DK	3DK	3DK	3DK	3DK	3DK
U Japan/Korea/Ryukyu and Bonin Island		3DK	1GC	1MJ	4DL	1GC	1GC	3DK
V Australia/New Zealand	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
W South Pacific Islands								
Pago Pago, Samoa	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
Johnston Island	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
X Hawaii/N. Central Pacific,	(6)	3DK	3DK	1MJ	4DL	1GC	1GC	3DK
except: Midway		3DK	3DK	3DK	3DK	3DK	3DK	3DK
Y W. Pacific and NW Arctic, except: Alaska	(4)	4DL	4DL	4DL	4DL	4DL	4DL	4DL

Notes: See figure H-2.

Figure H-1 (Cont.)

Explanatory Notes For Entries in Figure H-1

The following list explains the notes indicated in parentheses in figure H-1.

(1) Use the port which is most economical for transportation from the point of origin.

(2) Service is available only during July through September.

(3) Hazardous material (as defined in appendix A) destined to the countries listed below is routed only through the following WPOEs:

Hazardous material to WPOD:	Is routed through WPOE:
Cuba	1MJ Norfolk
Tunisia	1GC Bayonne
Italy	1MJ Norfolk
Spain	1MJ Norfolk
Greece	1MJ Norfolk
Crete	1MJ Norfolk
Cyprus	1GC Bayonne
Libya	1GC Bayonne
Turkey	1GC Bayonne

(4) LRU shipments of protected (sensitive) and protected (controlled) cargo to Alaska are offered for airlift regardless of priority.

(5) All LRU cargo to this destination through this port requires an ETR prior to shipment.

(6) When 1MJ or 1GC is indicated as the WPOE, use 3DK as the WPOE for Navy sponsored shipments.

(7) Includes Eleuthra (CB3); Andros (CB5); Grand Turk (CC2); St. Thomas, V.I. (CM1); St. Croix, V.I. (CM2); Antigua (CN2); Barbados (CP3); and St. George's, Grenada (CP4).

Figure H-2

Explanatory Notes For Entries in Figure H-1

(8) All LRU shipments to the Persian Gulf/Red Sea are to be routed to the DLA CCP or to the Service CCP/specified destination as follows:

Army	New Cumberland CCP (W25N14)
Navy	*FISC* Norfolk (N00189)
Air Force	*DDSP-New Cumberland Facility (W25N14)*
Marine Corps	*DDJC-Sharpe Facility (W62N2A)*
AAFES	Forest Park (HX7EAW)

(9) Use WPOE 3DK for Air Force-sponsored LRU and outsized shipments. (Air Force-sponsored shipments to the designated port are not generating sufficient volume to produce full container loads in a timely manner.)

(10) Use WPOE 1GC for Air Force sponsored LRU and outsized shipments. (Air Force-sponsored shipments to the designated port are not generating sufficient volume to produce full container loads in a timely manner.)

Figure H-2 (Cont.)

Water Ports Capable of Receiving LRU Shipments

Detailed consignment instructions for ports capable of receiving LRU shipments are contained in the following consignment guides:

a. For Army operated water ports, use AR 55-355 et al, (reference j, volume 2).

b. For the Navy operated water port at the Naval Supply Center, Norfolk, use AR 55-355 et al, (reference j, volume 3).

c. For the Navy operated water port at Charleston Naval Shipyard (1PB); specified for personal property shipments to Holy Loch, Scotland; use NSC Charleston entry in the Personal Property Consignment Instruction Guide Worldwide, Volume I, CONUS.

d. For the water port at Jacksonville, FL, use the consignment instructions in note (1) of figure H-4.

e. For the Air Force operated water port at Cape Canaveral, use the "Terminal Facilities Guide, U.S. Air Force" (AR 55-359/NAVSUP PUB 447/ AFM 75-42/MCO P4600.11A/DLAH 4510.3).

f. The following list explains the codes used in this appendix.

1GC	Military Ocean Terminal, Bayonne, New Jersey
1MJ	Naval Supply Center, Norfolk, Virginia
1P2	South Atlantic Outport, Charleston, South Carolina
1PB	Charleston Naval Shipyard, Charleston, South Carolina (Holy Loch Code 5/DPM personal property only)
1R1	Cape Canaveral, Florida
1R3	Jacksonville, Florida (Guantanamo Bay, Cuba Code 5 personal property only)
2DC	Gulf Outport, New Orleans, Louisiana
3DK	Military Ocean Terminal, Bay Area, Oakland, California
3HL	Southern California Outport, Compton, California
4DL	Pacific Northwest Outport, Seattle, Washington
4E1	Pacific Northwest Outport, Port Dock, Tacoma, Washington

Figure H-3

CONUS Export Shipments of Code 5 and DPM Household Goods

From	Iceland, New-found-land, Bermuda, Cuba(1)	Panama	Puerto Rico	Down Range Islands (2)	Morocco, Turkey, Scot-land, Portu-gal, Azores	Gree-nock (Holy Loch), Scot-land	Belgium, Germany, Nether-lands, England
AL	1MJ	2DC	2DC	1R1	1GC	1PB	2D
AZ	1MJ	2DC	2DC	1R1	1GC	1PB	3H
AR	1MJ	2DC	2DC	1R1	1GC	1PB	2DC
CA(N)	1MJ	2MJ	2DC	1R1	1GC	1PB	3DK
CA(S)	1MJ	2DC	2DC	1R1	1GC	1PB	3HL
CO	1MJ	2DC	2DC	1R1	1GC	1PB	2DC
CT	1MJ	1GC	1GC	1R1	1GC	1PB	1GC
DE	1MJ	1GC	1GC	1R1	1GC	1PB	1GC
DC	1MJ	1MJ	1GC	1R1	1GC	1PB	1GC
FL	1MJ	2DC	2DC	1R1	1GC	1PB	2DC
GA	1MJ	2DC	2DC	1R1	1GC	1PB	2DC
ID	1MJ	2DC	2DC	1R1	1GC	1PB	3DK
IL	1MJ	1GC	2DC	1R1	1GC	1PB	1GC
IN	1MJ	1GC	1GC	1R1	1GC	1PB	1GC
IA	1MJ	2DC	2DC	1R1	1GC	1PB	1GC
KS	1MJ	2DC	2DC	1R1	1GC	1PB	2DC
KY	1MJ	1MJ	1GC	1R1	1GC	1PB	1MJ
LA	1MJ	2DC	2DC	1R1	1GC	1PB	2DC
ME	1MJ	1GC	1GC	1R1	1GC	1PB	1GC
MD	1MJ	1GC	1GC	1R1	1GC	1PB	1GC
MA	1MJ	1GC	1GC	1R1	1GC	1PB	1GC
MI	1MJ	1GC	1GC	1R1	1GC	1PB	1GC
MN	1MJ	2DC	2DC	1R1	1GC	1PB	1GC
MS	1MJ	2DC	2DC	1R1	1GC	1PB	2DC
MO	1MJ	1GC	2DC	1R1	1GC	1PB	2DC

(1) All shipments to Cuba are routed via DPM and routed via Norfolk, VA.

(2) Includes Eleuthra; Andros; Grand Turk; St. Thomas; St. Croix, Antigua; Barbados; and St. George's, Grenada.

Figure H-4

From	Iceland, New-found-land, Bermuda, Cuba(1)	Panama	Puerto Rico	Down Range Islands (2)	Morocco, Turkey, Scot-land, Portu-gal, Azores	Gree-nock (Holy Loch), Scot-land	Belgium, Germany, Nether-lands, England
MT	1MJ	2DC	2DC	1R1	1GC	1PB	1GC
NE	1MJ	1GC	2DC	1R1	1GC	1PB	2DC
NV	1MJ	2DC	2DC	1R1	1GC	1PB	3HL
NH	1MJ	1GC	1GC	1R1	1GC	1PB	1GC
NJ	1MJ	1GC	1GC	1R1	1GC	1PB	1GC
NM	1MJ	2DC	2DC	1R1	1GC	1PB	2DC
NY	1MJ	1GC	1GC	1R1	1GC	1PB	1GC
NC	1MJ	1MJ	2DC	1R1	1GC	1PB	1MJ
ND	1MJ	2DC	2DC	1R1	1GC	1PB	1GC
OH	1MJ	1GC	1GC	1R1	1GC	1PB	1GC
OK	1MJ	2DC	2DC	1R1	1GC	1PB	2DC
OR	1MJ	2DC	2DC	1R1	1GC	1PB	3DK
PA	1MJ	1GC	1GC	1R1	1GC	1PB	1GC
RI	1MJ	1GC	1GC	1R1	1GC	1PB	1GC
SC	1MJ	1MJ	2DC	1R1	1GC	1PB	1MJ
SD	1MJ	2DC	2DC	1R1	1GC	1PB	1GC
TN	1MJ	1MJ	2DC	1R1	1GC	1PB	1MJ
TX	1MJ	2DC	2DC	1R1	1GC	1PB	2DC
UT	1MJ	2DC	2DC	1R1	1GC	1PB	3DK
VT	1MJ	1GC	1GC	1R1	1GC	1PB	1GC
VA	1MJ	1MJ	1GC	1R1	1GC	1PB	1MJ
WA	1MJ	2DC	2DC	1R1	1GC	1PB	3DK
WV	1MJ	1MJ	1GC	1R1	1GC	1PB	1MJ
WI	1MJ	1GC	1GC	1R1	1GC	1PB	1GC
WY	1MJ	2DC	2DC	1R1	1GC	1PB	1GC

(1) All shipments to Cuba are routed via DPM and routed via Norfolk, VA.

(2) Includes Eleuthra; Andros; Grand Turk; St. Thomas; St. Croix, Antigua; Barbados; and St. George's, Grenada.

Figure H-4 (Cont.)

From	Spain, Italy, Greece, Bahrain (3)	Guam, Hawaii, Philippines, Japan, Korea, Okinawa	Australia, New Zealand	Alaska (4)
AL	1MJ	2DC	3DK	4DL
AZ	1MJ	3HL	3DK	4DL
AR	1MJ	2DC	3DK	4DL
CA(N)	1MJ	3DK	3DK	4DL
CA(S)	1MJ	3HL	3DK	4DL
CO	1MJ	3DK	3DK	4DL
CT	1GC	1GC	3DK	4DL
DE	1GC	1GC	3DK	4DL
DC	1GC	1GC	3DK	4DL
FL	1MJ	2DC	3DK	4DL
GA	1MJ	2DC	3DK	4DL
ID	1GC	4DL	3DK	4DL
IL	1GC	1GC	3DK	4DL
IN	1GC	1GC	3DK	4DL
IA	1GC	4DL	3DK	4DL
KS	1MJ	2DC	3DK	4DL
KY	1MJ	1MJ	3DK	4DL
LA	1MJ	2DC	3DK	4DL
ME	1GC	1GC	3DK	4DL
MD	1GC	1GC	3DK	4DL
MA	1GC	1GC	3DK	4DL
MI	1GC	1GC	3DK	4DL
MN	1GC	4DL	3DK	4DL
MS	1MJ	2DC	3DK	4DL
MO	1MJ	2DC	3DK	4DL

(3) Shipments to Bahrain are routed to NCS Norfolk. All documents are prepared for surface move from 1MJ to KJ2 FFT (BAH) via AMC.

(4) DPM only.

Figure H-4 (Cont.)

From	Spain, Italy, Greece, Bahrain (3)	Guam, Hawaii, Philippines, Japan, Korea, Okinawa	Australia, New Zealand	Alaska (4)
MT	1GC	4DL	3DK	4DL
NE	1GC	4DL	3DK	4DL
NV	1MJ	3HL	3DK	4DL
NH	1GC	1GC	3DK	4DL
NJ	1GC	1GC	3DK	4DL
NM	1MJ	3HL	3DK	4DL
NY	1GC	1GC	3DK	4DL
NC	1MJ	1MJ	3DK	4DL
ND	1GC	4DL	3DK	4DL
OH	1GC	1GC	3DK	4DL
OK	1MJ	2DC	3DK	4DL
OR	1GC	4DL	3DK	4DL
PA	1GC	1GC	3DK	4DL
RI	1GC	1GC	3DK	4DL
SC	1MJ	1MJ	3DK	4DL
SD	1GC	4DL	3DK	4DL
TN	1MJ	1MJ	3DK	4DL
TX	1MJ	2DC	3DK	4DL
UT	1MJ	3DK	3DK	4DL
VT	1GC	1GC	3DK	4DL
VA	1MJ	1MJ	3DK	4DL
WA	1GC	4DL	3DK	4DL
WV	1MJ	1MJ	3DK	4DL
WI	1GC	1GC	3DK	4DL
WY	1GC	3DK	3DK	4DL

(3) Shipments to Bahrain are routed to NCS Norfolk. All documents are prepared for surface move from 1MJ to KJ2 FFT (BAH) via AMC.

(4) DPM only.

Figure H-4 (Cont.)

Appendix J

CLEARANCE AUTHORITIES AND BOOKING OFFICES

1. This appendix contains an explanation of how to select the appropriate clearance authority and a list of clearance authorities located throughout the world. The clearance authorities are listed separately for shipments by water and by air. Liaison offices operated by sponsoring Services at some transshipping activities (ports) are also listed with the appropriate clearance authorities. Also listed are applicable ocean cargo booking offices.

2. The responsibility for developing and maintaining the information contained in this appendix rests with the Service organizations as listed below. These organizations provide revisions to the DoD MILSTAMP System Administrator for inclusion in this appendix. For this regulation, each overseas country listed is identified, by area, with a letter in parentheses as follows: (A) for Alaska, (C) for Panama (including Central and South America), (E) for Europe, (L) for Atlantic, and (P) for Pacific.

Responsible Organization	Area/Mode (Service)
Commander, Military Traffic Management Command	CONUS, ocean. Alaska, except Adak, ocean. Europe, ocean functions under its cognizance. Pacific, ocean functions under its cognizance. Panama, ocean.
HQ, U.S. Army Materiel Command	CONUS, air (Army). Alaska, air. Panama, air.
Commander, Naval Supply Systems Command	CONUS, Air (Navy). Alaska, Adak, ocean and air, QUICKTRANS.
Commandant of the Marine Corps	CONUS, air (Marines).
Commander-in-Chief, Pacific	Pacific theater, ocean (other than MTMC) and air.
Commander-in-Chief, Europe	European theater, ocean (other than MTMC) and air.

Commander-in-Chief, Atlantic   Atlantic theater, ocean (other
                                   than MTMC) and air

   3. The clearance authorities are listed in this appendix according
to the mode of shipment and the location of the clearance authority.

      a. The procedures used for selecting the appropriate clearance
authority are detailed preceding each mode and area. The groupings are:

      Location/Mode   Paragraph

      CONUS, ocean   J-4
      CONUS, domestic air
         QUICKTRANS   J-6
      CONUS, export air   J-7
      Overseas, ocean   J-8
      Overseas, air   J-9

      b. Whenever applicable, the information listed for each
clearance authority includes the:

            (1) Location.

            (2) Sponsoring Service and area responsibility.

            (3) Title of the clearance organization.

            (4) Mailing address.

            (5) DSN number.

            (6) Commercial telephone number.

            (7) AUTODIN routing indicator codes.

            (8) ETM or TWX routing indicator codes

   4. CONUS water clearance authorities (WCAs) are designated by the
Military Traffic Management Command based on the location of the water
port without regard to the Service sponsoring the shipment. Listed below
are the two CONUS WCAs, as well as the booking offices which secure the
actual ocean carriage. Each entry provides the responsible organization,
its mailing address, telephone number(s), AUTODIN routing indicator code,
and message address. The addresses included here, as well as the areas

of responsibility, are for MILSTAMP data only; requests for ETRs are submitted as directed in the DTMR (reference j)

    a. Eastern Area

        (1) Location: Bayonne, NJ

            (a) Water clearance authority for all Services

                1 Responsibility: All water shipments through CONUS ports on the east and gulf coasts (port indicator codes 1__ and 2__) except the city of St. Louis, MO.

                2 Organization: Military Traffic Management Command, Eastern Area.

                3 Mail: Commander, Military Traffic Management Command, Eastern Area, ATTN: MTE-ITD, Bayonne, NJ 07002-5302.

                4 DSN: 247-7191, export traffic releases. 247-6215/7237, ocean manifest, cargo traffic messages. 247-7365/66, tracer actions. 247-7236/37/7314, advance TCMD.

                5 Telephone: (201) 823- plus appropriate extension.

                6 AUTODIN: RUEOBMD (advance TCMD data and tracer action in MILSTAMP format.) RUEOBMY (ocean manifests) Eastern Management Information Systems Office (EMISO, MTMC), Bayonne, NJ 07002-5302.

                7 ETM: RUEOBMT/Data Control Branch (EMISO-ADP,MTMC) Bayonne, NJ (disciplined TCMD format) RUEOBMA/CDR MTMCEA (all other narrative messages)

            (b) Booking office:

                1 Responsibility: All water shipments from CONUS east and gulf coast ports, other North/South Atlantic ports, ports in Mexico (east coast), Central and South America, the Caribbean, Iceland, and the Azores. (Port codes beginning with 1, 2, A, B, C, D (except DA_), E, F, and G.)

                2 Organization: Military Traffic Management Command, Eastern Area

    3   Mail: Commander, MTMC Eastern Area, ATTN: MTE-ITE, Bayonne, NJ 07002-5302

    4   DSN: 247-6383

    5   Telephone: (201) 823-6383

    6   AUTODIN: RUEOBMA

    7   Message address: CDR MTMCEA BAYONNE NJ//MTE-ITE//

  b. Western Area

    (1) Location: Oakland, CA

      (a) Water clearance authority for all Service

        1   Responsibility: All water shipments through CONUS ports on the west coast (port indicator codes 3__ and 4__) as well as the city of St. Louis, MO.

        2   Organization: Military Traffic Management Command, Western Area.

        3   Mail: Commander, Military Traffic Management Command Western Area, ATTN: MTW-ITD, Oakland, CA 94626-0001.

        4   DSN: 859-2461, ocean manifests, cargo traffic messages. 859-2462, tracers. 859-2465, advance TCMD data.

        5   Telephone: (415) 466- plus appropriate extension

        6   AUTODIN: RUWADMK (ocean manifests, cargo traffic messages) RUWADMU (advance TCMD data and tracers in MILSTAMP automated format)

        7 ETM: RUWADMP/CDR MTMCWA OAKLAND CA//MTW-ITD// (disciplined TCMD format) RUWADMA/CDR MTMCWA OAKLAND CA//MTW-ITD// (all other narrative messages)

(b) Booking office:

1 Responsibility: All water shipments from CONUS west coast ports, ports located in the North American pacific area except Alaska (see Seattle, WA), ports in Mexico (west coast), and all other ports in the central pacific area except Hawaii (see Hawaii). (Port codes beginning with 3, 4, DA, TL, TS, YA, Z.)

2 Organization: Military Traffic Management Command, Western Area

3 Mail: Commander, Military Traffic Management Command, Western Area, ATTN: MTW-ITX, Oakland Army Base, Oakland, CA 94626-0001

4 DSN: 859-3416/3417/3418/3419

5 Telephone: (415) 466-3416/3417/3418/3419

6 AUTODIN: RUWADMA

7 Message address: CDR MTMCWA OAKLAND CA//MTW-ITX//

(2) Location: Seattle, WA

(a) Water clearance authority; see Oakland, CA

(b) Booking office:

1 Responsibility: All water shipments to and from Alaskan ports. (Port codes beginning with Y except YA.)

2 Organization: MTMC OCBO Seattle

3 Mail: Commander, Military Traffic Management Command, Pacific Northwest Outport, ATTN: OCBO, 4735 East Marginal Way South, Seattle, WA 98134-2391

4 DSN: 744-3104

5 Telephone: (206) 764-8512/8513/8514

6 AUTODIN: RUDADMD

        7   Message address: CDR MTMC PNW OPT SEATTLE WA//MTW-S-OP//

    5.   **QUICKTRANS**.   The QUICKTRANS ACA for all domestic shipments is:

      a.   Organization: Navy Material Transportation Office, Norfolk, VA

      b.   Mail: Commanding Officer, Navy Material Transportation Office, Code 03, Bldg. Z-133-5, Naval Station, Norfolk, VA 23511-5000.

      c.   DSN: 564-7831

      d.   Telephone: (804) 444-7831

      e.   AUTODIN: RUEBJGE/NAVMTO Norfolk VA

      f.   ETM: RUCOTCA/NAVMTO Norfolk VA

    6.   CONUS export ACAs are maintained by each of the sponsoring Services.

      a.   The correct ACA is usually determined from the first position of the TAC as indicated below. *For DLA TAC's, both the first position of the TAC and the first position of the consignee DoDAAC or TCN are used to determine the correct ACA.* If the TAC cannot be determined, the appropriate ACA is determined from the first position of the consignee DODAAC *or TCN* as indicated below. *The appropriate ACA for FMS shipments is determined by the first position of the TCN.*

TAC is	*and/* or	If first position of the consignee DoDAAC or TCN is	The Service or Agency is	The ACA is	Listed in paragraph
A, B, C		A, B, C, W	Army	Army	7.b.
D, F		D, E, F, J	Air Force	Air Force	7.d.
		G	GSA	Air Force	7.d.
H		H	Other DOD Agencies	Air Force	7.d.
J			Joint Task Force 8	Air Force	7.d.

K, L, M	K, L, M	Marine Corps	Marine Corps[1]	7.e.
N, P	N, P, Q, R, V	Navy	Navy	7.c.
S	*E, F, J, S, T, U*	*DLA*	*Air Force*[2]	*7.d.*
S	*A, C, W*	*DLA*	*Army*	*7.b.*
S	*N, Q, R, V, Z*	*DLA*	*Navy*	*7.c.*
S	*L, M*	*DLA*	*Marine Corps*[1]	*7.e.*
T		Contractor	Air Force	7.d.
X		Other Government Agencies	Air Force[2]	7.d.
Z	Z	Coast Guard	Navy	7.c.
0/		Postal Concentration Centers	Air Force Army[3]	7.d.
	0/9	Other Civil Agencies (excluding GSA)	Air Force	7.d.

b. Army CONUS export ACA

(1) Responsibility: All Army sponsored CONUS export air cargo as listed in paragraph 7.a.

(2) Organization: U.S. Army Materiel Command Logistics Control Activity

(3) Mail: Commander, U.S. Army Materiel Command Logistics Control Activity, ATTN: AMCLC-LA, Presidio of San Francisco, CA 94129-5000

(4) DSN: 586-5841

(5) Telephone: (415) 561-5841

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[1] Shipments of aircraft parts for Marine Corps consignees are referred to the Navy ACA (paragraph 7.c.) since these items are stocked and funded by the Navy.

[2] DLA subsistence for all destinations is cleared by the Air Force ACA (paragraph 7.d.). Other DLA and GSA funded shipments are cleared by the ACA determined *in accordance with the table in paragraph 7.a.*

[3] *Most mail is pre-cleared.*

    (6) AUTODIN: RUWELCB (for clearance and offerings)
                       RUWELCA (for receipt and lift)

    (7) ETM: CDRUSAMCLCA PRESIDIO OF SFRAN CA//AMCLC-LA//

  c. Navy CONUS export ACA

    (1) Responsibility: All Navy and Coast Guard sponsored CONUS export air cargo as well as certain Marine Corps cargo as listed in paragraph 7.a.

    (2) Organization: Navy Material Transportation Office

    (3) Mail: Commanding Officer, Navy Material Transportation Office, Code 03, Bldg. Z-133-5, Naval Station, Norfolk, VA 23511-5000

    (4) DSN: 564-7831

    (5) Telephone: (804) 444-7831

    (6) AUTODIN: RUEBJGE/NAVMTO NORFOLK VA

    (7) ETM: RUCOTCA/NAVMTO NORFOLK VA

  d. Air Force CONUS export ACA

    (1) Responsibility: All Air Force sponsored CONUS export air cargo as well as the other CONUS export air cargo for which the Air Force is listed as ACA in paragraph 7.a.

    (2) Organization: Air Force *Shipper Service* Control Office, Wright-Patterson Air Force Base

    (3) Mail: *HQ AFMC/LGTA, 4375 Chidlaw Road, Suite 6,* Wright-Patterson Air Force Base, OH 45433-500*6*

    (4) DSN: 787-4946*/4351/4635* (Advance TCMDs, tracer actions, status, and general information on overseas shipments; *Monday-Friday 0700-2000)*.

    (5) Telephone: (513) 257-4946*/4351/4635; FAX (513) 257-3185 (After normal duty hours (0700-2000, Monday-Friday), contact the duty officer at DSN 787-6314 or (513) 257-6314.)*

(6) AUTODIN: RUVAAEA/AF*DCO Wright Patterson* AFB, OH/*LGTA*. (Address applies to ATCMDs, tracers, receipts, and lifts.)

(7) ETM: None

e. Marine Corps CONUS Export ACA

(1) Responsibility: All Marine Corps-sponsored CONUS export air cargo as listed in *MILSTAMP Volume I,* paragraph 7.a.

(2) Organization: Marine Corps Logistics Base, Barstow, CA

(3) Mail: Commanding *Officer (Code B325),* Marine Corps Logistics Base, *Traffic Management Office, Box 110325,* Barstow, CA 92311-50*14*

(4) DSN: 282-6796/6842[3]

(5) Telephone: (619) 577-6796/6842[3]

(6) *FAX: DSN 282-6679, Commercial (619) 577-6679*

(7) AUTODIN: RUWJFAA

(8) ETM: *CO* MCLB BARSTOW CA//*B325*

7. Overseas WCAs are listed alphabetically by the country in which they are located.

a. The listings detail the WCAs responsible for specific areas and sponsoring Services. Included with each WCA is the related booking office responsible for securing the actual ocean carriage. The listings also include established liaison offices at the designated locations. Each entry provides the responsible organization, its mailing address, telephone number(s), AUTODIN routing indicator code, and message address. If an WCA cannot be located in this list for a specific geographic area, contact the booking office directly for assistance.

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[3]   After normal duty hours (0700 - 1530, Monday - Friday), contact the duty officer at telephone (619) 577-6611 or DSN 282-6611.

b. The theater commander designates the WCAs, in appropriate coordination with MTMC. The letter in parentheses following the country indicates the theater designation as listed in paragraph 2. Booking offices are designated by MTMC.

    (1) Alaska: (A)

        (a) Location: Naval Air Station Adak

          1 WCA for all Services

          a Responsibility: All water shipments through the port of Adak, Alaska (YL1)

          b Organization: Naval Air Station, Adak, Alaska

          c Mail: Commanding Officer, Box 1, Naval Air Station, Adak, *FPO AP* 98791-1201

          d DSN: (317) 592-4208/8031

          e Telephone: (907) 592-4208/8031

          f AUTODIN: RUWMEEA

          g Message Address: NAS ADAK AK

        2 Booking Office: See Seattle, WA

        (b) Location: Elmendorf Air Force Base

          1 WCA for all Services

          a Responsibility: All water shipments through the ports of Alaska, except Adak

          b Organization: Chief, Military Traffic Management Command, Alaska, Elmendorf AFB, AK

          c Mail: Chief, Military Traffic Management Command Office - Alaska, Bldg. 31-270, Room 105, Elmendorf Air Force Base, AK 99506-5000

          d DSN: 752-2010/3091/6315; Facsimile: 752-3913

    e   Telephone: (907) 272-2010/3091/6315

    f   AUTODIN: RUWMBKA

    g   ETM: RUWMBKA, MTMC ALASKA, ELMENDORF AFB AK
//MTW-S-AK//

    2   Booking Office: See Seattle, WA

    a   Responsibility: All export ocean cargo
through ports in Alaska

    b   Organization: MTMC OCCA Alaska

    c   Mail: MTMC OCCA AK Elmendorf AFB, Alaska
99506-5000

    d   DSN: (317) 552-3091/2010

    e   Telephone: (907) 552-3036

    f   AUTODIN: RUWMBKA

    g   Message Address: CHMTMC OCCA-AK ELMENDORF
AFB AK

    (2) Argentina: See Panama

    (3) Australia: (P)

    (a) Location: Canberra

    1   WCA for all Services

    a   Responsibility: All water shipments through
the ports of Australia except Exmouth (northwest Cape, VA3)

    b   Organization: Traffic Management Office,
USDODSA U.S. Embassy, Canberra, Australia

    c   Mail: Traffic Management Office, USDODSA
U.S. Embassy, *APO AP* 96404-5000

    d   DSN: N/A

    e   Telephone: 61-62-70-5879

    f   AUTODIN: N/A

    g   Message Address: USDODSA CANBERRA AS//LGT//

    h   TELFAX NR: 61-62-70-5970

  2 Booking Office: See Japan, Yokohama

(b) Location: Exmouth, Western Australia

  1 WCA for all Services

    a   Responsibility: All water shipments consigned to or shipped from Naval Communications Station, Harold E. Holt, Exmouth, Australia

    b   Organization: U.S. Navy Sea Cargo Coordinator (NAVSEACARCOORD), Exmouth, western Australia

    c   Mail: Navy Sea Cargo Coordinator, Naval Communication Station, Box 30, *FPO AP*, CA 96680-1800

    d   AUTODIN: 821-1945

    e   Telephone: 099-49-3214

    f   AUTODIN: RUHJKBA NAVCOMMSTA HAROLD E. HOLT EXMOUTH AS

    g   TWX: RUMASAA NAVCOMMSTA HAROLD E. HOLT EXMOUTH AS

  2 Booking Office: See Japan, Yokohama

(4) Azores: (L)

  (a) Location: Praia da Vitoria, Terceira, Azores

  1 WCA for all Services

    a   Responsibility: All water shipments through the ports of the Azores, Portugal (GA_ series)

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<u>b</u>   Organization: MTMC TTU Azores

<u>c</u>   Mail: (US) Commander, MTMC TTU Azores, ATTN: MTG-AZ-O, *APO AE* 09406-5000. (Civil Post) Commander, MTMC TTU Azores, U.S. Army Post, Praia da Vitoria, Terceira, Azores, Portugal.

<u>d</u>   DSN: 895-3490, Ext 7291 or 6256

<u>e</u>   Telephone: N/A

<u>f</u>   AUTODIN: RUSLAAA CDR MTMC TTU LAJES FIELD AZORES//MTG-AZ//

<u>g</u>   ETM: Same as AUTODIN

<u>2</u>   Booking Office: See CONUS OCCA, Eastern Area

(5) BAHRAIN: (E)

(a) Location: Bahrain Island

<u>1</u>   WCA for all Services

<u>a</u>   Responsibility: All water shipments through Bahrain Island *ports of Bahrain (PK1) and the United Arab Emirates area ports of Dubai (PQ1), Abu Dhabi (PQ2), Mina Jabal Ali (PQ3), and Al Fujayrah (PQ4)*

<u>b</u>   Organization: *Administrative Support Unit (ASU) Southwest Asia (SWA)* Bahrain *(Code 40)*

<u>c</u>   Mail: *Supply Officer (Code 40), ASU SWA Box 397, FPO AE* 09834-2800

<u>d</u>   DSN: *(318) 439-4256*

<u>e</u>   Telephone: (0973) *724-256*

<u>f</u>   AUTODIN: RU*FTNKA*

<u>g</u>   ETM: ADMINSUPU *SWA* BAHRAIN*//40*

<u>2</u>   Booking Office: See Naples, Italy

(6) Belgium: See Germany

(7)   Bolivia: See Panama

(8)   Brazil: See Panama

(9)   Chile: See Panama

(10)   Colombia: See Panama

(11)   Costa Rica: See Panama

(12)   Crete: See Greece

(13)   Cuba: (L)

(a)   Location: U.S. Naval Base, Guantanamo Bay

1   WCA for all Services

a   Responsibility: All water shipments through the ports of Cuba (CD_, CE_, & CF_)

b   Organization: U.S. Naval Base, Guantanamo Bay, Cuba

c   Mail: Receiving Officer, *PSC 1005,* Box 33, *FPO AE* 09593-013*3*

d   DSN: 723-3960, Ext 4495

e   Telephone: 011-53-99-4495

f   AUTODIN: RUEBAHA

g   *ETM:* NAVSTA GUANTANAMO BAY CU

h   *TWX: RUEBAHA NAVSTA GUANTANAMO BAY CU//23*

2   Booking Office: See CONUS OCCA, Eastern Area

(14)   Denmark: See Germany

(15)   Diego Garcia: (P)

(a)   Location: Naval Support Facility, Diego Garcia

1   WCA for all Services

a   Responsibility: All water shipments through the port of Diego Garcia (QF1)

b   Organization: U.S. Navy Support Facility Diego Garcia

c   Mail: U.S. Navy Support Facility, Box 20, *FPO AP* 96685-2000

d   DSN: 870-0111, Ext 4140/4331/5567

e   Telephone: N/A

f   AUTODIN: RUVNSAA, NAVSUPPFAC DIEGO GARCIA

g   TWX: NAVSUPPFAC DIEGO GARCIA

2   Booking Office: See Japan, Yokohama

(16)   Dominican Republic: See Panama

(17)   Egypt: See Naples, Italy

(18)   El Salvador: See Panama

(19)   England: See United Kingdom

(20)   Equador: See Panama

(21)   Ethiopia: See Naples, Italy

(22)   France: See Germany and Naples, Italy

(23)   Germany: (E)

(a)   Location: Bremerhaven, Germany

1   WCA for all Services

a   Responsibility: All water shipments from ports in continental northern Europe bordering the Baltic and North Sea and French Atlantic area, French and Spanish Bay of Biscay area, and the Rhine River (port codes beignning with J).

      b   Organization: MTMC TTCE OCCA-North, Bremerhaven, Germany

      c   Mail: (US) Chief, MTMC TTCE OCCA-North, ATTN: MTC-TOPS-TMN, *APO AE* 09069-5000. (Civil Post) Chief, MTMC TTCE OCCA-NORTH, ATTN: MTC-TOPS-TMN, Geb 227, Carl Schurz Kaserne, 2850 Bremerhaven, West Germany

      d   DSN: (314) 342-8778/8406

      e   Telephone: 49-471-82348

      f   AUTODIN: CDR MTMCTTCE OCCA-N BREMERHAVEN GE //MTC-TOPS-TMN//

      g   Message Address: Same as AUTODIN

      h   Telex: Primary: Country 41 No 238880. Alernate: Country 41 No 238743

      i   MILNET/DDN: OCCACL @ MINET-OBL-EM

    2   Air Force Liaison

      a   Responsibility: To be identified

      b   Organization: US Air Force Water Port Liaison Office

      c   Mail: DET 3, 7300 Matron, *APO AE* 09069-5000

      d   DSN: *(314)* 342-8715/8368

      e   Telephone: N/A

      f   AUTODIN: N/A

      g   Message Address: DET 3, 7300 MATRON BREMERHAVEN GE//WPLO//

      h   Telex: 238880 USAF Liaison

      i   MINET: WPLOOLE or OBL Mode

    3   Booking Office: Same as WCA except:

    a   DSN: (314) 342-8736/8455

    b   MILNET/DDN: OCCAK @ MINET-OBL-EM

(24)   Greece: (E)

  (a)   Location: Piraeus, Greece

    1   WCA for All Services

      a   Responsibility: All water shipments through the ports of Greece (LD_, LE_, and LT_)

      b   Organization: Military Traffic Management Command, Transportation Terminal Unit Greece

      c   Mail: (US) Commander, MTMC TTU Greece (MTG-GR), **APO AE** 09253-5000. (Civil Post) Commander, MTMC TTU Greece, Saint George Bay, Keratsini, Piraeus, Greece

      d   DSN: 622-1110

      e   Telephone: 30-1-462-3173 (Operations), 462-6774 (Documentation)

      f   AUTODIN: RUFLDMA.

      g   ETM: RUQMZA CDE MTMC TTU GREECE //MTG-GR//

      h   Telex: Country 601, No 212492

    2   Booking Office: See Naples, Italy

(25)   Guam: See Mariana Islands

(26)   Guatemala: See Panama

(27)   Hawaii: (P)

  (a)   Location: Pearl Harbor, Hawaii

    1   WCA for all Services

        a   Responsibility: All water shipments through the ports of the Hawaiian Islands (including all port identifier codes beginning with "X")

        b   Organization: U.S. Navy Sea Cargo Coordinator (NAVSEACARCOORD) Pearl Harbor, Hawaii

        c   Mail: Deputy Director, Terminals Department/NAVSEACARCOORD, Naval Supply Center, Pearl Harbor, HI 96860-5300

        d   DSN: (315) 471-9684/9352

        e   Telephone: (808) 471-9108/9684/9352

        f   AUTODIN: RUHHLHA

        g   TWX: RUHHLHA, NAVSEACARCOORD, Pearl Harbor, HI

    2   Air Force Liaison:

        a   Responsibility: Air Force sponsored water shipments through the Hawaiian Area

        b   Organization: U.S. Air Force Water Port Liaison Office

        c   Mail: 15 Trans Sq/LGTTWPLO, Hickam Air Force Base, HI 96853-5000

        d   DSN: 430-0111

        e   Telephone: (808) 471-8168

        f   AUTODIN: RUHVAAA

        g   TWX: RUHVAAA/15 TRN SS HICKAM AFB HI//LGTTWPLO//

    3   Booking Office:

        a   Responsibility: All water shipments from ports in the Hawaiian, Midway, Wake, Johnson, Marshall, and Samoan Islands (port codes beginning with TJ, TK, W, AND X.)

    b   Organization: MTMC OCBO Hawaii

    c   Mail: MTMC OCBO, Naval Supply Center, Box 300, Pearl Harbor, HI 96860-5000

    d   DSN: 474-5217

    e   Telephone: (808) 474-2230

    f   AUTODIN: RHHMMDC

    g   Message Address: CH MTMC OCBO NSC PEARL HARBOR HI

(28)   Honduras: See Panama

(29)   Iceland: (L)

    (a)   Location: Keflavik

        1   WCA for all Services

        a   Responsibility: All water shipments through the ports of Iceland (AU_)

        b   Organization: U.S. Naval *Air* Station, Keflavik, Iceland

        c   Mail: Material *Division* Officer, U.S. Naval *Air* Station, Keflavik, *PSC 1003,* Box 21, *FPO AE* 09*728*-0321

        d   DSN: *450*-4125/4126

        e   Telephone: 011-354*25*4125/4126

        f   AUTODIN: RUE*OBML*

        g   ETM: NAV*AIR*STA KEFLAVIK IC

        h   *TWX: NAVSTA KEFLAVIK IC//405*

        2   Booking Office: See CONUS OCCA, Eastern Area

    (30)   Ireland: See United Kingdom

(31) Israel: (E)

   (a) Location: Tel Aviv

      1 WCA point of contact for all Services

         a Responsibility: Point of contact for all ocean shipments through Israel

         b Organization: USDAO, American Embassy Tel Aviv

         c Mail: USDAO, American Embassy Tel Aviv, APO AE 09672-5000

         d DSN: N/A

         e Telephone: 00972-3-654338, Ext 361

         f AUTODIN: N/A

         g ETM: USDAO TEL AVIV IS

      2 Booking Office: See Naples, Italy

(32) Italy: (E)

   (a) Location: Leghorn

      1 WCA for all Services

         a Responsibility: All water shipments through the ports of Italy except those in the immediate vicinity of Naples and Sigonella

         b Organization: MTMC Leghorn Terminal

         c Mail: (US) Commander, MTMC Leghorn Terminal, ATTN: MTG-LH, APO AE 09019-5000. (Civil Post) Commander, MTMC Leghorn Terminal, Camp Darby, 56018 Tirrenia/Pisa, Italy

         d DSN: 633-8046

         e Telephone: Country 39, Area 586, No 92165

f AUTODIN: CDR MTMC TML LEGHORN IT//MTC-LH//

g Message Address: Same as AUTODIN

h Telex: Country 43 No 5002671

i MILNET/DDN: MTC-LH @ MINET-LON-EM

2 Air Force Liaison:

a Responsibility: To be identified

b Organization: U.S. Air Force Water Port Liaison Officer

c Mail: OL-L 7300 MATRON, **APO AE** 09019

d DSN: 633-7784

e Telephone: 947784

f AUTODIN: N/A

g Message Address: OL-L 7300 MATRON LEGHORN IT//WPLO//

3 Booking Office: See Naples

(b) Location: Naples

1 WCA for all Services

a Responsibility: All water shipments through the ports in the immediate vicinity of Naples

b Organization: U.S. Naval Support Activity, Naples

c Mail: (USPS) U.S. Naval Support Activity, Box 5, **FPO AE** 09521-5000. (Civil Post) U.S. Naval Support Activity, Via E. Scarfoglio, Pozzuoli (Napoli) 80078

d DSN: 625-1110, Ext 4146/4290

    e   Telephone: 39-81-724-4146/4290 or
39-81-261709

    f   AUTODIN: RUFLSKA

    g   Message Address: WCA, US NAV SUP ACT NAPLES,
IT

    h   MINET terminal: MATNSA @ MINET-CPO-EM WFTNAP
@ MINET-CPO-EM

    2   Booking Office:

    a   Responsibility: All water shipments from
ports in the Mediterranean, Spain, Portugal, Africa, Red Sea, Persian
Gulf, and Pakistan (port codes beginning with K, L, M, N, P, and QA)

    b   Organization: MTMC TTCE OCCA-South, Naples,
Italy

    c   Mail: Chief, MTMC TTCE OCCA-South, Box 38,
FPO AE 09521-5000

    d   DSN: 625-4102/4103

    e   Telephone: 39-81-724-4102/4103

    f   AUTODIN: RUFLSKA

    g   Message address: CH MTMC TTCE NAPLES
ITALY//MTC-TOPS-TMS//

    (c)   Location: Sigonella

    1   WCA for all Services

    a   Responsibility: All water shipments through
the ports in the immediate vicinity of Sigonella

    b   Organization: Naval Air Station, Sigonella,
Italy

    c   Mail: U.S. Naval Air Station, N04500, *FPO AE*
09523-5000

d DSN: 624-1110, Ext 5518/5519

e Telephone: 095-861110, Ext 5518/5519

f AUTODIN: RUFLEWA

g Message Address: WCA, USNAS, SIGONELLA
IT/N04500

h MILNET/DDN: OCCA-S @ MINET-LON-EM

2 Booking Office: See Naples

(33) Japan: Including Okinawa (P)

(a) Location: Iwakuni (Southern Area)

1 WCA for the Navy and Marine Corps

a Responsibility: All Navy and Marine Corps
sponsored water shipments through the port of Iwakuni (UL7)

b Organization: U.S. Marine Corps Traffic
Management Office, Marine Air Station, Iwakuni, Japan

c Mail: Traffic Management Office, Marine
Corps Air Station, *FPO AP* 98764-5000

d DSN: 253-3456

e Telephone: 242-3456, Ext 3077/4269

f AUTODIN: RHARSAA

g TWX: RHARSAA

2 Booking Office: See Yokohama

(b) Location: Kadena Air Base, Okinawa

1 WCA for the Navy

a Responsibility: All Navy sponsored water
shipments through the ports of Okinawa

    b Organization: Commander, Fleet Activities, Okinawa

    c Mail: COMFLEACT Okinawa, ATTN: Log Dept., Matl Div, Box Log/Dept, *FPO AP* 98770-1150

    d DSN: 630-1110 (operator)

    e Telephone: 634-1447/1059

    f AUTODIN: RUYRSAA, COMFLEACT Okinawa JA

   2 Booking Office: See Naha, Okinawa

  (c) Location: Naha Okinawa

   1 WCA for all Services except Navy (see Kadena)

    a Responsibility: All non-Navy sponsored water shipments through the following ports:

UB1 (Naha)	UB2 (Buckner Bay)	UBB (Kin)
UBC (Tengan)	UB3 (Chimu-Wan)	UB4 (Ishigaki)
UB5 (Ie Shima)	UB6 (Kume)	UB7 (Miyako)
UB8 (Okino)	UB9 (Yaeyama)	UBF (Aja Port)

    b Organization: MTMC Terminal Okinawa

    c Mail: Commander, MTMC Terminal, Okinawa, *APO AP* 96331-5000

    d DSN: 637-3724/3726

    e Telephone: 637-1166

    f AUTODIN: RUADBEA/MTW-N

    g TWX: RUADBEA/CDRMTMC Terminal Okinawa JA//MTW-N//

   2 Booking Office:

    a Responsibility: All water shipments from ports in Okinawa (port codes beginning with UB)

b Organization: MTMC OCBO, Okinawa

c Mail: Commander, MTMC Terminal Naha Japan, ATTN: MTW-NOC, *APO AP* 96331-5000

d DSN: 634-7736

e Telephone: 098938-1111 ask for 7-3724/3726

f AUTODIN: RUADBEA

g Message Address: CDR MTMC TML NAHA JAPAN //MTW-NOC//

3 Booking Office: See Yokohama

(34) Korea: (P)

(a) Location: Pusan

1 WCA for all Services

a Responsibility: All water shipments through the Korean ports of Inchon (UC2), ITGBL commercial containers only; Chinhae (UDA), ammunition only; and Pusan (UD6 and UDC)

b Organization: MTMC OCCA, Pusan

c Mail: Commander, MTMC Terminal, Pusan, ATTN: MTW-P-FC, *APO AP* 96259-5000

d DSN: 263-3730/3731

e Telephone: (051) 67-7912

f AUTODIN: RUAGNPQ

g TWX: RUAGNPQ

2 Air Force Liaison:

a Responsibility: All Air Force sponsored shipments from installations in Korea

        b   Organization: U.S. Air Force Water Port Liaison Office

        c   Mail: MTMC Terminal, Pusan, U.S. Air Force Water Port Liaison Office, **APO AP** 96259-5000

        d   DSN: 271-1239

        e   Telephone: 263-3269

        f   AUTODIN: RUAGNPQ

        g   TWX: RUAGNPQ

    3   Booking Office:

        a   Responsibility: All water shipments from ports in Korea (port codes beginning with UC, UD, and UE)

        b   Organization: MTMC OCBO, Pusan

        c   Mail: Commander, MTMC Terminal Pusan, Chief, MTMC Freight Traffic Division, **APO AP** 96259-5000

        d   DSN: 263-3730/3731

        e   Telephone: (051) 67-7912

        f   AUTODIN: RUAGNPQ

        g   Message Address: CDR MTMC TML PUSAN KOREA //MTW-P-F//

    (35) Lebanon: (E)

      (a) Location: Beirut

        1   WCA point of contact for all Services

        a   Responsibility: Point of contact for all ocean shipments through Lebanon

        b   Organization: USOMC Beirut

<u>c</u>   Mail: USOMC Beirut, State Department Pouch Room, Washington, DC   20520-0001

<u>d</u>   DSN: N/A

<u>e</u>   Telephone: Beirut Lebanon 452-964

<u>f</u>   AUTODIN: N/A

<u>g</u>   ETM: USOMC BEIRUT LE

<u>2</u>   Booking Office: See Naples, Italy

(36)   Liberia: (E)

(a)   Location: Monrovia

<u>1</u>   WCA point of contact for all Services

<u>a</u>   Responsibility: Point of contact for all ocean shipments through Liberia

<u>b</u>   Organization: U.S. Military Mission to Liberia

<u>c</u>   Mail: U.S. Military Mission to Liberia, *APO AE* 09155-5000

<u>d</u>   DSN: N/A

<u>e</u>   Telephone: Monrovia, Liberia 221755/224137

<u>f</u>   AUTODIN: N/A

<u>g</u>   ETM: LIBMISH MONROVIA LI

<u>2</u>   Booking Office: See Naples, Italy

(37)   Mariana Islands: (P)

(a)   Location: Guam

<u>1</u>   WCA for all Services

  a Responsibility: All water shipments through the ports of Guam (TA1,TA2 and TA6)

  b Organization: U.S. Navy Sea Cargo Coordinator (NAVSEACARCOORD), Guam, Mariana Islands

  c Mail: U.S. Navy Sea Cargo Coordinator, U.S. Naval Supply Depot (Code 400), **FPO AP**, CA 96630-5000

  d DSN: (315) 339-5180/7239

  e Telephone: (671) 339-5180/7239

  f AUTODIN: RUHJHFT (data)

  g TWX: RUHGXPA, NAVSEACARCOORD GUAM

 2 Booking Office:

  a Responsibility: All water shipments from ports in Guam, Saipan, and the Mariana Is (port codes beginning with TA)

  b Organization: MTMC OCBO, Guam

  c Mail: Chief, MTMC OCBO Guam, NSD Naval Station, **FPO AP**, CA 96630-5000

  d AUTOVON: 339-6245/3184 or 339-7221

  e Telephone: N/A

  f DSN: RUHGXPA

  g Message Address: CH MTMCTY OCBO GUAM

(38) Midway Island: (P) See Hawaii

(39) Morocco: See Naples, Italy

(40) Netherlands: See Germany

 (a) Location: Rotterdam

  1 Air Force Liaison:

    a   Responsibility: To be identified

    b   Organization: US Air Force Water Port Liaison Office

    c   Mail: OL-D 7300 MATRON, **APO AE** 09159

    d   DSN: 362-1110, Ext. 118/119

    e   Telephone: 31-10-518911, Ext 118/119

    f   AUTODIN: N/A

    g   Message Address: OL-D 7300 MATRON ROTTERDAM NL//WPLO//

    (41) New Zealand: (P)

        (a) Location: Christchurch International Airport

          1 WCA for all Services

            a   Responsibility: All DoD water shipments for New Zealand

            b   Organization: Naval Support Force Antarctica, Detachment Christchurch

            c   Mail: Officer in Charge, Naval Support Force Antarctica, Detachment Christchurch, **FPO AP** 96690-2900

            d   DSN: N/A

            e   Telephone: Christchurch 583-079, Ext 8016/8013/8017

            f   AUTODIN: RUHHWEA, NAVSUPPFORANTARCTICA DET CHRISTCHURCH NZ

            g   TWX: N/A

          2 Booking Office: See Yokohama, Japan

    (42) Nicaragua: See Panama

(43) Norway: See Germany

(44) Okinawa: See Japan

(45) Panama: (C)

(a) Location: Balboa, Panama

1 WCA for all Services

a Responsibility: All water shipments through the ports of Central and South America (port identifier codes B__, CQ_, CR_, CS_, CT_, CU_, CV_, CW_, D__, E__, and F__)

b Organization: MTMC Terminal Panama

c Mail: Commander, MTMC Terminal Panama, Drawer 21, *APO AA*, FL 34004-5000

d DSN: (313) 282-3851/3105

e Telephone: N/A

f AUTODIN: RULPMTM

g ETM: CDR MTMC TERM PAN BALBOA PN //MTE-PN//

2 Booking Office: See CONUS OCCA, Eastern Area

(46) Paraguay: See Panama

(47) Peru: See Panama

(48) Philippines: (P)

(a) Location: Subic Bay

1 WCA for all Services

a Responsibility: All water shipments through the ports in the Republic of the Philippines

b Organization: US Navy Sea Cargo Coordinator (NAVSEACARCOORD) Naval Supply Depot, Subic Bay

    c   Mail: Navy Sea Cargo Coordinator, U.S. Naval Supply Depot, *FPO AP*, CA 96651-1504

    d   DSN: 844-1101

    e   Telephone: 882-3295

    f   AUTODIN: RUHJWUA, NAVSEACARCOORD Subic Bay, RP

    g   TWX: N/A

    2   Air Force Liaison:

    a   Responsibility: All Air Force sponsored shipments through the port of Subic Bay (SA3)

    b   Organization: U.S. Air Force, 3 Trans/Water Port Liaison Office

    c   Mail: USAF WPLO (Code 402C), Box 33, NSD S-8, *FPO AP*, CA 96651-5000

    d   DSN: 844-1101

    e   Telephone: 882-3082/3812

    f   AUTODIN: RHMOGOA, USAF WPLO Subic Bay RP

    g   TWX: RHMOGOA, USAF WPLD Subic Bay RP

    3   Booking Office:

    a   Responsibility: All water shipments from ports in the Republic of the Philippines (port codes beginning with S)

    b   Organization: MTMCTY OCBO, Subic Bay, Philippines

    c   Mail: Chief, MTMCTY OCBO, Subic Bay RP, Box 33, *FPO AP*, CA 96651-5000

    d   DSN: 382-3532

    e   Telephone: 011-63-898-23532

f AUTODIN: RUHJWUA

g Message Address: CH MTMCTY OCBO SUBIC BAY RP

(49) Portugal: (E)

(a) Location: Lisbon

1 WCA for all Services

a Responsibility: All water shipments through the ports of Portugal (KA_)

b Organization: MTMC Outport Lisbon

c Mail: Chief, MTMC Outport Lisbon, ATTN: MTC-LB, **APO AE**, NY 09678-0001. (Civil Post) Chief, MTMC Outport, Lisbon, American Embassy, Av. Forcas Armadas, Sete Rios, 1600 Lisbon, Portugal

d DSN: 723-1110, ask for MAAG Portugal

e Telephone: Country 35, Area 11, No 726-5632 or 726-6659/8880.8670, Ext 2281/1182

f DSN: 723-1110, Ask for American Embassy, and then the MTMC Outport

g ETM: CHIEF MTMC OUTPORT LISBON PO//MTC-LB//

h TELEX: Country 404 No 12528 (AMEMB P)

2 Booking Office: See Italy, Naples

(50) Puerto Rico: (L)

(a) Location: U.S. Naval Station, Roosevelt Roads

1 WCA for all Services

a Responsibility: All water shipments through Roosevelt Roads (CK2)

b Organization: U.S. Naval Station, Roosevelt Roads, Puerto Rico

    <u>c</u> Mail: Supply Department, Code **N405**, Box
3002, **PSC 1008, FPO AA** 34051

    <u>d</u> DSN: 831-**3348/3098**

    <u>e</u> Telephone: (809) 865-**3348/3098**

    <u>f</u> AUTODIN: RUCLDHA

    <u>g</u> ETM: NAVSTA ROOSEVELT ROADS PR

    <u>h</u> *TWX: NAVSTA ROOSEVELT ROADS PR//N405*

   <u>2</u> Booking Office: See CONUS OCCA, Eastern Area

  (b) Location: San Juan

   <u>1</u> WCA for All Services

    <u>a</u> Responsibility: All water shipments through
the ports of San Juan (CK1 & CKA)

    <u>b</u> Organization: **MTMC Terminal**, San Juan,
Puerto Rico

    <u>c</u> Mail: **CDR MTMC Terminal, Bldg. 20, Mail &
Distribution Ctr, Fort Buchanan**, Puerto Rico 009**34**

    <u>d</u> DSN: N/A

    <u>e</u> Telephone: (809) 7**93-2895/781-5102**

    <u>f</u> *TWX: CDRMTMC TERMINAL PR//MTEA-SAO-PR*

   <u>2</u> Booking Office: See CONUS OCCA, Eastern Area

  (51) Sicily: See Italy

  (52) Scotland: See United Kingdom

  (53) Spain: (E)

   (a) Location: Rota

    <u>1</u> WCA for all Services

        a   Responsibility: All water shipments from the immediate vicinity of Rota, Cartagena, and El Ferrol, Spain

        b   Organization: U.S. Naval Station, Rota, Spain

        c   Mail: (USPS) WCA, ÙS Naval Station, *FPO AE* 09540-1261. (Civil Post) Supply Department, Apartado 33, Base Naval de Rota, Cadiz, Spain

        d   AUTOVON: 727-1110, Ext 2170/2267

        e   Telephone: 36-56-862780/864580/812050, Ext 2170/2267

        f   DSN: RUTKSHH

        g   ETM: WCA, USNAVSTA ROTA, SPAIN

    2   Booking Office: See Naples, Italy

  (b)   Location: Cadiz

    1   WCA for all Services

        a   Responsibility: All water shipments through the ports of Spain (JL_, KJ_, and KL_) except El Ferrol (JL2), Rota (KJ2), and Cartagena (KL2)

        b   Organization: MTMC TTU Spain

        c   Mail: (US) Commander, MTMC TTU Spain, (MTG-SP-CAD), *FPO AE*, NY 09540-5000. (Civil Post) CDR, MTMC TTU Spain, (MTC-SP-CAD) FPO, New York, NY 09540-4700

        d   DSN: 723-1110 ask for Army tie line Cadiz

        e   Telephone: Country 34, Area 56, No 263503

        f   AUTODIN: RUDOENA, ROTA NAVSTA (COMSTA)(for manifest transceiving)

        g   ETM: RUTKSHH CDR MTMC TTU CADIZ SPAIN//MTC-SP//

h Telex: Country 52 No 76080

2 Booking Office: See Naples, Italy

(54) Taiwan: (P)

(a) a. Location: Taipei[4]

1 WCA for all Services. Questions connected with the movement of all DoD personnel and material to/from Taiwan should be directed to:

a Address: American Institute on Taiwan, 7, Lane 134, HSIN, YI Road, Section 3, Taipei

b Telephone: 708-4150

c TWX: AIT TAIPEI TW

2 Booking Office: See Japan, Yokohama

(55) Tunisia: (E)

(a) Location: Tunis

1 WCA point of contact for all Services

a Responsibility: Point of contact for all ocean shipments through Tunisia

b Organization: USLO-Tunisia

c Mail: USLO-Tunisia, State Department Pouch Room, Washington, DC 20520-0001

d DSN: N/A

e Telephone: 00216-1-282-566, Ext 2191

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[4] The Air Asia Company LTD, Air Force Contractor - E Systems will continue to operate indefinitely in Taiwan. Future shipments destined for Air Asia Compant LTD will be routed to 18 TRNSS/LGTT, Kadena AB, JA, M/F Air Asia Compant LTD, as delineated by PACAF.

f AUTODIN: N/A

g ETM: USLOT TUNIS TS

2 Booking Office: See Naples, Italy

(56) Turkey: (E)

    (a) Location: Iskenderun

      1 WCA for all Services

        a Responsibility: All water shipments through the port of Iskenderun (LQ1)

        b Organization: MTMC Outport, Iskenderun, Turkey

        c Mail: (US) Chief, MTMC Outport Iskenderum, ATTN: MTC-IK, **APO AE** 09289-5000. (Civil Post) Chief, MTMC Outport Iskenderun, ATTN: MTC-IK, P.K. 99, Iskenderun, Turkey

        d DSN: 676-1110, ask for Iskenderun

        e Telephone: 90-881-13353/11989

        f AUTODIN: RUFLEPA

        g ETM: CHIEF MTMC OUTPORT ISKENDERUN TU//MTC-IK//

        h Telex: Country 607 No 68126

      2 Booking Office: See Naples, Italy

    (b) Location: Istanbul

      1 WCA for all Services

        a Responsibility: All water shipments through ports in vicinity of Istanbul (LR2, LR3, LR6, and LR7)

        b Organization: MTMC Outport, Istanbul, Turkey

<u>c</u>   Mail: (US) Chief, MTMC Outport Istanbul,
ATTN: MTC-IT, **APO AE** 09380-5000. (Civil Post) Chief, MTMC Outport
Istanbul, ATTN: MTC-IT, 1 No. Lu denizilik Bankasi Ambari, Salipazari,
Istanbul, Turkey

<u>d</u>   DSN: 672-1110

<u>e</u>   Telephone: 90-11-451266/451267

<u>f</u>   AUTODIN: RUFLEPA (manifest data only)

<u>g</u>   ETM: CHIEF MTMC OUTPORT ISTANBUL
TU//MTC-IT// (no punch card data)

<u>h</u>   Telex: Country 607, No 22619

<u>2</u>   Booking Office: See Naples, Italy

(c)   Location: Izmir

<u>1</u>   WCA for all Services

<u>a</u>   Responsibility: All water shipments through
the port of Izmir (LR1)

<u>b</u>   Organization: MTMC TTU TURKEY, Izmir, Turkey

<u>c</u>   Mail: (US) Commander, MTMC TTU Turkey, ATTN:
MTC-IM, **APO AE** 09224-5000. (Civil Post) Commander, MTMC TTU Turkey
ATTN: MTC-IM, Sair Esref Bulvari 31/3, Izmir, Turkey

<u>d</u>   DSN: 672-1110, ask for 3480/3411/3406

<u>e</u>   Telephone: 90-51-145360 or 145367, Ext
3411/3480

<u>f</u>   AUTODIN: RUFLEPA (manifest data only)

<u>g</u>   ETM: CDR, MTMC TTU TURKEY IZMIR TU//MTC-IM/
(no punch card data)

<u>h</u>   Telex: Country 607 No. 52377

<u>2</u>   Booking Office: See Naples, Italy

(57) United Kingdom: (E)

    (a) Location: Felixstowe, Suffolk, England

       1 WCA for all Services

          a Responsibility: All water shipments through the ports of England (HA_, HB_, and HC_), Ireland (HD_), and certain ports of Scotland (i.e., HED, HEF, HE4, HFZ, HF4, and HF6)

          b Organization: MTMC Terminal United Kingdom

          c Mail: (USPS) Commander, MTMC Terminal United Kingdom, ATTN: MTC-UK-TM, **APO AE** 09755-5000 (Civil Post) Commander, MTMC Terminal United Kingdom ATTN: MTC-UK-TM, Nr 2 Bldg., Parker Avenue, Felixstowe, Suffolk, England

          d DSN: 225-1110, ask for U.S. Army Felixstowe

          e Telephone: Country 44, Area 394, No 282357

          f AUTODIN: RUDOVJA CDR MTMC TERMINAL UK FELIXSTOWE UK //MTC-UK-TM//

          g ETM: Same as AUTODIN

          h Telex: Country 51 No 98449

          i MILNET/DDN: MTMCUK @ MINET-LON-EM

       2 Booking Office:

          a Responsibility: All water shipments from United Kingdom ports (port codes beginning with H)

          b Organization: MTMC TTCE OCBO-UK

          c Mail: Chief, MTMC TTCE OCBO-UK, ATTN: MTC-TMD-UK, **APO AE** 09755-5000

          d DSN: 225-1110, ask for US Army Felixstowe

          e Telephone: 44-394-282965

          f AUTODIN: RUDOVJA

g   Message Address: CH MTMC OCBO-UK FELIXSTOWE UK //MTC-TMD-UK//

h   Telex: Country 51, No 98449

i   MILNET/DDN: OCBO @ MINET-LON-EM

(58)   Uruguay: See Panama

(59)   Venezuela: See Panama

(60)   Wake Island: See Hawaii

(61)   Zaire: (E)

(a)   Location: Kinshasa

1   WCA Point of contact for all Services

a   Responsibility: Point of contact for all ocean shipments through Zaire

b   Organization: U.S. Military Mission to Zaire

c   Mail: U.S. Military Mission to Zaire, *APO AE* 09662-5000

d   DSN: N/A

e   Telephone: Kinshasa, Zaire 22591

f   AUTODIN: N/A

g   ETM: ZAMISH KINSHASA CG

2   Booking Office: See Naples, Italy

8. Overseas ACAs are listed alphabetically according to their location. The listings detail the ACA's responsibility for specific areas and sponsoring Services. Each entry provides the mailing address, telephone number(s), AUTODIN routing indicator codes, and message (ETM/TWX) address. The letter in parentheses following the country indicates the theater designation as listed in paragraph 2.

a.   Alaska: (A)

(1) Location: Elmendorf AFB, Alaska

(a) Service: All

1 Responsibility: Alaska

2 Organization: 11AF/LGTTB, Elmendorf AFB, Alaska

3 Mail: Commander, 11AF/LGTTB, Elmendorf AFB, AK *99506-2150*

4 DSN: *(317)* 552-4320 or 4936

5 Telephone: (907) 552-4320 or 4936

6 AUTODIN: RHKAALA

7 ETM: 11AF Elmendorf AFB AK//LGTTB//

b. Antigua: See West Indies

c. Argentina: See Panama

d. Australia: (P)

(1) Location: Canberra

(a) Service: All

1 Responsibility: All DoD air cargo routed through Australia aerial ports except Learmonth

2 Organization: Traffic Management Office, USAFLO USCINCPACREP, Canberra, Australia

3 Mail: Traffic Management Office, USAFLO USCINCPACREP, U.S. Embassy APO San Franciso 96404-5060

4 DSN: N/A

5 Telephone: 062-732-229

6 AUTODIN: N/A

7 Message Address: CINCPACREPAUST CANBERRA AS

(2) Location: Learmonth, W. Australia

    (a) Service: All

        1 Responsibility: All DOD sponsored air cargo routed through Learmonth

        2 Organization: AMC Representative, Learmonth, U.S. Naval Communications Station, Harold E. Holt, Australia

        3 Mail: AMC Representative, U.S. Naval Communication Station, **FPO AP**, CA 96680-5000

        4 DSN: N/A

        5 Telephone: 099-49-3367

        6 AUTODIN: RUHJKBA, NAVCOMMSTA, Harold E. Holt, Exmouth, AS

        7 TWX: RUYASAA, NAVCOMMSTA, Harold E. Holt, Exmouth, AS

e. Azores: See Spain

f. Bahrain: (E)

    (1) Location: Bahrain

        (a) Service: All

        1 Responsibility: Bahrain Island

        2 Organization: Commander, Middle East Force, Bahrain

        3 Mail: Administrative Support Unit, **FPO AE** 09526-5000

        4 DSN: (324) 237-1110, Ext 65

        5 Telephone: (973) 243277, Ext 65

        6 AUTODIN: RUDDHAA

      <u>7</u>   ETM: ADMINSUPU BAHRAIN

g. Belgium: See Germany

h. Bolivia: See Panama

i. Brazil: See Panama

j. Canada: (L)

    (1) Location: Argentia, Newfoundland

      (a) Service: All

        <u>1</u>   Responsibility: All DoD air shipments destined for Communications Research Squadron, Gander, Newfoundland Island

        <u>2</u>   Organization: U.S. Naval Facility, Argentia, Newfoundland

        <u>3</u>   Mail: Personal Property Office, Box 1, U.S. Naval Facility, *FPO AE* 09597-1103

        <u>4</u>   DSN: 622-1690, Ext 32

        <u>5</u>   Telephone: (709) 227-5643

        <u>6</u>   AUTODIN: N/A

        <u>7</u>   ETM: ARGENTIA CAN

        <u>8</u>   TWX: 016-3144

k. Chile: See Panama

l. Colombia: See Panama

m. Costa Rica: See Panama

n. Crere: See Greece

o. Cuba: (L)

    (1) Location: Guantanamo Bay

(a) Service: All

    1 Responsibility: All DoD air cargo consigned through U.S. Naval Station and U.S. Naval Air Station, Guantanamo Bay

    2 Organization: U.S. Naval Base, Guantanamo Bay, Cuba

    3 Mail: Receiving Officer, *PSC 1005*, Box 33, *FPO AE* 09593-013*3*

    4 DSN: 723-3960, Ext 4495

    5 Telephone: 011-53-99-4495

    6 AUTODIN: RUEBAHA

    7 ETM: NAVSTA GUANTANAMO BAY CU

    8 TWX: RUEBAHA NAVSTA *GUANTANAMO BAY CU//23*

p. Denmark: See Germany

q. Diego Garcia: (P)

    (1) Location: Diego Garcia

      (a) Service: All

      1 Responsibility: All DoD air cargo routed to/through Diego Garcia (NKW)

      2 Organization: U.S. Navy Support Facility Diego Garcia

      3 Mail: U.S. Navy Support Facility, Box 20, *FPO AP* 96685-2000

      4 DSN: 870-0111, Ext 4140/4331/5567

      5 Telephone: None

      6 AUTODIN: RUVNSAA, NAVSUPPFAC DIEGO GARCIA

      7 TWX: NAVSUPPFAC DIEGO GARCIA

r. Dominican Republic: See Panama

s. Egypt: See Spain, Torrejon AB

t. El Salvador: See Panama

u. England: See United Kingdom

v. Equador: See Panama

w. Ethiopia: See Spain, Torrejon AB

x. France: See Germany

y. Germany: (E)

(1) Location: Ramstein

(a) Service: All

1 Responsibility: Benelux, Denmark, France, Germany, Norway, and Switzerland for all air cargo including class A & B explosives.

2 Organization: 7300 MATRON, Ramstein AB, Germany

3 Mail: 7300 MATRON/LGT ACA, *APO AE* 09012

4 DSN: 424-5213/5314

5 Telephone: None

6 AUTODIN: None

7 ETM: 7300 MATRON RAMSTEIN AB GE //ACA//

(2) Location: Rhein Main

(a) Service: All

1 Responsibility: Benelux, Denmark, France, Germany, Norway, and Switzerland for all air cargo except class A & B explosives

2 Organization: Det 2 7300 MATRON, Rhein Main AB, Germany

3 Mail: Det 2 7300 MATRON ACA, *APO AE* 09057

4 DSN: 330-6707/3207

5 Telephone: None

6 AUTODIN: None

7 ETM: Det 2 7300 MATRON Rhein Main AB, Germany//ACA//

z. Greece: (E)

(1) Location: Hellenikon AB

(a) Service: All

1 Responsibility: Crete, Greece, and Italy (Brindisi) for all DoD air cargo

2 Organization: 7206 Air Base Group, Hellenikon AB, Greece

3 Mail: 7206 ABG/LGTT (ACA), *APO AE* 09223-5000

4 DSN: 662-5556

5 Telephone: None

6 AUTODIN: None

7 ETM: 7206 ABG HELLENIKON AB GR/LGTT ACA

aa. Guam: See Mariana Islands

ab. Guatemala: See Panama

ac. Hawaii: (P)

(1) Location: Honolulu

(a) Service: Army

1   Responsibility: All Army sponsored air shipments through Hickam AFB (HIK)

2   Organization: U.S. Army, ACA, Hickam AFB

3   Mail: USAACA, Hawaii, Hickam Air Force Base, HI 96853

4   DSN: 430-0111

5   Telephone: (808) 449-6770

6   AUTODIN: RUHHHMA

7   TWX: RUHHHMA/CDRUSASCH Ft Shafter, HI//APZV-DIT-C//

(b)   Service: Navy, Marine Corps, and Coast Guard

1   Responsibility: All Navy, Marine Corps and Coast Guard air shipments through Hickam AFB (HIK) and Honolulu International Airport

2   Organization: Naval Supply Center, Pearl Harbor, Hawaii

3   Mail: Director, Air Cargo Br/NOACT, AMC Air Freight Terminal, Bldg. 4069, Hickam Air Force Base, HI 96853-5000

4   DSN: 430-0111

5   Telephone: (808) 449-6532/6621/6436

6   AUTODIN: N/A

7   Message Address: NOACT HICKAM AFB HI

(c)   Service: Air Force

1   Responsibility: All Air Force sponsored air shipments through Hickam AFB (HIK)

2   Organization: Air Force ACA, Hickam AFB, Hawaii

    3   Mail: 15 Transportation Squadron/LGTTACA, Hickam AFB, HI 96853-5000

    4   DSN: 430-0111

    5   Telephone: (808) 449-5072

    6   AUTODIN: RUHVAAA

    7   TWX: RUHVAAA/15 TRNSS HICKAM AFB HI //LGTACA

ad. Honduras: See Panama

ae. Iceland: (L)

    (1) Location: Keflavik

        (a) Service: All

        1   Responsibility: All DoD air shipments through Keflavik (KEF)

        2   Organization: U.S. Naval *Air* Station, Keflavik, Iceland

        3   Mail: Material *Division* Officer *(HHG)*, U.S. Naval *Air* Station, Keflavik, *PSC 1003*, Box 21, *FPO AE* 09*278*-0321

        4   DSN: *450-7998/4618/4336*

        5   Telephone: 011-354-*25-7998/4618/4336*

        6   AUTODIN: RUEO*BML*

        7   ETM: NAV*AIR*STA KEFLAVIK IC

        8   *TWX:* *NAVSTA KEFLAVIK IC//405*

af. Ireland: See United Kingdom

ag. Israel: (E)

    (1) Location: Tel Aviv

        (a) Service: All

<u>**1**</u> Responsibility: Point of contact for air shipments through Israel

<u>**2**</u> Organization: USDAO, American Embassy Tel Aviv

<u>**3**</u> Mail: USDAO, American Embassy Tel Aviv, **APO AE** 09672-5000

<u>**4**</u> DSN: N/A

<u>**5**</u> Telephone: 00972-3-654338, Ext 361

<u>**6**</u> AUTODIN: N/A

<u>**7**</u> ETM: USDAO TEL AVIV IS

ah. Italy: (E) (also see Greece)

    (1) Location: Naples

        (a) Service: All

<u>**1**</u> Responsibility: Immediate vicinity of Naples

<u>**2**</u> Organization: U.S. Navy Support Activity, Naples

<u>**3**</u> Mail: (USPS) U.S. Naval Support Activity, Box 5, **FPO AE** 09521-5000. (Civil Post) U.S. Naval Support Activity, Via E. Scarfoglio, Pozzuoli (Napoli) 80078

<u>**4**</u> DSN: 625-1110, Ext 4290/4291

<u>**5**</u> Telephone: 0039-081-724-4290/4291

<u>**6**</u> AUTODIN: RUFLSKA

<u>**7**</u> ETM: ACA, US NAVSUPPACT, NAPLES IT

<u>**8**</u> MINET Terminal: matnsa CPO

    (2) Location: Sigonella

        (a) Service: All

<u>**1**</u> Responsibility: Immediate vicinity of Sigonella

    2 Organization: Naval Air Station, Sigonella,
Italy

    3 Mail: ACA, U.S. Naval Air Station, *FPO AE*
09523-5000

    4 DSN: 624-1110, Ext 5371/5375

    5 Telephone: 095-861110, Ext 5371/5375

    6 AUTODIN: REFLEWA

    7 ETM: ACA, US NAV AIR STA, SIGONELLA, IT

  (3) Location: Aviano AB

    (a) Service: All

      1 Responsibility: Northeastern Italy

      2 Organization: 40 TAC GP Aviano AB, Italy

      3 Mail: 40 TAC GP/LGTT (ACA), *APO AE* 09293-5000

      4 DSN: 623-1110, Ext 646

      5 Telephone: None

      6 AUTODIN: None

      7 ETM: 40 TAC GP AVIANO AB ITALY/LGTT ACA

ai. Japan: (including Okinawa) (P)

  (1) Location: Iwakuni

    (a) Service: All

      1 Responsibility: Iwakuni, Japan

      2 Organization: Marine Corps Air Station Iwakuni

      3 Mail: Marine Corps Air Station Iwakuni, *FPO AP*
98764-5000

    4   DSN: 253-3456

    5   Telephone: None

    6   AUTODIN: RHARSAA

    7   TWX: RJOI

(2) Location: Kadena, Okinawa

   (a) Service: Army

    1   Responsibility: All Army sponsored air shipments through Kadena AB (DNA)

    2   Organization: U.S. Army Garrison, Okinawa, Director of Logistics

    3   Mail: U.S. Army Garrison, Okinawa, Director of Logistics, ATTN: AJGO-LT (ATCO), *APO AP* 96331-0008

    4   DSN: 634-1450/1457

    5   Telephone: No commercial telephone

    6   AUTODIN: CDR USAGO MAKIMINATO JA //AJGO-LT//

    7   TWX: RUADBEA CDRUSAGO MAKIMINATO JA //AJGO-LT//

   (b) Service: Navy

    1   Responsibility: All Navy sponsored air shipments through Okinawa aerial ports

    2   Organization: Commander, Fleet Activities, Okinawa

    3   Mail: COMFLEACT Okinawa, ATTN: Log Dept, Matl Div, Box Log Dept, *FPO AP* 98770-1150

    4   DSN: 630-1110 (operator)

    5   Telephone: 634-1447/1059

    6   AUTODIN: RUYRSAA, COMFLEACT OKINAWA JA

7   TWX: N/A

(c) Service: Air Force

1   Responsibility: All Air Force sponsored air shipments through Kadena AB (DNA)

2   Organization: HQ 313 Air Division, Kadena AB, Japan

3   Mail: 313 Air Division/LGTL, **APO AP** 96239-5000

4   DSN: 630-1110

5   Telephone: 634-4492/3306

6   AUTODIN: RUADKEA/313 AD KADENA AB JA/LGTL

7   TWX: RUADKEA/313 AD KADENA AB JA/LGTL

(d) Service: Marine Corps

1   Responsibility: All Marine Corps sponsored air shipments through Kadena AB (DNA)

2   Organization: U.S. Marine Corps, Traffic Management Officer, Third Force Service Support Group, Camp Kinser, Okinawa

3   Mail: Traffic Management Office, Third Force Service Support Group, Fleet Marine Force, **FPO AP**, CA 96602-5000

4   DSN: 640-1110

5   Telephone: 637-3919

6   AUTODIN: RUADBEA/CG Third FSSG

7   TWX: N/A

(3) Location: Misawa

(a) Service: All

1   Responsibility: Misawa AB, Japan

> **2** Organization: Traffic Management Office, Misawa
AB

> **3** Mail: 6112 ABW/LGTACA, *APO AP*, CA 96519-5000

> **4** DSN: 248-1101

> **5** Telephone: 266-3292/5629

> **6** AUTODIN: RUKWAA

> **7** TWX: 6112 ABW MISAWA AB JA/LGTACA

(4) Location: Yokota

(a) Service: Army

> **1** Responsibility: All Army sponsored air shipments
through Yokota AB (OKO)

> **2** Organization: U.S. Army, Air Traffic
Coordinating Office, Yokota US Army Garrison, Honshu

> **3** Mail: U.S. Army ATCO, U.S. Army Garrison, Honshu
APO AP, CA 96328-5000

> **4** DSN: 242-1101

> **5** Telephone: 225-7002/8700

> **6** AUTODIN· RUMMJNA/ATTN: Army ATCO

> **7** TWX: RUMMJNA/U.S. ARMY ATCO YOKOTA JA
//IO-TR-ZA//

(b) Service: Navy, Marine Corps, and Coast Guard

> **1** Responsibility: All Navy, Marine Corps, and
Coast Guard sponsored air shipments through Yokota AB (OKO)

> **2** Organization: U.S. Navy Overseas Air Cargo
Terminal (NOACT)

> **3** Mail: Chief Petty Officer in Charge, U.S. Navy
Overseas Air Cargo Terminal (NOACT), Building 79, *APO AP* 96328

<u>4</u>   DSN: 248-1101, then ask for local number below

<u>5</u>   Telephone: 225-9428/9514/8979/8782

<u>6</u>   AUTODIN: RUADJNA, NOACT YOKOTA AB, JA

<u>7</u>   TWX: RUADJTA, NOACT YOKOTA AB, JA (commercial refile point)

(c) Service: Air Force

<u>1</u>   Responsibility: All Air Force sponsored air shipments through Yokota AB (OKO)

<u>2</u>   Organization: Air Force Airlift Clearance Authority, Yokota AB

<u>3</u>   Mail: 475 Trans Sq/LGTAC, *APO AP*, CA 96328-5000

<u>4</u>   DSN: 248-1101

<u>5</u>   Telephone: 225-8874/9041

<u>6</u>   AUTODIN: 475TRNSS YOKOTA AB JA/LGTAC

<u>7</u>   TWX: 475TRNSS YOKOTA AB JA/LGTAC

aj. Korea: (P)

(1) Location: Kunsan

(a) Service: All

<u>1</u>   Responsibility: Kunsan Air Base activities

<u>2</u>   Organization: Kunsan AB, Korea

<u>3</u>   Mail: 8TFW/LGTT, *APO AP* 96264

<u>4</u>   DSN: 272-2345

<u>5</u>   Telephone: 5418/5345

<u>6</u>   AUTODIN: RUAKMLA

<u>**7**</u>   TWX: RUAKMLA/8 TFW KUNSAN AB KOREA//LGTT//

(2)   Location: Kwang Ju

   (a)   Service: All

      <u>**1**</u>   Responsibility: Kwang Ju Air Base

      <u>**2**</u>   Organization: 6171 Combat Support Squadron

      <u>**3**</u>   Mail: 6171 AB SQ/LGTT, ***APO AP***, CA 96324-5000

      <u>**4**</u>   DSN: 271-1234 (Osan AB), ask for Kwang Ju number below

      <u>**5**</u>   Telephone: 4016/4784

      <u>**6**</u>   AUTODIN: N/A

      <u>**7**</u>   TWX: RUAKLSA/6171 ABS KWANG JU AB KOREA//LGTT//

(3)   Location: Osan

   (a)   Service: All

      <u>**1**</u>   Responsibility: All DoD sponsored air shipments through Osan AB, Kimpo, and Taegu except Air Force sponsored shipments through Osan and Taegu

      <u>**2**</u>   Organization: Commander, 25th Transportation Center (MC)

      <u>**3**</u>   Mail: Commanding Officer, U.S. Army/Navy Air Traffic Coordinating Office, 25th Transportation Center (MC), ***APO AP***, CA 96301-5000

      <u>**4**</u>   DSN: 262-3715/3985

      <u>**5**</u>   Telephone: 293-5675

      <u>**6**</u>   AUTODIN: CDR 25th TRANSCON (MC) SEOUL KOR //EATC-MF//

      <u>**7**</u>   TWX: RUAGAAA

(b) Service: Air Force

1 Responsibility: All Air Force sponsored air shipments through Osan Air Base

2 Organization: Osan Air Base, Korea

3 Mail: 51 Trans Sq/LGTT, *APO AP*, CA 96570-5000

4 DSN: 271-1234

5 Telephone: None

6 AUTODIN: RUAKKRA

7 TWX: 51 COMPW OSAN AB KOREA//LGTT//

(4) Location: Taegu

(a) Service: All

1 Responsibility: Taegu AB Korea

2 Organization: 6168 AB SQ/LGTT

3 Mail: 6168 CSS, *APO AP*, CA 96213-5000

4 DSN: 271-1234 (Osan AB) ask for Taegu number below

5 Telephone: 4725/4328

6 AUTODIN: N/A

7 TWX: RUAKRSA/6168 ABS TAEGU AB KOREA//LGTT//

ak. Lebanon: (E)

(1) Location: Beirut

(a) Service: All

1 Responsibility: point of contact for air shipments through Lebanon

_2_ Organization: USOMC, Beirut

_3_ Mail: USOMC, Beirut, State Department Pouch Room, Washington, DC 20520-5000

_4_ DSN: N/A

_5_ Telephone: Beirut, Lebanon 452-964

_6_ AUTODIN: N/A

_7_ ETM: USOMC BEIRUT LE

al. Liberia: (E)

(1) Location: Monrovia

(a) Service: All

_1_ Responsibility: point of contact for air shipments through Liberia

_2_ Organization: U.S. Military Mission to Liberia

_3_ Mail: U.S. Military Mission to Liberia, **APO AE** 09155-5000

_4_ DSN: N/A

_5_ Telephone: Monrovia, Liberia 221755/224137

_6_ AUTODIN: N/A

_7_ ETM: LIBMISH MONROVIA LI

am. Mariana Islands: (P)

(1) Location: Guam

(a) Service: Air Force

_1_ Responsibility: Guam, except Navy and Marine Corps

  2 Organization: Air Force Clearance Authority, Anderson AFB, Guam

  3 Mail: 43d CSG/LGTT, *APO AP*, CA 96334-5000

  4 DSN: 322-1110

  5 Telephone: 362-3140 or 366-5272

  6 AUTODIN: RUHJOFA

  7 TWX: RUHGSAA/43 CSG ANDERSON AFB GU//LGTT//

 (b) Service: Navy and Marine Corps

  1 Responsibility: All Navy and Marine Corps sponsored air shipments through Anderson AFB (UAM) and NAS Agana/Guam International Airport (GUM)

  2 Organization: U.S. Naval Supply Depot, Guam, Mariana Islands

  3 Mail: Commanding Officer, U.S. Naval Supply Depot (Code 400), *FPO AP*, CA 96630-5000

  4 DSN: (315) 339-5180/7239

  5 Telephone: (671) 339-5180/7239

  6 AUTODIN: RUHJHFT (data)

  7 TWX: RUHGXPA NSD GUAM

 an. Midway Island: (P)

 (1) Location: Midway Island

 (a) Service: All

  1 Responsibility: All air shipments through Midway Island

  2 Organization: Naval Air Facility, Midway Island

3 Mail: Officer-In-Charge, NAF Midway Island, *FPO*
AP, CA 96614-5000

4 DSN: 430-0111, Ext 400/814/541

5 Telephone: Via Honolulu, Hawaii International
Operator (808) 422-0531, Ext 400/814/541

6 AUTODIN: N/A

7 Message Address: NAF MIDWAY ISLAND

ao. Morocco: See Spain, Torrejon AB

ap. Netherlands: See Germany

aq. New Zealand: (P)

   (1) Location: Christchurch International Airport

      (a) Service: All

1 Responsibility: All DoD air shipments for New
Zealand

2 Organization: Naval Support Force Antarctica,
Detachment Christchurch

3 Mail: Officer in Charge, Naval Support Force
Antarctica, Detachment Christchurch, *FPO AP*, CA 96690-2900

4 DSN: N/A

5 Telephone: Christchurch 583-079, Ext
8016/8013/8017

6 AUTODIN: RUHHWEA, NAVSUPPFORANTARCTICA DET
CHRISTCHURCH NZ

7 TWX: N/A

   ar. Nicaragua: See Panama

   as. Norway: See Germany

at. Okinawa: See Japan

au. Panama: (C)

    (1) Location: Ft Clayton, Panama

        (a) Service: All

            1 Responsibility: Central America, South America, and Dominican Republic

            2 Organization: Air Traffic Coordinating Office, 193d Infantry Brigade (Panama)

            3 Mail: Commander, 193d Infantry Brigade (Panama), Transportation Division, ATTN: AFZU-DIT, APO, Transportation Division, ATTN: AFZU-DIT, **APO AA**, FL 34004-5000.

            4 DSN: (312) 285-5616

            5 Telephone: Overseas Operator 87 plus Ext. 5616

            6 AUTODIN: RULPAKA, CDR 193D INF BDE (PAN) FT CLAYTON PN//AFZU-DIT-C//

            7 ETM: RULPAKA, CDR 193D INF BDG (PAN) FT CLAYTON PN//AFZU-DIT-C//

av. Paraguay: See Panama

aw. peru: See Panama

ax. Philippines: (P)

    (1) Location: Clark Air Base

        (a) Service: Army and Air Force

            1 Responsibility: All Army and Air Force sponsored air shipments in the Republic of the Philippines

            2 Organization: U.S. Air Force ACA, Clark AB

            3 Mail: 3 TFW/LGTTA, **APO AP**, CA 96274-5000

<u>4</u>   DSN: 822-1101

<u>5</u>   Telephone: 21107/24118

<u>6</u>   AUTODIN: RUMIAAA

<u>7</u>   TWX: RUMIAAA/3 TFW CLARK AP RP/LGTTA

(b)   Service: Navy, Marine Corps, and Coast Guard

<u>1</u>   Responsibility: All Navy, Marine Corps, and Coast Guard sponsored air shipments through Clark AB (CRK)

<u>2</u>   Organization: U.S. Navy Overseas Air Cargo Terminal (NOACT), Naval Supply Depot, Subic Bay, RP

<u>3</u>   Mail: Navy Overseas Air Cargo Terminal, Clark Air Base, *APO AP*, CA 96274-5000

<u>4</u>   DSN: 822-1101, Ext 33555

<u>5</u>   Telephone: 89-33555

<u>6</u>   AUTODIN: RHMIAAA, NOACT Clark AB, RP

<u>7</u>   TWX: N/A

(2)   Location: NAS Cubi Point

(a)   Service: Navy, Marine Corps, Coast Guard, and Air Force

<u>1</u>   Responsibility: All Navy, Marine Corps, Coast Guard, and Air Force sponsored air shipments through NAS Cubi Point (CUA)

<u>2</u>   Organization: U.S. Navy, Naval Air Station, Cubi Point, RP

<u>3</u>   Mail: Air Terminal Division, Box 21, USNAS, *FPO AP*, CA 96654-1210

<u>4</u>   DSN: 885-3211

<u>5</u>   Telephone: 885-3211/3749

6 AUTODIN: RUHHWIB

7 Message Address: RUHHWIA AIR TERMINAL NAS CUBI
PT RP

ay. Portugal: See Spain

az. Puerto Rico: (L)

   (1) Location: U.S. Naval Station, Roosevelt Roads

     (a) Service: All

      1 Responsibility: All DoD air shipments through
Roosevelt Roads (NRR)

      2 Organization: U.S. Naval Station, Roosevelt
Roads, Puerto Rico

      3 Mail: Supply Department, Code *N40*5, Box 3002,
PSC 1008 FPO AA 34051-3002

      4 DSN: 831-*3348/3098*

      5 Telephone: (809) 865-*3348/3098*

      6 AUTODIN: RUCLDHA

      7 ETM: NAVSTA ROOSEVELT ROADS PR

      8 *TWX: NAVSTA ROOSEVELT ROADS PR//N405*

ba. Scotland: See United Kingdom

bb. Sicily: See Italy

bc. Spain: (E)

   (1) Location: Rota

     (a) Service: All

      1 Responsibility: Immediate vicinity of Rota,
Spain

      2 Organization: U.S. Naval Station, Rota, Spain

      3 Mail: ACA, U.S. Naval Station, *FPO AE*, NY 09540-1261

      4 DSN: 727-1110, Ext 2170

      5 Telephone: 36-56-862780, Ext 2170

      6 AUTODIN: RUTKSHH

      7 ETM: ACA, U.S. NAVSTA ROTA, SPAIN

   (2) Location: Torrejon Air Base

     (a) Service: All

      1 Responsibility: North Africa, Portugal, and Spain (other than Rota)

      2 Organization: Det 4, 7300 MATRON, Torrejon AB, Spain

      3 Mail: Det 4, 7300 MATRON/ACA, *APO AE*, NY 09283-5000

      4 DSN: 723-6170/6842

      5 Telephone: N/A

      6 AUTODIN: N/A

      7 ETM: Det 4, 7300 MATRON, TORREJON AB SPAIN//ACA//

   bd. TAIWAN: (P)

   (1) Questions connected with the movement of all DoD personnel and materiel to/from Taiwan should be directed to The Air Asia Company LTD, Air Force Contractor - E Systems will continue to operate indefinitely in Taiwan. Future shipments destined for Air Asia Company LTD will be routed to 18 TRNSS/LGTT, Kadena AB, JA, M.F Air Asia Company LTD, as delineated by PACAF

      (a) Address: American Institute on Taiwan, 7, Lane 134, HSIN YI Road, Section 3, Taipei

      (b) Telephone: 708-4150

      (c) TWX: AIT TAIPEI TW

  be. Tunisia: (E)

    (1) Location: Tunis

      (a) Service: All

        1 Responsibility: Point of contact for all air shipments through Tunisia

        2 Organization: USLO-Tunisia

        3 Mail: USLO-Tunisia, State Department Pouch Room, Washington, DC 20520-5000

        4 DSN: N/A

        5 Telephone: 00216-1-282-566, Ext 2191

        6 AUTODIN: N/A

        7 ETM: USLOT TUNIS TS

  bf. Turkey: (E)

    (1) Location: Incirlik, Turkey

      (a) Service: All

        1 Responsibility: Turkey

        2 Organization: Det 6, 7300 MATRON, Incirlik, Turkey

        3 Mail: Det 6, 7300 MATRON/ACA, *APO AE*, NY 09289-5000

        4 DSN: 676-6707/3207

        5   Telephone: N/A

        6   AUTODIN: N/A

        7   ETM: Det 6, 7300 MATRON, INCIRLIK TU//ACA//

bg. Uganda: (E)

    (1) Location: Kampala

      (a) Service: All

        1   Responsibility: Point of contact for all air shipments through Uganda

        2   Organization: American Embassy Kampala

        3   Mail: American Embassy Kampala, State Department Pouch Room, Washington, DC 20520-5000

        4   DSN: N/A

        5   Telephone: Kampala Uganda 59791

        6   AUTODIN: N/A

        7   ETM: AMEMBASSY KAMPALA

bh. United Kingdom: (E)

    (1) Location: Dublin, Ireland

      (a) Service: All

        1   Responsibility: Point of contact for all air shipments through Ireland

        2   Organization: USDAO, American Embassy Dublin

        3   Mail: USDAO, American Embassy Dublin, State Department Pouch Room, Washington, DC 20520-5000

        4   DSN: N/A

        5   Telephone: 00351-1-688777, Ext 257

   6 AUTODIN: N/A

   7 ETM: USDAO DUBLIN IR

 (2) Location: RAF Mildenhall, UK

  (a) Service: All

   1 Responsibility: All of the UK except Ireland and
Scotland

   2 Organization: Det 1, 7300 MATRON, RAF
Mildenhall, United Kingdom

   3 Mail: Det 1, 7300 MATRON/ACA, *APO AE*, NY
09127-5000

   4 DSN: 238-2232/2703

   5 Telephone: 0638-712511, Ext 2232/2703

   6 AUTODIN: N/A

   7 ETM: Det 1, 7300 MATRON RAF MILDENHALL UK//ACA//

 (3) Location: Prestwick, Scotland

  (a) Service: All

   1 Responsibility: All air shipments through
Scotland

   2 Organization: OL P 313 Aerial Port Squadron,
Prestwick, IAP, Scotland

   3 Mail: (USPS) OL P 313 APS, FMA Box 50, *APO AE*
09049-5000 (Civil Post) OL P 313 APS (AMC), Prestwick International
Airport, Prestwick, Ayrshire, Scotland KA92PO

   4 DSN: 238-1110, ask for Prestwick

   5 Telephone: 01144 292 79866

   6 AUTODIN: RUDONAA

      <u>7</u> ETM: OL P 313 APS PRESTWICK IAP SCOTLAND

bi. Uraguay: See Panama

bj. VenezuelA: See Panama

bk. Wales: See United Kingdom

bl. West Indies: (L)

    (1) Location: Antigua

        (a) Service: All

           <u>1</u> Responsibility: All DoD air shipments through Antigua

           <u>2</u> Organization: U.S. Naval Facility, Antigua

           <u>3</u> Mail: U.S. Naval Facility Antigua, *FPO AA*, FL 34054-1040

           <u>4</u> DSN: 854-1110, Ext 450/479

           <u>5</u> Telephone: N/A

           <u>6</u> AUTODIN: N/A

           <u>7</u> ETM: NAVFAC ANTIGUA

bm. Zaire: (E)

    (1) Location: Kinshasa

        (a) Service: All

           <u>1</u> Responsibility: All air shipments through Zaire

           <u>2</u> Organization: U.S. Military Mission to Zaire

           <u>3</u> Mail: U.S. Military Mission to Zaire, *APO AE*, NY 09662-5000

  4 DSN: N/A

  5 Telephone: Kinshasa, Zaire 22591

  6 AUTODIN: N/A

  7 ETM: ZAMISH KINSHASA CG

bn. Zambia: (E)

  (1) Location: Lusaka

   (a) Service: All

    1 Responsibility: Point of contact for all air shipments through Zambia

    2 Organization: American Embassy Lusaka

    3 Mail: American Embassy Lusaka, State Department Pouch Room, Washington, DC 20520-5000

    4 DSN: N/A

    5 Telephone: Lusaka, Zambia 214911

    6 AUTODIN: N/A

    7 ETM: AMEMBASSY LUSAKA