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MAC SEQUENCE LISTING FOR CHANNEL TRAFFIC

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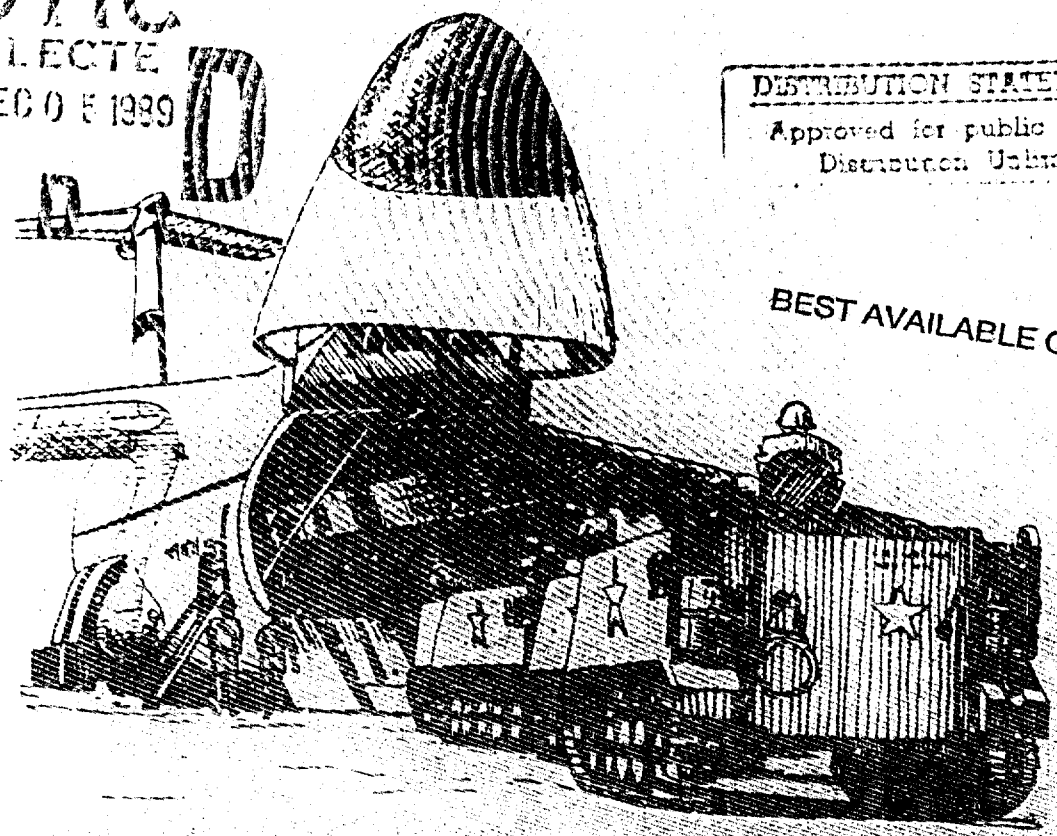
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1 October 1989

MAC -- THE BACKBONE OF DETERRENCE

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COMMANDER IN CHIEF
MILITARY AIRLIFT COMMAND
SCOTT AIR FORCE BASE, ILLINOIS 62225-5001

1 October 1989

The Military Airlift Command maintains a global airlift system in a constant state of readiness to meet an emergency requirement at a moment's notice. The peacetime airlift of people and critical supplies for the Department of Defense provides us with the opportunity to exercise our worldwide channel network, while assisting others in maintaining their wartime readiness status.

To provide you with economical, efficient, and reliable airlift, we continuously adjust our channel airlift operations in response to dynamic world situations. This Sequence Listing for Channel Traffic contains up-to-date information designed to help you, our customers, in planning and satisfying your airlift needs.

Working together, we can provide the responsive and timely airlift necessary to maintain the readiness so vital to our nation.

H T Johnson

HANSFORD T. JOHNSON
General, USAF

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MAC SEQUENCE LISTING

FOR

CHANNEL TRAFFIC

CHANGES INCORPORATED INTO THIS PUBLICATION

1. Contents of previous Sequence Listing dated 1 Oct 88.

2. The following channels have been added:

JFK-NUE (P)
JFK-STR (P)
WAS-NUE (P)
WAS-STR (P)
RMS-EGH (C)

3. The following channels have been deleted:

FRF-ESB (P,C)

4. The following reflects changes to the MAC Sequence Listing since Change 3, dated 241630Z Jul 89. These changes are included in this publication.

CHS HOW - 1/wk frequency has been approved for passengers. Validator is CINCSOUTH.

PHL-KEF - 2/wk frequency has been added.

PHL-RTA - 6/mo frequency has been added.

WRI-VMH - Asterisks and pertinent statement have been deleted.

FRF-ESB - has been deleted.

RECORD OF CHANGES

CHANGE NO.

DATE

DATE POSTED NAME

MAC SEQUENCE LISTING
FOR
CHANNEL TRAFFIC

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DEFINITIONS

CHANNEL: Two geographical points between which common user airlift service may be provided. A channel does not represent the actual routing of an aircraft, although the two may be the same.

CHANNEL CODE: A six letter identifier indicating the beginning and end point of an established channel; i.e.; Dover, Delaware to Ramstein, Germany (DOV-RMS).

CHANNEL NAME: Geographical name of points between which channels are established.

DEFERRED AIR FREIGHT: Surface eligible cargo airlifted on MAC uncommitted capability as TP-4. The common user tariff rate, which is a surface equivalent rate, is shown in dollars per cubic foot for cargo channels.

EOD: Every Other Day service.

EW: Every Other Week service.

FREQUENCY CHANNEL: A frequency channel may be set up when traffic requirements do not support the desired frequency of service. Frequency channels may be requested on the basis of operational necessity, for support of a mission sensitive area, or for morale purposes to remote areas. Reference Joint Regulation AFR 76-38, AR 59-8, OPNAVINST 4630.18E, MCO 4630.6D, DLAR 4540.9 for channel establishment procedures.

REQUIREMENTS: The traffic stated in number of passengers and/or short tons of cargo required to be moved over a specific channel.

REQUIREMENTS CHANNEL: The frequency of service is determined by a combination of the amount of traffic generated, DOD Uniform Materiel Movement and Issue Priority System (UMMIPS), and aircraft use.

STATION CODE: A three letter identifier indicating geographical points between which channels are established; i.e., Dover, Delaware (DOV). (Reference DOD 4500.32-R)

SUSPENDED CHANNEL: A channel temporarily placed on inactive status due to rapidly changing conditions. Routine submissions of requirements may not be submitted as long as the channel remains suspended. A channel may be reopened or cancelled, depending on future conditions.

TARIFF: Channel passenger fares and cargo common user rates published in AFR 76-11. Passenger fares are shown in AFR 76-11 as dollars per passenger and cargo rates in cents per pound. Rates are one way.

TYPE REQUIREMENT: The type requirements authorized over each channel. One channel may serve any combination of requirements. They are coded as follows:

A- Air evacuation patients

C- Cargo

P- Passengers

FORECASTING AGENCIES FOR AIRLIFT REQUIREMENTS

ARMY	PAX: CDR MTMC/MT-PTP-T 5611 Columbia Pike Falls Church VA 22041-5050 AUTOVON 289-2420	CGO (Short Range): USALCA/AMXLC-LF Presidio, San Francisco CA 94129-5000 AUTOVON 586-5822 CGO (Long Range): HQ DA/DALO-TSP-C Washington DC 20310-0563 AUTOVON 224-4055
NAVY	PAX: COMNAVMIIPERSCOM/NNPC 07 Washington DC 20370 AUTOVON 224-3632	CGO: NAVMTO/021.8 Norfolk, VA 23511 AUTOVON 564-3902
AIR FORCE	PAX: HQ MAC/TRPRC Scott AFB, IL 62225-5001 AUTOVON 576-2277	CGO: AFLC/DSXR Wright Patterson AFB, OH 45433 AUTOVON 787-2613
MARINE	PAX: CMC/LFT-2 Washington DC 20380-0001 AUTOVON 226-0843	CGO: CMC/LFT-1 Washington DC 20380-0001 AUTOVON 226-0843
DLA		CGO: DPSC-N 2800 S. 20th St. Philadelphia PA 19101-8419 AUTOVON 444-2663



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS MILITARY AIRLIFT COMMAND
SCOTT AIR FORCE BASE ILLINOIS 62225-5001



REPLY TO
ATTN OF: TR

1 October 1989

SUBJECT: MAC Sequence Listing for Channel Traffic

TO: Users of MAC Airlift Service

1. This publication contains a revised listing of approved MAC channels effective 1 Oct 89 for FY90. This supersedes all previous editions of the publication and incorporates all changes.
2. The sequence listing contains two sections. Section I is a list of established channels and their tariffs, and Section II is a routing guide for cargo shipments. The channel rates herein apply to DOD cargo only. Refer to AFR 76-28, Non-US Government Rate Tariffs, for non-DOD cargo rates.
3. The new tariffs listed in Section I are from AFR 76-11 and are effective 1 Oct 89 for FY90 (OPR: HQ MAC/ACI, AUTOVON 576-2616/2668). Please note that the rates contained herein are advisory and are subject to change. If a discrepancy exists between the sequence listing rates and AFR 76-11 rates, AFR 76-11 takes precedence and is the governing document. Sequence listing rates are for planning purposes only.
4. The three-tiered weight break tariff structure which was introduced in FY85 has benefited both MAC and the users. The five-tiered weight break further enhances the benefits of consolidation and aligns MAC's tariffs more closely with the commercial industry. The FY90 passenger rates are increased by 8.9 percent on the average, and cargo rates have decreased by .7 percent. The minimum weight per cubic foot for price computations remains at 10 pounds (see Instructions, paragraph 7).
5. Direct any recommendations to improve this guide or questions on its use to HQ MAC/TRKC, Scott AFB, Illinois, 62225-5001.

FOR THE COMMANDER IN CHIEF

JOHN M. LEDDEN
Asst ECS/Air Transportation

1 Atch
MAC Sequence Listing for
Channel Traffic

Approved: Cargo Aircraft Logistics
Logistics Management

MAC--THE BACKBONE OF DETERRENCE

INSTRUCTIONS

1. HQ MAC, DCS/Air Transportation, Channel Requirements Division (MAC/TRKC), is the only authorized agency for accepting cargo and passenger requirement forecasts from each major Department. Subordinate units should submit requirement forecasts to their respective Departments in the same channel order as shown in this listing.

2. All requests for changes, deletions, additions, suspensions, etc., to this listing will be made in accordance with AFR 76-38, AR 59-8, OPNAVINST 4630.18E, MCO 4630.6D, and DLAR 4540.9.

3. All channels are listed alphabetically with Aerial Port of Embarkation (APOE) first. All channels are listed outbound; for inbound, use reciprocal.

4. Cargo and passenger forecasts will be accepted for space assignment over active approved MAC channels listed in Section I. Requirements will only be accepted for movement over the same channels for which they were forecasted. On an exception basis, shipments may be accepted at other aerial ports, but only after coordination with the appropriate MAC Numbered Air Force/Airlift Division.

a. If a direct channel exists from the APOE to the Aerial Port of Debarkation (APOD), shippers must use the direct channel for both outbound and inbound forecasts.

(1) For example, all CONUS originating cargo for Incirlik, Turkey, must be forecasted over the Dover-Incirlik channel and not over the Dover-Rhein Main-Incirlik or the Dover-Ramstein-Incirlik connecting channels.

(2) For example, the McChord-Iwakuni, Japan, channel must be used to forecast movement of all CONUS-Iwakuni cargo even though connecting channels exist from Norton-Kadena-Iwakuni, Tinker-Kadena-Iwakuni, and Dover-Kadena-Iwakuni.

(3) The only exceptions to the above policy occur when more than one direct channel exists to a location. For example, CONUS originating cargo for Yokota, Japan, can be forecasted for movement over the Dover-Yokota, Tinker-Yokota, or the McChord-Yokota channel depending on where user requirements generate.

b. Where a direct channel does not exist, the least number of connecting channels must be used to forecast movement.

(1) For example, several sets of connecting cargo channels exist between CONUS and Chitose, Japan, and are listed below:

- Dover-Yokota-Chitose
- McChord-Yokota-Chitose
- Tinker-Yokota-Chitose
- Travis-Yokota-Chitose

However, the cargo forecast can only be submitted over the Dover-Yokota, McChord-Yokota, Travis-Yokota, and Tinker-Yokota connecting channels to Chitose.

(2) When connecting channels are used, a forecast must be submitted for each channel used to connect the locations. Space will be assigned on each connecting channel.

c. For MILSTAMP documentation purposes: If a single direct channel does not exist, connecting channels may be considered as a single channel. Thus, in the example listed in paragraph 4b(1), the cargo shipping label would reflect Dover, McChord, or Tinker as the APOE and Chitose as the APOD. Shippers should also insure that labels reflect APODs closest to the ultimate destination of their cargo. In some cases this may mean showing APOE/APOD pairs for which there is neither a direct channel nor a series of connecting channels listed. For example, a shipment from Ramstein to Yokota should be labeled Ramstein to Yokota, not Ramstein to Dover or one of the other CONUS Ports. This type of documentation allows MAC to take the most effective action in routing cargo to its ultimate destination in a timely fashion with the least rehandling and redocumentation.

5. The lack of an established air evacuation channel, does not preclude moving a patient on any suitable MAC airlift aircraft anywhere, when the need is urgent.

6. Special instructions regarding specific channels are annotated on the page listing the channel.

7. Tariffs listed are advisory and subject to change. Charges for carrying cargo are assessed by pound or cube. The cubic foot measurement indicated on each shipping requisition is multiplied by the cube density minimum of 10.0 pounds per cubic foot and compared to the weight. The larger of the two, actual weight or cube weight, is used for computing charges.

8. Changes to this listing will be forwarded periodically by message. For further information on this listing, contact HQ MAC/TRKC.

9. Refer to the "MAC International Air Passenger Routing Guide" for correct routing on the channels marked "P" for passengers.

SECTION I - CHANNELS:

CHANNEL CODE	CHANNEL NAME	TYPE RQMT	PAX (\$/PAX)	ATLANTIC CONUS				APPROVED FREQUENCY	VAL
				(A)	(B)	(C)	(D)		
ADM	ANDREWS, D.C. (FROM/TO)								
BDA	Bermuda NAS, Bermuda	A	86	.239/	.215/	.191/	.167/	.147	
HOW	Howard, Panama	A	219	.604/	.543/	.484/	.422/	.372	
KEF	Keflavik, Iceland	A	297	.820/	.737/	.656/	.573/	.504	
LGS	Lajes, Azores	A	282	.779/	.700/	.624/	.544/	.479	
ATL	ATLANTA, GA (FROM/TO)								
FRA	Frankfurt, Germany	P	369						
LHR	London, England	P	342	1.238/	1.113/	.991/	.865/	.762	
BDL	BRADLEY INTL APRT, R.I. (FROM/TO)								
PIK	Prestwick, Scotland	P	385	.910/	.819/	.729/	.636/	.560	
BOS	BOSTON, MA (FROM/TO)								
FRA	Frankfurt, Germany	P	299	1.074/	.966/	.860/	.751/	.661	
LON	London, England	P	269						
PIK	Prestwick, Scotland	P	256	.887/	.797/	.710/	.620/	.546	
CHS	CHARLESTON, S.C. (FROM/TO)								
ASU	Asuncion, Paraguay	P, C	470	1.297/	1.166/	1.039/	.906/	.798	2/month CINCSOUTH
BDA	Bermuda NAS, Bermuda	C	95	.262/	.236/	.210/	.183/	.161	3/month CNO
BUE	Buenos Aires, Argentina	P, C	526	1.451/	1.305/	1.162/	1.015/	.893	2/month CINCSOUTH

(A) 1-439 lbs; (B) 440-1099 lbs; (C) 1100-2199 lbs; (D) 2200-3599 lbs; (E) 3600 lbs and over.

CHANNEL CODE	CHANNEL NAME	TYPE RQMT	PAX (\$/PAX)	ATLANTIC CONUS				TP-1 (\$/CU FT)	APPROVED FREQUENCY	VAL
				(A)	(B)	(C)	(D)	(E)		
CHS	CHARLESTON, S.C. (CONT'D) (FROM/TO)									
BWY	Bentwaters, England	C	438	1.209/1.087/	.968/	.845/	.744	1.69		
FIH	Kinshasa, Zaïre	P,C	764	2.110/1.898/1.690/1.475/1.299				2.84	2/month	USAFE
FRF	Rhein Main, Germany	P	314	1.309/1.177/1.048/	.915/	.806		1.69		
HOW	Howard, Panama	P,C	208	.553/	.497/	.443/	.386/	.340	1/week	CINCSOUTH
LIM	Lima, Peru	P,C	329	.907/	.816/	.727/	.634/	.558	2/month	CINCSOUTH
LPB	La Paz, Bolivia	P,C	378	1.044/	.938/	.836/	.729/	.642	2/month	CINCSOUTH
MHZ	Mildenhall, England	C	433	1.196/1.076/	.958/	.836/	.736	1.19		
MVD	Montevideo, Uruguay	P,C	533	1.473/1.324/1.179/1.029/	.906			4.32	2/month	CINCSOUTH
NDJ	Ndjamena, Chad	C	826	2.281/2.052/1.827/1.595/1.404					1/month	CINCSOUTH
NIM	Niamey, Niger	C	743	2.050/1.844/1.642/1.433/1.262					COM	CINCSOUTH
PIK	Prestwick, Scotland	P,C	464	1.124/1.011/	.900/	.785/	.692	1.69	1/week	USAFE
PLA	Soto Cano, Honduras	P,C	146	.403/	.362/	.322/	.281/	.248	2/month	CINCSOUTH
RIO	Rio de Janeiro, Brazil	P,C	524	1.446/1.300/1.158/1.011/	.890			4.32	2/month	USAFE
ROB	Monrovia, Liberia	P,C	653	1.802/1.621/1.444/1.260/1.109				2.84	2/month	CINCSOUTH
SAL	Ilopango, San Salvador, El Salvador	C	252	.695/	.625/	.557/	.486/	.428		
SCL	Santiago, Chile	P,C	489	1.351/1.215/1.082/	.944/	.831		2.43	2/month	CINCSOUTH
COF	PATRICK, FL (FROM/TO)									
ASI	Ascension Island (UK)	P,C	537	1.463/1.334/1.138/1.037/	.913			2.84	2/week	USAFE
GBI	Grand Bahamas, Bahama Is	P	25	.052/	.047/	.042/	.036/	.032		
SJH	St Johns, Antigua, BWI	P,C	151	.416/	.374/	.333/	.291/	.256	2/week	USAFE

(A) 1-439 lbs (B) 440-1099 lbs; (C) 1100-2199 lbs; (D) 2200-3599 lbs; (E) 3600 lbs and over.

CHANNEL CODE	CHANNEL NAME	TYPE RQMT	PAX (\$/PAX)	ATLANTIC CONUS				TP-4 (\$/CU FT)	APPROVED FREQUENCY	VAL
				(A)	(B)	(C)	(D)	(E)		
DFW	DALLAS/FT WORTH, TX (FROM/TO)									
FRA	Frankfurt, Germany	P	385							
LON	London, England	P	362	1.389/1.250/1.113/	.971/	.855				
DOV	*DOVER, DE (FROM/TO)									
ADA	Incirlik, Turkey	C	610	1.694/1.515/1.349/1.177/1.036				3.30		
AMM	Amman, Jordan	C	628	1.733/1.559/1.388/1.212/1.067				2.49	EDW	DA
CAI	Cairo East, Egypt	C	655	1.808/1.626/1.448/1.264/1.113				2.49		
CRK	Clark, Philippines	C	0	2.550/2.293/2.042/1.782/1.569				4.13		
DHA	Dhahran, Saudi Arabia	C	727	2.006/1.804/1.606/1.402/1.234				5.09		
DIY	Diyarbakir, Turkey	C	639	1.765/1.588/1.414/1.234/1.086				3.30		
DNA	Kadena, Japan	C	0	2.289/2.059/1.834/1.600/1.409				2.05		
EDF	Elmendorf, Alaska	C	0	.996/ .896/ .798/ .696/ .613				3.50		
ESB	Ankara, Turkey	C	636	1.757/1.580/1.407/1.228/1.081				3.30		
FRF	Rhein Main, Germany	C	423	1.168/1.051/ .936/ .817/ .719				1.10		
IGL	Cigli, Izmir, Turkey	C	659	1.820/1.637/1.458/1.272/1.120				3.30		
JED	Jeddah, Saudi Arabia	C	699	1.931/1.736/1.546/1.350/1.188				5.09	2/week	DA
OKO	Yokota, Japan	C	0	2.014/1.811/1.613/1.407/1.239				1.65		
OSW	Osan, Korea		0	2.216/1.993/1.775/1.549/1.364				2.28		
RMS	Ramstein, Germany	C	421	1.162/1.045/ .930/ .812/ .715				1.10		
RUH	Riyadh, Saudi Arabia	C	752	2.076/1.867/1.663/1.451/1.278				5.09		
SSS	Soesterberg, Netherlands	C	443	1.224/1.101/ .980/ .856/ .753				1.69		
THF	Tempelhof, Germany	C	452	1.247/1.122/ .999/ .872/ .768				1.69		

(A) 1-439 lbs; (B) 440-1099 lbs; (C) 1100-2199 lbs; (D) 2200-3599 lbs; (E) 3600 lbs and over.
 *Positioning of outsized cargo is authorized at Dover AFB for destinations other than reflected for Dover channels. Coordinate with
 21 AF/TRK, AUTOWOW 440-4222 before taking any actions to move outsized shipment.

CHANNEL CODE	CHANNEL NAME	TYPE RQMT	PAX (\$/PAX)	ATLANTIC CONUS					APPROVED FREQUENCY	VAL
				(A)	(B)	(C)	(D)	(E)		
JFK	NEW YORK, NY (FROM/TO)									
ADA	Adana, Turkey	P	505	1.662/1.495/1.331/1.162/1.023						
FCO	Rome, Italy	P	362	1.353/1.217/1.084/ .946/ .833						
FRA	Frankfurt, Germany	P	277	1.147/1.031/ .918/ .801/ .706						
HAM	Hamburg, Germany	P	308	1.116/1.004/ .894/ .780/ .687						
IGL	Cigli, Turkey	P	456							
LHR	London, England	P	245	1.034/ .930/ .828/ .723/ .636						
MAD	Madrid, Spain	P	290	1.069/ .961/ .856/ .747/ .658						
MUC	Munich, Germany	P	327							
MDP	Milan, Italy	P	350	1.177/1.059/ .943/ .823/ .724						
MUE	Nuernberg, Germany	P	321	1.163/1.046/ .932/ .813/ .716						
STR	Stuttgart, Germany	P	318	1.148/1.033/ .920/ .803/ .707						
LAX	LOS ANGELES, CA (FROM/TO)									
FRA	Frankfurt, Germany	P	472	1.840/1.655/1.473/1.286/1.132						
LHR	London, England	P	438							

(A) 1-439 lbs; (B) 440-1099 lbs; (C) 1100-2199 lbs; (D) 2200-3599 lbs; (E) 3600 lbs and over.

CHANNEL CODE	CHANNEL NAME	TYPE RQMT	PAX (\$/PAX)	ATLANTIC CONUS				APPROVED FREQUENCY	VAL
				(A)	(B)	(C)	(D)		
					CGO (\$/LB)		TP-4 (\$/CU FT)		
NGU	NORFOLK, VA (FROM/TO)								
ATH	Athens, Greece	P	479	1.537/1.382/1.231/1.074/ .946			2.47		
BAH	Bahrain, Persian Gulf	P,C	705	2.119/1.906/1.697/1.481/1.304			5.09	3/week	CNO
GAO	Guantanamo, Cuba	P,C	163	.344/ .309/ .275/ .240/ .212			1.05	3/week	CNO
KEF	Keflavik, Iceland	P,C	388	.843/ .758/ .675/ .589/ .519			1.61		
KIN	Kingston, Jamaica	P	209	.394/ .354/ .315/ .275/ .242					
KRT	Khartoum, Sudan	P,C	676	1.958/1.761/1.568/1.368/1.205			5.09	1/month	CINCCENT
MGQ	Mogadishu, Somalia	P,C	861	2.493/2.242/1.997/1.743/1.534			3.87	1/month	CINCCENT
NAP	Naples, Italy	P,C	431	1.444/1.299/1.156/1.009/ .889			1.51	EOD	CNO
NBO	Nairobi, Kenya	P,C	832	2.298/2.066/1.840/1.606/1.414					
NKW	Diego Garcia, BIOT	P	1122	3.026/2.721/2.423/2.115/1.862			4.38		
NRR	Roosevelt Roads, Puerto Rico	P,C	146	.422/ .379/ .338/ .295/ .260			2.01	1/week	CNO
OLB	Olbia, Sardinia, Italy	C	524	1.517/1.365/1.215/1.061/ .934			1.51		
RTA	Rota, Spain	P,C	383	1.108/ .996/ .887/ .774/ .682			1.51		
SBE	Muscat, Oman	P,C	920	2.541/2.285/2.035/1.776/1.564			3.97	1/month	CENTAF
SIZ	Sigonella, Italy	P,C	501	1.451/1.305/1.162/1.015/ .893			1.51	EOD(C)	CNO

(A) 1-439 lbs; (B) 440-1099 lbs; (C) 1100-2199 lbs; (D) 2200-3599 lbs; (E) 3600 lbs and over.

CHANNEL CODE	CHANNEL NAME	TYPE RQMT	PAX (\$/PAX)	ATLANTIC CONUS				TP-4 (\$/CU FT)	APPROVED FREQUENCY	VAL
				(A)	(B)	(C)	(D)	(E)		
PHL	PHILADELPHIA INTL APRT, PA (FROM/TO)									
ADA	Incirlik, Turkey	P	505							
ATH	Athens, Greece	P	472	1.485/1.335/1.189/1.038/	.914					
AVB	Aviano, Italy	P	395	1.244/1.119/	.997/	.870/	.766			
BAH	Bahrain, Persian Gulf	P	689	2.073/1.864/1.660/1.449/1.276						
FRF	Rhein Main, Germany	P	277	1.156/1.039/	.926/	.808/	.711			
IGL	Cigli, Turkey	P	456	1.509/1.357/1.208/1.055/	.928					
KEF	Keflavik, Iceland	P	356	.776/	.698/	.622/	.543/	.478	2/week	CNO
LGS	Lajes, Azores	P	367							
MHZ	Mildenhall, England	P	245	1.034/	.930/	.828/	.723/	.636		
NAP	Naples, Italy	P	414	1.407/1.265/1.127/	.983/	.866				
NKM	Diego Garcia, BIOT	P	1108	2.984/2.683/2.390/2.086/1.836						
RTA	Rota, Spain	P	345	1.070/	.963/	.857/	.748/	.659		
SIZ	Sigonella, Italy	P	455	1.414/1.272/1.133/	.989/	.870				
YTT	St Johns', Nfld, Canada	P	269	.363/	.326/	.291/	.254/	.223	6/month	CNO
SFO	SAN FRANCISCO, CA (FROM/TO)									
FRA	Frankfurt, Germany	P	487	1.800/1.619/1.441/1.258/1.108						
LHR	London, England	P	451	1.679/1.510/1.345/1.174/1.033						

(A) 1-439 lbs; (B) 440-1099 lbs; (C) 1100-2199 lbs; (D) 2200-3599 lbs; (E) 3600 lbs and over

CHANNEL CODE	CHANNEL NAME	TYPE RQMT	PAX (\$/PAX)	ATLANTIC CONUS				APPROVED FREQUENCY	VAL
				(A)	(B)	(C)	(D)		
					CGO (\$/LB)			TP-4 (\$/CU FT)	
<u>SKF</u>	<u>KELLY AFB, TX</u> <u>(FROM/TO)</u>								
<u>HOW</u>	Howard, Panama	A	198	.547	.492/	.438/	.383/	.337	
<u>STL</u>	<u>ST LOUIS INTL APRT, MO</u> <u>(FROM/TO)</u>								
<u>FRG</u>	Rhein Main, Germany	P	334						
<u>WUZ</u>	Wittenhall, UK	P	311	1.281/1.152/1.026/	.895/	.788			
<u>WAS</u>	<u>WASHINGTON DC</u> <u>(FROM/TO)</u>								
<u>FCO</u>	Rome, Italy	P	377	1.318/1.186/1.056/	.922/	.811			
<u>FRA</u>	Frankfurt, Germany	P	332	1.194/1.074/	.957/	.835/	.735		
<u>LHR</u>	London England	P	295	1.076/	.968/	.862/	.752/	.662	
<u>MUC</u>	Munich, Germany	P	343						
<u>MXP</u>	Milan, Italy	P	367	1.245/1.119/	.997/	.870/	.766		
<u>NUE</u>	Nurnberg, Germany	P	339	1.229/1.105/	.984/	.859/	.766		
<u>STR</u>	Stuttgart, Germany	P	335	1.214/1.092/	.972/	.849/	.747		

(A) 1-439 lbs; (B) 440-1099 lbs; (C) 1100-2199 lbs;(D) 2200-3599 lbs; (E) 3600 lbs and over.

CHANNEL CODE	CHANNEL NAME	TYPE RQMT	PAX (\$/PAX)	ATLANTIC CONUS				TP-4 (\$/CU FT)	APPROVED FREQUENCY	VAL
				(A)	(B)	(C)	(D)	(E)		
WRI	MCQUIRE, N.J. (FROM/TO)									
ATH	*Athens, Greece	C	472	1.476/1.327/1.182/1.031/	.908					
AVB	Aviano, Italy	C	395	1.244/1.119/	.997/	.870/	.766			
BDA	Bermuda NAS, Bermuda	A	81							
BDS	Brindisi, Italy	C	-	1.378/1.240/1.104/	.963/	.848				
FRF	Rhein Main, Germany	A	277	1.147/1.031/	.918/	.801/	.706			
KEF	Keflavik, Iceland	A,C	356	.776/	.698/	.622/	.543/	.478		CNO
LGS	Lajes, Azores Is, Portugal	A,P,C	367	.736/	.662/	.589/	.514/	.453		
PSA	Pisa, Italy	C	466	1.287/1.157/1.031/	.900/	.792				
SFJ	Sondrestrom, Greenland	P,C	221	.609/	.548/	.488/	.426/	.375	1/week (P)	AFSPACECOM
THU	Thule, Greenland	P,C	269	.741/	.667/	.594/	.518/	.456	1/week (P)	AFSPACECOM
TLV	**Tel Aviv, Israel	C	622	1.717/1.544/1.375/1.200/1.057						
TOJ	Torresjon, Spain	C	290	1.069/	.961/	.856/	.747/	.658	1.43	
VMH	Iraklion, Crete, Greece	C	555	1.533/1.378/1.227/1.071/	.943					
YTR	Goose Bay, Labrador, Canada	P,C	120	.332/	.299/	.266/	.232/	.204		
YYT	St Johns', Nfld, Canada	P,C	269	.353/	.317/	.283/	.247/	.217	1.78	CNO
ZAZ	Zaragoza, Spain	C	-	1.113/1.001/	.892/	.778/	.685		2/month	

*The transshipment point for all Greece-destined explosives will be Torrejon AB, Spain, with WRI being the APOE.
 **The transshipment point for all Crete-destined explosives will be Ramstein AB, Germany, with DOV being the APOE.

(A) 1-439 lbs; (B) 440-1099 lbs; (C) 1100-2199 lbs; (D) 2200-3599 lbs; (E) 3600 lbs and over.

CHANNEL CODE	CHANNEL NAME (FROM/TO)	TYPE RCMT	PAX (\$/PAX)	ATLANTIC INTRATHEATER					APPROVED FREQUENCY	VAL
				(A)	(B)	(C)	(D)	(E)		
ADA	ADANA, INCIRLIK, TURKEY (FROM/TO)									
BZL	Balikesir, Turkey	P,C	46	.128/	.115/	.103/	.090/	.079	1.65	USAFE
DIY	Diyarbakir, Turkey	P,C	29	.081/	.073/	.065/	.057/	.050		USAFE
ENC	Erhac, Turkey	P,C	25	.054/	.048/	.043/	.038/	.033		USAFE
ERZ	Erzurum, Turkey	P,C	40	.111/	.100/	.089/	.077/	.068		USAFE
ESB	*Ankara, Turkey	P,C	26	.073/	.066/	.059/	.051/	.045		USAFE
ESK	Eskisehir, Turkey	P,C	31	.094/	.084/	.075/	.065/	.058		USAFE
IGL	Cigli, Izmir, Turkey	P,C	49	.136/	.122/	.109/	.095/	.084	1.65	USAFE
SIO	Sinop, Turkey	P,C	32	.088/	.079/	.071/	.062/	.054		USAFE
YES	Yesilkoy, Turkey	P,C	47	.130/	.117/	.104/	.091/	.080		USAFE
ALA	ALVERCA, PORTUGAL (FROM/TO)									
RTA	Rota, Spain	P,C	25	.062/	.056/	.050/	.044/	.038	2.46	
ATH	ATHENS, GREECE (FROM/TO)									
ADA	Incirlik, Turkey	P,C	71	.187/	.168/	.149/	.130/	.115	1.65	USAFE
AKT	Akrotiri, Cyprus	P	60	.165/	.149/	.132/	.116/	.102	2.48	
DHA	Dhahran, Saudi Arabia	C	184	.508/	.457/	.407/	.355/	.313	2.38	
IGL	Cigli, Izmir, Turkey	P	117	.323/	.290/	.258/	.226/	.199	1.65	
SOC	Souda Bay, Crete	P	25	.048/	.043/	.039/	.034/	.030		
TLV	Tel Aviv, Israel	C	80	.220/	.198/	.176/	.154/	.135	2.48	
VMI	Iraklion, Crete	P,C	25	.057/	.051/	.046/	.040/	.035	2.48	USAFE

(A) 1-439 lbs; (B) 440-1099 lbs; (C) 1100-2199 lbs; (D) 2200-3599 lbs; (E) 3600 lbs and over.

*Dangerous cargo will move to Murted Airfield vice Ankara.

CHANNEL CODE	CHANNEL NAME (FROM/TO)	TYPE RQMT	PAX (\$/PAX)	ATLANTIC INTRATHEATER				TP-4 (\$/CU FT)	APPROVED FREQUENCY	VAL
				(A)	(B)	(C)	(D)	(E)		
AYB	AVIANO, ITALY (FROM/TO)									
ATH	Athens, Greece	P,C	156	.234/	.211/	.188/	.164/	.144	2.48	
BDS	Brindisi, Italy	P,C	49	.134/	.121/	.108/	.094/	.083	2.48	2/week
DCU	Decimomannu, Sardinia, Italy	P,C	55	.146/	.131/	.117/	.102/	.090	2.48	
NAP	Naples, Italy	P,C	92	.107/	.096/	.086/	.075/	.066	2.48	1/week
SOC	Souda Bay, Crete, Greece	P	100	.276/	.248/	.221/	.193/	.170	2.48	
AYH	ALCONBURY, UK (FROM/TO)									
LVM	Ahlhorn, Germany	P,C	38	.104/	.094/	.084/	.073/	.064		
BAH	BAHRAIN, PERSIAN GULF									
DHA	Dhahran, Saudia Arabia	P,C	25	.008/	.008/	.007/	.006/	.005	2/week	CNO
BDS	BRINDISI, ITALY (FROM/TO)									
ATH	Athens, Greece	P,C	39	.106/	.096/	.085/	.074/	.066	2.28	1/week
BWY	BENTWATERS, ENGLAND (FROM/TO)									
LPH	Leipheim, Germany	P,C	50	.138/	.124/	.111/	.097/	.085	1.72	3/week
MWZ	Mildenhall, England	P,C	25	.013/	.012/	.010/	.009/	.008	1.34	3/week
NRV	Norvenfich, Germany	P,C	26	.071/	.064/	.057/	.049/	.044	1.72	3/week
EX	Sembach, Germany	P,C	35	.096/	.087/	.077/	.067/	.059	1.72	3/week

(A) 1-439 lbs; (B) 440-1099 lbs; (C) 1100-2199 lbs; (D) 2200-3599 lbs; (E) 3600 lbs and over.

CHANNEL CODE	CHANNEL NAME (FROM/TO)	TYPE RQMT	PAX (\$/PAX)	ATLANTIC INTRATHEATER				APPROVED FREQUENCY	VAL
				(A)	(B)	(C)	(D) (E)		
DHA	DHAHRAN, SAUDI ARABIA (FROM/TO)								
JED	Jeddah, Saudi Arabia	P,C	81	.225/	.202/	.180/	.157/ .138	1.90	
KAI	Abha, Khamis Mushaft, S A	P,C	76	.211/	.190/	.169/	.148/ .130	1.90	
RUH	Riyadh, Saudi Arabia	P,C	25	.070/	.063/	.056/	.049/ .043	1.90	
TIF	Taif, Saudi Arabia	P,C	73	.202/	.181/	.162/	.141/ .124	1.90	
TUU	Tabuk, Saudi Arabia	C	90	.248/	.223/	.199/	.173/ .153	1.90	
FRF	RHEIN MAIN, GERMANY (FROM/TO)								
ADA	Incirlik, Turkey	A,P,C	208	.516/	.464/	.413/	.360/ .317	1.13	3/week USAFE
AMM	Amman, Jordan	P	212	.584/	.525/	.468/	.408/ .359		
ATH	Athens, Greece	P,C	204	.329/	.296/	.264/	.230/ .203	1.70	3/week USAFE
AVB	Aviano, Italy	P	87	.098/	.088/	.078/	.068/ .060	1.70	
BAH	Bahrain, Persian Gulf	A,P,C	310	.857/	.771/	.686/	.599/ .527	5.02	
BDS	Brindisi, Italy	P	84	.232/	.208/	.186/	.162/ .143	1.70	
DHA	Dhahran, Saudi Arabia	A,P	303	.837/	.753/	.671/	.585/ .515	5.02	
IGL	Cigli, Turkey	P,C	128	.353/	.317/	.283/	.247/ .217		1/week USAFE
NAP	Naples, Italy	C	140	.202/	.182/	.162/	.141/ .124	1.70	
RMS	Ramstein, Germany	P	27	.018/	.016/	.014/	.012/ .011	1.18	
SIZ	Sigonella, Italy	P	176	.273/	.246/	.219/	.191/ .168		
TIF	Tempelhof, Germany	P,C	29	.079/	.071/	.063/	.055/ .049	1.18	1/week DA
ZAZ	Zaragoza, Spain	P	81	.217/	.195/	.173/	.157/ .133		

(A) 1-439 lbs; (B) 440-1099 lbs; (C) 1100-2199 lbs; (D) 2200-3599 lbs; (E) 3600 lbs and over.

CHANNEL CODE	CHANNEL NAME	TYPE RQMT	PAX (\$/PAX)	ATLANTIC INTRATHEATER				TP-4 (\$/CU FT)	APPROVED FREQUENCY	VAL
				(A)	(B)	(C)	(D)	(E)		
SAO	GUANTANAMO, CUBA (FROM/TO)									
KIN	Kingston, Jamaica	P,C	40	.050/	.045/	.040/	.035/	.031	1.66	CNO
RRR	Roosevelt Roads, Puerto Rico	P,C	67	.186/	.167/	.149/	.130/	.114	1.26	
HOW	HOWARD, PANAMA (FROM/TO)									
ASU	Asuncion, Paraguay	P,C	295	.814/	.732/	.652/	.569/	.501	2.79	CINCSOUTH
BOG	Bogota, Columbia	P,C	50	.138/	.125/	.111/	.097/	.085	1.83	CINCSOUTH
BBS	Brazilia, Brazil	P,C	290	.801/	.721/	.642/	.560/	.493	2.79	CINCSOUTH
BUE	Buenos Aires, Argentina	P,C	351	.968/	.871/	.776/	.677/	.596	2.79	CINCSOUTH
BZE	Belize City, Belize	P,C	88	.244/	.219/	.195/	.170/	.150	1.91	CINCSOUTH
ELR	El Libertador (Maracay), Venezuela	P,C	90	.254/	.228/	.203/	.178/	.156	--	CINCSOUTH
GEO	Georgetown, Guyana	P,C	184	.507/	.456/	.406/	.354/	.312	--	CINCSOUTH
GUA	Guatemala City, Guatemala	P,C	89	.245/	.220/	.196/	.171/	.151	1.65	CINCSOUTH
KIN	Kingston, Jamaica	P,C	69	.190/	.171/	.152/	.133/	.117	1.69	
LCE	LaCeiba, Honduras	P,C	79	.218/	.196/	.175/	.152/	.134	1.91	CINCSOUTH
LIM	Lima, Peru	P,C	154	.424/	.382/	.340/	.297/	.261	1.83	CINCSOUTH
LPB	La Paz, Bolivia	P,C	203	.561/	.504/	.449/	.392/	.345	1.83	CINCSOUTH
MSA	Managua, Nicaragua	P,C	53	.146/	.131/	.117/	.102/	.090	1.65	CINCSOUTH
MIQ	Maquetia, Venezuela	P,C	92	.254/	.228/	.203/	.178/	.156/	2.79	CINCSOUTH
MVD	Montevideo, Uruguay	P,C	358	.990/	.890/	.793/	.692/	.609	2.79	CINCSOUTH
OCO	San Jose, Costa Rica	P,C	34	.094/	.085/	.076/	.066/	.058	1.91	CINCSOUTH
PAP	Port Au Prince, Haiti	P,C	88	.243/	.219/	.195/	.170/	.150	1.91	CINCSOUTH
PBM	Paramaribo, Surinam	P,C	179	.495/	.445/	.396/	.346/	.305	---	CINCSOUTH

(A) 1-439 lbs; (B) 440-1099 lbs; (C) 1100-2199 lbs; (D) 2200-3599 lbs; (E) 3600 lbs and over.

CHANNEL CODE	CHANNEL NAME	TYPE RQMT	PAX (\$/PAX)	ATLANTIC INTRATHEATER					TP-4 (\$/CU FT)	APPROVED FREQUENCY	VAL
				(A)	(B)	(C)	(D)	(E)			
<u>HOW</u>	<u>HOWARD, PANAMA (CONT'D)</u> <u>(FROM/TO)</u>										
<u>PLA</u>	Soto Cano, Honduras	P,C	66	.183/	.165/	.147/	.128/	.113	1.91	2/week	CINCSOUTH
<u>RIO</u>	Rio de Janeiro, Brazil	P,C	349	.963/	.866/	.771/	.673/	.592	2.79	2/month	CINCSOUTH
<u>SAL</u>	Ilopango, San Salvador, El Salvador	P,C	77	.212/	.191/	.170/	.148/	.130	1.91	2/week	CINCSOUTH
<u>SAP</u>	La Mesa (La Lima), Honduras	P,C	86	.238/	.214/	.191/	.167/	.147	1.91		
<u>SCL</u>	Santiago, Chile	P,C	314	.868/	.780/	.695/	.606/	.534	1.83	2/month	USCINCSOUTH
<u>SDQ</u>	Santa Domingo, Dominican Republic	P,C	99	.274/	.246/	.219/	.191/	.168	1.91	1/month	USCINCSOUTH
<u>TGU</u>	Tegucigalpa, Honduras	P,C	66	.183/	.165/	.147/	.128/	.113	1.91	2/week	USCINCSOUTH
<u>UIO</u>	Quito, Ecuador	P,C	66	.183/	.165/	.147/	.128/	.113	1.83	1/month	USCINCSOUTH
<u>JED</u>	<u>JEDDAH, SAUDI ARABIA</u> <u>(FROM/TO)</u>										
<u>RUH</u>	Riyadh, Saudi Arabia	C	56	.154/	.139/	.124/	.108/	.095	1.90		
<u>KEF</u>	<u>KEFLAVIK, ICELAND</u> <u>(FROM/TO)</u>										
<u>FRF</u>	Rhein Main, Germany	A	159	.438/	.394/	.351/	.306/	.265			
<u>LGS</u>	<u>LAJES, AZORES (PORTUGAL)</u> <u>(FROM/TO)</u>										
<u>FRF</u>	Rhein Main, Germany	A,P,C	202	.558/	.502/	.447/	.390/	.343	1.96		
<u>TOJ</u>	Torrejon, Spain	P,C	134	.370/	.333/	.296/	.259/	.228	1.84		

(A) 1-439 lbs; (B) 440-1099 lbs; (C) 1100-2199 lbs; (D) 2200-3599 lbs; (E) 3600 lbs and over.

ATLANTIC INTRATHEATER

CHANNEL CODE	CHANNEL NAME	TYPE RQMT	PAX (\$/PAX)	CGO (\$/LB) (A) (B) (C) (D) (E)	TP-4 (\$/CU FT)	APPROVED FREQUENCY	VAL
<u>PHZ</u>	<u>MILDEHALL, ENGLAND (FROM/TO)</u>						
ADA	Incirlik, Turkey	C	238	.602/ .541/ .482/ .421/ .370			
ATH	Athens, Greece	C	260	.439/ .395/ .352/ .307/ .270	1.70		
AVB	Aviano, Italy	P,C	141	.205/ .184/ .164/ .143/ .126	1.70	1/week	USAFE
DCU	Decimomannu, Sardinia, Italy	P	132	.351/ .315/ .281/ .245/ .216	-		
FRF	Rhein Main, Germany	P,C	96	.113/ .101/ .090/ .079/ .069	1.72		
RMS	Ramstein, Germany	P,C	93	.108/ .098/ .087/ .076/ .067	1.72	3/week	USAFE
ZAZ	Zaragoza, Spain	P	116	.308/ .277/ .246/ .215/ .189	1.70		
<u>MAP</u>	<u>MAPLES, ITALY (FROM/TO)</u>						
ATH	Athens, Greece	C	119	.160/ .144/ .128/ .112/ .098	2.48		
PHZ	Widenhall, UK	P	198	.315/ .283/ .252/ .220/ .194	1.70		
SIZ	Sigonella, Italy	P,C	63	.071/ .064/ .057/ .050/ .044	2.46	1/week	CNO
SOC	Souda Bay, Crete, Greece	P,C	82	.226/ .203/ .181/ .158/ .139	2.48	1/week	USAFE
<u>NBO</u>	<u>NAIROBI, KENYA (FROM/TO)</u>						
MKN	Diego Garcia, BIOT	P,C	264	.728/ .655/ .583/ .509/ .448			
<u>MKN</u>	<u>DIEGO GARCIA, BIOT (FROM/TO)</u>						
BBE	Berbera, Somalia	P,C	264	.729/ .656/ .584/ .509/ .449		1/month	CNO

(A) 1-439 lbs; (B) 440-1099 lbs; (C) 1100-2199 lbs; (D) 2200-3599 lbs; (E) 3600 lbs and over.

CHANNEL CODE	CHANNEL NAME	ATLANTIC INTRATHEATER					APPROVED FREQUENCY	VAL
		TYPE RMT	PAX (\$/PAX)	CGO (\$/LB)	TP-4 (\$/CU FT)			
			(A)	(B) (C) (D) (E)				
<u>MRR</u>	<u>ROOSEVELT ROADS, PUERTO RICO</u> <u>(FROM/TO)</u>							
BGI	Bridge town, Barbados	P,C	58	.159/ .143/ .127/ .111/ .098	1.51		1/month	CINCLANT
HOW	Howard, Panama	P	120	.332/ .299/ .266/ .232/ .205	3.97			
KIN	Kingston, Jamaica	P,C	78	.215/ .193/ .172/ .150/ .132	1.51		1/month	CINCLANT
PAP	Port Au Prince, Haiti	P,C	46	.128/ .115/ .103/ .090/ .079	.58		1/month	CINCLANT
SDQ	Santa Domingo, Dom Rep	P,C	26	.077/ .070/ .062/ .054/ .048	.58		1/month	CINCLANT
SJH	St Johns, Antigua, BHI	P,C	28	.077/ .070/ .062/ .054/ .048	1.51		2/month	CNO
STX	St Croix, Virgin Islands	C	25	.020/ .018/ .016/ .014/ .012	.58		1/week	CNO
<u>OLB</u>	<u>OLBIA, SARDINIA, ITALY</u> <u>(FROM/TO)</u>							
NAP	Naples, Italy	P,C	40	.073/ .066/ .059/ .051/ .045	2.46		3/week	CNO
<u>PIK</u>	<u>PRESTWICK, SCOTLAND</u> <u>(FROM/TO)</u>							
FRF	Rhein Main, Germany	P,C	71	.195/ .176/ .156/ .137/ .120	1.72			
<u>RMS</u>	<u>RAKSTEIN, GERMANY</u> <u>(FROM/TO)</u>							
ADA	Incirlik, Turkey	P,C	194	.517/ .465/ .414/ .362/ .318				
AMM	Amman, Jordan	P,C	205	.567/ .510/ .454/ .396/ .349	1.70		2/week	USAFE
AVB	Aviano, Italy	P,C	87	.097/ .087/ .077/ .068/ .059	1.70		1/week	CINCCENT
CAI	Cairo East, Egypt	P,C	238	.657/ .591/ .526/ .459/ .404	1.70		1/week	USAFE
DCU	Decimomannu, Sardinia, Italy	P,C	99	.205/ .184/ .164/ .143/ .126	1.70			
DNA	Dhahran, Saudi Arabia	P,C	304	.839/ .755/ .672/ .586/ .516	5.02			
EGH	El Ghorah, Egypt	C	256	.707/ .636/ .566/ .494/ .435	--			DA
JED	Jeddah, Saudi Arabia	C	280	.774/ .696/ .620/ .541/ .476	5.02			

(A) 1-439 lbs; (B) 440-1099 lbs; (C) 1100-2199 lbs; (D) 2200-3599 lbs; (E) 3600 lbs and over.

CHANNEL CODE	CHANNEL NAME (FROM/TO)	TYPE RQMT	PAX (\$/PAX)	ATLANTIC INTRATHEATER					APPROVED FREQUENCY	VAL	
				(A)	(B)	(C)	(D)	(E)			
RAMSTEIN, GERMANY (CONTINUED)											
RMS											
OSL	*Fornebu, Oslo, Norway	P,C	78	.215/	.193/	.172/	.150/	.132	2/month	USAFE	
SIZ	Sigonella, Italy	P	185	.291/	.261/	.233/	.203/	.179			
SOC	Souda Bay, Crete, Greece	P,C	135	.373/	.335/	.298/	.260/	.229	1/week	CINCEUR	
ROTA, SPAIN (FROM/TO)											
ATH	Athens, Greece	P,C	282	.484/	.435/	.387/	.338/	.298	2.48		
BAH	Bahrain, Persian Gulf	P,C	366	1.012/	.910/	.810/	.707/	.622	2.55		
NAP	Naples, Italy	P,C	208	.337/	.303/	.269/	.235/	.207	EOD	CNO	
SIZ	Sigonella, Italy	P,C	211	.344/	.309/	.275/	.240/	.212	EOD	CNO	
SONDRESTROM, GREENLAND (FROM/TO)											
SFJ										AFSPACECOM	
THU	Thule, Greenland	P,C	81	.222/	.200/	.178/	.155/	.137	1.68		
SIGONELLA, ITALY (FROM/TO)											
NBO	Nairobi, Kenya	P,C	319	.881/	.792/	.706/	.616/	.542			
MKW	Diego Garcia, BIOT	P,C	583	1.609/1.447/1.289/1.125/	.990				1/week	CNO	
SOC	Souda Bay, Crete, Greece	P,C	56	.155/	.139/	.124/	.108/	.095	2.48		
ST JOHNS, ANTIGUA, BVI (FROM/TO)											
ASI	Ascension Island	P,C	389	1.074/	.966/	.860/	.751/	.661	2.34		
SOESTERBERG, NETHERLANDS (FROM/TO)											
SSS											
RMS	Ramstein, Germany	P,C	25	.062/	.056/	.050/	.044/	.038	1.18		

(A) 1-439 lbs; (B) 440-1099 lbs; (C) 1100-2199 lbs; (D) 2200-3599 lbs; (E) 3600 lbs and over.
 *All movement of munitions and married pallets will be to Oslo/Gardemeon.

CHANNEL CODE	CHANNEL NAME (FROM/TO)	TYPE RQMT	PAX (\$/PAX)	ATLANTIC INTRATHEATER					APPROVED FREQUENCY	VAL
				(A)	(B)	(C)	(D)	(E)		
TOJ	TORREJON, SPAIN (FROM/TO)									
ADA	Incirlik, Turkey	P,C	234	.619/	.556/	.496/	.433/	.381	2/week	USAFE
AKT	Akrotiri, Cyprus	P,C	215	.593/	.533/	.475/	.415/	.365	2.48	
AMM	Aman, Jordan	C	381	1.052/	.946/	.842/	.735/	.647	2.48	
ATH	Athens, Greece	P,C	255	.428/	.385/	.343/	.299/	.264	2/week	USAFE
AVB	Aviano, Italy	P,C	170	.262/	.235/	.210/	.183/	.161	1/week	USAFE
DCU	Decimomannu, Sardinia, Italy	P,C	51	.137/	.124/	.110/	.096/	.085	1/week	USAFE
FRF	Rhein Main, Germany	P,C	168	.258/	.232/	.206/	.180/	.159	1/week(P)	USAFE
IGL	Cigli, Izmir, Turkey	P	273	.755/	.679/	.605/	.528/	.465		
MAH	Mahon, Spain	P,C	43	.119/	.107/	.095/	.083/	.073	2/month(C)	USAFE
MHZ	Wiltshire, England	P,C	162	.246/	.221/	.197/	.172/	.152	3/week	USAFE
NAP	Naples, Italy	P	175	.273/	.245/	.218/	.190/	.168	2.46	
PMI	Palma, Spain	P,C	35	.098/	.088/	.078/	.068/	.060	2.46	USAFE
PSA	Pisa, Italy	C	149	.218/	.196/	.175/	.152/	.134	2.45	
RMS	Ramstein, Germany	P,C	159	.240/	.216/	.192/	.168/	.148	1.70	USAFE
RTA	Rota, Spain	P,C	84	.090/	.081/	.072/	.062/	.055	2.46	
SIZ	Sigonella, Italy	P,C	187	.296/	.266/	.237/	.207/	.182	2.46	
ZAZ	Zaragoza, Spain	P,C	33	.044/	.040/	.035/	.031/	.027	2/week(C)	USAFE
YJR	GOOSE BAY, LABRADOR CANADA (FROM/TO)									
SFJ	Sondrestrom, Greenland	P,C	106	.294/	.264/	.235/	.205/	.181	2.13	
THU	Thule, Greenland	P,C	172	.475/	.427/	.380/	.332/	.292	1.89	

(A) 1-439 lbs; (B) 440-1099 lbs; (C) 1100-2199 lbs; (D) 2200-3599 lbs; (E) 3600 lbs and over.

CHANNEL CODE	CHANNEL NAME	TYPE RQMT	PAX (\$/PAX)	ATLANTIC INTRATHEATER				APPROVED FREQUENCY	VAL
				(A)	(B)	(C)	(D)	(E)	
YYT	ST JOHN'S, NFLD, CANADA (FROM/TO)								
KEF	Keflavik, Iceland	P,C	170	.469/	.422/	.376/	.328/	.289	1.99
ZAZ	ZARAGOZA, SPAIN (FROM/TO)								
RMS	Ramstein, Germany	P,C	79	.199/	.179/	.159/	.139/	.123	1.70
								1/week	USAFE

(A) 1-439 lbs; (B) 440-1099 lbs; (C) 1100-2199 lbs; (D) 2200-3599 lbs; (E) 3600 lbs and over.

CHANNEL CODE	CHANNEL NAME	TYPE RCMT	PAX (\$/PAX)	PACIFIC CONUS				APPROVED FREQUENCY	VAL
				(A)	(B)	(C)	(D)		
						CGO (\$/LB)		TP-4 (\$/CU FT)	
DFW	DALLAS/FORT-WORTH, TX (FROM/TO)								
MNL	Manila, Philippines	P	663	2.434/2.189/1.950/1.702/1.498					
LAX	LOS ANGELES, CA (FROM/TO)								
CRK	Clark, Philippines	P	508	2.160/1.943/1.730/1.510/1.329					
DWA	Kadena, Japan	P	469	1.973/1.774/1.580/1.379/1.214					
GUM	Andersen, Guam, Marianas Is	P	422	1.878/1.689/1.504/1.313/1.156					
HNL	Honolulu, Hawaii	P	141	.768/ .691/ .615/ .537/ .473					
IWA	Iwakuni, Japan	P	428	1.799/1.618/1.441/1.257/1.107					
MNL	Manila, Philippines	P	508	2.160/1.943/1.730/1.510/1.329					
NKW	Diego Garcia, BIOT	P	916	3.227/2.902/2.584/2.256/1.986					
MRT	Tokyo (Narita), Japan	P	412	1.610/1.448/1.289/1.125/ .991					
OKA	Naha, Okinawa, Japan	P	469	1.900/1.708/1.521/1.328/1.169					
OSA	Osaka, Japan	P	428	1.674/1.506/1.341/1.170/1.030					
SEL	Seoul, Kimpoo, Korea	P	463	1.813/1.630/1.452/1.267/1.115					

(A) 1-439 lbs; (B) 440-1099 lbs; (C) 1100-2199 lbs; (D) 2200-3599 lbs; (E) 3600 lbs and over.

CHANNEL CODE	CHANNEL NAME	TYPE RQMT	PAX (\$/PAX)	PACIFIC CONUS					APPROVED FREQUENCY	VAL
				(A)	(B)	(C)	(D)	(E)		
OAK	OAKLAND IAP CA (FROM/TO)									
CRK	Clark, Philippines	P	500	2.049/1.842/1.641/1.432/1.261						
DNA	Kadena, Japan	P	457	1.874/1.685/1.501/1.310/1.153						
JOM	Johnston Island, Pacific	P	345	.953/ .857/ .763/ .666/ .587						
KUZ	Kunsan, Korea	P	429	1.740/1.565/1.393/1.216/1.071						
KWJ	Kwang Ju, Korea	P	433	1.755/1.578/1.405/1.226/1.080						
MDY	Midway Island	P	397	1.096/ .985/ .878/ .766/ .674						
MSJ	Misawa, Japan	P	398	1.618/1.455/1.295/1.131/ .995						
MKW	Diego Garcia, BIOT	P	908	3.115/2.802/2.495/2.178/1.917						
OKO	Yokota, Japan	P	372	1.512/1.360/1.211/1.057/ .931						
OSN	Osan, Korea	P	423	1.715/1.542/1.373/1.199/1.055						
TAE	Taegu, Korea	P	417	1.688/1.518/1.352/1.180/1.039						
ORD	O'HARE IAP, CHICAGO (FROM/TO)									
MNL	Manila, Philippines	P	628	2.514/2.261/2.013/1.757/1.547						
MRT	Tokyo (Narita), Japan	P	497	1.913/1.720/1.532/1.337/1.177						
SEL	Seoul, Korea	P	547	2.115/1.902/1.694/1.479/1.302						

(A) 1-439 lbs; (B) 440-1099 lbs; (C) 1100-2199 lbs; (D) 2200-3599 lbs; (E) 3600 lbs and over.

CHANNEL CODE	CHANNEL NAME	TYPE RQMT	PAX (\$/PAX)	PACIFIC CONUS					APPROVED FREQUENCY	VAL
				(A)	(B)	(C)	(D)	(E)		
SBD	NORTON, CA (FROM/TO)									
ASP	Alice Springs, Australia	C	-	2.611/2.348/2.091/1.825/1.606					6.59	
CHC	Christchurch, New Zealand	C	793	2.188/1.968/1.752/1.529/1.347					6.59	
DNA	Kadena, Japan	C	469	1.900/1.708/1.521/1.328/1.169					1.60	
HIK	Hickam, Hawaii	C	141	.768/.691/.615/.537/.473					2.77	
LEA	Learmonth, Wt Cape, Australia	C	-	2.943/2.647/2.357/2.057/1.811					6.59	
PPS	Pago Pago, American Samoa	C	554	1.529/1.375/1.225/1.069/.941					2.86	
RCH	Richmond, Australia	C	816	2.252/2.025/1.803/1.574/1.386					6.59	
UWR	Woomera, Australia	C	-	2.496/2.244/1.999/1.744/1.536					6.59	
SEA	SEATTLE, WA (FROM/TO)									
MNL	Manila, Philippines	P	534	1.946/1.750/1.558/1.360/1.197						
MRT	Tokyo (Narita), Japan	P	388	1.409/1.267/1.129/.985/.867						
OKA	Naha, Okinawa, Japan	P	440	1.685/1.516/1.350/1.178/1.037						
SEL	Seoul, Kimpoo, S Korea	P	441	1.612/1.449/1.291/1.127/.992						
SFO	SAN FRANCISCO, CA (FROM/TO)									
GUM	Andersen, Guam, Marianas Is	P	422	1.822/1.639/1.459/1.274/1.121						
MNL	Manila, Philippines	P	500	2.049/1.842/1.641/1.432/1.261						
MRT	Marita, Tokyo, Japan	P	372	1.512/1.360/1.211/1.057/.931						
OKA	Naha, Okinawa, Japan	P	457	1.788/1.608/1.432/1.250/1.100						
OSA	Osaka, Japan	P	415	1.635/1.470/1.309/1.143/1.006						
SEL	Seoul, Kimpoo, S Korea	P	423	1.715/1.542/1.373/1.199/1.055						

(A) 1-439 lbs; (B) 440-1099 lbs; (C) 1100-2199 lbs; (D) 2200-3599 lbs; (E) 3600 lbs and over.

CHANNEL CODE	CHANNEL NAME	TYPE RQMT	PAX (\$/PAX)	PACIFIC CONUS					APPROVED FREQUENCY	VAL
				(A)	(B)	(C)	(D)	(E)		
STL	ST LOUIS IAP, MO (FROM/TO)									
CRK	Clark, Philippines	P	628							
DNA	Kadena, Japan	P	600							
IWA	Iwakuni, Japan	P	558							
KUZ	Kunsan, Korea	P	553					2.238/2.013/1.793/1.565/1.377		
KWJ	Kwang Ju, Korea	P	557							
MSJ	Misawa, Japan	P	523							
OKO	Yokota, Japan	P	497							
OSM	Osan, Korea	P	547							
TAE	Taegu, Korea	P	540							
SUU	*TRAVIS, CA (FROM/TO)									
AWK	Wake Island	A,C	502					1.385/1.246/1.110/ .968/ .853	1.77	
CRK	Clark, Philippines	A,C	500					2.049/1.842/1.641/1.432/1.261	1.65	
CUA	Cubi Point, Philippines	C	502					2.058/1.851/1.649/1.439/1.267	1.65	E00
DNA	Kadena, Japan	C	457					1.788/1.608/1.432/1.250/1.100	1.60	
FRF	Rhein Main, Germany	C	487					1.654/1.487/1.324/1.156/1.018	2.91	
HIK	Hickam, Hawaii	A,C	134					.712/ .641/ .571/ .498/ .438	.91	
JON	Johnston Atoll, Pacific	C	345					.953/ .857/ .763/ .666/ .587	1.77	
KWA	Kwajalein, Marshall Islands	C	517					1.429/1.285/1.144/ .999/ .879	3.69	
MDY	Midway Island	C	397					1.096/ .985/ .878/ .766/ .674	1.77	
NKW	Diego Garcia, BIOT	C	908					3.115/2.802/2.495/2.178/1.917	5.21	
OKO	Yokota, Japan	C	372					1.512/1.360/1.211/1.057/ .931	1.72	

(A) 1-439 lbs; (B) 440-1099 lbs; (C) 1100-2199 lbs; (D) 2200-3599 lbs; (E) 3600 lbs and over.
 *Positioning of outsized cargo is authorized at Travis AFB for destination other than reflected for Travis channels.
 Coordinate with 22AF/TRKM, AUTOVON 837-3714 before taking any action to move an outsized shipment.

CHANNEL CODE	CHANNEL NAME	TYPE RQHT	PAX (\$/PAX)	PACIFIC CONUS			TP-4 (\$/CU FT)	APPROVED FREQUENCY	VAL
				(A)	(B)	(C) (D) (E)			
	*TRAVIS, CA (CONTINUED) (FROM/TO)								
OSN	Osan, Korea	C	423	1.715/1.542/1.373/1.199/1.055			1.61		
RMS	Ramstein, Germany	C	600	1.655/1.489/1.326/1.157/1.019			2.91		
SGP	Paya Lebar, Singapore	C	899	2.482/2.232/1.988/1.735/1.527			4.68		
UAM	Andersen, Guam, Marianas Is	A,C	422	1.822/1.639/1.459/1.274/1.121			3.75		CNO
TCM	MCCHORD, WA (FROM/TO)								
ADK	Adak, Alaska	C	282	.778/ .699/ .623/ .544/ .479			1.90	1/week	CNO
AHT	Anchitka, Alaska	P,C	274	.755/ .679/ .605/ .528/ .465				EDM	CNO
EDF	Elmendorf, Alaska	A,C	154	.426/ .383/ .342/ .298/ .262			1.34		
EIL	Eielson, Alaska	C	181	.500/ .450/ .400/ .349/ .308			1.34		
FUK	Itazuke, Japan	C	566	1.564/1.406/1.253/1.093/ .962			1.72		
IWA	Iwakuni, Japan	C	555	1.532/1.378/1.227/1.071/ .943			1.72		
KUZ	Kunsan, Korea	C	-	1.637/1.472/1.311/1.144/1.007			1.61		
KWJ	Kwang Ju, Korea	C	598	1.652/1.485/1.323/1.154/1.016			1.61		
MSJ	Misawa, Japan	C	549	1.514/1.362/1.213/1.059/ .932			1.72		
OKO	Yokota, Japan	P,C	388	1.409/1.267/1.129/ .985/ .867			1.72		
OSN	Osan, Korea	P,C	441	1.612/1.449/1.291/1.127/ .992			1.61		
SYA	Shemya, Alaska	C	310	.855/ .769/ .684/ .597/ .526			1.90		
TAE	Taegu, Korea	C	574	1.585/1.426/1.270/1.108/ .975			1.61		

(A) 1-439 lbs; (B) 440-1099 lbs; (C) 1100-2199 lbs; (D) 2200-3599 lbs; (E) 3600 lbs and over.

CHANNEL CODE	CHANNEL NAME	TYPE RQMT	PAX (\$/PAX)	PACIFIC CONUS				APPROVED FREQUENCY	VAL
				(A)	(B)	(C)	(D)		
TIK	TINKER, OK (FROM/TO)								
BWY	Bentwaters, England	C	-	1.371/1.233/1.098/	.958/	.844		3.46	
CRK	Clark, Philippines	C	865	2.389/2.148/1.913/1.670/1.470				3.28	
DNA	Kadena, Japan	C	771	2.128/1.914/1.704/1.488/1.310				3.23	
FRF	Rhein Main, Germany	C	538	1.484/1.335/1.189/1.038/	.914			3.46	
WIZ	Mildenhall, England	C	-	1.358/1.221/1.088/	.949/	.836		3.46	
MSJ	Misawa, Japan	C	709	1.957/1.760/1.568/1.368/1.205				3.67	
OKO	Yokota, Japan	C	671	1.852/1.666/1.483/1.295/1.140				3.67	
RMS	Ramstein, Germany	C	531	1.467/1.319/1.175/1.025/	.903			3.46	
RUH	Riyadh, Saudi Arabia	C	969	2.676/2.406/2.143/1.870/1.646					
SSS	Soesterberg, Netherlands	C	-	1.529/1.375/1.225/1.069/	.941			3.46	
UAM	Andersen, Guam, Marianas Is	C	800	2.209/1.986/1.769/1.544/1.359				5.38	
WAS	WASHINGTON, DC (FROM/TO)								
MRT	Narita, Tokyo, Japan	P	546						
SEL	Seoul, Kimpo, Korea	P	608						

(A) 1-439 lbs; (B) 440-1099 lbs; (C) 1100-2199 lbs; (D) 2200-3599 lbs; (E) 3600 lbs and over.

CHANNEL CODE	CHANNEL NAME	TYPE RQMT	PAX (\$/PAX)	PACIFIC INTRATHEATER				TP-4 (\$/CU FT)	APPROVED FREQUENCY	VAL
				(A)	(B)	(C)	(D)	(E)		
<u>ANC</u>	<u>ANCHORAGE, ALASKA (FROM/TO)</u>									
ADK	Adak, Alaska	P	368	.351/	.316/	.281/	.246/	.216		
SYA	Shemya, Alaska	P	404	.428/	.385/	.343/	.299/	.263		
<u>AWK</u>	<u>WAKE ISLAND, PACIFIC (FROM/TO)</u>									
CRK	Clark, Philippines	P,C	323	.893/	.803/	.715/	.624/	.550	1/month	PACAF
<u>CRK</u>	<u>CLARK, PHILIPPINES (FROM/TO)</u>									
BKK	Bangkok, Thailand	P,C	215	.594/	.534/	.475/	.415/	.365	2/month	PACAF
CUA	Cubi Point, Philippines	P	25	.010/	.009/	.008/	.007/	.006		
DJK	Djakarta, Indonesia	P,C	185	.511/	.460/	.410/	.357/	.315	2/month	PACAF
FUK	Fukuoka, Kyushu IS, Japan	P	250	.691/	.621/	.553/	.483/	.425		
MKW	Diego Garcia, BIOT	P,C	408	1.067/	.959/	.854/	.746/	.656	7/week	CNO
OSN	Osan, Korea	P	165	.456/	.410/	.366/	.319/	.281	1.30	
SGP	Paya Lebar, Singapore	P,C	157	.434/	.390/	.347/	.303/	.267	2/month	PACAF
<u>DNA</u>	<u>KADEMA, JAPAN (FROM/TO)</u>									
CRK	Clark, Philippines	P,C	95	.263/	.237/	.211/	.184/	.162	1.30	
CUA	Cubi Point, Philippines	P,C	99	.273/	.245/	.218/	.190/	.168	6/week	CINCPACAF
KHE	Kimhae, Korea	P,C	98	.270/	.243/	.216/	.189/	.166	1/week	PACAF
KUZ	Kunsan, Korea	P,C	-	.242/	.218/	.194/	.169/	.149	6/week	PACAF

(A) 1-439 lbs; (B) 440-1099 lbs; (C) 1100-2199 lbs; (D) 2200-3599 lbs; (E) 3600 lbs and over.

CHANNEL CODE	CHANNEL NAME	TYPE RQMT	PAX (\$/PAX)	PACIFIC INTRATHEATER					APPROVED FREQUENCY	VAL
				(A)	(B)	(C)	(D)	(E)		
DNA	KADENA, JAPAN (CONTINUED) (FROM/TO)									
KWJ	Kwang Ju, Korea	P,C	92	.253/	.228/	.203/	.177/	.156	1.30	
MSJ	Misawa, Japan	P,C	138	.381/	.343/	.305/	.266/	.234	6/week	PACAF
OSH	Osan, Korea	P,C	79	.217/	.195/	.174/	.152/	.133	6/week	PACAF
TAE	Taegu, Korea	P,C	92	.253/	.228/	.203/	.177/	.156	6/week	PACAF
EDF	ELMHORF, ALASKA (FROM/TO)									
ADK	Adak, Alaska	A,P,C	297	.351/	.316/	.281/	.246/	.216	3.31	
ANT	Anchitka, Alaska	P,C	347	.396/	.356/	.317/	.277/	.244	1/week	CNO
AKN	King Salmon, Alaska	P,C	31	.087/	.078/	.070/	.061/	.053	1/week	AAC
CDB	Cold Bay, Alaska	P,C	67	.184/	.165/	.147/	.129/	.113	1.62	AAC
CZF	Cape Romanof, Alaska	P,C	57	.157/	.141/	.126/	.110/	.097	1.62	AAC
EHM	Cape Newenham, Alaska	P,C	49	.135/	.121/	.108/	.094/	.083	1.62	AAC
EIL	Eielson, Alaska	A,C	27	.073/	.066/	.059/	.051/	.045	3.11	
FYU	Fort Yukon, Alaska	P,C	42	.115/	.104/	.092/	.081/	.071	1.62	AAC
GAL	Galena, Alaska	P,C	35	.096/	.087/	.077/	.067/	.059	1.62	AAC
LUR	Cape Lisburne, Alaska	P,C	75	.207/	.186/	.166/	.145/	.127	1.62	AAC
OKO	Yokota, Japan	C	368	1.017/	.915/	.815/	.711/	.626	3.98	
OTZ	Koetzebue, Alaska	P,C	58	.161/	.144/	.129/	.112/	.099	1.62	
SVW	Sparrevohn, Alaska	P,C	25	.057/	.051/	.045/	.040/	.035	1.6	AAC
SYA	Shemya, Alaska	A,P,C	389	.428/	.385/	.343/	.299/	.263	3.31	
TLJ	Tatalina, Alaska	P,C	25	.067/	.061/	.054/	.047/	.041	1.62	AAC
TWC	Tin City, Alaska	P,C	67	.186/	.167/	.149/	.130/	.114	1.62	AAC
UTO	Indian Mountain, Alaska	P,C	37	.102/	.092/	.082/	.072/	.063	1.62	AAC

(A) 1-439 lbs; (B) 440-1099 lbs; (C) 1100-2199 lbs; (D) 2200-3599 lbs; (E) 3600 lbs and over.

CHANNEL CODE	CHANNEL NAME	TYPE RQMT	PAX (\$/PAX)	PACIFIC INTRATHEATER				APPROVED FREQUENCY	VAL
				(A)	(B)	(C)	(D) (E)		
FUK	ITAZUKE, JAPAN (FROM/TO)								
DNA	Kadena, Japan	P,C	56	.153/	.138/	.123/	.107/ .094	1.30	
GUM	GUAM, MARIANAS ISLANDS (FROM/TO)								
MNL	Manila, Philippines	P	159	.479/	.431/	.384/	.335/ .295	-	
HIK	HICKAM, HAWAII (FROM/TO)								
ASP	Alice Springs, Australia	P,C	667	1.843/1.657/1.476/1.288/1.134				4.14	
AMK	Wake Island, Pacific	P,C	279	.670/	.602/	.536/	.468/ .412	1.64	PACAF
CHC	Christchurch, New Zealand	P,C	513	1.416/1.273/1.134/	.990/	.871		4.14	
CRK	Clark, Philippines	P,C	470	1.556/1.399/1.246/1.088/	.958			3.75	
CUA	Cubi Point, Philippines	C	472	1.566/1.408/1.254/1.095/	.964			3.75	
DNA	Kadena, Japan	P,C	412	1.362/1.225/1.091/	.952/	.838		3.47	
JON	Johnston Atoll, Pacific	P,C	100	.241/	.217/	.193/	.168/ .148	1.64	2/week
KWA	Kwajalein, Marshall Is	P,C	299	.716/	.644/	.574/	.501/ .441	3.10	2/week (P)
LEA	Learmonth, NW Cape, Australia	P,C	788	2.175/1.956/1.742/1.520/1.339				4.14	CNO
MDY	Midway Island	P,C	160	.383/	.345/	.307/	.268/ .236	1.64	1/week
OKO	Yokota, Japan	P,C	343	1.135/1.021/	.909/	.793/	.698	2.81	
OSM	Osan, Korea	P,C	404	1.337/1.203/1.071/	.935/	.823		2.62	
PPG	Pago Pago, American Samoa	P,C	276	.761/	.685/	.610/	.532/ .468	3.16	
RCM	Richmond, Australia	P,C	537	1.484/1.334/1.186/1.037/	.913			4.14	
UAM	Andersen, Guam, Marianas Is	P,C	318	1.110/	.998/	.889/	.776/ .683	1.57	
UMR	Woomera, Australia	P,C	626	1.728/1.554/1.384/1.208/1.063				4.14	

(A) 1-439 lbs; (B) 440-1099 lbs; (C) 1100-2199 lbs; (D) 2200-3599 lbs; (E) 3600 lbs and over.

CHANNEL CODE	CHANNEL NAME	TYPE RQMT	PAX (\$/PAX)	PACIFIC INTRATHEATER				APPROVED FREQUENCY	VAL
				(A)	(B)	(C)	(D)	(E)	
					CGO (\$/LB)		TP-4 (\$/CU FT)		
<u>HNL</u>	<u>HONOLULU, HAWAII</u> <u>(FROM/TO)</u>								
<u>GUM</u>	Andersen, Guam, Marianas Is	P	318	1.110/	.998/	.889/	.776/	.683	
<u>MNL</u>	Manila, Philippines	P	470	1.556/1.399/1.246/1.088/	.958				
<u>MRT</u>	Narita, Tokyo, Japan	P	343	1.135/1.021/	.909/	.793/	.698		
<u>OKA</u>	Naha, Okinawa, Japan	P	412	1.362/1.225/1.091/	.952/	.838			
<u>SEL</u>	Seoul, Kimp'o, Korea	P	404	1.337/1.203/1.071/	.935/	.823			
<u>IWA</u>	<u>ITAKUNI, JAPAN</u> <u>(FROM/TO)</u>								
<u>CRK</u>	Clark, Philippines	C	158	.438/	.393/	.350/	.306/	.269	1.30
<u>CUA</u>	Cubi Point, Philippines	P,C	162	.447/	.402/	.358/	.312/	.275	1.30
<u>DWA</u>	Kadena, Japan	P,C	72	.175/	.158/	.140/	.122/	.108	1.30
<u>KUZ</u>	<u>KUNSAN, KOREA</u> <u>(FROM/TO)</u>								
<u>KHE</u>	Kimhae, Korea	P	25						
<u>OSN</u>	Osan, Korea	P,C	25	.025/	.022/	.020/	.017/	.015	1.30
<u>TAE</u>	Taegu, Korea	P,C	25	.034/	.031/	.028/	.024/	.021	1.30
<u>KWJ</u>	<u>KWANG-JU, KOREA</u> <u>(FROM/TO)</u>								
<u>OSN</u>	Osan, Korea	P	25						
<u>MSJ</u>	<u>MISAMA, JAPAN</u> <u>(FROM/TO)</u>								
<u>KUZ</u>	Kunsan, Korea	P,C	120	.332/	.299/	.266/	.232/	.205	1.30
<u>OKO</u>	Yokota, Japan	P,C	38	.105/	.095/	.084/	.073/	.065	1.92

(A) 1-439 lbs; (B) 440-1099 lbs; (C) 1100-2199 lbs; (D) 2200-3599 lbs; (E) 3600 lbs and over.

CHANNEL CODE	CHANNEL NAME (FROM/TO)	TYPE RQMT	PAX (\$/PAX)	PACIFIC INTRATHEATER				TP-4 (\$/CU FT)	APPROVED FREQUENCY	VAL
				(A)	(B)	(C)	(D)	(E)		
OKO	YOKOTA, JAPAN (FROM/TO)									
CRK	Clark, Philippines	P,C	194	.536/	.482/	.429/	.375/	.330	1.30	
CTS	Chitose, Japan	P,C	53	.147/	.132/	.118/	.103/	.090	1.92	
CUA	Cubi Point, Philippines	P,C	198	.546/	.491/	.437/	.381/	.336	1.30	CINCPAC
DNA	Kadena, Japan	P,C	100	.276/	.248/	.221/	.193/	.170	1.30	CMC
FUK	Itazuke, Japan	P,C	56	.155/	.139/	.124/	.108/	.095	1.92	CNO
IMA	Iwakuni, Japan	P,C	44	.123/	.110/	.098/	.086/	.075	1.92	CMC
IWO	Iwo Jima Is, Japan	P,C	81	.224/	.201/	.179/	.156/	.138	1.30	CMC
KUZ	Kunsan, Korea	P,C	82	.227/	.204/	.182/	.159/	.140	1.30	PACAF
KWJ	Kwang Ju, Korea	P,C	117	.324/	.291/	.260/	.226/	.199	1.30	
MJS	Marcus Island, Pacific	P,C	125	.344/	.309/	.275/	.240/	.212	1.99	CMC
MKW	Diego Garcia, BIOT	C	581	1.603/1.442/1.284/1.120/	.986					
OBO	Obihiro, Japan	P,C	96	.264/	.237/	.211/	.184/	.162		PACAF
OSN	Osan, Korea	P,C	73	.202/	.182/	.162/	.141/	.125	1.30	PACAF
TAE	Taeju, Korea	P,C	64	.176/	.158/	.141/	.123/	.108	1.30	PACAF
OSN	OSAN, KOREA (FROM/TO)									
CJU	Cheju Do, Korea	P,C	26	.071/	.064/	.057/	.050/	.044	1.30	
RCM	RICHMOND, AUSTRALIA (FROM/TO)									
LEA	Learmonth, NW Cape, Australia	P,C	250	.692/	.622/	.554/	.483/	.426	3.45	CNO
UWR	Woomera, Australia	P,C	88	.244/	.219/	.195/	.170/	.150	3.45	

(A) 1-439 lbs; (B) 440-1099 lbs; (C) 1100-2199 lbs; (D) 2200-3599 lbs; (E) 3600 lbs and over.

CHANNEL CODE	CHANNEL NAME	TYPE RQMT	PAX (\$/PAX)	PACIFIC INTRATHEATER				TP-4 (\$/CU FT)	APPROVED FREQUENCY	VAL
				(A)	(B)	(C)	(D)	(E)		
SGP	PEYA LEBAR, SINGAPORE (FROM/TO)									
MKN	Diego Garcia, BIOT	P,C	283	.782/	.704/	.627/	.547/	.482	1/week	CNO
SYA	SHENYA, ALASKA									
ATU	Attu Is, Alaska (Cosgo Cove - CGS)	P,C	25	.011/	.010/	.009/	.008/	.007	1/mo	CNO
TAE	TAEGU, KOREA (FROM/TO)									
OSN	Osan, Korea	P,C	25	.041/	.037/	.033/	.028/	.025	1.30	
UAM	ANDERSEN, GUAM, MARIANAS IS (FROM/TO)									
CRK	Clark, Philippines	A,P,C	159	.479/	.431/	.384/	.335/	.295	1.30	
CUA	Cubi Point, Philippines	P,C	175	.484/	.436/	.388/	.339/	.298	1.30	CINCPAC
DNA	Kadena, Japan	C	150	.415/	.373/	.332/	.290/	.255	1.30	
KSA	Kosrae/Kusaie, Caroline Is	P,C	132	.365/	.329/	.293/	.255/	.225	1.30	PACAF
OKO	Yokota, Japan	C	166	.458/	.412/	.367/	.320/	.282	1.30	
PMI	Ponape, TPI	P,C	110	.303/	.273/	.243/	.212/	.187	1.30	CNO
ROR	Babelthuap, Palau Island	P,C	87	.241/	.217/	.193/	.169/	.148	1.30	CNO
TKK	Truk, Truk Island	P,C	87	.240/	.216/	.192/	.168/	.148	1.30	CNO
YAP	Yap, Caroline Island	P,C	57	.159/	.143/	.127/	.111/	.098	1.30	CNO

(A) 1-439 lbs; (B) 440-1099 lbs; (C) 1100-2199 lbs; (D) 2200-3599 lbs; (E) 3600 lbs and over.

SECTION II - CARGO AIRLIFT ROUTING GUIDE

INTRODUCTION:

1. This routing guide is published to aid shippers in selecting origin and destination station codes for cargo movement within the Department of Defense airlift system. The general concept employed in developing the guide is to assist shippers in finding the origin/destination stations where cargo can enter and exit the MAC airlift system.

2. Terms used in the Cargo Routing Guide are defined below:

- a. APOE - Aerial Port of Embarkation: Air terminal where cargo enters the MAC airlift system.
- b. APOD - Aerial Port of Debarkation: Air terminal where cargo departs the MAC airlift system.
- c. MAC Origin/Destination Codes - Three-letter APOE/APOD codes specifically serviced by MAC airlift resources and used for shipment labeling and TCMD accomplishment.

USE OF ROUTING GUIDE:

1. The destination APODs are arranged alphabetically by country and by station within each country. Next to each station name is the three-letter APOD code. The series of Xs that follow identify the CONUS APOEs which provide service to that APOD. The APOE/APOD pairs matched by the Xs correspond with single channels or, if single channels are not established, the least number of connecting channels as listed in Section I. Cargo will be accepted at the APOEs listed for any particular APOD. On an exception basis, however, APOEs other than those marked with an "X" may be used. This policy applies when some factor such as size or sensitivity dictates using a MAC port other than the one normally used for movement to the destination in question. This requirement must be coordinated with the appropriate MAC numbered Air Force/Airlift Division prior to offering the cargo to MAC for airlift.

2. This guide is organized for CONUS outbound routing. To determine CONUS inbound routing, merely use the guide in reverse; i.e., the APOD codes become the APOE codes when cargo originates at an overseas station destined for the CONUS.

3. When manual documentation for the TCMD, DD Form 1384, is used, the APOE code is entered in blocks 6 and 36b and the APOD code is entered in blocks 7 and 37. When mechanized documentation is used for the TCMD, the APOE is entered in card columns (CC) 21-23 and the APOD is entered in CC 24-26.

SECTION II - CARGO AIRLIFT ROUTING GUIDE

APOD AND APOE CODES (BY COUNTRY)

LOCATION	APOD CODE	CONUS APOE								
		CHS	COF	DOV	NGU	SBD	SUU	TCM	TIK	WRI
ALASKA										
Adak	ADK							X		
Amchitka	AHT							X		
Attu Island	ATU							X		
Cape Lisburne	LUR			X				X		
Cape Newenham	EHM			X				X		
Cape Romanzoff	CZF			X				X		
Cold Bay	CDB			X				X		
Eielson	EIL							X		
Elmendorf	EDF			X				X		
Ft Yukon	FYU			X				X		
Galena	GAL			X				X		
Indian Mountain	UTO			X				X		
King Salmon	AKN			X				X		
Kotzebue	OTZ			X				X		
Shemya	SYA							X		
Sparrevohn	SYW			X				X		
Tatalina	TLJ			X				X		
Tin City	TNC			X				X		
AMERICAN SAMOA										
Pago Pago	PPG					X				
ANTIGUA, BWI										
St. Johns	SJH		X							
ARGENTINA										
Buenos Aires	BUE	X								
ASCENSION ISLAND (UK)										
Ascension	ASI		X							
AUSTRALIA										
AttCe Springs	ASP					X				
Learmonth NW Cape	LEA					X				
Richmond	RCM					X				
Woomera	UMR					X				
AZORES IS (PORTUGAL)										
Lajes	LGS									X
BAHRAIN										
Bahrain Island	BAH				X					
BARBADOS										
Bridgetown	BGI				X					
BELIZE										
Belize City	BZE	X								
BERMUDA										
Bermuda	BDA	X								
	CHS	COF	DOV	NGU	SBD	SUU	TCM	TIK	WRI	

APOD AND APOE CODES (BY COUNTRY)

<u>LOCATION</u>	<u>APOD CODE</u>	<u>CONUS APOE</u>								
		<u>CHS</u>	<u>COF</u>	<u>DOV</u>	<u>NGU</u>	<u>SBD</u>	<u>SUU</u>	<u>TCM</u>	<u>TIK</u>	<u>WRI</u>
<u>BIOT</u> Diego Garcia	NKW						X			
<u>BOLIVIA</u> La Paz	LPB	X								
<u>BRAZIL</u> Brazilia	BSB	X								
Rio De Janeiro	RIO	X								
<u>CANADA</u> Goose Bay, Labrador	YYR									X
St. John's, Nfld	YYT									X
<u>CAROLINE ISLANDS</u> Yap	YAP						X		X	
Kosrae/Kusaie	KSA						X		X	
<u>CHAD</u> N'djamena	NDJ	X								
<u>CHILE</u> Santiago	SCL	X								
<u>COLUMBIA</u> Bogota	BOG	X								
<u>COSTA RICA</u> San Jose	OCO	X								
<u>CRETE, GREECE</u> Iraklion	VMH									X
Souda Bay	SOC			X	X		X		X	
<u>CUBA</u> Guantanamo	GAO				X					
<u>CYPRUS</u> Akrotiri	AKT									X
<u>DOMINICAN REPUBLIC</u> Santo Domingo	SDQ	X			X					
<u>EL SALVADOR</u> San Salvador, Ilopango	SAL	X								
<u>ENGLAND</u> Atconbury	AYH	X								
Bentwaters	BWY	X							X	
Mildenhall	MHZ	X							X	
<u>EGYPT</u> Cairo East	CAI			X						
El Gorah	EGH			X						
<u>ECUADOR</u> Quito	UIO	X								
<u>GERMANY</u> Athorn	LHN	X							X	
Liepheim	LPH	X							X	
Norvenich	NRV	X							X	
Ramstein	RMS			X			X		X	
Rhein Main	FRF			X			X		X	
Sembach	SEX	X							X	
Tempelhof	THF			X						
		<u>CHS</u>	<u>COF</u>	<u>DOV</u>	<u>NGU</u>	<u>SBD</u>	<u>SUU</u>	<u>TCM</u>	<u>TIK</u>	<u>WRI</u>

APOD AND APOE CODES (BY COUNTRY)

<u>LOCATION</u>	<u>APOD CODE</u>	<u>CONUS APOE</u>								
		<u>CHS</u>	<u>COF</u>	<u>DOV</u>	<u>NGU</u>	<u>SBD</u>	<u>SUU</u>	<u>TCM</u>	<u>TIK</u>	<u>WRI</u>
<u>GREECE</u>										
Athens	ATH									X
<u>GREENLAND</u>										
Sondrestrom	SFJ									X
Thule	THU									X
<u>GUATAMALA</u>										
Guatamala City	GUA	X								
<u>HAITI</u>										
Port Au Prince	PAP	X			X					
<u>GUYANA</u>										
Georgetown	GEO	X								
<u>HAWAII</u>										
Hickam	HIK					X	X			
<u>HONDURAS</u>										
Comayagua, Palmerola	PLA	X								
La Ceiba	LCE	X								
La Mesa, La Lima	SAP	X								
Tegucigalpa	TGU	X								
<u>ICELAND</u>										
Keflavik	KEF				X					X
<u>INDONESIA</u>										
Djakarta	DJK			X			X		X	
<u>ISRAEL</u>										
Tel Aviv	TLV									X
<u>ITALY</u>										
Aviano	AVB									X
Brindisi	BDS									X
Decimomannu, Sardinia	DCU						X		X	X
Naples	NAP				X					
Olbia, Sardinia	OLB				X					
Pisa	PSA									X
Sigonella	SIZ				X					
<u>IWO JIMA, JAPAN</u>										
Iwo Jima	IWO			X			X	X	X	
<u>JAMAICA</u>										
Kingston	KIN	X			X					
<u>JAPAN</u>										
Chitose	CTS			X			X	X	X	
Itazuke	FUK							X		
Iwakuni	IWA							X		
Kadena	DNA			X		X	X		X	
Misawa	MSJ							X	X	
Obihiro	OBO			X			X	X	X	
Yokota	OKO			X			X	X	X	

CHS COF DOV NGU SBD SUU TCM TIK WRI

APOD AND APOE CODES (BY COUNTRY)

<u>LOCATION</u>	<u>APOD CODE</u>	<u>CONUS APOE</u>								
		<u>CHS</u>	<u>COF</u>	<u>DOV</u>	<u>NGU</u>	<u>SBD</u>	<u>SUU</u>	<u>TCM</u>	<u>TIK</u>	<u>WRI</u>
<u>JOHNSTON ATOLL</u> Johnston	JON						X			
<u>JORDON</u> Amman	AMM			X						
<u>KENYA</u> Nairobi	NBO				X					
<u>KOREA</u> Cheju Do	CJU			X			X	X		
Kunsan	KUZ							X		
Kwang Ju	KWJ							X		
Osan	OSN			X			X	X		
Taeegu	TAE							X		
Kimhae	KHE			X		X	X		X	
<u>LIBERIA</u> Monrovia	ROB	X								
<u>MARCUS ISLAND</u> Marcus	MUS			X				X	X	
<u>MARIANAS ISLANDS</u> Guam, Andersen	UAM						X		X	
<u>MARSHALL ISLANDS</u> Kwajalein	KWA					X	X			
<u>MIDWAY ISLAND</u> Midway	MDY						X			
<u>NETHERLANDS</u> Soesterberg	SSS			X					X	
<u>NEW ZEALAND</u> Christchurch	CHC					X				
<u>NICARAGUA</u> Managua	MGA	X								
<u>NIGER</u> Niamey	NIM	X								
<u>NORWAY</u> Fornebu, Oslo	OSL			X						
<u>OMAN</u> Muscat	SBE				X					
<u>PALAU ISLANDS</u> Babelthuap	ROR						X		X	

CHS COF DOV NGU SBD SUU TCM TIK WRI

APOD AND APOE CODES (BY COUNTRY)

<u>LOCATION</u>	<u>APOD CODE</u>	<u>CONUS APOE</u>								
		<u>CHS</u>	<u>COF</u>	<u>DOV</u>	<u>NGU</u>	<u>SBD</u>	<u>SUU</u>	<u>TCM</u>	<u>TIK</u>	<u>WRI</u>
<u>PANAMA</u>										
Howard	HOW	X								
<u>PARAGUAY</u>										
Asuncion	ASU	X								
<u>PERU</u>										
Lima	LIM	X								
<u>PHILLIPPINE ISLANDS</u>										
Clark	CRK			X			X		X	
Cubi Point	CUA						X			
<u>PORTUGAL</u>										
Atverca	ALA				X					
<u>PUERTO RICO</u>										
Roosevelt Roads	NRR				X					
<u>SAUDI ARABIA</u>										
Dhahran	DHA			X						
Jeddah	JED			X						
Khamis Mushaut, Abha	KAI			X						
Riyadh	RUH			X					X	
Taif	TIF			X						
Tabuk	TUU			X						
<u>SCOTLAND</u>										
Prestwick	PIK	X								
<u>SINGAPORE</u>										
Paya Lebar	SGP						X			
<u>SOMALIA</u>										
Berbera	BBE				X					
Mogadishu	MGQ				X					
<u>SPAIN</u>										
Mahon	MAH									X
Palma	PMI									X
Rota	RTA				X					
Torrejon	TOJ									X
Zaragoza	ZAZ									X
<u>SUDAN</u>										
Khartoum	KRT				X					
<u>SURINAM</u>										
Paramaribo	PBM	X								

CHS COF DOV NGU SBD SUU TCM TIK WRI

APOD AND APOE CODES (BY COUNTRY)

<u>LOCATION</u>	<u>APOD CODE</u>	<u>CONUS APOE</u>							
		<u>CHS</u>	<u>COF</u>	<u>DOV</u>	<u>NGU</u>	<u>SBD</u>	<u>SUU</u>	<u>TCM</u>	<u>TIK</u>
<u>TERRITORIAL TRUSTS</u>									
<u>PACIFIC ISLANDS</u>									
Ponape	PNI						X		X
<u>THAILAND</u>									
Bangkok	BKK			X			X		X
<u>TRUK ISLANDS</u>									
Truk	TKK						X		X
<u>TURKEY</u>									
Ankara	ESB			X					
Balikesir	BZI			X					
Cigli, Izmir	IGL			X					
Diyarbakir	DIY			X					
Erhac	EHC			X					
Eskisehir	ESK			X					
Erzurum	ERZ			X					
Incirlik, Adana	ADA			X					
Sinop	SIO			X					
Yesilkoy	YES			X					
<u>URUGUAY</u>									
Montevideo	MVD	X							
<u>VENEZUELA</u>									
El Libertador,									
Maracay	ELR	X							
Maquetia	MIQ	X							
<u>VIRGIN ISLANDS</u>									
St. Croix	STX				X				
<u>WAKE ISLAND</u>									
Wake	AWK						X		
<u>ZAIRE</u>									
Kinshasa	FIH	X							

CHS COF DOV NGU SBD SUU TCM TIK WRI