



NOTICE: This publication is available digitally on the AFDPO WWW site at:
<http://afpubs.hq.af.mil>.

OPR: HQ PACAF/LGTR
(Capt William R. Hurt)
Supersedes PACAFPAM 24-1,
22 September 2000

Certified by: HQ PACAF/LGT
(Lt Col Joseph Robinson)
Pages: 23
Distribution: F

THIS PUBLICATION IS ONLY A GUIDE. IT IS NOT INTENDED TO BE A SINGLE SOURCE FOR PROCEDURES CONTAINED IN OTHER MANUALS OR INSTRUCTIONS.

Developing airlift requests can at times seem to be a rather complex task. There are numerous areas that must be addressed, any one of which can cause the approval of the request to be delayed. This information is provided to assist you in both planning your airlift requirements and preparing your actual requests. If you have any suggestions for changes, additions, deletions, etc. for this pamphlet, please submit to HQ PACAF/LGTR at any time.

More detailed information on airlift requests is provided in DODR 4500.9R. Airlift requests are to be submitted in message format outlined in this pamphlet. This pamphlet is for PACAF use and does not take precedent over the DOD 4500 series, the Joint Federal Travel Regulations, or the Foreign Clearance Guide.

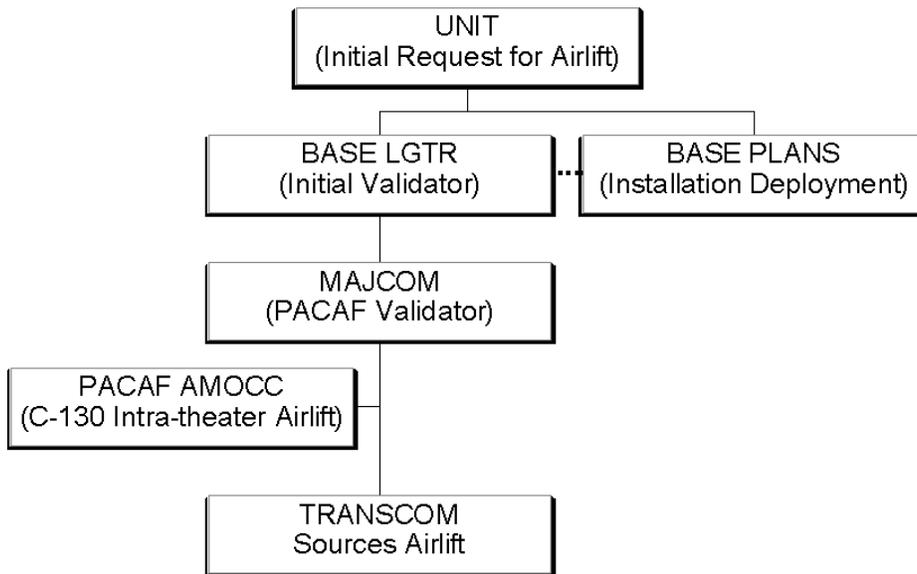
If questions arise that require an urgent response, please contact the HQ PACAF/LGTR staff during duty hours, 1730Z to 0230Z, Mon-Fri, at 448-1270.

SUMMARY OF REVISIONS

This publication has been revised to update Internet references.

1.	Responsibilities:	2
2.	Submitting Airlift Requests (SAAMs):	3
3.	Joint Airlift Planning:	7
4.	Additional Airlift Planning Information:	7
Table 1.	Standard Time Conversion Table.	20
Figure 1.	Julian Date Calendar (Perpetual).	21
Figure 2.	Julian Date Calendar (Leap Year).	22

1. Responsibilities: Airlift should be requested through the following channels.



1.1. UNIT: The unit is required to accomplish the basic SAAM request using the DD Form 1249 format and an aircraft load plan. As the requesting unit, they have the best information on load data, hazardous materials requiring lift, and dimensional data to match the aircraft request to the actual load. The unit must establish and maintain close contact with the base Transportation/LGTR and Logistics Plans flights for planned data, time frames and aircraft configurations. A completed DD form 1249 must be submitted to the base Transportation/LGTR NLT 60 days prior to movement date. This suspense is required to ensure the SAAM request is submitted to TRANSCOM NLT 30 days prior to movement date, resulting in a 10 percent rebate on airlift costs.

1.2. BASE VALIDATOR: Usually this will be the Transportation/LGTR function. LGTR will check the DD Form 1249 for accuracy, compare load data and hazardous cargo information against the submitted load plan, and validate the aircraft type requested to the load data and travel distances. They will then submit the request to HQ PACAF/LGTR for validation. HQ PACAF must receive the request NLT 45 days prior to movement date. Late submission can jeopardize the 10% rebate.

1.3. MAJCOM VALIDATOR: HQ PACAF validators will check the submitted DD Form 1249 for accuracy, assign a SAAM number and JCS priority, ensure funding is available and a fund cite annotated on the request. Any discrepancies will be referred back to the Base Transportation function for correction. HQ PACAF will forward the request to TRANSCOM to assign airlift.

1.4. USTRANSCOM: Will accept submitted DD Form 1249's, assign airlift and bill the funding agency.

1.5. BASE PLANS: The installation deployment officer and unit deployment managers are involved in the planning and execution of cargo and passenger movement for their respective base. All airlift requests should be coordinated through Base Plans if not already initiated by that organization.

2. Submitting Airlift Requests (SAAMs): All airlift requests must be submitted in the proper format IAW DOD 4500.9R Part 2, Ch. 210 Appendices W. Part 2 Atch. 1, Page W-1-1. In the proper format, unclassified SAAM requests can be passed from the unit to the base validator, to the MAJCOM validator, to USTRANSCOM by way of e-mail. For PACAF C-130 requests, reference the process outlined in this publication. For all others, reference the SAAM request system at the USTRANSCOM web site:

<https://140.175.5.204/SRS/SRSWEBCLS/>

2.1. SAAM REQUEST FORMAT: All SAAM requests must be in the strict format shown below:

2.1.1. **SUBJ:** SAAM REQUEST FOR COPE THUNDER MSGID/AL1249/*ORIGINATOR*//
AL1249REQ/SAAM/*SAAM NUMBER*/*JCS PRIORITY*/*REQUESTING UNIT*/PROJECT NUMBER/INFO ADDRESSEES// (Note: no SAAM number will be given, we assign the number. There may or may not be a JCS priority. These “/-/-” may be used in these data fields.)

EXAMPLE:

SUBJ: SAAM REQUEST FOR COPE THUNDER

MSGID/AL1249/18 TRANS KADENA AB JA//

AL1249REQ/SAAM/-/-/18 TRANS KADENA AB JA/COPE THUNDER/Y//

2.1.2. **ONOFF/CLASSIFICATION/REF NUMBER/ONLOAD LOCATION IACO/OFFLOAD LOCATION ICAO/AVAILABLE LOAD DATE/PICKUP (DEPARTURE) DATE/LATEST ARRIVALS/NUMBER OF PAX/ BAGGAGE SHORT TONS/CARGO SHORT TONS/CUBE OF BAGGAGE AND CARGO/COMMENTS, IF APPLICABLE//** (NOTE: dates must have a three day spread)

EXAMPLE:

ONOFF/U/01/RODN/PAED/011200ZJAN97/021200ZJAN97/031200ZJAN97/27/1.3/19.6/3597/-//

ONOFF/U/02/PAED/RODN/221700ZJAN97/231700ZJAN97/241700ZJAN97/27/1.3/19.6/3597/-//

2.1.3. **MSNREQ/CLASSIFICATION/REF NUMBER/NUMBER OF AIRCRAFT (*ALWAYS 01*)/TYPE OF AIRCRAFT/ACFT CONFIGURATION/MSN SUPPORT COMMENTS (I.E., MHE, JI SUPPORT)//**

EXAMPLE:

MSNREQ/U/01/1/C-141/C-2M/JI SUPPORT REQUIRED//

MSNREQ/U/02/1/C-141/C-2M/JI SUPPORT REQUIRED//

2.1.4. **LOAD/CLASSIFICATION/REF NUMBER/CARGO REF/LOAD DESCRIPTION/QUANTITY/CARGO WEIGHT IN POUNDS/CUBE/LENGTH/WIDTH/HEIGHT/SECURITY CLASSIFICATION OF CARGO//**

EXAMPLE:

LOAD/U/01/A/463L PALLET/8/3400/2900/-/-/U// (Note: see underlined “8”, this is for eight pallets)

LOAD/U/01/B/463L MXS PALLET/1/3000/300/88/108/96/U//

LOAD/U/01/C/OIL CART/1/600/24/40/30/35/U//

LOAD/U/01/D/F-2 TRAILER/1/1600/373/150/50/86/U//

LOAD/U/02/A/463L PALLET/8/3400/2900/-/-/U// (Note: see underlined "8", this is for eight pallets)

LOAD/U/02/B/463L MXS PALLET/1/3000/300/88/108/96/U//

LOAD/U/02/C/OIL CART/1/600/24/40/30/35/U//

LOAD/U/02/D/F-2 TRAILER/1/1600/373/150/50/86/U//

2.1.5. HAZCOM/ CLASSIFICATION/REF NUMBER/CARGO REF/SHIPPING NAME OF HAZARDOUS/PACKAGING PARAGRAPH/NET EXPLO WEIGHT (ENTER " /-" IF NOT APPLICABLE)//

EXAMPLE:

HAZCOM/U/01/A/FLARES, AERIAL/A5.58.1/1575//

HAZCOM/U/01/B/AIR COMPRESSED/A6.7.9/-//

HAZCOM/U/02/A/FLARES, AERIAL/A5.58.1/1575//

HAZCOM/U/02/B/AIR COMPRESSED/A6.7.9/-//

2.1.6. CONTACTS/CLASSIFICATION/TYPE OF CONTACT (I.E., ONLOAD ENROUTE, OVERALL, ETC.)/LOCATION/NAME/DUTY PHONE/HOME PHONE//

EXAMPLE:

CONTACTS/U/OVERALL/RODN/SSGT JOE/DSN 634-7788/HP 634-8877//

CONTACTS/U/OFFLOAD/PAED/SSGT SCHMOE/DSN 552-3344/HP 552-4433//

CONTACTS/U/REQUESTER/RODN/TSGT SCHMEDLY/DSN 634-9182/HP 634-1928//

2.1.7. BILLING/FUND CITE// (Airlift will not be scheduled without a fund cite. If airlift is for a PACAF exercise, PACAF will provide the fund cite to be attached. For Non-PACAF exercise, wooden bullet missions, attach the requesting unit's fund cite.

EXAMPLE:

BILLING/USE FUND CITE XX XXXXX XXXXXX TO CAPTURE THE COST OF THESE MISSIONS

2.1.8. REMARKS/self explanatory, but be specific//

2.2. REQUEST MESSAGE SAMPLE:

FROM: 18TRNS KADENA AB JA//LGTR//

TO: HQ PACAF HICKAM AFB HI//LGTR//

INFO: AS REQUIRED

SUBJ: SAAM REQUEST FOR COPE THUNDER

MSGID/AL1249/18 TRANS KADENA AB JA//

AL1249REQ/SAAM/-/-/18 TRANS KADENA AB JA/COPE THUNDER/Y//
 ONOFF/U/01/RODN/PAED/011200ZJAN97/021200ZJAN97/031200ZJAN97/27/1.3/19.6/3597/-//
 ONOFF/U/02/PAED/RODN/221700ZJAN97/231700ZJAN97/241700ZJAN97/27/1.3/19.6/3597/-//
 MSNREQ/U/01/1/C141/C-2M/JI SUPPORT REQUIRED//
 MSNREQ/U/02/1/C141/C-2M/JI SUPPORT REQUIRED//
 LOAD/U/01/A/463L PALLET/8/3400/2900/-/-/U// (Note: see underlined "8", this is for eight pal-
 lets)
 LOAD/U/01/B/463L MXS PALLET/1/3000/300/88/108/96/U//
 LOAD/U/01/C/OIL CART/1/600/24/40/30/35/U//
 LOAD/U/01/D/F-2 TRAILER/1/1600/373/150/50/86/U//
 LOAD/U/02/A/463L PALLET/8/3400/2900/-/-/U// (Note: see underlined "8", this is for eight pal-
 lets)
 LOAD/U/02/B/463L MXS PALLET/1/3000/300/88/108/96/U//
 LOAD/U/02/C/OIL CART/1/600/24/40/30/35/U//
 LOAD/U/02/D/F-2 TRAILER/1/1600/373/150/50/86/U//
 HAZCOM/U/01/A/FLARES, AERIAL/A5.58.1/1575//
 HAZCOM/U/01/B/AIR COMPRESSED/A6.7.9/-//
 HAZCOM/U/02/A/FLARES, AERIAL/A5.58.1/1575//
 HAZCOM/U/02/B/AIR COMPRESSED/A6.7.9/-//
 CONTACTS/U/OVERALL/RODN/SSGT JOE/DSN 634-7788/HP 634-8877//
 CONTACTS/U/OFFLOAD/PAED/SSGT SCHMOE/DSN 552-3344/HP 552-4433//
 CONTACTS/U/REQUESTER/RODN/TSGT SCHMEDLY/DSN 634-9182/HP 634-1928//
 BILLING/TBD//
 REMARKS/MSN IS AIRLIFTING SUPPORT EQUIPMENT FOR F-15 UNIT//

2.3. SAAM REQUEST MESSAGE ADDRESSES:

2.3.1. TO:

USCINTRANS SCOTT AFB IL//TCJ3-ODJ//

PACAF AOS HICKAM AFB HI//XOPA/XOPL// (if mission operates within PACAF [intrathe-
 ater]; if not, info address them. Also add XOPK if KC-10 is requested)

2.3.2. INFO:

AMC SCOTT AFB IL//SAAM/XOOMS// (if KC-10 also add XOOTC AND XOOTP)

HQ AMC TACC COMMAND CENTER SCOTT AFB IL//SAAM/XOOMS/XOOZ/XOGM//

USCINCPAC HONOLULU HI//J43//

HQ PACAF HICKAM AFB HI//PAMO//

HQ PACAF HICKAM AFB HI//DOXE//

ACC AOS LANGLEY AFB VA//AODX// (if KC-10 is requested)

615AMSG HICKAM AFB HI//TRO//

2.3.2.1. Always info the LGTR office for the origin, destination and intransit bases, they are:

374TRNS YOKOTA AB JA//LGTR

18TRNS KADENA AB JA//LGTR//

35TRNS MISAWA AB JA//LGTR//

8TRNS KUNSAN AB KOR//LGTR//

51TRNS OSAN AB KOR//LGTR//

36TRNS ANDERSEN AFB GU//LGTR//

3TRNS ELMENDORF AFB AK//LGTR//

354TRNS EIELSON AFB AK//LGTR//

15TRNS HICKAM AFB HI//LGTR//

2.3.2.2. Always info the AMSS for each origin, destination and intransit base. They are:

630AMSS YOKOTA AB JA//CCX/TRO// (also info QAE if CATO in Misawa is used)

633AMSS KADENA AB JA//CCX/TRO//

634AMSS ANDERSEN AFB GU//CCX/TRO//

635AMSS HICKAM AFB HI//CCX/TRO/TRX//

631AMSS OSAN AB KOR//CCX/TRO// (also info QAE if CATO in Kunsan is used)

632AMSS ELMENDORF AFB AK//CCX/TRO// (also info QAE if CATO in Eielson is used)

CATO MISAWA AB JA//TRO//

CATO KUNSAN AB KOR//TRO//

CATO EIELSON AFB AK//TRO//

5AF YOKOTA AB JA//LGT// (when transiting anyplace in Japan)

607ASUS OSAN AB KOR//LGT// (when transiting anyplace in Korea)

611ASG ELMENDORF AFB AK//LGT// (when transiting anyplace in Alaska)

613ASUS ANDERSEN AFB GU//LGT// (when transiting anyplace in Southeast Asia, other than Japan or Korea)

374OSS YOKOTA AB JA//OSO// (when request is for a C-130 operating in WESTPAC)

3OSS ELMENDORF AFB AK//DOT// (when request is for a C-130 operating in Alaska)

3OG ELMENDORF AFB AK//CDT//

2.3.2.3. Also info the following if known:

1. All addresses included on the original SAAM request.
2. The unit being deployed.
3. The LGTX of stateside bases if transit or destination station.
4. The Headquarters LGTR of other commands when transiting their bases.

2.4. CHANGES: Requests for changes to a mission do not need to be formatted. They are not processed by the automatic computer loader and are always manually input. They need to be understandable, and, if you want to be sure they arrived, you need to call. A simple e-mail with the requested changes is acceptable.

2.5. PRICING: A 10% discount is allocated if USTRANSCOM receives a SAAM request no later than 30 days prior to execution date. Do not assume the request has been received by USTRANSCOM, verify this through your Base/MAJCOM validator. Significant changes to the SAAM request within the 30 day window will negate the 10% discount.

2.5.1. MINIMUM ACTIVITY RATES (MAR): Please note the MAR for the C-17 is **4 HOURS**, not 2 hours as with all other AMC aircraft.

3. Joint Airlift Planning: Airlift concerning exercise and contingency planning within the PACOM AOR can be found in USCINCPAC INST 4630.3A. For further information, contact the Pacific Airlift Management Office (PAMO) at HQ PACAF, Hickam AFB Hawaii.

4. Additional Airlift Planning Information: The following data is made available for convenient use while airlift planning. More Specific information can be found in DODR 4500.9R along with other cited sources. For foreign travel, the Foreign Clearance Guide should be reviewed. This is located at: <http://www.fcg.pentagon.mil/>.

4.1. JCS PRIORITIES: (As Published in JCS Pub 4-04):

- 1A(1) A Presidential-directed mission.
- 1A(2) US forces and other forces or activities in combat designated by the Joint Chiefs of Staff.
- 1A(3) Programs approved by the President for top national priority.
- 1A(4) Special weapons.
- 1B(1) Missions specially directed by the Office of the Secretary of Defense or the Joint Chiefs of Staff.
- 1B(2) Units, projects, or plans specially approved for implementation by the Joint Chiefs of Staff.
- 1B(3) Validated minimal frequency channels.
- 2A(1) US forces or activities and foreign forces or activities that are deploying or positioned and maintained in a state of readiness for immediate combat, or direct combat, or direct combat support.
- 2A(2) Industrial production activities engaged in repair, modification, or manufacture of primary weapons, equipment, and supplies to prevent an impending work stoppage or to reinstitute

production in the event a stop-page has already occurred or when the material is required to accomplish emergency or controlling jobs.

- 2B(1) JCS-directed exercises.
- 2B(2) JCS-coordinated exercise.
- 2C(1) Air Force Operational Readiness Inspections requiring the use of Special Operations Low Level/Special Operations Employment (SOLL-II/SOE) assets.
- 2C(2) Special Operations forces training in support of, and when validated by, the Commander, Joint Special Operations Command (COMJSOC).
- 2C(3) Those airframe days "fenced" by CINCTRANS to support minimum essential JA/ATT, excluding other JA/ATT requirements under Priority 3B below.
- 3A(1) Readiness or evaluation tests when airlift is required in support of unit inspection or evaluation tests, including EDRE.
- 3A(2) US forces or activities and foreign forces or activities that are maintained in a state of readiness to deploy for combat and other activities essential to combat forces (most SAAMs).
- 3A(3) Approved requirements channels.
- 3B(1) Service training when airborne operations of airlift support is integral to combat readiness (e.g., field training exercises, proficiency airdrop, and air assault).
- 3B(2) Combat support training (e.g., flare drops, unconventional warfare activities, and JACC/CP).
- 3B(3) Service schools requiring airborne, airdrop, or air transportability training as part of the program of instruction.
- 3B(4) Airdrop/air transportability or aircraft certification of new or modified equipment.
- 4A(1) US forces and foreign forces or activities tasked for employment in support of approved war plans support activities essential to such forces.
- 4A(2) Static loading exercises for those units specifically tasked to perform air transportability missions.
- 4B(1) Other forces or activities and foreign forces or activities.
- 4B(2) Other non-DOD activities that cannot be accommodated by commercial airlift.
- 4B(3) Static display for public and military events.

4.2. INFORMATION SYSTEMS: The following are database systems that can help you in the planning/execution process. You may or may not have access to these systems at your location. Many of these are accessed through WEB base system support and require a USERID and Password, and may require a secret security clearance.

4.2.1. GLOBAL DECISION SUPPORT SYSTEM (GDSS): GDSS is an Air Mobility Command, command and control system used to schedule airlift missions. GDSS has numerous sub-functions that enable various users at all levels to gain information to help support its mission. GDSS access is limited to users that directly impact AMC and its support role. GDSS has a classified and

unclassified side. If you are authorized you can obtain a USERID/password via your system administrator or access the GDSS WEB at: <https://www.gdss.scott.af.mil>

4.2.2. GLOBAL TRANSPORTATION NETWORK (GTN): GTN is a US Transportation Command system that extracts data from numerous databases for customer information. GTN allows unit level planners to extract mission data, cargo and passenger manifesting information, and aerial port backlog information. This is the most common system available for deployment information flow. During JCS Exercises units should be querying GTN for mission deployment information. GTN has a classified and unclassified side. To obtain a GTN USERID/password log onto the GTN homepage at: <http://www.gtn.transcom.mil>

4.2.3. GLOBAL COMMAND AND CONTROL SYSTEM (GCCS): GCCS is a classified system used by planners for deliberate planning. GCCS accomplishes the goal of world-wide command and control by facilitating communication among CINCs, Services, and software applications. It is this complete interoperability which allows GCCS to depict a complete picture of the battlespace at various stages of the force projection cycle. More detailed information can be found at: <http://dod-ead.mont.disa.mil/fsbook/fbsbook.html>

4.2.4. JOINT OPERATION PLANNING AND EXECUTION SYSTEM (JOPES): JOPES is an integrated, conventional command and control (C2) system designed primarily to satisfy the information needs of senior-level decision-makers in conducting joint planning and operations. JOPES is intended to be used to monitor, plan, and execute mobilization, deployment, employment, and sustainment activities. JOPES applications span peacetime and wartime. USTRANSCOM requires JOPES use for peacetime, contingency, and war operations. Contact your local Logistics Planning Branch for more details.

4.3. STATION IDENTIFIERS: List is not all-inclusive.

<u>Station</u>	<u>ICAO</u>	<u>Traffic</u>	<u>Geoloc</u>	<u>Other</u>
Alice Springs, Australia	YSAS	ASP	AEZR	
Andersen AFB, Guam	PGUA	UAM	AJJY	
Atsugi NAF, Japan	RJTA	ATS	AQWD	
Bangkok, Thailand	VTBD	BKK	AVLE	
Busan (Pusan) Intl, Korea	RKPP	PUS	CVBV	K-9
Butterworth, Malaysia	WMKB	BWH	CVPC	
Charleston AFB, SC	KCHS	CHS	DKFX	
Cheju Intl, Korea	RKPC	CJU	DMEJ	K-40
Chong Ju AB, Korea	RKTU	CHN	CHBT	
Christchurch Intl, NZ	NZCH	CHC	DSPP	
Chitose, JA Hokkaido Is	RJCC	CTS	DSCM	
Clark Intl, RP	RPLC	CRK	DVLK	AKA: Clark AB
Da Nang, Vietnam	VVDN	VDN	EZET	

Darwin Intl, Australia	YPDN	DRW	FAZE	
Eglin AFB, FL	KVPS	VPS	FTFA	
Eielson AFB, AK	PAEI	EIL	FTQW	
Elmendorf AFB, AK	PAED	EDF	FXSB	
Fukuoka Japan, Kyushu Is	RJFF	FUK	LQZN	
Futenma MCAS JA, Okinawa Is	ROTM	NFO	HNRH	
Guam Int'l	PGUM	GUM	ACNP	
Hanoi, Vietnam	VVNB	HAN	---	Noi Bai
Hickam AFB, Oahu, HI	PHIK	HIK	KNMD	
Honolulu Intl, HI	PHNL	HNL	KZTV	
Hurlburt Field, FL	KHRT	HRT	FTEV	
Iwakuni MCAS, Japan	RJOI	IWA	LRFS	
Jakarta, Indonesia, Java Is	WIIH	HLM	JXMK	Halim
Johnston Atoll, Marshall Is	PJON	JON	LVPH	
Kadena AB, Japan, Okinawa	RODN	DNA	LXEZ	
Kanamni, Korea	RKSD	---	LYBK	R-222
Kangnung, Korea	RKNN	---	LYDR	K-18
Kimhae Intl, Korea	RKPK	KHE	MEPJ	K-1
Kimpo Intl, Korea	RKSS	SEL	MEQH	K-14
King Salmon, AK	PAKN	AKN	MFJF	
Komatsu AB, Japan, Honshu Is	RJNK	QKW	MKZW	
Khorat, Thailand	VTUN	NAK	MLER	
Kunsan AB, Korea	RKJK	KUZ	MLWR	K-8
Kushiro, Japan, Hokkaido Is	RJCK	KUH	MLZJ	
Kwajalein Isle, Marshall Is	PKWA	KWA	CRLW	
Kwang Ju, Korea	RKJJ	KWJ	MMFZ	K-57
Ky Chung Ju, Korea	RKTC	QJJ	---	K-59
Learmonth, Australia	YPLM	LEA	MZVY	
Manila IAP, RP	RPLL	MNL	PAXH	Ninoy Aquino
McChord AFB, WA	KTCM	TCM	PQWY	
McGuire AFB, NJ	KWRI	WRI	PTFM	

Misawa AB, Japan, Honshu Is	RJSM	MSJ	OKKA	
Nellis AFB, NV	KLSV	LSV	RKMP	
Nyutabaru, Kyushu Is, JA	RJFN	IZN	SDUT	
Osan AB, Korea	RKSO	OSN	SMYU	K-55
Ohakea, North Is, NZ	NZOH	OHA	SGTR	
Palau Island, TTPI	PTRO	ROR	ASZW	
Paya Lebar, Singapore	WSAP	QGP	VSMR	
Perth Intl, Australia	YPPH	PER	TCPA	
Phnom Penh, Cambodia	VDPP	PNH	TETX	Pochentong
Phitsanulok, Thailand	VTTP	PHS	PHAA	
Pago Pago Intl, American Samoa	NSTU	PPG	SSYP	
Pohang, Korea	RKTH	KPO	TKEA	K-3
Pyongtaek, Korea	RKSG	NLS	TVRK	K-6
Richmond, Australia	YSRI	RCM	UELU	
Sachon, Korea	RKPS	HIN	UPUD	K-4
Saipan Island, TTPI	PGNS	SPN		
Savannakhet, Laos	VLSK	ZVK	VAFL	
Seattle-Tacoma IAP, WA	KSEA	SEA	VFZM	SEATAC
Seoul AB, Korea	RKSM	SSN	VHPY	K-16
Sri Lanka, India	VCBI	CMB	CPAE	Bandadanaike Int
Taegu AB, Korea	RKTN	TAE	WPZQ	K-2
Taejon, Korea	RKTD	QTW	WQAG	K-5
Takhli, Thailand	VTPI	TKH	WQYC	
Tinian, West	PGWT	TIQ	WEAE	
Taipei, Taiwan	RCTP	TPE	CHAS	Chiang Kai Chek
Tengah, Singapore	WSAT	TGA	WTTB	
Travis AFB, CA	KSUU	SUU	XDAT	
Truk Island, NQ	PTKK	TKK	QMNB	Chuuk Island
Tyndall AFB, FL	KPAM	PAM	XLWU	
Utapao, Thailand	VTBU	VBU	UYZP	
Vientiane, Laos	VLVT	VTE	XYDY	

Wake Island, WQ	PWAK	AWK	YGFZ	
Wonju, Korea	RKNW	QWJ	KUUN	K-46
Woomera, Australia	YPWR	UMR	ZGTX	
Yap Island, NQ	PTYA	YAP	YAAD	
Yechon AB, Korea	RKTY	---	ZMRN	K-58
Yokota AB, Japan	RJTY	OKO	ZNRE	

4.4. C-130H HERCULES: The C-130 Hercules aircraft is a tactical airlift aircraft designed and built by the Lockheed Corp with the primary mission of providing airdrop and airland support to forward operating locations. Its mission is the intratheater delivery of cargo and personnel. A typical C-130 use would be to move cargo from main in-theater staging bases (positioned from the United States by larger airlift airplanes or ships) to front line areas. This would be accomplished by either airdrop or airland delivery. This aircraft is not normally planned as an intertheater airlift airplane (i.e., continent to continent airlift).

4.4.1. C-130 PLANNING DATA:

Maximum Takeoff Weight: 155,000 lbs

Normal Operating Weight: 80,000 lbs

Peacetime Planning ACL+: 25,000 lbs

Wartime Planning ACL+: 38,800 lbs

CARGO COMPARTMENT:

Length - 624 inches (612" usable) Width - 123 inches++ Height - 108 inches++

CARGO AREA:

From Fuselage Station 257-742 (main cargo floor) and from Station 742-869 (aircraft ramp).

VEHICLE LOADING:

35-inch tread ways extend entire length of cargo compartment (FS 257 to 867)

MAXIMUM AXLE WEIGHTS:

Station 257-337 and Station 682-737: 6,000 pounds per individual axle.

Station 337-682: 13,000 pounds per individual axle.

Aircraft Ramp (Station 737-869): 3,500/2,500 pounds (see note)

NOTE: Single axle of 3,500 lbs (provided it is the only item on the ramp) or multiple axles of 2,500 lbs each. In any case, maximum allowable weight on the ramp is 4,664 lbs when aircraft rails and rollers are installed.

PALLETIZED CARGO LOADING: Maximum allowable using 463L pallets and nets.

Pallet positions 1-4: 10,355 pounds +++

Pallet positions 5: 8,500 pounds +++

Pallet positions 6 (ramp): 4664 pounds +++

Height of pallet positions 1-5: 96 inches +++++

Height of pallet position 6: 76 inches +++++

PASSENGER LOADING (-):

Airline seats plus one comfort pallet: 40 passengers

Web passenger seats: 90 passengers

Paratroops: 64 paratroops

Litter patients (plus medical crew): 72 litters

Full sidewall seats only: 41 passengers

MAXIMUM ON OVER-WATER FLIGHTS: 74 passengers

4.4.2. NOTES:

4.4.2.1. + Maximum payload is computed without regard to cargo density. It is limited only by aircraft structural limitations or critical leg fuel (OEM) and is shown primarily for information. It includes weight of any passengers carried. It should not be used unless cargo density is known to be high and physical characteristics of cargo would permit full use of the compartment space. Flight route segments less than critical leg distances may allow for more or less ACL depending on wind factors.

4.4.2.2. ++ Maximum heights are as follows: 102 inches for large, single items of cargo placed on pallets. 100 inches for palletized, netted cargo connected. 100 inches for single, palletized, netted cargo weighing no more than 8,000 pounds. 96 inches for single, palletized, netted cargo weighing no more than 10,000 pounds. All heights are measured from the surface of the pallet.

Maximum height for cargo located forward of fuselage station 381 or positioned on the airplane ramp is restricted to 76 inches. In terms of width, cargo must be 14 inches from the sides of the airplane, without passengers. Without dual rails installed, the cargo compartment floor is limited to 105 5/8 inches wide. Maximum height for other-than-palletized cargo located on the aircraft is restricted to 80 inches.

4.4.2.3. +++ Includes weight of cargo, pallet, and nets.

4.4.2.4. +++++ Maximum height allowed. An 18-inch aisle must be provided on the left-hand side of pallets positioned in pallet position 6. A minimum of 6-inch aisle must be provided on the left-hand side of pallets positioned in the wheel well area (pallet positions 3,4).

4.5. C-141B STARLIFTER: The C-141B Starlifter aircraft is a strategic airlift aircraft designed and built by the Lockheed Corp with the primary mission of supporting global military activities with air-land and airdrop missions. This aircraft is not normally planned for use as an intratheater airlifter. Its mission is generally designed to deliver cargo from the continental United States to major airheads within the theater of operations. The C-141B provides increased distance, speed, and payload capabilities over the C-130. It is also capable of air refueling to greatly extend its range.

4.5.1. C-141B PLANNING DATA:

Maximum Takeoff Weight: 323,000 lbs

Normal Operating Weight: 150,000 lbs

Peacetime Planning ACL+: 46,000 lbs+

Wartime Planning ACL+: 50,600 lbs

CARGO COMPARTMENT+

Length - 1253 inches Width - 123 inches++ Height - 109 inches++

CARGO AREA:

From Fuselage Station 322-1412 (main cargo floor) and from Station 1412-1543 (aircraft ramp).

VEHICLE LOADING:

34-inch treadways extend entire length of cargo compartment (FS 318 to 1543). Weight applied to area between treadways is restrictive, refer to additional charts found in T.O. IC-141B-9, "Loading Instructions."

MAXIMUM WEIGHTS:

Station 318-678 and Station 998-1412: 10,000 pound axles

Station 678-998: 20,000 pound axles

Aircraft Ramp (Station 1412-1543): 7,500 pound axles

Maximum individual wheel weight: 5,000 pounds

PALLETIZED CARGO LOADING: Maximum allowable using 463L pallets and nets.

Pallet positions 1 thru 12: 10,355 pounds

Pallet positions 13 (ramp): 7,500 +++

Height of pallet positions 2 thru 12: 96 inches

Height of pallet positions 1 and 13: 76 inches

PASSENGER LOADING:

Airline seats plus one comfort pallet 143 passengers

Web passenger seats 200 passengers

Paratroops 155 paratroops

Litter patients (plus medical crew) 103 litters

Full sidewall seats only 98 passengers

MAXIMUM ON OVER-WATER FLIGHTS 153 passengers

NOTE: This number may change depending on size of the aircrew. The number of life rafts limits the total passengers and crew on board.

4.5.2. NOTES:

4.5.2.1. + Maximum payload is computed without regard to cargo density, is limited by aircraft structural limitations or critical leg fuel (3500NM), and is shown for information. It includes passenger weight. Do not use unless cargo density is known to be high and physical characteristics of cargo space would permit full use of compartment space. Flight route seg-

ments less than critical leg length may allow for more or less ACL depending on wind factors. If tankers can be provided with aerial refueling qualified aircrews, C-141 can airlift maximum payload (34.3 S/T) over any critical leg.

4.5.2.2. ++ Cargo must be six inches from sides and top of aircraft. Ramp height is restricted to 80 inches other than palletized.

4.5.2.3. +++ Includes weight of cargo, pallet and nets.

4.5.2.4. ++++ Does not apply to wide-based tires, size 14x17.5, and larger.

4.5.2.5. +++++ Requires center-line assets and configurations be prearranged.

4.6. C-5B GALAXY: The C-5A and C-5B Galaxy aircraft were designed and built by the Lockheed Corp with the primary mission of global strategic airlift of outsized cargo. A typical example of effective C-5 utilization is to move outsized cargo (cargo too large to fit inside a C-141B) from the continental United States to a major airfield within the theater of operations. The C-5 provides increased capability over the C-141B and C-130 by carrying outsized items such as large helicopters, tanks, communications vans, etc.

4.6.1. C-5 PLANNING DATA:

Maximum Takeoff Weight: 769,000 lbs

Normal Operating Weight: 374,000 lbs

Peacetime Planning ACL: 150,000 lbs

Wartime Planning ACL+: 175,000 lbs

CARGO COMPARTMENT:

Length - 1736 inches Width - 228 inches ++ Height - 162 inches ++

CARGO AREA:

From Fuselage Station 511-1976 (main cargo floor), from Station 395-511 (aircraft forward ramp), and from Station 1976-2131 (aircraft aft ramp).

NOTE: 463L pallets loaded in pallet positions 1, 2, 35, and 36 (forward and aft ramps) shall have a 14-inch access aisle which will extend from the outboard edge of pallet to the vertical stacking line of the cargo.

VEHICLE LOADING -- MAXIMUM WEIGHTS:

Aircraft Ramps

(Station 395-511 and Station 1976-2131): 3,600 pounds in any 20-inch length.

Station 511-724 and 1884-1976: 20,000 pounds in any 40-inch length.

Station 1458-1518: 25,000 pounds.

Station 724-1884: 36,000 pounds in any 40-inch area.

PASSENGER CARGO LOADING:

Maximum allowable using HCU-7/E and HCU-15/C nets.

Pallet positions 3 thru 34: 10,355 pounds +++

Pallet positions 1, 2, 35, and 36 (ramps): 7,500 pounds each +++

Height of pallet positions 1 thru 34: 96 inches +++++

Height of pallet positions 35 and 36: 70 inches ++/++++

PASSENGER LOADING:

Airline seats (permanently installed): 73 passengers/troops

Airline seats (additional seat kit): 267 passengers/troops

Web passenger seats: Not Available

Paratroops: 73 paratroops

Litter patients (plus medical crew): Not Available

Full sidewall seats only: Not Available

When 20 or more troops are transported aboard the C-5, a baggage pallet(s) will be used.

MAXIMUM ON OVER-WATER FLIGHTS: 329 passengers

4.6.2. NOTES:

4.6.2.1. + Maximum payload is computed without regard to cargo density. It is limited only by aircraft structural limitations or critical leg fuel (3500NM) and is shown primarily for information. It includes the weight of any passengers carried. Do not use unless cargo density is known to be high and physical characteristics of cargo would permit full use of compartment space. Flight route segments less than critical leg distances may allow for more or less ACL depending on wind factors. If tankers can be provided with aerial refueling qualified air crews, the C-5 can airlift maximum payload (145.5 S/T) over any critical leg.

4.6.2.2. ++ Cargo must be six inches from sides and top of aircraft. Aft Ramp cargo height is restricted to 70 inches.

4.6.2.3. +++ Includes weight of cargo, pallet and nets.

4.6.2.4. +++++ Maximum height allowed.

4.7. C-17 GLOBEMASTER III: The C-17 Globemaster aircraft was designed and built by McDonnell-Douglas Corporation. Its primary mission is global airlift of large outsized items of cargo to small austere airfields at or near the battle area, by aerial delivery or airland methods. With its air refueling capability, the C-17 provides increased speed and payload capabilities over the C-130 and C-141. This chapter explains the basic planning factors necessary to prepare for airlift aboard the C-17 aircraft.

4.7.1. C-17A PLANNING DATA:

Maximum Takeoff Weight: 585,000 lbs

Normal Operating Weight: 276,000 lbs

Peacetime Planning ACL: 90,000 lbs

CARGO COMPARTMENT:

Length - 1056 inches Width - 216 inches Height - 148 inches++

CARGO AREA:

From Fuselage Station 347-1165 (main cargo floor) and from Station 1165-1403 (aircraft ramp).

VEHICLE LOADING: Maximum weights.

Station 347-578 and Station 1073-1165: 27,000 pound per individual axle

Station 578-1073: 36,000 pound per individual axle

Aircraft Ramp (Station 1165-1403): 27,000 pound per individual axle

PALLETIZED CARGO LOADING: Maximum allowable using HCU-7/E & HCU-15/C nets.

Logistics rail system:

(Pallet positions 1L-9L and 1R-9R) 10,355 +++

Aerial delivery system:

(Pallet positions 1-11) 10,355 +++

Height of all pallet positions: 96 inches

PASSENGER LOADING:

Permanently installed seats: 54 passengers

Onboard centerline seat kit: 48 passengers

Paratroops (maximum): 102 paratroops

Onboard litter capacity: 12 litters

Additional litter capacity: 36 passengers

MAXIMUM ON OVER-WATER FLIGHTS: 102 passengers

4.7.2. NOTES:

4.7.2.1. + The maximum payload is computed without regard to cargo density. It is limited only by aircraft structural limitations or critical leg fuel (2500NM) and is shown primarily for information. It includes weight on any passengers carried. It should not be used unless cargo density is known to be high and physical characteristics of cargo would permit full use of compartment space. Flight route segments less than critical leg distances may allow for more or less ACL, depending on wind factors. If tanker support can be provided with aerial refueling qualified air crews, the C-17 can airlift maximum payload over any critical leg.

4.7.2.2. ++ Aft of fuselage Station 937 cargo compartment height is 162 inches. Cargo must be six inches from sides and top of aircraft.

4.7.2.3. +++ Includes weight of cargo, pallet, nets.

4.8. KC-10A EXTENDER: The KC-10A Extender is a global strategic aircraft designed by the McDonnell-Douglas Company with a dual-purpose mission. This aircraft functions as an aerial refueler and cargo/passenger aircraft. The KC-10 is a commercially designed aircraft and is comparable to the Douglas DC-10 passenger aircraft. KC-10 operations primarily support the Air Combat Command (ACC) during refueling missions and the Air Mobility Command (AMC) for cargo missions. Cargo is carried on the upper deck of the KC-10 and fuel tanks are contained in the lower compartments of the fuselage. The KC-10 vastly enhances the deployment capabilities of the United States military forces. Each KC-10 has a cargo capability of approximately 1.75 C-141B's or 3 KC-135's.

4.8.1. KC-10A PLANNING DATA:

Maximum Takeoff Weight: 590,000 lbs

Normal Operating Weight: 252,000 lbs

Peacetime Planning ACL: 80,000 lbs

Wartime Planning ACL+: 148,600 lbs

NOTE: Maximum payload can only be carried at flight weight of 549,000 pounds or less. At maximum 1.8G flight weight of 585,000 pounds. Maximum ACL is 137,600 pounds.

CARGO COMPARTMENT

Length - 1508 inches Width - 218 inches +++++ Height - 108 inches ++

CARGO AREA:

From Fuselage Station 496-2004 (main cargo floor). No lower lobe cargo capability.

VEHICLE LOADING: MAXIMUM WEIGHTS: +++++

Station 630-1066: 4,500 pound per individual axle

Station 1066-1175: 4,800 pound per individual axle

Station 1175-1502: 3,200 pound per individual axle

Station 1502-1937: 4,000 pound per individual axle

PALLETIZED CARGO LOADING: Maximum allowable using HCU-7/E & HCU-15/c Nets

Pallet positions 1 thru 6 (left and right): 6,500 pounds +++

Pallet positions 7 thru 11 (left and right): 10,000 pounds +++

Pallet positions 12 thru 13 (left and right): 6,500 pounds +++

Height of pallet positions 2 thru 10: 96 inches ++

Height of pallet position 11 and 12: 88 inches ++

PASSENGER LOADING:

Airline seats (Code A): 8 passengers

Airline seats (Code B): 10 passengers

Airline seats (JA/ATT missions) (Code D): 65 passengers

Airline seats (Increased Accommodation Kit): 69 passengers

Web passenger seats: Not Available

Paratroops: Not Available

Litter patients (plus medical crew): Not Available

Full sidewall seats only: Not Available

MAXIMUM ON OVER-WATER FLIGHTS: 69 passengers

4.8.2. NOTES:

4.8.2.1. + Maximum payload is computed without regard to cargo density, is limited only by aircraft structural limitations or critical leg fuel (4000NM), and is shown primarily for information. It includes weight of any passengers carried and should not be used unless cargo density is known to be high and physical characteristics of the cargo would permit full use of compartment space. Flight route segments less than critical leg distances may allow for more or less ACL depending on wind factors. Fuel offload requirements for aerial refueling missions may reduce cargo ACL allowable.

4.8.2.2. ++ Cargo door height limits all cargo to 96 inches above surface of pallet. Cargo compartment curvature restricts normal pallet building techniques.

4.8.2.3. +++ Includes weight of cargo, pallet, and nets or other tie-down equipment.

4.8.2.4. ++++ Maximum axle weights are predicated on a minimum separation of 48 inches.

4.8.2.5. +++++ At 100 inches above the floor level, the compartment width is approximately 144 inches. Due to the curvature of the fuselage, the cargo compartment area forward and aft of the constant section diminishes in height and width.

4.9. KC-135 STRATOTANKER: The KC-135 Stratotanker's principal mission is air refueling. This asset greatly enhances the U. S. Air Force's capability to accomplish its mission of Global Engagement. It also provides aerial refueling support to U.S. Navy, U.S. Marine Corps and allied aircraft. Four turbofans, mounted under 35-degree swept wings, power the KC-135 to takeoffs at gross weights up to 322,500 pounds (146,285 kilograms). Nearly all internal fuel can be pumped through the tanker's flying boom, the KC-135's primary fuel transfer method. A special shuttlecock-shaped drogue, attached to and trailed behind the flying boom, may be used to refuel aircraft fitted with probes. An operator stationed in the rear of the plane controls the boom. A cargo deck above the refueling system can hold a mixed load of passengers and cargo. Depending on fuel storage configuration, the KC-135 can carry up to 83,000 pounds (37,648 kilograms) of cargo.

4.9.1. KC-135 PLANNING DATA:

Maximum Takeoff Weight: 322,500 lbs

Normal Operating Weight: 122,500 lbs

Peacetime Planning ACL: 42,000 lbs (Palletized 36,000 lbs)

CARGO COMPARTMENT:

Length - 840 inches Width - 129 inches Height - 84 inches

CARGO AREA:

From Fuselage Station 440-1120 (main cargo floor). No lower lobe cargo capability.

PALLETIZED CARGO LOADING: Maximum allowable using HCU-7/E & HCU-15/C nets.

Pallet positions 1-6 6,000 lbs

Height of pallet positions 1-6 65 inches

PASSENGER LOADING:

Airline seats: (when equipped) 56 passengers

Web passenger seats: 57 passengers (4 available with 6 pallets)

Litter patients (plus medical crew): 8 litters, 1 floor loaded

MAXIMUM ON OVER-WATER FLIGHTS: 57 passengers

4.9.2. More information on aircraft characteristics can be found in the Defense Transportation Regulation <http://214.3.17.158/j4/j4lt/dtrpart3.pdf>.

4.10. STANDARD TIME CONVERSION TABLE. See **Table 1.** below.

Table 1. Standard Time Conversion Table.

-12	-11	-10	-9	-8	-7	-6	-5	-4	-1	GMT	+1	+2	+3	+6	+7	+8	+9	+09:30	+10	+12
Kwai	Midway	Hawaii	PAED Alaska	Pac US	Mtn US	Cent US	East US	P. Rico	Azores	Engl	Germ	Egypt	S. Arabia	D. Garcia	Thailand	P.L.	Japan	Alice Sp.	Guam	Wake
0600	0700	0800	0900	1000	1100	1200	1300	1400	1700	1800	1900	2000	2100	2400	0100	0200	0300	0330	0400	0600
0700	0800	0900	1000	1100	1200	1300	1400	1500	1800	1900	2000	2100	2200	0100	0200	0300	0400	0430	0500	0700
0800	0900	1000	1100	1200	1300	1400	1500	1600	1900	2000	2100	2200	2300	0200	0300	0400	0500	0530	0600	0800
0900	1000	1100	1200	1300	1400	1500	1600	1700	2000	2100	2200	2300	2400	0300	0400	0500	0600	0630	0700	0900
1000	1100	1200	1300	1400	1500	1600	1700	1800	2100	2200	2300	2400	0100	0400	0500	0600	0700	0730	0800	1000
1100	1200	1300	1400	1500	1600	1700	1800	1900	2200	2300	2400	0100	0200	0500	0600	0700	0800	0830	0900	1100
1200	1300	1400	1500	1600	1700	1800	1900	2000	2300	2400	0100	0200	0300	0600	0700	0800	0900	0930	1000	1200
1300	1400	1500	1600	1700	1800	1900	2000	2100	2400	0100	0200	0300	0400	0700	0800	0900	1000	1030	1100	1300
1400	1500	1600	1700	1800	1900	2000	2100	2200	0100	0200	0300	0400	0500	0800	0900	1000	1100	1130	1200	1400
1500	1600	1700	1800	1900	2000	2100	2200	2300	0200	0300	0400	0500	0600	0900	1000	1100	1200	1230	1300	1500
1600	1700	1800	1900	2000	2100	2200	2300	2400	0300	0400	0500	0600	0700	1000	1100	1200	1300	1330	1400	1600
1700	1800	1900	2000	2100	2200	2300	2400	0100	0400	0500	0600	0700	0800	1100	1200	1300	1400	1430	1500	1700
1800	1900	2000	2100	2200	2300	2400	0100	0200	0500	0600	0700	0800	0900	1200	1300	1400	1500	1530	1600	1800
1900	2000	2100	2200	2300	2400	0100	0200	0300	0600	0700	0800	0900	1000	1300	1400	1500	1600	1630	1700	1900
2000	2100	2200	2300	2400	0100	0200	0300	0400	0700	0800	0900	1000	1100	1400	1500	1600	1700	1730	1800	2000
2100	2200	2300	2400	0100	0200	0300	0400	0500	0800	0900	1000	1100	1200	1500	1600	1700	1800	1830	1900	2100
2200	2300	2400	0100	0200	0300	0400	0500	0600	0900	1000	1100	1200	1300	1600	1700	1800	1900	1930	2000	2200
2300	2400	0100	0200	0300	0400	0500	0600	0700	1000	1100	1200	1300	1400	1700	1800	1900	2000	2030	2100	2300
2400	0100	0200	0300	0400	0500	0600	0700	0800	1100	1200	1300	1400	1500	1800	1900	2000	2100	2130	2200	2400
0100	0200	0300	0400	0500	0600	0700	0800	0900	1200	1300	1400	1500	1600	1900	2000	2100	2200	2230	2300	0100
0200	0300	0400	0500	0600	0700	0800	0900	1000	1300	1400	1500	1600	1700	2000	2100	2200	2300	2330	2400	0200
0300	0400	0500	0600	0700	0800	0900	1000	1100	1400	1500	1600	1700	1800	2100	2200	2300	2400	0030	0100	0300
0400	0500	0600	0700	0800	0900	1000	1100	1200	1500	1600	1700	1800	1900	2200	2300	2400	0100	0130	0200	0400
0500	0600	0700	0800	0900	1000	1100	1200	1300	1600	1700	1800	1900	2000	2300	2400	0100	0200	0230	0300	0500

4.11. JULIAN DATE CALENDAR ENCODE/DECODE TABLE (PERPETUAL). (See Figure 1.)

Figure 1. Julian Date Calendar (Perpetual).

JULIAN DATE CALENDAR

(PERPETUAL)

Day	Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec	Day
1	001	032	060	091	121	152	182	213	244	274	305	335	1
2	002	033	061	092	122	153	183	214	245	275	306	336	2
3	003	034	062	093	123	154	184	215	246	276	307	337	3
4	004	035	063	094	124	155	185	216	247	277	308	338	4
5	005	036	064	095	125	156	186	217	248	278	309	339	5
6	006	037	065	096	126	157	187	218	249	279	310	340	6
7	007	038	066	097	127	158	188	219	250	280	311	341	7
8	008	039	067	098	128	159	189	220	251	281	312	342	8
9	009	040	068	099	129	160	190	221	252	282	313	343	9
10	010	041	069	100	130	161	191	222	253	283	314	344	10
11	011	042	070	101	131	162	192	223	254	284	315	345	11
12	012	043	071	102	132	163	193	224	255	285	316	346	12
13	013	044	072	103	133	164	194	225	256	286	317	347	13
14	014	045	073	104	134	165	195	226	257	287	318	348	14
15	015	046	074	105	135	166	196	227	258	288	319	349	15
16	016	047	075	106	136	167	197	228	259	289	320	350	16
17	017	048	076	107	137	168	198	229	260	290	321	351	17
18	018	049	077	108	138	169	199	230	261	291	322	352	18
19	019	050	078	109	139	170	200	231	262	292	323	353	19
20	020	051	079	110	140	171	201	232	263	293	324	354	20
21	021	052	080	111	141	172	202	233	264	294	325	355	21
22	022	053	081	112	142	173	203	234	265	295	326	356	22
23	023	054	082	113	143	174	204	235	266	296	327	357	23
24	024	055	083	114	144	175	205	236	267	297	328	358	24
25	025	056	084	115	145	176	206	237	268	298	329	359	25
26	026	057	085	116	146	177	207	238	269	299	330	360	26
27	027	058	086	117	147	178	208	239	270	300	331	361	27
28	028	059	087	118	148	179	209	240	271	301	332	362	28
29	029		088	119	149	180	210	241	272	302	333	363	29
30	030		089	120	150	181	211	242	273	303	334	364	30
31	031		090		151		212	243		304		365	31

FOR LEAP YEAR USE REVERSE SIDE

Effective: 1 December 1989

4.12. JULIAN DATE CALENDAR ENCODE/DECODE TABLE (LEAP YEAR). (See Figure 2.)

Figure 2. Julian Date Calendar (Leap Year).

JULIAN DATE CALENDAR

FOR LEAP YEARS ONLY

Day	Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec	Day
1	001	032	061	092	122	153	183	214	245	275	306	336	1
2	002	033	062	093	123	154	184	215	246	276	307	337	2
3	003	034	063	094	124	155	185	216	247	277	308	338	3
4	004	035	064	095	125	156	186	217	248	278	309	339	4
5	005	036	065	096	126	157	187	218	249	279	310	340	5
6	006	037	066	097	127	158	188	219	250	280	311	341	6
7	007	038	067	098	128	159	189	220	251	281	312	342	7
8	008	039	068	099	129	160	190	221	252	282	313	343	8
9	009	040	069	100	130	161	191	222	253	283	314	344	9
10	010	041	070	101	131	162	192	223	254	284	315	345	10
11	011	042	071	102	132	163	193	224	255	285	316	346	11
12	012	043	072	103	133	164	194	225	256	286	317	347	12
13	013	044	073	104	134	165	195	226	257	287	318	348	13
14	014	045	074	105	135	166	196	227	258	288	319	349	14
15	015	046	075	106	136	167	197	228	259	289	320	350	15
16	016	047	076	107	137	168	198	229	260	290	321	351	16
17	017	048	077	108	138	169	199	230	261	291	322	352	17
18	018	049	078	109	139	170	200	231	262	292	323	353	18
19	019	050	079	110	140	171	201	232	263	293	324	354	19
20	020	051	080	111	141	172	202	233	264	294	325	355	20
21	021	052	081	112	142	173	203	234	265	295	326	356	21
22	022	053	082	113	143	174	204	235	266	296	327	357	22
23	023	054	083	114	144	175	205	236	267	297	328	358	23
24	024	055	084	115	145	176	206	237	268	298	329	359	24
25	025	056	085	116	146	177	207	238	269	299	330	360	25
26	026	057	086	117	147	178	208	239	270	300	331	361	26
27	027	058	087	118	148	179	209	240	271	301	332	362	27
28	028	059	088	119	149	180	210	241	272	302	333	363	28
29	029	060	089	120	150	181	211	242	273	303	334	364	29
30	030		090	121	151	182	212	243	274	304	335	365	30
31	031		091		152		213	244		305		366	31

(USE IN 1984, 1988, 1992, etc.)

☆ U.S.GPO: 1993/348-086

Effective: 1 December 1989

4.13. DEFINITIONS: The following are standard definitions that apply to this pamphlet.

Aerial Port - (A) An airfield that has been designated for sustained air movement. (B) Provides special services and functions to include cargo joint inspection, supervision of aircraft loading/download-
ing, and, in specific locations and circumstances, fleet services.

Aerial Port of Debarkation (APOD) - An airfield which serves as an authorized port to process and clear aircraft (scheduled, tactical, and ferried) and traffic for entrance to the country in which located.

Aerial Port of Embarkation (APOE) - An airfield which serves as an authorized port to process and clear aircraft (scheduled, tactical, and ferried) and traffic for departure from the country in which located.

Allowable Cabin Load or Allowable Cargo Load (ACL) - The amount of cargo and/or passengers, determined by weight, cubic displacement, and distance to be flown which may be transported by specified aircraft.

Transportation Working Capital Fund (TWCF). A revolving fund, managed by AMC on behalf of USTRANSCOM, which finances the operational costs of airlift service and is reimbursed for such costs by authorized users of airlift services. Costs incurred are stipulated in AFR 76-11, U.S. Government Rate Tariff.

Frequency Channel - Missions scheduled on a recurring basis to support identified mission essential needs of users. Frequency channel operations may be adjusted to accommodate temporary surges in requirements (e.g., add-on mission), subject to other airlift commitments.

Materiel Handling Equipment (MHE) - Mechanical devices for handling of supplies with great ease and economy.

Pacific Airlift Management Office (PAMO) - A division of Headquarters Pacific Air Forces, Directorate of Operations, the USCINCPAC designated agent and single point of contact for USPACOM theater airlift requirements/allocation. For more details, see USCINCPACINST 4630.3A.

Requirements Channel - Missions scheduled according to movement requirements identified by users in their forecasts for the operating month. These schedules are revised as necessary during the operating month to react to actual traffic movement requirements. Channel add-ons are used to respond to short duration peaks in channel cargo generation.

Special Assignment Airlift Mission (SAAM) - Airlift support of user-funded airlift requirements which requires special pickup or delivery at points other than those within the AMC channel network or which require special consideration because of troops/passengers involved, weight or size of cargo, urgency or sensitivity of movement, or other special features.

PAMELA D. CARTER, Colonel, USAF
Assistant Director of Logistics