



# FMS User's Guide to the Military Assistance Program Address Directory (MAPAD)

## Preface

This document is intended to serve as a guide for shippers, contracting specialists, transportation specialists, international customers, US Security Cooperation Officers and FMS case managers to understand the Military Assistance Program Address Directory (MAPAD). It provides guidance for the construction of MAPACs and proper selection of associated addresses for both FMS shipments and non-FMS (“pseudo”) shipments. Information contained in this reference is drawn from current Department of Defense references. We encourage feedback to improve this product. Send your questions or comments to [joanne.hawkins@disam.dsca.mil](mailto:joanne.hawkins@disam.dsca.mil).

# **FMS User's Guide to the Military Assistance Program Address Directory (MAPAD)**

<b>Contents</b>	<b>Page</b>
FMS Shipment Defined	2
Non-FMS ("pseudo") Shipments Defined	2
Interpreting the MAPAD	3
MAPAD Maintenance	4
MAPAD Points of Contact	4
Use of Address Codes from MILSTRIP	5
MAPACs for FMS Shipments	6
Delivery Term Codes for FMS and "pseudo" non-FMS Shipments (Outbound)	7
Shipments through a Freight Forwarder	8
Classified Shipments through a Freight Forwarder	10
Shipments through the DTS	11
Shipments to Canada	12
MAPACS for "Pseudo" (non-FMS) Shipments	13
Codes Associated with MAPACS	15
Type Address Codes (TACs)	15
Special Instructions Indicator (SII)	17
Water or Aerial Ports of Debarkation (WPOD/APOD)	17
Freight Forwarder Location Code (FFLC)	18
MAPACs for Grant Aid Shipments	18
Accessing the MAPAD	20
MAPAD Special Instructions	21
MAPAD Examples	26

## **Foreign Military Sales Shipments (FMS)**

Shipments of materiel sold or transferred under the FMS program are funded either by the foreign customers themselves, or through a Congressional appropriation under Title 22 USC, *Foreign Relations and Intercourse*. Goods and services are sold or transferred based on a government-to-government agreement known as a Letter of Offer and Acceptance (LOA). Under the standard terms and conditions of the LOA, title to the material passes to the foreign government at the initial point of shipment (a.k.a. FOB origin). Although the FMS customer owns the material when it departs the depot or manufacturer's facility, the USG agrees to transport the material to a CONUS or OCONUS location specified in the LOA. The FMS customer pays for these transportation services through the LOA. However, while the material is in transit, all liability for damage or loss is the responsibility of the FMS customer, per section 5.1 of the LOA standard terms and conditions.

Transportation coordinators and shippers rarely have a copy of the LOA to identify the purchasing country. Therefore, the general rule is that the purchasing country is identified in the MILSTRIP document number in positions 31-32. This is almost always an alpha-alpha code. With rare exceptions, a transporter or shipper can assume that two alpha characters in RP 31-32 designate an FMS shipment. For example, the entry DE in RP 31-32 represents Denmark. For a complete list of all FMS country codes, see Table 2 in Chapter 4 of DoD 5105.38-M, *the Security Assistance Management Manual (SAMM)*, located at [www.dsca.mil/samm](http://www.dsca.mil/samm). Country and international agency codes are fixed and do not change once assigned.

An FMS LOA is usually written for a single country or a single international organization.

## **Security Cooperation Shipments (non-FMS or "pseudo" FMS)**

Shipments of materiel sold or transferred under the Security Cooperation (SC) program are funded entirely through various Congressional appropriations under Title 10 USC, *Armed Forces*, or special authorizations and appropriations such as the National Defense Authorization Act (NDAA). Goods and services are transferred to foreign governments or international organizations through Department of Defense personnel in those countries. The FMS infrastructure is used to manage the transfer. No government-to-government agreement exists, however an agreement which looks very much like a LOA is used to document the goods being acquired and shipped under the Security Cooperation program. Because the agreement closely resembles a LOA it is referred to as a "pseudo" LOA. It is a legal document to facilitate US defense material transfers. The "pseudo" LOA differs from a FMS LOA in that the standard terms and conditions of the FMS LOA do not apply. The USG owns the material when it departs the depot or manufacturer's facility, and the USG transports the material to an OCONUS location using the Defense Transportation System (DTS). While the material is in transit, all liability for damage or loss is the responsibility of the USG. Once the material arrives at the final destination, a US Government representative transfers it to the foreign government.

Transportation coordinators and shippers rarely have a copy of the “pseudo” LOA to identify the receiving country. Therefore, the general rule is that the receiving country is identified in the MILSTRIP document number in positions 31-32. This is almost always an alpha-numeric code. With rare exceptions, a transporter or shipper can assume that an alpha numeric entry in RP 31-32 designates an “pseudo” LOA shipment. For example, the entry “G7” in RP 31-32 represents the FY10 authorization to train and equip foreign forces under Section 1206 of the NDAA. For a complete list of all “pseudo” program codes, see Table 2 in Chapter 4 of DoD 5105.38-M, *the Security Assistance Management Manual (SAMM)*, located at [www.dsca.mil/samm](http://www.dsca.mil/samm).

A “pseudo” LOA may be written for a single program or international organization, such as support for the training of Afghanistan’s security forces under program code “G5”, or it can be written to cover transfers to multiple countries, such as the support to the East Africa Regional Security Initiative under program code “B4”. “Pseudo” program codes are tied to a specific congressional appropriation; therefore the codes change with each fiscal year and are phased out when the funds have been exhausted.

Regardless of whether the transfer is made under an FMS LOA or a “pseudo” LOA, the construction of a ship-to and mark-for MAPAC and the use of the MAPAD follow the same rules.

FMS and “pseudo” case materiel shall be shipped by a carrier that can provide evidence of shipment or proof of delivery in compliance with DoD 4500.9-R, Defense Transportation Regulation, Volume II, Cargo Movement.

## **Interpreting the Military Assistance Program Address Directory (MAPAD)**

The following information is extracted from DoD 4000.25-M, Defense Logistics Management System (DLMS), Chapter 3, DoD 4000.25-1-M, Military Standard Requisition and Issue Procedures (MILSTRIP), DoD 4000.25-8-M, Military Assistance Program Address Directory (MAPAD), section A, and DoD 4500.9-R, Defense Transportation Regulation, volume 2, Appendix E.

The Military Assistance Program Address Directory (MAPAD) is an online database of shipping addresses and customer transportation preferences applicable to Foreign Military Sales and Security Cooperation programs. Addresses are determined by a combination of a Military Assistance Program Address Code (MAPAC) and a Type Address Code (TAC). The MAPAD is located at <http://www.transactionservices.dla.mil/DAASINQ/warning.asp>.

The MAPAC is a six position code that uniquely identifies a unit or activity. MAPACs are stored in the Military Assistance Program Address File (MAPAF). A MAPAC is a code used to identify the FMS customer/freight forwarder. It is similar to a

Department of Defense Activity Address Code (DODAAC), however, unlike a DODAAC, a MAPAC listed in the MAPAD will not appear as six consecutive positions in either the first six positions of the requisition number or in the supplementary address of a requisition. Instead, a MAPAC is constructed with codes selected from various data fields in the requisition or Materiel Release Order (MRO).

## **MAPAD Maintenance**

Changes and additions to MAPAF are identified by the FMS customer or the customer's designated representative and submitted to the transportation specialists at the implementing agency's International Logistics Control Office (ILCO). International purchasers are responsible for the accuracy of the data contained in the MAPAD, particularly with regard to freight forwarder addresses and mark-for addresses. Revisions, additions and deletions to the MAPAD are made when such requests are received by the case manager or transportation customer service representative at the ILCO. Requests for changes should originate from the purchaser's point of contact listed in the special instructions section of their MAPAD file. MAPAD change requests may also be submitted to the ILCO from freight forwarders, Security Cooperation Offices (SCO), and customer liaison officers, provided the change request has been coordinated through the purchaser's point of contact for MAPAD changes as identified in the special instructions. Change requests should be submitted to the FMS case manager at the ILCO. The ILCO transportation specialists can input changes to the MAPAD database.

As part of the LOA development process, FMS case managers are responsible for ensuring the ship-to and mark-for addresses requested by the international purchaser are listed in the MAPAD, and appropriate for the applicable Delivery Term Code (DTC) and the characteristics of the materiel. Requests for updates/changes may be received from country representatives, freight forwarders, SCOs, and defense contractors whose addresses are listed as delivery points.

It is strongly recommended that FMS purchasers conduct an annual review of all MAPAD addresses for accuracy and to delete those MAPAD addresses that are no longer required. MILDEPs will assist by periodically validating addresses with a posting date older than five years.

The database is the responsibility of the DLA Logistics Management Standards Office, and it is hosted by the DLA Transaction Services. The public site is accessible to FMS customers, DoD employees, other Federal agencies and defense contractors.

## **MAPAD Points of Contact**

Questions concerning MAPAD inputs and changes should be directed to the FMS case manager or transportation customer service representatives at the ILCO of the US military department managing the FMS case.

**Table 1**  
**ILCO Transportation Customer Service Representatives**

<b>US Army Security Assistance Command (USASAC), New Cumberland, PA</b> DSN 771-XXXX Commercial (717) 770-XXXX		
Mr. Ramsey Farrell – X7516 <a href="mailto:ramsey.g.farrell.civ@mail.mil">ramsey.g.farrell.civ@mail.mil</a>	Mr. Mark Libeck – X4832 <a href="mailto:mark.h.libeck.civ@mail.mil">mark.h.libeck.civ@mail.mil</a>	Ms. Kathy Miess – X5210 <a href="mailto:Kathy.I.miess.civ@mail.mil">Kathy.I.miess.civ@mail.mil</a>
<b>US Air Force Security Assistance Center (AFSAC), Wright-Patterson AFB, OH</b> DSN 672-XXXX Commercial (937) 522-XXXX		
Ms. Tammy Dresbach – X6571 <a href="mailto:Tammy.Dresbach@wpafb.af.mil">Tammy.Dresbach@wpafb.af.mil</a>	Mr. Charles Boyd – X6564 <a href="mailto:Charles.Boyd@wpafb.af.mil">Charles.Boyd@wpafb.af.mil</a>	Ms. Lindsay Wiseman – X6570 <a href="mailto:Lindsay.Wiseman@wpafb.af.mil">Lindsay.Wiseman@wpafb.af.mil</a>
<b>Naval Supply Systems Command- Weapon Systems Support (NAVSUP-WSS-OF), Philadelphia, PA</b> DSN 442-XXXX Commercial (215) 697-XXXX		
Mr. George Verghis – X1340 <a href="mailto:Mohan.Verghis@navy.mil">Mohan.Verghis@navy.mil</a>	Ms. Faye Richardson – X1155 <a href="mailto:Faydonia.Richardson@navy.mil">Faydonia.Richardson@navy.mil</a>	Ms. Shirley Herring – X5103 <a href="mailto:Shirley.Herring@navy.mil">Shirley.Herring@navy.mil</a>
Ms. Dottie Bateman – X5019 <a href="mailto:Dorothy.Bateman@navy.mil">Dorothy.Bateman@navy.mil</a>		
<b>DLA Disposition Services, Battle Creek, MI</b> DSN 661-XXXX Commercial (269) 961-XXXX		
Mr. Franz Schirk – X5927 <a href="mailto:Franz.Schirk@dla.mil">Franz.Schirk@dla.mil</a>	Mr. Drew Pearson – X5668 <a href="mailto:Drew.Pearson@dla.mil">Drew.Pearson@dla.mil</a>	Mr. Wayne Hayward – X5804 <a href="mailto:Wayne.Hayward@dla.mil">Wayne.Hayward@dla.mil</a>

### **Use of Address Codes from the Military Standard Requisition and Issue Procedures (MILSTRIP)**

Transportation information is extracted from the document number located in record positions (RP) 30 through 43 and from the supplementary address located in RP 45 through 50 of the MILSTRIP requisition.

Activities that prepare FMS and Security Cooperation requisitions must ensure that ship-to/mark-for addresses are published in the MAPAD before requisitions are entered into the supply system. Conversely, addresses should be deleted only after all logistics transactions have been completed, or a cross-reference address has been provided. For deletion of a MAPAC, all logistics transactions containing the deleted MAPAC must have been completed or instructions for processing logistics transactions still in the system must be provided to the ILCO. When addresses for another MAPAC are to be used for processing requisitions, the deleted clear text addresses will be replaced with an address reference which reads "Deleted. Use MAPAC (*insert appropriate code*) addresses." This deletion will be identified by a Type Address Code (TAC) 9 (see Table 3) and will remain in the MAPAD for 5 years. Also, the replacement MAPAC will be entered in the cross reference field of the deleted MAPAC.

When addresses of another MAPAC are to be used for processing logistics transactions, a Special Instructions Indicator (SII) "S" shall be included in the directory

and the clear text address field will be blank. Appropriate instructions for addressing outstanding transactions must be included in the special instruction portion of the address listing.

## MAPACs for Foreign Military Sales Shipments

To use the MAPAD to find in-the-clear, ship-to and mark-for addresses, both the document number and the supplementary address must be used. There are two very important factors to remember when constructing a MAPAC:

1. The requisition numbers for FMS are not constructed the same way requisitions are constructed for the DoD Components.
2. The first six positions of the document number cannot be considered to be the same as a MAPAC.

The MAPAC is constructed from selected record positions in both the document number and the supplementary address. All MAPACs are constructed with the first three characters extracted from record positions (RP) 45, 31 and 32. Record position 45 represents the purchaser's procuring service or agency. The shipper is concerned with where the material or documents are going, not where they are coming from. Therefore, the selling US service or agency is irrelevant to the construction of a MAPAC. The codes applicable to RP 45 are B = Army, P = Navy, D = Air Force, K = Marine Corps, and T = Central Procurement Authority or Other. Record positions 31 and 32 identify the purchasing country. The last three characters of the MAPAC are drawn from other record positions of the requisition, dependent upon the type of MAPAC being constructed.

There will be circumstances when deviations to the shipping instructions contained in the requisition will be authorized; however, the original document number can NOT be changed. An example of a deviation is when a shipment, originally scheduled for delivery to a freight forwarder, is redirected into the DTS for direct delivery to an overseas location. Deviations must be processed manually by the ILCO and coordinated with the shipper.

There are only six data fields that are required within FMS to construct a ship-to-MAPAC and a mark-for MAPAC. These data elements are taken from both the MILSTRIP document number and supplementary address. A MAPAC shall have six positions for the purpose of integrating the code into DoD logistics systems. Not all of the six positions of a MAPAC are significant. Non-significant zeros are used as placeholders to give every MAPAC six positions. Most of the MAPACs have two zeros added; however, only one is needed for Canadian MAPACs.

A ship-to MAPAC is typically a freight forwarder location, a consolidation point or contractor's facility in the United States. A mark-for MAPAC identifies the final destination in the purchaser's country. When material is shipped through the

customer's freight forwarder or to a consolidation point or contractor facility, the ship-to MAPAC will be different from the mark-for MAPAC. The construction of these MAPACs is illustrated in Figures 1 and 2 respectively. When the DTS is used to move material to an overseas location, the ship-to MAPAC is also the mark-for MAPAC. This is because the US Government has physical custody of the material during transit through the DTS to the location designated by the DTC. A DTS MAPAC is illustrated in Figure 3. Canadian MAPACs and grant aid MAPACs are constructed differently from freight forwarder or DTS shipments. A Canadian MAPAC is illustrated in Figure 4.

Development and selection of a MAPAC requires an understanding of what the DTC represents. The DTC, located in the document number in RP 34, identifies the point in the transportation process where physical possession of the material transfers from the USG to the international purchaser. The DTCs are shown in Table 2.

**Table 2**  
**Delivery Term Codes for FMS and "Pseudo" FMS Shipments from the United States (Outbound)**

<b>DTC</b>	<b>Definition</b>
2	DoD/USG delivers to a CONUS inland point (or overseas inland point when a shipment's origin and destination are within the same geographic area).
4	Delivery at origin. The customer is responsible for taking possession and title at the depot's or vendor's loading dock, and for making all onward transportation arrangements.
5	Delivery to a CONUS-located freight forwarder, customer country facility or commercial port. DoD is responsible for movement to the Port of Embarkation (POE). The customer is responsible for all subsequent loading and onward movement
7	Delivery to an inland point in the purchasing country. The DoD is responsible for all transportation from the point of origin to the final destination.
8	Delivery on board a purchaser's ship or aircraft at a DoD-controlled POE, including loading and port handling. The purchasing country is responsible for all subsequent onward movement.
9	DoD delivers to the closest overseas air or ocean Port of Debarkation (POD), offloaded, in or near the customer's country using either organic or commercial carrier. The purchaser is responsible for all handling and onward movement to final destination.

A TAC is a single character which is used to identify the type of action being taken. It is used to discriminate between different addresses listed under the same MAPAC. The TAC is not a data field in any material issue or release document; it is not part of the MILSTRIP transaction, nor is it listed in the LOA. The TAC is determined by the shipper at the time of shipment, and is based on what action is being taken, i.e. whether it is a freight shipment, a notice of availability, or shipment paperwork. The TAC is a necessary discriminator for proper address selection. Type Address Codes are shown in Table 3.

There may also be multiple addresses under the same MAPAC and TAC. When this is the case, a Freight Forwarder Location Code (FFLC), or a Special Instructions Indicator (SII) is necessary to select the proper shipping address. These codes are discussed later in this section. SII codes are listed in Table 4.

Listed on the following pages are the six data elements that are used to construct the FMS ship-to and mark-for MAPACs from a sample requisition.

### Shipments through a Freight Forwarder

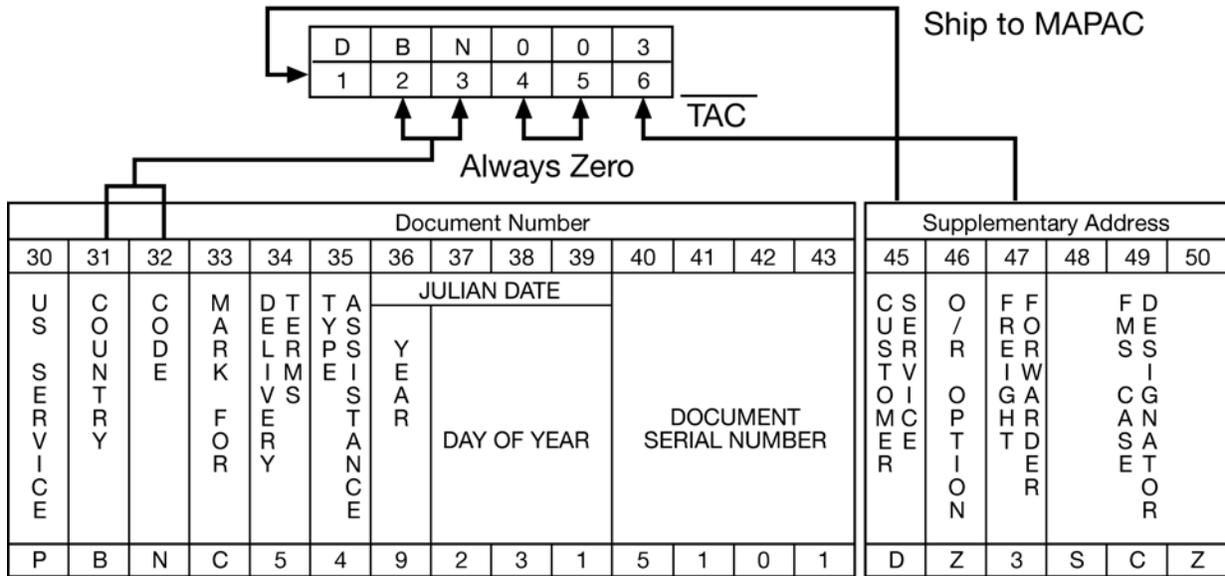
When the FMS purchaser uses a freight forwarder to move material from CONUS to the final destination, shipments usually contain both a ship-to and a mark-for address, each created from a unique MAPAC. The ship-to MAPAC identifies the address of the freight forwarders' location in the United States. The mark-for MAPAC identifies the address of the final destination in the purchaser's country where the material will be shipped by the freight forwarder. Freight forwarder handled shipments are indicated by DTC 4 and 5 on the LOA. When a DTC 8 appears on the LOA, and the customer has a freight forwarder, the freight forwarder is usually responsible for arranging onward transportation from the DoD POE.

### Constructing a Ship-To MAPAC for FMS Shipments via a Freight Forwarder

<u>Requisition Number</u>	<u>Supplementary Address</u>	<u>Ship To</u>	<u>Mark For</u>
PBNC54-9231-6101	DZ3SCZ	DBN003	DBNC00

<b>MAPAC DBN003 Position</b>	<b>Description</b>
1 (D)	The first position is taken from the first position of the supplementary address (SUPAD). It identifies the foreign customer's military (procuring service) using the MAPAC.
2-3 (BN)	The second and third positions are taken from second and third position of the document number and identify the customer country itself.
4-5 (00)	The fourth and fifth positions are constant zeros as placeholders, which provide no address data.
6 (3)	The sixth position is taken from the third position of the supplementary address. It identifies freight forwarder (or country representative) that will receive materiel or documentation (e.g., a notice of availability (NOA)) in CONUS.

**Figure 1**  
**Ship-to MAPAC for FMS Shipments via a Freight Forwarder**

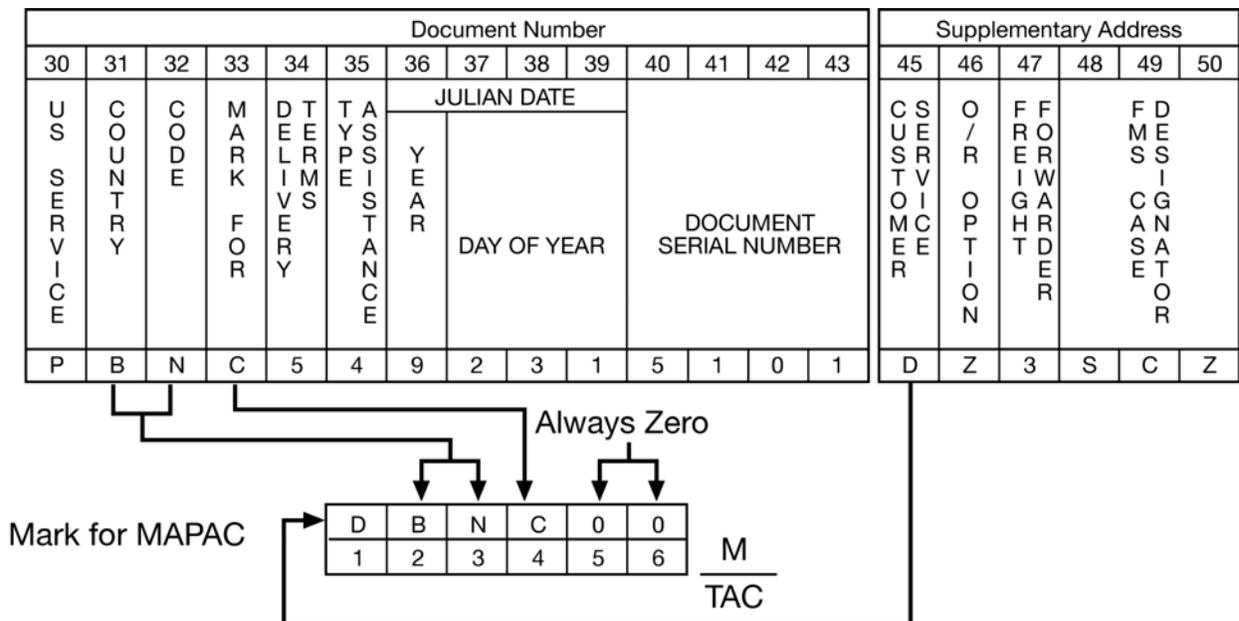


**Constructing a Mark-For MAPAC for FMS Shipments via a Freight Forwarder**

<u>Requisition Number</u> PBNC54-9231-5101	<u>Supplementary Address</u> DZ3SCZ	<u>Ship To</u> DBN003	<u>Mark For</u> DBNC00
---	--	--------------------------	---------------------------

MAPAC DBNC00 Position	Description
1 (D)	The first position is taken from first position of supplementary address (SUPAD). It identifies the foreign customer's military (procuring service or agency) using the MAPAC.
2-3 (BN)	The second and third positions are taken from second and third position of the document number and identify the customer country itself.
4 (C)	The fourth position is taken from the fourth position of the document number. It identifies "mark-for" address/ultimate consignee of shipment. Note: A zero or non-significant alpha-numeric code may be entered in the fourth position of a freight forwarder shipment requisition (DTC 4 or 5). This is legitimate; a customer country may not desire to identify a final destination.
5 - 6 (00)	The fifth and sixth positions are constant zeros as placeholders with no address significance.

**Figure 2**  
**Mark-For MAPAC for FMS Shipments via a Freight Forwarder**



**Classified FMS Shipments through a Freight Forwarder**

An FMS purchaser’s freight forwarder may be approved to receive and handle classified material by the Defense Security Services (DSS). Customers who wish to have their freight forwarder cleared for handling classified freight or classified documents must request a facility clearance from DSS. Once DSS has cleared the freight forwarder for classified handling, a copy of the facility clearance letter will be sent to the MAPAD custodian at the Defense Logistics Management Standards Office (DLMSO-J627). The MAPAD custodian will assign TACs A, B, C or D to the freight forwarders’ MAPAC to identify that the facility is cleared for SECRET or CONFIDENTIAL material handling. If the MAPAC does not reflect an alpha TAC corresponding to at least the level of classification of the material, the material WILL NOT be shipped to that freight forwarder location. In that situation, if the country does not have a cleared freight forwarder to handle classified shipments, the material MUST be shipped via DTS to at least the CONUS DoD port of embarkation (DTC 8). If the material is classified and is also a security risk category I explosive, it must be shipped via DTS to at least an overseas port of debarkation (DTC 9). More guidance on the shipment of classified material via a freight forwarder may be found in DoD 4500.9-R, v.2, *Defense Transportation Regulation, Cargo Movement*, Appendix E, *Security Cooperation Program (SCP) Shipments: Foreign Military Sales (FMS) And Pseudo-FMS Cooperative Programs*, and in the DISAM publication *Foreign Purchaser Guide to Freight Forwarder Selection* located at [www.disam.dsca.mil](http://www.disam.dsca.mil) under Publications.

## FMS Shipments through the Defense Transportation System

When shipments are made using the DTS, the MILSTRIP requisition entries in RP 46 and 47 will be represented by “XX” indicating that there is no offer/release code and no freight forwarder involvement. If the material is shipped to the final destination via a DoD aerial port or seaport, the ship-to MAPAC will contain no address, but will identify the three-character Aerial Port of Debarkation (APOD) or Water Port of Debarkation (WPOD). If the material is shipped DTS to the final destination via a commercial airport or seaport, the ship-to MAPAC will contain no address, but the special instructions in the front section of the MAPAD will provide clear text shipping instructions. Outbound DTS shipments are indicated by DTC 8, 9 or 7 on the LOA. The final destination is identified in the fourth position of the MAPAC by the character from RP 33, mark-for, of the MILSTRIP transaction. Occasionally RP 33 will contain zero, which indicates that a clear-text address or customer code must be obtained from the FMS customer or case manager prior to shipment.

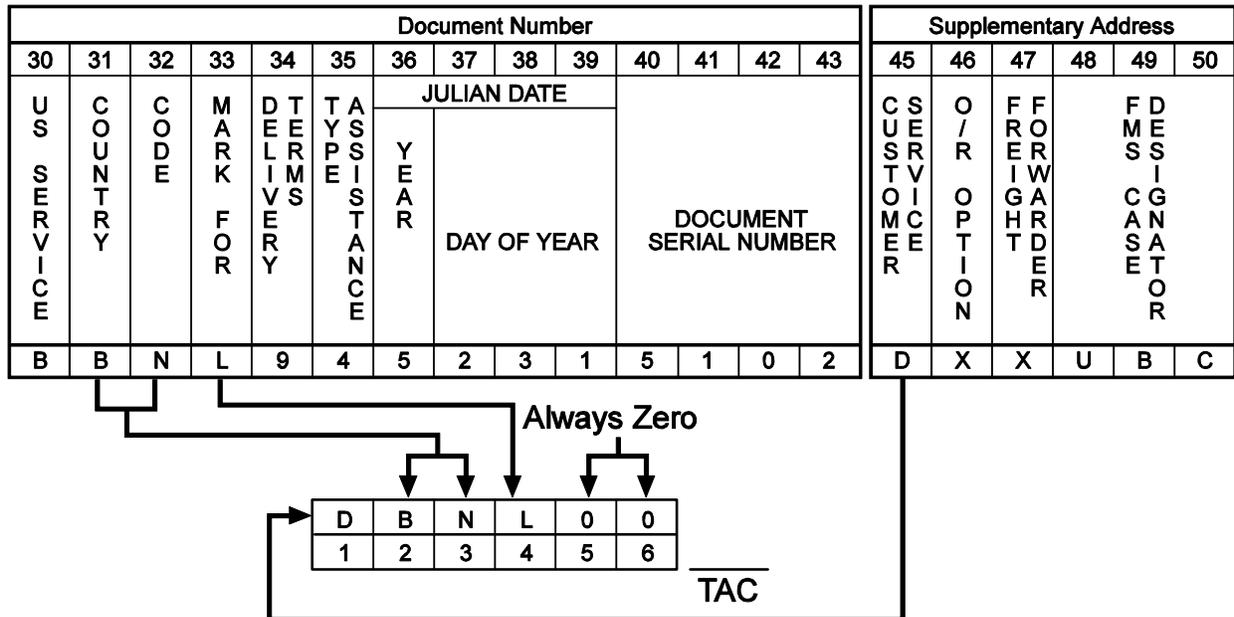
When code W appears in RP 47, the shipment is to be made to an intermediate point (e.g., an item being shipped to a facility for calibration prior to final delivery to country, or to a staging facility) and the clear-text address must be provided by the FMS case manager.

### Constructing a Ship-to/Mark-For MAPAC for FMS Shipments via the Defense Transportation System

<u>Requisition Number</u>	<u>Supplementary Address</u>	<u>Ship To</u>	<u>Mark For</u>
BBNL94-5231-5102	DXXUBC	DBNL00	DBNL00

MAPAC DBNL00 Position	Description
1 (D)	The first position is taken from first position of the supplementary address (SUPAD). It identifies the foreign customer's military (purchaser procuring service or agency) using the MAPAC.
2-3 (BN)	The second and third positions are taken from the second and third position of the document number and identify the customer country itself.
4 (L)	The fourth position is taken from the fourth position of the document number. It indicates ship-to and mark-for address for shipment.
5 - 6 (00)	The fifth and sixth positions are constant zeros with no address significance.

**Figure 3**  
**Ship-to/Mark-For MAPAC for FMS Shipments via the Defense Transportation System**



### FMS Shipments to Canada

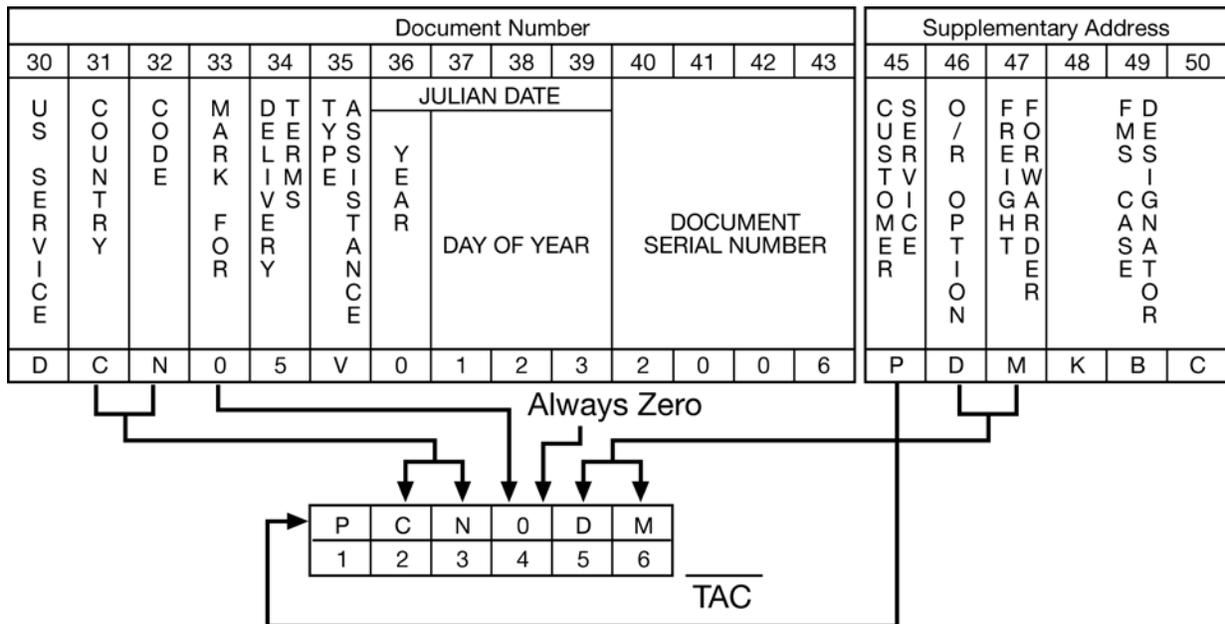
Canada has no freight forwarders in the United States. Shipments are made directly to the in-country destination point. Canadian supplementary address information is constructed differently from other FMS customer requisitions. Canadian ship-to and mark-for addresses are the same. However, the Canadian MAPACs are constructed differently from other FMS customers to accommodate the unique construction of Canadian document numbers and supplementary addresses. To construct a Canadian MAPAC, use the purchaser's procuring service/agency code from RP 45 (the first position of the supplementary address); next RPs 31 and 32 (two-digit country code); next RP 33 (zero filled); and finally, RPs 46 and 47 from the supplementary address.

## Constructing a Mark-For MAPAC for FMS Shipments to Canada

<u>Requisition Number</u>	<u>Supplementary Address</u>	<u>Mark For</u>
DCN05V-0123-2006	PDMKBC	PCN0DM

MAPAC PCN0DM Position	Description
1 (P)	The first position is taken from the first position of the supplementary address. It identifies the Canadian military (procuring) service using this MAPAC.
2–3 (CN)	The second and third positions are taken from the second and third position of the document number. They identify the customer country itself.
4 (0)	The fourth position is a constant zero with no address significance.
5–6 (DM)	The fifth and sixth positions are taken from second and third positions of the supplementary address (RP 46-47). They identify the destination in Canada which is to receive the shipment and documentation. Since the destination is both the ship-to and mark-for addressee, only one address is constructed.

**Figure 4**  
**Mark-For MAPAC for FMS Shipments to Canada**



### MAPACs for Pseudo (non-FMS) Shipments

Shipments of Pseudo case material are always accomplished using the Defense Transportation System. The mark-for MAPAC is created the same as the DTS example shown in Figure 3. A major difference in the MAPAD itself is that a program code which involves multiple countries (e.g. “B9”, The National Defense Authorization Act for FY

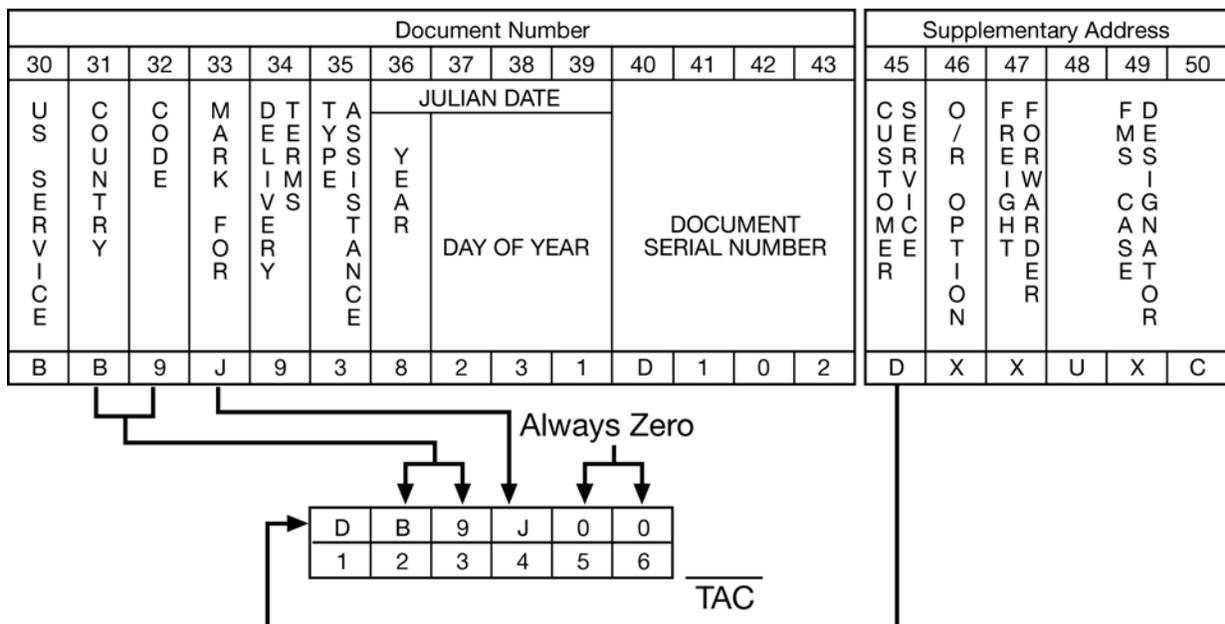
2009 or “S4, FAA Section 632 Transactions) will have each country distinguished by a different mark-for code (from RP 33). The mark-for addressee will be a US representative in the designated country who will be responsible for completing the transfer to the foreign government. Special instructions are extensive and unique to each recipient under the program.

### Constructing a Ship-to/Mark-For MAPAC for “Pseudo” (non-FMS) Shipments

Requisition Number    Supplementary Address    Mark For  
 BB9J93-8231-D102        DXXUXC                    DXXUXC

MAPAC DB9J00 Position	Description
1 (D)	The first position is taken from the first position of the supplementary address. It identifies the foreign military service to which this materiel will be transferred.
2–3 (B9)	The second and third positions are taken from the second and third position of the document number. They identify the pseudo program code.
4 (J)	The fourth position is taken from the fourth position of the document number. It indicates the ship-to and mark-for address for shipment.
5–6 (00)	The fifth and sixth positions are constant zeros with no address significance.

**Figure 5**  
**Ship-to/Mark-For MAPAC for “Pseudo” (non-FMS) Shipments**



## Codes Associated with MAPACs

### Type Address Codes (TAC)

The type of address codes (TACs) identifies when and how to use each of the addresses listed under a MAPAC. As noted earlier, this single-character code is determined by the shipper, and is not identified in the LOA, the requisition, or the shipping paperwork. The shipper selects the appropriate TAC based on the action being taken. There are 13 TACs, however, not all of the TACs will be used in the MAPAC at the same time, but may be used in combination. The shipper shall determine what combination of TACs is appropriate.

The TAC identifies the action being taken by the shipper. When the shipper is sending freight, the size and classification of the materiel will determine which TAC must be present in the MAPAD. Addresses for freight shipments are indicated by TACs 1, 2, A, B, C or D. As a general rule, high priority items or shipments up to 70 pounds are sent to the TAC 1 address, while lower priority or larger freight is sent to the TAC 2 address. In most cases, the TAC 1 and 2 addresses will be the same, but there are exceptions. Classified freight shipments must be sent to the address identified by a TAC A or B for SECRET materiel and TAC C or D for CONFIDENTIAL materiel. The size, weight and priority of the classified shipment will determine if TAC A or B, or TAC C or D is applicable. Classified shipments were discussed earlier in this guide.

Notices of Availability (NOA) (DD Form 1348-5 or electronic equivalent) are required whenever oversized, hazardous, explosive or classified material is to be shipped. Shippers are also responsible for mailing shipping documentation associated with freight. For unclassified shipments, NOAs are sent to the TAC 3 address in the MAPAD. When classified material is being shipped, the NOA must be sent to the foreign government's embassy in the US or to the foreign government's representative listed in the special instructions of the MAPAD. Further information on NOAs, as well as a NOA sample, may be found in DoD 4500.9-R, Defense Transportation Regulation, Volume II, [Appendix E](#).

When materiel is shipped via the DTS to an OCONUS destination (DTC 9 or 7), the shipper is responsible for sending advance notices of incoming shipments to the Security Cooperation Office in the receiving country. These documents include the DD1348-1, *Single Line Item Release/Receipt Document*; DD 250, *Materiel Inspection and receiving Report* or Wide Area Workflow (WAWF) equivalent; or DD1149, *Requisition and Invoice/Shipping Document*; ocean bills of lading; reports of shipment (REPSHIP) messages; and cargo traffic messages. It is necessary for these documents to be received in country prior to the arrival of the freight in order for the SCO to coordinate with the purchasing customer to clear the materiel through customs. These documents must be sent to the TAC 5 or 6 address in the MAPAD. When no TAC 5 or 6 address is listed for the applicable MAPAC, the documents should be sent to the same TAC 1 or 2 address as the shipment itself.

Mark-for addresses are always designated by TAC M.

**Table 3  
Type Address Codes**

<b>TAC</b>	<b>Purpose</b>	<b>Explanation</b>
1	Materiel	UNCLASSIFIED material moving by small parcel carrier.
A	Materiel	Material classified SECRET moving by small parcel carrier.
C	Materiel	Material classified CONFIDENTIAL moving by small parcel carrier.
2	Materiel	UNCLASSIFIED material moving as surface or air freight.
B	Materiel	Material classified SECRET moving as surface or air freight.
D	Materiel	Material classified CONFIDENTIAL moving as surface or air freight.
3	Documents	This address is for sending a Notice of Availability (NOA) for UNCLASSIFIED shipments only. For CLASSIFIED shipments the NOA should be sent to the customer representative listed in the front section (special instructions) of the country's MAPAD. This is normally the customer's embassy, consulate or purchasing agency in the United States. If the representative listed in the front section of the MAPAD is a U.S. activity, such as a Security Cooperation Office, Defense Attaché, or US embassy in the foreign country, do NOT send the NOA to this location. Instead, the NOA must be sent to a representative of the foreign government in the United States. Consult with the transportation specialists at the ILCO for further assistance to determine the proper address for sending NOAs for CLASSIFIED shipments.
4	Status	For sending supply and shipment status electronically. A communications routing identifier (CommRI) must be established with the DLA Transaction Services for this capability.
5	Documents	For sending copies of the FMS release documents on TAC 1 shipments. No entry in the MAPAD if identical to the TAC 1 address.
6	Documents	For sending copies of the FMS release documents on TAC 2 shipments. No entry in the MAPAD if identical to the TAC 2 address.
7	Other	Identifies address to receive billing from carrier if other than from ship-to addressee upon delivery of material. Used only for shipments that qualify for collect delivery.
9	Other	Identifies deleted MAPAC and cross-references to the MAPAC to be used in its place.
M	Mark-for	Used to identify a clear text mark-for address for freight shipments. Identifies ultimate consignee on shipping papers and bills of lading. This is also the default ship-to address for DTC 7 shipments.

When more than one combination exists for a given MAPAC and TAC, a TAC sequence code (TAC SEQ) will be used to discriminate between the two addresses. Typically, shipment of material or notification documents is made to the address nearest to the shipper.

## Special Instructions Indicator (SII)

The SII identifies special requirements which the shipper must follow. When the customer or freight forwarder requires advanced notification of oversized material (greater than 10,000 pounds) a SII of “E” will trigger a notice of availability (NOA), even if RP 46 of the MILSTRIP transaction indicates “A” for automatic shipment. A SII of “S” indicates that clear-text instructions are published at the beginning of each country section of the MAPAD. The clear text SIIs are a means by which customer countries place their unique requirements in the MAPAD; such as political considerations, circumstances peculiar only to one country; a country that has negotiated their own freight rates with a carrier, etc. These instructions must be adhered to by the shipper. The MAPAC will usually be blank when a SII of “S” is present. Only the SII “S” shall be shown in clear text or narrative form. Special instructions do not apply to a MAPAC/TAC listing unless a code is actually entered in the SII block.

**Table 4**  
**Special Instructions Indicators**

<b>SII Code</b>	<b>Definition</b>
A	Material/documentation, as indicated by the TAC, will be forwarded to the address nearest the shipping activity. If additional instructions are provided, SII code “S” applies.
D	Forward documentation electronically.
E	For shipments greater than 10,000 pounds, send Notice of Availability to TAC 3 addressee (process with Offer/Release code Z).
S	Special instructions involve use of a clear text statement or multiple instructions. Such as, preferred carrier, multi-le “ship-to” addresses for material, or supporting documentation. Also ship to the nearest address (geographically) to the shipping activity. Refer to the <i>Country Reps and/or Special Instructions</i> link in the MAPAD.

**Water and Aerial Ports of Debarkation.** These codes indicate the water port or airport of discharge to which FMS shipments will be sent under DTCs 7 or 9. The shipments shall be moved through the DTS to the in-country ports. In the case of DTC 9, port personnel shall notify the ultimate consignee to pick up the material or make arrangements for delivery of the shipment to destination. In the case of DTC 7, the U.S. Government is obligated to transport the material to the customer’s final destination (mark-for address). The WPOD or APOD is identified by a three-character alphanumeric code. The WPOD or APOD will not appear if the special instructions indicate shipment to commercial airports or water ports by commercial airlift or ocean transport. The TAC 1 or 2 addresses will be blank, and the requirement to check for a clear-text shipping address will be indicated by SII “S”.

**Effective Date and Deletion Date.** This is a date when the MAPAC is effective and/or the date it is deleted. The deleted record shall remain in the file for 5 years after it is

deleted to allow the pipeline to be flushed. Changes shall take effect when the current date matches the effective date.

**Freight Forwarder Location Code (FFLC).** A freight forwarder location code is assigned if more than one freight forwarder location is listed under the same MAPAC. FFLC "0" indicates there is only one location. FFLC "1" indicates the freight forwarder located on the East coast, and FFLC "2" indicates the freight forwarder located on the West coast. If multiple freight forwarder locations are involved for a shipment, SII "A" will apply. The shipper will ship to the address closest to it.

**Address File Indicator (AFI).** Always F or G. "F" indicates the address is for an FMS customer or for a pseudo (non-FMS) LOA. "G" indicates a shipment made via grant aid. This code is used only for MAPAD maintenance.

### **MAPACs for Grant Aid Shipments**

Grant Aid shipments are normally moved through the DTS so there is no requirement for a NOA. There are no freight forwarders involved in grant aid shipments. The DTC is usually zero because the US Government absorbs the cost of transportation and all accessorial services are provided free with the material. For grant aid shipments, data elements from the requisition document number and first position of the supplementary address shall be used for both the ship-to and mark-for MAPACs, with changes.

There are significant differences between constructing FMS and grant aid MAPACs. For grant aid there are only three data elements in the requisition that are required to construct the MAPAC. With grant aid requisitions, as with FMS, the MAPACs must contain six positions in order to be integrated into the US DoD logistics systems.

Unlike FMS, the grant aid supplementary address shall always contain alpha code "Y" in RP 45. However, in locating the MAPACs in this directory, the "Y" code shall be converted to an "X." RP 30, the first position of the requisition document number, shall still show the implementing agency code to indicate the DoD component managing the case.

The ship-to/mark-for MAPAC is constructed by taking the "Y" code in RP 45 and converting it to an "X"; RPs 31-32 (two-digit country code); and RP 33 (mark-for code); and then add two zeros (non-significant record positions), as illustrated in Figure 7.

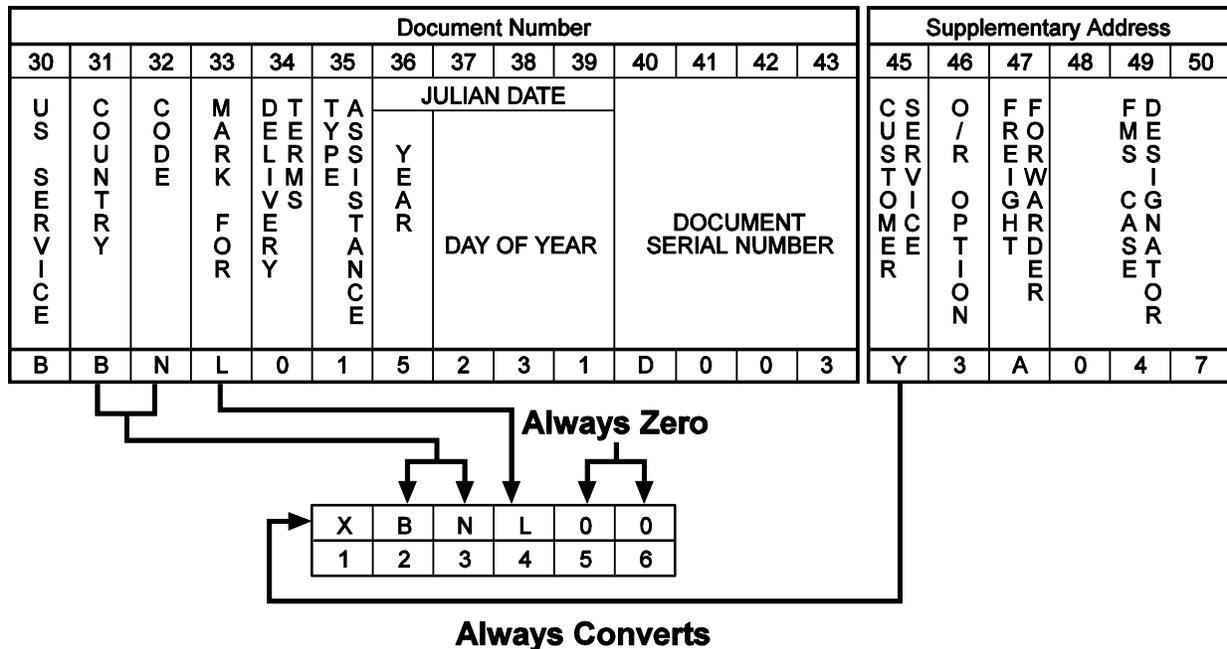
The fiscal year of the grant aid appropriation is identified by a single digit in RP 46. Positions 47-50 identify a record control number for implementing agency use and reporting purposes.

### Constructing a Mark-For MAPAC for Grant Aid Shipments

Requisition Number    Supplementary Address    Mark For  
 BBNL01-5231-D003                      Y3A047                      XBNL00

MAPAC PCN0DM Position	Description
1 (X)	The first position is taken from the first position of the supplementary address, which is a "Y". It is converted to an "X". It identifies that there is no specific procuring agency, but that the material is being given to a country in general.
2-3 (BN)	The second and third positions are taken from second and third position of The document number. They identify the customer country itself.
4 (L)	The fourth position is taken from fourth position of the document number. It indicates ship-to and mark-for address for shipment.
5 - 6 (00)	The fifth and sixth positions are constant zeros as placeholders with no address significance.

**Figure 6  
Mark-For MAPAC for Grant Aid Shipments**



When making grant aid shipments, only five TACs are applicable:

**Table 5  
Type Address Codes for Grant Aid Shipments**

<b>TAC</b>	<b>Purpose</b>	<b>Explanation</b>
1	Freight	UNCLASSIFIED material moving by small parcel carrier.
2	Freight	UNCLASSIFIED material moving by surface or air freight carrier.
3	Documents	Supply shipment status information.
9	Other	Identifies deleted MAPAC and cross-references to the MAPAC to be used in its place.
M	Mark-for	Used to identify a clear text mark-for address for freight shipments. This is also the default ship-to address for DTC 0 shipments.

### **Accessing the Military Assistance Program Address Directory (MAPAD)**

The MAPAD is located at <https://www.transactionservices.dla.mil/DAASINQ/warning.asp>. Figure 7 shows the DoD security acknowledgement screen which the user must accept to gain access to the MAPAD web site.

Figure 8 shows two approaches to accessing the MAPAD. The MAPAC link in the left column provides public access to the MAPAD. The URL in the center of the page provides access to the DoD restricted site. Access to the restricted site is only necessary for DoD users who perform MAPAD maintenance. Most general MAPAD users do not need to register for an account with the DLA Transaction Services.

To access the DoD restricted site one must have a Common Access Card (CAC) and have established an account with the DLA Transaction Services. To establish an account click on “DLA Rules of Behavior” in the menu on the left. After accepting the rules of behavior at the bottom of the screen, the user will be provided a link to a System Access Request (SAR). Complete the SAR and submit it to the DLA Transaction Services per the instructions.

An international customer MAPAD is divided into sections by the customer’s purchasing service or agency (from RP 45 in the requisition). The entire MAPAD for a country is not visible except as a printed text file. The consolidated MAPAD text files are only accessible by DoD personnel or CAC holders. In order to access the entire MAPAD for a customer on screen, a separate query must be done for each customer service or agency.

**Figure 7**  
**MAPAD Security Acknowledgement**



**DEFENSE LOGISTICS AGENCY**  
**Transaction Services**

**WARNING**

**You are accessing a U.S. Government (USG) Information System (IS) that is provided for USG-authorized use only.**

By using this IS (which includes any device attached to this IS), you consent to the following conditions:

- The USG routinely intercepts and monitors communications on this IS for purposes including, but not limited to, penetration testing, COMSEC monitoring, network operations and defense, personnel misconduct (PM), law enforcement (LE), and counterintelligence (CI) investigations.
- At any time, the USG may inspect and seize data stored on this IS.
- Communications using, or data stored on, this IS are not private, are subject to routine monitoring, interception, and search, and may be disclosed or used for any USG-authorized purpose.
- This IS includes security measures (e.g., authentication and access controls) to protect USG interests—not for your personal benefit or privacy.
- Notwithstanding the above, using this IS does not constitute consent to PM, LE or CI investigative searching or monitoring of the content of privileged communications, or work product, related to personal representation or services by attorneys, psychotherapists, or clergy, and their assistants. Such communications and work product are private and confidential. See User Agreement for details.

[Privacy/Security](#) | [Accessibility](#) | [Contact Webmaster](#)

**Figure 8  
MAPAD Access**

**DEFENSE LOGISTICS AGENCY**  
**Transaction Services**

DAASINQ [Contact Us](#) | [Help](#) | [Home](#)

DAASINQ Home

will change effective 1 June 2011. A redirect will be in place transition. Please update bookmarks to reflect the new URL [transactionservices.dla.mil/DAASINQ/](https://www2.transactionservices.dla.mil/DAASINQ/) for future access.

**Important Notice**  
Department of Defense (DoD)  
Public Key Infrastructure (PKI)

Personnel who access DoD systems must use PKI for all private web-... will be **required** to have a DoD-approved PKI or External Certificate Authority... site. [To learn who to contact to obtain a DoD-approved certificate click](#)

...d version of DAASINQ, please follow guidelines provided for an account... Request (SAR) at <https://www.transactionservices.dla.mil>, Request Login ID and Password, DAASINQ.

...enabled version is <https://www2.transactionservices.dla.mil/portal/>.

A DEPARTMENT OF DEFENSE COMPUTER SYSTEM.

**WARNING**

...overnment (USG) information system (IS) that is provided for USG-

By using this IS (which includes any device attached to this IS), you consent to the following conditions:

- The USG routinely intercepts and monitors communications on this IS for purposes including, but not limited to, penetration testing, COMSEC monitoring, network operations and defense, personnel misconduct (PM), law enforcement (LE), and counterintelligence (CI) investigations.
- At any time, the USG may inspect and seize data stored on this IS.
- Communications using, or data stored on, this IS are not private, are subject to routine monitoring, interception, and search, and may be disclosed or used for any USG-authorized purpose.

What is DAASINQ?  
DLA Rules of Behavior  
DoDAAC  
**MAPAC**  
NIIN  
FC

Clicking on this link will take you to the public site. This option is for FMS customers, contractors and freight forwarders.

Clicking on this link will take you to the secure PKI-enabled site which allows authorized users to download MAPADs and make MAPAD changes. This option is for DoD users only.

At the MAPAC query input screen, shown in Figure 9, enter at least the first three positions of the MAPAC. This should be the purchaser's service or agency, and the two-character country code (i.e. PTH, which represents the Navy of Thailand). Entering only the first three positions of the MAPAC will provide the entire MAPAD for that country's purchasing service. If the entire MAPAC is known and entered (i.e. PTH004), the result will be only the addresses that correspond to that specific MAPAC. The query field allows for 8 characters to be input. This could include the six MAPAC characters, the TAC code and the TAC sequence code, if applicable. Such a query entry would result in only a single MAPAC record being shown.

Figure 9  
MAPAC Query

**DEFENSE LOGISTICS AGENCY**  
Transaction Services

DAASINQ [Contact Us](#) | [Help](#) | [Home](#)

**MAPAC Query**

MAPAC: PTH

Submit

Required: First 3 to 8 Chars of MAPAC

**Important Notice**  
Department of Defense (DoD)  
Public Key Infrastructure (PKI)

DoD has mandated that all personnel who access DoD systems must use PKI for all private web-enabled applications. You will be **required** to have a DoD-approved PKI or External Certificate Authority (ECA) certificate to access this site. [To learn who to contact to obtain a DoD-approved certificate click here.](#)

[Privacy/Security](#) | [Accessibility](#) | [Contact Webmaster](#)

**Figure 10  
MAPAC Query Result**

MAPAC: PTH004			5 / 71
<b>MAPAC Information</b>			
TAC: 1	TAC SEQ:	FFLC: 0	EFF DATE: 2005297
APL F	SII:	CHG NO: 5237	DEL DATE:
WPOD:	APOD:	CONUS/OCONUS: C	
<a href="#">Country Reqs and/or Special Instructions</a>			Create Date:
<b>Address Information</b>			
<ul style="list-style-type: none"> <li>• ROCK-IT CARGO USA INC</li> <li>• TEL 310 410 0935 FAX 310 410 0628</li> <li>• 5438 WEST 104TH STREET</li> <li>• LOS ANGELES CA 90045-6012</li> <li>•</li> <li>•</li> <li>•</li> </ul>			
City: LOS ANGELES		ZIP: 90045-6012	IPC ZIP:
State Name: California		State A/N CA/ 06	
Country Name: UNITED STATES			
Country Codes: ISO 2- US ISO 3 - USA FMS - MILS - FIPS - US			
MAPAC Country:			
<b>POC Information</b>			
Organization:		FMS Case Number:	
Phone 1:	Ext 1:	Phone 2:	Ext 2:
Fax 1:		Fax 2:	
US Sponsor Service: -		COMMRI:	

**MAPAD Special Instructions**

Each customer has a special instructions page at the beginning of their MAPAD file. This is a text file common to all the purchaser's services or agencies MAPACs. Clicking on the blue link in a MAPAC file will open the text file. The text file contains clear-text address and shipping instructions. The special instructions identify customer preferences. They may identify the name and location of the commercial airport to be used for commercial DTS air freight, or a preference for specific surface carriers, or restrictions for certain types of freight. The special instructions also identify the purchaser's point of contact for authorizing MAPAD changes.

## **MAPAD Examples**

A notional example of an international purchaser's MAPAD appears on the following pages, beginning with the special instructions text file, and followed by the MAPAC records. The graphics of the MAPAC files have been edited to save space – the actual online MAPAD contains additional data fields which are not relevant to the Security Cooperation and Foreign Military Sales communities (see Figure 10). The examples that follow are fictitious, but illustrate the layout of the MAPAD file and the data fields that apply to each MAPAC. Some additional illustrations clarify the information.

MILITARY ASSISTANCE PROGRAM ADDRESS DIRECTORY

SECTION B - FOREIGN MILITARY SALES (FMS) ADDRESSES

BN - BANDARIA

1. COUNTRY REPRESENTATIVES. WHEN RECIPIENTS OF NOTICES OF AVILABILITY FAIL TO PROVIDE SHIPPING INSTRUCTIONS WITHIN ESTABLISHED TIMEFRAMES, THEREBY DELAYING RELEASE OF FMS SHIPMENTS, THE COUNTRY REPRESENTATIVE (EMBASSIES, CONSULATE ATTACHES, SUPPLY MISSIONS, PURCHASING MISSIONS, DIRECTOR OF MOVEMENTS, ETC.) WILL BE ADVISED THROUGH THE APPROPRIATE U.S. SERVICE FOCAL POINT, AS IDENTIFIED BY THE U.S. SERVICE CODE CONTAINED IN RECORD POSITION 30 OF THE REQUISITION. THE COUNTRY REPRESENTATIVE ADDRESSES WILL NOT BE USED FOR CONSIGNING SHIPMENTS OR FOR DISTRIBUTION OF DOCUMENTATION EXCEPT WHEN THEY ARE INCLUDED IN THE ADDRESS LISTING WITH A DESIGNATED TYPE OF ADDRESS CODE (TAC).

THE FOLLOWING ADDRESSES IDENTIFY THE COUNTRY REPRESENTATIVES:

- A. ARMY: EMBASSY OF BANDARIA  
OFFICE OF MILITARY ATTACHE  
TEL: 202 345-6789  
2468 16TH STREET NW  
WASHINGTON DC 20009-2468
- B. AIR FORCE: EMBASSY OF BANDARIA  
OFFICE OF MILITARY ATTACHE  
TEL: 202 345-6789  
2468 16TH STREET NW  
WASHINGTON DC 20009-2468
- C. NAVY: BANDARIAN LIAISON OFFICE  
NAVY INVENTORY CONTROL POINT  
TEL: 215-555-0987  
700 ROBBINS AVENUE  
PHILADELPHIA, PA 19111

2. SPECIAL INSTRUCTION INDICATOR (SII) S (SPECIAL INSTRUCTIONS INVOLVE USE OF CLEAR TEXT STATEMENT OR MULTIPLE INSTRUCTIONS) REQUIRES IDENTIFICATION OF APPLICABLE MAPACS AND TACS WITH CLEAR TEXT SPECIAL INSTRUCTIONS AS FOLLOWS:

MAPAC	TAC	SPECIAL INSTRUCTIONS
BBNA00	1	A. PROCESS ALL SMALL PARCELS AS A TAC 2.
BBNB00	1	
BBNC00	1	
BBNA00	2	A. FOR UNCLASSIFIED, NON AA&E AND NON-SENSITIVE SHIPMENTS COMMERCIAL AIRLIFT AUTHORIZED. OFFER TO THE MOST ECONOMIC U.S. COMMERCIAL AIR CARRIER AVAILABLE FOR AIRLIFT TO THE FOLLOWING COMMERCIAL AIRPORT:
BBNB00	2	
BBNC00	2	

HERAT INTERNATIONAL AIRPORT  
HERAT BANDARIA

SHIPMENT WILL BE AIRPORT TO AIRPORT. THE MARK FOR ADDRESSEE/ULTIMATE CONSIGNEE IS RESPONSIBLE FOR PICKUP OF THE SHIPMENTS AT THE AIRPORT.

- B. THE FOLLOWING PROCEDURES ONLY APPLY TO THE MATERIAL LISTED IN THE EUCOM DESTINED FOREIGN MILITARY SALES (FMS) MOVEMENT CONOPS DATED 19 MAY 2009. FOR MORE INFORMATION PLEASE CALL THE IMPLEMENTING AGENCY.

SHIPMENTS OF CLASSIFIED, SENSITIVE AND ARMS, AMMO AND EXPLOSIVES (AA&E) REQUIRE A NOTICE OF AVAILABILITY (NOA) BE SENT TO THE FOLLOWING EMAIL ADDRESSES. SHIPPERS WILL NOT OFFER CARGO TO THE ARMY AIR CLEARANCE AUTHORITY (ACA) FOR AIR MOBILITY COMMAND (AMC) CHANNEL AIRLIFT INTO RAMSTEIN AIR BASE, APOD RMS UNTIL THEY HAVE RECEIVED A POSITIVE RESPONSE TO THE NOA FROM BOTH THE RECIPIENT COUNTRY AND THE 21ST TSC. THE USASAC CCM AND SAO/ODC IS INFO ONLY. ALSO SEE PARA C BELOW FOR REPSHIP REQUIREMENTS.

RECIPIENT COUNTRY:  
HAN.SOLO@MIL.BN  
OBIWAN.KENOBI@MIL.BN  
21ST TSC: MAIL.21TAERLOOM@EUR.ARMY.MIL  
USASAC CCM: LUKE.SKYWALKER@US.ARMY.MIL  
SCO/ODC: DVADER@SAN.OSD.MIL

- C. REPSHIP: SHIPPERS WILL PREPARE REPSHIPS IAW THE DEFENSE TRANSPORTATION REGULATION (DTR) DOD 4500.9-R, CHAPTER 205 PARA L. SHIPPERS WILL NOTIFY THE DESIGNATED ULTIMATE CONSIGNEE AS WELL AS THE OTHERS LISTED BELOW VIA EMAIL, NO LATER THAN TWO HOURS AFTER A SHIPMENT'S DEPARTURE. REPSHIP WILL BE PREPARED IAW THE FORMAT SHOWN IN FIGURE 204-8 IN THE DTR. THE FOLLOWING ARE THE EMAIL ADDRESSES REPSHIPS ARE TO BE SENT TO:

ULTIMATE CONSIGNEE: DVADER@SAN.OSD.MIL  
USASAC CCM: LUKE.SKYWALKER @US.ARMY.MIL  
RAMSTEIN: USAFE.ACA@RAMSTEIN.AF.MIL  
1ST TMCA: 1TMCATMCC@1TMCA.21TSC.ARMY.MIL  
435TH LRS: 435LRS.LGR@RAMSTEIN.AF.MIL

- D. USE THE TAC M ADDRESSEE FOR THE ULTIMATE CONSIGNEE ON ALL BILLS OF LADING AND SHIPPING PAPERS.
- E. FOR OVERSIZED, OVERWEIGHT AND OTHER MATERIEL WITH UNUSUAL TRANSPORTATION CHARACTERISTICS, CONTACT USASAC, NEW CUMBERLAND, ATTN: AMSAC-BN, TEL DSN 771-0000 OR COMMERCIAL (717) 555-0000, FOR FURTHER INSTRUCTIONS.

DBNC00

M

DELETED - USE DBNA00 TAC M.

MAPAC: BBNA00

1 / 8

MAPAC Information

TAC: 1	TAC SEQ:	FFLC: 0	EFF DATE: 2006023
AFI: F	SII: S	CHG NO: 6023	DEL DATE:
WPOD:	APOD:	CONUS/OCONUS:	Last Modified Date: 2006023
<a href="#">Country Reqs and/or Special Instructions</a>			Create Date:

Address Information (FREE FORM SET)

- 
- 
- 
- 
- 

**No TAC 1 or 2 address – refer to special instructions.**

MAPAC: BBNA00

2 / 8

MAPAC Information

TAC: 2	TAC SEQ:	FFLC: 0	EFF DATE: 2006023
AFI: F	SII: S	CHG NO: 6023	DEL DATE:
WPOD:	APOD:	CONUS/OCONUS:	Last Modified Date: 2006023
<a href="#">Country Reqs and/or Special Instructions</a>			Create Date:

Address Information (FREE FORM SET)

- 
- 
- 
- 
- 

**Type Address Code (TAC) indicates type of action being taken by**

MAPAC: BBNA00

3 / 8

MAPAC Information

TAC: 4	TAC SEQ:	FFLC: 0	EFF DATE: 2004349
AFI: F	SII:	CHG NO: 4283	DEL DATE:
WPOD:	APOD:	CONUS/OCONUS: C	Last Modified Date: 2004349
<a href="#">Country Reqs and/or Special Instructions</a>			Create Date:

Address Information

- OFFICE OF DEFENSE COOPERATION
- AMERICAN EMBASSY HERAT
- PSC 3655
- APO AE 09998

**Alpha or numeric character in the 4<sup>th</sup> position indicates a mark-for**

MAPAC: BBNA00

4 / 8

MAPAC Information

TAC: 5	TAC SEQ:	FFLC: 0	EFF DATE: 2004349
AFI: F	SII:	CHG NO: 4283	DEL DATE:
WPOD:	APOD:	CONUS/OCONUS: C	Last Modified Date: 2004349
<a href="#">Country Reqs and/or Special Instructions</a>			Create Date:

**Address Information**

- OFFICE OF DEFENSE COOPERATION
- AMERICAN EMBASSY HERAT
- PSC 3655
- APO AE 09998

MAPAC: BBNA00

5 / 8

**MAPAC Information**

<b>TAC:</b> 6	<b>TAC SEQ:</b>	<b>FFLC:</b> 0	<b>EFF DATE:</b> 2004349
<b>AFI:</b> F	<b>SII:</b>	<b>CHG NO:</b> 4283	<b>DEL DATE:</b>
<b>WPOD:</b>	<b>APOD:</b>	<b>CONUS/OCONUS:</b> C	<b>Last Modified Date:</b> 2004349
<a href="#">Country Reqs and/or Special Instructions</a>			<b>Create Date:</b>

**Address Information**

- OFFICE OF DEFENSE COOPERATION
- AMERICAN EMBASSY HERAT
- PSC 3655
- APO AE 09998

MAPAC: BBNA00

6 / 8

**MAPAC Information**

<b>TAC:</b> M	<b>TAC SEQ:</b>	<b>FFLC:</b> 0	<b>EFF DATE:</b> 2001018
<b>AFI:</b> F	<b>SII:</b>	<b>CHG NO:</b> 1004	<b>DEL DATE:</b>
<b>WPOD:</b>	<b>APOD:</b>	<b>CONUS/OCONUS:</b>	<b>Last Modified Date:</b> 2001018
<a href="#">Country Reqs and/or Special Instructions</a>			<b>Create Date:</b>

**Address Information**

- BANDARIAN ARMY
- INFANTRY BATTALION C3PO KARISH
- TEL 9998 3847 8765 FAX EXT 8777
- BN 5300 KUNA DISTRICT
- REPUBLIC OF BANDARIA

MAPAC: BBNB00

7 / 8

**MAPAC Information**

<b>TAC:</b> M	<b>TAC SEQ:</b>	<b>FFLC:</b> 0	<b>EFF DATE:</b> 2001018
<b>AFI:</b> F	<b>SII:</b>	<b>CHG NO:</b> 1004	<b>DEL DATE:</b>
<b>WPOD:</b>	<b>APOD:</b>	<b>CONUS/OCONUS:</b>	<b>Last Modified Date:</b> 2001018
<a href="#">Country Reqs and/or Special Instructions</a>			<b>Create Date:</b>

**Address Information**

- BANDARIAN ARMY MOTORIZED
- INFANTRY BRIGADE R2D2 EDRI-KEBIR
- TEL 9998 2468 012 FAX EXT1239
- DONGOU 44 BN 2038 HERAT
- REPUBLIC OF BANDARIA

MAPAC Information

<b>TAC: M</b>	<b>TAC SEQ:</b>	<b>FFLC: 0</b>	<b>EFF DATE: 2004349</b>
<b>AFI: F</b>	<b>SII:</b>	<b>CHG NO: 4283</b>	<b>DEL DATE:</b>
<b>WPOD:</b>	<b>APOD:</b>	<b>CONUS/OCONUS:</b>	<b>Last Modified Date: 2004349</b>
<a href="#">Country Reqs and/or Special Instructions</a>			<b>Create Date:</b>

Address Information

- BANDARIAN ARMED FORCES ARSENAL
- YAMUNA DISTRICT CARDASSIA
- PADME AMIDALA 5 CARDASSIA BN-3220
- TEL 9998 422 43277 FAX EXT 43003
- REPUBLIC OF BANDARIA

**TAC M indicates a final destination (mark-for) address in the purchaser's**

MAPAC Information

<b>TAC: A</b>	<b>TAC SEQ:</b>	<b>FFLC: 0</b>	<b>EFF DATE: 2001018</b>
<b>AFI: F</b>	<b>SII:</b>	<b>CHG NO: 1004</b>	<b>DEL DATE:</b>
<b>WPOD:</b>	<b>APOD:</b>	<b>CONUS/OCONUS: C</b>	<b>Last Modified Date: 2001018</b>
<a href="#">Country Reqs and/or Special Instructions</a>			<b>Create Date:</b>

Address Information

- BANDARIAN FREIGHT FORWARDING CORP.
- WAREHOUSE DOCKS
- 1205 68TH STREET
- BALTIMORE MD 21224-2548
- TEL 301-555-1234 FAX 301-555-4321

**TAC A or B indicates freight forwarder is cleared for classified material at the SECRET level**

MAPAC Information

<b>TAC: B</b>	<b>TAC SEQ:</b>	<b>FFLC: 0</b>	<b>EFF DATE: 2001018</b>
<b>AFI: F</b>	<b>SII:</b>	<b>CHG NO: 1004</b>	<b>DEL DATE:</b>
<b>WPOD:</b>	<b>APOD:</b>	<b>CONUS/OCONUS: C</b>	<b>Last Modified Date: 2001018</b>
<a href="#">Country Reqs and/or Special Instructions</a>			<b>Create Date:</b>

Address Information

- BANDARIAN FREIGHT FORWARDING CORP.
- WAREHOUSE DOCKS
- 1205 68TH STREET
- BALTIMORE MD 21224-2548
- TEL 301-555-1234 FAX 301-555-4321

**Alpha or numeric character in the 6<sup>th</sup> position indicates a ship-to address.**

**MAPAC Information**

<b>TAC:</b> 1	<b>TAC SEQ:</b>	<b>FFLC:</b> 0	<b>EFF DATE:</b> 2008164
<b>AFI:</b> F	<b>SII:</b>	<b>CHG NO:</b> 8168	<b>DEL DATE:</b>
<b>WPOD:</b>	<b>APOD:</b>	<b>CONUS/OCONUS:</b> C	<b>Last Modified Date:</b> 2008164
<a href="#">Country Reqs and/or Special Instructions</a>			<b>Create Date:</b>

**Address Information**

- BANDARIAN FREIGHT FORWARDING CORP.
- WAREHOUSE DOCKS
- 1205 68TH STREET
- BALTIMORE MD 21224-2548
- TEL 301-555-1234 FAX 301-555-4321

**MAPAC Information**

<b>TAC:</b> 2	<b>TAC SEQ:</b>	<b>FFLC:</b> 0	<b>EFF DATE:</b> 2008164
<b>AFI:</b> F	<b>SII:</b>	<b>CHG NO:</b> 8168	<b>DEL DATE:</b>
<b>WPOD:</b>	<b>APOD:</b>	<b>CONUS/OCONUS:</b> C	<b>Last Modified Date:</b> 2008164
<a href="#">Country Reqs and/or Special Instructions</a>			<b>Create Date:</b>

**Address Information**

- BANDARIAN FREIGHT FORWARDING CORP.
- WAREHOUSE DOCKS
- 1205 68TH STREET
- BALTIMORE MD 21224-2548
- TEL 301-555-1234 FAX 301-555-4321

**MAPAC Information**

<b>TAC:</b> 3	<b>TAC SEQ:</b>	<b>FFLC:</b> 1	<b>EFF DATE:</b> 2008164
<b>AFI:</b> F	<b>SII:</b>	<b>CHG NO:</b> 8168	<b>DEL DATE:</b>
<b>WPOD:</b>	<b>APOD:</b>	<b>CONUS/OCONUS:</b> C	<b>Last Modified Date:</b> 2008164
<a href="#">Country Reqs and/or Special Instructions</a>			<b>Create Date:</b>

**Address Information**

- BANDARIAN FREIGHT FORWARDING CORP.
- INTERNATIONAL PROCESSING DIV.
- 1234 KERELIAN DRIVE
- BALTIMORE MD 21224-2548
- TEL 301-555-4321 FAX 301-555-9876

**MAPAC Information**

<b>TAC:</b> 4	<b>TAC SEQ:</b>	<b>FFLC:</b> 0	<b>EFF DATE:</b> 2004349
<b>AFI:</b> F	<b>SII:</b>	<b>CHG NO:</b> 4283	<b>DEL DATE:</b>
<b>WPOD:</b>	<b>APOD:</b>	<b>CONUS/OCONUS:</b> C	<b>Last Modified Date:</b> 2004349
<a href="#">Country Reqs and/or Special Instructions</a>			<b>Create Date:</b>

**Address Information**

- EMBASSY OF BANDARIA
- OFFICE OF MILITARY ATTACHE
- TEL 1-202-345-6789
- 2468 16TH ST NW
- WASHINGTON, DC 20009-2468

**MAPAC Information**

<b>TAC:</b> 7	<b>TAC SEQ:</b>	<b>FFLC:</b> 0	<b>EFF DATE:</b> 2004349
<b>AFI:</b> F	<b>SII:</b>	<b>CHG NO:</b> 4283	<b>DEL DATE:</b>
<b>WPOD:</b>	<b>APOD:</b>	<b>CONUS/OCONUS:</b> C	<b>Last Modified Date:</b> 2004349
<a href="#">Country Reqs and/or Special Instructions</a>			<b>Create Date:</b>

**Address Information**

- EMBASSY OF BANDARIA
- OFFICE OF MILITARY ATTACHE
- TEL 1-202-345-6789
- 2468 16TH ST NW
- WASHINGTON, DC 20009-2468

**MAPAC Information**

<b>TAC:</b> M	<b>TAC SEQ:</b>	<b>FFLC:</b>	<b>EFF DATE:</b> 2004349
<b>AFI:</b> F	<b>SII:</b>	<b>CHG NO:</b> 4283	<b>DEL DATE:</b>
<b>WPOD:</b>	<b>APOD:</b>	<b>CONUS/OCONUS:</b> C	<b>Last Modified Date:</b> 2004349
<a href="#">Country Reqs and/or Special Instructions</a>			<b>Create Date:</b>

**Address Information ( FREE FORM SET )**

- BANDARIAN AIR FORCES
- ATTN LANDO CALRISSIAN
- TEL 9998 422 43277 FAX EXT 43003
- SAMAR AIR BASE BN-5820
- REPUBLIC OF BANDARIA

MAPAC Information

TAC: M	TAC SEQ:	FFLC: 0	EFF DATE: 2004349
AFI: F	SII:	CHG NO: 4283	DEL DATE:
WPOD:	APOD:	CONUS/OCONUS:	Last Modified Date: 2004349
<a href="#">Country Reps and/or Special Instructions</a>			Create Date:

Address Information ( FREE FORM SET )

- BANDARIAN AIR FORCES
- CYBORG DISTRICT
- TEL 9998 555 43235 FAX EXT 43055
- KAVAN AIR BASE BN-5820
- REPUBLIC OF BANDARIA

MAPAC Information

TAC: 9	TAC SEQ:	FFLC:	EFF DATE:
AFI: F	SII:	CHG NO: 9168	DEL DATE: 2009123
WPOD:	APOD:	CONUS/OCONUS: O	Last Modified Date: 2009123
<a href="#">Country Reps and/or Special Instructions</a>			Create Date:

Address Information

- **Indicates address has been deleted. See special instructions for new**

MAPAC Information

TAC: M	TAC SEQ:	FFLC: 0	EFF DATE: 2004349
AFI: F	SII:	CHG NO: 4283	DEL DATE:
WPOD:	APOD:	CONUS/OCONUS: C	Last Modified Date: 2004349
<a href="#">Country Reps and/or Special Instructions</a>			Create Date:

Address Information

- MASID MISSILE CORPORATION
- BANDARIAN PRODUCTION DIVISION
- ROMULUS BOULEVARD WAREHOUSE 17
- 9998-4538-579 FAX EXT 572
- PELIAR ZEL BN-5838

MAPAC Information

TAC: 1	TAC SEQ: 1	FFLC: 1	EFF DATE: 2001018
AFI: F	SII:	CHG NO: 1004	DEL DATE:
WPOD:	APOD:	CONUS/OCONUS: C	Last Modified Date: 2001018
<a href="#">Country Reps and/or Special Instructions</a>			Create Date:

Address Information

- TAMARIAN SEALAND CARRIERS
  - PORT MANTEAU
  - 1959 PRINCESS LEIA ORGANA RD
  - JACKSONVILLE FL 32225-8765
  - TEL 850-555-1234 FAX 850-555-4321
- Indicates more than one freight forwarder location – ship to nearest freight**

MAPAC: PBN003

2 / 9

**MAPAC Information**

<b>TAC:</b> 1	<b>TAC SEQ:</b> 2	<b>FFLC:</b> 2	<b>EFF DATE:</b> 2001018
<b>AFI:</b> F	<b>SII:</b>	<b>CHG NO:</b> 1004	<b>DEL DATE:</b>
<b>WPOD:</b>	<b>APOD:</b>	<b>CONUS/OCONUS:</b> C	<b>Last Modified Date:</b> 2001018
<a href="#">Country Reqs and/or Special Instructions</a>			<b>Create Date:</b>

**Address Information**

- TAMARIAN SEALAND CARRIERS
- RING 2 1551 ADMIRAL WAY
- EDMONDS, WA 98020-1551
- TEL 425-555-1234 FAX 425-555-4321

MAPAC: PBN003

3 / 9

**MAPAC Information**

<b>TAC:</b> 2	<b>TAC SEQ:</b> 1	<b>FFLC:</b> 1	<b>EFF DATE:</b> 2001018
<b>AFI:</b> F	<b>SII:</b>	<b>CHG NO:</b> 1004	<b>DEL DATE:</b>
<b>WPOD:</b>	<b>APOD:</b>	<b>CONUS/OCONUS:</b> C	<b>Last Modified Date:</b> 2001018
<a href="#">Country Reqs and/or Special Instructions</a>			<b>Create Date:</b>

**Address Information**

- TAMARIAN SEALAND CARRIERS
- PORT MANTEAU
- 1959 PRINCESS LEIA ORGANA RD
- JACKSONVILLE FL 32225-8765
- TEL 850-555-1234 FAX 850-555-4321

MAPAC: PBN003

4 / 9

**MAPAC Information**

<b>TAC:</b> 2	<b>TAC SEQ:</b> 2	<b>FFLC:</b> 2	<b>EFF DATE:</b> 2001018
<b>AFI:</b> F	<b>SII:</b>	<b>CHG NO:</b> 1004	<b>DEL DATE:</b>
<b>WPOD:</b>	<b>APOD:</b>	<b>CONUS/OCONUS:</b> C	<b>Last Modified Date:</b> 2001018
<a href="#">Country Reqs and/or Special Instructions</a>			<b>Create Date:</b>

**Address Information**

- TAMARIAN SEALAND CARRIERS
- RING 2
- 1551 ADMIRAL WAY
- EDMONDS, WA 98020-1551
- TEL 425-555-1234 FAX 425-555-4321

MAPAC: PBN003

5 / 9

**MAPAC Information**

<b>TAC:</b> 3	<b>TAC SEQ:</b>	<b>FFLC:</b> 0	<b>EFF DATE:</b> 2001018
<b>AFI:</b> F	<b>SII:</b>	<b>CHG NO:</b> 1004	<b>DEL DATE:</b>
<b>WPOD:</b>	<b>APOD:</b>	<b>CONUS/OCONUS:</b> C	<b>Last Modified Date:</b> 2001018
<a href="#">Country Reqs and/or Special Instructions</a>			<b>Create Date:</b>

**Address Information**

- TAMARIAN SEALAND CARRIERS
- PORT MANTEAU
- 1959 PRINCESS LEIA ORGANA RD
- JACKSONVILLE FL 32225-8765
- TEL 850-555-1234 FAX 850-555-4321

**MAPAC Information**

TAC: 4	TAC SEQ:	FFLC: 0	EFF DATE: 2004349
AFI: F	SII:	CHG NO: 4283	DEL DATE:
WPOD:	APOD:	CONUS/OCONUS:	Last Modified Date: 2004349
<a href="#">Country Reqs and/or Special Instructions</a>			Create Date:

**Address Information (FREE FORM SET)**

- BANDARIAN LIAISON OFFICE
- NAVY INVENTORY CONTROL POINT
- TEL 215 555-0987 FAX 215 555-0988
- 700 ROBBINS AVENUE, BLDG 4B
- PHILADELPHIA, PA 19111

**MAPAC Information**

TAC: 1	TAC SEQ:	FFLC: 0	EFF DATE: 2004349
AFI: F	SII:	CHG NO: 4283	DEL DATE:
WPOD:	APOD: <b>RMS</b>	CONUS/OCONUS:	Last Modified Date: 2004349
<a href="#">Country Reqs and/or Special Instructions</a>			Create Date:

**Address Information**

- - 
  - 
  -
- Indicates APOD when DTC 9 or 7 requires DTS movement using AMC lift.**

**MAPAC Information**

TAC: 2	TAC SEQ:	FFLC: 0	EFF DATE: 2004349
AFI: F	SII:	CHG NO: 4283	DEL DATE:
WPOD:	APOD: RMS	CONUS/OCONUS:	Last Modified Date: 2004349
<a href="#">Country Reqs and/or Special Instructions</a>			Create Date:

**Address Information**

- 

**MAPAC Information**

TAC: M	TAC SEQ:	FFLC: 0	EFF DATE: 2004349
AFI: F	SII:	CHG NO: 4283	DEL DATE:
WPOD:	APOD:	CONUS/OCONUS:	Last Modified Date: 2004349
<a href="#">Country Reqs and/or Special Instructions</a>			Create Date:

**Address Information**

- BANDARIAN NAVAL ORDNANCE DEPOT
- NORTH STAR LENARIAN OUTPOST
- TEL 9998 5266 4308 FAX 9998 5266 4348
- DAGAN NAVY BASE BN-1876
- REPUBLIC OF BANDARIA