

Army Regulation 59–3

Air Transportation

Movement of Cargo by Scheduled Military Air Transportation

**Headquarters
Department of the Army
Washington, DC
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SUMMARY of CHANGE

AR 59-3

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This revision--

- o Removes all commercial airlift procedures from 1981 edition.
- o It also announces the operation of a port assistance liaison at Dover Air Force Base (subpara 5e(10)).
- o It identifies greensheet procedures (subpara 8d).

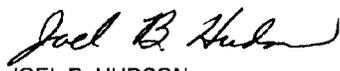
Air Transportation

Movement of Cargo by Scheduled Military Air Transportation

By Order of the Secretary of the Army:

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General, United States Army
Chief of Staff

Official:


JOEL B. HUDSON
Administrative Assistant to the
Secretary of the Army

History. This printing publishes a revision of this publication. Because the publication has been extensively revised, the changed portions have not been highlighted.

Summary. This regulation governs the use of military airlift for cargo that is being offered into the Defense Transportation System (DTS), destined for OCONUS destinations. The regulation

also identifies the purpose and procedures for greensheeting Army cargo.

Applicability. This regulation applies to the Active Army, members and organizations of the Army National Guard of the United States (ARNGUS) including periods when operating in their Army National Guard (ARNG) capacity, and the U. S. Army Reserve.

Proponent and exception authority. The proponent of this regulation is the Deputy Chief of Staff for Logistics, HQDA (DALO-TSP/TSM), WASHINGTON DC 20310-0500. The proponent has the authority to approve exceptions to this regulation that are consistent with controlling law and regulations. Proponents may delegate the approval authority, in writing, to a division chief within the proponent agency in the grade of colonel or civilian equivalent.

Army management control process. This regulation contains management control provisions in accordance with AR 11-2, but does not identify essential management controls that must be evaluated.

Supplementation. Supplementation of

this regulation and establishment of command and local forms are prohibited without prior approval from HQDA (DALO-TSP/TSM), WASHINGTON DC 20310-0500.

Suggested Improvements. Users are invited to send comments and suggested improvements on DA Form 2028 (Recommended Changes to Publications and Blank Forms) found at the Logistics Integration Agency website (www.lia.army.mil).

Distribution. This publication is available in electronic media only and is intended for command levels C, D, and E for Active Army, Army National Guard of the United States (ARNGUS), and U.S. Army Reserves (USAR).

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Glossary

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1. Purpose

This regulation governs the use of scheduled military airlift for Army sponsored air eligible materiel shipments from the Continental United States (CONUS) to overseas destinations by the Defense Transportation System (DTS).

2. References

Required and related publications and prescribed and referenced forms are listed in appendix A.

3. Explanation of abbreviations and terms

Abbreviations and special terms used in this pamphlet are explained in the glossary.

4. Exclusions

This regulation does not apply to:

- a. Special assignment airlift missions (SAAMs) by military or commercial aircraft.
- b. Shipments of mail.
- c. AAFES commercial air movements paid by nonappropriated funds.
- d. Shipment of Army cargo that is being paid with funds from another service or Department of Defense activity.
- e. Shipment of Army cargo that is being transported via the worldwide express (WWX) program.
- f. Nonappropriated fund shipments.

5. Responsibilities

- a. Commander in Chief, United States Transportation Command (USTRANSCOM)
 - (1) Is the Department of Defense single manager for transportation, other than Service unique or theater assigned transportation assets.
 - (2) Provides air, land, and sea transportation for the Department of Defense, in time of peace and war.
 - (3) Is the DOD system administrator for DOD 4500.32-R, Military Standard Transportation and Movement Procedures (MILSTAMP), Volumes I and II.
- b. The Commander-in-Chief of the Air Mobility Command (AMC) is the single manager-operating agency for airlift service. AMC will:
 - (1) Provide airlift support for Services and DOD agencies as required.
 - (2) Operate aerial ports and terminals to provide scheduled channel service.
 - (3) Receive, process, and forward air cargo entered into the airlift system.
 - (4) Assure cargo received for airlift has been cleared by the Army's Airlift Clearance Authority (ACA), and refers uncleared cargo to the ACA.
 - (5) Provides lift and receipt data, for intransit visibility, on inbound and outbound cargo.
- c. The Director of Transportation and Troop Support (DALO-TSP/TSM), ODCSLOG, will:
 - (1) Establish and promulgate policies, procedures, guidance, and direction for transportation and traffic management programs by MILSTAMP, the DTR, and appropriate Army regulations.
 - (2) Develop and monitor the Army Strategic Mobility Plan for transportation.
- d. The Commanding General, United States Army Materiel Command (USAMC) will:
 - (1) Serve as the HQ, DA Executive Agent for Army Freight Traffic Transportation Policy and Procedures.
 - (2) Approve or disapprove requests for waivers or exceptions to policies stated herein. Coordinates with HQDA.
 - (3) Be responsible for the operation of the Logistic Support Activity (LOGSA) located at Redstone Arsenal, Alabama. The USAMC has designated LOGSA with the responsibility to function as the ACA.
- e. The Commander of LOGSA, represented by the Transportation Management Division, will:
 - (1) Receive offerings for airlift requirements.
 - (2) Clear verified or directed shipments into the military airlift system in accordance with DALO-TSP/TSM guidance.
 - (3) Instruct the shipping activity as to air or surface transportation determination.
 - (4) Upgrade transportation priorities when requested.
 - (5) Greensheet Army cargo when requested by appropriate authority.
 - (6) Coordinate the correction of shipping documentation discrepancies, as required.
 - (7) Provide receipt and lift data.
 - (8) Trace shipments as requested.
 - (9) Serve as the Army's Shipper Service Control Office.
 - (10) Operate a Port Assistance Liaison (PAL) office at Dover AFB Aerial Port.
 - (11) Operate and manage all Army PAL Field Offices during peacetime, war, and operations other than war.
- f. Commanders of shipping activities will--

(1) Offer air eligible shipments to the AACA using DD Form 1384 (Transportation Control and Movement Document), MILSTAMP procedures and AACA procedures.

(2) Ship materiel as directed by the AACA.

(3) Package and ship authorized hazardous/explosive material(s) in accordance with applicable Air Force standards (Air Force Joint Manual (TM 38-250), to include shipper's declaration for dangerous goods.

6. Policy

a. Army sponsored CONUS outbound air eligible materiel will be offered for clearance by the responsible shipping activity to the AACA. The AACA will ensure that the appropriate transportation data is entered into the airlift clearance system. For items that meet the current challenge criteria, those items will be challenged by the AACA. Only LOGSA, as the AACA, will be authorized to clear Army cargo into the military airlift system.

b. The mode of transportation selected will be that which will satisfactorily meet DOD and/or specific mission requirements. When the mission allows, the most inexpensive transportation mode from the port of embarkation (POE) to the overseas port of debarkation (POD) will be utilized.

c. The following traffic management factors, along with Military Standard Requisitioning and Issue Procedures (MILSTRIP) and MILSTAMP data will be considered in selecting the mode of shipment.

(1) Modes available between consignor and consignee.

(2) Nature of the materiel.

(3) Transportation priority.

(4) Required delivery date (RDD).

(5) Weight and volume of shipment.

(6) Cost of transportation alternatives.

(7) Service policies.

d. Whenever AMC serves the origin and destination points, all cargo eligible for AMC transportation must be offered to the AMC by the AACA, consistent with Army policy.

e. When AMC airlift service is not available to meet the shippers' requirements, shippers may arrange alternative transportation with contract/commercial carriers (DOD 4500.9-R, Chapter 203, Section C). Foreign flag carrier(s) will be used only when AMC or U.S. flag carrier(s) cannot provide required service and if the transportation is provided under a bilateral or multilateral air transportation agreement to which the Government and the government of a foreign country are parties if the agreement:

(1) Is consistent with the goals for international aviation policy of section 40101(e), title 49, United States Code (49 USC 40101(e)) and;

(2) Provides for the exchange rights or benefits of similar magnitude.

f. For policy, allowances, and procedures on the shipment of unaccompanied baggage, see AR 55-71.

g. Requests for waivers or exceptions to the policy on the use of AMC airlift must be submitted through channels to HQDA, ATTN: DALO-TSP, 500 Army Pentagon, WASHINGTON DC 20310-0500.

7. Criteria for airlift clearance

a. Any item that is air transportable and not prohibited from air movement because of its hazardous material (HAZMAT) classification will be considered eligible for air transportation. Cargo that meets the established guidelines for WWX transport may be shipped by the WWX program.

b. Materiel that the AACA may automatically clear into the military airlift system without challenge are as follows:

(1) Federal Supply Classification (for example, 6505 medical): blood, vaccine, etc.

(2) Joint Chiefs of Staff, DA, or AMC directed air shipment.

(3) Short shelf-life/perishable items.

(4) Shipments of classified or protected sensitive cargo for which required safeguards cannot otherwise be achieved.

(5) Personal property shipments authorized for airlift according to AR 55-71.

(6) Shipments destined for Remote Area Support (RAS).

(7) DSS/ALOC designated cargo.

(8) Courier/Escort shipments.

c. Offerings that will be challenged. The AACA reserves the right to challenge any Army sponsored cargo being offered into the DTS system. The criteria used for cargo challenge may be found at the LOGSA web page (www.logsa.army.mil).

8. Airlift clearance procedures

a. An advance submission of a DD Form 1384 is required by the AACA to clear a shipment for military airlift. Offerings that are not exempt from the aforementioned challenge criteria listed in paragraph 7 may be challenged.

b. Cargo will not be released by the consignor for shipment until notified by the AACA. Shipments arriving at the

aerial port of embarkation (APOE) for military airlift before the ATCMD is received from the AACA will be frustrated by the aerial port.

c. The AACA has 3 working days upon issuing a challenge to clear or divert a shipment. By issuing a challenge, the AACA will notify a pre-established POC based on the requisitioner's geographic location. The AACA will provide to that POC all of the available transportation data relating to the requisition being challenged. The POC will then coordinate with the requisitioner to determine if air transportation is actually needed. When a decision is made, the AACA will be notified as to the desired transportation mode. In turn, the AACA will notify the shipper for cargo release and desired mode of transportation. If no challenge decision is provided to the AACA within 3 working days, the shipment will be diverted to surface mode. In turn, the AACA will notify the shipper for cargo release and desired mode of transportation.

d. Greensheet cargo that has arrived at the APOE can be given priority movement through APOE by designating it as greensheeted cargo. This process will place the greensheeted Army cargo ahead of other Army cargo not yet programmed for movement. It does not place Army cargo ahead of other service's cargo. Greensheeting should only be used when there is an immediate requirement for a shipment to move in advance of all other priority shipments, including RDD 999. Any cargo received at the APOE without being cleared through the AACA will not be greensheeted. The following is required to greensheet Army cargo:

- (1) Transportation control number.
- (2) Piece/Weight/Cube.
- (3) Brief justification as to why greensheeting is required.
- (4) A written request signed by a military O5 or civilian GS/GM 14 or higher. The level of management to verify greensheets may be designated by the supported CINC.
- (5) Cargo must be at the APOE before the AACA can process the request.

Appendix A References

Section I Required Publications

AR 55-71

Transportation of Personal Property and Related Services (Cited in subparas 6f and 7b(5).)

DOD 4500.32-R, Volume I, DTR, Defense Transportation Regulation

Military Standard Transportation and Movement Procedures (MILSTAMP). (Cited in Website: <http://web7.whs.osd.mil/dodiss/publications/pub2.htm>.)

TM 38-250/NAVSUP 505/MCO P4030.19G/DLAI 4145.3

Preparing Hazardous Materials for Military Air Shipments (Cited in subpara 5f(3).)

Section II Related Publications

A related publication is a source of additional information. The user does not need to read it to understand this regulation.

AR 11-2

Management Control.

AR 25-51

Official Mail and Distribution Management.

AR 310-25

Dictionary of United States Army Terms.

DOD 4000.25-1-M

Military Standard Requisitioning and Issue Procedures (MILSTRIP).

DOD 4500.9-R

Defense Transportation Regulation, Part II, Cargo Movement.

Section III Prescribed Forms

This section contains no entries.

Section IV Referenced Forms

DD Form 1384

Transportation Control and Movement Document.

Glossary

Section I Abbreviations

AACA

Army Airlift Clearance Authority

AAFES

Army and Air Force Exchange Service

AMC

Air Mobility Command

APOD

Aerial Port of Debarkation

APOE

Aerial Port of Embarkation

ATCMD

Advance Transportation Control and Movement Document

CONUS

Continental United States

DTR

Defense Transportation Regulation

DTS

Defense Transportation System

HAZMAT

Hazardous Materials

HAZWAS

Hazardous Waste

LOGSA

Logistics Support Activity

MILSTAMP

Military Standard Transportation and Movement Procedures

MILSTRIP

Military Standard Requisitioning and Issue Procedure

OCONUS

Outside the Continental United States

ODCSLOG

Office of the Deputy Chief of Staff for Logistics

PAL

Port Assistance Liaison

POD

Port of Debarkation

POE

Port of Embarkation

RAS

Remote Area Support

RDD

Required Delivery Date

SAAM

Special Assignment Airlift Mission

USAMC

United States Army Materiel Command

USTRANSCOM

United States Transportation Command

WWX

Worldwide Express

Section II**Terms****Airlift Clearance Authority (ACA)**

A Service activity that controls the movement of cargo (including personal property) into the Defense Transportation System.

Aerial Port

An airfield that has been designated for sustained air movement of personnel and material to serve as an authorized port for entrance or departure to or from the country where located.

Aerial Port of Debarkation (APOD)

A station that serves as an authorized port to process and clear aircraft and traffic for entrance to the country where located.

Aerial Port of Embarkation (APOE)

A station that serves as an authorized port to process and clear aircraft and traffic for departure from the country where located.

CONUS

The forty-eight contiguous States and the District of Columbia. It does not include Alaska and Hawaii, the Commonwealth of Puerto Rico, or any territory or possession of the US.

Defense Transportation System (DTS)

That portion of the worldwide transportation infrastructure which supports DOD transportation needs in peace and war. DTS consists of those military and commercial assets, services, and systems organic to, contracted for, or controlled by the DOD, except for those which are Service-unique or theater-assigned.

Greensheet

A procedure whereby specifically identified cargo in the military airlift system may be given movement precedence over other priority cargo, including 999 shipments, of the requesting shipper Service. Cargo of the other DOD Components is not affected.

Hazardous Materials

A substance or material that is capable of posing unreasonable risk to health, safety, and property when transported and has been so designated by AFJMAN 24-204. May also be referred to as hazardous cargo or dangerous goods.

Port Assistance Liaison (PAL)

A representative of the Army Airlift Clearance Authority whose mission is to act as a liaison between the Army and the host activity at any given port of embarkation/debarkation.

Shipper's Declaration for Dangerous Goods

A commercial form used to declare hazardous cargo. The form identifies the nature and quantity of the hazardous

cargo being shipped, and is required for all hazardous cargo. For detailed instructions on completing this form, refer to AFJMAN 24-204.

Special Assignment Airlift Mission (SAAM)

All domestic requirements and those requiring special pickup or delivery by AMC at points other than those within the established AMC route patterns and those that require special consideration because of the number of passengers involved, the weight or size of the cargo, the urgency or sensitivity of movement, or other special factors.

Worldwide Express (WWX)

A program that provides international premium express delivery of small packages. Cargo eligible for movement includes all high priority shipments weighing 150 pounds or less and not requiring any special handling (no security or HAZMAT cargo).

Section III

Special Abbreviations and Terms

This section contains no entries.

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