EXCEPTION TO POLICY ON USING AIR MOBILITY COMMAND PATRIOT EXPRESS CHANNEL MISSION FLIGHTS

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SUBJ/EXCEPTION TO POLICY ON USING AIR MOBILITY COMMAND PATRIOT EXPRESS (AMC-PE) CHANNEL MISSION FLIGHTS//  
REF/A/DODI 4500.57/TRANSPORTATION AND TRAFFIC MANAGEMENT//  
REF/B/DOD 4500.9-R/PART I/PASSENGER MOVEMENT/CHAPTER 103//  
REF/C/MCO 4600.7/MARINE CORPS PASSENGER TRANSPORTATION PROGRAM//  
NARR/REF A IS DEPARTMENT OF DEFENSE (DOD) TRANSPORTATION AND TRAFFIC MANAGEMENT POLICY.  REF B IS PROCEDURAL GUIDANCE FOR PASSENGER MOVEMENT WITHIN THE DOD.  REF C IS MARINE CORPS POLICY FOR PASSENGER TRANSPORTATION.//  
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GENTEXT/REMARKS/1.  The purpose of this MARADMIN is to provide guidance on Exceptions To Policy (ETP) for Air Mobility Command Patriot Express (AMC-PE) channel mission flights.  It provides commanders with a flexible framework to approve the use of commercial air transportation as an exception to the AMC-PE when appropriate.  However, the AMC-PE should always be considered as the first choice and be used to the maximum extent possible.  
2.  Per References (A) and (B), DOD component commands sponsoring the official travel may authorize an ETP and deviate from priorities for passenger airlift only based on a documented negative critical mission impact.  Generally, the AMC-PE is considered as the first means of OCONUS travel even if the commercial air service is preferred by, or is more convenient for, the traveler and even if commercial air is less expensive.  Marine Corps policy allows dependents (but not the Marine) the option of flying commercial air if desired due to lack of pet space on the AMC-PE or for other personal reasons.  
3.  Unit commanders, at the 05 and above level, in the Marine's losing (detaching) chain of command are now authorized to approve an ETP for the Marine to fly commercial air (US Flag carrier when available) with the family based on a determination of a negative critical mission impact.  In this assessment, commanders at a minimum should consider conditions such as: (1) traveler availability dates; (2) traveler report no later than date; (3) seating availability on the AMC-PE; (4) length of journey; (5) routing implications of using commercial air transportation rather than the AMC-PE; (6) gaining unit requirements such as upcoming deployments or other key command sponsored events; (7) academic enrollment or completion for school age-dependents (i.e., K-12); or (8) the Marine, his/her family members or pet(s) cannot be accommodated on the same AMC-PE flight.  
4.  ETPs will be made on a case-by-case basis.  If the commander determines the AMC-PE does not meet mission requirements, the Marine may submit an official ETP written request, with command endorsement, to the servicing Travel Management Company (via the Distribution Management Office) to arrange commercial transportation.  Marines must be informed that they are personally responsible for any pet travel costs related to PCS travel and will not be reimbursed.  
5.  HQMC Logistics Distribution Branch (LPD) will closely monitor the impact of this MARADMIN via USTRANSCOM provided quarterly ridership metrics.  In addition, effective 1 April 2019,  Installation DMOs will provide quarterly reports to HQMC LPD on instances where an ETP is granted.  This Exception to Policy Report is due to HQMC LPD not later than the tenth calendar day of the new quarter.  Ref (C) will be updated to reflect this reporting requirement.  
6.  Maintaining family unit integrity, (to include pets) when executing Permanent Change of Station travel helps reduce stress and enhance the quality of life for our Marines and their families.  The Marine Corps will continue to pursue all available options to improve the PCS move experience.  
7.  Released by Lieutenant General Michael G. Dana, Director, Marine Corps Staff, HQMC.//