

Army Regulation 59–3

Air Transportation

Movement of Cargo by Scheduled Military Air Transportation

**Headquarters
Department of the Army
Washington DC
23 March 2017**

UNCLASSIFIED

SUMMARY of CHANGE

AR 59–3

Movement of Cargo by Scheduled Military Air Transportation

This regulation is certified current as of 23 March 2017. Aside from the following administrative changes, no other changes were made to certify the currency of this regulation—

- o Updates the Department of the Army signature authority (title page).
- o Changes the name from “Army Strategic Mobility Plan” to “Army Power Projection Program” (para 4*a*).
- o Changes the name from “Worldwide Express Program” to “Total Delivery Service Contract” (para 6*a*).
- o Updates email address from usarmy.redstone.logsa.mbx.aaca-customer-support-team@mail.mil to usarmy.redstone.logsa.mbx.aaca@mail.mil (para 7*a*).
- o Updates DALO–FPD and DALO FPT to DALO–OPT (throughout).

Effective 28 July 2013

Air Transportation
Movement of Cargo by Scheduled Military Air Transportation

By Order of the Secretary of the Army:

MARK A. MILLEY
General, United States Army
Chief of Staff

Official:



GERALD B. O'KEEFE
Administrative Assistant to the
Secretary of the Army

History. This regulation was certified current on 23 March 2017. Aside from updating the Department of the Army signature authority (title page), changing the name from “Army Strategic Mobility Plan” to “Army Power Projection Program” (para 4a), changing the name from “Worldwide Express Program” to “Total Delivery Service Contract” (para 6a), AACA Customer Support Team mailbox address (para 7a), and changing DALO-FPD and DALO-FPT to DALO-OPT (throughout), no other changes were made to certify the currency of this regulation. No content has been changed.

Summary. This regulation establishes policies and responsibilities for the movement of cargo by scheduled military air transportation.

Applicability. This regulation applies to the Active Army, the Army National Guard/Army National Guard of the United States, and the U.S. Army Reserve, unless otherwise stated. It does not apply to special assignment airlift missions by military or commercial aircraft; shipments of mail; Army and Air Force Exchange Service commercial air movements paid by nonappropriated funds; shipment of Army cargo that is being paid with funds from another Service or DOD activity; shipment of Army cargo that is being transported via the Worldwide Express Program; nonappropriated fund shipments; and unit moves.

Proponent and exception authority. The proponent of this regulation is the Deputy Chief of Staff, G–4. The proponent has the authority to approve exceptions or waivers to this regulation that are consistent with controlling law and regulations. The proponent may delegate this approval authority, in writing, to a division chief within the proponent agency or its direct reporting unit or field operating agency, in the grade of colonel or the civilian equivalent. Activities may request a waiver to this regulation by providing justification that includes a

full analysis of the expected benefits and must include a formal review by the activity's senior legal officer. All waiver requests will be endorsed by the commander or senior leader of the requesting activity and forwarded through their higher headquarters to the policy proponent. Refer to AR 25–30 for specific guidance.

Army internal control process. This regulation contains internal control provisions in accordance with AR 11–2 and identifies key internal controls that must be evaluated (see appendix B).

Supplementation. Supplementation of this regulation and establishment of command and local forms are prohibited without prior approval from the Deputy Chief of Staff, G–4 (DALO–OPT), 500 Army Pentagon, 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) directly to the Deputy Chief of Staff, G–4 (DALO–OPT), 500 Army Pentagon, Washington, DC 20310–0500.

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

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*This regulation supersedes AR 59–3, dated 23 March 2007.

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Glossary

1. Purpose

This regulation governs the use of scheduled military airlift for Army-sponsored air eligible materiel shipments from the continental United States to overseas destinations by the Defense Transportation System. It does not apply to special assignment airlift missions by military or commercial aircraft; shipments of mail; Army and Air Force Exchange Service commercial air movements paid by nonappropriated funds; shipment of Army cargo that is being paid with funds from another Service or Department of Defense (DOD) activity; shipment of Army cargo that is being transported via the Worldwide Express Program; nonappropriated fund shipments; and unit moves.

2. References

See appendix A.

3. Explanation of abbreviations and terms

See the glossary.

4. Responsibilities

- a.* The Deputy Chief of Staff, G-4 (DCS, G-4) will—
 - (1) Serve as the Headquarters, Department of the Army responsible official for Army freight traffic transportation policy and procedures.
 - (2) Establish and promulgate policies, procedures, guidance, and direction for transportation and traffic management programs in accordance with Defense Transportation Regulation (DTR) 4500.9-R and appropriate Army regulations.
 - (3) Develop and monitor the Army Power Projection Program for transportation.
- b.* The Commanding General, U.S. Army Materiel Command (AMC) will—
 - (1) Approve or disapprove, in coordination with DCS, G-4 (DALO-OPT), requests for waivers or exceptions to policies stated herein.
 - (2) Be responsible for the operation of the Logistics Support Activity (LOGSA) located at Redstone Arsenal, AL. AMC has designated LOGSA as the Army Airlift Clearance Authority (AACA).
- c.* The Commander, U.S. Transportation Command is the DOD single manager for transportation, other than Service-unique or theater-assigned transportation assets. The Commander, U.S. Transportation Command provides air, land, and sea transportation for DOD in time of peace and war. The Commander, Air Mobility Command is the single manager for airlift service. The Commander, Air Mobility Command provides airlift support for the Services and DOD agencies, as required; operates aerial ports and terminals to provide scheduled channel service; receives, processes, and forwards air cargo entered into the airlift system; assures cargo received for airlift has been cleared by the AACA; refers uncleared cargo to the AACA; and provides lift and receipt data for in-transit visibility on inbound and outbound cargo.
- d.* The Commander, 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 DCS, G-4 (DALO-OPT) 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) Operate port assistance liaison offices at Dover Air Force Base and McGuire Air Force Base aerial ports.
 - (10) Operate and manage all Army port assistance liaison field offices during peacetime, war, and operations other than war.
- e.* Commanders of shipping activities will—
 - (1) Offer air eligible shipments to the AACA per DTR 4500.9-R's guidance and AACA procedures.
 - (2) Ship materiel as directed by the AACA.
 - (3) Package and ship authorized hazardous and/or explosive materials in accordance with Air Force Manual 24-204 (Interservice)/Technical Manual 38-250/Naval Supply Systems Command Publication 505/Marine Corps Order P4030.19J/Defense Logistics Agency Instruction 4145.3, to include the shipper's declaration that the shipment contains dangerous goods.

5. Objectives

a. Army-sponsored 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. Those items that meet the current challenge criteria 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 satisfactorily meet DOD and/or specific mission requirements. When the mission allows, the most inexpensive transportation mode from the port of embarkation to the overseas port of debarkation will be used.

c. The following traffic management factors, along with military standard requisitioning and issue procedures and DTR 4500.9–R data will be considered, in order of precedence, in selecting the mode of shipment:

- (1) Service, theater, and/or combatant command policies.
- (2) Required delivery date.
- (3) Transportation priority.
- (4) Nature of the materiel.
- (5) Modes available between consignor and consignee.
- (6) Cost of transportation alternatives.
- (7) Weight and volume of shipment.

d. Whenever the Air Mobility Command serves the origin and destination points, shipper's must offer cargo to the AACA. In turn, the AACA must offer the shipment to the Air Mobility Command, consistent with Army policy.

e. When Air Mobility Command airlift service is not available to meet the shippers' requirements, shippers may arrange alternative transportation with contract and/or commercial carriers (see DTR 4500.9–R). Foreign flag carriers will be used only when Air Mobility Command or U.S. flag carriers 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, and if the agreement—

- (1) Is consistent with the goals for international aviation policy of Section 40101(e), Title 49, United States Code.
- (2) Provides for the exchange rights or benefits of similar magnitude.

f. Allowances and procedures on the shipment of unaccompanied baggage will be consistent with Army personal property policy.

g. Requests for waivers or exceptions to the policy on the use of Air Mobility Command airlift must be submitted through channels to the DCS, G–4 (DALO–OPT), 500 Army Pentagon, Washington, DC 20310–0500.

6. Criteria for airlift clearance

a. Any item that is air transportable and not prohibited from air movement because of its hazardous material classification will be considered eligible for air transportation. Cargo that meets the established guidelines for worldwide express transport may be shipped by the Total Delivery Service Contract.

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

- (1) Specific Federal supply classification (for example, 6505 medical for blood and vaccine).
- (2) Joint Chiefs of Staff-directed, Department of the Army-directed, or Air Mobility Command-directed air shipment.
- (3) Short shelf-life and/or 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 Army personal property policy.
- (6) Shipments destined for remote area support.
- (7) Direct supply support and/or air lines of communication (ALOC)-designated cargo.
- (8) Courier and/or escort shipments.
- (9) Surface-restricted items that are restricted and/or prohibited from surface movement (for example, radioactive material).

- (10) Ammunition shipments.

c. The AACA reserves the right to challenge any Army-sponsored cargo being offered into the Defense Transportation System. The criteria used for cargo challenge is available at the LOGSA Web site, <https://www.logsa.army.mil>. E-mail questions to: usarmy.redstone.logsa.mbx.aaca@mail.mil.

7. Airlift clearance procedures

a. Advance submission of a Department of Defense Form 1384 (Transportation Control and Movement Document) via the Financial and Air Clearance Transportation System (FACTS) is required by the AACA to consider a shipment for

military airlift. Army shippers can contact the AACA Customer Support Team via e-mail at usarmy.red-stone.logsa.mbx.aaca@mail.mil to request a FACTS account. Offerings that are not exempt from the challenge criteria mentioned in paragraph 6b may be challenged.

b. The consigner will not release cargo for shipment until notified of air-cleared status by the AACA. Shipments arriving at the aerial port of embarkation (APOE) for military airlift before the advance transportation control movement document is received from the AACA will be frustrated by the aerial port.

c. The AACA has 3 working days (72 hours) upon issuing a challenge to clear or divert a shipment. By issuing a challenge, the AACA will notify a pre-established point of contact based on the requisitioner's geographic location. The AACA will provide to that point of contact all of the available transportation data relating to the requisition being challenged. The point of contact will then coordinate with the requisitioner to determine if air transportation is actually needed. When a decision is made, the AACA will be notified of 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. 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 required delivery date 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) Full nomenclature.
- (2) Written justification from the activity overseas requesting item. The justification shall contain the following information:
 - (a) Criticality or necessity for expedited shipment of item.
 - (b) Intended use of item.
 - (c) National stock number.
 - (d) Priority.
 - (e) Shipment description (number of pieces, weight, and cube).
 - (f) Project code, if available.
 - (g) Cost comparison (air versus surface) provided by the AACA.
 - (h) A written request (e-mail acceptable) signed by an individual with the military rank of O-5 or civilian grade of GS-14 or higher. The level of management to verify greensheets may be designated by the supported theater and/or combatant commander.
- (3) Point of contact information. The following information must be provided for the consignor (shipper and/or requesting unit) and the consignee (in country of receipt):
 - (a) Name and unit, if applicable.
 - (b) Rank or title.
 - (c) Telephone numbers (Defense System Network and commercial).
 - (d) E-mail address (if available).
- (4) Cargo must be air cleared before the AACA can process the request. Greensheet requests are forwarded to the pre-established point of contact based on the requisitioner's geographic location to determine the necessity or validity of the request. The theater customers are the decision authority.

8. Direct Support System and air lines of communication

a. Direct Support System (DSS) is the Army's standard supply distribution system for class 2 (including maps), 3P (packaged petroleum products only), 4, 5 (missile components only), 7, 8, and 9. DSS provides for direct delivery of materiel from a national-level source of supply through a system of area-oriented containerization and consolidation points to a DSS-designated supply support activity (SSA) via surface or air transportation.

b. ALOC is a subsystem of DSS. ALOC provides air delivery of all priorities including both high priority (priority designator (PD) 01-08) and routine (PD 09-15) air eligible class 8, 9, and selected maintenance related only class 2 and 4 items to selected outside the continental United States (OCONUS) SSAs with a repair parts or medical supply support mission. ALOC is designed to reduce the dependency on large levels of maintenance-related parts in tactical organizations through efficient use of the distribution system.

c. DSS and/or ALOC unit eligibility criteria are as follows:

- (1) A DSS-eligible unit must be an SSA maintaining an authorized stockage list and authorized to requisition classes 2, 3P, 4, 5, 7, 8, and 9 materiel.

(2) An ALOC-eligible unit must be an OCONUS DSS-eligible SSA with a class 9 repair parts mission or medical supply support mission in a location supported by military air transportation.

d. Materiel shipped via ALOC must be as specified in paragraph 8a.

e. Figure 1 is the decision process map for DSS and/or ALOC shipments:



Figure 1. Mode of shipment decision process

f. For routine priority items (PD 09–15), certain Federal Supply Classes of materiel will be routinely excluded from ALOC shipment. The list of Federal Supply Classes routinely excluded from ALOC are available at <https://www.us.army.mil/suite/doc/34002319>. High priority shipments (PD 01–08) will be challenged by the AACAC and air shipped only when validated as urgent by the receiving command.

g. Unit requests for addition to or deletion from DSS or DSS and/or ALOC will be directed through command channels to the DCS, G–4 (DALO–SUS), with information copies to AMC (AMCOPS–SLA).

Appendix A

References

Section I

Required Publications

Air Force Manual 24–204 (Interservice)/Technical Manual 38–250/Naval Supply Systems Command Publication 505/Marine Corps Order P4030.19J/Defense Logistics Agency Instruction 4145.3

Preparing Hazardous Materials for Military Air Shipments (Cited in para 4e (3).) (Available at <http://www.e-publishing.af.mil>.)

Section II

Related Publications

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

AR 11–2

Managers' Internal Control Program

AR 25–30

The Army Publishing Program

Defense Logistics Manual 4000.25–1

Military Standard Requisitioning and Issue Procedures (MILSTRIP) (Available at http://www2.dla.mil/j-6/dlmsso/eli-brary/manuals/dlm/dlm_pubs.asp#milstrip.)

DTR 4500.9–R

Defense Transportation Regulation (Available at <http://www.transcom.mil/dtr/dtrhome/>.)

JP 1–02

Department of Defense Dictionary of Military and Associated Terms (Available at <http://www.dtic.mil/doctrine>.)

Title 49, United States Code, Section 40101(e)

International Air Transportation (Available at <http://www.gpo.gov/fdsys/pkg/uscode-2011-title49/html/uscode-2011-title49-subtitlevii-parta-subparti-chap401-sec40101.htm>.)

Section III

Prescribed Forms

This section contains no entries.

Section IV

Referenced Forms

Unless otherwise indicated, DA Forms are available on the APD Web site (<http://www.apd.army.mil>) and DD Forms are available on the OSD Web site (<http://www.dtic.mil/whs/directives/infomgt/forms/>).

DA Form 11–2

Internal Control Evaluation Certification

DA Form 2028

Recommended Changes to Publications and Blank Forms

DD Form 1384

Transportation Control and Movement Document

Appendix B

Internal Control Evaluation

B-1. Function

The function of this evaluation is to ensure policies and responsibilities contained in this regulation are followed when Army-sponsored air-eligible materiel shipments are moved via scheduled military airlift.

B-2. Purpose

The purpose of this evaluation is to assist designated individuals in evaluating the key internal controls listed below. It is intended as a guide and does not cover all controls. Key internal controls are to—

- a.* Establish policy on the movement of air-eligible materiel via scheduled military airlift.
- b.* Establish challenge criteria.
- c.* Ensure appropriate air-eligible materiel is shipped using military airlift.

B-3. Instructions

Answers must be based on the actual testing of key internal controls (for example, document analysis, direct observation, and simulation). Answers that indicate deficiencies must be explained and corrective action indicated in supporting documentation. These internal controls must be evaluated at least once every 5 years. Certification that this evaluation has been conducted must be accomplished on DA Form 11-2 (Internal Control Evaluation Certification).

B-4. Test questions

- a.* Is air-eligible materiel being offered by the responsible shipping activity to the AACA via FACTS?
- b.* Are cargo shipments being moved in accordance with airlift clearance policy?
- c.* Are cargo shipments meeting established guidelines for worldwide express transport being shipped through the Worldwide Express Program?
- d.* Are cargo shipments not exempt from the challenge criteria being challenged?

B-5. Supersession

Not applicable.

B-6. Comments

Comments for improving the evaluation of these internal controls may be submitted to the DCS, G-4 (DALO-OPT), 500 Army Pentagon, Washington, DC 20310-0500.

Glossary

Section I

Abbreviations

AACA

Army Airlift Clearance Authority

ALOC

air lines of communication

AMC

U.S. Army Materiel Command

APOE

aerial port of embarkation

DCS, G-4

Deputy Chief of Staff, G-4

DOD

Department of Defense

DSS

Direct Support System

DTR

Defense Transportation Regulation

FACTS

Financial and Air Clearance Transportation System

LOGSA

Logistics Support Activity

OCONUS

outside the continental United States

PD

priority designator

SSA

supply support activity

Section II

Terms

Aerial port

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

Aerial port of debarkation

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

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

Airlift clearance authority

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

Continental United States

The 48 contiguous States and the District of Columbia. It does not include Alaska, Hawaii, the Commonwealth of Puerto Rico, or any territory or possession of the United States.

Defense Transportation System

That portion of the worldwide transportation infrastructure, which supports DOD transportation needs in peace and war. The Defense Transportation System 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.

Financial and Air Clearance Transportation System

The single DOD system for continental United States and OCONUS export shipment air clearance.

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 Air Force Manual 24–204 (Interservice)/Technical Manual 38–250/Naval Supply Systems Command Publication 505/Marine Corps Order P4030.19J/Defense Logistics Agency Instruction 4145.3. May also be referred to as hazardous cargo or dangerous goods.

Port assistance liaison

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

Remote area support

Support provided to obscure geographic locations where air transportation is the only mode available to receive supply.

Special assignment airlift mission

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 Program

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 hazardous material cargo).

Section III**Special Abbreviations and Terms**

This section contains no entries.

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