

Army Regulation 59–3

Air Transportation

Movement of Cargo by Scheduled Military Air Transportation

**Headquarters
Department of the Army
Washington, DC
23 March 2007**

UNCLASSIFIED

SUMMARY of CHANGE

AR 59-3

Movement of Cargo by Scheduled Military Air Transportation

This major revision dated 23 March 2007--

- o Removes reference to military standard transportation and movement procedures (MILSTAMP), which is now included in the Defense Transportation Regulations.
- o Provides a more detailed list of information required to greensheet cargo (para 8d).

Effective 23 April 2007

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:


JOYCE E. MORROW
Administrative Assistant to the
Secretary of the Army

History. This publication is a major revision.

Summary. This regulation regarding the movement of cargo by scheduled military air transportation has been revised to provide a comprehensive list of required information to greensheet cargo and to remove all references to military standard transportation and movement procedures.

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. This regulation 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 management control process.

This regulation does not contain management control provisions.

Supplementation. Supplementation of this regulation is prohibited without prior approval from the Deputy Chief of Staff, G–4 (Force Projection and Distribution), 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 Deputy Chief of Staff, G–4 (Force Projection and Distribution), 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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Glossary

*This regulation supersedes AR 59–3, dated 2 April 2001.

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.

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 regulation are explained in the glossary.

4. Responsibilities

The commander, United States Transportation Command (USTRANSCOM) is the DOD single manager for transportation, other than Service-unique or theater-assigned transportation assets. The commander, USTRANSCOM provides air, land, and sea transportation for DOD in time of peace and war. The commander, U.S. Air Force Air Mobility Command is the single manager operating agency 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 Army Airlift Clearance Authority (AACA), and refers uncleared cargo to the AACA; and provides lift and receipt data for in-transit visibility, on inbound and outbound cargo.

a. The Deputy Chief of Staff, G-4 (DCS, G-4), Director of Force Projection and Distribution (DALO-FPT/FPD), will—

- (1) Serve as the HQDA 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 DOD 4500.9-R, Part II and appropriate Army regulations.
- (3) Develop and monitor the Army Strategic Mobility Plan for transportation.

b. The Commanding General, U.S. Army Materiel Command (AMC) will—

- (1) Approve or disapprove, in coordination with DALO-FPT and/or DALO-FPD, requests for waivers or exceptions to policies stated herein.
- (2) Be responsible for the operation of the Logistic Support Activity (LOGSA) located at Redstone Arsenal, AL. The Army Materiel Command has designated LOGSA with the responsibility to function as the AACA.

c. 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 DALO-FPT and/or DALO-FPD 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 port assistance liaison offices at Dover Air Force Base and Charleston Air Force Base aerial ports.
- (11) Operate and manage all Army port assistance liaison field offices during peacetime, war, and operations other than war.

d. Commanders of shipping activities will—

- (1) Offer air eligible shipments to the AACA using DD Form 1384 (Transportation Control and Movement Document), Defense Transportation Regulations' 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 applicable Air Force standards (AFMan 24-204(I)/TM 38-250/NAVSUP 505/MCO P4030.19I/DLAI 4145.3), to include shipper's declaration for dangerous goods.

5. Policy

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. 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 to the overseas port of debarkation will be utilized.

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

- (1) Service and 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 Air Mobility Command serves the origin and destination points, shipper must offer cargo to AACA (except as noted in 5a, above). In turn, the AACA must offer the shipment to 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 (DOD 4500.9-R, Chapter 202, paragraph Y.3). 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 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)).

(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 HQDA, ATTN: DALO-FPT/FPD, 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 Worldwide Express Program.

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

- (1) Specific Federal supply classification (for example, 6505 medical for blood, vaccine, and so forth).
- (2) Joint Chiefs of Staff, DA, 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-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. Offerings that will be challenged. The AACA reserves the right to challenge any Army-sponsored cargo being offered into the Defense Transportation System. The criteria used for cargo challenge may be found at the LOGSA Web site <https://www.logsa.army.mil>. Questions may be e-mailed to aaca@logsa.army.mil.

7. Airlift clearance procedures

a. An advance submission of a DD Form 1384 is required by the AACA to consider a shipment for military airlift into the Financial Air Clearance Transportation System. Offerings that are not exempt from the aforementioned challenge criteria listed in paragraph 6 may be challenged.

b. Cargo will not be released by the consignor 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 upon issuing a challenge to clear or divert a shipment. By issuing a challenge, the AACA will notify a pre-established point of contact (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 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, 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 a military O-5 or civilian GS-14 and/or GM-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 POC based on the requisitioner's geographic location to determine the necessity or validity of the request. The theater customers are the decision authority.

Appendix A References

Section I Required Publications

AFMan 24–204(I)/TM 38–250/NAVSUP 505/MCO P4030.19I/DLAI 4145.3)

Preparing Hazardous Materials for Military Air Shipments (Cited in para 4d(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
Management Control

AR 25–51
Official Mail and Distribution Management

DOD 4000.25–1–M
Military Standard Requisitioning and Issue Procedures (MILSTRIP)

DOD 4500.9–R, Part II
Cargo Movement

49 USC 40101(e)
International Air Transportation

JP 1–02
Department of Defense Dictionary of Military and Associated Terms (Available at <http://www.dtic.mil/doctrine>.)

**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

APOD

Aerial port of debarkation

APOE

Aerial port of embarkation

DOD

Department of Defense

DTR

Defense Transportation Regulation

LOGSA

Logistics Support Activity

ODCSLOG

Office of the Deputy Chief of Staff for Logistics

POC

point of contact

USTRANSCOM

United States Transportation Command

Section II Terms

Airlift clearance authority

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.

Continental United States (CONUS)

The 48 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 United States.

Defense Transportation System (DTS)

That portion of the worldwide transportation infrastructure which supports DOD transportation needs in peace and war. The 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 (HAZMAT)

A substance or material that is capable of posing unreasonable risk to health, safety, and property when transported and has been so designated by AFMan 24-204(I)/TM 38-250/NAVSUP 505/MCO P4030.19I/DLAI 4145.3). 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 and/or debarkation.

Remote area support (RAS)

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

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 AFMan 24-204(I)/TM 38-250/NAVSUP 505/MCO P4030.19I/DLAI 4145.3).

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) 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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