

Army Regulation 59–9

Air Transportation

**Special
Assignment
Airlift Mission
Requirements**

**Headquarters
Department of the Army
Washington, DC
12 July 2018**

UNCLASSIFIED

SUMMARY of CHANGE

AR 59–9

Special Assignment Airlift Mission Requirements

This regulation is certified current as of 12 July 2018. Aside from the following administrative changes, no other changes were made to certify the currency of this regulation—

- o Updates Department of the Army signature authority and the history, applicability, Army internal control process, and distribution statements (title page).
- o Updates references and explanation of abbreviations and terms paragraph verbiage (paras 1–2 and 1–3, respectively).
- o Updates hyperlinks and citations (app A).

This major revision, dated 25 June 2013—

- o Updates address for the Surface Deployment and Distribution Command from Falls Church, VA, to Scott Air Force Base, IL (para 1–4*d* (2)).
- o Makes administrative changes (throughout).

Air Transportation
Special Assignment Airlift Mission Requirements

By Order of the Secretary of the Army:

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General, United States Army
Chief of Staff

Official:



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to the Secretary of the Army

History. This publication was certified current on 12 July 2018. Aside from administrative updates no other changes were made to certify the currency of the regulation. The portions affected by this certify current are listed in the summary of change.

Summary. This regulation covers submission requirements and responsibilities for military special assignment airlift missions.

Applicability. This regulation applies to the Regular Army, the Army National Guard/Army National Guard of the United States, and the U.S. Army Reserve, unless otherwise stated.

Proponent and exception authority. The proponent for 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 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 C).

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–FPD), 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–FPD), 500 Army Pentagon, Washington, DC 20310–0500.

Distribution. This publication is available in electronic media only and is intended for the Regular Army, the Army National Guard/Army National Guard of the United States, and the U.S. Army Reserve.

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Glossary

Chapter 1 Introduction

1–1. Purpose

This regulation prescribes policies, responsibilities, and procedures for special assignment airlift missions (SAAMs) provided by the Air Mobility Command and annual long-range forecasts of SAAM flying hour requirements by agencies and commands, excluding commercial charter airlift.

1–2. References

See appendix A.

1–3. Explanation of abbreviations and terms

See the glossary.

1–4. Responsibilities

- a.* The Deputy Chief of Staff, G–4 will serve as the proponent for this regulation.
- b.* The Deputy Chief of Staff, G–3/5/7 will—
 - (1) Provide policy guidance and staff supervision on the Army use of SAAMs.
 - (2) Monitor and provide staff guidance for annual long-range SAAM flying hour requirement forecasts, excluding commercial charter airlift.
- c.* Commanders of Army commands (ACOMs) will implement Department of the Army (DA) policy and guidance for SAAMs in the movement of special, emergency, and priority cargo. Commanders of ACOMs will monitor such actions with each subordinate command that is assigned SAAM responsibility.
- d.* The following commanders will have responsibility for SAAM requests involving continental United States (CONUS) one-way outbound movement or CONUS outbound and inbound movements when the SAAM is roundtrip:
 - (1) The Commanding General, Military Surface Deployment and Distribution Command (SDDC) will review, validate, and forward to the U.S. Transportation Command (USTRANSCOM), by SAAM Request System (SRS), all SAAM requests for passenger movements. These requests will include personnel and their baggage, as well as accompanying tables of distribution and allowances (TDAs) and tables of organization and equipment (TOEs) unit equipment.
 - (2) The Commanding General, U.S. Army Forces Command (FORSCOM) will review and process SAAM requests for FORSCOM passenger movements. All other units may forward their requests to Commanding General, Military SDDC (SDPP–PPP–IP), 209 Ward Drive, Scott Air Force Base, IL 62225–9998 or e-mail: usarmy.scott.sddc.mbx.saam-request@mail.mil.
 - (3) The Commander, U.S. Army Materiel Command (AMC) Logistics Support Activity (LOGSA) will review, validate, and forward to the Air Mobility Command SAAM requests for cargo movements, except U.S. Army Joint Munitions Command (JMC) TDA and TOE materiel.
 - (4) The Commanding Generals of U.S. Army Aviation and Missile Command (AMCOM) and JMC will review, validate, and forward to the Air Mobility Command SAAM requests for cargo movements of materiel for which they exercise commodity management.
- e.* The following commanders will be responsible for movements of CONUS one-way inbound, CONUS inbound and outbound when the SAAM is roundtrip, and inter-theater and/or intra-theater:
 - (1) Overseas theater commanders or commanders of designated subordinate commands will review, validate, and forward to USTRANSCOM, by SRS, all SAAM requests, except JMC-managed and AMCOM-managed materiel.
 - (2) The Commanding Generals of AMCOM and JMC will review, validate, and forward to USTRANSCOM SAAM requests for cargo movements of materiel for which they exercise commodity management.

1–5. Objectives

- a.* Requests for SAAM support will be made only for requirements that need special consideration due to the following:
 - (1) Number of passengers involved.
 - (2) Weight or size of cargo.
 - (3) Urgency of movement.
 - (4) Cargo sensitivity.
 - (5) Other justifiable mission factors.

b. Guidance for requesting SAAM support is contained in chapter 2. These guidelines will be used unless directed otherwise for Joint Chiefs of Staff (JCS)-directed and JCS-coordinated exercises.

c. Priorities for requesting SAAMs will be established in consonance with the Uniform Materiel Movement and Issue Priority System outlined in Army Regulation (AR) 725–50 and Defense Transportation Regulation (DTR) 4500.9–R.

d. Requests for SAAMs will not be submitted when Air Mobility Command channel airlift capacity or commercial lift can be arranged by the transportation office and/or commercial travel office or the Air Mobility Command through Groups Operational Passenger System and will satisfy the movement requirements.

e. The provisions of this regulation will not apply to the following types of airlift:

(1) Airlift for Joint airborne and/or air transportability training and other Joint Service exercises that provide basic airborne training and proficiency or continuation training in a Joint Service environment.

(2) Airlift of JCS-directed and JCS-coordinated exercises, except for request procedures contained in chapter 2.

(3) Revenue traffic transported on Department of Defense (DOD) aircraft other than Air Mobility Command service funded by the Transportation Working Capital Fund, as prescribed in DTR 4500.9–R.

Chapter 2

Procedures for Requesting Special Assignment Airlift Missions

2–1. Requirements submission

Requests for SAAMs will be submitted by Headquarters, Department of the Army (HQDA) agencies, ACOMs, overseas commands, AMC LOGSA, AMCOM, JMC, or the appropriate validator. Requests will be submitted via SRS, on DD Form 1249 (SAAM or JCS Exercise-Airlift Request), or by telephone or electronic message format shown in DTR 4500.9–R, if time does not permit. SRS access can be obtained via the Consolidated Air Mobility Planning System Web portal at <https://campsweb.scott.af.mil> or by contacting the System’s Help Desk at (618)–256–4949. It is strongly recommended that SAAM requests be submitted at least 30 days from required date to realize a 10 percent discount on the cost. However, all requests should be submitted not later than 11 days before the desired movement date, to allow sufficient time for scheduling the mission. Justification for airlift within 5 days must be included in the remarks section of DD Form 1249 and have general officer approval. Emergency SAAMs may be requested within 72 hours of the desired movement if they are directly in support of humanitarian or life-saving missions. Telephone requests will be limited to emergency or short-notice requirement changes and must be confirmed by electronic message.

a. *Continental United States one-way outbound and continental United States outbound and inbound when SAAM is round trip.*

(1) Requests for passenger SAAMs, to include TDA and TOE units and accompanying materiel, will be forwarded to Commanding General, Military SDDC (SDPP–PPP–IP), 209 Ward Drive, Scott Air Force Base, IL 62225–9998 or e-mail: usarmy.scott.sddc.mbx.saam-request@mail.mil.

(2) Requests for cargo SAAMs, except accompanying TDA and TOE unit equipment and materiel for which AMCOM and JMC have commodity management responsibility, will be forwarded to Commander, AMC LOGSA (AMXLS–GA), Redstone Arsenal, AL 35898–7466. Information copies will be furnished to the address listed in paragraph 2–1a(1) and to Commanding General, AMC (AMCLG–LS), Huntsville, AL 35898.

(3) SAAM requests for transportability loadings and airborne test in Air Force aircraft will be forwarded through Commanding General, Military SDDC (SDPP–PPP–IP), 209 Ward Drive, Scott Air Force Base, IL 62225–9998. For verification of the air test requirement, forward to Commander, AMC LOGSA (AMXLS–GA), Redstone Arsenal, AL 35898–7466. The Commander, AMC LOGSA (AMXLS–GA) will review and forward the request to the Air Mobility Command.

(4) Requests for airlift for JCS-directed and JCS-coordinated exercises will be submitted as directed by the exercise lead agent.

b. *Intra-theater movements.* Requests for all movements will be forwarded through appropriate overseas Army component commanders for validation, consolidation, and assignment of priority and mission number to the theater-unified or theater-specified commander who tasks the theater airlift manager to satisfy the requirement. The exception will be for ammunition and explosives under the responsibility of JMC or AMCOM commodity management.

c. *Special assignment airlift mission numbers.* These numbers will be assigned by the appropriate ACOM SAAM validator at the time of validation. The mission blocks assigned to user organizations are shown in table 2–1.

d. *Coordination.* Commands not using full capacity of the aircraft on both legs of the mission will coordinate with other commands through USTRANSCOM and/or Military SDDC, JMC, AMCOM, or AMC LOGSA for additional utilization. This will assure maximum use of assigned aircraft.

**Table 2–1
Special assignment airlift mission number assignments**

Command	Mission Number
Commanding General, U.S. Army Europe and Seventh Army	3000–3049
Commanding General, U.S. Army Pacific Command	3050–3099
Commanding General, Eighth U.S. Army	3100–3124
Commanding General, U.S. Army Japan	3125–3149
Commanding General, U.S. Army Alaska	3150–3174
Commanding General, U.S. Army South	3175–3199
Commanding General, Military SDDC	3200–3499
Commanding General, JMC	3500–3599
Commanding General, AMCOM (B64 Missile)	3600–3649
Commanding General, AMCOM (B17 Aviation)	3650–3799
Commander, AMC LOGSA	3800–3989
HQDA	3990–3999

2–2. Security classification

Requests for SAAMs will be classified in accordance with DOD Manual 5200.01 and AR 380–5. The following essential elements must be unclassified in order for the Air Mobility Command to negotiate with air carriers for airlift:

- a.* Onload (aerial port of embarkation).
- b.* En route stops.
- c.* Offload (aerial port of debarkation).
- d.* Dates of movements.
- e.* Number of passengers.
- f.* Description of cargo.
- g.* Passenger and/or cargo mission.

2–3. Foreign clearance

The DOD Foreign Clearance Guide (FCG) will be used by USTRANSCOM, the Air Mobility Command, and the military Services to determine—

- a.* Foreign government requirements and restrictions on over-flights and landings.
- b.* Amount of advance notice needed by U.S. embassies and consulates to request diplomatic clearance.

2–4. Funds control

Requests for SAAMs must be supported by an appropriate citation of funds either in the form of line of accounting for passenger movements and a transportation account code or billing address for cargo.

a. For passenger permanent change of station and temporary duty station customer identification codes construction and complete accounting classification instructions, see Defense Finance and Accounting Service - Indianapolis (DFAS-IN) Regulation 37–1.

- b.* For accompanying unit equipment, cargo, and transportation account code information, see DTR 4500.9–R.

2–5. Movement of hazardous material

Elements or commands requesting SAAMs will consult Air Force Manual (AFMAN) 24–204/Technical Manual (TM) 38–250/Naval Supply Systems Command (NAVSUP) Publication (PUB) 505/Defense Logistics Agency Instruction (DLAI) 4145.3. This regulation defines and lists hazardous materials and provides instructions for preparing explosives and other hazardous materials for shipment by military aircraft. These instructions also apply to the shipment of radioactive materials, except nuclear weapon major assemblies and nuclear components. Also included in this regulation are labeling requirements and instructions for transporting passengers with hazardous materials. This regulation is to be used by all DOD and other Federal agencies and contractors who ship hazardous materials by military aircraft. Compliance with this regulation will ensure that such materials are, when offered for shipment, packaged, packed, marked, labeled, and prepared

properly for transportation. Helpful and pertinent information can also be found in the Emergency Response Guidebook, which may be obtained from the Pipeline and Hazardous Materials Safety Administration, Department of Transportation, at <https://www.phmsa.dot.gov/resources>.

2–6. Waivers for noncompatible items for special assignment airlift mission movement

a. Waivers to the provisions of AFMAN 24–204/TM 38–250/NAVSUP PUB 505/DLAI 4145.3 will not be granted below the level of HQDA.

b. When operational necessity requires the transport of noncompatible items aboard the same aircraft, a waiver is required. (See AFMAN 24–204/TM 38–250/NAVSUP PUB 505/DLAI 4145.3, Attachment 18, for the noncompatible loading and storage charts.) Request for a waiver will be submitted to the Director of Army Safety (DACS–SF), 300 Army Pentagon, Washington, DC 20310–0300. The waiver request will include the following:

(1) Reason the shipment must be made in a noncompatible configuration.
(2) Reason other modes of transportation cannot be used.
(3) Statement that items have been packed so that if an item deteriorates or leaks, noncompatible items in the same container or on the same aircraft will not deteriorate or be contaminated under conditions other than an aircraft crash. This statement will include both of the following:

(*a*) Brief description of tests or other data on which safety conclusions are based.
(*b*) Safety controls required by the carrier.
(4) Estimate of the extent of contamination propagation expected if an aircraft crash occurs.
(5) Other data necessary to permit positive technical appraisal so that all possible safeguards can be taken to hold any risks to an absolute minimum.

(6) Intended date of movement.

(7) Point of contact at origin and destination bases.

(8) Proposed manifest, including the following:

(*a*) Package numbers.

(*b*) Consignee.

(*c*) National stock number and nomenclature.

(*d*) Department of Transportation items, proper shipping names, and classes.

(*e*) Net explosive weight per package, when applicable.

(*f*) Type of consolidation container used.

(*g*) Outside dimensions.

(*h*) Gross weight and cube.

(*i*) Blocking and bracing barriers used to separate noncompatible items and/or to prevent shifting of load.

(*j*) Method of closures for consolidation containers.

c. Movement of passengers with hazardous cargo (identified as Code “P”) aboard the SAAM is governed by provisions contained in AFMAN 24–204/TM 38–250/NAVSUP PUB 505/DLAI 4145.3. The request for deviation will be included in the “Remarks” block of the SAAM request. Deviation will be granted by the Air Mobility Command only and will be forwarded to Commander, Air Mobility Command.

Chapter 3 Forecasting

3–1. DA Form 5359

a. Forecasting of cargo and passenger SAAM flying hour requirements is separated into four categories as follows:

(1) CONUS outbound, which includes CONUS coastal and CONUS intercoastal movement.

(2) CONUS inbound.

(3) Inter-theater.

(4) Intra-theater.

b. Flying hours will be reported for estimated flying time for the mission. It will be calculated from the time the aircraft departs from its home station or basing point to its return to home station or basing point. As an example the home station to the basing point of origin and the final destination to the home station is considered ferry or positioning mileage. This mileage and the mission from origin to destination will be included in the total flying hours.

3–2. Reporting instructions

Long-range cargo and passenger flying hour requirements will be submitted on DA Form 5359 (Long-Range Special Assignment Airlift Mission (SAAM) Flying Hour Requirements) through electronic media.

a. The following commands and activities will report their respective SAAM flying hour requirements based on the origin of the SAAM:

- (1) FORSCOM, Fort Bragg, NC.
- (2) AMC LOGSA, Redstone Arsenal, AL.
- (3) U.S. Army Europe and Seventh Army, Heidelberg, Germany.
- (4) U.S. Army Pacific, Fort Shafter, HI.
- (5) U.S. Army Japan, Camp Zama, Japan.
- (6) Eighth U.S. Army, Seoul, Korea.
- (7) 172d Infantry Brigade, Fort Richardson, AK.
- (8) U.S. Army South, San Antonio, TX.
- (9) U.S. Army JMC, Rock Island, IL.
- (10) AMCOM, Redstone Arsenal, AL.

b. The initial requirements for the subsequent fiscal year (FY) plus one and the final requirements for the next subsequent FY will be furnished to the Deputy Chief of Staff, G–3/5/7, 500 Army Pentagon, Washington, DC 20310–0500, to arrive no later than 1 September of each year. DA Form 5359 will be used. For example: “Initial FY 07 and final FY 06 requirements are due 1 September 2004; initial FY 08 and final FY 07 requirements are due 1 September 2005.” DA Form 5359 will contain the number of SAAM flying hours estimated to be used during each quarter of the reporting FY, separately by type of movement, such as cargo and passenger. Each type of movement will be identified by the following projected types of aircraft: C–130, C–141, C–5A, or C–17.

c. Those estimated SAAM passenger flying hours included in the total and considered eligible for possible commercial airlift will be shown in parentheses by type of training event or purpose, directly following the total flying hours.

d. Joint airborne and/or air transportability training and JCS-directed and JCS-coordinated exercise flying hour requirements will not be included.

e. Negative reports are required.

f. Reports will be classified in accordance with DOD Manual 5200.01 and AR 380–5; however, an attempt will be made to make data unclassified.

Appendix A

References

Section I

Required Publications

AFMAN 24–204/TM 38–250/NAVSUP PUB 505/DLAI 4145.3

Preparing Hazardous Materials for Military Air Shipments (Cited in para 2–5.) (Available at <http://www.e-publishing.af.mil/product-index/>).

AR 380–5

Department of the Army Information Security Program (Cited in para 2–2.)

DFAS–IN Regulation 37–1

Finance and Accounting Policy Implementation (Cited in para 2–4a.) (Available at <http://asafm.army.mil/>.)

DOD Manual 5200.01, Volumes 1 – 4

DOD Information Security Program (Cited in para 2–2.) (Available at <http://www.esd.whs.mil/dd/>.)

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

AR 725–50

Requisition, Receipt, and Issue System

DODD 4500.54E

DOD Foreign Clearance Guide (FCP) (Available at <http://www.esd.whs.mil/dd/>.)

DTR 4500.9–R

Defense Transportation Regulation (Available at <https://www.ustranscom.mil/dtr/index.cfm/>.)

Emergency Response Guidebook

(Pipeline and Hazardous Materials Safety Administration, Department of Transportation) (Available at <https://www.phmsa.dot.gov/hazmat/erg/emergency-response-guidebook-erg/>.)

Section III

Prescribed Forms

Unless otherwise indicated, DA forms are available on the Army Publishing Directorate website (<https://armypubs.army.mil>).

DA Form 5359

Long-Range Special Assignment Airlift Mission (SAAM) Flying Hour Requirements (Prescribed in para 3–1).

Section IV

Referenced Forms

Unless otherwise indicated, DA forms are available on the Army Publishing Directorate website (<https://armypubs.army.mil>). DD forms are available on the Executive Services Directorate website (<http://www.esd.whs.mil/dd/>).

DA Form 11–2

Internal Control Evaluation Certification

DA Form 2028

Recommended Changes to Publications and Blank Forms

DD Form 1249

Airlift Request - SAAM or JCS Exercise

Appendix B

Foreign Countries Rights

B-1. National territories (including airspace)

The FCG describes the information required and procedures used to obtain permission of a foreign nation to enter or overfly its territory, as well as additional clearance requirements established by international agencies and Government agencies for coordination and contact of international travel. It sets forth U.S. Air Force policies and procedures governing official travel or transit into or through the territory of a foreign country of aircraft and aircrew, cargo, and personnel.

B-2. Restrictions

Clearance restrictions represent specific prohibitions or special requirements and form an integral part of an approved foreign clearance. They may be based on existing laws, administrative requirements, or current political conditions.

B-3. Simultaneous overflight

Simultaneous overflight of a country by four or more aircraft is considered a mass overflight and usually requires special clearance.

B-4. Rescue missions

A rescue mission is a flight engaged in search or rescue of personnel in disaster. These missions universally are exempt from clearance requirements, while standby rescue aircraft usually must obtain clearance. Medical evacuation missions are exempt from diplomatic clearance under rescue provisions only or specified individual country requirements in the FCG.

B-5. Routine foreign clearance

Routine foreign clearance procedures are designed to cover the vast majority of air operations over or into foreign countries. If the urgency of the mission does not allow routine foreign clearance procedures, use the short-notice foreign clearance procedures.

B-6. Short-notice foreign clearance

The short-notice foreign clearance procedures will be used only in urgent situations.

Appendix C

Internal Control Evaluation

C–1. Function

The function covered by this evaluation is to make sure policies, procedures, and responsibilities contained in this regulation are followed in the movement of special, emergency, and priority cargo via SAAMs.

C–2. Purpose

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

- a.* Establish policy on the movement of special, emergency, and priority cargo via SAAMs.
- b.* Establish special consideration requirements for SAAM support.
- c.* Ensure appropriate materiel are shipped using SAAMs.

C–3. Instructions

Answers must be based on the actual testing of key internal controls (for example, document analysis, direct observation, and simulation). Answers which 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 the evaluation has been conducted must be accomplished on DA Form 11–2 (Internal Control Evaluation Certification).

C–4. Test questions

- a.* Are special, emergency, and priority cargo being shipped in accordance with SAAM policies?
- b.* Are SAAM requests being reviewed and validated by the appropriate command?
- c.* Are priorities for requesting SAAM support being established in consonance with the Uniform Materiel Movement and Issue Priority System?

C–5. Supersession

Not applicable.

C–6. Comments

Help make this a better tool for evaluating internal controls. Submit comments to the Deputy Chief of Staff, G–4 (DALO–FPD), 500 Army Pentagon, Washington DC 20310–0500.

Glossary

Section I

Abbreviations

ACOM

Army command

AFMAN

Air Force Manual

AMC

U.S. Army Materiel Command

AMCOM

U.S. Army Aviation and Missile Command

AR

Army regulation

CONUS

continental United States

DA

Department of the Army

DFAS-IN

Defense Finance and Accounting Service - Indianapolis

DLAI

Defense Logistics Agency Instruction

DOD

Department of Defense

DOT

Department of Transportation

DTR

Defense Transportation Regulation

FCG

Foreign Clearance Guide

FORSCOM

U.S. Army Forces Command

FY

fiscal year

HQDA

Headquarters, Department of the Army

JCS

Joint Chiefs of Staff

JMC

U.S. Army Joint Munitions Command

LOGSA

Logistics Support Activity

MCO

Marine Corps Order

NAVSUP

Naval Supply Systems Command

PUB

publication

SAAM

special assignment airlift mission

SDDC

Surface Deployment and Distribution Command

SRS

Special Assignment Airlift Mission Request System

TDA

table of distribution and allowances

TM

technical manual

TOE

table of organization and equipment

USTRANSCOM

U.S. Transportation Command

Section II**Terms****Accounting classification**

A series of symbols (primarily numerical) used to identify the funds to be charged for the cost of movement. It consists of appropriation symbol (and limitation, when applicable), allotment number, project number, object classification, and fiscal station number.

Air Mobility Command channel airlift capacity

The capability of the Air Mobility Command to provide common-user airlift service on a scheduled basis between two points.

Continental outside the United States

The 48 contiguous States and the District of Columbia.

Customer identification code

A combination of code numbers and letters used by the Air Mobility Command for customer identification and billing. The construction of a customer identification code is determined from the type of movement, permanent change of station, or temporary duty. The format for use in establishing the appropriate customer identification code is provided in DFAS-IN Regulation 37-1.

Gross weight

The combined weight of a container and its contents, including packaging material.

Inbound traffic

Traffic originating in an area outside CONUS destined for or moving in the general direction of CONUS.

Inter-theater traffic

Movements between theaters exclusive of that between CONUS and theaters.

Intra-theater traffic

Traffic within a theater.

Joint airborne and/or air transportability training

Provides basic airborne training and proficiency and/or continuation training in a Joint environment for airlift aircrews and members of the Services to ensure that the combat readiness of forces assigned to unified commanders is maintained. Airlift must be integral to the mission concept and objective.

Joint Chiefs of Staff-coordinated exercise

Other Joint and/or combined exercises the scheduling of which requires coordination by the JCS.

Joint Chiefs of Staff–directed exercise

Joint and/or combined exercises that are specifically directed by the JCS.

Manifest (cargo)

A document specifying in detail the items carried on a transportation conveyance for a specific destination.

Noncompatible

Not capable of existing together.

Outbound traffic

Traffic originating in CONUS destined for overseas or overseas traffic moving in a general direction away from CONUS.

Special assignment airlift mission

On-demand missions that require special pickup, airlift, and/or delivery by the Air Mobility Command to satisfy special assignment airlift requirements.

Special assignment airlift requirements

Requirements, excluding JCS-directed and/or JCS-coordinated exercises. These require special consideration because of the number of passengers involved, weight or size of cargo, urgency of movement, sensitivity, or other valid factors that preclude the use of channel airlift.

Theater

The geographic area outside CONUS for which a commander of a unified or specified command has been assigned military responsibility.

Traffic

An all-inclusive term for passengers, air evacuation patients, cargo, mail, and courier.

Section III**Special Abbreviations and Terms**

This section contains no entries.

UNCLASSIFIED

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