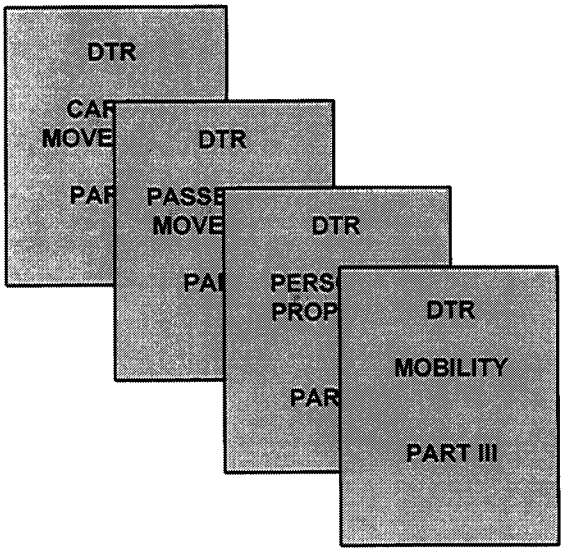
DOD 4500.9-R

DEFENSE TRANSPORTATION REGULATION

PART III

MOBILITY



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DEPUTY UNDER SECRETARY OF DEFENSE
FOR
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OFFICE OF THE UNDER SECRETARY OF DEFENSE

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ACQUISITION AND
TECHNOLOGY

11 APR 1997

FOREWORD

This Regulation is issued under the authority of Deputy Under Secretary of Defense (Logistics) Memorandum, "Defense Transportation Regulation (DTR), Parts I-IV," August 4, 1995. It implements DoD policies governing the use of DoD-owned and controlled aircraft, sealift/airlift, and establishes criteria for passenger, personal property, cargo and mobility movement. In accordance with DoD Directive 5158.4, "United States Transportation Command," January 1993, USCINCTRANS is the DoD single manager for transportation (for other than Service unique or theater-assigned transportation assets). Strict adherence to the provisions of this Regulation is essential to maintain the integrity of the DoD transportation system. This Publication provides for the movement of passengers, cargo, and personal property to, from, and within the Continental United States (CONUS) and Outside the Continental United States (OCONUS).

This Regulation applies to the Office of the Secretary of Defense; Military Departments; Chairman and Joint Chiefs of Staff; Unified Combatant Commands; and the Defense Agencies (hereafter referred to collectively as the "DoD Components"). It also applies to Uniformed Service members of the U.S Coast Guard, U.S. Public Health Service, and U.S. Coast and Geodetic Survey, when cross-servicing agreements are in effect.

This Regulation is effective immediately. To ensure uniformity, there is no provision for supplemental or unilateral modifications to this Regulation and all DoD Components will distribute it for use at the operating level. The DoD Components may publish more detailed guidance if needed and will provide a copy to USTRANSCOM/TCJ4-LTP. Proposed changes to this Regulation may be sent to USTRANSCOM/TCJ4-LTP after being staffed through appropriate DoD Component traffic management channels. USTRANSCOM will then forward proposed changes to the Assistant Deputy Under Secretary of Defense for Transportation Policy for approval. No changes to the Defense Transportation Regulation (DTR) may be made without prior coordination with the Military Services.

The DoD Components may obtain copies of this Regulation through their own publication channels approved for public release; distribution unlimited. Authorized registered users may obtain copies of this Publication from the Defense Technical Information Center, 8725 John J. Kingman Road, Fort Belvoir VA 22060. Other Federal Agencies and the public may obtain copies for a fee from the U.S. Department of Commerce, National Technical Information Service, 5285 Port Royal, Springfield, VA 22161.

John F. Phillips

John F. Phillips
Deputy Under Secretary of Defense
(Logistics)

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DEFINITIONS

The following word/phrase definitions are provided for use in conjunction with DTR, Part I, Part II, and Part III.

1. **Abbreviated Transportation Accounting Classification.** Alphanumeric code used in lieu of a full 23 character line accounting.

2. **Accessorial Service.** A service performed by a carrier in addition to the line-haul.

3. **Acquired Dependent.** A military member's dependent acquired through marriage, adoption, or other action during the course of a member's current tour of assigned duty. The term does not include persons dependent on the member or children born of a marriage that existed before the beginning of a current overseas tour.

4. **Active Duty**. Full-time duty in a military service of the United States. This includes members of the Reserve components serving on active duty or full-time training duty, but does not include full-time National Guard duty.

5. **Actual Placement.** The placing of a carrier conveyance in an accessible position for loading or unloading, or at a place previously designated by the consignor or consignee.

6. **Actual Value Rate**. A rate based on the actual value of the material shipped.

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

8. **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.

9. **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.

10. **Affiliation Training.** This is the central focus of the affiliation training program. Classroom and hands-on instruction provide a forum for exchange of information in an informal, working-level environment. The equipment preparation course and airlift planners course are taught to the airlift user at the user's location.

11. **Affiliation Training Team (ATT)**. Air Mobility Control Squadrons (AMCSs), Air Mobility Control Flights (AMCFs), Airlift Control Squadrons (ALCSs), and Airlift Control Flights (ALCFs) are responsible for conducting the AMC Affiliation Program. An ATT consists of two qualified affiliation instructors responsible for conducting the equipment preparation course and airlift planners course.

12. **Agreed Valuation.** The value of articles in a freight shipment agreed upon as the basis on which the freight rate is assessed. This valuation establishes a value beyond which recovery cannot be made in event of loss or damage in transit.

13. **Air Charter Service**. Air transportation procured under an arrangement with an air carrier for the exclusive use of one or more aircraft.

14. **Air Evacuation Patient.** The process of moving any person by air who is wounded, injured, or ill to and/or between medical treatment facilities.

15. **Airlift Clearance Authority (ACA).** A Service activity which controls the movement of cargo (including personal property) into the airlift system under the provisions of DoD 4500.32-R, MILSTAMP.

16. **Airlift Control Flight (ALCF).** Designation of an Air Force Reserve or Air National Guard equivalent of an Air Mobility Control Squadron. When deployed under the direct command of HQ AMC or HQ AMC TACC, their duties and responsibilities are the same as an Air Mobility Control Squadron or Air Mobility Control Flight.

17. **Airlift Control Squadron (ALCS).** Designation for an Air Combat Command equivalent of an Air Mobility Control Squadron. When deployed under the direct command of HQ AMC or HQ AMC TACC, their duties and responsibilities are the same as an Air Mobility Control Squadron (AMCS).

18. **Air Mobility Command (AMC).** An Air Force major command and USTRANSCOM Air Force component with the primary responsibility for DoD strategic airlift.

19. **Air Mobility Control Flight (AMCF**). Designation for an OCONUS Air Mobility Control Unit. These units are part of an Air Mobility Control Squadron. They are smaller in composition, but provide the same duties and responsibilities of an AMCS.

20. **Air Mobility Control Squadron (AMCS).** Provides a cadre of personnel to deploy worldwide and establish C2 capabilities at locations where insufficient or no operational support exists for air mobility assets. AMCS operate Tanker Airlift Control Elements (TALCEs), deploy mission support teams, conduct airfield surveys, and conduct AMC affiliation training.

21. **Air Movement Designator (AMD).** An alphanumeric code assigned according to established codes to identify the originating and destination station, priority, type travel, and sponsoring activity in whose interest a passenger is being moved.

22. **Air Taxi Service**. Air transportation in aircraft having a gross takeoff weight of less than 12,500 pounds and operating under the requirements of federal and state bodies.

23. **Air Terminal.** A facility which functions as an air transportation hub and accommodates the loading and unloading of aircraft and in-transit processing of traffic. The airfield on which

the air terminal is located may or may not be designated an aerial port.

24. **AMC Channel Structure**. Aerial Port of Embarkation and Aerial Port of Debarkation pairs between which common-user airlift may be provided on a scheduled basis. A channel does not represent actual aircraft routing, although the two may be the same.

25. **Ammunition/Explosives.** A device charged with explosives, propellants, and pyrotechnics, initiation composition of nuclear, biological, or chemical material for use in connection with defense or offense, including demolition. This also includes ammunition used for training, ceremonial, or non-operational purposes.

26. **Appeal.** Procedure which allows reconsideration of a carrier in non-use or disqualified status.

27. **Area Monitoring Office.** The office which is assigned responsibility for monitoring Transportation Discrepancy Report (TDR) actions in a specific theater or area.

28. **Area of Responsibility (AOR).** A defined area in which responsibility is specifically assigned to the commander of the area for development and maintenance of installations, control of movement, and the conduct of tactical operations involving troops under the commander's control, along with parallel authority to exercise these functions.

29. **Armed Forces (Military Services)**. The Army, Navy, Air Force, Marine Corps, and Coast Guard (See 37 CFR 101(4)).

30. **Armed Forces of the United States.** A term used to denote collectively all components of the Army, Navy, Air Force, Marine Corps, and Coast Guard. (Also see "United States Armed Forces.")

31. **Arrival Airfield Control Group (AACG**). An organization which receives transported units' personnel and equipment from the Air Force carrier and controls them until released to their parent unit.

32. **Astray Cargo.** Shipments or portions of shipments found in a carrier's possession or delivered to a government activity for which billing (waybill, freight warrant, etc.) is not available, or which is being held for any reason except transfer.

33. **Air Terminal Operations Center (ATOC).** The command and control element of an aerial port, performs aircraft load planning and airlift capability forecasting. Provides air terminal information control. Performs lost and damaged cargo investigations. Performs ramp coordination duties, computer operations, and system administration. Maintains station files and prepares reports.

34. **Axle Weight**. Total weight transported over the road by a single axle.

35. **Baggage, Accompanied.** All baggage carried or accompanying a passenger traveling on an aircraft.

a. Carry-On Baggage. Accompanied baggage carried aboard the aircraft by a passenger. This includes cosmetic cases, briefcases, shaving kits, or other packages to which a passenger may desire access during flight.

b. Checked Baggage. Accompanied baggage accepted and checked for a flight at the time a passenger is processed. It normally is stored in the aircraft in such a way that it is not available to the passenger during the flight.

36. **Barge.** A flat-bottomed vessel customarily used in commercial ship canals and in ports where ships are unable to load or unload at piers due to shallow drafts.

37. **Best Value.** Selection of contractors/carriers to support Defense Transportation System (DTS) requirements will be based on a trade-off between cost and other factors, such as past performance and ability to perform service within stated requirements. Low cost will not be the primary factor and it is possible that the low cost carrier will not receive the award in a best value selection. Past performance factors could be: on-time pick-up and delivery percentage, lost or damaged cargo percentage, and number of claims. Service factors could be: in-transit visibility (ITV) ability; response time for requirement, and routing ability.

38. **Between Decks.** Between lower and upper decks. In cargo vessels, is space in holds between lower hold and main deck. Also called "tween decks."

39. **Blue Bark.** U.S. military personnel, U.S. citizen civilian employees of the Department of Defense, and the dependents of both categories who travel in connection with the death of an immediate family member. It also applies to designated escorts for dependents of deceased military members. Furthermore, the term is used to designate the personal property shipment of a deceased member.

40. **Breakbulk Ship.** A ship with deep holds that are loaded through hatches. Ships are normally self sustaining.

41. **Calendar Days.** Consecutive days without regard to weekends or holidays.

42. **Cargo.** Supplies, materials, stores, baggage, or equipment transported by land, water, or air.

a. Bulk. Dry or liquid cargo, e.g., oil, coal, grain, ore, sulfur, or fertilizer, which is shipped unpackaged in large quantities.

b. Containerizeable Cargo. Items which can be stowed or stuffed into a container closed SEAVAN or MILVAN.

c. Non-Containerizeable Cargo. Items which cannot be stowed or stuffed into SEAVANs or MILVANS, i.e., overdimensional or overweight cargo.

d. Source stuffed Cargo. Cargo which economically fills a container from a single origin point.

43. **Carload (CL).** A quantity of freight required for application of a carload rate. Also, a rail car loaded to its carrying capacity.

44. **Carrier.** Any individual, company, or corporation commercially engaged in transporting cargo, passengers, or household goods.

45. **Category B and M Airlift.** Category B is AMC-procured planeload charter on commercial aircraft. Category M is travel on military aircraft.

46. **Certification of Essentiality: For Highway Movement.** A certification by an appropriate military authority that the cargo is "essential cargo." The oversize or overweight shipment cannot be reduced in size or weight and the shipment must be moved via highway.

47. **Channel Airlift.** Common-user airlift service provided on a recurring basis between two points.

48. **Channel Sequence Listing.** A listing of approved active AMC channels prepared annually by HQ AMC and distributed to all users of AMC airlift.

49. **Channel Traffic.** Passengers and cargo moving over established worldwide routes served by either scheduled DoD aircraft under the control of AMC or commercial aircraft under contract to and scheduled by AMC.

50. **Circuitous Route.** A route from shipment origin point to destination point which is other than the direct route between the points and which is used by carrier for emergency reasons or if required by Federal, state, or local statutes.

51. **Civil Agencies**. All agencies in the federal government other than DoD installations and activities, e.g., General Services Administration (GSA).

52. **Claim.** A written legal demand for payment of goods lost or damaged in shipment.

53. **Claim Office.** The office responsible for filing claims on behalf of the DoD against carriers, contractors, stevedores, or vendors for loss or damage resulting from movement of government-owned property, e.g., the appropriate finance center for CONUS commercial carriers; MSC for commercial ocean carriers; the responsible contracting officer for contractors, stevedores, and vendors.

54. **Classification.** See "Freight Classification."

55. **Classified Material/Matter.** Official information or matter, in any form or of any nature, which requires protection in the interest of national security. Material is classified CONFIDENTIAL or SECRET under DoD 5200.1-R, Information Security Program Regulation. Material classified TOP SECRET is not included in this Regulation.

56. **Clearance Authority (CA).** The activity which controls and monitors the flow of cargo into the airlift or water transportation system. (See Airlift Clearance Authority (ACA), Ocean Cargo Clearance Authority (OCCA), and Water Clearance Authority (WCA).)

57. **Cleared Carrier.** A commercial carrier who meets the criteria for handling up to SECRET shipments.

58. **Close Blood or Affined Relative**. A permanent member of a household, a resident in the household of a military member, a DoD civilian employee, or an American Red Cross employee, who is dependent on the sponsor for a home. This does not apply to a dependent as defined in "Dependent" below.

59. **Closed Vehicle or Equipment**. A conveyance that is fully enclosed with permanent sides and top, and with doors that can be locked and sealed.

60. **Closure.** The process of a unit arriving at a specified location.

61. **Column Length.** Length of roadway occupied by a convoy column in movement, including the gaps inside the column, from the front of leading vehicle to rear of last vehicle.

62. **Commercial Air Movement.** The movement of a group of persons routed by Headquarters, Military Traffic Management Command (HQ MTMC) in regular or chartered commercial air service.

63. **Commercial Bill of Lading (CBL).** Carrier documentation used for transportation of shipments, such as that used by small package express carriers. It includes the commercial procedures related to the use of such documentation.

64. **Commercial Carrier.** Common, contract, for-hire, and private carriers.

65. **Commercial Travel Office (CTO)**. The commercial activity providing full range of commercial travel and ticketing services at a DoD installation under a contract or memorandum of understanding.

66. **Common-User Land Transportation (CULT**). A program managed by a designated single manager for all DoD motor carrier cargo movements in a theater, specific country, or geographic region. Theater CINC usually designates the predominate DoD Component as the CULT manager.

67. **Common-User Lift**. U.S. Transportation Command-controlled lift: The pool of strategic transportation assets either government-owned or chartered that are under the operational control of Air Mobility Command (AMC), Military Sealift Command (MSC), or Military Traffic Management Command (MTMC) for the purpose of providing common-user transportation to the DoD across the range of military operations. These assets range from common-user organic or chartered pool of common-user assets available day-to-day to a larger pool of common-user assets phased in from other sources.

68. **Common-User Water Terminal.** A facility which regularly provides (for two or more Services) the terminal functions of receipt, transit storage or staging, processing, and loading or unloading of cargo or passengers on ships. It may be a military installation, part of a military installation, or a commercial facility operated under contract or arrangement of a DoD Component.

69. **Consignee.** The recipient (unit, depot, or person) to whom cargo is addressed or consigned for final delivery. Activity that is receiving the product.

70. **Consignor.** The person or activity that is the supplier or shipper of a product.

71. **Constrained Environment.** Transportation lift assets are in short supply. Movement requirements exceed asset availability.

72. **Constructive Placement.** When a carrier conveyance cannot be placed for loading, unloading, or at a point previously designated by the consignor or consignee, and is placed elsewhere, it is considered as being under constructive placement and subject to tariff rules and charges.

73. **Container.** A standardized, demountable receptacle for transporting cargo on a chassis, rail car, or vessel.

a. Dromedary. A container that can be mounted behind the power unit of a truck or carried on a flatbed trailer or in a van and which can be used to transport less-truckload shipments of Arms, Ammunition and Explosives (AA&E), SECRET, CONFIDENTIAL, CCI, or sensitive material.

b. Flat Rack. Open-sided and top International Standard Organization (ISO) containers with two removable/adjustable ends.

c. Half-Height. Standard ISO containers with one end door and an open top.

d. Military Van (MILVAN). A military-owned demountable container that conforms to U.S. and international standards and operates in a centrally controlled fleet for movement of military cargo.

e. Military Sealift Command Van. A SEAVAN leased and controlled by the Military Sealift Command. (See SEAVAN.)

f. SEAVAN. Commercial or government-owned (or leased) shipping containers which are moved via ocean transportation without bogey wheels attached.

74. **Container Handling Equipment (CHE).** Items of materiel handling equipment (MHE) required to specifically receive, maneuver, and dispatch containers.

75. **Containerization.** The use of containers to unitize cargo for transportation, supply, and storage. Containerization incorporates supply, transportation, packaging, storage, and security together with visibility of a container and its contents into a distribution system from source to user.

76. **Containership.** A ship specifically constructed and equipped to carry only containers. Container ships are usually non-self-sustaining and do not have built-in capability to load or offload containers, and require port crane service. A containership with shipboard installed cranes, capable of loading and off-loading containers without assistance of port crane service, is considered self-sustaining.

77. **Continental United States (CONUS).** The 48 contiguous states and the District of Columbia.

78. **Contingency Aerial** Port. Standby aerial ports which can be activated for cargo operations, as required, during emergencies.

79. **Contract Administration Office.** The activity responsible for administering the contract against which the shipment was made.

80. **Control Vehicle.** The vehicle in which the element commander rides.

81. **Controlled Access Highway.** A highway with limited access and no "at grade" intersections. Entrances and exits are limited to interchanges at specific locations; Dwight D. Eisenhower National System of Interstate and Defense Highways and other similar highways.

82. **Controlled Cargo.** Items that require additional control and security as prescribed in various regulations and statutes. (See Protected Cargo.)

83. **Controlled Cryptographic Item (CCI).** Communications Security (COMSEC) equipment declassified by the National Security Agency. CCI requires accountability when shipped by commercial transportation by use of paper or electronic signature service. Classified keying material associated with CCI must be separately transmitted according to requirements for its classification.

84. **Convoy.** (1) Group of vehicles organized for the purpose of control and orderly movement with or without escort protection. (2) Any group of six or more vehicles, temporarily organized to operate as a column, with or without escort, proceeding together under a single commander.

85. **Convoy Commander**. The officer or noncommissioned officer in charge of vehicles and operating personnel of a convoy. The convoy commander is designated by the person authorizing movement.

86. **Convoy Movement Order.** A computer-generated movement directive issued to a moving unit to establish convoy route, movement schedule, reporting requirements, and special instructions. This document is generated by the ARNG State Movement Control Center (SMCC) in the state where a convoy originates. During a time of emergency, the SMCC is authorized to assign convoy movement order numbers to installations. These orders will be based on the DD Form 1265 submitted by requesting unit and prior emergency procedures established by the SMCC.

87. **Customer.** Any authorized user of the DTS.

88. **Customer Identification Code (CIC).** A combination of code numbers and letters used for customer identification and billing purposes when passengers are airlifted by an activity financed through Defense Business Operations Fund-Transportation.

89. **Customer Service Branch (CSB)**. An AMC functional branch representing the Services at aerial ports of embarkation for the purpose of providing passenger assistance and coordinating the flow of all air traffic (cargo and passengers) routed into the DTS.

90. **Declared Valuation.** The value of goods, as stated by a shipper, when tendered to a carrier.

91. **Defense Business Operations Fund (DBOF).** A revolving industrial fund concept for a large number of defense support functions, including transportation. Utilizes business-like cost accounting to determine total cost of business activity. (See also DBOF-T.)

92. **Defense Business Operations Fund - Transportation (DBOF-T).** DBOF-T is the USTRANSCOM portion of the DBOF transportation business area.

93. **Defense Components.** These include Defense Logistics Agency (DLA), Army, Navy, Air Force, and Marine Corps.

94. **Defense Freight Railway Interchange Fleet (DFRIF).** A fleet of freight cars built and maintained to the standards established by the Association of American Railroads (AAR) and the Department of Transportation. These cars are suitable for shipping DoD cargo over the commercial railroad system throughout North America, including Alaska, Canada, and Mexico.

95. **Defense Movement Coordinator (DMC).** Military representative located at each State Area Command within the SMCC who is designated as the Army convoy approval authority for Army convoys and certifier of essentiality for civil permits. The DMC will process other service convoys only if there is an agreement between the State Area Command (STARC) and the other local DoD activities.

96. **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.

97. **Defense Transportation Tracking Service (DTTS).** A computer-based system located at the Naval Transportation Support Center, Norfolk, Virginia, which is manned 24-hours a day and is used to maintain in-transit visibility of carrier vehicles transporting shipments of munitions and other hazardous material.

98. **Demurrage.** A charge made on carrier conveyance held by or for a consignor or consignee beyond the allowable free time for loading and unloading, for forwarding directions, or for any other purpose authorized and documented by the consignor or consignee. Charges for demurrage are in addition to all other lawful transportation charges. Demurrage charges typically are associated with rail and water port operations.

99. **Denied Boarding Compensation**. A monetary allowance paid by an air carrier to a traveler holding a confirmed reservation when the carrier is unable to provide the reserved space.

100. **Department of Defense Activity Address Code (DODAAC).** A distinct six-position alphanumeric code assigned to identify specific units, activities, or organizations as found in DoD Activity Address Directory.

101. **Department of Defense Activity Address Directory (DODAAD).** Publication that lists all DoD activities and their six-position alphanumeric codes called DODAACs.

102. **Department of Defense (DoD) Aircraft.** An aircraft owned or controlled by any DoD activity or component, includes planes chartered or leased for periods greater than 90 days.

103. **Department of Defense (DoD) Components.** The Office of the Secretary of Defense (OSD) and activities administratively supported by the OSD; the Military Departments; the Chairman, Joint Chiefs of Staff; the Unified Commands; and the Defense Agencies.

104. **Department of Defense (DoD) Constant Surveillance Service (CS).** A Transportation Protective Service requiring carrier to provide qualified driver or other qualified representative who maintain constant visual surveillance of a shipment during transportation.

105. **Department of Defense (DoD) Foreign Clearance Guide.** A publication containing information pertaining to travel security, country clearances, identification credentials, and other entry requirements for travel into foreign countries.

106. **Departure Airfield Control Group (DACG).** Host command provided organization, which controls the unit to be airlifted from the marshalling area until release to the TALCE at the ready line. For Air Force units, the deployment control center (DCC) performs the DACG functions when deploying from an Air force base or installation.

107. **Dependent.** The use of the word "dependent" in this Regulation shall be as defined in Joint Federal Travel Regulation, Volume 1, Appendix AA, for uniformed Service members; and Joint Travel Regulation, Volume II, Appendix AD, for civilians.

108. **Deployment Control Center (DCC).** The installation focal point for deployment operations. The DCC is responsible for all command and control requirements.

109. **Desired Delivery Date (DDD)** . A specific date by which delivery of a shipment should be accomplished by a carrier.

110. **Destination Station.** A base or airport where the mission ends as shown in the schedule.

111. **Detention.** A charge made on a carrier conveyance held by or for a consignor or consignee beyond the allowable free time for loading or unloading, for forwarding directions, or for any other purpose authorized and documented by the consignor or consignee. Charges for detention are in addition to all other lawful transportation charges. Detention charges are typically associated with motor carriage.

112. **Dimension or Size Limitations.** Limitations imposed by state or local law or regulation governing overall width, length, and height of a vehicle, combination of vehicles, or combination of vehicles and cargo traveling over public roadways.

113. **Disability Cost.** Costs other than transportation line-haul and accessorial charges which are considered as part of the aggregate cost of a shipment for purposes of mode and carrier selection. Disability costs include costs resulting from procuring additional labor, materials, material handling, or fire fighting equipment on a temporary "as required" basis; labor charges for loading, unloading, blocking, and bracing; commercial rail switching of a rail car to a loading or unloading site; and drayage.

114. **Disqualification.** Action taken by MTMC or theater CINC resulting in the exclusion of a carrier from transporting DoD shipments from one or more origin points for specific routes or for all routes.

115. **Diversion.** A change made in the route of a shipment while in transit. (See Reconsignment.)

116. **Domicile.** An individual's home of record, place from which called (or ordered) to active duty, place of first enlistment, or place of permanent legal residence.

117. **Drayage.** Movements that originate and terminate within 30 miles of origin.

118. **Drive-Away Service.** The movement of a vehicle under its own power by a driver of an authorized motor carrier. This method also includes the movement of one or more vehicles, including other than self-propelled vehicles, when towed or mounted (either full or saddle mount) upon a vehicle.

119. **Dromedary.** See Container.

120. **Dual Driver Protective Service (DD).** A Transportation Protective Service requiring carrier to provide qualified dual drivers who perform continuous attendance and surveillance of a shipment at all times while in transit.

121. **Dual Driver with National Agency Check (DN).** A Transportation Protective Service requiring carrier to provide two drivers with satisfactory National Agency Checks to perform continuous attendance and surveillance of a shipment at all times while in transit.

122. **Dunnage.** Materials used to support and protect cargo in the container, truck, van, or rail car. Boards, planks, blocks, etc., used to support pallets of the Air Force 463L materiel handling system. The minimum recommended size is 4" by 4" x 88" per piece. Three pieces are required to support loaded or stacked 463L pallets.

123. **Electronic Commerce.** Conducting business transactions and information exchange using automation and telecommunications without paper documents.

124. **Electronic Data Interchange (EDI).** Computer to computer exchange of business data using standards jointly developed by standard groups such as American National Standards Institute (ANSI) or Electronic Data Interchange Agency.

125. **Embargo.** To restrict or prohibit an acceptance or movement of freight or passengers.

126. **Escort(s) or Courier(s), Transportation.** U.S. Government military members or civilian employees, or DoD contractor employees responsible for continuous surveillance and control over movements of classified material. Individuals designated as escorts or couriers must possess a DoD-issued security clearance at least equal to the level of classification of the material being transported.

127 **Essential Cargo.** Cargo that is essential to a military mission and is prescribed in DoD 4140. 1 -R, DoD Materiel Management Regulation.

128. **"EX" Number.** A number proceeded by prefix "EX-" which is assigned by the associate administrator for hazardous materials safety to identify an explosive which has been approved.

129. **Expediting.** Actions taken to insure movement to destination in the shortest time possible.

130. **Export Cargo Shipments.** Shipments originating from an inland point/POE destined to an overseas destination.

131. **Export Traffic Release (ETR).** Shipping instructions, issued by MTMC or theater CINC in response to an offering, that specify the mode of transportation, carrier(s) to move the shipment, applicable rate, minimum shipment weight, cost favorable terminal, shipment terminal arrival date, and any pertinent Routing Instruction Notes (RINs).

132. **Export Traffic Release Request (ETRR).** Document used by a shipping activity to request international cargo transportation service from cognizant Ocean Cargo Clearance Authority.

133. **Family Member.** See Joint Federal Travel Regulation, Appendix AA, and Joint Travel Regulation, Appendix AD.

134. **Fare.** Per person charge set by a carrier for passenger service.

135. **Fast Release of Ammunition**. An exception to Export Traffic Release (ETR) procedures.

136. **Flat Rack Container**. See Container.

137. **Force Activity Designator (FAD).** A term accompanied by a Roman Numeral (I through V) which denotes the operational importance of the mission of a unit, activity, or project. FAD I represents top national priority and must be authenticated by the Joint Chiefs of Staff (JCS). Service chiefs and unified commanders are authorized to assign FADs II through V to include Military Assistance Program (MAP) requirements.

138. **Force Requirement Number.** The alphanumeric code which uniquely identifies each force entry in a given Operation Plan. Units with an ultimate destination overseas normally have an assigned Force Requirement Number.

139. **Free-on-Board (FOB)**. This term is used with the designation of a physical point to determine the responsibility and basis for payment of freight charges and, unless otherwise

agreed, the point at which title for supplies passes to the buyer or consignee. The policies on designation of contracts as FOB Origin or FOB Destination are set forth in FAR Subpart 47.3.

a. FOB Destination. Free-on-board at destination, or where the seller or consignor delivers the supplies on the seller's or consignor's conveyance to a specified delivery point. In this case, unless the contract provides otherwise, the cost of shipping and the risk of loss are borne by the seller or consignor.

b. FOB Origin. Free-on-board at the place of origin, or where the seller or consignor places the supplies on the conveyance by which they are to be transported. Unless the contract provides otherwise, the cost of shipping and the risk of loss are borne by the buyer or consignee.

140. **Free Time.** Time allowed by tender, tariff, or contract to load and/or unload carrier's equipment before detention or demurrage is charged.

141. **Freight Classification.** A system of grouping together commodities of like or similar transportation characteristics for the purpose of assigning ratings to be used in applying rates.

142. **Freight Forwarder (FF).** A firm other than a railroad, motor, water, or air carrier which represents itself as a common carrier and undertakes to assemble and consolidate shipments or provide for assembling and consolidating and performing or providing for the performance of breakbulk and distributing; assumes responsibility for the transportation of such property from point of receipt to point of destination; and uses the services of carriers subject to the governing bodies.

143. **Frequency Channels.** A frequency channel may be set up when traffic requirements do not support the desired frequency of service. Frequency channels may be requested on the basis of operational necessity for support of a mission sensitive area or for quality of life purposes to remote areas.

144. **Full Visible Capacity**. A conveyance so filled that no more like material, in the shipping form tendered, can be loaded in or on the conveyance.

145. **General Agency Agreement (GAA).** Pertains to government-owned ships operated under cost plus fixed fee contracts by commercial ocean carriers acting as general agents for the Maritime Administration, U.S. Department of Commerce, with whom Military Sealift Command has entered into agreements for the exclusive use of such ships.

146. **Government Bill of Lading (GBL).** A government document used to procure transportation and related services from commercial carriers.

147. **Government Travel Services.** A centrally-billed account for the purchase of official transportation tickets established between the transportation officer and a General Services Administration corporate charge system contractor.

148. **Green Sheet Procedures**. A procedure invoked by DoD Components to identify specific cargo requiring precedence over all other cargo from that DoD Component. Cargo of the other DoD Components is not affected.

149. **Group Movement**. A movement of 21 or more members traveling as a group, under the same orders (either PCS or TDY/TAD) for which transportation will be furnished by government conveyance or government travel request (GTR) from the same origin to the same destination. Movement could include locations en route as specified on the orders.

150. **Guaranteed Traffic (GT).** A MTMC/AMC rate and service agreement negotiated on behalf of DoD shippers with commercial carriers. Under this agreement, carrier(s) commit to provide transportation services in return for the right to all traffic from and to certain locations, regions, or geographic areas for a specific amount of time.

151. **Half-Height Container.** See Container.

152. **Halt**. Halts occur when convoy vehicle operations cease for a limited period. They are required for safety, logistical and/or communication purposes.

153. **Hazardous Material.** A substance or material which has been determined by the Secretary of Transportation to be capable of posing an unreasonable risk to health, safety, and property when transported in commerce, and which has been so designated. The term includes hazardous substances, hazardous wastes, marine pollutants, and elevated temperature materials as defined in this section, materials designated as hazardous under the provisions of parts 172.101 and 172.102 of 49 CFR, and materials that meet the defining criteria for hazard class and divisions in part 173 of 49 CFR (part 171.8 of 49 CFR). See figure 204-1 for list of hazardous classifications.

154. **High Value Item.** A cargo shipment which exceeds the carrier's normal liability for loss and damage during transportation and which requires the TO to request the carrier to purchase additional insurance to ensure liability for full shipment value in the event of loss or damage.

155. **Inadequate Carrier Equipment or Facilities.** Carrier's equipment or facilities that are not sufficient for movement, storage, or protection of material while in carrier's custody. This includes equipment which is not safe, i.e., holes in equipment or equipment that cannot be properly secured to prevent pilferage, etc.

156. **Infiltration.** Movement of military vehicles into a roadway either by small groups (two or three vehicles), or individually, at extended or irregular intervals.

157. **Installation.** A post, camp, station, air base, naval base, yard, base complex, or port.

158. **Installation Transportation Officer ITO.** See Transportation Officer.

159. **Intercity Bus.** Coaches used for movement of any distance.

160. **Intermodal.** Type of cargo shipment system that permits transshipping among sea, highway, rail, and air modes of transportation through use of ANSI/ISO standard containers, line-haul assets and handling equipment.

161. **International Air Transport Association (IATA).** Association of member airlines and developer of IATA Dangerous Goods Code which is used as a reference and unofficial guidance for air shipment of hazardous material. The IATA Dangerous Goods Code includes special restrictions imposed by its member airlines.

162. **International Civil Aviation Organization (ICAO).** Official ruling body for commercial air shipment of hazardous material and publisher of the official ICAO Dangerous Goods Code.

163. **International Maritime Organization.** Official ruling body for commercial maritime shipment of hazardous material and publisher of the International Maritime Dangerous Goods (IMDG) Code.

164. **International Standards Organization (ISO)**. A specified international agency for standardization. This agency is comprised of members from more than 80 countries. The agency's aim is to promote worldwide agreement of international standards.

165. **Intertheater.** Between theaters or between the continental U.S. and theaters. Also see "Intertheater Traffic."

166. **Intertheater Traffic.** Traffic between theaters exclusive of that between the continental U.S. and theaters.

167 **Intracity Bus.** Coaches used for movements of 60 miles or less.

168. **In-Transit Visibility (ITV).** The ability to track the identity, status, and location of DoD unit and non-unit cargo (excluding bulk petroleum, oils, and lubricants) and passengers; medical patients; and personal property from origin to consignee or destination established by the CINCs, Military Services, or DoD Agencies during peace, contingencies, and war.

169. **Intratheater.** Within a theater.

170. **Intratheater Traffic.** Traffic within a theater.

171. **Joint Logistics Over the Shore (JLOTS).** Logistics Over the Shore operations conducted by two or more military Services.

172. **Joint Operation and Planning and Execution System (JOPES).** An information system designed to satisfy needs for conventional command and control by national and theater-level commanders and their staffs in the conduct of joint planning and operations. JOPES is used to monitor, plan, and execute mobilization, deployment, employment, sustainment, and redeployment activities associated with joint operations.

173. **Joint Transportation Board (JTB).** JTB is responsible to the JCS ensuring common-user transportation resources assigned or available to the DoD are used to achieve the maximum benefit in meeting DoD objectives. The JCS and each DoD Component designate a general or flag-rank officer as principal member; an alternate member is also named to act for the principal. DoD Component representatives are the Directors of Transportation or the general or flag incumbent of a comparable billet. The JCS representative is designated by the Director of Operations, Office of the Joint Chiefs of Staff. The Deputy Director of Logistics (Strategic Mobility), Office of the Joint Chiefs of Staff, is the chairperson of the JTB.

174. **Julian Date.** This date chain, composed of a four-digit numeric figure, indicates the year and day of the year. This four-digit number is composed of the last number of the year and day of the year, in that sequence. Example: 25 August 1994 = 4237.

175. **Knocked Down (KD).** An article taken apart so as to materially reduce the space it will occupy while being transported.

176. **Legal Limitation.** Applies to statutory, administrative, or other regulations governing permissible length, width, height, loads, tire pressure, performance limits or other characteristics, for vehicles in regular operation. Regular operation does not include operation of vehicles or combinations of vehicles in excess of legal limitations, which require a special permit issued by an appropriate civil authority.

177. **Less Carload (LCL).** A quantity of cargo less than that required for the application of a carload rate.

178. **Less Truckload (LTL).** A quantity of cargo less than that required for the application of a truckload rate. Also called "less than truckload."

179. **Light and Bulky Articles.** Articles which have a low weight per cubic foot of space occupied. Such articles are usually made subject to the provisions of Rule 34 of the Uniform Freight Classification.

180. **Lighterage.** Small boats or craft used to move cargo in harbor areas.

181. **Line-haul.** Transportation of cargo over carrier routes from point of origin to destination, excluding local pick-up, delivery, local drayage, and switching services.

182. **Loaded to Capacity.** A conveyance loaded to its cube or weight-carrying capacity. Also, a conveyance loaded with that quantity of material which is so filled that no more like material, in the shipping form tendered, can be loaded in or on the conveyance.

183. **Load Planning Team.** A load planning team that provides on site load planning/cargo preparation assistance to major users of airlift. The Load Planning Team consists of a maximum of three qualified affiliation instructors who are MST qualified.

184. **Local Flight.** A continuous flight performed within the local flying area which terminates at the point of origin.

185. **Logistic Support.** Includes billets, bivouac areas, safe haven, meals, medical, petroleum, oils and lubricants (POL) supplies, maintenance and/or services at military installations, or the providing of billets or bivouac areas along the movement route.

186. **Logistics Over the Shore (LOTS).** Loading and unloading of ships without benefit of fixed port facilities, in friendly or non-defended territory, and in time of war, during phases of theater deployment in which there is no enemy opposition.

187. **Long Ton (L/T or LTON)**. A Long Ton equals 2,240 pounds. (See Ton)

188. **Major Army Command.** A specifically designated Army field command directly subordinate to and established by the authority of Headquarters, Department of the Army.

189. **March Unit.** A subgroup of vehicles within a convoy column which moves or halts on command or signal of a single commander. March units are usually separated by a specific time gap or interval.

190. **Materiel Handling Equipment (MHE).** Mechanical devices for handling of supplies with greater ease and economy.

191. **Measurement Ton (M/T or MTON).** A Measurement Ton equals 40 cubic feet. (See Ton.)

192. **Metric Ton (M.T.).** 1,000 kg. (2,204.6 pounds.) See Ton.

193. **Migration Systems.** An existing automated information system (AIS) or a planned and approved AIS, which has been officially designated as the standard AIS to support all processes for a function. Other AlSs, called "legacy systems," which duplicate support services provided by the migration system, are terminated so all future AIS development and modernization can be applied to the migration system. A migration system is designated (or selected) by the OSD Principal Staff Assistance(s) and their Defense Component counterparts whose function(s) the system supports, with the coordination of the DoD Senior Information Management Official.

194. **Military Impedimenta (MI).** All equipment owned and controlled by a unit and carried on the Unit Property Books (Table of Organization and Equipment) and moving simultaneously or in conjunction with troops. MI consists of material such as weapons, vehicles, tools, housekeeping equipment, records, training aids, and limited quantities of spare parts and other consumables normally in the possession of the unit. May also be referred to as equipment to accompany troops (TAT).

195. **Military-Owned Vehicles (MOV).** Organic, tactical, or theater-owned vehicles, may include aircraft, and sea vessels.

196. **Military Sealift Command (MSC**. A Navy second echelon command and USTRANSCOM component with primary responsibility for providing sealift service.

197. **Military Services.** The Army, Navy, Air Force, Marine Corps, and Coast Guard.

198. **Military Traffic Expediting (MTX) Service.** An expediting service provided by the Association of American Railroads (AAR) for military carload or specialized shipments.

199. **Military Traffic Management Command (MTMC).** An Army major command and USTRANSCOM component that provides cargo, passenger, and personal property traffic management services to all DoD Components. (See Part 1, "Individual Mission, Roles, and Responsibilities," Chapter 101, paragraph C.)

200. **Military Van (MILVAN).** See Container.

201. **Mission Support Activity (MSA).** Organizations which provide necessary expertise, command and control, and MHE to deploying unit(s) conducting rail operations. These organizations are referred to as: Railhead Operation Groups or Rail Support Activity A depending on the Service.

202. **Mission Support Element (MSE).** An MSE is an individual unit that performs specific functions required to support airlift operations. Examples of MSEs are maintenance, aerial port, weather, intelligence, and flying safety. MSEs may be deployed to support TALCEs or existing operations throughout the world. When deployed with a TALCE, the MSE is under the direct command of the TALCE commander. When deployed to augment an existing operation, an MSE's operational chain of command is as directed by HQ AMC TACC/XOS.

203. **Mission Support Team (MST)**. An MST performs the same functions as a TALCE. However, an MST may be function specific.

204. **Mobility Forces.** A term used extensively in the DoD airlift community referring to those forces that provide airlift support to deploying forces. They are normally provided by Air Mobility Command (AMC), but may be provided by non-AMC host or support installations. Examples of AMC mobility forces and TALCEs, MSEs, MSTs, aerial ports, and air terminals. Non-AMC mobility forces include A/DACGs, DACGS, installation deployment forces, etc.

205. **Mobility Officer.** Mobility Officer is the person(s) designated or appointed for planning, coordinating, and/or executing mobility operations for assigned or supported units. This designation also includes: Division Transportation Officer (DTO), Unit Movement Coordinator (UMC), Unit Movement Officer (UMO), Strategic Mobility Officer (SMO), Defense Movement Coordinator (DMC), Installation Deployment Officer (IDO), Embarkation Officer (EMBO), and Installation Mobility Officer (IMO).

206. **Mobilization Movement Control (MOBCON)**. The automated program which is jointly monitored and managed by Forces Command, National Guard Bureau, and Department of Army, to provide convoy management in CONUS. MOBCON supports organic movements in CONUS during peacetime and civil emergencies. It provides centralized advance planning assistance for convoys originating in their respective State. It also provides automated visibility of convoys moving within a State's respective boundaries.

207. **Munition(s).** A complete device charged with explosives, propellants, pyrotechnics, initiating composition, or nuclear, biological, chemical material, and all similar or related items or components, explosive in nature, for use in military operations, including demolitions. Certain

suitably modified munitions can be used for training, ceremonial, or non-operational purposes. Also called ammunition. NOTE: In common usage, "munitions" (plural) can be military weapons, ammunition, and equipment.

208. **National Motor Freight Classification (NMFC**). A motor tariff containing freight descriptions of a specific or generic nature under which all commodities moving in motor freight service are "rated" or "classed."

209. **Naval Transportation Support Center (NAVTRANS).** Provides worldwide transportation/physical distribution services for U.S. Navy afloat and ashore activities plus pay and accounting services for Navy transportation.

210. **Non-Containerizable Cargo.** See Cargo.

211. **No Show**.

a. Cargo. Failure of a carrier to pick up a shipment as scheduled.

b. Passenger. Passengers who fail to show up for a scheduled flight/ride.

212. **Non-Unit Related Personnel.** Individuals not traveling with a unit, normally classified as replacement/augmentees, requiring expeditious movement to an overseas theater of operation.

213. **Ocean Cargo Clearance Authority (OCCA).** The MTMC activity which books DoD sponsored cargo and passengers for surface movement, performs related contract administration, and accomplishes export/import surface traffic management functions for DoD cargo moving within the DTS. (See Water Clearance Authority.)

214. **Operating Authority.** An authorization issued by the appropriate regulatory body for a commercial carrier to perform transportation service, sometimes within specific limitations.

215. **Organic Airlift.** Airlift provided by aircraft owned/operated by each Service.

216. **Organic Asset.** DoD, theater, or tactical-owned assets.

217. **Overage.** Any article of freight (packaged or loose) which, upon delivery by a carrier, found to be in excess of the quantity recorded on the bill of lading, manifest, or other government documentation covering the shipment.

218. **Overseas.** Any country or place beyond the limits of the 48 contiguous United States and the District of Columbia. For purposes of this Regulation, Alaska, Hawaii, Puerto Rico, and U.S. territories and possessions are considered overseas.

219. **Oversize Vehicle.** A vehicle or a combination of vehicles and cargo exceeding one or more of the width, length, or height limitations imposed by state law or other authority.

220. **Overweight vehicle.** A vehicle or combination of vehicles and cargo which exceed the legal gross or axle weight limitation of the state or other authority. Various combinations of axles and axle spacing, number of wheels, and type of tires on each vehicle are considered.

221. **Packaging.** The processes and procedures used to protect materiel from deterioration, damage, or both. It includes cleaning, drying, preserving, packing, marking, and unitization.

222. **Pallet.** A platform used to secure material for ease in handling and storing. It is also used to consolidate small packages into a unitized load.

a. 463L System. Aircraft pallets, nets, tie down and coupling devices, facilities, handling equipment, procedures, and other components designed to interface with military and civilian aircraft cargo restraint systems which accepts pallets 108" x 88".

b. Warehouse. A two-deck platform, usually wooden, used for handling several packages as a unit.

223. **Palletized.** A quantity of items, packed or unpacked, which is arranged on a pallet in a specific manner and is secured, strapped, or fastened on the pallet so that the whole palletized load may be handled as a single unit.

224. **Palletized Load System (PLS).** A truck with hydraulic load handling mechanism, trailer and flatrack system capable of self-loading and self-unloading. Truck and companion trailer have a 16.5 ton payload capacity.

225. **Palletized Load System Flatrack**. Topless, sideless container component of palletized load system, which does not conform to ISO specifications.

226. **Partial Loss.** Indicates partial loss of contents of shipment units, other than by theft or pilferage. This includes spillage, leakage, or evaporation from the contents of bottles, barrels, or similar containers.

227. **Passenger Reservation Center (PRC).** The AMC activity which makes reservations for international air passenger travel.

228. **Permit.** A written authorization from State Highway Departments of Transportation or other issuing authorities to move or operate, on a highway, a vehicle or vehicles with load size, weight or other characteristics exceeding the legal limitations prescribed for moving in regular operation and/or during restricted hours or on Saturdays, Sundays, or holidays.

229. **Personnel Increment Number.** A seven-character alphanumeric code assigned to a nonunit related personnel (NRP) element to identify an overseas movement requirement during mobilization.

230. **Pilferable Cargo.** Items which are vulnerable to theft because of their ready resale potential, i.e., cigarettes, alcoholic beverages, cameras, electronic equipment, computer software, etc.

231. **Pilferage.** The act of stealing in small quantities. Used in reference to missing cargo that is easily converted to money, has intrinsic value, or a commercial use.

232. **Planeload.** Planeload is determined by the configuration and model of each aircraft on any regularly scheduled commercial route. Local Commercial Travel Offices (CTOs) can provide exact number of passenger seats available on any given aircraft, to ensure the TO does not exceed their authority for less-than-planeload bookings or routings.

233. **Port of Debarkation (POD**). The geographic point at which cargo or personnel are discharged. May be a seaport or aerial port of debarkation. For unit requirements, it may or may not coincide with the destination.

234. **Port of Embarkation (POE).** The geographic point in a routing scheme from which cargo or personnel depart. May be a seaport or aerial port from which personnel and equipment flow to port of debarkation. For unit and non-unit requirements, it may or may not coincide with the origin.

235. **Pretrained Individual Manpower.** Personnel assigned to Individual Ready Reserves, and active Reserve retired personnel.

236. **Priority.** Precedence for movement of traffic.

237. **Proof of Delivery.** The date and signature of the designated receiver listed on the delivery manifest, certifying the item was received. The proof of delivery establishes transfer of custody and liability to the receiver.

238. **Protected Cargo.** Items designated as having characteristics requiring them to be identified, accounted for, secured, segregated, or handled in a special manner to ensure their safety or integrity. It is divided into sensitive, pilferable, and controlled cargo. (See Controlled Cargo, Pilferable Cargo, and Sensitive Cargo.)

239. **Protective Security Service (PS**). A Transportation Protective Service which requires a cleared commercial carrier to provide qualified dual drivers to maintain constant surveillance of a shipment at all times during transportation to include stops en route.

240. **Qualified Carrier Representative.** A designated person employed by a carrier or terminal management involved in handling DoD shipments under Transportation Protective Service.

241. **Rail Armed Guard Service (RG**). A Transportation Protective Service which requires the carrier to provide an armed guard to maintain constant surveillance of shipment and rail car

specific 24-hour surveillance while in transit. RG may also be performed by guards escorting the rail movement in a separate motor vehicle providing surveillance of the rail car is maintained.

242. **Ready Reserve Force (RRF)**. A force composed of ships acquired by the Maritime Administration (MARAD) with Navy funding and new ships acquired by MARAD for the National Defense Reserve Fleet (NDRF). Although part of NDRF, ships of the Ready Reserve Force are maintained in a higher state of readiness and can be made available without mobilization or congressionally declared state of emergency.

243. **Receiver.** The activity or agency at which the DTS shipment terminates. The activity is usually the ultimate consignee, but may also be the agent for the ultimate consignee, e.g., a central receiving point or a temporary storage point for the ultimate consignee.

244. **Reconsignment.** A change made in the consignment of a shipment before its arrival at the billed destination. Also, a change made in the consignment of a shipment after its arrival at the billed destination, when the change was accomplished under conditions which make it subject to a carrier's diversion or reconsignment rules and charges. (See Diversion.)

245. **Refuge.** Emergency assistance provided by an installation to a carrier's vehicle transporting arms, classified (SECRET or CONFIDENTIAL) materials, or division 1.4 ammunition. The criteria for granting assistance are the same as for safe haven, except the installation does not have to consider quantity-distance factors.

246. **Released Value Rate**. A rate applied to a shipment that specifically limits carrier liability in case of loss or damage.

247. **Report of Shipment (REPSHIP).** An advance notification of shipment provided by a shipper to the consignee not later than 24 hours prior to the shipment arrival.

248. **Required Delivery Date (RDD).** The calendar date when material is required by the requisitioner. RDD field may contain 999, N--, 444, 555, or 777 to indicate expedited handling required. A blank RDD field indicates routine handling.

249. **Requirement Channel.** AMC channel that services two points on a recurring basis, with actual movements dependent on volume of traffic.

250. **Requisitioned Supplies or Non-Scheduled Movements.** TO routed shipments not allocated or scheduled for lift by USTRANSCOM due to capability, size, or priority constraints.

251. **Retrograde Cargo.** Cargo moving in the reverse direction of the normal flow of material provided in support of the using Theater.

252. **Roadable Vehicles.** Wheeled (not tracked) vehicles driven or towed on the Nation's highways.

253. **Route Order (Domestic, International, Standing, and Passenger Standing).** Shipping instructions issued by MTMC or theater CINC that specify the mode of transportation, carrier(s) to move the shipment, applicable rate, minimum shipment weight, tariff or tender authority, and any pertinent Routing Instruction Notes (RINs).

254. **Routing Authority.** An activity which designates modes and/or provides routing instructions for shipments requiring clearance prior to movement.

255. **Routing Instruction Note(s) (RIN).** Codes used on Route Orders to identify conditions and stipulations required.

256. **Safe Haven.** Emergency assistance provided by an installation to a carrier's vehicle transporting division 1.1, 1.2, 1.3 ammunition and explosives due to circumstances beyond a carrier's control (such as severe weather or vehicle breakdown). A primary consideration by the installation commander is whether the load poses an unacceptable hazard to personnel or operations. This involves an analysis of the quantity-distance factors involved and the ability to locate the vehicle away from populated areas. The term "safe haven" is used in transportation of explosive and hazardous items by DoD requirements in Chapter 205.

257. **Satellite Motor Surveillance (SM).** Transportation Protective Service which requires carriers to provide vehicle location reports to the Defense Transportation Tracking System (DTTS) and for two-way communications devices to provide truck status changes, and emergency situation notification.

258. **Sealift Enhancement Program.** Special equipment and modifications which adapt merchant-type dry cargo ships and tankers to specific military missions. They are typically installed on Ready Reserve Force (RRF) ships or ships under MSC control. Sealift enhancements fall into three categories: productivity, survivability, and operational enhancements.

259. **Sea Port of Embarkation (SPOE**). An authorized point of departure from a foreign country or the United States located at a water port.

260. **SEAVAN.** See Container.

261. **Secure Holding Area.** Assistance provided by an installation, to a carrier's vehicle transporting sensitive or classified cargo that arrives after hours or at the discretion of an installation commander, to a vehicle in transit when no emergency exists. The installation commander must make the same kinds of determinations as for "safe haven" or "refuge."

262. **Security Classification.** A category to which national security information and material is assigned to denote the degree of damage that unauthorized disclosure of which could cause national defense or foreign relations of the United States and to denote the degree of protection required. There are three such categories:

a. TOP SECRET -- National security information or material which requires the highest degree of protection and the unauthorized disclosure could cause exceptionally grave damage to the national security.

b. SECRET -- National security information or material which requires a substantial degree of protection and the unauthorized disclosure could cause serious damage to the national security.

c. CONFIDENTIAL -- National security information or material which requires protection and the unauthorized disclosure could cause damage to the national security.

263. **Security Escort Vehicle Service (SE).** A Transportation Protective Service which requires carrier to provide two unarmed drivers riding in a single escort vehicle to maintain constant surveillance of a vehicle containing a shipment of Category I material for the purpose of obtaining law enforcement or other emergency.

264. **Selected Reserve.** Reservists in a drill pay status attached to Reserve Units or in specific mobilization billets. Mobilize as a unit at their active duty gaining command.

265. **Sensitive Cargo/Material.** Arms, ammunition, and explosives (AA&E) that are a definite threat to public safety and can be used by militant, revolutionary, criminal, or other elements for civil disturbances, domestic unrest, or criminal actions. See Protected Cargo.

266. **Sensitive Material.** Sensitive, conventional AA&E as defined in DoD 5100.76-M, Physical Security of Sensitive Conventional Arms, Ammunition, and Explosives.

267. **Service Failure.** Carrier non-compliance with applicable tenders, tariffs, contracts, laws, regulations, GBL instructions, or commitments to the shipper(s).

268. **Service-Unique.** Equipment, operations, and resources that are specific to individual DoD Component commands.

269. **Shipment Container.** A receptacle of sufficient strength, by reason of material, design, and construction, to be shipped safely without further packing (e.g., wooden boxes or crates, fiber and metal drums, and corrugated and solid fiberboard boxes).

270. **Shipment Planning.** Concurrent or coordinated decisions between the warehousing, consolidating, packing, and transporting functions of shipping activities as to the composition of shipment units and their method of transportation.

271. **Shipment Unit (SU).** One or more items of compatible commodities or items assembled into one unit which becomes the basic entity for control throughout the transportation cycle.

272. **Shipper.** A Service or agency activity (including the contract administration or purchasing office for vendors) or vendor that originates shipments. The functions performed include planning, assembling, consolidating, documenting, and arranging material movement.

273. **Shippers Export Declaration.** A form (Commerce Form 7525-V) which exporters are required to complete according to U.S. Department of Commerce regulations. It is filed with the U.S. Customs Office at the port of export and is used for statistical purposes.

274. **Shipping/Item Discrepancies.** Any variation in quantity or condition of goods received from that shown on the covering authorized shipping documents, purchase orders, or other authorized shipping document. This includes lost or damaged parcel post shipments or other discrepancies not the result of a transportation error.

275. **Shortage.** The condition that exists when the number of pieces of freight (packaged or loose) received is less than the number recorded on the applicable bill of lading or governing document.

276. **Short Ton (STON)(S/T).** A Short Ton equals 2,000 pounds. (See Ton.)

277. **Signature Tally (ST).** A written record designed to provide continuous accountability and custody of a shipment from point of pickup to delivery to consignee.

278. **Single Manager.** A military department or agency designated by the Secretary of Defense to be responsible for management of specified commodities or common-Service activities on a DoD-wide basis.

279. **Single Point of Contact.** For definition of single point of contact to customer and industry, see DTR, Part I, Chapter 101, paragraphs C.6.f. and C.7.g.

280. **Soft-Sided Trailers.** Commercial trailers which are typically 40'1 x 8'w x 8.5'h and which differ from other trailers only in that the sides are flexible and/or made of water and fire resistant material.

281. **Space Available Traffic.** Passenger and cargo traffic eligible for space which is surplus after all space-required traffic has been accommodated.

282. **Space Available Travel.** The specific program of travel authorized by DoD 4515.13-R, allowing authorized passengers to occupy DoD aircraft seats which are surplus after all space-required passengers have been accommodated.

283. **Space Required Traffic.** Mission essential traffic as identified in DoD 4515.13-R, Air Transportation Eligibility.

284. **Space Required Travel.** Mission essential traffic as identified in Chapters 2, 3, 4, 5, and 8 of DoD 4515.13R.

285. **Special Air Mission (SAM).** Presidential-directed special missions.

286. **Special Assignment Airlift.** All domestic requirements and those requiring special

pickup or delivery by AMC at points other than those within the established AMC route pattern, or requirements for movement within this pattern that require special consideration because of the number of passengers involved, the weight or size of the cargo, or other special factors.

287. **Special Assignment Airlift Mission (SAAM**). A mission performing special assignment airlift. SAAM is defined as airlift requirements for special pickup or delivery by AMC at points other than established AMC routes, and which 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.

288. **Special Defense Use of Public Highways.** Any Defense-related use of public highways, bridges, and tunnels (including toll facilities) exceeding legal limitations, functional traffic capacity, or other design limitation; or which presents unusual hazards to other users; or which requires unusual routing or priority of military vehicles or cargo, or military vehicles in convoy.

289. **Special Movement.** A vehicle movement that includes oversize or overweight vehicles, explosives, or other dangerous articles and has a requirement for en route logistic support.

290. **Special Train Service.** The expedited movement of rail cars in unscheduled service between specified points under special arrangements with the AAR.

291. **Sponsoring Service.** DoD Component which validates initial requirements and is sponsoring a particular activity, movement, or operation.

292. **Standing Route Order (SRO).** A route order issued which covers repetitive movements (two or more shipments per month) of specific items between points in CONUS or intra-theater by any mode of transportation when the origin, destination, commodity(ies), and frequency of shipments constitute a repetitive traffic pattern. Also see Guaranteed Traffic.

293. **State Movement Control Center (SMCC).** Agency, assigned to the state area command, that manages military use of the CONUS civil highway system.

294. **Status of Forces Agreement (SOFA).** A formal agreement between the U.S. and the government of a country delineating the relationship of U.S. military forces stationed in that country.

295. **Stop-Off.** An authorized stop to load or off-load partial shipments.

296. **Storage.** A shipment held in a carrier's custody or stored by the carrier in a public or licensed warehouse at the request of the consignee.

297. **Strategic Transportation.** Movement between theaters or between the CONUS and a theater.

298. **Stuffing/Stowing.** Packing or containerizing cargo or household goods into a container.

299. **Supercargo.** Those unit personnel assigned to the vessel during transit to perform duties associated with maintenance and security of embarked equipment.

300. **Supported Service or Agency.** Military services or agency whose cargo/passengers are being moved.

301. **Sustainment.** The provision of personnel, logistic, and other support required to maintain and prolong operations or combat until successful accomplishment or revision of the mission or of the national objective.

302. **TALCE Cadre.** All personnel permanently assigned to an AMCS/AMCF/ALCS or ALCF to support airlift operations.

303. **Tally or Tally and Count.** Record of actual count of shipment pieces or containers.

304. **Tanker Airlift Control Element (TALCE)**. A provisional, deployed AMC organization established fixed, en route, and deployed locations where AMC operational support is nonexistent or insufficient. AMCI 10-202. AMC Command and Control Operations, describes TALCE operations. A TALCE provides continuing on-site management of AMC airfield operations including C2, communications, aerial port, maintenance, security, services, weather, finance, contracting and intelligence - critical elements needed to ensure a safe and efficient air base for all tanker and airlift operations. The TALCE is composed of mission support elements from various units and deploys in support of Special Assignment Airlift Mission (SAAM), Joint Airborne/Air Transportability Training (JA/ATT), tanker support, and contingency and emergency relief missions on both planned and "no notice" basis.

305. **Tariff.** A publication containing rates, rules, regulations, and charges applying to commercial/military transportation and accessorial services.

306. **Tariff Weight.** Weight standard agreed upon in tariffs.

307. **Tender.** A typed or electronic voluntary or negotiated offer by a qualified carrier to provide transportation service to the U.S. Government at specified rates or charges and submitted by the carrier to a central authority for official acceptance and authorization for use to route traffic.

308. **Theater.** A geographic area outside CONUS for which a commander has responsibility and control. Exception is U.S. Atlantic Command's area of responsibility (AOR).

309. **Theater-Assigned Transportation Assets.** Transportation assets that are assigned for combatant command to a commander of a unified or specified command other than USCINCTRANS.

310. **Theater Commander in Chief (CINC).** The commander of a unified command having responsibility and control for military operations in a designated geographical area.

311. **Through Government Bill of Lading (TGBL).** A bill of lading that is issued by a U.S. Government activity to document overseas, intermodal, through movement of cargo from initial point of origin to final destination.

312. **Time Length.** The time it takes from first vehicle in the convoy to the last vehicle to pass a given point.

313. **Ton.** A measurement of weight.

a. Long Ton (L/T) (LTON). 2,240 pounds.

b. Measurement Ton (M/T)(MTON). 40 cubic feet.

c. Metric Ton (M.T.). 1,000 kilograms (2,204.6 pounds).

d. Short Ton (S/T) (STON). 2,000 pounds.

314. **Traceable Means.** A transportation service that provides accountability for a shipment.

315. **Tracing.** Action to determine the location of a shipment.

316. **Traffic.** Cargo, mail, passengers, patients, security courier material, accompanied baggage, and human remains. Outbound traffic is that which originates in the CONUS and is destined for an area outside of CONUS. Inbound traffic is that which originates outside of CONUS and is destined to or moving in the general direction of the CONUS.

317. **Traffic Management.** The direction, control and supervision of all functions incident to the procurement and use of cargo, passenger and personal property transportation services (including rail, highway, air, sea, pipeline, inland waterway, coastal, intercostal carriers, and organic assets).

318. **Trail Element.** The last element of a convoy. It is generally composed of personnel and equipment which provide maintenance, medical, and engineering support to the convoy.

319. **Transportation Account Code (TAC).** A four-digit code by which the appropriate Service, agency, or contractor identifies the account to be charged for transportation. (See DoD 4500.32-R, Volume II)

320. **Transportation Agent.** Individual designated by orders to assume responsibilities of the Transportation Officer. These responsibilities may include administering and/or signing contracts and other documentation which would normally require the signature of the TO; and performing service-unique procedures, etc.

321. **Transportation Component Command (TCC).** Subordinate command of United States

Transportation Command (USTRANSCOM) and under combatant command of USCINCTRANS. TCCs currently are Military Traffic Management Command (MTMC), Military Sealift Command (MSC), and Air Mobility Command (AMC).

322. **Transportation Control Number (TCN).** A 17-position number assigned to control a shipment throughout the transportation cycle of the DTS.

323. **Transportation Discrepancies.** Any deviations of shipment received, i.e., quantity, condition, documentation, or deficiencies.

324. **Transportation Discrepancy Report.** Standard Form (SF) 361 used to report loss and damage to material.

325. **Transportation Officer (TO)**. Person(s) designated or appointed to perform traffic management functions. The official at an activity that is appointed as Installation Transportation Officer (ITO), Traffic Manager (TM), Traffic Management Officer (TMO), Passenger Transportation Officer (PTO), Movement Control Team (MCT), or Branch Movement Control Team (BMCT).

326. **Transportation Priority.** A number assigned to a shipment that establishes its movement precedence by air, land, or sea within the DTS.

327. **Transportation Protective Service (TPS).** A commercial carrier service performed according to DoD standards that provides in-transit physical security for shipments of SECRET, CONFIDENTIAL, or sensitive material.

328. **Transshipment Point**. Point where the responsibility for an in-transit shipment is transferred from one mode or conveyance to another for further transportation to the consignee.

329. **Trip Leased.** A vehicle lease of 30 days or less in duration between a carrier and a leasing agent involving the power unit of a vehicle.

330. **Truck-Away Service.** A method of transporting vehicles, including other than self-propelled vehicles, whereby the vehicles are loaded into or upon carrier's equipment.

331. **Truckload.** A quantity of cargo required for the application of a truckload rate. Also, a motor vehicle loaded to its carrying capacity.

332. **Unconstrained Environment.** Transportation assets are in sufficient supply to support all lift requirements.

333. **Uniform Freight Classification.** A rail tariff containing freight descriptions of a specific or general nature under which all commodities moving in rail cargo service are "rated" or "classed."

334. **Uniform Materiel Movement and Issue Priority System (UMMIPS).** DoD Directive 4410.6, Chapter 5, Part F, specifies incremental time standards for requisition, issue, and movement of materiel for DoD. The time standards apply to all transportation modes in peace and war and vary according to the priority and ultimate destination of the shipment.

335. **Uniformed Services.** The Army, Navy, Air Force, Marine Corps, Coast Guard, National Oceanic and Atmospheric Administration, and Public Health Service.

336. **Unit Line Number (ULN).** A seven-character, alphanumeric field which uniquely describes a unit entry (line) in a Joint Operation Planning and Execution System time-phased force and deployment data.

337. **Unit Movement Data (UMD).** A collection of movement information that pertains to a unit move. Generally includes, but is not limited to, all data associated with a unit equipment list (UEL) or desired equipment list (DEL). May include information such as departure dates or times, modes, carriers, etc.

338. **United States Armed Forces.** Used to denote collectively only the regular components of the Army, Navy, Air Force, Marine Corps, and Coast Guard.

339. **United States Transportation Command (USTRANSCOM).** The unified command which is the DoD single manager for sea, land, and air transportation in both peace and war. USTRANSCOM controls all DoD transportation assets except those which are Service-unique or theater-assigned.

340. **Unit Type Code (UTC).** A five character, alphanumeric code that uniquely identifies each type unit of the armed forces.

341. **Unstuffing.** Removal of cargo or household goods from container.

342. **USTRANSCOM Transportation Component Commands (TCCs).** The three component commands of USTRANSCOM: Air Force Air Mobility Command, Navy Military Sealift Command, and Army Military Traffic Management Command. Each transportation component command remains a major command of its parent Service and continues to organize, train, and equip its forces as specified by law. Each transportation component command also continues to perform Service-unique missions.

343. **Vehicle Distance.** The space between two consecutive vehicles of an organized element of a column. It is also referred to as "vehicle gap."

344. **Volume Movement Report (VMR).** Means used by TO or other shipper to inform MTMC or theater CINC of cargo movement having sufficient volume and/or characteristics for potential negotiations with carrier industry for special transportation rates and service.

345. **Water Clearance Authority (WCA).** An activity which controls and monitors the flow of cargo into ocean terminals. (See Ocean Cargo Clearance Authority.)

346. **Water Port of Embarkation (WPOE).** An authorized point of departure from a foreign country or the United States located at a water port.

347. **Weight Limitation**. Limitation of weight distributed upon axle loads and spacing, and to the gross load of a vehicle, or combination thereof.

ABBREVIATIONS AND ACRONYMS

AA&E	Arms, Ammunition, and Explosives
AACG	Arrival Airfield Control Group
AAFES	Army and Air Force Exchange System
AAR	Association of American Railroads
ACA	Airlift Clearance Authority
ACC	Air Combat Command
ACL	Allowable Cabin Load
ACO	Administrative Contracting Officer
A/DACG	Arrival/Departure Airfield Control Group
ADN	International Standard for Shipment of Hazardous Goods by Highway
ADNR	International Standard for Shipment of Hazardous Goods on European Inland Waterway Systems
ADPE	Automated Data Processing Equipment
ADUSD(TP)	Assistant Deputy Under Secretary of Defense for Transportation Policy
A&E	Ammunition and Explosives
AEP	Air Evacuation Patient
AFARS	Army Federal Acquisition Regulation Supplement
AFI	Air Force Instruction
AFJMAN	Air Force Joint Manual
AFR	Air Force Regulation
AFRES	Air Force Reserves
AGS	Armed Guard Service
AID	Agency for International Development
AIG	Address Indicator Group
AIS	Automated Information Systems
AIT	Automatic Identification Technology
ALCE	Airlift Control Element
ALCS	Airlift Control Squadrons
ALCF	Airlift Control Flight
ALD	Available to Load Date
ALOC	Air Line Of Communication
AMC	Air Mobility Command, Army Materiel Command
AMCCOM	Army Armaments, Munitions, and Chemical Command
AMCF	Air Mobility Control Flight
AMCM	Air Mobility Command Manual
AMCR	Air Mobility Command Regulation
AMCS	Air Mobility Control Squadron
AMD	Air Movement Designator / Asset Management Directorate
AMDF	Army Master Data File
AMEMB	American Embassy
AMO	Area Monitoring Office
AMTRAK	Registered Trademark for National Railroad Passenger Corporation

ANG	Air National Guard
ANSI	American National Standards Institute
AOs	Areas of Operation
AOC	Army Operations Center
AOR	Area of Responsibility
APO	Army Post Office
APOD	Aerial Port of Debarkation
APOE	Aerial Port of Embarkation
APS	Aerial Port Squadron
AR	Army Regulation
ARC	Air Reserve Components
ARNG	Army National Guard
ASIF	Airlift Service Industrial Fund (see DBOF-T)
ASPUR	Automated System for Processing Unit Requirements
ATAC	Abbreviated Transportation Accounting Classification
ATCMD	Advanced Transportation Control and Movement Document
ATOC	Air Terminal Operations Center
ATT	Affiliation Training Team
AUTODIN	Automated Digital Information Network
AUTOSEVOCOM	Automatic Secure Voice Communications
BB	Breakbulk
BBL	Barrel
BMCT	Branch Movement Control Team
BRAC	Base Realignment and Closure
C2	Command and Control
C3	Command, Control, and Communications
C4	Command, Control, Communications, and Computers
C4S	Command, Control, Communication, Computer Systems
CA	Clearance Authority
CAA	Competent Authority Approval
CADS	Containerized Ammunition Distribution System
CAGE	Contractor and Government Entity
CAM	Commercial Air Movements
CAO	Contract Administration Office
CAPS	Consolidated Aerial Port System
CASREP	Casualty Reporting
CBA	Centrally Billed Accounts
CBBLS	Hundreds of Barrels
CBL	Commercial Bill of Lading
CCI	Controlled Cryptographic Items
CCN	Certification Control Number
CCP	Consolidation and Containerization Point
CDL	Commercial Driver License
CFM	CONUS Freight Management
CFR	U.S. Code Federal Regulation

CG	Center of Gravity
CHE	Container Handling Equipment
CIC	Customer Identification Code
CIM	Corporate Information Management
CIN	Cargo Increment Number
CINC	Commander in Chief
CJCS	Chairman of the Joint Chiefs of Staff
CL	Carload
CM	Committee Member(s)
CMCS	Central European Movements Control System
CMO	Convoy Movement Order
CMOS	Cargo Movement Operations Systems
CNO	Chief of Naval Operations
COCOM	Combatant Command
COE	Certificate of Equivalency
COFC	Container on Flat Car
COMJTF	Commander, Joint Task Force
COMUSJTF	Commander, U.S. Joint Task Force
CONUS	Continental United States
COP	Contingency Operation Plan
COR	Contracting Officer's Representative
CORE	Contingency Response
CORS	Cargo Out-Tum Reporting System
CP	Committee Chairperson
CPP	Carrier Performance Program
CQP	Carrier Qualification Program
CRAF	Civil Reserve Air Fleet
CRS	Commercial Reservation System
CSB	Customer Service Branch
CSRO	Contingency Standing Route Order
CS	Constant Surveillance Service / Combat Service
CSS	Combat Service Support
CTO	Commercial Travel Office
CULT	Common-User Land Transportation
CVSA	Commercial Vehicle Safety Alliance
CWT	Hundred Weight
CY	Calendar Year
DACG	Departure Airfield Control Group
DBA	Data Base Administrator
DBOF	Defense Business Operations Fund
DBOF-T	Defense Business Operations Fund-Transportation
DBSA	Deployment Brigade Support Activity
DCC	Deployment Control Center
DCMAO	Defense Contract Management Area Office
DCMC	Defense Contract Management Command

DCS	Deputy Chief of Staff / Defense Courier Service
DD	Dual Driver Protective Service
DDD	Desired Delivery Date
DDI	Department of Defense Instruction
DDN	Defense Data Network
DeCA	Defense Commissary Agency
DFAS	Defense Finance and Accounting Service
DFRIF	Defense Freight Railway Interchange Fleet
DFSC	Defense Fuel Supply Center
DIC	Document Identifier Code
DIS	Defense Intelligence Investigative Service
DISA	Defense Information Systems Agency / Data Interchange Standards Association
DLA	Defense Logistics Agency
DLAM	Defense Logistics Agency Manual
DLAR	Defense Logistics Agency Regulation
DLMSO	Defense Logistics Management Systems Office
DMC	Defense Movement Coordinator
DN	Dual Driver with National Agency Check
DND	Canadian Department of National Defense
DOB	Date on Berth / Date of Birth
DoD	Department of Defense
DOD	Date of Delivery
DODAAC	Department of Defense Activity Address Code
DODAAD	DoD Activity Address Directory
DODD	Department of Defense Directive
DODDS	Department of Defense Dependents Schools
DODIC	Department of Defense Identification Code
DOE	Department of Energy
DOJ	Department of Justice
DOS	Department of State
DOT	Department of Transportation
DPRO	Defense Plant Representative Office
DRMO	Defense Reutilization Marketing Office
DRO	Domestic Route Order
DSAA	Defense Security Assistance Agency
DSN	Defense Switched Network
DSR	Defense Subsistence Region
DTAV	Department of Defense Total Asset Visibility
DTC	Delivery Term Code
DTEDI	Defense Transportation Electronic Data Interchange
DTO	Division Transportation Officer
DTPS	Defense Transportation Payment System
DTR	Defense Transportation Regulation
DTRANSEDI	Department of Defense Transportation Electronic Data Interchange

DTS	Defense Transportation System
DTSCC	Defense Transportation Systems Coordination Committee
DTTS	Defense Transportation Tracking System
DWASP	Depot Warehousing and Supply
DWT	Deadweight Tonnage
EAD	Earliest Arrival Date
EC	Electronic Commerce
EDI	Electronic Data Interchange
EDOB	Estimated Date on Berth
EDOD	Estimated Date of Delivery
EMBO	Embarkation Officer
EML	Environmental and Morale Leave
EOD	Explosive Ordnance Disposal
ERL	Expected Receipt Listing
ERO	Engine Running Onload/Offload
ETA	Estimated Time of Arrival
ETADS	Enhanced Transportation Automated Data System
ETD	Estimated Time of Departure
ETMP	Emergency Traffic Management Plan
ETR	Export Traffic Release
ETRR	Export Traffic Release Request
FAA	Federal Aviation Administration
FAD	Force Activity Designator
FAK	Freight All Kinds
FAR	Federal Acquisition Regulation
FAW	Front Axle Weight
FAX	Facsimile
FCG	Foreign Clearance Guide
FCGS	Freight Classification Guide System
FDT	First Destination Transportation
FEDEX	Federal Express
FEMA	Federal Emergency Management Agency
FF	Freight Forwarder
FINS	Freight Information System
FMS	Foreign Military Sales
FOB	Free-on-Board
FOH	Front Overhang
FOIA	Freedom of Information Act
FOL	Forward Operating Location
FORSCOM	U.S. Army Forces Command
FOUO	For Official Use Only
FPO	Fleet Post Office
FRN	Force Requirement Number
FSS	Fast Sealift Ship
FTS	Federal Telecommunications System

FY	Fiscal Year
GAA	General Agency Agreement
GBL	Government Bill of Lading
GBLOC	Government Bill of Lading Office Code
GCCC	General Charter Coach Certificate
GEOLOC	Geographic Location Code
GMT	Greenwich Mean/Meridian Time
GO/CO	Government Owned/Contractor Operated
GPS	Global Positioning System
GS	Greater Security
GSA	General Services Administration
GT	Guaranteed Traffic
GTN	Global Transportation Network
GTR	Government Transportation Request
GTS	Government Travel Service
GWT	Gross Weight (pounds)
HA	Humanitarian Assistance
HAP	Humanitarian Assistance Program
HAZCOM	Hazardous Commodity / Hazard Communication
HAZMAT	Hazardous Material
HMIS	Hazardous Materials Information System
HQ	Headquarters
HRA	Humanitarian and Refugee Affairs
IAP	International Airport
IATA	International Air Transport Association
IAW	Intermediate Axle Weights
IBS	Integrated Booking System
ICAO	International Civil Aviation Organization
ICC	Interstate Commerce Commission
ICP	Inventory Control Point
IDO	Installation Deployment Officer
IFR	Instrument Flight Rules
IMDG	International Maritime Dangerous Goods
IMDGC	International Maritime Dangerous Goods Code
IMO	Installation Mobility Officer
INMARSAT	International Maritime Satellite
IOC	Industrial Operations Command
IP	Internet Protocol
IPD	Issue Priority Designator
IRA	Interface Requirements Agreement
IRO	International Route Order
ISARC	Installation Shipping and Receiving Capability
ISO	International Standards Organization
ISSA	Inter-Service Support Agreement
ISU	Internal Airlift and Helicoptor Slingable Units

ITO	Installation Transportation Officer (TMO), Installation Transportation Office, Invitational Travel Order
ITV	In-Transit Visibility
JA/ATT	Joint Airborne and Air Transportability Training
JCCA	Joint Container Control Activity
JCCO	Joint Container Control Office
JCS	Joint Chiefs of Staff
JDGACP	Joint Department of Defense (DoD)/General Services Administration (GSA) Astray Cargo Program
JFC	Joint Force Commander
JFTR	Joint Federal Travel Regulation
JHCS	Joint Hazardous Certification System
JI	Joint Inspections
JLOTS	Joint Logistics Over the Shore
JLSC	Joint Logistics System Center
JMAFC	Joint Military Astray Freight Committee
JMAFP	Joint Military Astray Freight Program
JMC	Joint Movement Center
JMTCA	Joint Munitions Transportation Coordinating Activity
JOPES	Joint Operation Planning and Execution System
JSPS	Joint Strategic Planning System
JTB	Joint Transportation Board
JTCC	Joint Transportation CIM Center
JTF	Joint Task Force
JTR	Joint Travel Regulation
JUSMAG	Joint United States Military Advisory Group
kg	kilogram
km	kilometer
LAD	Latest Arrival Date
LAW	Front Axle Weight
lbs	pounds
LCL	Less-Than-Car-Load
LIC	Low-Intensity Conflict
LMSR	Large Medium Speed RO/RO
LOC	Lines of Communication
LOGMARS	Logistics Applications of Automated Marking and Reading Symbol
LOGREQ	Logistics Requirements
LOPA	Local Payment of Airlines
LOTS	Logistics Over the Shore
LRU	Less-Than-Release Unit
LT, LTON, L/T	Long Ton
LTL	Less-Than-Truckload
MA	Marshalling Area
MACOM/MAJCOM	Major Command
MAIN	Military Authorization Identification Number

MAP	Military Assistance Program
MAPAD	Military Assistance Program Address Directory
MARAD	Maritime Administration
MARFORRES	Marine Forces Reserve
MATA	Military Air Transportation Agreement
MBA	Military Bus Agreement
MBBLs	Thousands of Barrels
MCC	Movement Control Center
MCO	Marine Corps Order
MCT	Movement Control Team
MEPS	Military Entrance Processing Stations
METS	Mechanized Export Traffic System
MFC	Mobility Force Commander
MHE	Materiel Handling Equipment
MI	Military Impedimenta
MICOM	Missile Command
MILVAN	Military Van
MILSTAMP	Military Standard Transportation and Movement Procedures
MILSTD	Military Standard
MILSTRIP	Military Standard Requisitioning and Issue Procedures
MIPR	Military Interdepartmental Purchase Request
MLM	Mail-Like Material
MO	Mobility Officer
MOA	Memorandum of Agreement
MOBCON	Mobilization Movement Control Program
MOM	Military Official Mail
MOU	Memorandum of Understanding
MOV	Military-Owned Vehicle
MRA	Military Rail Agreement
MRO	Military Route Order
MS	Motor Surveillance Service
MSA	Military Support Activity
MSC	Military Sealift Command
MSE	Mission Support Element
MSG	Message
MSL	Military Shipping Label
MST	Mission Support Team
MT	Metric Ton
M/T, MTON	Measurement Ton
MTMC	Military Traffic Management Command
MTMCTEA	Miltary Traffic Management Command, Transportation Engineering Agency
MTMP	Munitions Transportation Management Program
MTO	Motor Transport Officer
MTX	Military Traffic Expediting Service

MWR	Morale, Welfare, and Recreation
NA	National
NAC	National Agency Check
NAF	Nonappropriated Funds
NAFTA	North American Free Trade Agreement
NALC	Navy Ammunition Logistics Code
NATO	North Atlantic Treaty Organization
NAVTRANS	Naval Transportation Support Center
NAVSUPINST	Naval Supply Systems Command Instruction
NCA	National Command Authority
NCO	Noncommissioned Officer (Enlisted Personnel)
NCOIC	Noncommissioned Officer in Charge
NDRF	National Defense Reserve Fleet
NEO	Noncombant Evacuation Operations
NEQ	Net Explosive Quantity
NEW	Net Explosive Weight
NGB	National Guard Bureau
NICP	National Inventory Control Point
NISPM	National Industrial Security Program Manual
NLT	Not Later Than
NMCS	Not-Mission-Capable Supply
NMFC	National Motor Freight Classification
NMFTA	National Motor Freight Traffic Association
NOA	Notice of Availability
NOFORN	Not Releasable to Foreign Nationals
NOIBN	Not Otherwise Identified by Name
NRC	National Response Center
NRP	Non-unit Replacement Personnel
NSACSM	National Security Agency Communication Security Manual
NSACSS	National Security Agency Central Security
NSN	National Stock Number
NTSB	National Transportation Safety Board
OADUSD(TP)	Office of the Assistant Deputy Under Secretary of Defense for Transportation Policy
OAG	Official Airline Guide
OCBO	Ocean Cargo Booking Office
OCCA	Ocean Cargo Clearance Authority
OCONUS	Outside Continental United States
OIC	Officer in Charge
OMB	Office of Management and Budget
OOTW	Operations Other Than War
OPLAN	Operation Plans
OPLIFT	Opportune Lift
OPNAVINST	Operational Naval Instruction
ORM-D	Other Regulated Material-D

OSA	Operational Support Airlift
OSD	Office of the Secretary of Defense
PC	Personal Computer
PCS	Permanent Change of Station
PDS	Permanent Duty Station
PEC	Program Element Code
PIH	Poisonous by Inhalation
PIM	Pretrained Individual Manpower
PIN	Personnel Increment Number
PIP	Product Improvement Program
PLS	Palletized Load System
PM	Provost Marshall
POC	Point of Contact
POD	Port of Debarkation
POE	Port of Embarkation
POL	Petroleum, Oils, and Lubricants
POP	Performance Oriented Packaging
POV	Privately-Owned Vehicle
PP	Personal Property
PRAMS	Passenger Reservation and Manifesting System
PRC	Passenger Reservation Center
PRU	Proposed Release Unit
PS	Protective Security Service
PSA	Port Support Activity
psi	pounds per square inch
PSRO	Passenger Standing Route Order
PTO	Passenger Transportation Officer
PWR	Prepositional War Reserve
RAD	Required Availability Date
RAW	Rear Axle Weight
RC	Reserve Component
RDD	Required Delivery Date
RDL	Reference Data Line
REPSHIP	Report of Shipment
RFI	Request for Information
RFP	Request for Proposal
RG	Rail Armed Guard Service
RI	Rail Inspection Service
RIC	Reservation Identification Code Routing Identifier Code
RIN	Routing Instruction Note
ROH	Rear Overhang
RO/RO	Roll on/Roll off
ROWPU	Reverse Osmosis Water Purification Unit
RRF	Ready Reserve Force
RTD	Required Terminal Delivery Date

RTO	Rail Transportation Office
RU	Release Unit
SAAM	Special Assignment Airlift Mission
SAM	Special Air Mission
SCAC	Standard Carrier Alpha Codes
SDO	Supply Depot Operation
SDS	Standard Depot System
SDT	Second Destination Transportation
SE	Security Escort Vehicle Service
SEABEE	Sea Barge
SECDEF	Secretary of Defense
SECTRANS	Secretary of Transportation
SED	Shipper's Export Declaration
SELRES	Selected Reserve
SF	Standard Form
SICA	Secondary Item Control Activities
SIP	Shipper Information Package
SLOC	Sea Line Of Communication
SM	Satellite Motor Surveillance
SMCA	Single Manager Conventional Ammunition
SMCC	State Movement Control Center
SMO	Strategic Mobility Officer
SOFA	Status of Forces Agreement
SOLAS	Safety of Life at Sea
SOP	Standard Operating Procedures
SPLC	Standard Point Location Code
SPOD	Seaport of Debarkation
SPOE	Seaport of Embarkation
SRC	Security Risk Category
SRO	Standing Route Order
SRP	Sealift Readiness Program
SSAN	Social Security Account Number
SSCO	Shipper Service Control Office
SSS	Signature Security Service
S/T, STON	Short Ton
ST	Signature Tally
STANAG	Standardization Agreement
STARC	State Area Command
STATCO	Statistical Collection of Passenger Travel
STR	Signature and Tally Record
SU	Shipment Unit
TA	Transportation Agent
TAA	Tactical Assembly Area
TAC	Transportation Account Code / Type of Address Code
TACC	Tanker/Airlift Control Center

TALCE	Tanker Airlift Control Element
T-ACS	Auxiliary Crane Ships
TAD	Temporary Additional Duty
TALO	Theater Airlift Liaison Officer
TAT	To Accompany Troops
TC-ACCIS	Transportation Coordinator Automated Command and Control Information System
TC-AIMS II	Transportation Coordinator's Automated Information Movement System
TCC	Transportation Component Command
TCMD	Transportation Control and Movement Document
TCN	Transportation Control Number
TDR	Transportation Discrepancy Report
TDY	Temporary Duty
TERMS	Terminal Management System
TFG	Transportation Facilities Guide
TGBL	Through Government Bill of Lading
TL	Truckload
TLR	Trailer
TM	Traffic Manager
TMO	Traffic Management Officer TMO Traffic Transportation Management Office
TMS	Traffic Management System
TO	Transportation Officer
TOC	TALCE Operations Center
TOFC	Trailer on Flat Car
TP	Transportation Priority
TPA	Trading Partner Agreement
TPF	Total Package Fielding
TPFDD	Time-Phased Force and Deployment Data
TPFDL	Time-Phased Force and Deployment List
TPP	Travel Performance Period
TPS	Transportation Protective Services
TRAMS	Transportation Automated Management System
TS	Tank Surveillance Service
TSP	Transshipment Point
TRADOC	Training and Doctrine Command
TTB	Transportation Terminal Brigrade / Battalion
TTP	Trailer Transfer Point / Terminal Transportation Brigades
TTU	Transportation Terminal Unit
TWX	Teletypewriter Exchange
UFC	Uniform Freight Classification
UIC	Unit Identification Code
ULN	Unit Line Number
UMC	Unit Movement Coordinator
UMD	Unit Movement Data

UMMIPS	Uniform Materiel Movement and Issue Priority System
UMO	Unit Movement Officer
UN	United Nations
UNCAT	Uncategorized
UPS	United Parcel Service
USA	United States Army
USAF	United States Air Force
USAPPC	United States Army Publications and Printing Command
USAR	United States Army Reserve
USCG	United States Coast Guard
USCINCTRANS	Commander in Chief, U.S. Transportation Command
USEUCOM	United States European Command
USFJ	United States Forces Japan
USFK	United States Forces Korea
USMC	United States Marine Corps
USN	United States Navy
USPFO	United States Property and Fiscal Office(r)
USPS	United States Postal Service
USTRANSCOM	United States Transportation Command
USTRANSCOMR	United States Transportation Command Regulation
UTC	Unit Type Code
VLP	Vehicle Level of Processing
VMR	Volume Movement Report
WB	Wheel Base
WCA	Water Clearance Authority
WPLO	Water Port Liaison/Logistics Office
WPOD	Water Port of Debarkation
WPOE	Water Port of Embarkation
WRM	War Reserve Materiel
WTA	Water Terminal Authority
WTCA	Water Terminal Clearance Authority
ZULU	Time Zone Indicator for Universal Time

CHAPTER 301

GENERAL PROVISIONS FOR MOBILITY MOVEMENTS

A. PURPOSE

This chapter provides Department of Defense (DoD) policy, procedures, and guidance for deployment, sustainment, and redeployment of personnel, cargo, and equipment via all modes of transportation. Mobility includes passengers, cargo, and equipment moving in the Defense Transportation System (DTS) in either a constrained or unconstrained environment. Figures 301-1 and 301-2 depict chain of command and asset visibility flow for movement within the DTS.

B. APPLICABILITY

This chapter applies to all DoD Components requiring mobility movement of personnel, cargo, and equipment within the DTS.

C. POLICY

Transportation acquisition and management are essential and critical elements when mobilizing DoD resources in response to national emergencies, humanitarian operations, contingencies, and exercises. It is imperative personnel, cargo, and equipment be transported and deployed expeditiously using uniform procedures to reinforce and sustain deployed units.

D. INDIVIDUAL MISSIONS, ROLES, AND RESPONSIBILITIES

Missions, roles, and responsibilities are detailed in Part I, Chapter 101, paragraph C.

E. PLANNING CONSIDERATIONS FOR DEPLOYMENT, SUSTAINMENT, AND REDEPLOYMENT

1. General. Strategic mobility is the capability to deploy, sustain, and redeploy military forces worldwide in support of national strategy within established transportation policy, procedures, and asset constraints. (See FM 55-65, Strategic Deployment.) The DTS supports movement of personnel, cargo, and equipment during the three phases of mobility (deployment, sustainment, and redeployment). It is an integral part of the total U.S. transportation system and involves procedures, resources, and interrelationships between DoD, federal, commercial, and non-U.S. activities to include agreements the U.S. Government has with non-U.S. activities to enter cargo into the DTS, e.g., Canada. (See Joint Pub 4-01.3, Joint Tactics, Techniques, and Procedures for Movement Control; and FM 100-5, Operations.) The following information may apply to all phases of mobility.

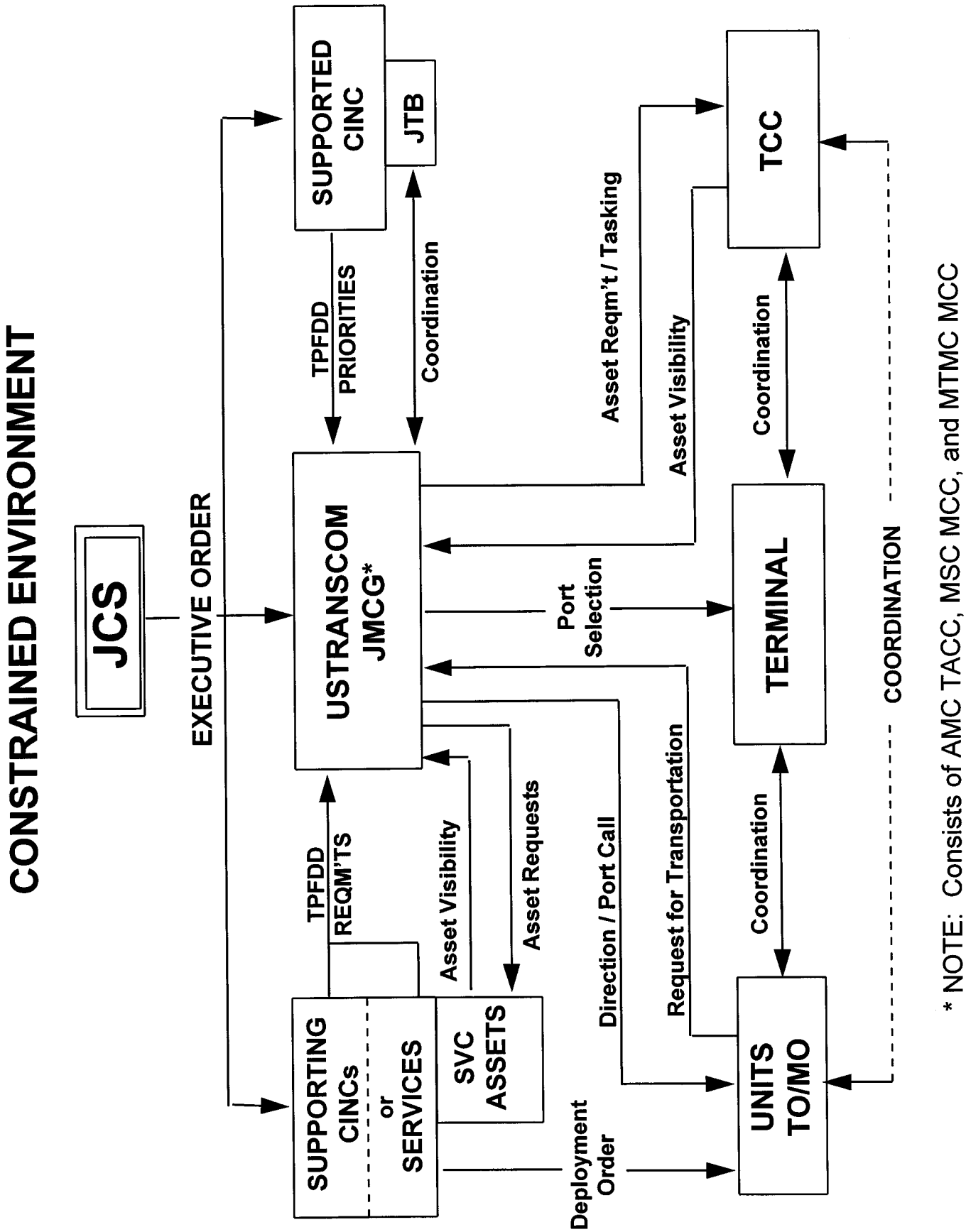


Figure 301-1. Constrained Environment

a. Transportation Assets for Mobility.

(1) Airlift. The two sources for air transport assets, military and civil aircraft. Each has various transport restrictions based on the dimensions, weight, and shapes of the cargo to be moved.

(a) The military cargo aircraft includes C-130, C-141, C-5, C-17, KC-135, and KC-10. The majority of these aircraft use the 463L air cargo pallet system to reduce the time required to load and unload bulk air cargo. See Appendix AD for aircraft characteristics.

(b) The Civil Reserve Air Fleet (CRAF) augments organic airlift capability with civil aircraft, aircrews, and support structure during times of national emergency. The legal basis for CRAF is the U.S. Defense Production Act of 1950, which empowers the President, during a national defense emergency, to allocate industrial production and services to the Department of Defense. Airlift planners and shippers using CRAF assets must be aware of their unique characteristics. Civil aircraft transporting DoD cargo, passengers, and patients may require increased loading/unloading time and specialized Material Handling Equipment (MHE). Additionally, many CRAF assets are not configured to support 463L pallets. Unique MHE requirements for loading and unloading civil aircraft may constrain or restrict cargo loading at ports. Units should refer to load planners for specific restrictions. TACC and installations should coordinate aircraft requests to ensure the planned aircraft can be handled.

(2) Sealift. The use of commercial vessels, to include U.S. and foreign flag ships, make an important contribution to support large-scale operations. Sealift resources to support DoD Component forces include Department of Transportation (DOT) or DoD controlled vessels. The DOT Maritime Administration (MARAD) is responsible for the Ready Reserve Force (RRF). Ships available to support deployments include MSC's fast sealift ships (FSS), the afloat prepositioning force, and commercial time or voyage charter vessels. Sealift resources include military useful ships:

(a) Owned by the DoD; e.g., MSC Fast Sealift Ships (FSS).

(b) Managed for DoD but owned by the DOT Maritime Administration (MARAD; e.g., RRF).

(c) Commercial ships registered in the United States.

(d) Commercial ships registered in foreign countries. Some ships from the first two categories may have specific equipment already loaded and be afloat prepositioned in accordance with various U.S. Government policies. Most ships from these categories, however, will require time for loading and transit operations during the period of actual deployment. Commercial ships first must be chartered to initially bring them under DoD control. Based on alliances, treaties, political relationships, etc., only a small fraction of foreign registered, i.e., foreign flag, ships may be available for U.S. military use.

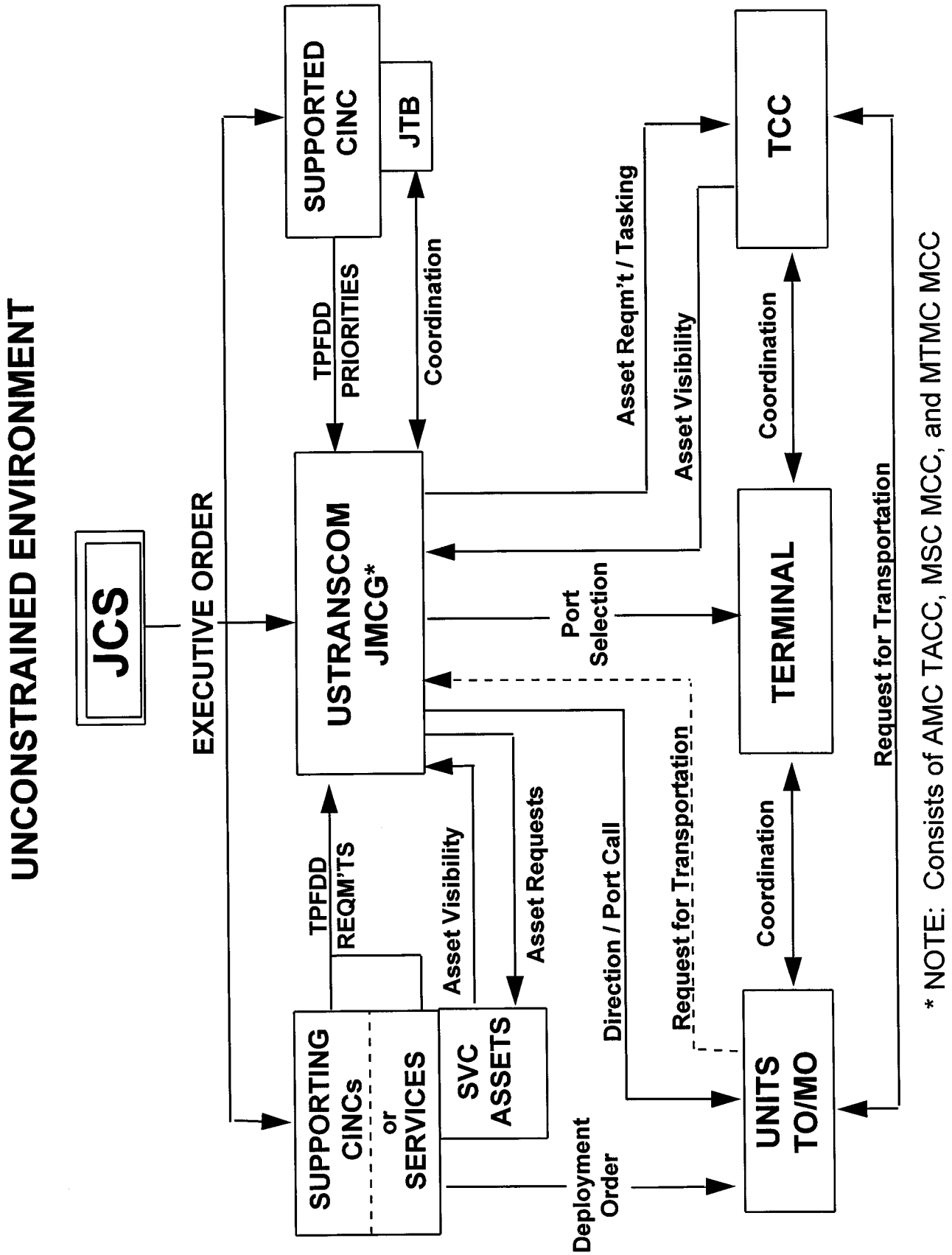


Figure 301-2. Unconstrained Environment

(3) Overland.

(a) Highway transport sources include commercial carriers with equipment for lease or hire and organic military assets of the mobilizing unit.

(b) Rail transport assets include commercially-owned and operated rail cars, plus MTMC-managed rail cars from the DFRIF.

(c) Inland waterway barge resources.

(4) Intermodal. Cargo and equipment should be identified to the maximum practical extent for possible intermodal movement (using a combination of two or more of the above modes). Containerization, the primary method used for intermodal transport, maximizes available strategic lift, provides for unit integrity, and improves closure in the event container sealift is directed.

b. Joint Operation Planning and Execution System (JOPES). JOPES is the DoD system used to conduct joint planning and operations. It establishes an ordered and comprehensive set of procedures used in both deliberate and Crisis Action Planning (CAP). Additionally, it is oriented towards solving complex strategic mobility problems associated with deploying and sustaining the force. JOPES is used by senior-level decision makers to plan, execute, and monitor deployment, employment, sustainment, and redeployment activities. It supports national, theater, and supporting organizational levels in both peacetime and in crisis.

c. Time-Phased Force and Deployment Data (TPFDD). The TPFDD provides timing, priority, and mode selection for movement of personnel, cargo, and equipment. The supported CINC determines movement priorities in the TPFDD based on transportation scheduling data in the JOPES "scheduling movements" sub-program.

(1) The mobility officer will direct movement of personnel, cargo, and equipment in accordance with TCC directives.

(2) Personnel, cargo, and equipment, not in JOPES and, therefore, not in the TPFDD, will be entered into JOPES and the DTS.

d. Data Documentation Requirements. Data (electronic and hard copy) is required to initiate, monitor, and determine billing requirements for passenger, cargo, and equipment movements. Shippers, users, and port operators must provide accurate transportation data to enhance effectiveness and efficiency of the DTS, provide in-transit visibility, and ensure proper billing. Also see FORSCOM Reg 55-2, Unit Movement Data Reporting and Systems Administration, for additional reporting guidance.

(1) All DoD sponsors of non-U.S. activities, to include agreements the U.S. Government has with non-U.S. activities on entering cargo into the DTS, e.g., Canada; must comply with paragraph d. above.

(2) Shipments excluded from MILSTAMP data documentation requirements are: coal and petroleum products shipped in bulk; Special Assignment Airlift Missions (SAAM); Marine Corps tactical unit movements by exclusive-use surface transportation under special arrangements between the Water Clearance Authority (WCA), MSC, and the Marine Corps; and annual resupply projects not entering the DTS.

(3) Unit Line Number (ULN). The seven-character, alphanumeric field which uniquely describes a unit entry in JOPES.

e. Cargo Moving Within CONUS Under Emergency Conditions. Plans for national and civil emergencies to manage specific national resources under conditions of international tension, natural and environmental disaster, and limited or general war are outlined in DTR, Part II, Cargo Movement, and AFR 75-39, AR 55-36, DLAR 3005.4, MCO 4600.19C, OPNAVINST 4600.18B; DoD Use of Domestic Civil Transportation Under Emergency Conditions. Transportation emergencies may occur under any of these conditions.

(1) USTRANSCOM, through its appropriate TCC, will issue instructions to activate emergency procedures which are not self-triggering.

(2) MTMC will provide traffic management guidance under emergency conditions. In addition, TOs may execute emergency routing authority as deemed necessary.

(3) The Department of Transportation (DOT) provides policy guidance to Federal Aviation Administration (FAA) for operational management of the DoD War Air Service Program (WASP) Air Priorities System during national emergencies. AFR 75-22, AR 59-10, DLAR 4500.18, MCO P4632.9B, SECVANINST 4600.19B, addresses DoD specific regulations guidance. WASP applies worldwide and provides for control of all DoD air traffic moved on U.S.-owned civil aircraft. (For additional information, see AFR 75-22, AR 59-10, DLAR 4500.18, MCO P 4632.9B, OPNAVINST 4600.19B, Air Transportation, DoD Use of Commercial Air Transportation Under the War Air Service Program.). The WASP provides for maintenance of essential civil air routes and devices. It also provides for distribution and redistribution of air carrier aircraft among civil air transport carriers after withdrawal of aircraft allocated to the Civil Reserve Air Fleet (CRAF). In a national security situation, the FAA has emergency claimancy responsibility to support the nation's total civil air transportation system including air carrier and general aviation.

(4) Embargoes and permits are control devices used to manage transportation resources under emergency conditions. For further information on traffic management under emergency conditions, see DTR, Part II, Cargo Movement.

f. Non-Unit Resupply.

(1) TO will determine routing and mode selection using best value principles consistent with DoD Component logistic policies, customer requirements, and/or Uniform Materiel Movement and Issue Priority System (UMMIPS) time standards.

(a) Time-definite delivery and efficient routing will eliminate unnecessary handling and movement of cargo and equipment prior to shipment.

(b) Mode selection is based on the best value for the customer or activity paying for movement. Selection criteria will consider billing costs as well as actual cost of services.

(2) When it is determined military or military-contracted transportation cannot meet customer requirements, all efforts to procure commercial transportation will be in accordance with national defense transportation policy. Commercial and military assets will not be dual committed.

g. Cargo Movements.

(1) Air Clearance Authorities (ACAs), Container Consolidation Points (CCPS), and Ocean Clearance Authorities (OCAs) or Customer Service Branches (CSBs) are designated as the focal points for tracking, tracing, expediting (green sheeting), and diversion of cargo currently in the DTS.

(2) When moving oversized or overweight cargo by commercial carrier, the cognizant TO is responsible for ensuring the commercial carrier is aware of excess weight and/or length requirements. The commercial carrier is responsible for obtaining all applicable local, state, and national or host-nation permits. Units using military-owned vehicles (MOVs) are required to obtain all permits necessary for convoy or motor shipments. When moving hazardous or dangerous cargo by commercial carrier, the cognizant TO must ensure all applicable local, state, national, international, or host nation permits are obtained and applicable procedures followed. (See Appendices AC, AR, and AV.)

(3) TOs and MOs will not free-flow cargo and/or equipment into aerial ports of embarkation (APOEs), seaports of embarkation (SPOEs), or channel hubs without prior clearance.

(4) Provisions of Chapter 204 of the DTR, Part II, remain in effect during mobility operations when moving hazardous material (HAZMAT), classified and sensitive cargo.

(a) The unit will provide the TO/MO information verifying arms, ammunition, explosives, and other hazardous materials are properly classified, packaged, marked, labeled and documented in accordance with applicable directives, i.e., Title 49, Code of Federal Regulations (CFR); International Maritime Dangerous Goods Codes (IMDGC); AFJM 24-204, DLAM 4145.3, MCO P4030.19F, NAVSUP Pub 505, TM 38-250, Preparing Hazardous Material for Military Air Shipments; NATO Standardization Agreements (STANAGs); International Air Transport Association (IATA); and/or International Civil Aviation Organization (ICAO).

(b) TOs or MOs arranging shipment of arms, ammunition, explosives, and other hazardous material will ensure compliance with local, state, and federal laws, DoD regulations, and United Nations standards. Additionally, for overseas movement Status of Forces Agreements (SOFA), DoD Foreign Clearance Guide (FCG), and Host Nation requirements for shipments into, through, or over foreign nations will be complied with. USTRANSCOM will provide information to DoD Components for all special foreign nation requirements, not identified in the FCG. The Joint Mobility Control Group will serve as USTRANSCOM's POC for information concerning special certification requirements.

(c) The owning unit will provide escorts, coordinate clearances, and identify security requirements needed for movement of classified or sensitive cargo to POEs.

(d) Port operators will provide or coordinate for security and obtain clearance for onward movement of non-unit classified or sensitive cargo.

(5) MHE, Containers, and 463L Assets. Units are responsible for identifying pallets, nets, containers, and other special equipment requirements to the TO or MO. DoD 4500.9-R-1 (Volumes I and II) provides specific procedures for management and authorized use of DoD intermodal container system and 463L assets.

(6) Opportune Lift (OPLIFT). OPLIFT capability is space via air or surface modes which may be available for use after planned requirements are met. Units are encouraged to use or release excess space aboard aircraft, ships, or other transportation assets to move passengers, cargo, and equipment. The addition of cargo and passengers must be authorized before opportune lift can be offered. Billing for OPLIFT is in accordance with published notes.

h. Passenger Movements. TOs/MOs have overall responsibility for arranging travel of mobilized units/nonunits located within their area of responsibility to designated POEs. Units will submit complete passenger manifests to the supporting TO. Clearance requirements for overseas movements will be either as stipulated in the DoD Foreign Clearance Guide or as directed by the supported CINC. TOs/MOs will ensure passengers meet entry requirements and have appropriate documentation. Provisions of Chapter 302 are applicable in the deployment, sustainment, and redeployment of units and individuals.

i. Reporting Requirements.

(1) To maximum extent possible, reporting requirements will be met by automated passenger and cargo movement systems.

(2) ITV provides movement visibility of unit personnel, cargo, and equipment. ITV reporting gathers, maintains, and distributes information on location, status of movement, and availability of unit personnel, cargo, and equipment. ITV is a key factor in managing defense transportation efficiently during peacetime and wartime contingencies.

(3) Primary contributors to data quality are activities generating initial passenger, cargo, and equipment manifest data. Units initiating movement requirements are responsible for providing all MILSTAMP documentation to establish ITV when moving within a channel.

(4) Port calls are used to notify deploying units and/or individuals to report to the POE for onward movement. These notices will designate POE, specify reporting date and time, and identify carrier and mission number, if applicable.

NOTE: No DoD Agency will place system-specific data requirements on another agency or component which exceed current automated capabilities.

j. Reception and Onward Movement. Reception is the supported combatant commander's responsibility. Duties generally include health, welfare, and life support of arriving forces and for assisting with their onward movement. In accordance with FM 55-10, Movement Control in Theater of Operations, movement control units coordinate onward movement to ensure a smooth flow of personnel, equipment, and supplies through PODs and Lines of Communication. Unit personnel should arrive at APOD to coincide with equipment draw.

(1) Planning must focus on moving units through PODs without delay. Marshalling areas are planned to allow rapid clearing of PODs and make staging areas available for off-loading. This reduces port congestion, thus reducing potential for work slowdowns or stoppages in discharge operations.

(2) Theater based reception begins with arrival of forces and their sustainment at POD. The primary challenge of this process is port clearance. Except in the case of forcible entry, port opening forces should precede arrival of combat forces. (See FM 55-60, Army Terminal Operations.) Other CS and CSS forces may either precede or arrive concurrently with combat forces to conduct force reception and onward movement operations, establish theater distribution infrastructure, or to conduct security operations.

k. Human Remains. Human remains will normally be moved in accordance with DTR, Part I, Passenger Movement. Theater/contingency commanders will determine type of transportation to meet requirements and expedite movement of human remains. Human remains will not be off-loaded from transportation assets at en route stations, except as a military necessity or to expedite onward movement of the human remains.

(1) Movement by aircraft under DoD-control. Each responsible activity must include the following information in its departure message: name, grade (if applicable), escort (if applicable), CONUS destination, and mode of onward transportation desired. AFJMAN 24-30, NAVFAC P-1056, NAVMC 2753, TB 55-45, Certification of Military Equipment for Transport in AMC/CRAF Aircraft, provides detailed guidance.

(2) Movement by commercial airlift. Activity making travel arrangements notifies the military installation nearest en route or arrival point. Each en route installation apprises all later en route points and arrival point of any change in itinerary.

(3) Include as information addressees on the message when travel is sponsored by:

(a) Army. Chief of Staff, USA; Chief, Casualty Branch, DA (AGPB-CN); Chief, Support Division, DA-1; Commanding General of each CONUS Army; and commander of each major overseas command in whose area of responsibility the final destination and each intermediate landing point are located.

(b) Navy. Chief of Naval Personnel.

(c) Air Force. Chief of Staff (CSAF/STPLA and CSAF/SSSKC).

(d) Marine Corps. Commandant of the Marine Corps (Code DN).

(4) Theater CINCs will establish policies on movement of mass casualties.

(5) Reference DTR, Part I, and applicable Service regulations for additional information concerning movement of human remains.

l. Operations Other Than War (OOTW). OOTW includes, but is not limited to, humanitarian, peacekeeping, and evacuation operations. (See FM 100-23, Peacekeeping Operations.) In most cases, taskings are routed via the Joint Chiefs of Staff to the appropriate unified CINC. These operations can vary widely in scope and purpose and may cross Service, national, and geographical lines. During OOTW, DTS documentation requirements do not change. When DoD transportation assets are used to support OOTW missions, pertinent joint publications, DoD regulations, unified command regulations, command-to-command agreements, and if applicable, memoranda of understanding (MOUs) with the Departments of State or Health and Human Services will specify DoD's role. Additional implementing guidance may be contained in Operations Plans (OPLANS), Operations Plan in Concept Format (CONPLANS), or execution orders.

(1) Humanitarian cargo moving in the DTS usually is not considered DoD cargo. However, all approved movements will be documented in accordance with DoD 4500.32-R (MILSTAMP), Volume I, Chapter 2, and will comply with guidance as found in Appendix AX, herein.

(2) Prior to entry into DTS, shippers must obtain movement authorization from Assistant Deputy Under Secretary of Defense for Transportation Policy (ADUSD/TP), and moved in accordance with DoD 4500.32-R (MILSTAMP) Volume I, Chapter 2.

m. Noncombatant Evacuation Operations (NEO). After the state department has authorized NEO operations, senior U.S. military on-scene commanders can initiate NEO any time it is deemed critical to remove civilians from a given area of operation. NEO must involve the U.S. Ambassador, working in close coordination with host nation to minimize civil unrest.

Although these operations normally occur in a hostile or potentially hostile environment, they can occur during national unrest or natural disasters. NEO movements involve evacuation of U.S. nationals, designated host nation civilians, and third-country nationals, as designated by the U.S. State Department. NEO evacuation plans are published by unified commanders in coordination with current U.S. embassy policies and procedures. NEOs may require movement to a safe haven within the host nation or the withdrawal and delivery of evacuees to a safe haven outside the host nation, as designated by the senior military on-scene commander following coordination with the U.S. Embassy. (For detailed guidance, see FM 90-26, Noncombatant Evacuation Operations.)

n. Security. In coordination with other DoD activities:

(1) Individual Services will develop and administer a transportation security program to provide standardized transportation security procedures. Refer to DTR, Part II, Chapter 205, for procedures pertaining to movement of classified and sensitive shipments.

(2) Commanders are responsible for security of their units and equipment.

(3) Host installation will coordinate security within port areas.

o. Safety. Increased potential for accidents during deployment, sustainment, and redeployment operations demand extra emphasis and continuous focus by all personnel. Commanders will enforce safety requirements and when host nation and U.S. standards differ, stricter requirements prevail.

2. Deployment.

a. General. Deployment is the relocation of forces to designated areas of operations. It involves movement of personnel, initial sustainment cargo, and equipment assets from origin to theater staging areas and to final destination. Final destination is defined as the physical location where unit employment operations are conducted. TPFDD movement requirements are identified and validated for all DoD Components during the joint deliberate planning cycle for the appropriate operational plan. These requirements are prioritized by the respective theater CINCs at execution. Airlift and sealift are coordinated to synchronize the arrival of personnel, cargo, and equipment in theater. This guidance covers deployment operations from point of origin to port of debarkation and should be followed except when, in the judgment of the respective DoD Component, exceptional circumstances dictate otherwise. (Also see AFM 10-403, Operations Deployment Planning; and AFI 10-402, Operations Mobilization Planning.)

b. JOPES. Deployment operations generally begin, and are continued, through the use of JOPES. This system provides a foundation for conventional command and control by national and theater-level commanders and their staffs.

c. Passenger Movements.

(1) Deploying units must ensure all personnel meet current eligibility requirements, which may include, but are not limited to:

(a) Immunizations.

(b) Prescription medicines.

(c) Dog tags and ID card.

(d) Current DD Form 93, Record of Emergency Data.

(e) Combat arms training.

(f) Chemical warfare defense training.

(2) TOs and/or MOs will verify personnel have documentation required to effect entry into their final destination, i.e., travel orders, passport, etc.

(3) TOs are point of contact for deploying passengers via commercial transportation. DTR, Part I, Passenger Movement, provides additional information on movement of individual travelers or small units deploying via commercial air.

(a) The Commercial Ticketing Program (CTP), established by JCS (J7), is a funding source for individually-ticketed passengers moving commercially in support of JCS-directed movements.

(b) Services control funds for CTP. Deploying units will obtain CTP funding appropriation data per Service guidance.

3. Sustainment.

a. General. Sustainment is critical to the success of any mission. Sustainment is moved to theaters based on priorities of the supported combatant commander. DoD Components receive and fill requisitions to support sustainment requirements. Sources of sustainment include depot and lateral supply support activities. Unified commanders will identify theater hubs to USTRANSCOM, who will provide all supporting/unified commands and their component consolidation staging points (hubs) used for sustainment. Sustainment requisitions that are not TPFDD-programmed "push" or non-unit resupply cargo should be moved and tracked using MILSTAMP Transportation Control Number rather than JOPES deployment Unit Line Number.

b. Movement Standards. The TPFDD latest-arrival-date (LAD) at POD, the RDD, or UMMIPS are the standard for determining the success of transportation in meeting mission requirements once a channel is established to support sustainment.

c. Mode Availability. Several modes of transportation are available to support sustainment. These include: military and commercial aircraft, barge, ferry, rail, commercial and organic trucks and buses, pipeline, plus sealift via MSC charter, commercial, DOT, or Navy vessels. Land transportation outside the U.S. is usually performed under a Common-User Land Transportation (CULT) system normally managed by the U.S. Army (See paragraph 4.b. below for further information on CULT).

d. Host Nation Customs Requirements. TOs will ensure cargo transiting through foreign commercial ports complies with host nation customs requirements. Every effort should be made to route cargo shipments through to final destination versus POD. When using commercial companies, use only those which can effect host nation customs clearances.

e. Movement of Morale and Welfare Items. Morale, welfare, and gift items from individuals, private, and public organizations and DoD Morale, Welfare, and Recreational Services (MWRS) will normally be moved by the postal system. However, supported CINCs may elect to use the DTS and establish the priority for movement, in conjunction with State Department approval. USTRANSCOM will inform all supporting commands in the event consolidation points are established for movement of high priority mail and other morale items.

4. Redeployment.

a. General. As part of redeployment, supported CINCs build Time-Phased Force and Deployment Lists (TPFDLs) which provide timing, priority, routing, and mode of transportation to return forces to home station. Unit commanders must ensure all personnel, cargo, and equipment are properly prepared to meet the available-to-load date (ALD) identified in the TPFDL. Other methods of redeploying cargo and equipment and personnel not scheduled for redeployment with the main body will be accomplished through established procedures as stated in DTR, Parts I and II.

b. Common-User Land Transportation (CULT). CULT outside CONUS is usually managed by the U.S. Army. They coordinate with consignors and consignees to ensure timely surface cargo movements based on transportation priority without prejudice to owning service. This includes acquisition and management of both commercial and organic assets.

c. Customs and Agriculture Inspections. Where possible, the Military Customs Inspector, United States Customs Service, or host nation customs service will inspect cargo before loading. If preinspections are accomplished, the unit must ensure cargo is ready for inspection and clearance. Before inspection, the unit should do the following:

(1) Make an appointment for inspectors to examine cargo.

(2) Thoroughly clean all vehicles and cargo. Remove all loose ammunition and HAZMATs from vehicles.

(3) Provide customs personnel access to all cargo requiring clearance. Ensure keys and a packaging list are available for inspection.

(4) Provide any information needed to clear cargo during customs inspection.

(5) Keep customs clearance documents in permanent file.

(6) Notify customs of classified material being shipped.

(7) Prepare for customs inspections according to DoD Regulation 5030.49-R and FM 55-17.

(8) Arrange for U.S. customs clearance at first United States port of entry.

d. Host Nation Requirements. Units must coordinate with TOs to ensure movement of personnel, cargo, and equipment complies with SOFA. The SOFA also may require compliance with host nation laws and restrictions on movement of hazardous materials, weapons, military vehicles, etc.

CHAPTER 302

AIR MOVEMENT OPERATIONS

A. GENERAL

1. Purpose and Scope. This chapter supersedes AFR 76-6, FM 55-12, FMFM 4-6, OPNAVINST 4630.27A, Movements of Units in Air Force Aircraft. Text applies to training exercises, humanitarian, peacekeeping, wartime, and contingency operations across the operational spectrum. The policies outlined pertain primarily to air-land operations. Conduct of a unit air movement requires careful load planning, selection of equipment, and personnel processing. It requires marshalling transported units, departure airfield reception, cargo inspection, out-loading procedures, and the reception and disposition of forces at the off-load airfield. Planning, marshalling, and out-loading procedures for airborne operations will be conducted in accordance with FM 100-27/AFM 2-50. (Also see DEPSECDEF Policy Memo, DoD Policy on the Use of Government Aircraft and Air Travel; and AFR 76-38, AR 59-8, MCO 4630.6, OPNAVINST 4630.18E, DoD Common-User Airlift Transportation.)

2. Airlift Request Procedures. Airlift is requested via one of two separate procedures.

a. For JCS and CINC-scheduled exercises or JCS-directed deployments, airlift requirements are registered and validated in the Joint Operations Planning and Execution System (JOPES). Procedures are spelled out in Chairman, Joint Chiefs of Staff Manual (CJCSM) 3122.02 and Joint Pub 3-01.5.

b. For movement other than those addressed in paragraph 2.a., above, airlift requirements are identified via a Special Assignment Airlift Mission (SAAM) request. SAAM requests, Service validations and movement procedures will be in accordance with DTR, Parts I and II.

3. Airlift Phases. These phases cover mobilization and movement of personnel, cargo, and equipment as defined in Chapter 301, paragraph E.2. through E.4.e.

4. Missions and Functions.

a. USTRANSCOM, in conjunction with TCCs, will:

(1) Coordinate with supporting and supported commands to ensure the TPFDD is validated in advance.

(2) Ensure TPFDD requirements are scheduled for transportation from APOEs to APODs.

(3) Ensure air movement schedule changes are published and coordinated.

(4) Monitor movement status of validated deployments.

(5) Schedule airlift to move units from APOEs to APODs based on validated movement requirements.

(6) Notify all involved commands and units of their deployment schedules and type and number of airlift assets allocated against the movement requirement.

b. Unified Commands will:

(1) Provide validated movement requirements.

(2) Coordinate changes to movement requirements prior to, and following, deployment execution.

(3) Designate the Service component to perform Arrival/Departure Airfield Control Group (A/DACG) functions in joint operations.

(4) Designate an agent to act as the joint movement control group.

(5) Designate an agency to validate SAAMs within their AO.

c. Major Commands will:

(1) Ensure the parent organization or home station installation commander from which deploying units originate, organizes, equips, and trains personnel for A/DACG duties.

(2) Validate deploying unit SAAM requests to the appropriate unified command agency.

d. Host or supporting installations will:

(1) Provide A/DACG and support deploying mobility forces as requested, i.e., material handling equipment (MHE), container handling equipment (CHE), manpower, fuel, staging facilities, etc.

(2) Be the primary provider of mobility forces and MHE support when the aerial port/air terminal is the host.

(3) The host or supporting installation will be the primary provider of mobility forces when the aerial port/air terminal is operating as a tenant unit. The tenant aerial port should be consulted for MHE and technical support.

e. Mobility Forces (see "Mobility Forces" in Definitions) will consist of either a Tanker Airlift Control Element (TALCE), Mission Support Element (MSE), Mission Support Team (MST), fixed aerial port, or air terminal.

(1) Tanker Airlift Control Element. TALCE is an element of an Air Mobility Control Squadron (AMCS) or a stand-alone organization within a unified command theater of operations. As such, a TALCE may be deployed to any worldwide location where airlift command, control, and mission support is required but nonexistent. A TALCE is commanded by an officer, certified as an TALCE commander. A TALCE has a TALCE Operations Center (TOC) which serves as the focal point for deployed command, control, and communications. TALCE procedures are contained in this directive to familiarize deploying units and A/DACG with functions and assistance normally provided by a TALCE. These procedures are limited to aerial port functions (Appendix AW) of a TALCE which impact on mission planning, preparation, and execution of airlift operations. Figure 302-1 shows a typical TALCE organization. All areas shown are not required for every operation and a TALCE may include additional mission support elements (MSEs), as required. The TALCE will:

(a) Maintain operational control over Air Force airlift units and all airlift aircraft participating in an operation at the TALCE site.

(b) Coordinate all Air Force operational aspects of the airlift mission.

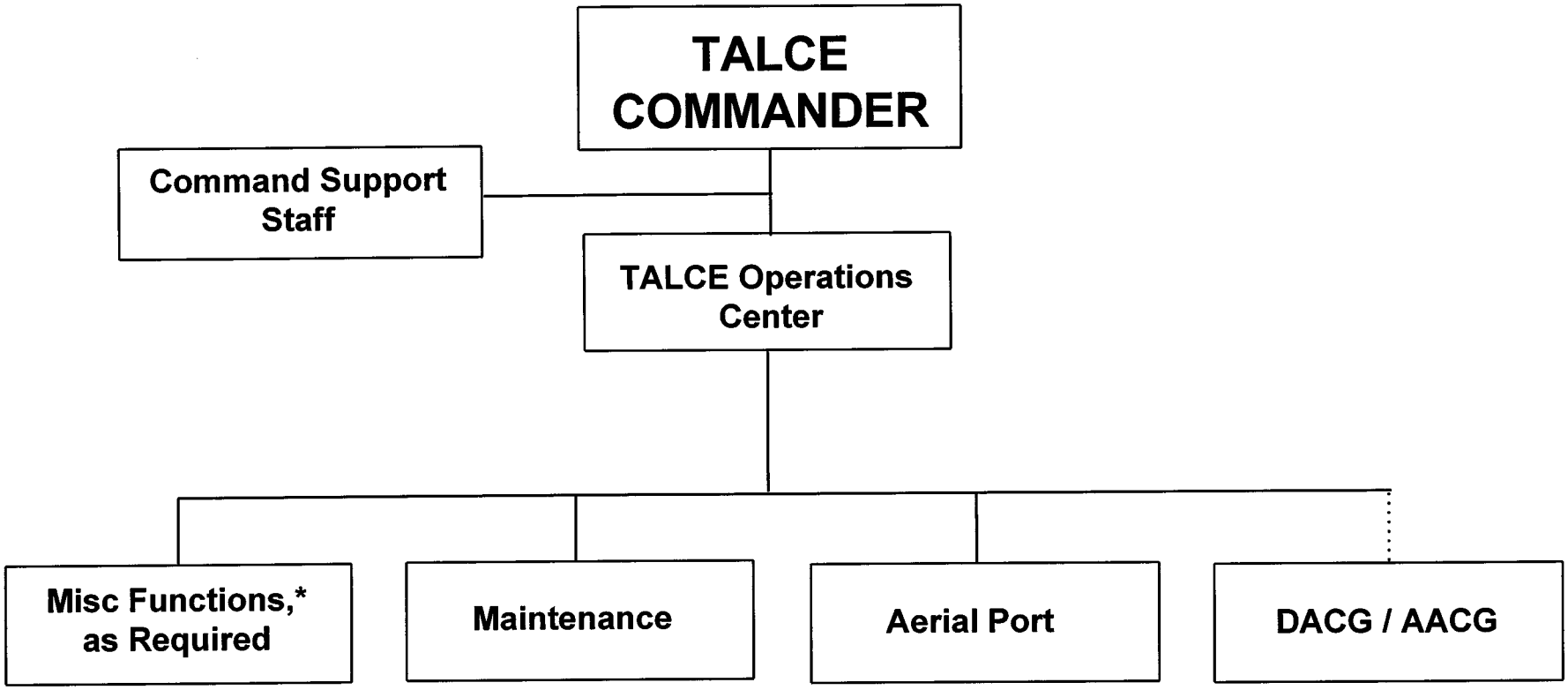
(c) Be responsible for aircraft movement control, communications, technical supervision of aircraft loading and off-loading operations, aeromedical evacuation, and marshalling of aircraft.

(d) Provide continuous liaison with all interested agencies to ensure the operation is proceeding according to plan.

(2) Mission Support Element (MSE). MSEs perform maintenance and flying safety in support of TALCEs or existing AMC/non-AMC operations throughout the world. They also provide weather, aerial port, and intelligence support. When deployed with a TALCE, the MSE is under direct command of the TALCE commander. When deployed to augment an existing operation, an MSE may be under the command of HQ AMC TACC.

(3) Mission Support Team. An MST is deployed to locations where airlift command, control, and mission support is required but nonexistent, and where a full TALCE is not required. An MST will provide air movement coordinating activities of a TALCE. An MST performs maintenance, aerial port and related support functions as required. An MST will not have a TOC; however, as an extension of airlift command and control, an MST will provide minimum command and control reporting consistent with mission requirements. An MST performs the same function as a TALCE; but is managed by an enlisted supervisor.

TANKER AIRLIFT CONTROL ELEMENT ORGANIZATION



* Weather, Flight Surgeon, Safety, Information Management, Intelligence, Combat Tactics, Combat Control, Etc.

Figure 302-1. TALCE Organization.

(4) Aerial Ports and Air Terminals. Although most aerial ports are under AMC control, there are some which are not. For a complete list of these facilities see Appendix AW.

(a) In most cases, designated aerial ports are regular or special foreign clearance bases as defined in the DoD Foreign Clearance Guide. Air terminals are facilities which function as air transportation hubs and accommodate loading and unloading of aircraft and in-transit processing of traffic. The airfield on which an air terminal is located may or may not be designated an aerial port.

(b) Focal point for aerial ports or air terminals is the Air Terminal Operations Center (ATOC). The ATOC serves as the control center for all air transportation related activities. An MSE/MST, fixed aerial port, or air terminal will have an ATOC function. The A/DACG will coordinate with the ATOC for all deploying unit requirements. ATOCs normally consist of information controllers, ramp coordinators, load planners, airlift requirements forecaster, records section, and duty officer. The ATOC will:

1 Validate all load plans, cargo, and passenger manifests, as complete and accurate.

2 Supervise load teams.

3 Provide technical assistance to airlifted unit on preparing cargo and passengers for airlift.

4 Coordinate airflow information and control airlift aircraft and any mission support load teams which may be involved.

5 In conjunction with the deploying unit and DACG, coordinate the inspection of cargo offered for airlift to ensure it is movement ready.

6 Provide appropriate MHE and operators when MHE is not organic to the unit being transported or to the airfield operator.

f. TO or MO will act as single point of contact for unit movements and movement of non-unit related personnel moved under the scope of this Publication.

g. Deploying unit will:

(1) Prepare passengers and cargo for airlift in accordance with procedures set forth in DTR, Part I, Chapter 103; and Part II, Chapter 203.

(2) Prepare and certify hazardous cargo and equipment.

(3) Prepare and certify aircraft load plans.

(4) Provide trained load teams to load, off-load, and secure cargo to aircraft.

(5) Furnish any required shoring, dunnage, and vehicle operators.

(6) Provide personnel and equipment to perform A/DACG functions as directed by their major command.

(7) Provide and operate MHE to load and unload aircraft when it is within the units capability.

UNIT MOVE RESPONSIBILITIES

The Air Force's Air Mobility Command and Services will perform following responsibilities as indicated:

UNIT MOVE FUNCTIONS	RESPONSIBLE UNIT	
	AMC Mobility Force	Services
1. Prepare cargo (weigh, mark, measure, load, secure, manifest, and compute center of gravity (CG)		X
2. Prepare passenger manifest		X
3. Prepare and certify hazardous cargo		X
4. Prepare and certify load plans		X
5. Provide load teams		X
6. Load, secure and off-load cargo		X
7. Provide shoring, dunnage and vehicle operators		X
8. Establish and operate AACG and DACG		X
9. Validate load plans	X	
10. Validate passenger manifests	X	
11. Supervise load teams	X	
12. Provide technical assistance	X	
13. Provide aircraft control	X	
14. Provide control of load teams	X	
15. Coordinate airflow information	X	
16. Provide MHE and/or CHE (see Note)	X	X
17. Provide MHE and/or CHE operators (see note)	X	X
18. Perform MHE and/or CHE maintenance (see note)	X	X
19. Perform joint inspection	X	X

NOTE: AMC will provide and operate Air Force-unique CHE/MHE that is required but beyond the capability of user to provide, e.g., K-loaders, wide-body loaders, etc.

Figure 302-2. Unit Movement Responsibilities.

(8) Request SAAM support, if required, through appropriate Service validator.

(9) Figure 302-2 summarizes unit movement responsibilities. Specific responsibilities of participating organizations and agencies are discussed in detail in the following chapters and appendixes.

h. Shipper (other than a deploying unit) will:

(1) Prepare cargo and equipment for airlift. Preparation includes weighing, marking, labeling, measuring, palletizing (when required), securing and manifesting cargo, as well as computing center of gravity, when appropriate.

(2) Prepare and certify hazardous cargo and equipment.

i. Departure Airfield Control Group (DACG). Throughout this publication references made to DACG and Arrival Airfield Control Group (AACG) include U.S. Navy (USN) and U.S. Marine Corps (USMC) embarkation organizations; U.S. Army (USA) Air Terminal Movement Control Teams; and all USAF deployment control functions. DACG should be organized as a provisional unit, with personnel and equipment resources coming from units or activities which are not required to accompany the transported force. Occasionally, the DACG may be a joint service component with representatives of the airlifted forces. Host or supporting installations will provide manpower augmentation to form a composite A/DACG. (See figure 302-3.) DACG will:

(1) Coordinate and control the out-loading of units for deployment or redeployment.

(2) Coordinate with the installation commander and the commander of the Services deploying units.

(3) Provide a liaison individual to the mobility force (normally the ATOC).

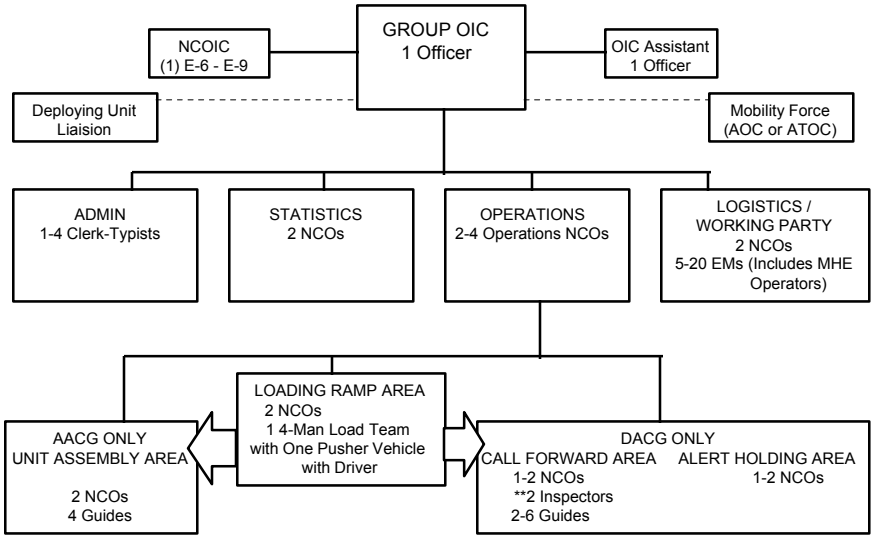
(4) When no mobility force is available, the DACG will perform those functions.

j. The major command involved in the air movement will provide the AACG. When personnel and equipment needed to accomplish the arrival function are not available at the arrival airfield, the AACG should be airlifted with the lead elements of the deploying unit. Determination of who provides the AACG will be made at the earliest practical time by the joint forces or appropriate commander responsible for deployment and/or redeployment mission. The AACG will:

(1) Operate essentially the same as the DACG, except an AACG is primarily concerned with off-loading operations. (See Appendix AA.)

(2) Pre-position at the arrival airfield, or will move to the arrival airfield in the lead elements of the transported force.

5. User Training and Certification. All personnel responsible for supervision of the out-loading must be thoroughly familiar with loading procedures applicable to the types of aircraft being used. Upon request of affiliated unit, personnel will receive formal training in air movement operations from the "Air Deployment Planning Course," U.S. Army Transportation School, Fort Eustis VA; "Aircraft Load Planning Course ALP3558," Expeditionary Warfare Training Group, Pacific, Coronado CA; or "AMC Affiliation Program Airlift Planner's Course." Similar courses also are offered by the 101st Airborne Division, 82d Airborne Division and 25th Infantry Division. The Air Force recognizes graduates of these courses as certified air load planners. Additionally, "AMC Wartime Contingency Course 335AMC2T2XX-000," McGuire AFB NJ, is available upon request to AMC for cargo movement and inspection.



* Number of load teams and total DACG/AACG personnel required will depend on the number of aircraft being loaded at any one time (Task Organized).

** Qualified to certify hazardous loads.

Figure 302-3. Typical DACG/AACG Manning Table for One, 12-hour Shift.

6. Information Security. Information pertaining to movement of units will be classified by the originator or higher authority according to DoD 5200.1-R. The unit's destination and estimated time of arrival (ETA) are CONFIDENTIAL unless otherwise classified in the warning order or movement directive. The unit's major command of assignment and shipment readiness dates are FOR OFFICIAL USE ONLY (FOUO). Unit commanders may inform unit military personnel on an FOUO basis that the unit is scheduled for deployment on or about the personnel movement readiness date.

B. DEPLOYMENT OPERATIONS

1. General. Air mobility operations involve the air transport of units, personnel, supplies, and equipment and may be conducted by any combination of force organizations. An air movement operation consists of two primary phases: the planning and preparation phase and the execution phase.

2. Planning and Preparation Phase. Movement of units by airlift demands extensive advanced planning on the part of the unit being moved. A primary objective must be to minimize the time a unit being moved is non-operational. Planning is required for the grouping of personnel and material into the most effective loads, the orderly movement to and from unit areas, and for the efficient management of the loading and off-loading of aircraft. Planning, supervising, and controlling of operations are accomplished by mobility forces, A/DACGs and deploying organizations. The five functional areas of planning and preparation phase are: Mission Guidance, Initial Planning, Joint Planning, Preparation for Movement, and Final Coordination.

a. Mission Guidance. The deploying unit commander and all supporting forces require the following information to prepare for an airlift operation: mission, force, location of departure airfield and arrival airfield, departure date, projected closure time, liaison (including the names, locations, telephone number of the deploying unit commander(s) and commanders of A/DACG, mobility forces and other supporting activities), and coordinated time and location of the joint planning conference.

b. Initial Planning. Actions necessary to prepare the deploying unit and support elements to participate in the joint planning conference are as follows:

(1) Deployment planners and/or deploying unit will:

(a) Identify and prioritize the number of personnel and the type and quantity of cargo and equipment to be moved.

(b) Determine the number of 463L pallets, top and side nets, plastic pallet covers, shoring, and dunnage required. Refer to DoD 4500.9-R-1 and specific service regulations for guidance.

(c) Establish liaison with the supporting mobility force and TO and MO.

(d) Identify secondary loads for cargo carrying vehicles or trailers.

(e) Identify cargo or equipment in its proposed shipping configuration which, because of size, weight, or fragile characteristics, may be denied loading aboard Air Force aircraft, or requires special equipment or handling. Contact the affiliated Air Mobility Control Squadron (AMCS) for technical assistance on specific loading and/or preparation procedures over and above general procedures listed in the applicable aircraft loading manual. This includes any item which exceeds any of the following:

1 Length--240 inches (6.10 m).

2 Width--96 inches (2.44 m).

3 Height--96 inches (2.44 m).

4 Weight--20,000 pounds (9,072 kg).

5 Weight per linear foot--1,600 pounds (727.3 kg).

6 Floor contact pressure--50 psi (pounds per square inch) (3.53 kg per square centimeter).

7 Maximum wheel load (vehicle with pneumatic tires)--2,500 pounds (1,134 kg).

8 Maximum axle load (vehicle with pneumatic tires)--5,000 pounds (2,273 kg).

(f) Identify cargo or equipment which is hazardous or sensitive, and which requires special preparation (AFJMAN 24-204/TM 38-250/MCO P4030.19F/NAVSUP Pub 505(Rev)/DSAM 4145.3).

(g) Request technical assistance for preparing equipment and training personnel from affiliated Air Mobility Control Squadrons (AMCS). CONUS AMCSs are located at the 621st AMCS, McGuire AFB NJ and 615th AMCS, Travis AFB CA. AMC also has operational command over 7th ALCS, Dyess AFB TX, and 314th ALCS, Little Rock AFB AR (Air Combat Command (ACC) units). In overseas areas, assistance can be obtained from the Air Mobility Control Flight (AMCF), 633d Air Mobility Support Squadron (AMSS), Kadena AB, Japan, and the AMCF, 623d AMSS, Ramstein AB, Germany. Technical assistance includes mission planning, aircraft loading and off-loading, and affiliation training.

(h) Plan and coordinate staff assistance in the areas of administrative support, unit movement training, air movement planning, and logistics and maintenance support. Training of the deploying unit should include indoctrination in the standard safety practices of operation in and around aircraft.

(i) Appoint a mobility officer at each level involved in the movement.

(j) Develop plan for movement to the departure airfield.

(k) Ascertain U.S. territories and possessions; and foreign agricultural, customs, and immigrations clearance requirements and procedures, if applicable.

(l) Provide support requirements, i.e., MHE, weighing devices, prime mover vehicles, etc.) to the A/DACG and airfield support forces.

(m) Identify requirements for in-flight communications.

(2) If a DACG is required, it will:

(a) Coordinate with the TALCE to establish A/DACG training requirements.

(b) Confirm number of personnel and type and quantity of cargo and equipment to be moved.

(c) Determine time frame during which on-loading and off-loading will be accomplished.

(d) Confirm the locations of departure and arrival airfield(s) and marshalling and unit area(s) in conjunction with the installation or base commander and the deploying unit.

(e) Determine departure and arrival airfield's logistical and administrative facilities available to A/DACG and deploying unit.

(f) Develop an organizational structure with staffing requirements to include special personnel skills, administrative requirements, load teams (from rear echelon or provisional units), and communications prior to the local joint planning conference.

(g) Determine user support equipment requirements, i.e., MHE, petroleum oil, and lubrication (POL), weighing devices, prime mover vehicles, etc.

(h) Determine availability of MHE organic to deploying organization or APOE/D. Request mobility force to position MHE to fill required shortfalls.

(i) Establish liaison with deploying unit and other supporting activities.

(j) Coordinate U.S., territories, and possessions and foreign agricultural, customs and immigration clearance requirements and procedures.

(k) Determine and coordinate crash, fire, and rescue protection requirements, when appropriate.

(3) Mobility forces will:

(a) Review mission directive and scope of operation and prepare a tentative flow schedule and plan of operation.

(b) Designate organization to deploy in support of mission requirements.

(c) Provide qualified personnel for the airfield survey team (if applicable).

(d) Establish initial coordination with the deploying unit and supporting A/DACG to review requirements in paragraphs (1) and (2) above.

c. Joint Planning. A series of field level joint conferences is required during planning phase. Conferences are necessary to ensure coordination, a clear understanding of responsibilities and a mutual understanding of regulatory guidance. At a minimum, a joint planning conference will be held as soon as possible after receipt of air movement order or directive. All participating elements should be represented at these conferences by key personnel. These personnel must be able to resolve problems and make decisions for their organization, including interface requirements. These formal conferences do not rule out a need for continuous coordination throughout the planning cycle.

(1) Deployment Planners and/or Deploying Unit will:

(a) Verify whether the AACG will be established by the destination command or installation, or the deploying organization(s).

(b) Provide a consolidated and prioritized unit personnel and equipment list. The list must include weight, dimension, line item and index number, and model and nomenclature of equipment offered for movement. The list must also identify material requiring special handling or loading procedures.

(c) Designate a unit movement officer (UMO) to represent the commander of the unit being transported. Appendix AB addresses UMO functions and responsibilities.

(d) Determine requirements for type and source of materials to be used to restrain cargo in vehicles and trailers. Review inspection procedures and documentation requirements for hazardous cargo and organizational cargo and equipment which requires special handling (See Appendices AC, AD, AE, and AR of this publication and AFJMAN 24-204/TM 38-250/ MCO P4030.19F/NAVSUP Pub 505(Rev)/DSAM 4145.3 for additional guidance.)

(e) Coordinate procedures for transporting individual weapons, ammunition, and equipment.

(f) Verify shoring requirements, ensure shoring availability prior to out-loading, and establish destination disposition procedures.

(g) Determine training requirements to ensure that all personnel responsible for loading procedures are properly trained.

(h) Review U.S., territories, and possessions and foreign border clearance requirements and procedures.

(2) The A/DACG will:

(a) Determine any special requirements for personnel and equipment including weighing capability, pusher vehicles, security, and equipment washing and defueling stations.

(b) Confirm unit deployment schedule and airflow.

(c) Coordinate with the mobility force on the type and number of aircraft to be used.

(d) Confirm size and type of units.

(e) Validate shoring and floor protection requirements, and ensure 463L dunnage availability and disposition.

(f) Coordinate the use of departure and arrival airfield facilities.

(g) Confirm coordination contacts and determine other liaison requirements.

(h) Obtain list of unit personnel and equipment to be on and off-loaded. Problem items should be appropriately identified for load planning and coordination with mobility force.

(i) Finalize A/DACG organization including aircraft load teams and training requirements.

(j) Determine and coordinate crash, fire and rescue protection requirements, when appropriate.

(3) The mobility forces will:

(a) Confirm type, configuration, and number of aircraft allocated to move personnel, cargo, and equipment.

(b) Review border clearance requirements and procedures for the U.S., its territories and possessions and foreign border clearance/host nations. This should include any special handling procedures, and inspections for hazardous, outsize, or unusual equipment and cargo.

(c) Coordinate movement priorities established by deployment planners and deploying unit(s).

(d) Coordinate the requirements for special training or load planning assistance to be provided to the A/DACG and deploying unit(s).

(e) Coordinate dates, times, and places training will be conducted.

(f) Determine the requirements for MHE, weighing equipment, 463L pallets, cargo nets, and other equipment as necessary.

(g) Determine load team supervisors and load inspectors required.

(h) Confirm coordination contacts.

(i) Provide a briefing on the tentative plan of operations, including a flow schedule, aircraft parking, communications plan, and safety requirements.

d. Preparation for Movement. This phase begins with receipt of the mission directive or order, and continues through the planning phase until execution.

(1) Deployment planners and/or deploying unit will:

(a) Jointly prepare the air movement plan with the mobility force representatives. This plan should include sufficient details to ensure an orderly execution of the deployment mission. The plan addresses all aspects of load planning and passenger and cargo documentation. (See Appendix AD.)

(b) Prepare personnel, cargo, and equipment for air movement in accordance with established priority, sequence, and Appendix AE.

(c) Prepare packing list for secondary loads in vehicles and trailers, and maintain with the vehicle and trailer. (See figure 302-4.)

(d) Complete training requirements in accordance with Appendix AF.

(e) Identify armed personnel guarding security equipment and make their presence known to the aircraft commander. (See Appendix AC)

(f) Prepare individual weapons and ammunition as established during joint planning conference and in accordance with Appendix AC.

(g) Ensure maximum use of vehicle/trailer cargo carrying capability. Ensure the load complies with individual service requirements as pertaining to the rated capacity.

(h) Finalize specific aircraft load plans and prepare appropriate passenger and cargo manifests with mobility forces. Documentation for items requiring special handling is discussed in Appendix AC. See Appendix AD for additional guidance.

VEHICLE PACKING LIST FORMAT

General Information:

- Unit Designation
- Date Load Card Compiled
- Driver's Name and Grade

Vehicle Information:

- Type of Vehicle
- Length of Vehicle
- Width of Vehicle
- Height Loaded
- Empty Weight
- Loaded Weight

Cargo Bed Diagram:

- Cargo Description and Type Pack
- Quantity of Each Item of Cargo by Pack
- Weight of Each Item of Cargo by Pack

Figure 302-4. Sample Format for Vehicle Packing List.

(i) Provide required shoring, floor protection materials, and 463L materiel handling equipment. Service technical manuals and appropriate aircraft technical orders (Dash 9) provide guidance on shoring requirements for certain types of loads.

(j) Appoint a planeload or troop commander (chalk leader) for each mission aircraft carrying passengers. (See Appendix AG.)

(2) A/DACG will:

(a) Establish departure/arrival airfield operational areas in coordination with mobility force. (See Appendix AA for AACG checklist)

(b) Accomplish training needed to ensure all A/DACG personnel are qualified to perform mission.

(c) When appropriate, collocate with the supporting mobility force and maintain close liaison with both the mobility force and deploying unit.

(d) Coordinate for support equipment availability (e.g., MHE, fire protection equipment, POL (including defueling capability), food service, inspection area, lighting, first aid, weighing devices, and enough pusher vehicles). NOTE: Pusher vehicles are assigned one per loading team to function as team transport and a loading aid. See TB 9-2300-415-40 for instructions on how to fabricate the front bumper mounted towing hitch for the pusher vehicle.

(3) The mobility force will:

(a) Establish operations establishment at departure and arrival airfields and provide adequate space for liaison representatives of the A/DACG. NOTE: The Mobility Support Force will provide for specialized MHE, drivers, cargo inspectors, and load team personnel to accomplish the mission only when the required personnel and equipment are not available from the deploying unit or the supporting unit, and when these assets have been requested at the Joint Planning Conference preceding the move.

(b) In coordination with the deploying unit, validate airlift requirements and required documentation. (See Appendix AD.)

(c) Ensure a communications network is established.

(d) Ensure a mobility support force member is prepared to conduct the final briefing for the deploying unit and all supporting elements. This person must also establish or confirm responsibilities, procedures, schedules, vehicle and personnel traffic routes, and safety requirements.

e. Final coordination. The task force commander representative will conduct a final joint coordination meeting with representatives of the deploying unit, A/DACG, and the mobility force. At this meeting, these organizations will provide the status of their planning to include any changes in the deployment sequence, priority, or the scheduled airflow, plus identify and resolve any problems.

3. Execution Phase.

a. General. This section discusses the functional areas of the execution phase of an air movement from the APOE to the APOD. Movement to the APOE will be accomplished in accordance with the applicable section of this Publication.

b. Departure Airfield Operations. There are four separate areas of activity in departure airfield operations: marshalling area, alert holding area, call forward area, and the ready line/loading ramp area. (See figure 302-5.)

(1) Marshalling Area. The deploying unit is responsible for activities conducted within the marshalling area. In this area the unit prepares for air movement by assembling vehicles, equipment, supplies, and personnel into mission loads (chalks). These loads will be manifested in accordance with Appendix AD, and are sent to the alert holding area upon notification from the DACG or mobility forces. (See Appendix AI.)

(2) Alert Holding Area. The DACG and/or host installation is responsible for activities conducted within the alert holding area. The deploying unit will check-in with the alert holding area team chief. Deploying units will complete final preparation and assembly of personnel, cargo, and equipment into individual mission loads (chalks). Control of mission loads (chalks) is transferred to the DACG upon completion and acceptance of personnel, cargo, and equipment. Normally, personnel assigned to the alert holding area do not deploy. The DACG will call for movement of personnel, cargo, and equipment from the alert holding area to the call forward area. (See Appendix AJ.)

(3) Call Forward Area. The activities conducted within the call forward area are the responsibility of the DACG, host installation, and the mobility force. In this area the joint inspection (JI) is conducted and discrepancies corrected. This inspection is accomplished jointly by members of the deploying unit and the mobility force. This is the final check to be sure all cargo and equipment is properly prepared and documented for safe and efficient air shipment. Improperly prepared cargo and equipment will not be accepted for airlift until all discrepancies are corrected. Incomplete chalks will not be accepted for joint inspection. Cargo and equipment loads should be available for JI six (6) hours prior to aircraft departure. Personnel should be available for passenger briefings and manifest checks three (3) hours prior to departure. (See Appendix AK.)

(4) Ready Line and Loading Ramp Area. The mobility force is responsible for and controls activities conducted within the ready line and loading ramp area. This area receives personnel, cargo, and equipment from the call forward area; directs aircraft loading in

conjunction with aircraft load masters; supervises the supported service while loading and restraining cargo aboard aircraft; conducts additional briefings; and inspections, as required, to facilitate loading of the aircraft. See Appendix AL, "Ready Line Checklist;" Appendix AM, "Engine Running On-Load Checklist;" and Appendix AN, "Airborne and Air Delivery Operations."

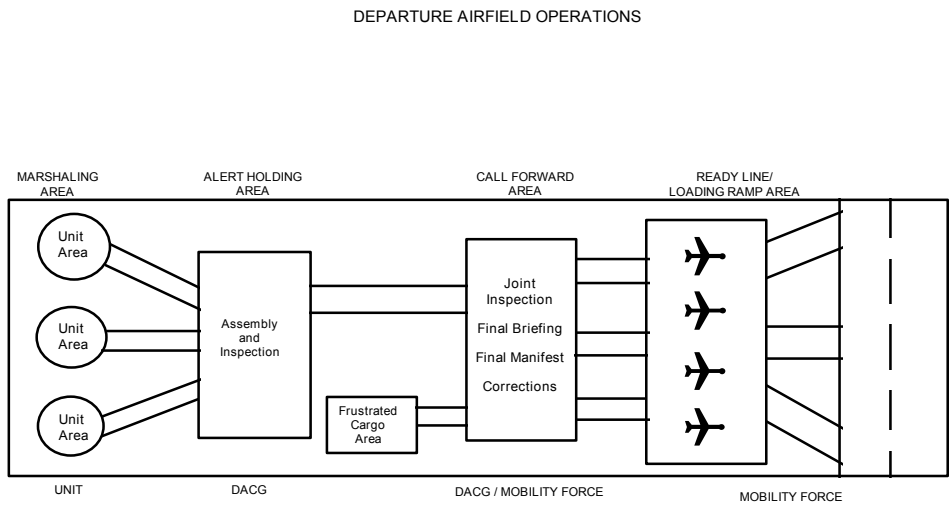


Figure 302-5. Departure Airfield/Operations

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4. Support Functions. Air movement of units involves detailed planning in all aspects of control, coordination, preparation, and execution which have a direct impact on the operation. Several of the support functions related to a successful deployment are security, communications, and safety.

a. Security.

(1) During airlift operations conducted at airfields and air bases, the installation commander is responsible for overall installation security. The deploying unit commander is responsible for the security of the marshalling and staging areas. These responsibilities also apply at the arrival airfield.

(2) Because of the security requirements involved in air movement operations, the commanders at all echelons of the participating forces must establish and enforce strict internal security measures.

(3) Aircraft will be parked in a secure area for loading and off-loading unit equipment and personnel.

(4) Personnel access to the aircraft will be controlled by the mobility force.

(5) Vehicular movement around the aircraft will be controlled by the mobility force.

(6) When no installation security force personnel exist at the airfield the deploying unit commander is responsible for area security.

b. Communications. Effective communication is essential to the success of the airlift operation. Establishing an effective communication system is the responsibility of the mobility force and the A/DACG. The focal point of the airlift operations communications system is the mobility force TOC. To establish these communications, the mobility force will ensure an adequate system (wire or radio) exists between all functional areas of the mobility force. The DACG is responsible for providing communications to the alert holding area, call forward area, the deploying unit command post, and to the TOC. In addition, the DACG will provide a wire or radio net between the TOC and the deploying unit command post. A/DACGs will have hand-held radio communication capability. When feasible, a minimum of two (2) frequencies should be provided to the A/DACG organizations (one for A/DACG use only, and a shared frequency with the affiliated mobility force). Frequencies obtained will be coordinated with home station and APOE installation communications officers and the Federal Communications Commission, as appropriate. The mobility force will establish communications with the joint inspection point in the call forward area. Backup communications will be established as appropriate. Figure 302-6 shows point-to-point communications from the TOC to each activity in a joint airlift operation.

c. Safety. Vehicle, aircraft, and personnel safety throughout a joint air movement operation depends on compliance with all DoD standard safety practices. Safety of vehicles and personnel will be governed by requirements of the Air Force and applicable aircraft technical orders. These requirements apply to vehicles and personnel approaching within 50 feet of an aircraft and during all loading and off-loading operations. Participating personnel will be briefed on the requirements by an AMC representative.

(1) Personnel Precautions. All personnel involved will be briefed on the safety requirements relating to the operation. The circle of safety and vehicle access routes to transport aircraft will be included in briefings to all personnel involved. Personnel precautions are:

(a) Personnel will not sit or lie on the ramp, aircraft, or equipment; or lie under vehicles.

(b) All personnel, including vehicle and equipment guides, will stay clear of operating vehicles and equipment. At no time will personnel position themselves in the path of vehicles or equipment transiting the aircraft ramp.

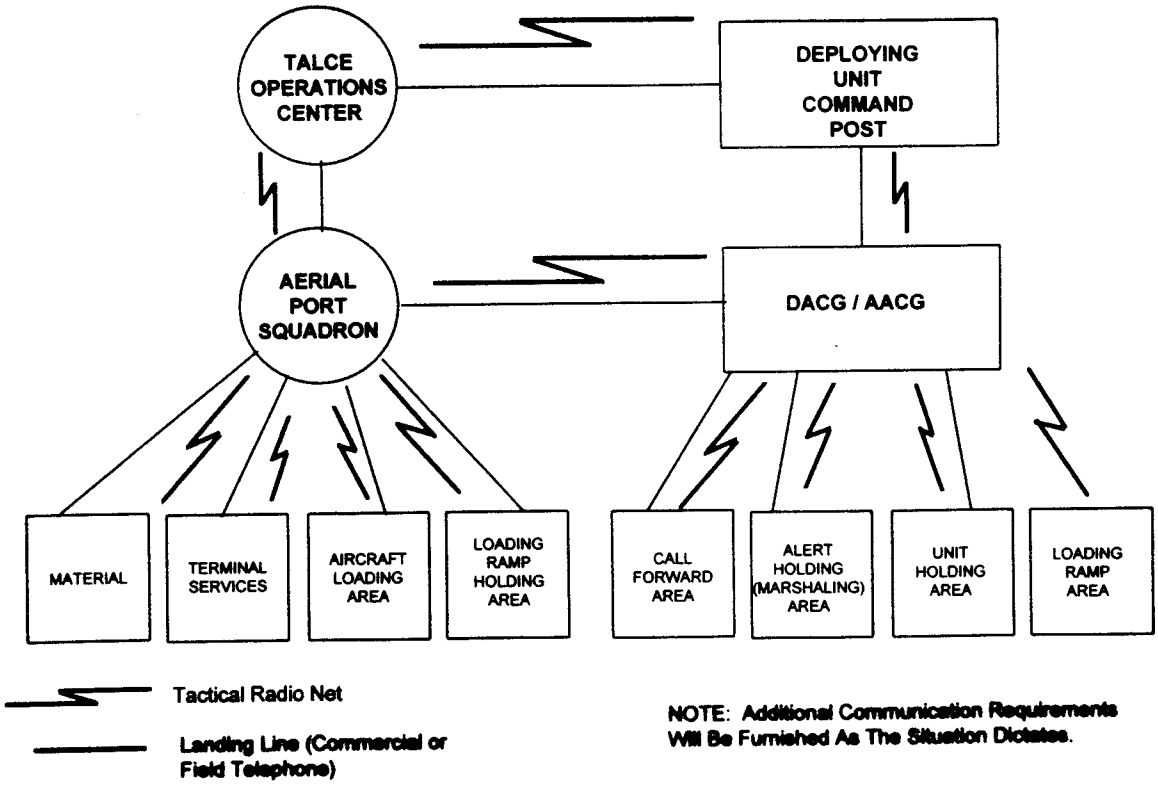


Figure 302-6. Point-To-Point Communication.

(c) All personnel involved in loading and off-loading operations will wear gloves, ear protection, and safety goggles.

(d) Members of loading and off-loading teams will not wear rings or other jewelry which could create a safety hazard.

(e) Personnel will not smoke on the aircraft parking ramp except in designated smoking areas.

(f) Equipment will not be refueled or otherwise serviced within 50 feet of an aircraft.

(g) Fire extinguishers will be placed on or near all powered equipment used in conjunction with an aircraft.

(2) Aircraft Hazards. Personnel must be aware of the following aircraft hazards:

(a) When jet engines are running, personnel, and equipment must not approach the engine intake area or blast area to the rear. Intake and blast area precautions for the C-5, C-141, KC-10, and C-17 are as follows:

1 C-5. Personnel and equipment must not approach within 50 feet of an engine intake. Wind blast exceeding 35 miles per hour can be expected within 500 feet aft of the engine; wind blasts at 200 feet will be nearly 70 mph.

2 C-141. Personnel and equipment must not approach within 35 feet of an engine intake. Wind blast speeds exceeding 35 mph can be expected within 150 feet aft of the engine; speeds at 50 feet will be over 50 mph.

3 KC-10. Personnel and equipment must not approach within 20 feet of an engine intake. Wind blast speeds exceeding 35 mph can be expected within 150 feet aft of the engine.

4 C-17. Personnel and equipment must not approach within 50 feet of an engine intake. Wind blast exceeding 138 miles per hour can be expected within 28 feet and 68 miles per hour within 95 feet aft of the engines.

(b) Personnel and equipment must also be cautious when approaching propeller driven aircraft. The propeller danger area on a C-130 is 10 feet in front of the propeller, while wake velocity at maximum power is over 100 mph at 200 feet behind the engines.

(c) Care must be used in movement around open doors and hatches and on the cargo loading ramp. The C-5 cargo floor level in an unkneeled position is 9 feet from ground level.

(3) Vehicle Preparation for Loading.

(a) All vehicles and equipment will be inspected in the marshalling area for mechanical defects and proper fuel level. (See Appendix AE for additional guidance regarding joint inspection procedures).

(b) Appendix AO provides detailed guidance for determining vehicle center of balance prior to loading aircraft.

(c) Vehicle fuel tanks must comply with AFJMAN 24-204/TM 38-250/ MCO P4030.19F/NAVSUP Pub 505(Rev)/DSAM 4145.3.

(d) Each vehicle must be checked carefully to ensure all loose or removed items are properly secured within the vehicle.

(e) Antenna tip caps will be installed on vehicle radio antenna and will not be placed less than 7 feet above the ground when the clip is fastened to the antenna.

(f) All safety chains and pintle hook pins will be installed on vehicles towing trailers.

(g) Inspect all lifting and tie-down provisions.

(4) Vehicle Operation on the Parking Ramp and in the Vicinity of Aircraft.

(a) No vehicle will be driven under any part of an aircraft.

(b) Maximum speed for all vehicles within 25 feet of any aircraft will be 5 mph. However, the speed of vehicles will not exceed 3 mph when they are within 10 feet of the aircraft, as shown in figure 302-7.

(c) No vehicles other than those loading or off-loading will be driven directly toward or parked closer than 10 feet from an aircraft.

(d) Vehicles will not be backed toward an aircraft without a walking guide to observe clearance for the driver.

(e) Unattended vehicles will not be parked pointing towards the aircraft. When parked, the driver's side should be nearest to the aircraft, the ignition shut down, keys in the ignitions, hand brake set, and the transmission placed in the lowest gear. (Exception: Vehicles equipped with diesel engines will have the transmission in neutral; wheel chocks are required to prevent movement.) Automatic transmissions will be placed in the PARK position. Hazard lights must be on during the hours of darkness.

(5) Vehicle Loading on Aircraft.

(a) Only one person will provide signal guidance for vehicle operations while vehicles are being on-loaded or off-loaded from the aircraft. Vehicle drivers and equipment operators will follow the instructions of the individual designated by the load master or load team chief while loading and off-loading the aircraft. (See Appendix AP for standard hand signals).

(b) Vehicles on the cargo floor will not be left unattended until minimum forward and aft restraint is provided.

(c) Equipment such as tie-down chains, chocks, or wrenches will not be thrown about the aircraft.

(d) Personnel will stay clear of winch cable operations on the aircraft.

5. Aerial Port of Debarkation (APOD) Reception and Onward Movement. This section covers reception at the APOD and onward movement. Arrival at the APOD marks the transition from the strategic to operational level. Transfer of advance arrival information from USTRANSCOM to the gaining command is essential for reception and onward movement. Reception and onward movement are the responsibility of the theater unified command.

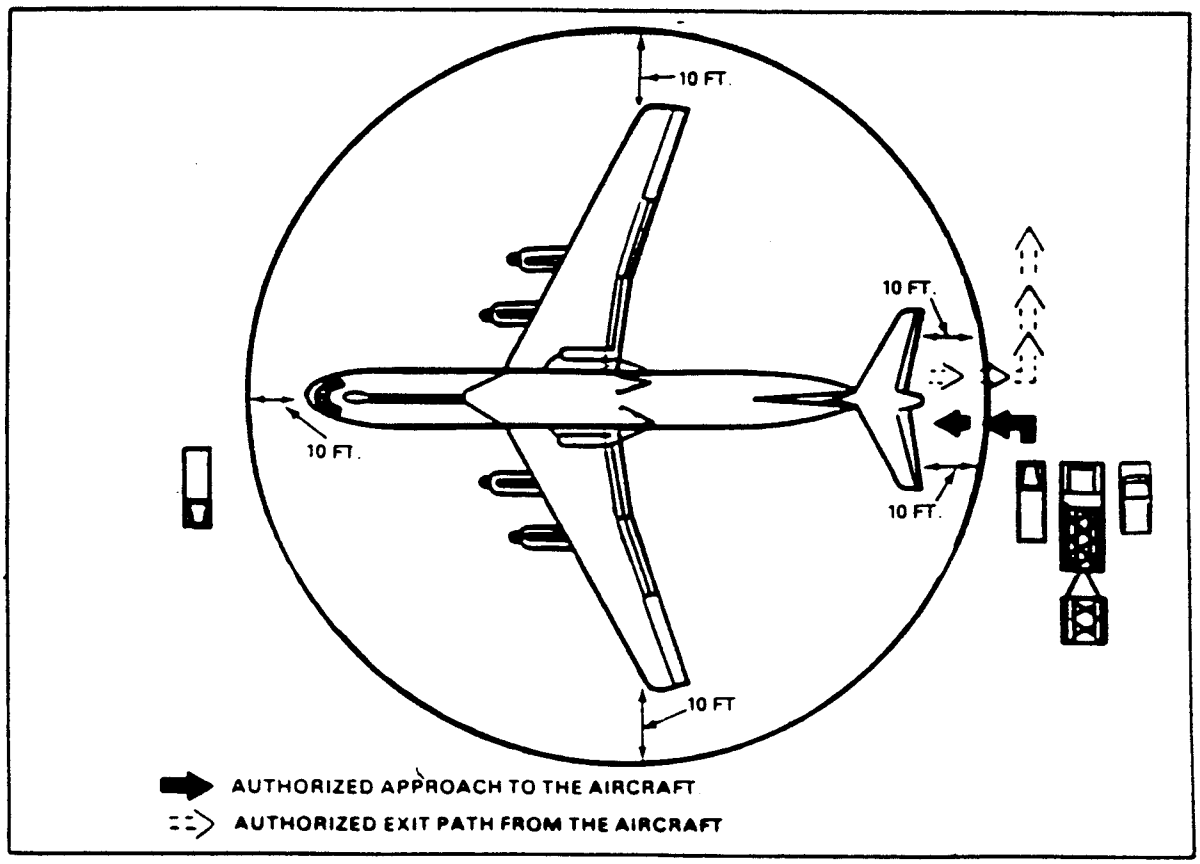


Figure 302-7. Circle of Safety and Vehicle Access Routes to Transport Aircraft.

a. Reception and onward movement. The two (2) reception and onward movement processes are as follows:

(1) Units deploying only with authorized Table of Organization and Equipment.

(2) Units deploying only with to-accompany-troops (TAT) equipment and follow-on echelon (FOE). This is defined by plans that require the unit to draw prepositioned stocks, either afloat or in the theater.

b. Arrival of personnel and equipment. Deploying unit personnel should arrive at the APOD to coincide with arrival or draw of equipment, either at the A/SPOD or at the prepositioned stock sites. When unit personnel arrive, they may move:

(1) Directly to a unit marshalling area if the unit moves with its equipment.

(2) To prepositioned stock sites to receive equipment.

(3) To aircraft for theater air movement (air-to-air interface).

(4) To the SPOD to receive unit equipment off-loaded from ships.

(5) To holding areas, if equipment arrival is delayed.

c. Marshalling area planning. Planning must focus on moving units through the PODs without delay. Marshalling areas are planned to allow rapid clearing of the PODs and make staging areas available for off-loading. This reduces port congestion and the potential for slowdowns or work stoppages in off-loading operations. Marshalling areas also prepare arriving units to move forward to staging areas and to the tactical assembly area (TAA) as depicted in figure 302-8.

d. Reception at the APOD. Theater-based reception begins with the arrival of forces and their sustainment at the POD. The primary challenges of this process is APOD clearance. Except in the case of forcible entry, port opening forces should precede the arrival of combat forces. Other support forces may either precede or arrive concurrently with combat forces to conduct force reception and onward movement operations, establish theater distribution infrastructure, or security. Reception at the APOD is coordinated by the senior logistics commander and executed by a mobility force, AACG or both, depending upon the magnitude of the operation. The mobility force and/or AACG must be in the lead elements of the transported force. Augmentation by cargo transfer units or host nation support is desired to rapidly clear the APOD.

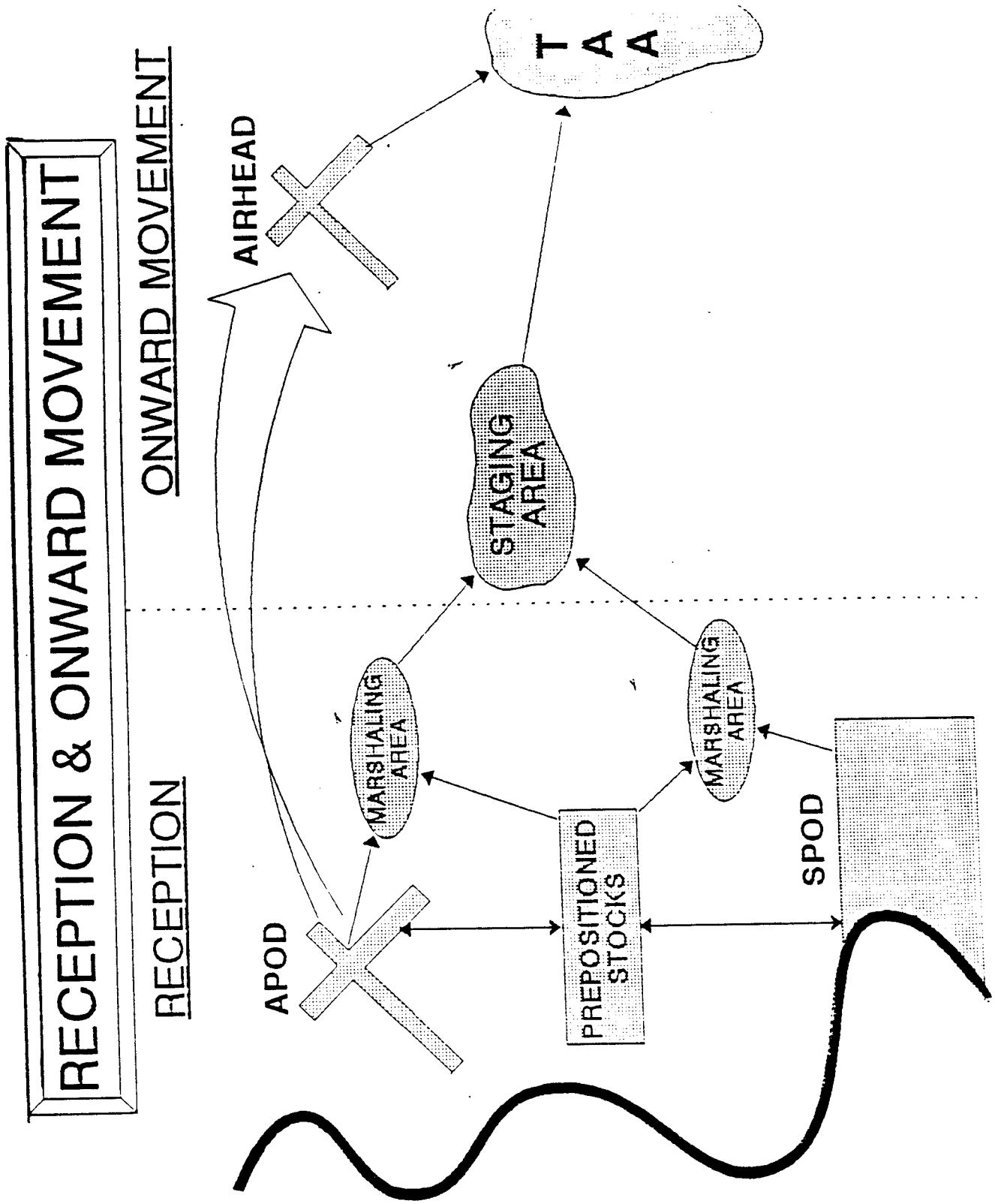


Figure 302-8. Reception Process.

e. APOD Operations. The main areas of the arrival airfield are the off-loading ramp, holding area, and unit area. Figure 302-9 addresses these areas and their responsibilities. The AACG and mobility force will ensure that arriving aircraft are off-loaded in a timely manner and equipment, supplies, and personnel proceed immediately to the holding area. See Appendix AA for AACG checklist.

(1) Off-Load Ramp Area Activities. The off-load ramp activities are controlled by the mobility force. Each load will be released to the AACG for return to unit control at the holding area.

(a) Deploying units will:

1 Provide assistance to the load master.

2 Comply with instructions from the off-load team chief when unlashing and offloading the aircraft.

3 Ensure all aircraft tie-down equipment is returned to the mobility force.

4 Retain all shoring and dunnage for redeployment.

5 Provide one (1) copy of the passenger and cargo manifests to AACG.

(b) The AACG will:

1 Maintain coordination with the deploying unit and mobility force representatives.

2 Provide off-load teams and support equipment as required.

3 Establish provisions for non-unit priority sustainment flow.

4 Accept each aircraft load from the mobility force at the established release point.

5 Remove shoring and dunnage from the aircraft and transfer it to the unit.

(c) The mobility force will:

1 Advise the AACG of the airflow and expected arrival of aircraft.

2 Plan and supervise aircraft parking.

3 Receive passenger and cargo manifests from the aircraft load master.

4 Supervise aircraft off-loading the aircraft, including removal of shoring and dunnage.

5 Provide, as required, all MHE and special off-loading equipment including operators.

6 Provide ITV by reporting arrival of loads and release to the AACG.

(2) Holding Area Activities. The deploying units are responsible for providing unit liaison personnel to AACG and for assisting the AACG as required. The AACG will:

(a) Coordinate with the Mobility Force and the deploying unit.

(b) Provide support to arriving units as determined during the joint planning conference.

(c) Maintain ITV of arriving loads.

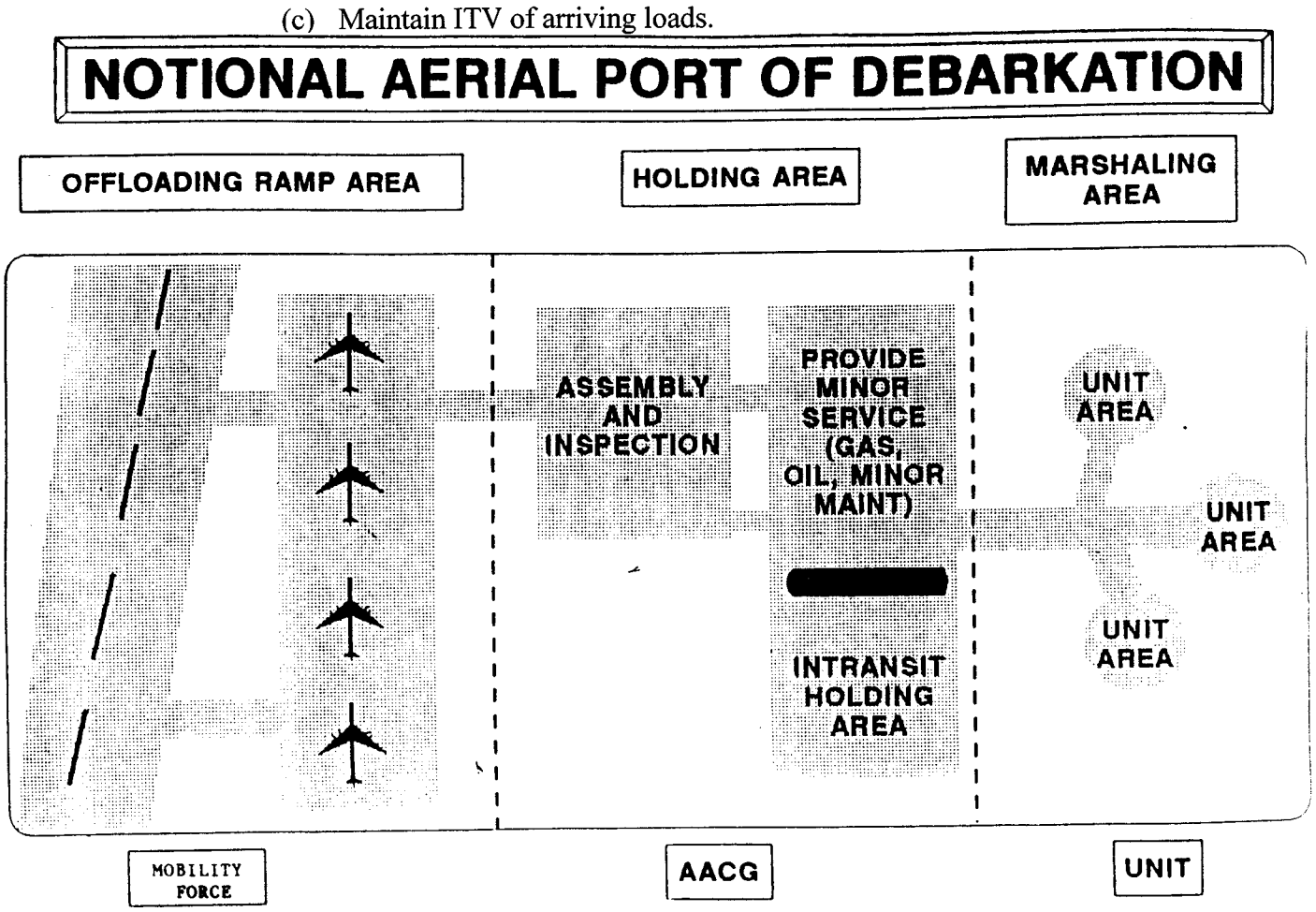


Figure 302-9. Notional Aerial Port of Debarkation.

(d) Release the aircraft load to the deploying unit commander or representative at a predesignated location.

(e) Coordinate movement of aircraft pallets to the unit marshalling area for pallet breakdown.

(f) Provide POL and minor maintenance for transported vehicles.

(g) Coordinate for emergency services, e.g., crash, fire, and rescue.

(3) Unit Marshalling Area. The deploying unit terminates the air movement at its marshalling area. Equipment is reconfigured for onward movement. Units will:

(a) Install equipment previously removed for airlift.

(b) Ensure aircraft pallets and nets are managed in accordance with DoD 4500.9-R-1 and appropriate Service regulations.

(c) Perform required maintenance checks, including refueling.

(d) Prepare and organize for movement in theater.

C. SUSTAINMENT

1. General. While deployment is an important phase of airlift operations, sustainment is critical as well. Once the deployment phase begins to lessen, airlift assets are increasingly diverted to sustainment operations.

2. Responsibilities and Coordination.

a. Supported Unified Commander will:

(1) Identify channel requirements to USTRANSCOM.

(2) Prioritize frustrated or backlogged cargo to ensure cargo arrives in the order it is needed.

(3) Provide instructions to the Services' Air Clearance Authorities on clearance parameters and prioritization requirements.

(4) Provide theater logistic support from arrival within the area of responsibility, to include forward movement.

(5) Coordinate with USTRANSCOM to provide effective use of transportation assets.

(6) Ensure theater component commanders forecast movement requirements to the parent service.

(7) Ensure theater movement requirements are consolidated and executed using theater-assigned or allocated airlift resources.

(8) Validate inter-theater movement requirements, to include retrograde, and submit to USTRANSCOM.

(9) Establish a Joint Movement Center (JMC), as required, to coordinate all modes of theater transportation.

(10) In the absence of a JMC, establish a focal point to be the single coordinator of strategic movement with USTRANSCOM.

(11) Examine the need for a Combatant Command Joint Transportation Board to apportion transportation allocation among components for unit movement, non-unit movement, and resupply.

(12) Pass humanitarian relief requirements to theater airlift wings via Joint Task Forces (if established) or via subordinate component agencies.

(13) Negotiate host nation support to augment or expand transportation capability.

b. Supporting Unified Commands will:

(1) Coordinate for movement outside the theater AO.

(2) Provide personnel, equipment, and supplies for, and to support, movement outside the theater AO.

c. DoD Components will:

(1) Provide logistic support to their respective forces.

(2) Ensure most efficient use of common-user military airlift services.

(3) Forecast airlift requirements to USTRANSCOM.

d. USTRANSCOM will:

(1) Task AMC to establish channel routes and frequency of service to support theater CINC requirements.

(2) Ensure proper mode of transportation is chosen based on requirements and availability of assets.

(3) Ensure aerial port requirements are obtained from supported command and coordinated with Air Mobility Command.

(4) Provide global air transportation to support mission sustainment requirements to meet national security objectives.

3. Requirements. All sustainment air shipments will:

a. Be prepared, documented, prioritized, and shipped in accordance with DTR, Parts I and II.

b. Airlift contracts for the short-term movement of personnel, cargo, and equipment will be performed by Air Mobility Command.

c. Use channel airlift to the maximum extent possible.

4. Movement. Generally, sustainment personnel, cargo, and equipment enters the DTS through established APOEs, and are prepared and documented in accordance with DTR, Part I (Passenger Movement), Part II (Cargo Movement), and MILSTAMP. Channel movement is according to UMMIPS standards.

a. Priority changes will be coordinated with the supported CINC and the Services' Air Clearance Authority (ACA), as required, and in accordance with DTR, Parts I and II (Passenger and Cargo Movement) and MILSTAMP. This could be the Joint Transportation Board (JTB) or Joint Movement Center (JMC), if established, or the appropriate component command.

b. Sustainment personnel, cargo, and equipment may move as deploying assets using JOPES; however, this type of movement should be limited to high priority mission support. Prepositioned War Reserve (PWR) stock registered within the applicable OPLAN may also move using JOPES.

c. Channel Movement.

(1) Express. Express channels provide time definite, reliable service to and from a CONUS APOE to a theater APOD or hub. The express system consists of a CONUS hub and express airlift (CRAF or organic) interfacing with the theater hub and distribution system. Express channels will be a highly reliable but limited resource. Services should limit use of this service to extremely high priority, mission essential commodities. A self-disciplined adherence to Service allocation will contribute to a more responsive system. Rapid theater distribution is a key component of express delivery, providing onward movement of high priority items to forward forces, and the fast return of reparable items to rear repair facilities. Military services

will pass express channel requirements to USTRANSCOM for capability planning. The supported CINC will validate express channel requirements to USTRANSCOM for execution.

(2) Direct delivery using strategic airlift assets is available to support airfields other than established APODs or hubs. Such requirements will be passed to USTRANSCOM for tasking to AMC.

(3) The theater delivery system is established by the supported CINC integrating theater air, land, and water transportation systems. Theater components are responsible for determining whether CULT will be used solely, or as part of the theater delivery system. The theater delivery system will be capable of two-way movement. The theater delivery system will also be used for retrograde movement of priority material. Retrograde cargo entering the theater delivery system must be properly documented, packaged, and labeled to allow direct entry into the airlift system.

D. REDEPLOYMENT

Upon receipt of appropriate direction, procedures outlined in paragraph B of this chapter, Deployment Operations, will be followed as redeployment procedures, unless otherwise directed. Additional considerations for redeployment include, but are not limited to the following:

1. Agricultural wash down and customs requirements.

2. Return of unused sustainment cargo and supplies.

3. Inspection of personnel and containers to locate contraband, including unauthorized weapons, ammunition, and war souvenirs.

4. Mission requirements directed while en route, e.g., maintaining tactical capability during redeployment.

5. Units must indicate that vehicle or container contents are sensitive by a shipment unit packing list to the first ITO in the chain. Once the unit alerts the ITO of the sensitive shipment, the ITO can initiate the DD Form 1907 (Signature and Tally Record) and assign the proper MILSTAMP commodity code. This will also ensure that the CONUS ITO will sign the DD Form 1907 and order appropriate Transportation Protective Service for onward movement.

E. PASSENGER TRANSPORTATION

1. General. This section addresses transportation planning and execution functions performed by USTRANSCOM, its TCCs, TOs, and deploying units. It applies to both unit and non-unit related personnel (NRP) movements.

2. Deployment Responsibilities.

a. USTRANSCOM will:

(1) Coordinate with supporting and supported commands to ensure TPFDD is validated in advance of TCC scheduling.

(2) Notify TCCs to schedule transportation from CONUS POEs to theater PODs based on TPFDD requirements.

(3) Act as coordinator for all movement schedule changes after the schedule is published.

(4) Monitor deployment of forces.

b. MSC will:

(1) Schedule ocean transportation to move passengers from CONUS POEs to theater PODs based on TPFDD requirements.

(2) Provide scheduling information via JOPES to Service activities.

c. Deploying units will:

(1) Coordinate with servicing TO to obtain commercial transportation in excess of organic capability to move passengers to the POE.

(2) Ensure all personnel meet current eligibility requirements for deployment, e.g., immunizations, updated wills, dog tags, etc.

d. TOs will:

(1) Refer to DTR, Part I, Passenger Movements, for direction to arrange transportation or request routing from MTMC for commercial movement.

(2) Notify MTMC of local transportation shortages.

(3) Notify MTMC when it is known a unit will miss its scheduled port call. Notify MTMC of unit delay due to non-availability of personnel and/or equipment to move with personnel, for possible reallocation of transportation resources.

e. MTMC will:

(1) Review ULN and PIN passenger movement requirements in the applicable exercise or OPLAN TPFDD being executed, determine total daily movement requirements to the

POE, and advise carrier industry through the Contingency Response (CORE) program of expected requirements.

(2) Prepare passenger group routings by commercial carriers upon request by the TO.

(3) Input commercial carrier schedules in JOPES.

(4) Allocate ULN and PINs to carriers in JOPES.

(5) Notify USTRANSCOM of unit delay due to transportation shortfalls for resolution.

(6) Notify USTRANSCOM of unit delay due to non-availability of personnel and/or equipment to move, for possible reallocation of transportation resources or resolution of unit readiness with appropriate CINC.

3. Non-Unit Related Personnel (NRP) Movements. TOs will route non-unit related personnel groups to POEs or request routing from MTMC in accordance with DTR, Part I, Passenger Movement.

4. Special Passenger Categories--Patients and Medical Evacuees; Non-Combatant Evacuees; or Enemy Prisoners of War. TOs may be requested to route these special passengers as they arrive at CONUS POD from overseas, to a final destination within CONUS. TOs will route under delegated routing authority or MTMC will be requested to support such moves. ULNs may be assigned to these movement requirements. Movement guidance will be on a case by case basis, and TOs may contact MTMC for additional guidance. For Navy, movement guidance will be on a case-by-case basis through Service Headquarters.

CHAPTER 303

SURFACE MOVEMENT

A. PURPOSE AND SCOPE

1. This chapter outlines policies and procedures to be followed when conducting unit movements during training exercises, humanitarian, peacekeeping, wartime, and contingency operations worldwide within constrained and unconstrained environments. Guidance is applicable to deployment, sustainment, and redeployment operations when using commercially procured, organic, and non-organic transportation assets to include water, rail, motor cargo, and passenger movement. For marshalling process, see Appendix AI.

2. When USTRANSCOM declares the transportation environment is constrained, due to its inability to accommodate taskings levied from multiple locations within the same region, the TO will submit transportation requirements to the USTRANSCOM for consolidation and sourcing. When USTRANSCOM cancels the consolidation requirement for sourcing of transportation assets, TO will resume authorized procurement and routing authority.

B. WATER TRANSPORTATION

1. General. This section provides guidance for unit deployment, sustainment, and redeployment operations via water transportation including ocean going vessels, barges, and ferries. It does not include U.S. Navy amphibious ships involved in amphibious operations. Information on types of sealift available are contained in Appendix AQ, hazardous cargo waivers and exceptions are found in Appendix AR, and assignment responsibilities of supercargoes are found in Appendix AS. Guidance for loading and securing military equipment for marine transport is contained in MTMC, Transportation Engineering Agency (MTMCTEA) References 95-55-21, Lifting and Tie-Down of U.S. Military Helicopters; 95-55-22, Marine Lifting and Lashing Handbook; and 95-55-23, Containerization of Military Vehicles. These publications are pocket-size (approximately 7" X 5") to afford maximum utility in the field. To obtain copies, write to MTMCTEA, 720 Thimble Shoals Blvd, Suite 130, Newport News VA 23606-2574, or call MTMCTEA at DSN 757-4646/47, Com'l (804) 599-1107; or 1-800-722-0727. MTMCTEA References 94-700-5, Deployment Planning Guide; and 95-700-6, Sealift Planning Guide, provide additional detailed guidance for planning deployment moves.

2. Deployment. This section outlines responsibilities for deployment of forces via ocean carrier.

a. MSC will:

(1) Upon direction of USTRANSCOM, define extent of need for and request activation of its reserve component, and pass on requirements to OPNAV staff for action.

(2) In accordance with DoD 4500.XX-R, Volume I and II, expand its container leasing or purchase contract efforts to meet DoD emergent container requirements.

(3) Source additional shipping assets in the following ascending order of priority:

(a) Commercial charters, with absolute preference for U. S. flag ships (if available to meet requirements).

(b) Fast Sealift Ships (FSS) activation.

(c) Ready Reserve Force (RRF) activations.

(d) Sealift Readiness Program (SRP).

(e) When above resources are expended:

1 Request National Command Authority (NCA) approval for requisitioning U.S.-owned, U.S. and foreign flag ships under effective U. S. control.

2 Charter foreign flag ships before all other options unless U.S. flag charters can meet requirements.

(4) Ensure timely distribution of data pertaining to ship's characteristics, special constraints (if any), and supercargo capabilities for those shipping assets being introduced into the DTS for the first time.

(5) If required, commence negotiation of special berth-term container and shipping agreement contracts necessary to meet emergent sustainment requirements to support the deploying forces.

(6) Coordinate ship arrivals, departures, berth assignments, husbanding services, availability of shipboard lashing gear, pre-stow plans, and readiness to load with the terminal operator.

(7) Coordinate with terminal operator and U.S. Coast Guard (USCG) for support requirements identified below.

(8) Coordinate with MTMC or theater CINC to establish vessel port call.

b. MTMC, Navy Terminal, and/or Theater CINC will:

*(1) Select appropriate POEs and PODs to meet supporting or supported CINC requirements.

*(2) Issue call forward notifications based on TPFDD requirements to control flow into the water terminals, monitor port throughput, and receive unit movement documents.

*(3) As necessary, contract for and coordinate use of expanded port facilities, plus labor services and raw materials needed at expanded or newly activated water terminal. (Also see FM 100-10, Combat Service Support.)

*(4) Identify need, composition, and employment of port support activity (PSA) units within the water terminal. In CONUS, the Terminal Transportation Brigades/port commander identifies PSA requirements. See Appendix AU and FM 55-10, Movement Control in a Theater of Operations, for additional guidance.

(5) Define extent of need and request activation of reserve component resources:

(a) Transportation Terminal Brigades.

(b) U.S. Navy Reserve Cargo Handling Battalions and U.S. Navy Reserve Freight Termial Units.

(c) U.S. Army Transportation Command units, (e.g., 32d Transportation Group, etc.).

(d) 3d Theater Army Area Management Control Authority.

(6) Schedule and provide water terminal operational services such as stevedores, cargo checkers, motor transport services, MHE, cranes, etc., at newly activated or expanded ports. (Also see FM 55-50, Army Water Transportation Operations.)

(7) Establish or expand the following to meet emergent needs: terminal capabilities for cargo documentation, vessel papers, hazardous cargo manifest and cargo pre-stow, and final stow plan preparation.

(8) Provide or expand automated data systems' availability at water terminals.

(9) Provide or expand safety and security policies and procedures for the water terminal activity.

* NOTE: These items do not apply to Navy Terminals.

(10) Coordinate with MSC and USCG and/or theater CINC for support requirements.

(11) Coordinate with deploying unit's TO/MO on timeline for preparation and submission of initial and final Deploying Equipment List and TC-AIMS data transfer.

NOTE: See DTR, Part II, Cargo Movement, for specific MTMC responsibilities in CONUS and in a theater of operations.

c. USCG and/or theater CINC will:

(1) Provide all waterside physical security to include harbors, channels, approaches, and security of vessels in these areas:

(a) USCG physical security plan is integrated with the port commander's physical security plan.

(b) In overseas areas, theater port commander develops and executes a port physical security plan in coordination within host nation port authority.

(2) Regulate shipping, handling, and pier-side storage of hazardous cargo.

(3) Interface with host nation and military authorities on storage and handling of hazardous cargo, as the senior DoD port safety agent.

(4) Issue hazardous cargo permits.

(5) Orchestrate vessel fire prevention programs.

d. TO and/or MO will:

(1) Prepare deploying unit equipment list.

(2) Ensure equipment is properly prepared and configured for loading.

(3) Ensure appropriate documentation (to include waivers and exemption requests, Appendices AB, AC, and AR) accompanies equipment.

(4) Prepare hazardous cargo documentation.

(5) Coordinate with MSC, MTMC, or theater CINC, and ship for billeting of supercargoes. Duties and responsibilities of these personnel are provided at Appendix AS.

(6) Ensure hazardous material documentation is properly prepared in accordance with International Maritime Dangerous Goods Code (IMDGC) and Title 49, Code of Federal Regulations (CFR) (as applicable). Further guidance can be found at Appendices AC and AR.

(7) Coordinate movement of deployment equipment to POE.

3. Sustainment of Units. Sustainment cargo movements will move under procedures found in DTR, Part II, Cargo Movement. To accomplish movement of large amounts of cargo other than Class V (ammunition) associated with major deployments, MSC may establish special berth-term container and shipping agreement contracts to meet lift requirements, when appropriate. Otherwise, chartered RRF ships will be used to support sustainment operations.

4. Redeployment. Deployment procedures above will be followed as redeployment procedures unless otherwise directed. Additional theater CINC considerations for redeployment include, but are not limited to, the following:

a. Agricultural wash down and customs requirements.

b. Return disposition of unused sustainment cargo and supplies.

c. Inspection of personnel and containers to locate contraband (to include unauthorized weapons, ammunition, and war souvenirs).

d. Additional mission requirements directed en route, e.g., maintaining tactical capabilities during redeployment.

e. Return of intermodal equipment (container/flatrack).

5. Joint Logistics Over the Shore (JLOTS) Operations. JLOTS operations include loading and unloading ships without benefit of fixed port facilities in either friendly or undefended territory and, in time of war, during phases of theater development. JLOTS operations are conducted over unimproved shorelines, through ports not accessible to deep draft shipping, and through ports considered inadequate without benefit of JLOTS capabilities. Services should refer to Joint Pub 4-01.6 for the planning, organization, and conduct of JLOTS operations. TO or MO considerations should include:

a. Off-load capabilities of JLOTS operation.

b. Cargo staging, handling and throughput limitations ashore.

6. Afloat Prepositioned. National military strategy dictates smaller forward deployed forces and places greater reliance on CONUS based forces. Therefore, military services project forward presence with use of prepositioned war reserve (PWR) materiel afloat. Supplies and equipment positioned aboard these vessels are configured and maintained to meet the requirements of multiple CINCs. For more information see Joint Pub 0-2 and FM 100-17-1,

Army Prepositioned Afloat. Continuous detailed and timely planning are essential to ensure personnel and PWR arrive simultaneously. Upon completion of discharge and release by the supported CINC, prepositioned ships will be assigned to the operational control of MSC. For more information see Joint Pub 0-2 and FM 100-17-1, Army Prepositioned Afloat.

C. RAIL TRANSPORTATION

1. General. This section provides guidance for the use of either DoD or commercial rail assets as described in Appendix AT, and for unit deployments in support of exercises or operations, addressed in paragraph A, above. It provides requirements and responsibilities for procurement, preparation for acceptance, inspection, loading, load documentation, and off-loading of rail assets. Appendix AT addresses hazardous material, train types, and loading rules. Appendix AR addresses hazardous materials exceptions; i.e., waivers and exemptions.

2. Deployment. This section outlines responsibilities of agencies deploying forces to aerial or surface ports of embarkation (A/SPOEs).

a. MTMC will:

(1) Upon request of TO, negotiate and provide routing instructions for rail transportation and associated services in support of stated requirements.

(2) Manage all DoD-owned railway rolling stock in interchange service.

(3) Ensure positioning of DFRIF assets to support special lift requirements identified by TO.

(4) Call Association of American Railroad (AAR) for military expediting service (MTX), after receiving information from the transportation officer.

b. Installation commanders will:

(1) Maintain installation rail facilities and staging areas for deployment missions.

(2) Ensure adequate loading ramps and associated support equipment are available and maintained.

c. Transportation officer (TO) will:

(1) Determine rail car requirements based upon equipment listing from deploying unit(s).

(2) Coordinate with MTMC and rail carriers for rail car requirements, and type and level of associated services required to meet deployment requirements.

(3) In conjunction with installation commander, ensure rail site (if located on installation) is properly maintained, clean and free of debris, is equipped with sufficient lighting. Additionally, ensure appropriate quantities of loading equipment, i.e., bi-level loading ramps, spanners, and scales are available.

(4) In conjunction with installation commander, determine need for and, if required, coordinate with MTMC for implementation of a temporary, partial rail shipment embargo for the facility. A military embargo notice will contain the following information:

(a) Reason for embargo.

(b) Name of activity affected.

(c) Mode of carrier involved.

(d) Type of traffic embargoed.

(e) Exceptions to embargo, if any.

(f) Procedures for obtaining a permit.

NOTE: When a military embargo notice does not contain provisions for an exception or for obtaining a permit, and a military emergency requires a shipment to move outside the military embargo, essential facts will be furnished by the shipper to appropriate MTMC area command. MTMC area command will make arrangements for movement and furnish instructions to the shipper. (Also see AFR 75-39, AR 55-36, DLAR 3005.4, MCO 4600.19C, OPNAVINST 4600.18B; DoD Use of Domestic Civil Transportation Under Emergency Conditions.

(5) Upon identification of off-site rail facility, coordinate with civilian rail authorities for use.

(6) When rail facilities are not located on the installation, provide MTMC with a primary and alternate location for rail operations to be conducted.

(7) Inspect rail cars, containers, MILVAN, etc., for cleanliness and serviceability.

(8) Supervise unit loadout.

(9) Inspect and approve rail loads in conjunction with railroad inspector.

(10) Ensure hazardous material documentation is properly prepared in accordance with the provisions outlined in DTR, Part II, Cargo Movement, Chapter 204. Also see Appendices AC, AR, and AT for additional guidance.

(11) In conjunction with deployable units on the installation, ensure adequate numbers of load teams are properly trained and determine need for MTMC deployment support brigades (DSB). DSBs assist the MO and deploying units with documentation, staging, and loading of equipment. DSBs also provide liaison to support the technical aspects of equipment preparation. DSBs are tailored to satisfy mission requirements.

(12) Provide tools and assistance, as available.

(13) Prepare government bills of lading (GBLs) based upon equipment data provided by the deploying unit.

(14) Advise MTMC and receiving activity of train departure and estimated time of arrival.

(15) Call in information to obtain MTX service.

d. Deploying Unit will:

(1) Use automated systems, if available, to estimate numbers and types of rail cars and develop unit load plans.

(2) Submit movement requirements to supporting TO.

(3) Coordinate with higher headquarters and support activities concerning unit movements and logistical support requirements.

(4) Ensure proper preparation of equipment for loading, to include documenting, labeling, placarding, packaging, and securing of secondary loads. If movement involves intermodal means, i.e., rail to highway, vehicles and equipment must be prepared to the most restrictive standard for the modes of transportation used.

(5) Be responsible for procurement, use, control, accountability and return, or proper recycling of blocking, bracing, and tie-down equipment needed for deployments.

(6) Ensure adequate numbers of properly trained load teams are identified within the unit.

(7) Load rail cars under supervision of TO and railroad representatives. General information, procedures, and figures for the correct tie-down of military equipment on rail cars is contained in MTMCTEA Pamphlet 55-19, Tie-Down Handbook for Rail Movements. This publication is pocket-size (approximately 7” x 5”) to afford maximum utility in the field and is in compliance with the AAR General Rules. To obtain copies contact MTMCTEA as indicated in paragraph B.1., above.

3. Sustainment of Units. Sustainment shipments to deployed units will be in accordance with provisions of DTR, Part II.

4. Redeployment. Procedures stated above remain the same for redeployment of forces from surface ports of debarkation (SPODs) within CONUS, and for SPODs in theater of operation. Redeploying units will coordinate with SPOD operator prior to submitting rail requirements to MTMC for procurement of necessary assets.

5. Rail Operations in OCONUS Theaters. OCONUS theater CINCs are responsible for compliance with local laws and restrictions governing traffic management within their respective AOR.

D. HIGHWAY TRANSPORTATION

1. General. This section provides guidance for use of highway transportation when conducting unit movements of personnel, cargo, and equipment in support of exercises and operations described in paragraph A above. It outlines requirements and responsibilities for procurement, preparation for acceptance, inspection, loading, and load documentation for use of highway transportation resources, to include commercial (cargo and passenger) and military convoy operations. Appendices AC and AR address hazardous material documentation requirements. Equipment inspection, acceptance procedures for commercial transportation assets, and convoy operations will be performed in accordance with Service, state, and local regulations and procedures. Highway transportation in overseas theaters of operation will be conducted in accordance with theater and host nation agreements, regulations, and policies.

2. Deployment. Procedures outlined in this section establish support agency and unit responsibilities when conducting unit deployments of personnel and equipment using commercial-for-hire highway transportation assets.

a. Procurement and routing of transportation assets for the movement of personnel, cargo, and equipment to the A/SPOE will be accomplished in accordance with the provisions of DTR, Part I (Passenger Movement); DTR, Part II (Cargo Movement); and DoD Component regulations. Military convoy movement procedures are outlined in Appendix AV and local area regulations, e.g., FM 55-312, Military Convoy Operations in the Continental United States.

b. Appendix AV, Oversize, Overweight, and Special Military Movements on Public Highways in the United States, provides for specific DoD elements to act as representatives of their respective Services, and DLA, to secure permits for vehicular movements involving other than commercial carriers. Authorized military representatives will determine whether highway movement is essential to national defense and, when appropriate, make necessary requests and certifications to appropriate state authorities. These representatives will coordinate and arrange for formal agreements, including certifications with state and local civil authorities, for recurring oversize, overweight, or other special movements of military-owned and operated vehicles

within a limited area. Upon completion of agreements, the local military representatives will notify the civil authorities when an authorized movement is to be made and obtain necessary permits. Copies of the agreement will be provided as directed in Appendix AV.

3. Responsibilities. Support agency responsibilities and authority outlined in DTR, Parts I and II, and as stated below, apply for the purpose of this section.

a. MTMC will:

(1) Upon request of the TO, negotiate and provide routing instructions for transportation and associated services in support of stated requirements.

(2) When requested, assist carriers in obtaining temporary operating authority.

(3) Assign DoD responsibility for coordinating with state, local, or toll authorities for all oversized, overweight, or other special movements of cargo essential to national defense. Establish policy and responsibilities for defense use of public highways. For details associated with moving oversize/overweight equipment and convoy operations, see Appendix AV, Oversize, Overweight, and Special Military Movements on Public Highways in the United States.

b. TOs will:

(1) Determine appropriate use of transportation assets in accordance with provisions of DTR, Part I (Passenger Movement); DTR, Part II (Cargo Movement); and DoD Component regulations.

(2) Using best-value concept, select carriers for all shipments except as listed below. Carrier selection must be from DoD-qualified carriers or tenders and tariffs approved for DoD use. When TO desires assistance, requests will be submitted to MTMC or theater CINC. Exceptions to this routing authority are listed below:

(a) Top Secret shipments will be routed by the Armed Forces Courier Service in accordance with AFR 183-2, AR 66-5, and OPNAVINST 5130.2, Defense Courier Service.

(b) When shipping empty towable tank trailers, TOs will enter in the "Remarks" space on DD Form 1085, Domestic Freight Routing Request and Order, a full description of the product previously transported or stored in the tank trailer.

(c) Drive-away/truck-away service.

(d) When MOUs are used for or supplemented by commercial transportation resources during national or regional transportation emergencies, provisions of DTR, Part II, Chapter 201, apply. (Also see AFR 75-39, AR 55-36, DLAR 3005.4, MCO 4600.19C, OPNAVINST 4600.18B; DoD Use of Domestic Civil Transportation Under Emergency Conditions.)

(3) Request assistance from Service headquarters, when permits cannot be obtained.

(4) Ensure necessary road use permits for movement of oversized/ overweight equipment and convoy operations are obtained from the appropriate state authorities (in coordination with the Mobilization Movement Control (MOBCON) Program State Defense Movement Coordinator, if appropriate). Phone numbers and addresses for military and state points of contact can be found in MTMCTEA Publication, "Directory of Highway Permit and MOBCON Officials." This directory can be obtained through MTMCTEA; DSN 927-4313, Com'l (804) 599-1117. See Appendix AV for guidance/ assistance in obtaining permits for organic equipment or call MTMCTEA at the above numbers. When a carrier is unable to obtain permits, assistance can be requested from MTMCEA, Attn: MTEOP-TS, Bldg 82, First Floor, Military Ocean Terminal, Bayonne, NJ 07002-5302; Com'l phone: (210) 823-5734 or DSN 247-5734, or MTMCWA, DAC of S for Transportation Operations, Freight Traffic Division, Oakland Army Base, Oakland CA 94626-5000; Com'l phone: (510) 466-2426 or DSN 859-2426..

c. Mobility officer will:

(1) Coordinate with the TO for commercial transportation support.

(2) Ensure unit cargo and equipment is prepared for transport. Guidance on securing general cargo and wheeled and tracked vehicles on cargo vehicles is contained in MTMCTEA Reference 95-55-20, Tie-Down Handbook for Truck Movements. This publication is pocket-size (approximately 7" x 5") to afford maximum utility in the field. Copies can be obtained by writing or calling TEA at the address cited in paragraph B.1. above.

(3) Arrange for MHE and other logistic support as required.

(4) Supervise loading of cargo and equipment.

(5) Ensure appropriate documentation is prepared.

(6) Coordinate security and communications for convoy operations.

(7) Comply with call-forward instructions.

APPENDIX AA

ARRIVAL AIRFIELD CONTROL GROUP (AACG) CHECKLIST

1. The commander or officer in charge (OIC) will:

   a. Brief all personnel engaged in AACG operations.

   b. Establish required communications.

   c. Obtain parking and flow plan from the mobility force.

   d. Coordinate MHE with the mobility force.

   e. Ensure sufficient off-load teams with pusher vehicles are available.

2. The AACG officer will:

   a. Coordinate with the mobility force to ensure all personnel and equipment are cleared from arriving aircraft and guided to the release point or holding areas.

   b. Maintain current status of arrivals and departures of deploying unit personnel and equipment at the arrival airfield.

   c. Ensure airfield diagrams, with routes designated to release point and holding areas, are provided to arriving units.

   d. Ensure communications are operational between all elements of the AACG.

   e. Ensure deploying units retain all shoring and floor protection materials as determined at the joint planning conference.

   f. Determine and coordinate crash, fire, and rescue protection requirements.

3. The holding area officer will:

   a. Coordinate MHE use with the AACG and mobility force.

   b. Keep AACG informed of problems which may affect the movement schedule.

   c. Collect shoring and floor protection materials from arriving units (applicable only if deploying units were instructed to dispose of shoring materials at arrival airfield).

d. Return all non-deployed unit or AACG controlled Air Force equipment (463L pallets, nets, tie-down devices, etc.) to the mobility force. NOTE: Collected shoring may be retained for redeployment.

4. The unit or AACG administration officer will:

a. Act as safety representative for units involved in movement operations and brief all unit personnel.

b. Investigate all incidents and accidents and prepare reports.

c. Ensure personnel and related Services are provided by the base and installation for arriving units.

5. The logistic officer will:

a. Ensure logistic requirements for the AACG and deploying units are met.

b. Coordinate with unit representative at the appropriate arrival airfield area for ground transportation required to move personnel and equipment to the objective area.

c. Coordinate and supervise ground transportation to move units to the objective area.

6. The AACG statistics officer will:

a. Compile pertinent data required by the AACG.

b. Coordinate with the mobility force on reports required by higher headquarters. Reporting will include, but not limited to:

(1) Personnel and equipment departures from the arrival airfield en route to the objective area.

(2) Number of aborts.

(3) Number and location of any unscheduled stops en route.

(4) Names of all personnel killed or injured in any aircraft accident.

(5) Automated ITV interface (when capability exists).

APPENDIX AB

UNIT MOVEMENT OFFICER (UMO)

1. General. In each company-size (troop, battery, squadron, or detachment) unit, a UMO and an alternate UMO should be appointed. (A Senior NCO may be appointed.) These individuals must be trained and thoroughly familiar with:

a. FORSCOM Regulation 55-1, Unit Movement Planning; MTMCTEA 94-700-2, Logistics Handbook for Strategic Planning; and other applicable Service or MACOM regulations.

b. Organization structure (e.g., Air Force, Army) and terms pertaining to air and/or surface operations.

c. The transportability of the unit's organic equipment and cargo.

d. Characteristics and capabilities of the type of asset the unit requires; e.g., containerized cargo requiring flatcars versus box cars, C-5/C-17 aircraft versus C-141, container ship versus cargo and/or RO/RO ship.

e. Hazardous materials certification process.

f. The contents of this Publication.

NOTE: The term "UMO" includes deployment officer, embarkation officer, etc.

2. The UMO will:

a. Act as representative of the transported unit commander.

b. Supervise and ensure air movement training of the unit is conducted.

c. Prepare air movement plans.

d. Coordinate and supervise marshalling and outloading of the unit.

e. Maintain liaison with the DACG, and when directed, provide personnel augmentation and act as senior DACG representative.

f. Assist in unit off-loading and reassemble in theater.

g. Maintain an updated UMO turn-over or continuity folder.

h. Help prepare the unit's passenger or cargo manifest based on established allowable cabin load (ACL) provided by the transporting force. See Appendix AD.

i. Inspect cargo, equipment, and passenger manifests for accuracy.

j. Coordinate necessary communications.

k. Keep commander informed of all aspects of operation.

l. For air shipments:

(1) Ensure all cargo and equipment are prepared to pass the joint airlift inspection. DD Form 2133 (Joint Airlift Inspection Checklist) is used within the deploying unit (as a guide) prior to the joint airlift inspection. See Appendix AE.

(2) Ensure all requirements contained in Appendix AE are met.

(3) Ensure the planeload or troop commander understands responsibilities and conducts the required briefing of troops. (See Appendix AG.)

3. Unit Movement Officer Folder. Each UMO will maintain all documents needed for air movement. One suggested format is a folder, divided into two sections: an administrative and an operational section (See figure AB-1).

UNIT MOVEMENT OFFICER FOLDER

ADMINISTRATIVE SECTION

The administrative section contains the following:

1. Index section.

2. Unit standard operating procedures for air movement including notes from previous operations.

3. Unit order appointing the UMO and assistant.

4. List of pertinent references.

5. Names and orders of personnel who are school-trained or otherwise qualified to certify hazardous loads (see AFJMAN 24-204/TM 38-250/MCO P4030.19F/NAVSUP Pub 505(Rev)/DSAM 4145.3).

OPERATIONAL SECTION

The operational section contains the following:

1. Index cover sheet.

2. Air movement planning work sheet.

3. Weight and dimensions data on unit vehicles and equipment.

4. Manifest forms with copies.

5. Planning data on transport aircraft, transport ships, rail cars, trucks, etc.

6. Any other data required for movement of the unit.

Figure AB-l. Unit Movement Officer Folder.

APPENDIX AC

HAZARDOUS MATERIALS CERTIFICATION AND MOBILITY PROCEDURES

1. General.

a. Hazardous materials require special attention due to the inherent nature of the items. All personnel involved in the transportation of hazardous materials must be familiar with all laws, regulations, host nation agreements, and other rules affecting the movement of these items.

b. Commanders shall ensure that transportation of munitions and other HAZMAT comply with local, state, federal (Title 49 CFR), international laws and regulations, Status of Forces Agreements (SOFA), and DoD Component publications.

2. Movement by Aircraft.

a. Certification Requirements. The deploying unit is responsible for the certification of ammunition, explosives, and other hazardous materials for movement on DoD-owned and controlled airlift in accordance with the AFJMAN 24-204/TM 38-250/MCO P4030.19F/ NAVSUP Pub 505(Rev)/DSAM 4145.3, Preparing Hazardous Materials for Military Air Shipments.

b. Exceptions. Exceptions to AFJMAN 24-204/TM 38-250/MCO P4030.19F/ NAVSUP Pub 505(Rev)/DSAM 4145.3 may be authorized by waivers or exemptions for DoD-owned and controlled aircraft.

(1) Waivers. Waivers are exceptions to the packaging or compatibility requirements of AFJMAN 24-204/TM 38-250/MCO P4030.19F/NAVSUP Pub 505(Rev)/ DSAM 4145.3.

(a) Packaging. Submit requests for waivers to Performance Oriented Packaging (POP) requirements through Service Inventory Control Points (ICPs) listed in DTR, Part II, Chapter 208, Figure 208-1. An approved waiver must accompany each shipment. For OCONUS shipments, including tactical and contingency operations, POP requirements are mandatory and cannot be waived.

(b) Compatibility. The shipper is responsible for obtaining the waiver for incompatible items. Shippers will submit waiver requests through the appropriate service focal point. If the mobility force adjusts aircraft mission loads during departure airfield operations, the mobility force will request waivers for incompatible items.

(2) Exemptions. See Appendix AR for guidance.

c. Mobility Considerations.

(1) For deployment, sustainment, redeployment, or emergency airlift operations airlift missions may be validated as meeting AFJMAN 24-204/TM 38-250/MCO P4030.19F/ NAVSUP Pub 505(Rev)/DSAM 4145.3, Chapter 3, criteria. (Chapter 3 provides special provisions for tactical, contingency, or emergency airlift.) The major command, having operational control of the deploying unit, justifies the use of Chapter 3 provisions in the airlift request. TOs or MOs must ascertain from their validating headquarters approval of Chapter 3 provisions. TOs or MOs should refer to AFJMAN 24-204/TM 38-250/MCO P4030.19F/ NAVSUP Pub 505(Rev)/DSAM 4145.3 for specific criteria and conditions, to include permissible fuel levels.

(2) There are several methods to transport individual weapons on DoD-controlled aircraft. They can be packaged and stowed as cargo in vehicles, or palletized along with other accompanying cargo. On Civil Reserve Air Fleet (CRAF) aircraft, they should be packaged and carried in the baggage compartment. When determined necessary by the troop commander, weapons may be hand-carried aboard all aircraft; however, AMC must be notified of the requirement in time to coordinate with commercial carriers and approve the request. The mobility force must notify the troop commander that the hand-carrying of weapons has been authorized. AFJMAN 24-204/TM 38-250/MCO P4030.19F/NAVSUP Pub 505(Rev)/DSAM 4145.3 contains instructions for packaging and certification of ammunition. Crew-served weapons must be stored in the baggage compartment. Individual weapons will be inspected at the foot of the steps prior to boarding to ensure weapon bolts are removed or in the open position with flag safety inserted The chamber must be empty and magazines will not be affixed to the weapon. The mobility force will notify the aircraft commander of the requirement to carry loaded weapons for security purposes.

(3) Passengers with weapons and ammunition, moving by non-DoD-controlled aircraft, will adhere to the security requirements of the individual air carrier. Troop commanders, TOs, and MOs are responsible for coordination with the air carrier (see DTR, Part I, Passenger Movement).

(4) For movement of ammunition and explosives, the shipper will coordinate with the APOE for pre-clearances, storage arrangements, and constant surveillance/security arrangements, if required.

(5) For personnel movement under AFJMAN 24-204/TM 38-250/MCO P4030.19F/ NAVSUP Pub 505(Rev)/DSAM 4145.3, Chapter 3, normal passenger provisions do not apply. Waivers for moving personnel with accompanying mission equipment are not required.

3. Movement by Highway.

a. Certification Requirements.

(1) Installations/units will use DD Form 836, Shipping Paper for Emergency Response Information for Hazardous Materials, as a shipping paper and to provide emergency instructions to drivers when operating on public roads. (See DTR, Part II, Figure 204-12.) The emergency response instructions inform a driver on how to protect himself, cargo, vehicle, and other life and property from fire, accident, or vehicle breakdown. Appropriate instructions contained in the DOT Emergency Response Guidebook must be attached, if not contained on the form.

(2) DD Form 626, Motor Vehicle Inspection, will be used for inspecting both commercial and government vehicles carrying placarded amount of HAZMAT on public highway. (See DTR, Part II, Figure 204-11.)

(3) Units shipping vehicles/containers loaded with hazardous materials are required to complete a Container Packing Certificate or Vehicle Packing Declaration (Figure AC-4), if the routing includes a sea leg.

b. Exceptions. See Appendix AR for guidance.

c. Mobility Considerations.

(1) Drivers carrying HAZMAT shipments must be trained in accordance with DTR, Part II, Chapter 204 (Training). All training must be documented on the drivers Optional Form (OF) 346, U.S. Government Motor Vehicle Operators' Identification Card.

(2) Motor vehicles carrying HAZMAT, in accordance with DTR, Part II, Chapter 204, paragraph H.4., must be inspected and a DD Form 626 completed prior to transporting munitions and other HAZMAT.

(3) Placards and labels must be affixed in accordance with Title 49 CFR, applicable STANAG, or international directives and regulations.

(4) The DD From 836 must be annotated with HAZMAT data in accordance with applicable regulations. Required entries on shipping papers include the following: proper shipping name, hazard class and/or division, United Nations/National (UN/NA) number, packing group (if applicable), and total quantity of HAZMAT expressed in metric for explosives.

(5) Military drivers must receive emergency response instructions and proper reporting procedures for accidents, incidents, or delays en route.

(6) Shipments must be loaded, blocked, and braced in accordance with 49 CFR and DoD-approved specifications.

4. Movement by Rail.

a. Certification Requirements.

(1) The deploying unit is responsible for the certifications of ammunition, explosives, and other hazardous materials for rail movement in accordance with Title 49, Section 174.

(2) Units shipping vehicles/containers loaded with hazardous materials are required to complete a Container Packing Certificate or Vehicle Packing Declaration (Figure AC-4), if the routing includes a sea leg.

b. Exceptions.

(1) Waivers. The movement of loaded fuel tankers by rail during exercises or deployments is covered by a special approval from the Federal Railroad Administration (See Figure AC-2.)

(a) When this special approval is used, a copy of the first page (signatures) and the pages showing the tankers/pods of the GBL must be provided to MTMC for each move. These should be faxed to HQ MTMC at DSN 761-3547 or Commercial (703) 681-3547. MTMC will provide copies to DOT.

(b) Any incidents or accidents involving movement of fuel tankers under this approval will be reported immediately to HQ MTMC (Attn: MTOP-OPS), along with a copy of the after action report when prepared. These will be used to share experiences and countermeasures across DoD, and to support future requests for extensions of this special approval.

(c) Under the special approval, semitrailer tankers, such as an M969A1, will be shipped empty but not purged. This DoD limitation is in affect because the tie-down points on the vehicle cannot withstand forces resulting from a load of fuel.

(d) The unit must provide railroad official with a copy of the special approval at time of shipment.

(2) Exemptions. See Appendix AR for guidance.

d. Mobility Considerations. To assure safe movement of equipment, units must adhere to MTMCEA Pamphlet 55-19, "Tie-Down Handbook for Rail Movements." Precautions should be taken to protect items from damage or pilferage such as glass windshield or night vision goggles.

5. Movement By Vessel.

a. Certification Requirements.

(1) The deploying unit is responsible for the certification of ammunition, explosives, and other hazardous materials for movement by cargo vessel, in accordance with Title 49, Section 176 , and the IMDG.

(2) The port will prepare MTMC (MT) Form 225-R, "Dangerous Cargo Load List" (Figure AC-3), on all hazardous or dangerous cargo packaged into containers. The copy signed by the vessel master, or a licensed deck officer designated by the master, must be retained in the vessel file.

(3) Units shipping vehicles/containers loaded with hazardous materials by sea are required to complete the Container Packing Certificate or Vehicle Packing Declaration forms. (See DTR, Part II, Figure 204-13.) The certification/declaration verifies that unit packers have properly blocked, braced, packaged, segregated, and marked vehicles/containers loaded with hazardous materials in accordance with the applicable regulations.

b. Exceptions.

(1) Waivers.

(a) CINCs will assign areas of responsibility to a specific Service component command to process waiver requests to DoD explosive safety standards for OCONUS ports. When waivers are issued by the Area Commanders, a copy will be provided to HQ MTMC, MTOP-OPS.

(b) DoD explosive safety waiver requests for CONUS common-user ports will be processed through the MTMC port manager to HQ MTMC for review and approval.

(2) Exemptions. See Appendix AR for guidance.

SHIPPER'S DECLARATION FOR DANGEROUS GOODS (Provide at least two copies to the airline.)

Shipper	Air Waybill No. Page of Pages Shipper's Reference Number *(optional)*
Consignee	

Two completed and signed copies of this Declaration must be handed to the operator

TRANSPORT DETAILS

This shipment is within the limitations prescribed for: *(delete non-applicable)*

PASSENGER AND CARGO AIRCRAFT	CARGO AIRCRAFT ONLY

Airport of Departure

Airport of Destination:

WARNING

Failure to comply in all respects with the applicable Dangerous Goods Regulations may be in breach of the applicable law, subject to legal penalties. This Declaration must not, in any circumstances, be completed and/or signed by a consolidator, a forwarder or an IATA cargo agent.

Shipment type: *(delete non-applicable)*

NON-RADIOACTIVE	RADIOACTIVE

NATURE AND QUANTITY OF DANGEROUS GOODS

Proper Shipping Name, Class, UN Number or Identification Number, number of packages, packing instructions and all other required information as detailed in Subsections 6.6 and 8.1 of IATA Dangerous Goods Regulations.

Additional Handling Information

24 hr Emergency Contact Tel No _____

I hereby declare that the contents of this consignment are fully and accurately described above by proper shipping name and are classified, packed, marked and labelled, and are in all respects in the proper condition for transport by air according to the applicable international and national government regulations.

Name/Title of Signatory

Place and Date

Signature *(see warning above)*

STYLE C83 Printed by Labelmaster. An American Labelmark Co. Chicago, IL 60646 (800) 621-5808

Figure AC-1. Shipper's Declaration for Dangerous Goods.

U.S. Department
of Transportation
Federal Railroad
Administration

400 Seventh St S W
Washington, D C 20590

MAR 3 1995

Colonel Dean T. Smith
Assistant Deputy Chief of Staff
for Operations
Department of the Army
Military Traffic Management Command
5611 Columbia Pike
Falls Church, Virginia 22041-5050

Dear Mr. Smith:

This is in response to your February 3, 1995, letter requesting approval from the Federal Railroad Administration for the transportation of cargo tanks containing flammable and combustible liquids in trailer-on-flat (TOFC) service.

In accordance with 49 CFR 174.61(c) the Department of Defense (DOD) is authorized to transport model M978 HEMTT tankers (1800 gallon capacity), M969A1 cargo tanks, five-ton trucks (500 gallon capacity fuel pods), and DOD tactical vehicles in TOFC service under the following conditions:

1. Shipments are authorized between military installations in the continental United States or points of departure, and return;

2. Shipments may be made at any time during the period beginning March 1, 1995, and ending February 28, 1997;

3. All manhole closures on the cargo tanks are to be closed and secured; and all valves and other closures in liquid discharge systems are to be closed and free of leaks;

4. Sufficient outage requirements will be preserved to prevent leakage from or distortion of such tank by expansion of the contents due to rise in temperature during transit;

5. DOD specification M978 tank trucks shall be loaded, blocked, braced, and tied down in accordance with Department of the Army's Technical Manual, TM 55-2320-279-14 and MTMCTEA Pamphlet 55-17;

Figure AC-2. Special Approval from the Federal Railroad Administration.

6. Handbrakes of each vehicle shall be set with the hand lever wired or blocked; and

7. Each railcar used to transport DOD tank trucks shall be equipped with an operative cushioning system that meets the requirements of the Association of American Railroads Specification M-921-81.

8. Prior to shipments, you must provide this office with notification of the movement and supply a copy of the shipping papers that are provided to the rail carrier.

Sincerely,

Phil Olekszyk
Acting Deputy Associate Administrator
for Safety Compliance and
Program Implementation

Figure AC-2. Special Approval from the Federal Railroad Administration (Cont').

Figure AC-3. MTMC Form 225-R, Dangerous Cargo Load List.

DANGEROUS CARGO LOAD LIST

(Prescribing Directive is MTMC REG 56-69)

1. EMERGENCY RESPONSE NUMBERS:
DLA - GEN HAZMAT 1-800-851-8061
AOC - AMMO/EXPLOSIVES (703) 697-0218/0219

2. PAGE_____ OF _____ PAGES

3. FROM (Name/address of Agency, include ZIP)

4. VESSEL NAME, NUMBER, REGISTRY, IRCS

5. VOYAGE NUMBER

6. VAN NUMBER

7. TOTAL NET EXPL WT: KGS (LBS)

8. POE

9. POD

10. PREPARED IN ACCORDANCE WITH: 49 CFR ☐ IMDGC ☐

11 a TRANSPORTATION CONTROL NUMBER	12 a STOW LOCATION	13.a. PROPER SHIPPING NAME (RQ, WASTE, MARINE POLLUTANT IF APPL)	14.a.HAZ CLASS	15.a. UN NBR	16.a. PKG GRP	17 a TYPE PACK	18.a. PIECES	19.a. WEIGHT KGS (LBS)	20 a CUBE M(3) (FT(3))
			21 a NET EXPL WT KGS (LBS)	22 a REMARKS FLASH POINT, EX NO, DANGEROUS WHEN WET, POISON INHALATION HAZARD.					
11 b TRANSPORTATION CONTROL NUMBER	12 b STOW LOCATION	13.b. PROPER SHIPPING NAME (RQ, WASTE, MARINE POLLUTANT IF APPL)	14.b.HAZ CLASS	15.b. UN NBR	16.b. PKG GRP	17 b TYPE PACK	18.b. PIECES	19.b. WEIGHT KGS (LBS)	20 b CUBE M(3) (FT(3))
			21 b NET EXPL WT KGS (LBS)	22 b REMARKS FLASH POINT, EX NO, DANGEROUS WHEN WET, POISON INHALATION HAZARD.					
11 c TRANSPORTATION CONTROL NUMBER	12 c STOW LOCATION	13.c. PROPER SHIPPING NAME (RQ, WASTE, MARINE POLLUTANT IF APPL)	14.c.HAZ CLASS	15.c. UN NBR	16.c. PKG GRP	17.c. TYPE PACK	18.c. PIECES	19.c. WEIGHT KGS (LBS)	20 c CUBE M(3) (FT(3))
			21 c NET EXPL WT KGS (LBS)	22 c REMARKS FLASH POINT, EX NO, DANGEROUS WHEN WET, POISON INHALATION HAZARD.					
11 d TRANSPORTATION CONTROL NUMBER	12 d STOW LOCATION	13.d. PROPER SHIPPING NAME (RQ, WASTE, MARINE POLLUTANT IF APPL)	14.d.HAZ CLASS	15.d. UN NBR	16.d. PKG GRP	17.d. TYPE PACK	18.d. PIECES	19.d. WEIGHT KGS (LBS)	20 d CUBE M(3) (FT(3))
			21 d NET EXPL WT KGS (LBS)	22 d REMARKS FLASH POINT, EX NO, DANGEROUS WHEN WET, POISON INHALATION HAZARD.					

23.a. I HEREBY DECLARE THE CONTENTS OF THIS CONSIGNMENT ARE FULLY AND ACCURATELY DESCRIBED ABOVE BY PROPER SHIPPING NAME, ARE CLASSIFIED, PACKED, MARKED/LABELED, AND ARE IN ALL RESPECTS IN PROPER CONDITION FOR TRANSPORT BY WATER ACCORDING TO APPLICABLE INTERNATIONAL AND NATIONAL GOVT REGS.

23.b. NAME AND TITLE (Print or Type)

23.c. SIGNATURE DATE

23.d. REMARKS

24.a. THIS IS TO CERTIFY THAT THE CARGO INSIDE THIS UNIT (VEHICLE OR CONTAINER NUMBER _____) HAS BEEN PROPERLY PACKED AND SECURED, AND THAT ALL APPLICABLE TRANSPORT REQUIREMENTS HAVE BEEN MET IN ACCORDANCE WITH THE PROVISIONS OF 12.3.7 (CONTAINER) OR 17.7.7 (VEHICLE), AS APPLICABLE, OF THE GENERAL INTRODUCTION TO THE IMDG CODE.

24.b. NAME AND TITLE (Print or Type)

24.c. SIGNATURE DATE

24.d. REMARKS

PREVIOUS EDITION OF APR 89 IS OBSOLETE

MT Form 225-R, 18 Mar 94

CONTAINER PACKING CERTIFICATE
OR
VEHICLE PACKING DECLARATION

Person responsible for packing the vehicle or container should complete the checklist. Cross out "vehicle" or "container" as appropriate. Sign the certification.

It is hereby declared that the undersigned has visually inspected container/ vehicle no. _____ and certifies that:

- ☐ The container/vehicle was clean, dry, and apparently fit to receive the goods.
- ☐ If the consignment includes goods of class 1, except division 1.4, the container/vehicle is structurally serviceable in conformity with section 12 of the introduction to class 1 of the IMDG code.
- ☐ No incompatible goods have been packed into the container/vehicle, unless approved by the competent authority concerned in accordance with 12.2.1.
- ☐ All packages have been externally inspected for damage, and only sound packages have been packed.
- ☐ All packages have been properly packed and secured in the container/ vehicle.
- ☐ If the container/vehicle is a bulk container, the dangerous goods cargo has been evenly distributed.
- ☐ The container/vehicle and the packages therein are properly marked, labeled, and placarded.
- ☐ When solid carbon dioxide (dry ice) is used for cooling purposes, the container/ vehicle is externally marked or labeled in a conspicuous place at the door and, with the words: DANGEROUS CO2 - GAS (Dry Ice) INSIDE, VENTILATE THOROUGHLY BEFORE ENTERING.
- ☐ The dangerous goods declaration required in subsection 9.4 of the General Introduction to the IMDG Code has been received for each dangerous goods consignment packed in the container/vehicle.

Name/Status, Company/Organization of signatory:
Place and Date:

Figure AC-4. Container Packing Certificate or Vehicle Packing Declaration Form.

APPENDIX AD

AIRCRAFT LOAD PLANNING AND DOCUMENTATION

A. RESPONSIBILITIES

1. The mobility force will:

a. Assist the deploying unit in developing load plans, including aircraft limitation changes. However, it is the responsibility of the deploying unit to develop load plans.

b. Ensure documentation and manifesting of all personnel, cargo, and equipment are accomplished by the deploying unit, in accordance with provisions of the DTR.

2. Deployment planners and/or the deploying unit will be responsible for full aircraft utilization.

B. AIRCRAFT UTILIZATION

When planning for full aircraft utilization, the planner will apply the following criteria:

1. Aircraft will be configured and loaded to maximum capacity using the allowable cabin load (ACL), passenger limits, and aircraft load specifications found in figures AD-1 through AD-32. For further assistance contact an affiliated Air Mobility Control Squadron (AMCS) or deployed TALCE.

2. Accurate ACL information is subject to variables such as type of mission, destination, distance, weather, operational priorities, airfield conditions, and individual aircraft characteristics.

3. The configuration of vehicles and equipment to be air transported or air dropped must allow for emergency access from the front to the rear of the aircraft and safe loading and off-loading.

4. In aircraft loading, axle loads, wheel loads, tire footprint loads, and general floor loads, as determined from the plan view of the equipment, must conform to aircraft fuselage zone and compartment limitations. Detailed allowable load limits can be found in the aircraft Technical Order Dash 9. Units having extremely heavy or outsize equipment should emphasize this during joint planning conference and seek technical assistance prior to load planning. Palletized and platform limitations, along with aircraft roller load limits, must not be exceeded.

5. Use spread-loading as a technique, whereby like capabilities of a given unit are distributed throughout the entire air flow versus on a single aircraft. For example, if a deploying unit's entire petroleum, oils, and lubricants (POL) capability is on one aircraft and the aircraft is lost due to weather or combat, the capability of the deploying unit would be severely limited.

6. Each item will be planned for placement aboard the aircraft so it can be rapidly loaded or off-loaded. In such cases, the most efficient use of aircraft will be planned with the following exceptions:

a. Minimize floor-loaded cargo for aircraft carrying rolling stock.

b. Vehicles will normally be loaded on the aircraft facing the ramp. Also, trailers and towed equipment will be moved on the same aircraft as their prime mover.

c. Palletized cargo will be planned for placement aft of all rolling stock and passengers (aircraft weight and balance permitting).

C. PARACHUTE ELEMENT

Units assigned to parachute elements will:

1. Prepare aircraft load plans that reflect the tactical plan and comply with appropriate references of the Army's FM 10-500 series or other applicable Service regulations.

2. Use the provisions of load planning shown herein and in Appendix AG for the preparation of equipment and supplies for airdrop, except when those instructions conflict with requirements of the tactical plan.

3. Provide the necessary auxiliary equipment for airdrop of vehicles and equipment, such as platforms, parachutes, webbing straps, and energy-dissipating material to absorb impact shock and vibration.

4. Rig loads according to the applicable technical orders and service regulations.

D. AIR-LANDED ELEMENT

Units assigned to air-landed elements will:

1. Prepare aircraft load plans

2. Plan for use of C-141, C-130, or CRAF as basic aircraft for movement of all equipment and general cargo that can be transported by those aircraft.

3. Plan for use of C-5 and C-17 aircraft for outsize equipment, plus other equipment and general cargo, to make full use of floor space and ACL.

4. Assign a minimum of two (2) passengers to function as cargo/equipment custodian in case a portion of the load is downloaded en route to the final destination.

5. Ensure each self-propelled vehicle has at least one qualified operator (not required on civil aircraft cargo missions).

6. Use the passenger, baggage weights, aircraft planning factors found in figures AD-1 through AD-32. (Normally, duffel bags will be palletized or loaded aboard the aircraft as secondary loads in vehicles.) Load planners will allocate adequate cargo compartment floor space to load rucksacks aboard the aircraft.

7. Determine planning weight and dimensions for all vehicles and equipment to be loaded.

8. Normally, plan to load trailers and semi-trailers in the same aircraft as their prime movers.

9. Ensure equipment items are complete in type, quantity, and configuration; and the weight, dimensions, and number of packages of supplies are correct.

10. Ensure the number of personnel indicated in the planned loads accurately describes the unit's readiness for movement and is the same as the movement data reported to the force commander or major command.

11. After submission of movement data and planning of aircraft loads, ensure any replacement of equipment items is reflected in a corrected movement data report.

E. CHUTE LOADING

Chute loading requires unit equipment to be aligned by type item and positioned according to priority in the line. Passengers are separated from the equipment and processed as required on a seat-available basis (except drivers, assistant drivers, and cargo custodians). This procedure is normally used when there is a sudden, unexpected change in aircraft type, and time constraints dictate a rapid but efficient alternate means of completing the move. For example, an exercise is progressing on schedule with C-141s when an unexpected event (such as earthquake relief) takes place and the C-141s are used immediately in support of that event. Now, you find you have a mixture of aircraft (on an as-available basis) to complete your assigned mission. For chute loading, the following procedures will apply:

1. All cargo is arranged according to M-series or type items.

2. Passengers will be held in a holding area with a predetermined number on hand at all times. Passengers will have ready access of baggage and personal equipment and be prepared to depart.

3. Loads will be determined and selected upon notification of estimated time of arrival (ETA), type, and number of aircraft arriving.

4. Load plans will be prepared listing serial number, bumper number, or TCN of the items to be airlifted (according to a transported force directed priority) on the appropriate cargo and passenger manifests (load plan). A transported unit representative must assist the load planner.

5. After the load plan is complete and all cargo and equipment for the chalk is present, cargo will be aligned in loading sequence by serial number. The joint inspection will then be conducted using a DD Form 2133.

6. Once cargo is load planned, the number of seats available is determined. The passenger holding area will be notified and passengers will be manifested and segregated by load.

7. Cargo goes to the aircraft with cargo and passenger manifests, joint inspection form, and DD Form 1387-2 (Special Handling Data/Certification) and/or Shipper's Declaration Of Dangerous Goods under the supervision of the mobility force representative. The DD Form 1387-2 may be used to identify cargo requiring special handling only, cannot be used as a certification document of HAZMAT. (Reference AFJMAN 24-204.)

8. The passenger holding area is notified when to escort passengers to the aircraft. This is an efficient method of processing both cargo and passengers when there is uncertainty as to the type of aircraft to be used.

F. TYPE LOADING

Identical type loads simplify the planning process and make the tasks of load planning easier. The type load method is the most common and widely accepted method of air movement planning. This method is often used in planning unit moves. Consider the following when type loading:

1. Load configuration.

2. Load condition upon arrival.

3. Rapid unloading.

4. Aircraft unloading.

5. Security requirements en route.

6. Operational requirements.

G. PREPARATION AND USE OF DD FORM 2130 SERIES

1. These forms are designed for use in load planning and documenting cargo to be airlifted during unit moves other than AMC channel missions. Except for the aircraft diagram, the forms are the same. The front of the form serves as a load planning sheet. Sidewall seats are shown on the C-130, C-141, C-17, and KC-135 aircraft diagrams and should be marked through with an "X" when seats are to be filled with passengers.

2. The DD Form 2130 series includes:

   a. DD Form 2130-1 (C-5A/B Load Plan).

   b. DD Form 2130-2 (C-130 Load Plan).

   c. DD Form 2130-3 (C-141B Load Plan).

   d. DD Form 2130-4 (C-160 Transall Load Plan).

   e. DD Form 2130-5 (DC 10-10/30CF Load Plan).

   f. DD Form 2130-6 (KC-lOA Load Plan, 17 Pallet Configuration).

   g. DD Form 2130-7 (KC-lOA Load Plan, 23 Pallet Configuration).

   h. DD Form 2130-8 (DC 8-50 Series F/CF Load Plan).

   i. DD Form 2130-9 (DC 8-61/71-63/73F/CF Load Plan).

   j. DD Form 2130-10 (DC 8-62CF Load Plan).

   k. DD Form 2130-11 (B707-300C Load Plan).

   l. DD Form 2130-13 (C-17 Load Plan).

   m. DD Form 2130-14 (KC-135 Load Plan).

   n. DD Form 2130C (Aircraft Load Plan Continuation).

3. Preparation instructions for the completion of DD Form 2130 Series are as follows:

   Block 1: UNIT BEING AIRLIFTED. Name or number of unit being airlifted.

   Block 2: UNIT IDENTIFICATION CODE. Six-character, alpha numeric-unique code assigned to unit being airlifted. Deploying units may also use Unit Line Number (ULN) in this block.

Block 3: TYPE MOVEMENT PLAN. Enter the operation or exercise name. If Special Assignment Airlift Mission (SAAM), enter the SAAM number. If contingency, enter plan number and whether theater or strategic airlift. Enter "CLASSIFIED" if there is any doubt about associating the type of movement with detailed load information on the unit, i.e., if Plan Identification (PID) number is listed

CAUTION: The association of an exercise name, SAAM sequence number, contingency name, or operation plan (OPLAN) number with the other information on this form **may cause this form to become classified up to TOP SECRET**.

Block 4: MOVEMENT DATE. Enter the date of airlift (DDMMMYY). NOTE: All airlift times are specified in Greenwich Mean Time (Zulu time zone).

Block 5: UNIT AIRCRAFT LOAD NUMBER. The number identifying the specific load and the total loads to be airlifted for a particular unit, e.g., 5 of 47.

Block 6: MISSION NUMBER. Assigned mission number, if known. (Normally completed by mobility force personnel.)

Block 7: AIRCRAFT SERIAL NUMBER. Last five digits of the aircraft tail number, if known. (Normally completed by mobility force personnel.)

Block 8: CONFIGURATION. The proper aircraft configuration that satisfies mission requirements. Basic aircraft configuration tables are found in MCI (Multi-Command Instruction) 11-202 (C-141), MCI 11-203 (C-5), MCI 11-258 (C-130), MCI 11-210, Vol 26 (KC-10), MCI 11-235, Vol 26 (KC-135), HAFBI 11-101 (C-27A), and MCI 11-204 (C-17). (Normally completed by mobility force personnel.)

Block 9: DEPARTURE AIRFIELD. Actual geographical name of departure airfield.

Block 10: DESTINATION AIRFIELD. Actual geographical name of the arrival airfield. If destination is classified enter "CLASSIFIED."

Block 11: ACTUAL LOADOUT. The aircraft diagram schematic scale is 1/4 inch = 3 feet or scale 1:144 cm. Actual position of cargo being airlifted will be shown on the diagram using DoD approved cargo load planning templates. Contact any of the AMCFs listed in DTR, Part III, Chapter 302, paragraph B.l.b.(l).(g), or refer to DoD 4500.XXR for further guidance.

Column 11(a): LOAD SEQUENCE. The order items will be loaded aboard aircraft (completed by deploying unit load planners). This order may be changed when circumstances dictate. NOTE: General sequencing rule is from front to rear of aircraft.

Column 11(b): ITEM MODEL AND NOMENCLATURE/ DESCRIPTION. A text description of the item; e.g., M818 5-ton tractor or CH-53E helicopter. A common or generic description may be used when shipping classified items.

Column 11(c): TRANSPORTATION CONTROL NUMBER (TCN) or VEHICLE PACKAGE NUMBER/SERIAL INCREMENT NUMBER. Enter 17 digit TCN, e.g., MSEABACR200110XXX, bumper number, license number, or serial number, e.g., HQ 16 or 76B2050.

Column 11(d): REMARKS (Special Handling, Shoring, etc).

(1) REMARKS CODE (from Column h). Enter the appropriate code(s) from Column h. that pertains to item of cargo being shipped; e.g., a self propelled vehicle (fueled with battery) placed on aircraft floor of a C-141 would receive codes 6 and 7A.

(2) OTHER. Enter information not covered in remarks code pertaining to item (e.g., some helicopters may require special approach shoring or use of code 4 in column 11(d) which would require an "arrow" in the "other remarks" column showing position and orientation of item inside the aircraft).

Column 11(e): DIMENSIONAL DATA. Enter the length, width, and height of all rolling stock and equipment to be transported on the aircraft. Do not use data plate dimensions. Physically measure the item to ensure its fits in the desired aircraft envelope.

Column 11(f): PLANNED LOAD DATA. Enter planned length, width, height, (in inches) and gross weight (in pounds) based on the most current available Unit Movement Data. Also record fuselage station (position in aircraft) and simplified moment. NOTE: Simplified moment permits the load planner to reduce the amount of numerical digits accumulated during the mathematical process associated with airlift planning. As airlift cargo capabilities increase, moments accrued during calculation of aircraft load Center of Balance (CB) also increase. To simplify a given moment, the load planner moves the decimal point a given number of spaces to the left depending upon which type aircraft is being used. Use following simplifications for aircraft listed below:

C-130E/H, KC-135, C-160, C-27A	1,000 (3 digits left)
C-141B, KC-1OA, DC-10-10/30CF	10,000 (4 digits left)

C-17, B707-300C, DC8-62CF, DC8-50F/CF, DC8-61/71-63/73FCC, C-5A/B, B747100F,200C/200F/400F	100,000 (5 digits left)

EXAMPLE: A moment of 7305560 on a C-130 aircraft would be simplified to 7306, and a moment of 20354000 on a C-141 aircraft would be simplified to 2035. As the example depicts, the simplified moment method can be related to standard rounding-off rules.

Column 11(g): ACTUAL LOAD DATA. Enter weight obtained by physically weighing item on scales in current calibration. Also record fuselage station (position in aircraft), simplified moment, and recompute load center of balance. NOTE: If actual CB changes more than 10 inches from the planned CB position, ensure aircraft limitations are not exceeded.

Column 11(h): REMARKS CODES. Choose appropriate codes and enter in column 11(d).

Block 12(a): PASSENGER SEATS/PLANNING DATA. Enter maximum number of seats available based on vehicle and cargo placement, ACL, and aircraft configuration. To estimate passenger weights see Figure AD-22. The number of seats planned block should reflect the maximum number of seats available after placement of equipment in Block 11. The proposed number of seats used should be entered in Block 11(b). Example: 22 Troops @ 210 lbs ea.

Block 13: TOTAL WEIGHT/MOMENT FROM REVERSE. Enter total planned load weight and moments from reverse side in Block (f), "Gross Weight and Moment" columns. Enter total actual load weight and moments from reverse side in Block (g), "Gross Weight and Moment" columns.

Block 14: TOTALS. Compute the sum of figures in Gross Weight and Moment columns for both blocks 11(f) and 11(g), and Block 13. To obtain load CG station, divide total moment by total gross weight. Example: 6107 ÷ 68190 = 896.

Block 15(a): LOAD PLANNER. Enter date certified, name, grade, organization, and signature of individual responsible for planning or initiating the cargo load plan. Planning officials must be qualified load planners or graduates of the AMC Affiliation Airlift Planners Course; U.S. Army's Air Deployment Planning Course; USMCs EWTG Aircraft Load Planning Course (ALP35558); or similar courses offered by the 101st Airborne Division, 82d Airborne Division, and 25th Infantry Division.

Block 15(b): ACTUAL LOAD DATA CERTIFICATION. Enter date certified, name, grade, organization, and signature of individual validating data in actual load data block. Actual data certification will not be accomplished until actual load data is completely filled out and verified. Load data validator must be an authorized representative of the mobility force or the aircrew loadmaster. NOTE: For airdrop loads, graduates of the Fort Lee Parachute Riggers Course may certify the load plan.

4. Distribution. A minimum of seven copies are required for movement, one copy to each of the following:

a. Departure airfield mobility force.

b. DACG.

c. Loading team chief.

d. Aircraft loadmaster.

e. Arrival airfield mobility force.

f. Planeload/troop commander

g. AACG.

NOTE: Additional copies may be required for customs and foreign clearances on missions operating outside the United States.

C-5 PLANNING DATA

Maximum Takeoff Weight:	769,000 lbs
Normal Operating Weight:	374,000 lbs
Peacetime Planning ACL:	150,000 lbs
Wartime Planning ACL*:	175,000 lbs

CARGO COMPARTMENT:

Length - 1736 inches Width - 228 inches** Height - 162 inches **

CARGO AREA:

From Fuselage Station 511-1976 (main cargo floor), from Station 395-511 (aircraft forward ramp), and from Station 1976-2131 (aircraft aft ramp).
NOTE: 463L pallets loaded in pallet positions 1, 2, 35, and 36 (forward and aft ramps) shall have a 14-inch access aisle which will extend from the outboard edge of pallet to the vertical stacking line of the cargo.

VEHICLE LOADING -- MAXIMUM WEIGHTS:

Aircraft Ramps (Station 395-511 and Station 1976-2131):	3,600 pounds in any 20-inch length.
Station 511-724 and 1884-1976:	20,000 pounds in any 40-inch length.
Station 1458-1518:	25,000 pounds.
Station 724-1884:	36,000 pounds in any 40-inch area.

PASSENGER CARGO LOADING:
Maximum allowable using HCU-7/E and HCU-15/C nets.

Pallet positions 3 thru 34:	10,355 pounds ***
Pallet positions 1, 2, 35, and 36 (ramps):	7,500 pounds each ***
Height of pallet positions 1 thru 34:	96 inches ****
Height of pallet positions 35 and 36:	70 inches **/****

PASSENGER LOADING:

Airline seats (permanently installed):	73 passengers/troops
Airline seats (additional seat kit):	267 passengers/troops
Web passenger seats:	Not Available
Paratroops:	73 paratroops
Litter patients (plus medical crew):	Not Available
Full sidewall seats only:	Not Available

NOTE: When 20 or more troops are transported aboard the C-5, a baggage pallet(s) will be used.

MAXIMUM ON OVER-WATER FLIGHTS: 329 passengers

Figure AD-1. C-5 Planning Data.

NOTES:

1. * Maximum payload is computed without regard to cargo density. It is limited only by aircraft structural limitations or critical leg fuel (3500NM) and is shown primarily for information. It includes the weight of any passengers carried. Do not use unless cargo density is known to be high and physical characteristics of cargo would permit full use of compartment space. Flight route segments less than critical leg distances may allow for more or less ACL depending on wind factors. If tankers can be provided with aerial refueling qualified air crews, the C-5 can airlift maximum payload (145.5 S/T) over any critical leg.

2. ** Cargo must be six inches from sides and top of aircraft. Aft Ramp cargo height is restricted to 70 inches.

3. *** Includes weight of cargo, pallet and nets.

4. **** Maximum height allowed.

Figure AD-1 (Cont'). C-5 Planning Data.

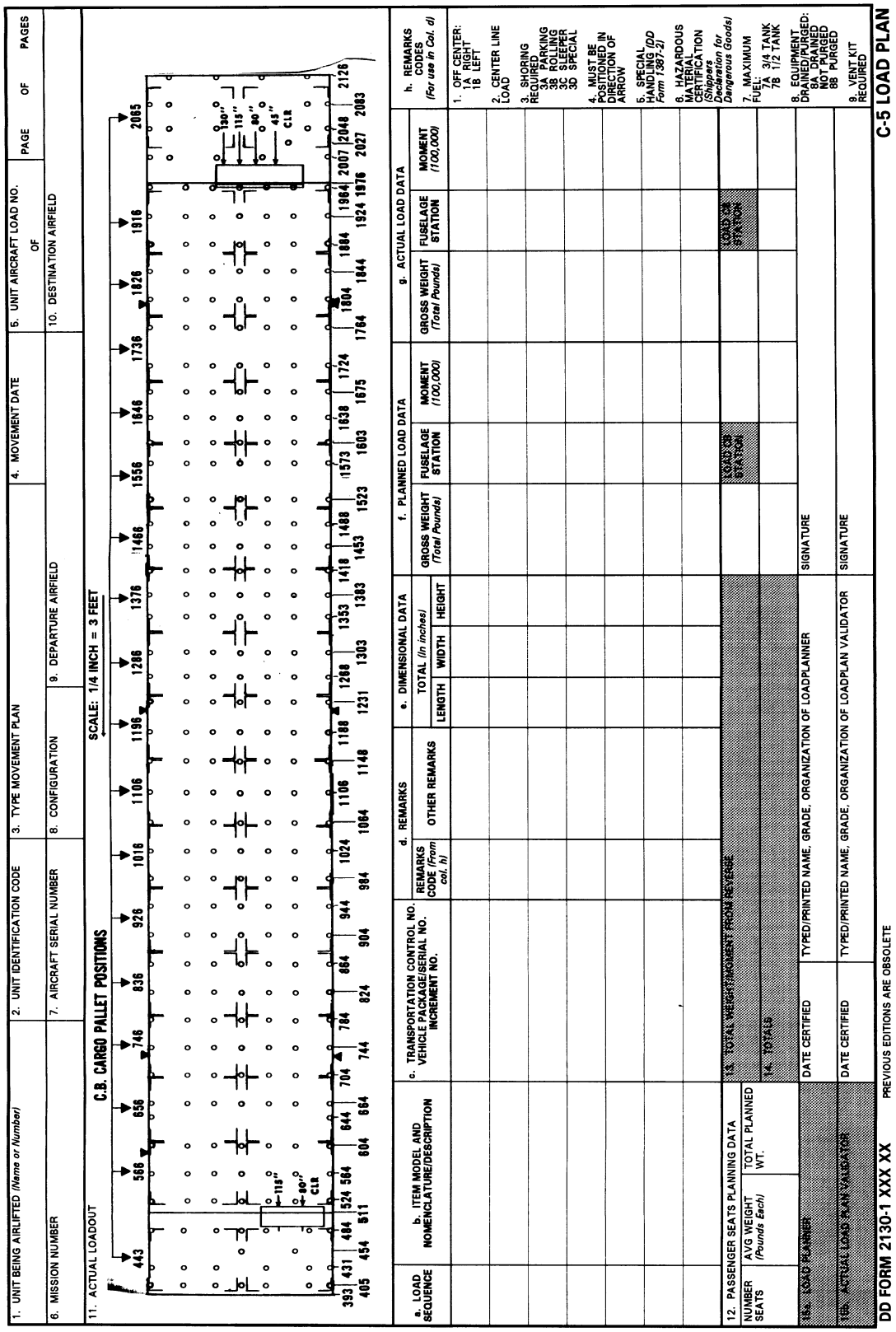


Figure AD-2. Sample DD Form 2130-1, C-5 A/B Cargo Manifest (w/Cargo Pallet Positions).

a. LOAD SEQUENCE	b. ITEM MODEL AND NOMENCLATURE/DESCRIPTION	c. TRANSPORTATION CONTROL NO. VEHICLE PACKAGE/SERIAL NO. INCREMENT NO.	d. REMARKS		e. DIMENSIONAL DATA			f. PLANNED LOAD DATA			g. ACTUAL LOAD DATA			h. REMARKS CODES *(For use in Col. d)*
			REMARKS CODE *(From col. h)*	OTHER REMARKS	TOTAL *(in inches)*			GROSS WEIGHT *(Total Pounds)*	FUSELAGE STATION	MOMENT *(100,000)*	GROSS WEIGHT *(Total Pounds)*	FUSELAGE STATION	MOMENT *(100,000)*	
					LENGTH	WIDTH	HEIGHT							
														1. OFF CENTER: 1A RIGHT 1B LEFT 2. CENTER LINE LOAD 3. SHORING REQUIRED 3A PARKING 3B ROLLING 3C SLEEPER 3D SPECIAL 4. MUST BE POSITIONED IN DIRECTION OF ARROW 5. SPECIAL HANDLING *(DD Form 1387-2)* 6. HAZARDOUS MATERIAL CERTIFICATION *(Shippers Declaration for Dangerous Goods)* 7. MAXIMUM FUEL: 7A 3/4 TANK 7B 1/2 TANK 8. EQUIPMENT DRAINED/PURGED: 8A DRAINED NOT PURGED 8B PURGED 9. VENT KIT REQUIRED OTHER CONDITIONS

DD FORM 2130-1 XXX XX *(REVERSE)*

Figure AD-3. Sample DD Form 2130-1 (Reverse), C-5 A/B Cargo Manifest

C-130 PLANNING DATA

Maximum Takeoff Weight:	155,000 lbs
Normal Operating Weight:	80,000 lbs
Peacetime Planning ACL*:	25,000 lbs
Wartime Planning ACL*:	38,800 lbs

CARGO COMPARTMENT:
Length - 624 inches (612" usable) Width - 123 inches** Height - 108 inches**

CARGO AREA:
From Fuselage Station 257-742 (main cargo floor) and
from Station 742-869 (aircraft ramp).

VEHICLE LOADING:
35-inch tread ways extend entire length of cargo compartment (FS 257 to 867)

MAXIMUM AXLE WEIGHTS:

Station 257-337 and Station 682-737:	6,000 pounds per individual axle.
Station 337-682:	13,000 pounds per individual axle.
Aircraft Ramp (Station 737-869):	3,500/2,500 pounds (see note)

NOTE: Single axle of 3,500 lbs (provided it is the only item on the ramp) or multiple axles of 2,500 lbs each. In any case, maximum allowable weight on the ramp is 4,664 lbs when aircraft rails and rollers are installed.

PALLETIZED CARGO LOADING: Maximum allowable using 463L pallets and nets.

Pallet positions 1-4:	10,355 pounds ***
Pallet positions 5:	8,500 pounds ***
Pallet positions 6 (ramp):	4664 pounds ***
Height of pallet positions 1-5:	96 inches ****
Height of pallet position 6:	76 inches ****

PASSENGER LOADING (-):

Airline seats plus one comfort pallet:	40 passengers
Web passenger seats:	90 passengers
Paratroops:	64 paratroops
Litter patients (plus medical crew):	72 litters
Full sidewall seats only:	41 passengers

MAXIMUM ON OVER-WATER FLIGHTS: 74 passengers

Figure AD-4. C-130 Planning Data.

NOTES:

1. * Maximum payload is computed without regard to cargo density. It is limited only by aircraft structural limitations or critical leg fuel (OEM) and is shown primarily for information. It includes weight of any passengers carried. It should not be used unless cargo density is known to be high and physical characteristics of cargo would permit full use of the compartment space. Flight route segments less than critical leg distances may allow for more or less ACL depending on wind factors.

2. ** Maximum heights are as follows: 102 inches for large, single items of cargo placed on pallets. 100 inches for palletized, netted cargo connected. 100 inches for single, palletized, netted cargo weighing no more than 8,000 pounds. 96 inches for single, palletized, netted cargo weighing no more than 10,000 pounds. All heights are measured from the surface of the pallet. Maximum height for cargo located forward of fuselage station 381 or positioned on the airplane ramp is restricted to 76 inches. In terms of width, cargo must be 14 inches from the sides of the airplane, without passengers. Without dual rails installed, the cargo compartment floor is limited to 105 5/8 inches wide. Maximum height for other-than-palletized cargo located on the aircraft is restricted to 80 inches.

3. *** Includes weight of cargo, pallet, and nets.

4. **** Maximum height allowed. An 18-inch aisle must be provided on the left-hand side of pallets positioned in pallet position 6. A minimum of 6-inch aisle must be provided on the left-hand side of pallets positioned in the wheel well area (pallet positions 3 and 4).

5. (+) Maximum weight on aircraft ramp is 5,000 lbs, including weight of aircraft dual rails and rollers.

6. (-) Any passenger load requires a minimum of one load master in cargo compartment; two if more than 40 passengers are carried.

7. (-) Width of cargo affects use of sidewall seats. If vehicle exceeds 76 inches wide, seats will be available only on one side of aircraft if wide cargo can be loaded off-center to right side of aircraft. Cargo widths over 96-inches, no passenger seats are available beside the cargo.

8. (-) Passengers will NOT occupy seats less than 30 inches from strapped/netted cargo.

9. (-) Aisleways: <u>Pallet Positions 3 and 4 (Wheel Well)</u>. A minimum 6-inch safety aisle must be provided on the left-hand side of pallets positioned in the wheel well area. <u>Pallet Position 6 (Ramp)</u>. To allow for the use of the toilet facility, an 18 X 18-inch cut-out must be provided on the forward, left corner of pallets loaded on the ramp. Also, a 6-inch safety aisle must be provided aft of the toilet facility. NOTE: Certain aircraft models have the toilet facility located

Figure AD-4 (Cont'). C-130 Planning Data.

on the right side of aircraft. If possible, coordinate with mobility force personnel to determine which model will be used. When this information cannot be obtained, recommend an 18-inch aisle along entire length of ramp pallet. This will enable pallet to be rotated to meet the requirement for the toilet facility and safety aisle.

RESTRAINT:

1. Pallets are restrained to aircraft by detent locks. If pallet is properly built and nets installed correctly, no additional restraint is required.

2. Tie-down rings which have a 10,000 lb. rated capacity are installed in 20-inch grid pattern on the cargo floor.

3. 25,000 lb. tie-down rings are not available when dual rail system is installed. (Exception: Two, 25,000 lb. tie-down rings are located just forward of the ramp hinge.)

4. Tie-down rings located on aircraft ramp and cargo compartment walls have a rated strength of 5,000 lb.

5. Tie-down rings mounted on the aircraft dual rails at 10,000 lb.

6. Aircraft carry a specified complement of tie-down equipment, adequate for most loads.

Figure AD-4. C-130 Planning Data (Cont').

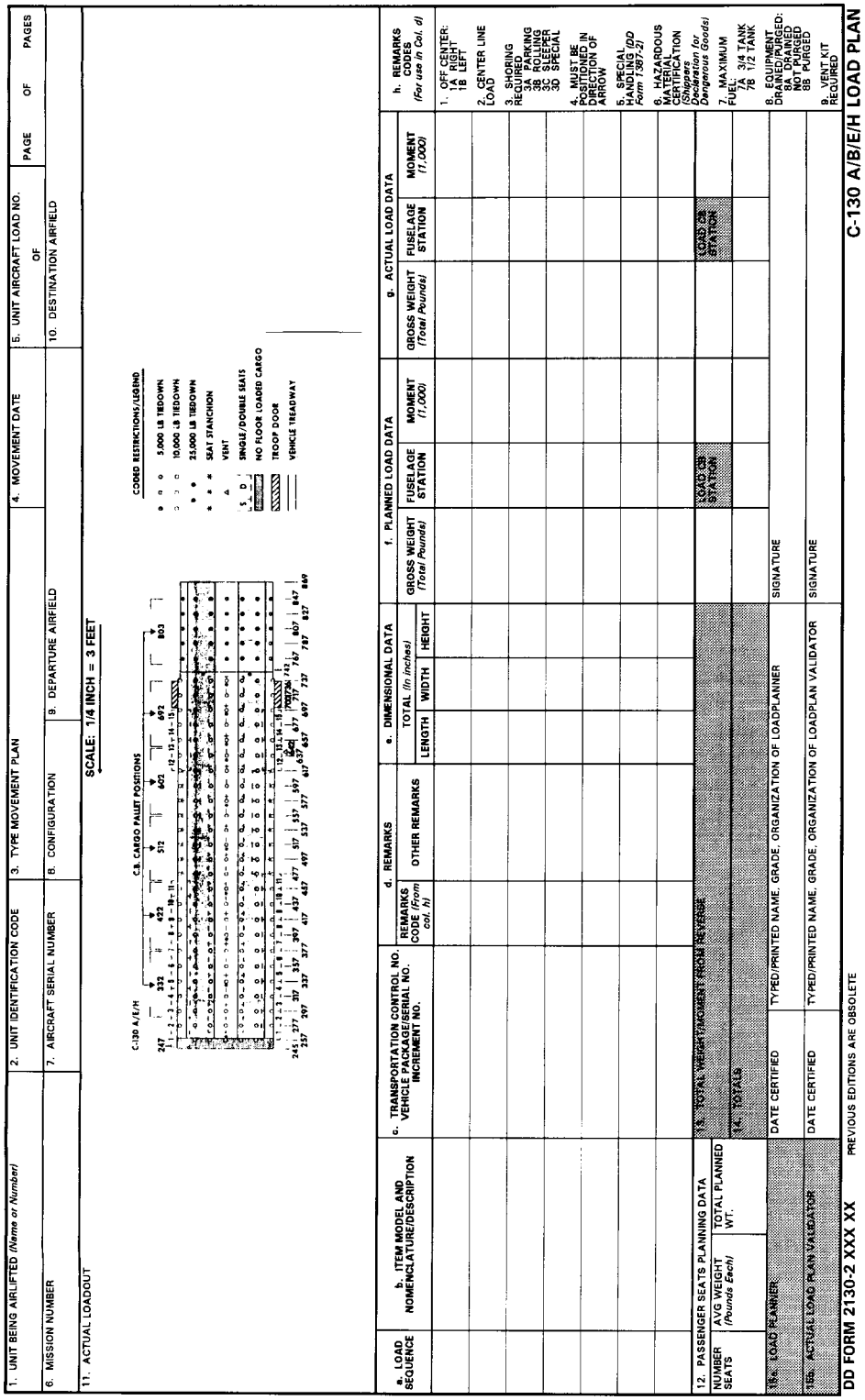


Figure AD-5. Sample DD Form 2130-2, C-130 A/B/E/H Cargo Manifest (w/Cargo Pallet Positions).

a. LOAD SEQUENCE	b. ITEM MODEL AND NOMENCLATURE/DESCRIPTION	c. TRANSPORTATION CONTROL NO. VEHICLE PACKAGE/SERIAL NO. INCREMENT NO.	d. REMARKS		e. DIMENSIONAL DATA			f. PLANNED LOAD DATA			g. ACTUAL LOAD DATA			h. REMARKS CODES *(For use in Col. d)*
			REMARKS CODE *(From col. h)*	OTHER REMARKS	TOTAL *(In inches)*			GROSS WEIGHT *(Total Pounds)*	FUSELAGE STATION	MOMENT *(1,000)*	GROSS WEIGHT *(Total Pounds)*	FUSELAGE STATION	MOMENT *(1,000)*	
					LENGTH	WIDTH	HEIGHT							
														1. OFF CENTER: 1A RIGHT 1B LEFT 2. CENTER LINE LOAD 3. SHORING REQUIRED 3A PARKING 3B ROLLING 3C SLEEPER 3D SPECIAL 4. MUST BE POSITIONED IN DIRECTION OF ARROW 5. SPECIAL HANDLING *(DD Form 1387-2)* 6. HAZARDOUS MATERIAL CERTIFICATION *(Shippers Declaration for Dangerous Goods)* 7. MAXIMUM FUEL: 7A 3/4 TANK 7B 1/2 TANK 8. EQUIPMENT DRAINED/PURGED: 8A DRAINED NOT PURGED 8B PURGED 9. VENT KIT REQUIRED OTHER CONDITIONS

DD FORM 2130-2 XXX XX *(REVERSE)*

Figure AD-6. Sample DD Form 2130-2 (Reverse), C-130 A/B/E/H Cargo Manifest.

C-141B PLANNING DATA

Maximum Takeoff Weight:	323,000 lbs
Normal Operating Weight:	150,000 lbs
Peacetime Planning ACL*:	46,000 lbs*
Wartime Planning ACL*:	50,600 lbs

CARGO COMPARTMENT*

Length - 1253 inches Width - 123 inches** Height - 109 inches**

CARGO AREA:

From Fuselage Station 322-1412 (main cargo floor) and
from Station 1412-1543 (aircraft ramp).

VEHICLE LOADING:

34-inch treadways extend entire length of cargo compartment (FS 318 to 1543).
Weight applied to area between treadways is restrictive, refer to additional charts found in T.O. IC-141B-9, "Loading Instructions."

MAXIMUM WEIGHTS:

Station 318-678 and Station 998-1412:	10,000 pound axles
Station 678-998:	20,000 pound axles
Aircraft Ramp (Station 1412-1543):	7,500 pound axles
Maximum individual wheel weight:	5,000 pounds

PALLETIZED CARGO LOADING: Maximum allowable using 463L pallets and nets.

Pallet positions 1 thru 12:	10,355 pounds
Pallet positions 13 (ramp):	7,500 ***
Height of pallet positions 2 thru 12:	96 inches
Height of pallet positions 1 and 13:	76 inches

PASSENGER LOADING:

Airline seats plus one comfort pallet	143 passengers
Web passenger seats	200 passengers
Paratroops	155 paratroops
Litter patients (plus medical crew)	103 litters
Full sidewall seats only	98 passengers

MAXIMUM ON OVER-WATER FLIGHTS 153 passengers

NOTE: This number may change depending on size of the aircrew. The number of life rafts limits the total passengers and crew on board.

Figure AD-7. C-141B Planning Data.

NOTES:

1. * Maximum payload is computed without regard to cargo density, is limited by aircraft structural limitations or critical leg fuel (3500NM), and is shown for information. It includes passenger weight. Do not use unless cargo density is known to be high and physical characteristics of cargo space would permit full use of compartment space. Flight route segments less than critical leg length may allow for more or less ACL depending on wind factors. If tankers can be provided with aerial refueling qualified aircrews, C-141 can airlift maximum payload (34.3 S/T) over any critical leg.

2. ** Cargo must be six inches from sides and top of aircraft. Ramp height is restricted to 80 inches other than palletized.

3. *** Includes weight of cargo, pallet and nets.

4. **** Does not apply to wide-based tires, size 14x17.5, and larger.

5. ***** Requires center-line assets and configurations be prearranged.

6. No cargo is loaded in first 30 inches of cargo compartment.

7. Any passenger load requires a minimum of one load master in cargo compartment; two if more than 40 passengers are carried.

8. Width of cargo affects use of sidewall seats. If vehicle exceeds 80 inches wide, seats will be available only on one side of aircraft if the wide cargo can be loaded off-center to the right side of aircraft.

9. Passengers will NOT occupy a seat closer than 30 inches from strapped or netted cargo. Cargo widths greater than 96 inches, no passenger seats are available beside the cargo.

10. Height requirements under passenger cargo loading and palletized cargo loading is the maximum height allowed.

Figure AD-7. C-141B Planning Data (Cont').

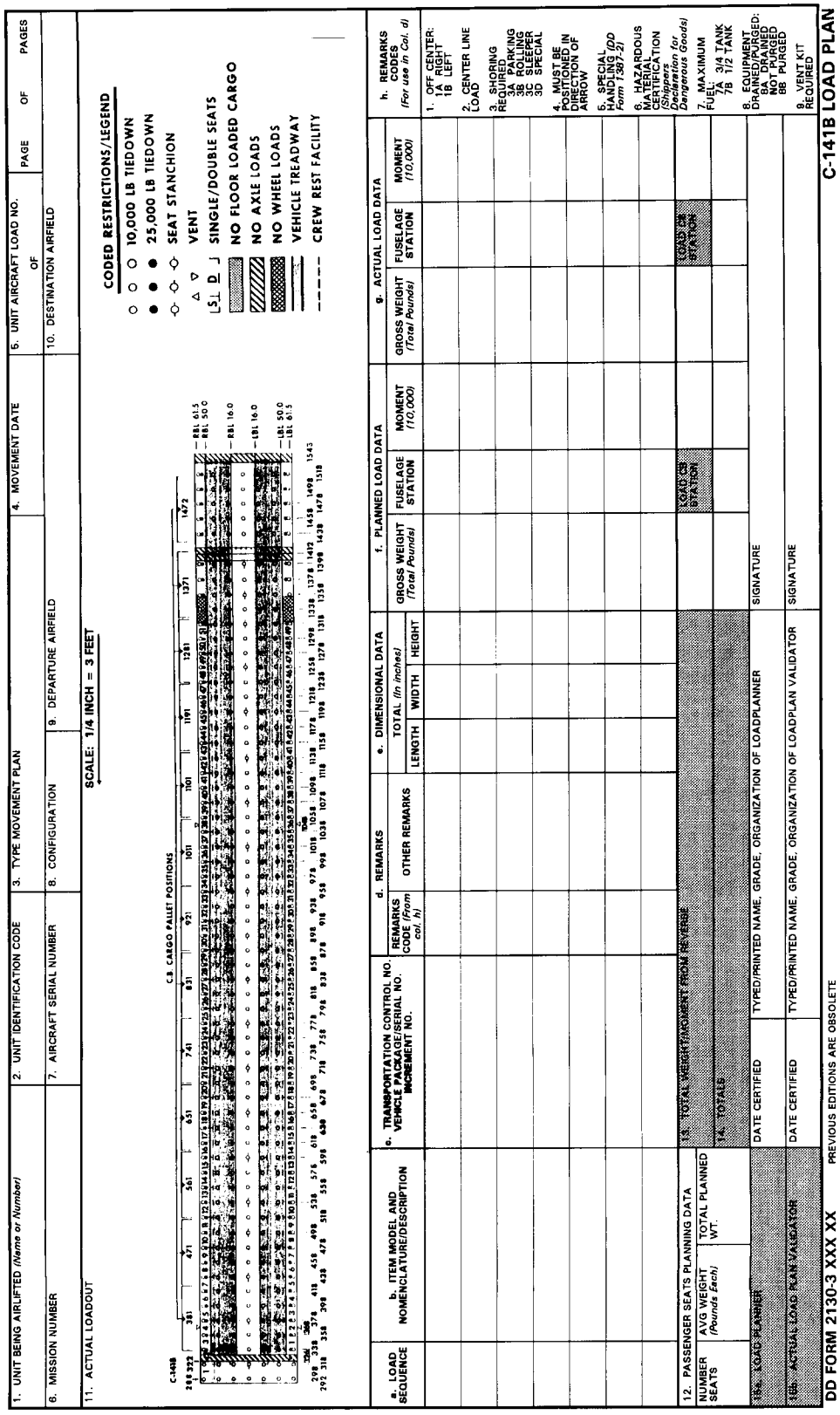


Figure AD-8. Sample DD Form 2130-3, C-141B Cargo Manifest (w/Cargo Pallet Positions).

a. LOAD SEQUENCE	b. ITEM MODEL AND NOMENCLATURE/DESCRIPTION	c. TRANSPORTATION CONTROL NO. VEHICLE PACKAGE/SERIAL NO. INCREMENT NO.	d. REMARKS		e. DIMENSIONAL DATA			f. PLANNED LOAD DATA			g. ACTUAL LOAD DATA		
			REMARKS CODE *(From col. h)*	OTHER REMARKS	TOTAL *(In inches)*			GROSS WEIGHT *(Total Pounds)*	FUSELAGE STATION	MOMENT *(10,000)*	GROSS WEIGHT *(Total Pounds)*	FUSELAGE STATION	MOMENT *(10,000)*
					LENGTH	WIDTH	HEIGHT						

h. REMARKS CODES *(For use in Col. d)*
1. OFF CENTER: 1A RIGHT 1B LEFT
2. CENTER LINE LOAD
3. SHORING REQUIRED 3A PARKING 3B ROLLING 3C SLEEPER 3D SPECIAL
4. MUST BE POSITIONED IN DIRECTION OF ARROW
5. SPECIAL HANDLING *(DD Form 1387-2)*
6. HAZARDOUS MATERIAL CERTIFICATION *(Shippers Declaration for Dangerous Goods)*
7. MAXIMUM FUEL: 7A 3/4 TANK 7B 1/2 TANK
8. EQUIPMENT DRAINED/PURGED: 8A DRAINED NOT PURGED 8B PURGED
9. VENT KIT REQUIRED
OTHER CONDITIONS

DD FORM 2130-3 XXX XX *(REVERSE)*

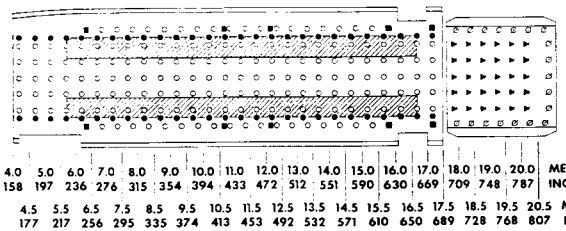
Figure AD-9. Sample DD Form 2103-3 (Reverse), C-141B Cargo Manifest.

1. UNIT BEING AIRLIFTED *(Name or Number)*	2. UNIT IDENTIFICATION CODE	3. TYPE MOVEMENT PLAN	4. MOVEMENT DATE	5. UNIT AIRCRAFT LOAD NO. OF	PAGE OF PAGES
6. MISSION NUMBER	7. AIRCRAFT SERIAL NUMBER	8. CONFIGURATION	9. DEPARTURE AIRFIELD	10. DESTINATION AIRFIELD	

11. ACTUAL LOADOUT

SCALE: 1/4 INCH = 3 FEET

C-160 TRANSALL AIRCRAFT



TIEDOWN POINTS

SYMBOL COLOR	CAPACITY LBS	LOCATION
BLUE	26,400	OUTBOARD TREADWAYS
GRAY	11,000	MAIN CARGO FLOOR
WHITE	6,600	RAMP
YELLOW	4,400	OUTBOARD TREADWAYS
BROWN	2,640	RAMP

a. LOAD SEQUENCE	b. ITEM MODEL AND NOMENCLATURE/DESCRIPTION	c. TRANSPORTATION CONTROL NO. VEHICLE PACKAGE/SERIAL NO. INCREMENT NO.	d. REMARKS		e. DIMENSIONAL DATA TOTAL *(In inches)*			f. PLANNED LOAD DATA			g. ACTUAL LOAD DATA			h. REMARKS CODES *(For use in Col. d)*
			REMARKS CODE *(From col. h)*	OTHER REMARKS	LENGTH	WIDTH	HEIGHT	GROSS WEIGHT *(Total Pounds)*	FUSELAGE STATION	MOMENT *(1,000)*	GROSS WEIGHT *(Total Pounds)*	FUSELAGE STATION	MOMENT *(1,000)*	
														1. OFF CENTER: 1A RIGHT 1B LEFT
														2. CENTER LINE LOAD
														3. SHORING REQUIRED 3A PARKING 3B ROLLING 3C SLEEPER 3D SPECIAL
														4. MUST BE POSITIONED IN DIRECTION OF ARROW
														5. SPECIAL HANDLING *(DD Form 1387-2)*
														6. HAZARDOUS MATERIAL CERTIFICATION *(Shippers Declaration for Dangerous Goods)*
														7. MAXIMUM FUEL: 7A 3/4 TANK 7B 1/2 TANK
														8. EQUIPMENT DRAINED/PURGED: 8A DRAINED NOT PURGED 8B PURGED
														9. VENT KIT REQUIRED

12. PASSENGER SEATS PLANNING DATA			13. TOTAL WEIGHT/MOMENT FROM REVERSE			LOAD CG STATION				LOAD CG STATION	
NUMBER SEATS	AVG WEIGHT *(Pounds Each)*	TOTAL PLANNED WT.	14. TOTALS								
15a. LOAD PLANNER			DATE CERTIFIED	TYPED/PRINTED NAME, GRADE, ORGANIZATION OF LOADPLANNER		SIGNATURE					
15b. ACTUAL LOAD PLAN VALIDATOR			DATE CERTIFIED	TYPED/PRINTED NAME, GRADE, ORGANIZATION OF LOADPLAN VALIDATOR		SIGNATURE					

DD FORM 2130-4 XXX XX PREVIOUS EDITIONS ARE OBSOLETE C-160 LOAD PLAN

Figure AD-10. Sample DD Form 2130-4, C-160 Transall Cargo Manifest (w/Cargo Pallet Positions).

a. LOAD SEQUENCE	b. ITEM MODEL AND NOMENCLATURE/DESCRIPTION	c. TRANSPORTATION CONTROL NO. VEHICLE PACKAGE/SERIAL NO. INCREMENT NO.	d. REMARKS		e. DIMENSIONAL DATA			f. PLANNED LOAD DATA			g. ACTUAL LOAD DATA			h. REMARKS CODES *(For use in Col. d)*
			REMARKS CODE *(From col. h)*	OTHER REMARKS	TOTAL *(In inches)*			GROSS WEIGHT *(Total Pounds)*	FUSELAGE STATION	MOMENT *(1,000)*	GROSS WEIGHT *(Total Pounds)*	FUSELAGE STATION	MOMENT *(1,000)*	
					LENGTH	WIDTH	HEIGHT							
														1. OFF CENTER: 1A RIGHT 1B LEFT 2. CENTER LINE LOAD 3. SHORING REQUIRED 3A PARKING 3B ROLLING 3C SLEEPER 3D SPECIAL 4. MUST BE POSITIONED IN DIRECTION OF ARROW 5. SPECIAL HANDLING *(DD Form 1387-2)* 6. HAZARDOUS MATERIAL CERTIFICATION *(Shippers Declaration for Dangerous Goods)* 7. MAXIMUM FUEL: 7A 3/4 TANK 7B 1/2 TANK 8. EQUIPMENT DRAINED/PURGED: 8A DRAINED NOT PURGED 8B PURGED 9. VENT KIT REQUIRED OTHER CONDITIONS

DD FORM 2130-4 XXX XX *(REVERSE)*

Figure AD-11. Sample DD Form 2130-4 (Reverse), C-160 Transall Cargo Manifest.

H. PREPARATION AND USE OF DD FORM 2130-5

1. DD Form 2130-5 (DC 10-10/30CF Cargo Load Plan) is for use in load planning cargo to be airlifted by DC 10-10/30CF aircraft during unit moves other than AMC channel missions. Side 1 is for the DC 10-30CF, and Side 2 is for the DC 10-10CF. Use DD Form 2130C, Aircraft Load Plan Continuation, for cargo manifesting. Complete in seven copies and distribute as indicated in Appendix AD, paragraph G.4 , above.

Block 1: UNIT BEING AIRLIFTED. Name or number of unit being airlifted.

Block 2: UNIT IDENTIFICATION CODE. Six-character, alphanumeric-unique code assigned to unit being airlifted. Deploying unit may also use Unit Line Number (ULN) in this block.

Block 3: TYPE MOVEMENT PLAN. Enter operation or exercise name. Enter the SAAM number for special assignment airlift mission (SAAM). If contingency, enter plan number and whether theater or strategic airlift. Enter "CLASSIFIED" if any doubt exists when associating type of movement with detailed unit load information, i.e., if Plan Identification Number (PID) is listed.

CAUTION: Association of an exercise name, SAAM sequence number, contingency name, or OPLAN number with other information on this form **may cause this form to become classified up to TOP SECRET.**

Block 4: MOVEMENT DATE. Enter the date of airlift (DDMMMYY). NOTE: All airlift times are specified in Greenwich Mean Time (Zulu time zone).

Block 5: UNIT AIRCRAFT LOAD NUMBER. The number identifying the specific load and the total number of loads to be airlifted for a particular unit, e.g., 5 of 47.

Block 6: MISSION NUMBER. Assign mission number, if known. (Normally completed by air carrier or mobility force personnel.)

Block 7: AIRCRAFT NUMBER. Last five digits of the aircraft tail number, if known. (Normally completed by air carrier or mobility force personnel.)

Block 8: CONFIGURATION. (Optional entry.) This aircraft has no predetermined configurations. Plain remarks such as "20 seats/10 pallets" may be used.

Block 9: DEPARTURE AIRFIELD. Actual geographical name of the departure airfield.

Block 10: DESTINATION. Actual geographical name of the scheduled arrival airfield. If destination is classified, enter "CLASSIFIED."

Block 11: ACTUAL LOADOUT. The aircraft diagram schematic scale is 1/4 inch = 3 feet. Actual position of cargo being airlifted will be shown on the diagram using DoD-approved cargo load planning templates. Use the DD Form 2130C, Aircraft Load Plan Continuation, for documenting load sequence, nomenclature, TCN, remarks, etc. Contact any of the AMCSs listed in Chapter 302, paragraph B.1.b.(1)(g) of this Publication, or refer to DoD 4500.32-R for further guidance.

Block 12: PASSENGER SEATS/PLANNING DATA. Enter maximum number of seats available based on vehicle and cargo placement, ACL, and aircraft configuration. To estimate passenger weights see Figure AD-53. The "Number of Seats Planned" block should reflect the maximum number of seats available after placement of equipment in Block 11. Example: 22 troops @ 210 lbs ea.

Block 13: TOTAL WEIGHT/MOMENT FROM REVERSE. Enter total planned load weight and moments from reverse side in Block (f), "Gross Weight and Moment" columns. Enter total actual load weight and moments from reverse side in Block (g), "Gross Weight and Moment" columns.

Block 14 TOTALS. Compute the sum of figures in "Sub Totals Gross Weight and Moment" columns both blocks 11(f) and 11(g) on the DD Form 2130C and enter it in Block 14. To obtain load CG station, divide total moment by total gross weight. Example: 6107 ÷ 68190 = 896.

Block 15(a): LOAD PLANNER. Enter date certified, name, grade, organization, and signature of individual responsible for planning or initiating the cargo load plan. Planning officials must be qualified load planners or graduates of the AMC Affiliation Airlift Planners Course; U.S. Army's Air Deployment Planning Course; USMC's EWTG Aircraft Load Planning Course (ALP35558); or similar courses offered by the 101st Airborne Division, 82d Airborne Division, and 25th Infantry Division.

Block 15(b) ACTUAL LOAD DATA CERTIFICATION. Enter date certified, name, grade, organization, and signature of individual validating data in actual load data block. Actual data certification will not be accomplished until actual load data is completely filled out and verified. Load data validator must be an authorized representative of the mobility force or the air crew loadmaster. NOTE: For air-drop loads, graduates of the Ft. Lee Parachute Riggers Course may certify the load plan.

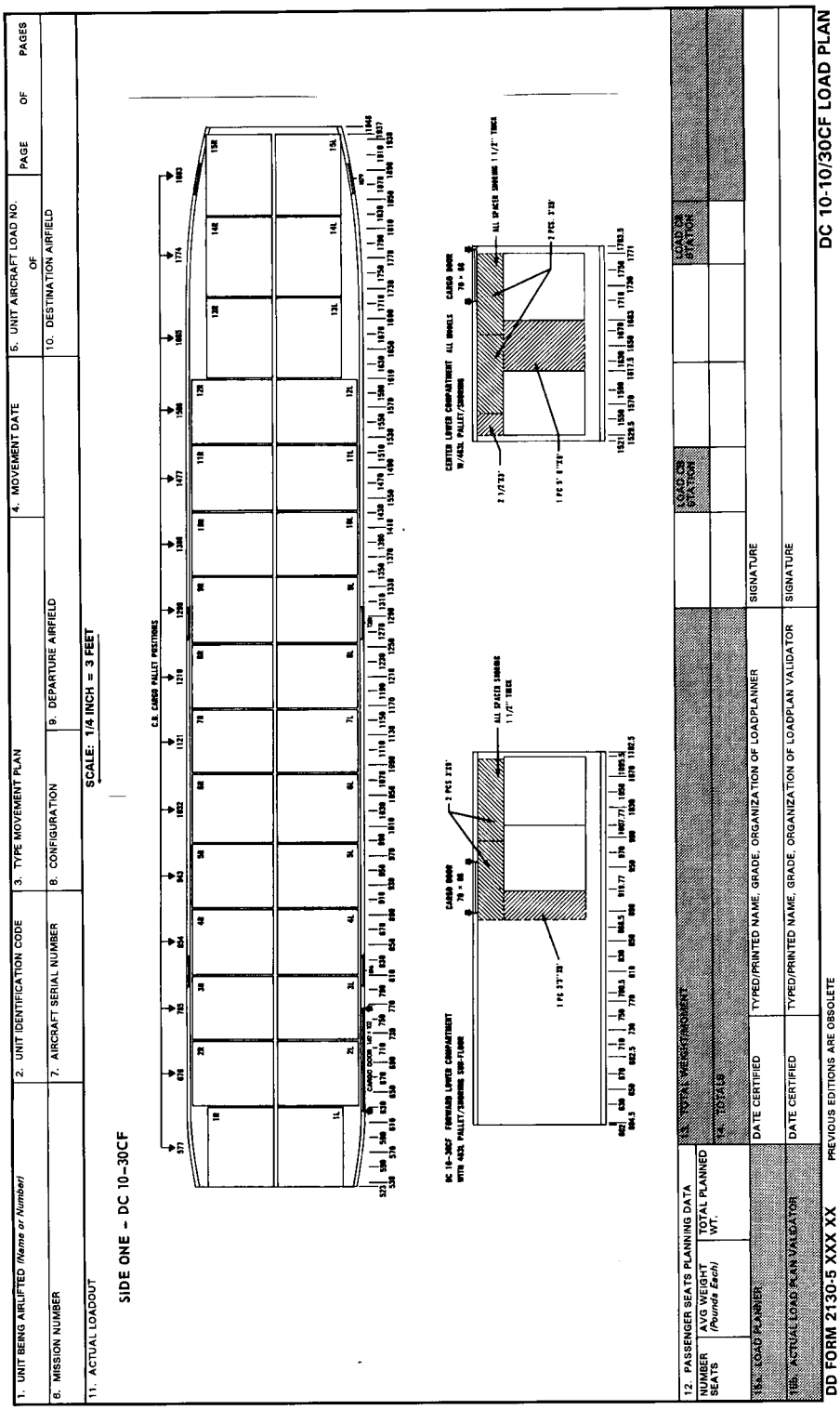


Figure AD-12. Sample DD Form 2130-5, DC 10-10/30CF Cargo Manifest (Side 1 w/Cargo Pallet Positions).

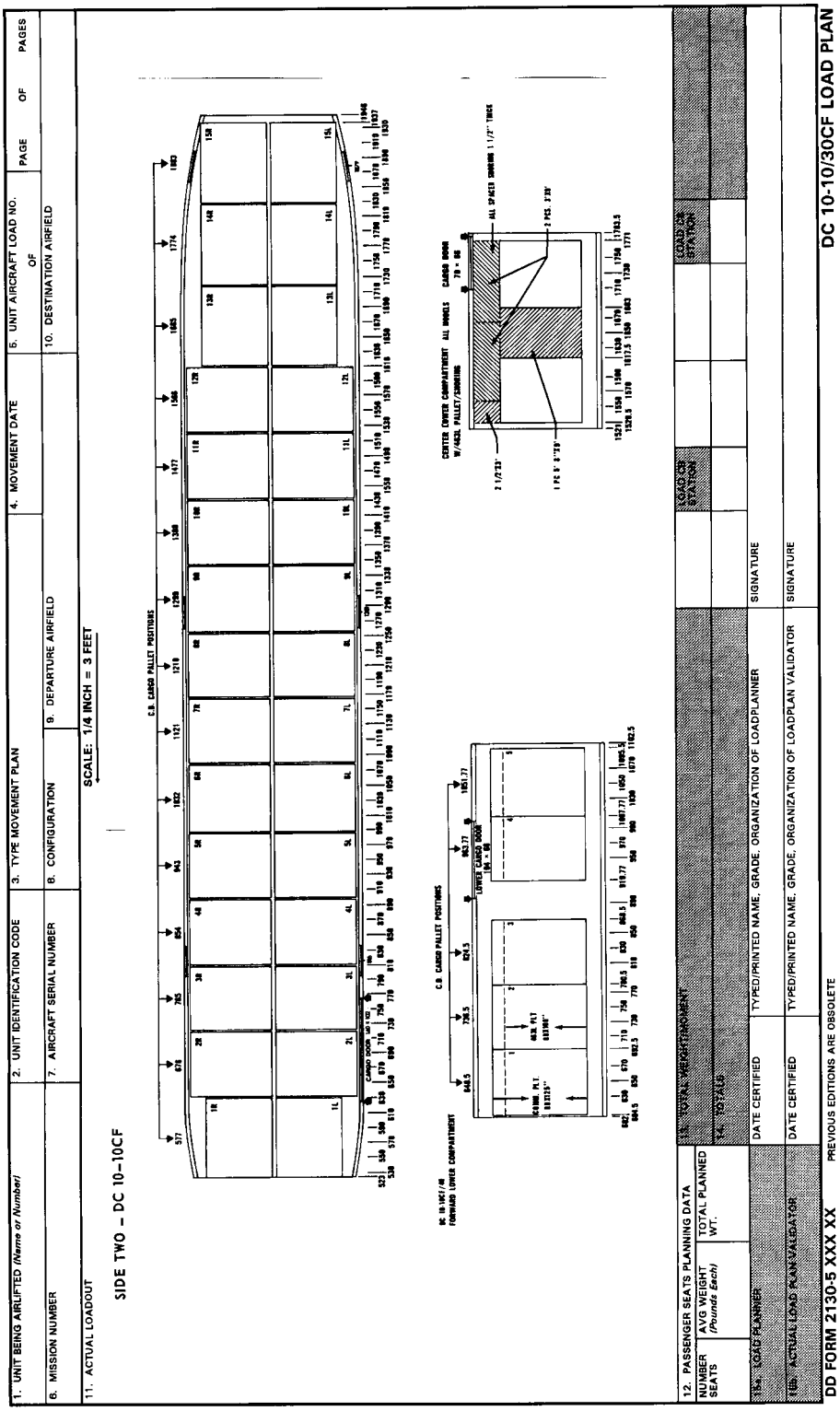


Figure AD-13. Sample DD Form 2130-5 (Reverse), DC 10-10/30CF Cargo Manifest (Side 2 w/Cargo Pallet Positions).

KC-10A PLANNING DATA

Maximum Takeoff Weight:	590,000 lbs
Normal Operating Weight:	252,000 lbs
Peacetime Planning ACL:	80,000 lbs
Wartime Planning ACL*:	148,600 lbs

NOTE: Maximum payload can only be carried at flight weight of 549,000 pounds or less. At maximum 1.8G flight weight of 585,000 pounds. Maximum ACL is 137,600 pounds.

CARGO COMPARTMENT

Length - 1508 inches Width - 218 inches ***** Height - 108 inches **

CARGO AREA:

From Fuselage Station 496-2004 (main cargo floor). No lower lobe cargo capability.

VEHICLE LOADING: MAXIMUM WEIGHTS: ****

Station 630-1066:	4,500 pound per individual axle
Station 1066-1175:	4,800 pound per individual axle
Station 1175-1502:	3,200 pound per individual axle
Station 1502-1937:	4,000 pound per individual axle

PALLETIZED CARGO LOADING: Maximum allowable using HCU-7/E & HCU-15/c Nets

Pallet positions 1 thru 6 (left and right):	6,500 pounds ***
Pallet positions 7 thru 11 (left and right):	10,000 pounds ***
Pallet positions 12 thru 13 (left and right):	6,500 pounds ***
Height of pallet positions 2 thru 10:	96 inches **
Height of pallet position 11 and 12:	88 inches **

PASSENGER LOADING:

Airline seats (Code A):	8 passengers
Airline seats (Code B):	10 passengers
Airline seats (JA/ATT missions) (Code D):	65 passengers
Airline seats (Increased Accommodation Kit):	69 passengers
Web passenger seats:	Not Available
Paratroops:	Not Available
Litter patients (plus medical crew):	Not Available
Full sidewall seats only:	Not Available

MAXIMUM ON OVER-WATER FLIGHTS: 69 passengers

Figure AD-14. KC-10A Planning Data.

NOTES:

1. * Maximum payload is computed without regard to cargo density, is limited only by aircraft structural limitations or critical leg fuel (4000NM), and is shown primarily for information. It includes weight of any passengers carried and should not be used unless cargo density is known to be high and physical characteristics of the cargo would permit full use of compartment space. Flight route segments less than critical leg distances may allow for more or less ACL depending on wind factors. Fuel offload requirements for aerial refueling missions may reduce cargo ACL allowable.

2. ** Cargo door height limits all cargo to 96 inches above surface of pallet. Cargo compartment curvature restricts normal pallet building techniques.

3. *** Includes weight of cargo, pallet, and nets or other tie-down equipment.

4. **** Maximum axle weights are predicated on a minimum separation of 48 inches.

5. ***** At 100 inches above the floor level, the compartment width is approximately 144 inches. Due to the curvature of the fuselage, the cargo compartment area forward and aft of the constant section diminishes in height and width.

6. The KC-10 does NOT have a floor loading capability. All cargo/baggage must be palletized or placed on a pallet subfloor.

a. Baggage must be palletized and considered as cargo. Hand-carried item must be fit under the seats. Troops will be allowed to hand carry their weapons and helmets. Other items that will not fit under the seats must be palletized, i.e., rucksacks, web belts, crew served weapons, etc.

b. Until further notice, pallet position 13 will not be offered for user cargo space. Space is required for aircraft ground servicing (crew chief) equipment.

c. External high reach stairs are required for all passenger loading/downloading. Upon user request, wide-body stair extenders may be brought in with the aircraft to be used with stands that reach 12 feet in height or higher.

d. Due to limited galley facilities, hot meal service should be limited to not more than 20 passengers. Box meals are recommended for all troop/passenger missions where meals are required.

e. When submitting an airlift request under MHE support, the request must include a wide-body loader, stair case extended, or wide-body staircase when needed.

Figure AD-14. KC-10A Planning Data (Cont').

f. All KC-10s will have 125 straps, 150 chains, and 10 sets of pallet couplers.

g. Aircraft tow bar is required when aircraft will operate into/out of airfields where like tow bars are not available.

Figure AD-14. KC-10A Planning Data (Cont').

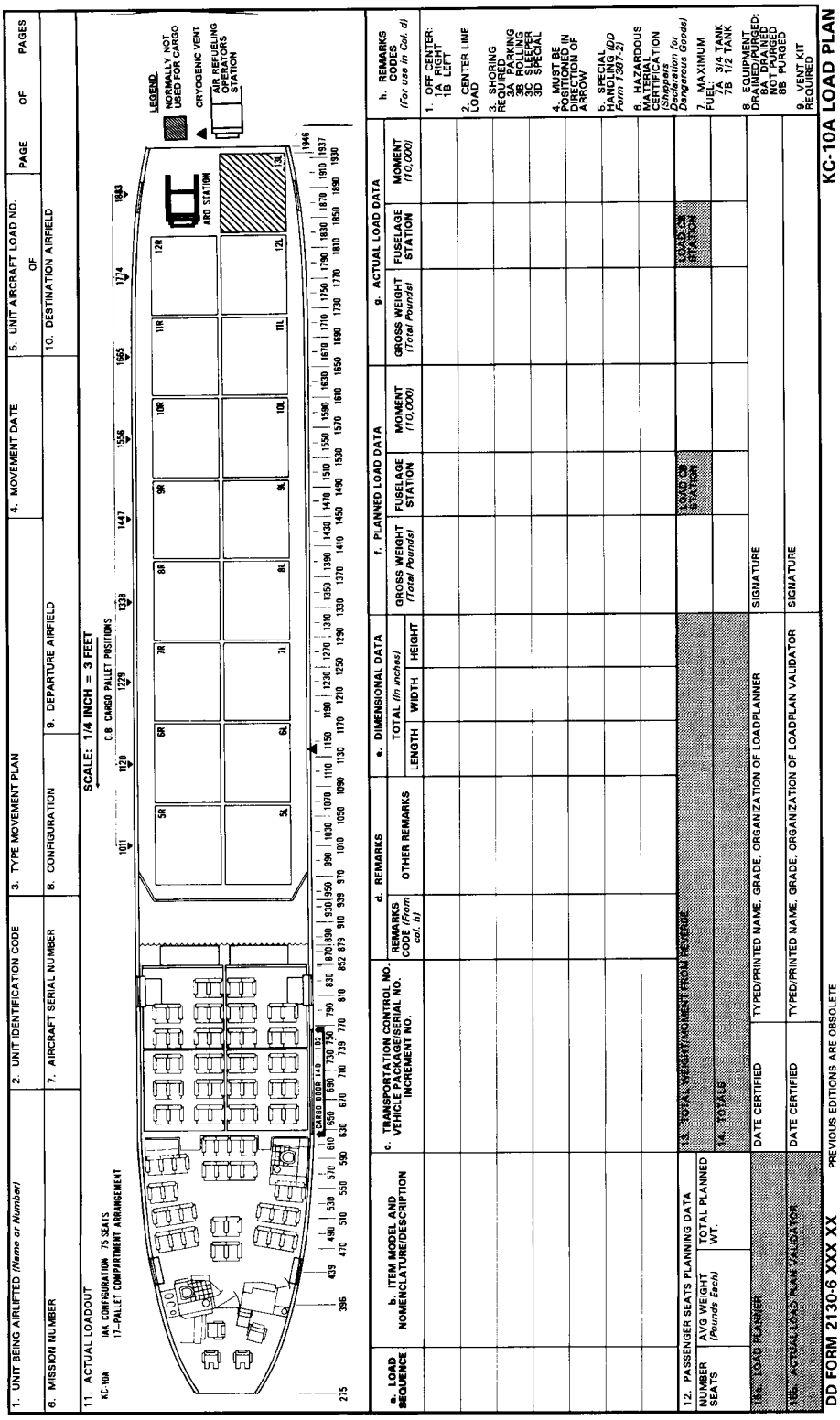


Figure AD-15. Sample DD Form 2130-6, KC-10A Cargo Manifest (w/Cargo Pallet Positions).

a. LOAD SEQUENCE	b. ITEM MODEL AND NOMENCLATURE/DESCRIPTION	c. TRANSPORTATION CONTROL NO. VEHICLE PACKAGE/SERIAL NO. INCREMENT NO.	d. REMARKS		e. DIMENSIONAL DATA			f. PLANNED LOAD DATA			g. ACTUAL LOAD DATA			h. REMARKS CODES *(For use in Col. d)*
			REMARKS CODE *(From col. h)*	OTHER REMARKS	TOTAL *(In inches)*			GROSS WEIGHT *(Total Pounds)*	FUSELAGE STATION	MOMENT *(10,000)*	GROSS WEIGHT *(Total Pounds)*	FUSELAGE STATION	MOMENT *(10,000)*	
					LENGTH	WIDTH	HEIGHT							
														1. OFF CENTER: 1A RIGHT 1B LEFT 2. CENTER LINE LOAD 3. SHORING REQUIRED 3A PARKING 3B ROLLING 3C SLEEPER 3D SPECIAL 4. MUST BE POSITIONED IN DIRECTION OF ARROW 5. SPECIAL HANDLING *(DD Form 1387-2)* 6. HAZARDOUS MATERIAL CERTIFICATION *(Shippers Declaration for Dangerous Goods)* 7. MAXIMUM FUEL: 7A 3/4 TANK 7B 1/2 TANK 8. EQUIPMENT DRAINED/PURGED: 8A DRAINED NOT PURGED 8B PURGED 9. VENT KIT REQUIRED OTHER CONDITIONS

DD FORM 2130-6 XXX XX *(REVERSE)*

Figure AD-16. Sample DD Form 2130-6 (Reverse), KC-10A Cargo Manifest.

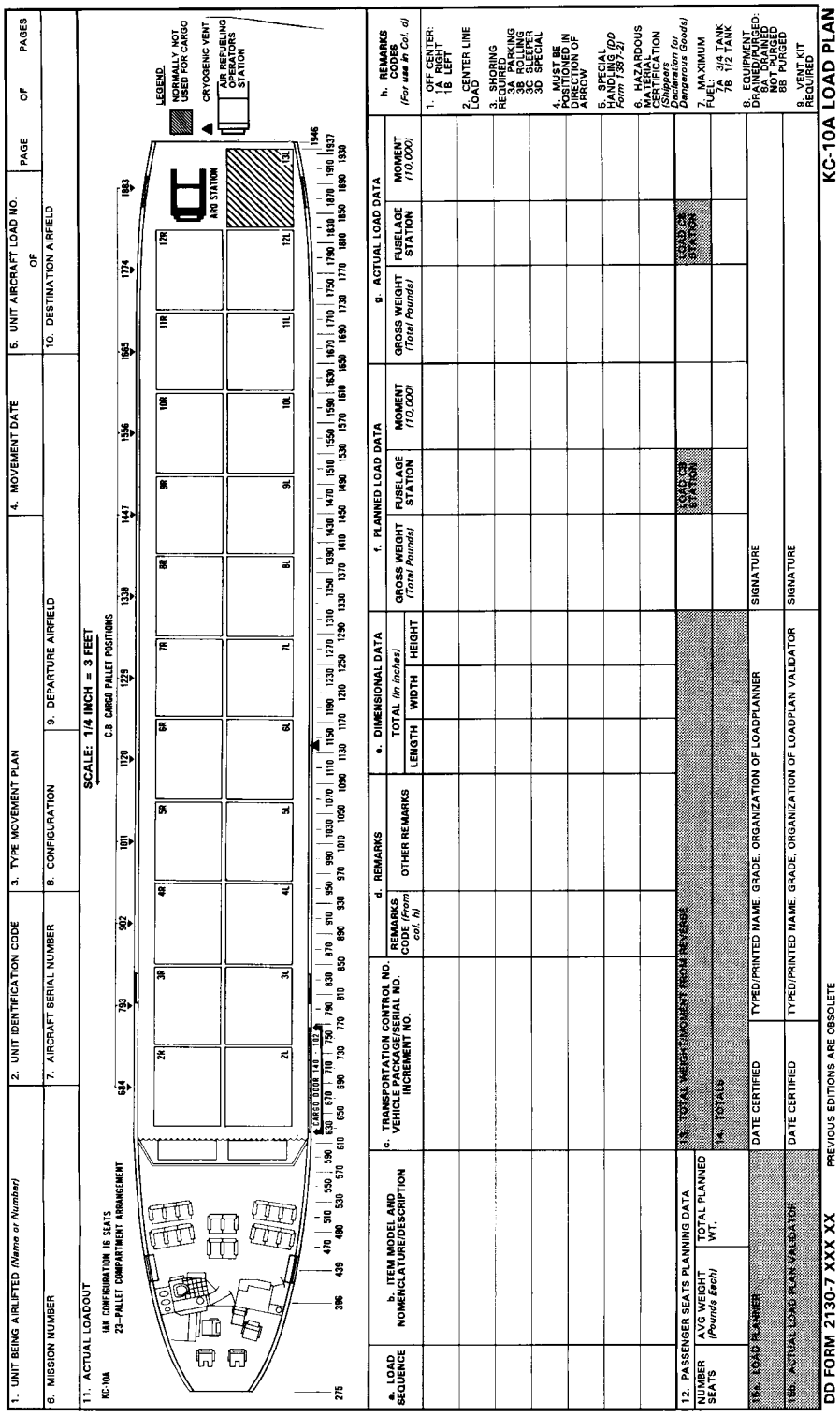


Figure AD-17. Sample DD Form 2130-7, KC-10A Cargo Manifest, 23 Pallet Configuration (w/Cargo Pallet Positions).

a. LOAD SEQUENCE	b. ITEM MODEL AND NOMENCLATURE/DESCRIPTION	c. TRANSPORTATION CONTROL NO. VEHICLE PACKAGE/SERIAL NO. INCREMENT NO.	d. REMARKS		e. DIMENSIONAL DATA			f. PLANNED LOAD DATA			g. ACTUAL LOAD DATA			h. REMARKS CODES *(For use in Col. d)*
			REMARKS CODE *(From col. h)*	OTHER REMARKS	TOTAL *(In inches)*			GROSS WEIGHT *(Total Pounds)*	FUSELAGE STATION	MOMENT *(10,000)*	GROSS WEIGHT *(Total Pounds)*	FUSELAGE STATION	MOMENT *(10,000)*	
					LENGTH	WIDTH	HEIGHT							
														1. OFF CENTER: 1A RIGHT 1B LEFT 2. CENTER LINE LOAD 3. SHORING REQUIRED 3A PARKING 3B ROLLING 3C SLEEPER 3D SPECIAL 4. MUST BE POSITIONED IN DIRECTION OF ARROW 5. SPECIAL HANDLING *(DD Form 1387-2)* 6. HAZARDOUS MATERIAL CERTIFICATION *(Shippers Declaration for Dangerous Goods)* 7. MAXIMUM FUEL: 7A 3/4 TANK 7B 1/2 TANK 8. EQUIPMENT DRAINED/PURGED: 8A DRAINED NOT PURGED 8B PURGED 9. VENT KIT REQUIRED OTHER CONDITIONS

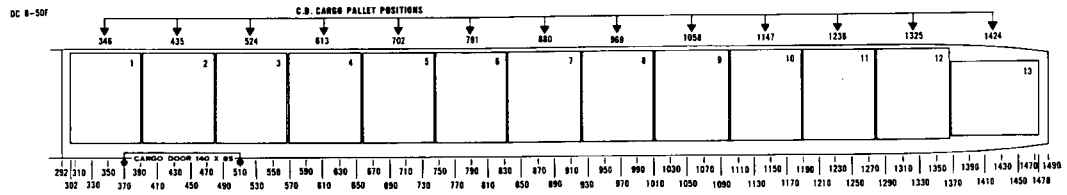
DD FORM 2130-7 XXX XX *(REVERSE)*

Figure AD-18. Sample DD Form 2130-7 (Reverse), KC-10A Cargo Manifest, 23 Pallet Configuration.

1. UNIT BEING AIRLIFTED *(Name or Number)*	2. UNIT IDENTIFICATION CODE	3. TYPE MOVEMENT PLAN	4. MOVEMENT DATE	5. UNIT AIRCRAFT LOAD NO. OF	PAGE OF PAGES
6. MISSION NUMBER	7. AIRCRAFT SERIAL NUMBER	8. CONFIGURATION	9. DEPARTURE AIRFIELD	10. DESTINATION AIRFIELD	

11. ACTUAL LOADOUT

SCALE: 1/4 INCH = 3 FEET



a. LOAD SEQUENCE	b. ITEM MODEL AND NOMENCLATURE/DESCRIPTION	c. TRANSPORTATION CONTROL NO. VEHICLE PACKAGE/SERIAL NO. INCREMENT NO.	d. REMARKS		e. DIMENSIONAL DATA TOTAL *(In inches)*			f. PLANNED LOAD DATA			g. ACTUAL LOAD DATA			h. REMARKS CODES *(For use in Col. d)*
			REMARKS CODE *(From col. h)*	OTHER REMARKS	LENGTH	WIDTH	HEIGHT	GROSS WEIGHT *(Total Pounds)*	FUSELAGE STATION	MOMENT *(10,000)*	GROSS WEIGHT *(Total Pounds)*	FUSELAGE STATION	MOMENT *(10,000)*	
														1. OFF CENTER: 1A RIGHT 1B LEFT
														2. CENTER LINE LOAD
														3. SHORING REQUIRED 3A PARKING 3B ROLLING 3C SLEEPER 3D SPECIAL
														4. MUST BE POSITIONED IN DIRECTION OF ARROW
														5. SPECIAL HANDLING *(DD Form 1387-2)*
														6. HAZARDOUS MATERIAL CERTIFICATION *(Shippers Declaration for Dangerous Goods)*
														7. MAXIMUM FUEL: 7A 3/4 TANK 7B 1/2 TANK
														8. EQUIPMENT DRAINED/PURGED: 8A DRAINED NOT PURGED 8B PURGED
														9. VENT KIT REQUIRED

12. PASSENGER SEATS PLANNING DATA								
NUMBER SEATS	AVG WEIGHT *(Pounds Each)*	TOTAL PLANNED WT.	13. TOTAL WEIGHT/MOMENT FROM REVERSE			LOAD CG STATION		LOAD CG STATION
			14. TOTALS					

15a. LOAD PLANNER	DATE CERTIFIED	TYPED/PRINTED NAME, GRADE, ORGANIZATION OF LOADPLANNER	SIGNATURE
15b. ACTUAL LOAD PLAN VALIDATOR	DATE CERTIFIED	TYPED/PRINTED NAME, GRADE, ORGANIZATION OF LOADPLAN VALIDATOR	SIGNATURE

DD FORM 2130-8 XXX XX PREVIOUS EDITIONS ARE OBSOLETE DC8-50 SERIES F/CF LOAD PLAN

Figure AD-19. Sample DD Form 2130-8, DC 8-50 Series F/CF Cargo Manifest (w/Cargo Pallet Positions).

a. LOAD SEQUENCE	b. ITEM MODEL AND NOMENCLATURE/DESCRIPTION	c. TRANSPORTATION CONTROL NO. VEHICLE PACKAGE/SERIAL NO. INCREMENT NO.	d. REMARKS		e. DIMENSIONAL DATA			f. PLANNED LOAD DATA			g. ACTUAL LOAD DATA			h. REMARKS CODES *(For use in Col. d)*
			REMARKS CODE *(From col. h)*	OTHER REMARKS	TOTAL *(In inches)*			GROSS WEIGHT *(Total Pounds)*	FUSELAGE STATION	MOMENT *(10,000)*	GROSS WEIGHT *(Total Pounds)*	FUSELAGE STATION	MOMENT *(10,000)*	
					LENGTH	WIDTH	HEIGHT							
														1. OFF CENTER: 1A RIGHT 1B LEFT 2. CENTER LINE LOAD 3. SHORING REQUIRED 3A PARKING 3B ROLLING 3C SLEEPER 3D SPECIAL 4. MUST BE POSITIONED IN DIRECTION OF ARROW 5. SPECIAL HANDLING *(DD Form 1387-2)* 6. HAZARDOUS MATERIAL CERTIFICATION *(Shippers Declaration for Dangerous Goods)* 7. MAXIMUM FUEL: 7A 3/4 TANK 7B 1/2 TANK 8. EQUIPMENT DRAINED/PURGED: 8A DRAINED NOT PURGED 8B PURGED 9. VENT KIT REQUIRED OTHER CONDITIONS

DD FORM 2130-8 XXX XX *(REVERSE)*

Figure AD-20. Sample DD Form 2130-8 (Reverse), DC 8-50 Series F/CF Cargo Manifest.

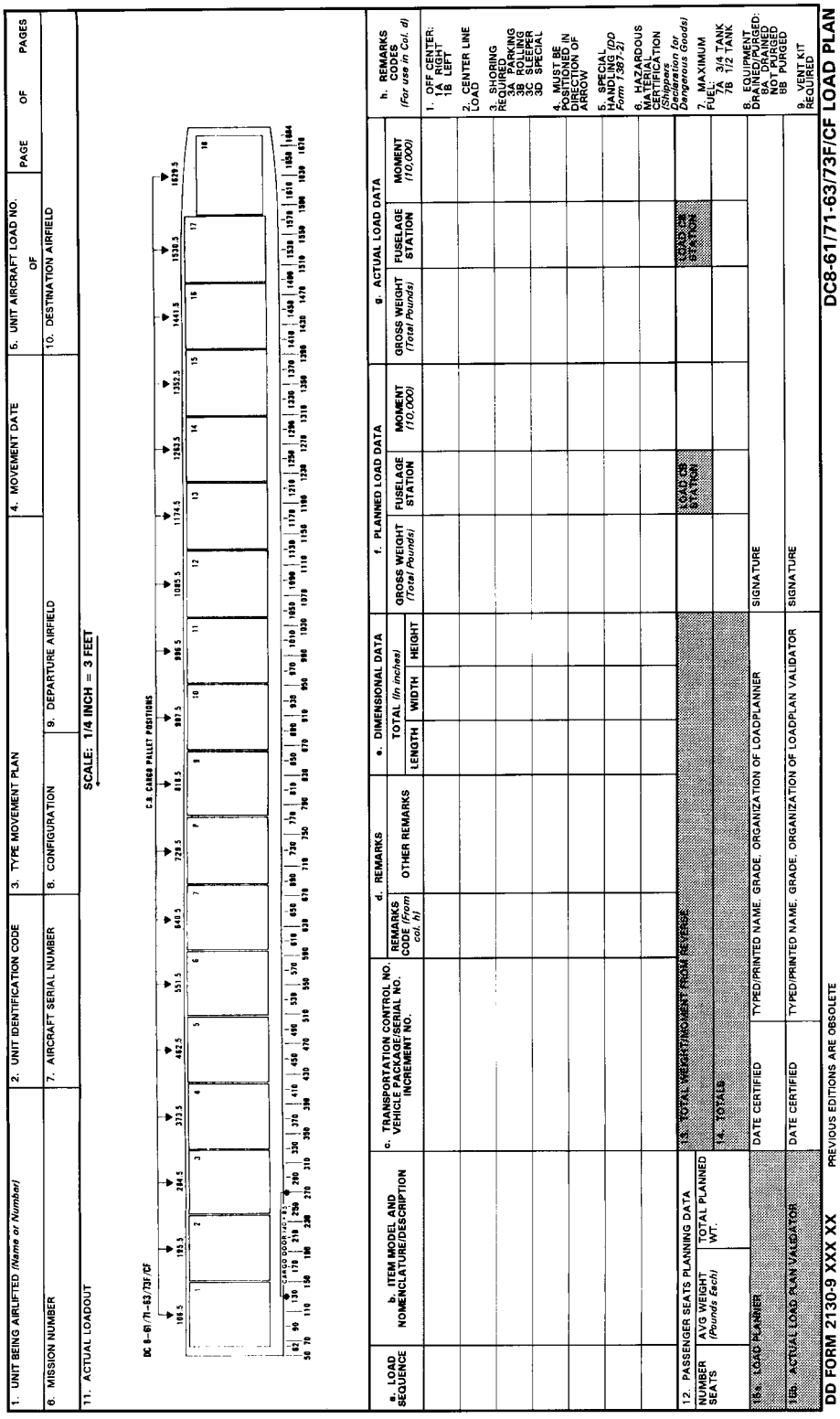


Figure AD-21. Sample DD Form 2130-9, DC 8-61/71-63/73F/CF Cargo Manifest (w/Cargo Pallet Positions).

a. LOAD SEQUENCE	b. ITEM MODEL AND NOMENCLATURE/DESCRIPTION	c. TRANSPORTATION CONTROL NO. VEHICLE PACKAGE/SERIAL NO. INCREMENT NO.	d. REMARKS		e. DIMENSIONAL DATA			f. PLANNED LOAD DATA			g. ACTUAL LOAD DATA			h. REMARKS CODES *(For use in Col. d)*
			REMARKS CODE *(From col. h)*	OTHER REMARKS	TOTAL *(In inches)*			GROSS WEIGHT *(Total Pounds)*	FUSELAGE STATION	MOMENT *(10,000)*	GROSS WEIGHT *(Total Pounds)*	FUSELAGE STATION	MOMENT *(10,000)*	
					LENGTH	WIDTH	HEIGHT							
														1. OFF CENTER: 1A RIGHT 1B LEFT 2. CENTER LINE LOAD 3. SHORING REQUIRED 3A PARKING 3B ROLLING 3C SLEEPER 3D SPECIAL 4. MUST BE POSITIONED IN DIRECTION OF ARROW 5. SPECIAL HANDLING *(DD Form 1387-2)* 6. HAZARDOUS MATERIAL CERTIFICATION *(Shippers Declaration for Dangerous Goods)* 7. MAXIMUM FUEL: 7A 3/4 TANK 7B 1/2 TANK 8. EQUIPMENT DRAINED/PURGED: 8A DRAINED NOT PURGED 8B PURGED 9. VENT KIT REQUIRED OTHER CONDITIONS

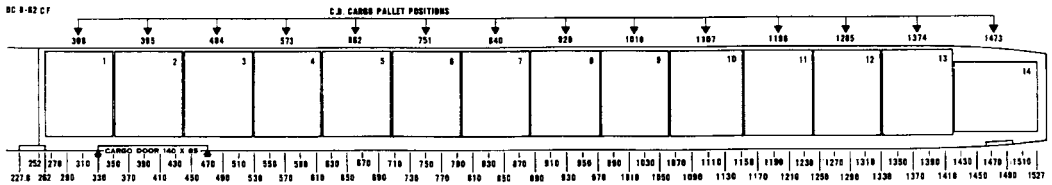
DD FORM 2130-9 XXX XX *(REVERSE)*

Figure AD-22. Sample DD Form 2130-9 (Reverse), DC 8-61/71-63/73F/CF Cargo Manifest.

1. UNIT BEING AIRLIFTED *(Name or Number)*	2. UNIT IDENTIFICATION CODE	3. TYPE MOVEMENT PLAN		4. MOVEMENT DATE	5. UNIT AIRCRAFT LOAD NO. OF	PAGE OF PAGES
6. MISSION NUMBER	7. AIRCRAFT SERIAL NUMBER	8. CONFIGURATION	9. DEPARTURE AIRFIELD		10. DESTINATION AIRFIELD	

11. ACTUAL LOADOUT

SCALE: 1/4 INCH = 3 FEET



a. LOAD SEQUENCE	b. ITEM MODEL AND NOMENCLATURE/DESCRIPTION	c. TRANSPORTATION CONTROL NO. VEHICLE PACKAGE/SERIAL NO. INCREMENT NO.	d. REMARKS		e. DIMENSIONAL DATA TOTAL *(In inches)*			f. PLANNED LOAD DATA			g. ACTUAL LOAD DATA			h. REMARKS CODES *(For use in Col. d)*
			REMARKS CODE *(From col. h)*	OTHER REMARKS	LENGTH	WIDTH	HEIGHT	GROSS WEIGHT *(Total Pounds)*	FUSELAGE STATION	MOMENT *(10,000)*	GROSS WEIGHT *(Total Pounds)*	FUSELAGE STATION	MOMENT *(10,000)*	1. OFF CENTER: 1A RIGHT 1B LEFT
														2. CENTER LINE LOAD
														3. SHORING REQUIRED 3A PARKING 3B ROLLING 3C SLEEPER 3D SPECIAL
														4. MUST BE POSITIONED IN DIRECTION OF ARROW
														5. SPECIAL HANDLING *(DD Form 1387-2)*
														6. HAZARDOUS MATERIAL CERTIFICATION *(Shippers Declaration for Dangerous Goods)*
														7. MAXIMUM FUEL: 7A 3/4 TANK 7B 1/2 TANK
														8. EQUIPMENT DRAINED/PURGED: 8A DRAINED NOT PURGED 8B PURGED
														9. VENT KIT REQUIRED

12. PASSENGER SEATS PLANNING DATA			13. TOTAL WEIGHT/MOMENT FROM REVERSE							
NUMBER SEATS	AVG WEIGHT *(Pounds Each)*	TOTAL PLANNED WT.	14. TOTALS			LOAD CG STATION			LOAD CG STATION	
15a. LOAD PLANNER			DATE CERTIFIED	TYPED/PRINTED NAME, GRADE, ORGANIZATION OF LOADPLANNER		SIGNATURE				
15b. ACTUAL LOAD PLAN VALIDATOR			DATE CERTIFIED	TYPED/PRINTED NAME, GRADE, ORGANIZATION OF LOADPLAN VALIDATOR		SIGNATURE				

DD FORM 2130-10 XXX XX PREVIOUS EDITIONS ARE OBSOLETE DC8-62CF LOAD PLAN

Figure AD-23. Sample DD Form 2130-10, DC 8-62CF Cargo Manifest (w/Cargo Pallet Positions).

a. LOAD SEQUENCE	b. ITEM MODEL AND NOMENCLATURE/DESCRIPTION	c. TRANSPORTATION CONTROL NO., VEHICLE PACKAGE/SERIAL NO. INCREMENT NO.	d. REMARKS		e. DIMENSIONAL DATA			f. PLANNED LOAD DATA			g. ACTUAL LOAD DATA			h. REMARKS CODES *(For use in Col. d)*
			REMARKS CODE *(From col. h)*	OTHER REMARKS	TOTAL *(In inches)*			GROSS WEIGHT *(Total Pounds)*	FUSELAGE STATION	MOMENT *(10,000)*	GROSS WEIGHT *(Total Pounds)*	FUSELAGE STATION	MOMENT *(10,000)*	
					LENGTH	WIDTH	HEIGHT							
														1. OFF CENTER: 1A RIGHT 1B LEFT 2. CENTER LINE LOAD 3. SHORING REQUIRED 3A PARKING 3B ROLLING 3C SLEEPER 3D SPECIAL 4. MUST BE POSITIONED IN DIRECTION OF ARROW 5. SPECIAL HANDLING *(DD Form 1387-2)* 6. HAZARDOUS MATERIAL CERTIFICATION *(Shippers Declaration for Dangerous Goods)* 7. MAXIMUM FUEL: 7A 3/4 TANK 7B 1/2 TANK 8. EQUIPMENT DRAINED/PURGED: 8A DRAINED NOT PURGED 8B PURGED 9. VENT KIT REQUIRED OTHER CONDITIONS

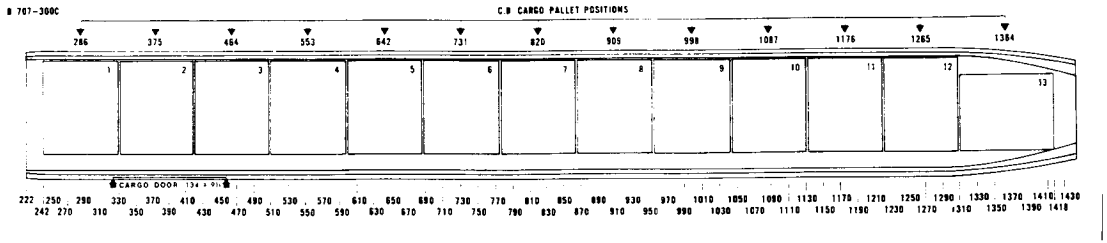
DD FORM 2130-10 XXX XX *(REVERSE)*

Figure AD-24. Sample DD Form 2130-10 (Reverse), DC 8-62CF Cargo Manifest.

1. UNIT BEING AIRLIFTED *(Name or Number)*	2. UNIT IDENTIFICATION CODE	3. TYPE MOVEMENT PLAN	4. MOVEMENT DATE	5. UNIT AIRCRAFT LOAD NO. OF	PAGE OF PAGES
6. MISSION NUMBER	7. AIRCRAFT SERIAL NUMBER	8. CONFIGURATION	9. DEPARTURE AIRFIELD	10. DESTINATION AIRFIELD	

11. ACTUAL LOADOUT

SCALE: 1/4 INCH = 3 FEET



a. LOAD SEQUENCE	b. ITEM MODEL AND NOMENCLATURE/DESCRIPTION	c. TRANSPORTATION CONTROL NO. VEHICLE PACKAGE/SERIAL NO. INCREMENT NO.	d. REMARKS: REMARKS CODE *(From col. h)*	d. REMARKS: OTHER REMARKS	e. DIMENSIONAL DATA TOTAL *(In inches)*: LENGTH	e. WIDTH	e. HEIGHT	f. PLANNED LOAD DATA: GROSS WEIGHT *(Total Pounds)*	f. FUSELAGE STATION	f. MOMENT *(10,000)*	g. ACTUAL LOAD DATA: GROSS WEIGHT *(Total Pounds)*	g. FUSELAGE STATION	g. MOMENT *(10,000)*
12. PASSENGER SEATS PLANNING DATA		13. TOTAL WEIGHT/MOMENT FROM REVERSE							LOAD CB STATION			LOAD CB STATION	
NUMBER SEATS	AVG WEIGHT *(Pounds Each)*	TOTAL PLANNED WT.	14. TOTALS										
15a. LOAD PLANNER			DATE CERTIFIED	TYPED/PRINTED NAME, GRADE, ORGANIZATION OF LOADPLANNER				SIGNATURE					
15b. ACTUAL LOAD PLAN VALIDATOR			DATE CERTIFIED	TYPED/PRINTED NAME, GRADE, ORGANIZATION OF LOADPLAN VALIDATOR				SIGNATURE					

h. REMARKS CODES *(For use in Col. d)*

1. OFF CENTER:
   1A RIGHT
   1B LEFT
2. CENTER LINE LOAD
3. SHORING REQUIRED
   3A PARKING
   3B ROLLING
   3C SLEEPER
   3D SPECIAL
4. MUST BE POSITIONED IN DIRECTION OF ARROW
5. SPECIAL HANDLING *(DD Form 1387-2)*
6. HAZARDOUS MATERIAL CERTIFICATION *(Shippers Declaration for Dangerous Goods)*
7. MAXIMUM FUEL:
   7A 3/4 TANK
   7B 1/2 TANK
8. EQUIPMENT DRAINED/PURGED:
   8A DRAINED NOT PURGED
   8B PURGED
9. VENT KIT REQUIRED

DD FORM 2130-11 XXX XX PREVIOUS EDITIONS ARE OBSOLETE

B707-300C LOAD PLAN

Figure AD-25. Sample DD Form 2130-11, B707-300C (w/Cargo Pallet Positions).

a. LOAD SEQUENCE	b. ITEM MODEL AND NOMENCLATURE/DESCRIPTION	c. TRANSPORTATION CONTROL NO. VEHICLE PACKAGE/SERIAL NO. INCREMENT NO.	d. REMARKS		e. DIMENSIONAL DATA			f. PLANNED LOAD DATA			g. ACTUAL LOAD DATA			h. REMARKS CODES *(For use in Col. d)*
			REMARKS CODE *(From col. h)*	OTHER REMARKS	TOTAL *(In inches)*			GROSS WEIGHT *(Total Pounds)*	FUSELAGE STATION	MOMENT *(10,000)*	GROSS WEIGHT *(Total Pounds)*	FUSELAGE STATION	MOMENT *(10,000)*	
					LENGTH	WIDTH	HEIGHT							
														1. OFF CENTER: 1A RIGHT 1B LEFT 2. CENTER LINE LOAD 3. SHORING REQUIRED 3A PARKING 3B ROLLING 3C SLEEPER 3D SPECIAL 4. MUST BE POSITIONED IN DIRECTION OF ARROW 5. SPECIAL HANDLING *(DD Form 1387-2)* 6. HAZARDOUS MATERIAL CERTIFICATION *(Shippers Declaration for Dangerous Goods)* 7. MAXIMUM FUEL: 7A 3/4 TANK 7B 1/2 TANK 8. EQUIPMENT DRAINED/PURGED: 8A DRAINED NOT PURGED 8B PURGED 9. VENT KIT REQUIRED OTHER CONDITIONS

DD FORM 2130-11 XXX XX *(REVERSE)*

Figure AD-26. Sample DD Form 2130-11 (Reverse), B707-300C.

C-17A PLANNING DATA

Maximum Takeoff Weight:	585,000 lbs
Normal Operating Weight:	276,000 lbs
Peacetime Planning ACL:	90,000 lbs

CARGO COMPARTMENT:

Length - 1056 inches Width - 216 inches Height - 148 inches**

CARGO AREA:

From Fuselage Station 347-1165 (main cargo floor) and
from Station 1165-1403 (aircraft ramp).

VEHICLE LOADING: Maximum weights.

Station 347-578 and Station 1073-1165:	27,000 pound per individual axle
Station 578-1073:	36,000 pound per individual axle
Aircraft Ramp (Station 1165-1403):	27,000 pound per individual axle

PALLETIZED CARGO LOADING: Maximum allowables using HCU-7/E & HCU-15/C nets.

Logistics rail system:	
(Pallet positions 1L-9L and 1R-9R)	10,355 ***
Aerial delivery system:	
(Pallet positions 1-11)	10,355 ***
Height of all pallet positions:	96 inches

PASSENGER LOADING:

Permanently installed seats:	54 passengers
Onboard centerline seat kit:	48 passengers
Paratroops (maximum):	102 paratroops
Onboard litter capacity:	12 litters
Additional litter capacity:	36 passengers

MAXIMUM ON OVER-WATER FLIGHTS: 102 passengers

NOTES:

1. * The maximum payload is computed without regard to cargo density. It is limited only by aircraft structural limitations or critical leg fuel (2500NM) and is shown primarily for information. It includes weight on any passengers carried. It should not be used unless cargo density is known to be high and physical characteristics of cargo would permit full use of

Figure AD-27. C-17 Planning Data.

compartment space. Flight route segments less than critical leg distances may allow for more or less ACL, depending on wind factors. If tanker support can be provided with aerial refueling qualified air crews, the C-17 can airlift maximum payload over any critical leg.

2. ** Aft of fuselage Station 937 cargo compartment height is 162 inches. Cargo must be six inches from sides and top of aircraft.

3. *** Includes weight of cargo, pallet, nets.

4. Any passenger load requires a minimum of one load master in the cargo compartment; two if more than 40 passengers are carried.

5. Passengers will NOT occupy a seat closer than 30 inches from strapped or netted cargo.

6. Width of cargo affects use of sidewall seats. Cargo/vehicle widths less than 157 inches, seats will be available on both sides on the cargo, cargo/vehicle widths of 157 to 192 inches, seats will be available on one side of the aircraft only. Cargo/vehicle widths 193 inches and greater, no seats will be available beside the cargo.

NOTE: DD Form 2130.XX (C-17 Cargo Manifest) has not yet been published. Will be added at this point upon publication of form.

Figure AD-27. C-17 Planning Data (Cont').

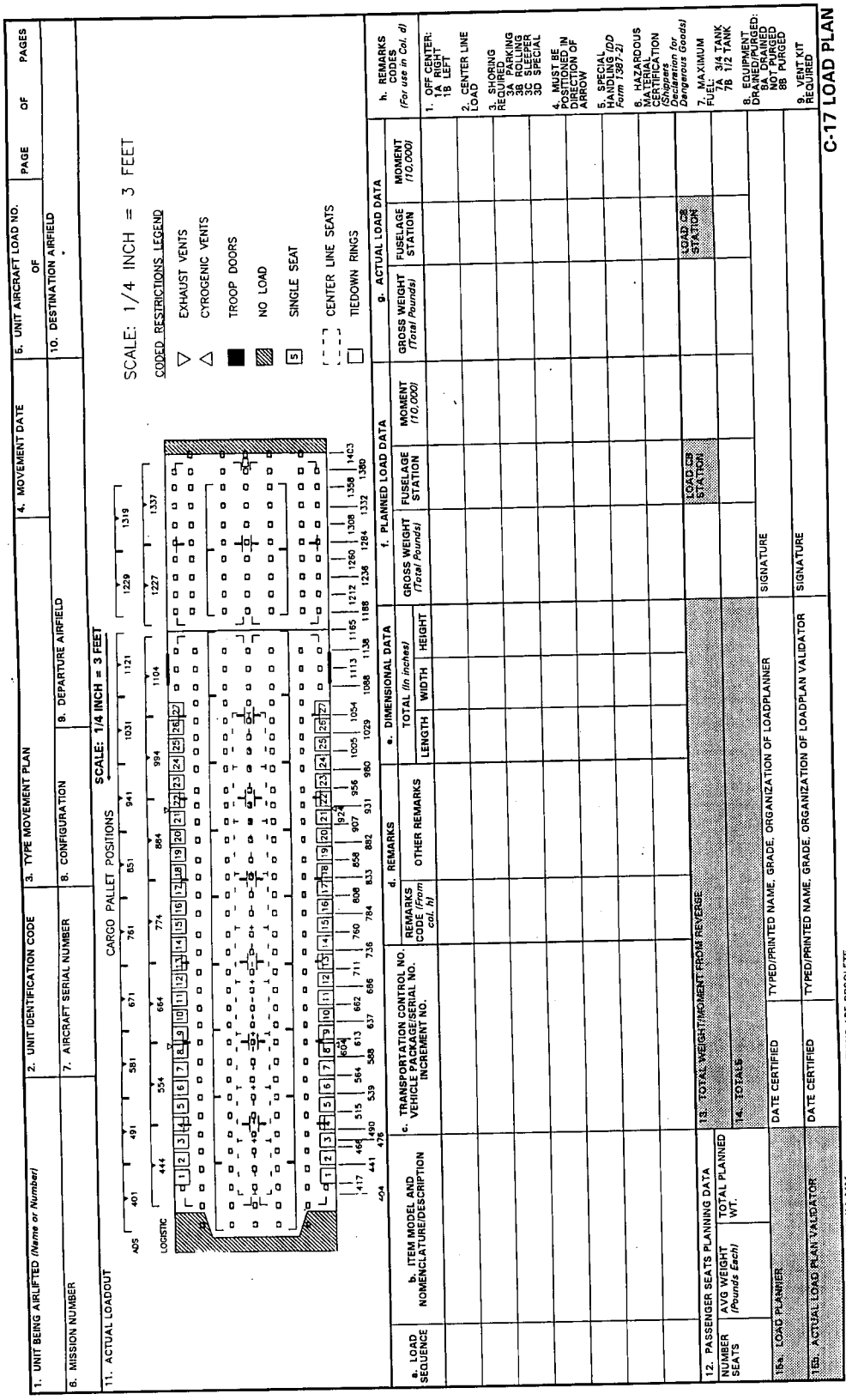


Figure AD-28. Sample DD Form 2130-13, C-17 Cargo Manifest (w/Cargo Pallet Positions)

a. LOAD SEQUENCE	b. ITEM MODEL AND NOMENCLATURE/DESCRIPTION	c. TRANSPORTATION CONTROL NO. VEHICLE PACKAGE/SERIAL NO. INCREMENT NO.	d. REMARKS		e. DIMENSIONAL DATA			f. PLANNED LOAD DATA			g. ACTUAL LOAD DATA			h. REMARKS CODES *(For use in Col. d)*
			REMARKS CODE *(From col. h)*	OTHER REMARKS	TOTAL *(In inches)*			GROSS WEIGHT *(Total Pounds)*	FUSELAGE STATION	MOMENT *(10,000)*	GROSS WEIGHT *(Total Pounds)*	FUSELAGE STATION	MOMENT *(10,000)*	
					LENGTH	WIDTH	HEIGHT							
														1. OFF CENTER: 1A RIGHT 1B LEFT 2. CENTER LINE LOAD 3. SHORING REQUIRED 3A PARKING 3B ROLLING 3C SLEEPER 3D SPECIAL 4. MUST BE POSITIONED IN DIRECTION OF ARROW 5. SPECIAL HANDLING *(DD Form 1387-2)* 6. HAZARDOUS MATERIAL CERTIFICATION *(Shippers Declaration for Dangerous Goods)* 7. MAXIMUM FUEL: 7A 3/4 TANK 7B 1/2 TANK 8. EQUIPMENT DRAINED/PURGED: 8A DRAINED NOT PURGED 8B PURGED 9. VENT KIT REQUIRED OTHER CONDITIONS

DD FORM 2130-13XXX XX *(REVERSE)*

Figure AD-29. Sample DD Form 2130-13 (Reverse), C-17 Cargo Manifest.

KC-135 PLANNING DATA

Maximum Takeoff Weight:	322,500 lbs
Normal Operating Weight:	122,500 lbs
Peacetime Planning ACL:	42,000 lbs (Palletized 36,000 lbs)

CARGO COMPARTMENT:

Length - 840 inches Width - 129 inches Height - 84 inches

CARGO AREA:

From Fuselage Station 440-1120 (main cargo floor). No lower lobe cargo capability.

PALLETIZED CARGO LOADING: Maximum allowable using HCU-7/E & HCU-15/C nets.

Pallet positions 1-6	6,000 lbs
Height of pallet positions 1-6	65 inches

PASSENGER LOADING:

Airline seats: (when equipped)	56 passengers
Web passenger seats:	57 passengers (4 available with 6 pallets)
Litter patients (plus medical crew):	8 litters, 1 floor loaded

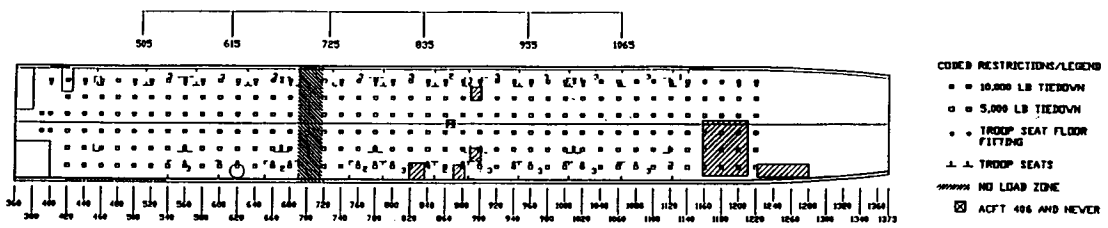
MAXIMUM ON OVER-WATER FLIGHTS: 57 passengers

Figure AD-30. KC-135 Planning Data.

1. UNIT BEING AIRLIFTED *(Name or Number)*	2. UNIT IDENTIFICATION CODE	3. TYPE MOVEMENT PLAN		4. MOVEMENT DATE	5. UNIT AIRCRAFT LOAD NO. OF	PAGE OF PAGES
6. MISSION NUMBER	7. AIRCRAFT SERIAL NUMBER	8. CONFIGURATION	9. DEPARTURE AIRFIELD		10. DESTINATION AIRFIELD	

11. ACTUAL LOADOUT

SCALE: 1/4 INCH = 3 FEET



a. LOAD SEQUENCE	b. ITEM MODEL AND NOMENCLATURE/DESCRIPTION	c. TRANSPORTATION CONTROL NO. VEHICLE PACKAGE/SERIAL NO. INCREMENT NO.	d. REMARKS		e. DIMENSIONAL DATA TOTAL *(In inches)*			f. PLANNED LOAD DATA			g. ACTUAL LOAD DATA			h. REMARKS CODES *(For use in Col. d)*
			REMARKS CODE *(From col. h)*	OTHER REMARKS	LENGTH	WIDTH	HEIGHT	GROSS WEIGHT *(Total Pounds)*	FUSELAGE STATION	MOMENT *(1,000)*	GROSS WEIGHT *(Total Pounds)*	FUSELAGE STATION	MOMENT *(1,000)*	1. OFF CENTER: 1A RIGHT 1B LEFT
														2. CENTER LINE LOAD
														3. SHORING REQUIRED 3A PARKING 3B ROLLING 3C SLEEPER 3D SPECIAL
														4. MUST BE POSITIONED IN DIRECTION OF ARROW
														5. SPECIAL HANDLING *(DD Form 1387-2)*
														6. HAZARDOUS MATERIAL CERTIFICATION *(Shippers Declaration for Dangerous Goods)*
														7. MAXIMUM FUEL: 7A 3/4 TANK 7B 1/2 TANK
														8. EQUIPMENT DRAINED/PURGED: 8A DRAINED NOT PURGED 8B PURGED
														9. VENT KIT REQUIRED

12. PASSENGER SEATS PLANNING DATA			13. TOTAL WEIGHT/MOMENT FROM REVERSE						
NUMBER SEATS	AVG WEIGHT *(Pounds Each)*	TOTAL PLANNED WT.				LOAD CG STATION			LOAD CG STATION
			14. TOTALS						

15a. LOAD PLANNER	DATE CERTIFIED	TYPED/PRINTED NAME, GRADE, ORGANIZATION OF LOADPLANNER	SIGNATURE
15b. ACTUAL LOAD PLAN VALIDATOR	DATE CERTIFIED	TYPED/PRINTED NAME, GRADE, ORGANIZATION OF LOADPLAN VALIDATOR	SIGNATURE

DD FORM 2130-14 XXX XX PREVIOUS EDITIONS ARE OBSOLETE

KC-135 LOAD PLAN

Figure AD-31. Sample DD Form 2130-14, KC-135 Cargo Manifest (w/Cargo Pallet Positions).

a. LOAD SEQUENCE	b. ITEM MODEL AND NOMENCLATURE/DESCRIPTION	c. TRANSPORTATION CONTROL NO. VEHICLE PACKAGE/SERIAL NO. INCREMENT NO.	d. REMARKS		e. DIMENSIONAL DATA			f. PLANNED LOAD DATA			g. ACTUAL LOAD DATA			h. REMARKS CODES *(For use in Col. d)*
			REMARKS CODE *(From col. h)*	OTHER REMARKS	TOTAL *(In inches)*			GROSS WEIGHT *(Total Pounds)*	FUSELAGE STATION	MOMENT *(1,000)*	GROSS WEIGHT *(Total Pounds)*	FUSELAGE STATION	MOMENT *(1,000)*	
					LENGTH	WIDTH	HEIGHT							
														1. OFF CENTER: 1A RIGHT 1B LEFT 2. CENTER LINE LOAD 3. SHORING REQUIRED 3A PARKING 3B ROLLING 3C SLEEPER 3D SPECIAL 4. MUST BE POSITIONED IN DIRECTION OF ARROW 5. SPECIAL HANDLING *(DD Form 1387-2)* 6. HAZARDOUS MATERIAL CERTIFICATION *(Shippers Declaration for Dangerous Goods)* 7. MAXIMUM FUEL: 7A 3/4 TANK 7B 1/2 TANK 8. EQUIPMENT DRAINED/PURGED: 8A DRAINED NOT PURGED 8B PURGED 9. VENT KIT REQUIRED OTHER CONDITIONS

DD FORM 2130- XXX XX *(REVERSE)*

Figure AD-32. Sample DD Form 2130-14 (Reverse), KC-135 Cargo Manifest.

1. UNIT BEING AIRLIFTED *(Name or Number)*	2. UNIT IDENTIFICATION CODE	3. TYPE MOVEMENT PLAN	4. MOVEMENT DATE	5. UNIT AIRCRAFT LOAD NO. OF	PAGE OF PAGES
6. MISSION NUMBER	7. AIRCRAFT SERIAL NUMBER	8. CONFIGURATION	9. DEPARTURE AIRFIELD	10. DESTINATION AIRFIELD	

11. ACTUAL LOADOUT

a. LOAD SEQUENCE	b. ITEM MODEL AND NOMENCLATURE/DESCRIPTION	c. TRANSPORTATION CONTROL NO. VEHICLE PACKAGE/SERIAL NO. INCREMENT NO.	d. REMARKS		e. DIMENSIONAL DATA			f. PLANNED LOAD DATA			g. ACTUAL LOAD DATA			h. REMARKS CODES *(For use in Col. d)*
			REMARKS CODE *(From col. h)*	OTHER REMARKS	TOTAL *(In inches)* LENGTH	WIDTH	HEIGHT	GROSS WEIGHT *(Total Pounds)*	FUSELAGE STATION	MOMENT *(Simplified)*	GROSS WEIGHT *(Total Pounds)*	FUSELAGE STATION	MOMENT *(Simplified)*	
														1. OFF CENTER: 1A RIGHT 1B LEFT
														2. CENTER LINE LOAD
														3. SHORING REQUIRED 3A PARKING 3B ROLLING 3C SLEEPER 3D SPECIAL
														4. MUST BE POSITIONED IN DIRECTION OF ARROW
														5. SPECIAL HANDLING
														6. HAZARDOUS MATERIAL CERTIFICATION
														7. MAXIMUM FUEL: 7A 3/4 TANK 7B 1/2 TANK
														8. EQUIPMENT DRAINED/PURGED: 8A DRAINED NOT PURGED 8B PURGED
														9. VENT KIT REQUIRED
														OTHER CONDITIONS IDENTIFY IN COL D(2)
11h. SUB TOTALS *(To be included with page 1, item 14 Totals)*														

DD FORM 2130C XXX XX PREVIOUS EDITIONS ARE OBSOLETE

AIRCRAFT LOAD PLAN CONTINUATION

Figure AD-33. Sample DD Form 2130C, Aircraft Load Plan Continuation Sheet.

STANDARD PLANNING WEIGHTS

1. General. Use of standard planning weights for contingency or wartime manifesting is authorized on DoD organic aircraft. Actual weights will be used when manifesting passengers on commercial or CIU4F aircraft.

2. Standard Planning Weights. The following will be used as planning weights for combat equipped troops being deployed on DoD organic aircraft:

a. Passengers with web gear and weapon or with carry-on baggage:

(1) Combat: 210 lbs

(2) Training: 210 lbs

b. Passengers with web gear, weapon, and rucksack or combat equipment/tools:

(1) Combat: 300 lbs

(2) Rucksacks: Training 40 lbs; combat 80 lbs

c. Passengers with duffel bag, web gear, weapon, and rucksack or with duffel bag and combat equipment or tools:

(1) Training: 350 lbs.

(2) Combat: 400 lbs

d. Parachutist with web gear, weapon, and rucksack:

(1) Training: 300 lbs

(2) Combat: 350 lbs

e. Parachutists with no weapon or equipment: 220 lbs.

f. Only under actual contingency or war-time situations will standard planning weights be used in lieu of actual weights for manifesting passengers or cargo on military aircraft.

3. The following weights will be used for planning the deployment of non-combat equipped troops on DoD aircraft:

Figure AD-34. Standard Planning Weights.

a. Passenger with no bag: 175 lbs.

b. Passenger with hand-carried bag: 195 lbs.

c. Additional planning weights:

(1) Hand-carried weapon: 10 lbs.

(2) Mobility bags: 25 lbs.

(3) Mobility pack (mask, web gear, and helmet): 20 lbs.

(4) Tool Box: 55 lbs.

(5) Checked baggage: 70 lbs.

4. The following planning weights and procedures apply to individuals transported on AMC-chartered commercial aircraft:

a. Non-combatant equipped troops: 175 lbs.

b. Combat-equipped troops with carry-on bag only: 210 lbs.

c. Combat-equipped troops with web gear and weapon: 210 lbs.

d. Combat-equipped troops with web gear, weapon, and carry-on baggage: 230 lbs.

(1) These weights are for planning purposes only. NO standard body weights will be used for troops transported on commercial aircraft. Use actual scaled weights of individuals with uniform, boots, helmet, weapon, web gear, and hand-carried bag.

(2) If scales are not available, interrogated weights of individuals can be used. After asking each individual their weight, use the following additive item weights as necessary to determine total weight of the traveler:

(a) Boots: 5 lbs.

(b) Helmet: 5 lbs.

(c) Uniform: 5 lbs.

(d) Web gear: 12 lbs.

Figure AD-34. Standard Planning Weights (Cont').

(e) Weapon: 10 lbs.

(f) Hand-carried bag: 20 lbs.

5. All items transported in the cargo compartment of a commercial aircraft must be weighed.

Figure AD-34. Standard Planning Weights (Cont').

I. PREPARATION AND USE OF DD FORM 2131

1. DD Form 2131, Passenger Manifest, is used to list all personnel to be airlifted. If personnel are to be manifested aboard an aircraft carrying cargo, seven copies of DD Form 2131 will be attached to DD Form 2130 series cargo manifest for the aircraft load. If passengers are manifested aboard an aircraft not carrying cargo, DD Form 2131 will be completed in seven copies and distributed as indicated in Appendix AD, paragraph G.4.

2. Prepare DD Form 2131 as follows:

Block 1: MISSION NUMBER. Assigned mission number, if known. (Normally completed by mobility force personnel.)

Block 2: AIRCRAFT/VEHICLE/VESSEL NO. Last five digits of aircraft tail number, if known. (Normally completed by mobility force personnel.)

Block 3: POINT/APOE. Actual geographical name of the departure airfield and ETD in Zulu time.

Block 4: DESTINATION/APOD. Actual geographical name of scheduled arrival airfield and ETA, if known, in Zulu time. If destination is classified enter "CLASSIFIED."

Column 5a: LINE NO. Consecutive numbering of passengers.

Column 5b: GRADE. Military/DoD civilian passenger grade, e.g., 0-3, E-4, W-2, GS-11.

Column 5c: NAME AND SSN. Last name, initials, and SSN of passenger.

Column 5d: CHECKED BAGGAGE. Actual pieces of baggage and total weight.

Column 5e: PAX WEIGHT. Actual weight of passenger. (See figure AD-53 for additional guidance.)

Column 5f: REMARKS. Indicate planeload commander, normally the senior ranking passenger. If passenger is the driver or passenger of a vehicle manifested aboard the same aircraft, indicate unit and vehicle bumper number.

Block 6a: DATE. Actual date form is completed.

Block 6b: PRINTED NAME AND GRADE. Name and grade of person certifying passengers have no unauthorized weapons, ammunition, explosive devices, or other prohibited items.

Block 6c: SIGNATURE. Signature of person indicated in block 6b.

1. MISSION NUMBER	2. AIRCRAFT/VEHICLE/VESSEL NO.	3. POINT/POE	4. DESTINATION/POD

5. LINE NO. a.	GRADE b.	NAME AND SSN c.	d. CHECKED BAGGAGE		PAX WEIGHT e.	REMARKS f.
			PIECES	WEIGHT		

LINE NO. a.	GRADE b.	NAME AND SSN c.	d. CHECKED BAGGAGE		PAX WEIGHT e.	REMARKS f.	
			PIECES	WEIGHT			

APPENDIX AE

PREPARATION OF EQUIPMENT AND SUPPLIES AND JOINT INSPECTION PROCEDURES

A. AIR TRANSPORTED VEHICLES

1. Vehicles and equipment should be prepared so as not to diminish their combat capability. They should be reduced only enough to meet the dimensional and weight restrictions of the aircraft that will transport them. Extensive use of masking tape and wood on windows is discouraged.

2. For dimensional load factors refer to Appendix AD.

B. FUEL IN AIR TRANSPORTED EQUIPMENT

1. Fuel level requirements must conform with AFJMAN 24-204/TM 38-250/MCO P4030.19F/NAVSUP Pub 505(Rev)/DSAM 4145.3.

2. Tankers and refuelers containing fuel are not authorized for air movement. They will be emptied, labeled, and purged according to appropriate technical directives. (Some do not require purging.)

3. Collapsible, 500-gallon fuel containers may be filled with fuel for air movement. Containers must be labeled and/or purged per AFJMAN 24-204/TM 38-250/MCO P4030.19F/ NAVSUP Pub 505(Rev)/DSAM 4145.3.

C. WATER TANKS

Water tanks and water trailers will be empty with the following exception. When water is not available at destination, the M149A2 water trailer may be used in compliance with established procedures. Water may also be transported in certified air transportable containers such as 5-gallon water cans, 55-gallon drums, 250-gallon rubber water bladders, and 500-gallon fabric, collapsible drums. Consult mobility force personnel for current guidance.

D. GENERAL CARGO

1. General cargo may be carried in or on any type of vehicle if the cargo can be properly secured and restrained.

2. Supplies and equipment not loaded into vehicle cargo compartments should be secured on 40- by 48-inch pallets or packed in container inserts or other suitable containers. Do not exceed 1,000 pounds per insert nor 2,000 pounds per pallet. Pallets and inserts will be identified in the unit's load plans.

E. CONTAINERS

Internal airlift and helicopter slingable unit (ISU) containers are certified for movement. They are 463L compatible and have a 10,000-pound capacity. The base measures 88 inches by 108 inches and allows forklift entry. ISUs are available in heights of 60 inches and 90 inches. Serviceable containers and ISO shipping containers are also air transportable when palletized. Keys to containers must be available during all phases of marshalling, inspection, and loading. Hazardous materials must be accessible at all times when carried within containers. Keys, or other methods of opening containers containing hazardous material, must accompany these containers during transportation.

F. HAZARDOUS MATERIALS

AFJMAN 24-204/TM 38-250/MCO P4030.19F/NAVSUP Pub 505(Rev)/DSAM 4145.3 provides instructions for preparation, packaging, and handling of hazardous materials for shipment aboard military aircraft. These instructions are intended to ensure such materials are properly prepared for airlift. (See Appendix AC.)

G. HELICOPTERS/AIRCRAFT

Information and guidance concerning loading procedures and instructions for preparing helicopters and aircraft for transport can be found in the appropriate Service technical manuals and AFJMAN 24-204/TM 38-250/MCO P4030.19F/NAVSUP Pub 505 (Rev)/DSAM 4145.3.

H. PALLETIZED CARGO

1. Follow pallet build-up checklist at figure AE-1. See figure AE-2 and related Service publications for additional guidance.

2. Prepare two copies of the pallet placard, AF Form 2279, to identify all completed 463L pallets/trains loaded with cargo/mail. Applicable entries will be completed and the placard placed inside interlocking plastic bags. The form may be computer generated. DO NOT STAPLE TO CARGO NETS. Placard will be attached to upper left-hand corner at eye level on an 88-inch side of loaded pallet. Figure AE-5 contains a sample of completed AF Form 2279. Additional information required by the Services may be entered in the miscellaneous block of the form.

PALLET BUILD-UP PROCEDURES CHECKLIST

1. Are you prepared to follow good safety practices?

   a. Do personnel have steel toed safety shoes and work gloves?

   b. Have personnel been briefed on proper lifting techniques?

2. Is the pallet skin free of damage, top and bottom, and any bent lips on the pallet perimeter?

3. Are tie down rings serviceable?

4. Is the pallet level and not warped?

5. Is the pallet free of corrosion?

6. Is the pallet clean and free of dirt?

7. Is the pallet right-side up?

8. Is the pallet placed on three-point dunnage?

9. Is cargo to be placed on the pallet securely packaged?

10. Does cargo have required markings?

11. Are hazardous material labels prepared in accordance with 49 CFR 172.400 and AFJMAN 24-204 requirements?

12. Are hazardous material labels attached to items of hazardous cargo or their containers?

13. Is cargo marked with arrows, e.g., "This Side Up," placed with arrows pointing up?

14. Are hazardous items on pallet compatible in accordance with AFJMAN 24-204/ TM 38-250/MCO P4030.19F/NAVSUP Pub 505(Rev)/DSAM 4145.3.

15. Is all hazardous cargo positioned for easy access during flight? Are hazardous cargo labels visible from an 88-inch side of the pallet? Do the doors of mobility bins containing hazardous items open to an 88-inch side of the pallet?

Figure AE-1. Checklist for Pallet Build-Up.

16. Is cargo arranged on the pallet to meet the following criteria:

a. Are the heavier boxes and crates placed on the bottom of the pallet load?

b. Is lighter, more fragile cargo placed on the top of the pallet load?

c. Is the cargo arranged and properly stacked so that it is stable?

17. Is the height of the built-up pallet 96-inches or less from the top skin of the pallet? If it is not and the height cannot be reduced to under 96-inches, consult your affiliated AMCS for guidance to determine if the pallet will fit inside the aircraft.

18. Is the pallet loaded with no more than 10,000 pounds of cargo?

19. Is the cargo loaded so it is no more than 104-inches wide with no overhang over either of the 108-inch sides? Front and rear overhang over the 88 inches of pallet is acceptable if it cannot be avoided because of a single large item, but the normal maximum length of palletized cargo is 84-inches. Ensure sufficient space is allotted for cargo to be loaded in front of and behind cargo loaded on pallets with overhang.

20. Is pallet loading limited to less than 250 pounds per square inch on the pallet's surface? Normally, this is a problem only with very heavy cargo with a small "footprint," such as full oil drums with a rim, heavy skid-mounted cargo, or maintenance stands, with heavy cargo stacked on top of them.

21. Is cargo susceptible to weather damage? If so, cover the cargo with a plastic pallet cover before installing cargo nets.

22. Is cargo secured to the pallet using two side nets and a top net? When low profile cargo does not permit the use of side nets, the top net may be used for restraint in all directions (vertical, lateral, forward, and aft), provided the net weight of the pallet does not exceed 2,500 pounds and cargo height does not exceed 45-inches from the surface of the pallet. Exceeding weight or height limitations requires supplemental restraint (straps or chains) be applied to provide the required restraint.

23. Does the top net have five serviceable clips? Does each side net have five serviceable hooks along each side of its length, four along each side of its width, and one at each corner? Are nets free of tears, rips, and broken rings?

Figure AE-1. Checklist for Pallet Build-Up (Cont').

24. Lay the side nets out so that the length and width are aligned with the length and width of the pallet. Make sure the adjusting straps are on the outside of the net after installation. Beginning at any corner and proceeding to the corner diagonally opposite, attach the clips to the D-rings around the edge of the pallet and continue with the other side of the net making sure the straps are not twisted. Go back and criss-cross the two slips at each corner. Fasten the side nets together by starting at the bottom and attaching the hook at the edge of one net to the ring at the edge of the other. Make sure the straps are not twisted and the hooks open outward so the strap length can be adjusted. Pull the nets up as high as possible. Temporarily tightening the side straps is permissible, however, remember to loosen them later when tightening the top net.

25. Spread the top net on the ground top-side down, and align its length with that of the pallet. After verifying no one is standing on the far side of the pallet, throw the net over the pallet, flipping it over so it lands top-side up. Adjust the net so it is centered on the pallet. Fasten the top net hooks to the highest side net rings possible and still be able to remove all slack out of the side nets when the top net is cinched down. Make sure the straps are not twisted, then tighten the top net by shortening the straps (pulling down), alternating from end-to-end. Now go back and retighten the side net straps. Tuck all strap ends into the netting to prevent tangling in the aircraft rail or roller system.

26. Attach a placard with pallet gross weight, identification, etc., to the netting on the 88-inch and 108-inch sides of the pallet.

27. Dunnage (3 pieces) MUST accompany each pallet during deployment.

28. Keys or combinations to any locked containers must accompany the item and be made available to the troop commander or cargo courier/custodian during transport in the event of an in-flight emergency.

Figure AE-1. Checklist for Pallet Build-Up (Cont').

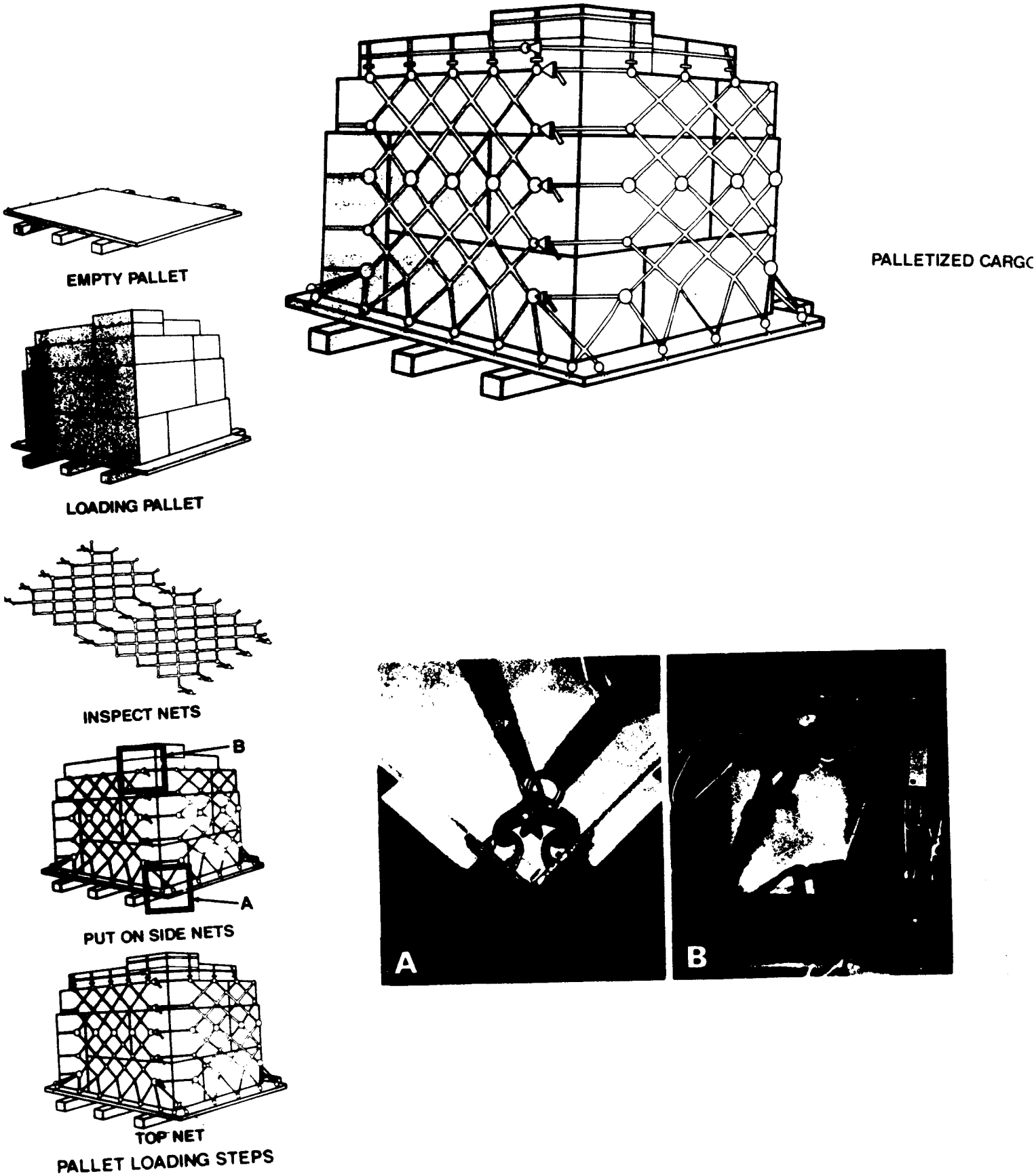


Figure AE-2. Pallet Loading Procedures.

I. INSPECTION STANDARDS

1. DD Form 2133, Joint Inspection Checklist, Figure AE-3, should be used as a guide when preparing equipment and cargo for airlift. The following standards will be applied when preparing and inspecting cargo for airlift.

Item 1 UNIT BEING AIRLIFTED. Enter the numerical designation and geographic location of the military unit responsible for the equipment being airlifted; e.g., 1st Fighter Wing, Langley AFB VA.

Item 2 DEPARTURE AIRFIELD. Enter the name of the facility the airlifted unit is departing; e.g., Langley AFB VA.

Item 3 DATE. Enter day, month, and year that the inspection is accomplished.

Item 4 AIRCRAFT TYPE AND MISSION NUMBER. Enter the type and mission number of the aircraft on which the equipment is to be loaded.

Item 5 LOAD/CHALK NUMBER. Enter the transported force assigned aircraft load number that establishes the desired load movement sequence.

Item 6 START TIME. Enter the local time the inspection actually started.

Item 7 TIME COMPLETE. Enter the local time load was checked and is ready for movement.

Item 8 TALCE/CDF. Enter the numerical designation of the unit having TALCE/ CDF or aerial port responsibility for the operating location.

A. DOCUMENTATION.

Item 9 MANIFESTS/LOAD PLANS. Ensure completion of the required number of copies. Check for proper manifesting of the entire chalk and the load plan scale weights match the manifest weights. Ensure the load is correctly sequenced (in accordance with the load plan) and complies with all aircraft loading and safety of flight limitations.

Item 10 SHIPPER'S DECLARATION OF DANGEROUS GOODS. Check for the proper preparation of all required hazardous material documentation and certification in accordance with AFJMAN 24-204, TM 38-250, MCO P4030.19F, NAVSUP Pub 505(Rev)/DLAM 4145.3.

Item 11 HAZARDOUS MATERIALS PREPARATION. Check that all hazardous materials in the load are properly prepared, positioned, and compatible with other hazardous materials in this chalk, as restricted by AFJMAN 24-204, TM 38-250, MCO P4030.19F, NAVSUP Pub 505(Rev), DLAM 4145.3.

Item 12 LOAD LISTS / CUSTODIAN TRANSFER FORMS. Ensure the proper preparation of all required load lists and/or custodian transfer documentation.

B. VEHICLES / NON-POWERED EQUIPMENT.

Item 13 CLEAN. (No dirt, trash, or pests) Clean each item of all grime, oil, dirt, etc. Steam clean if necessary. Ensure all vehicle tires are free of debris (rocks, pebbles, sand, etc.) embedded in the treads.

Item 14 FLUID LEAKS. A loss of fluid at a rate which is readily detected or seen is a leak. Five drops or more per minute from a cooling system, crank case, or gear case is a leak. Fuel or brake system leaks, no matter how minor, will prevent air shipment. Do not consider a damp or discolored seal a leak unless any of the above conditions exist.

Item 15 MECHANICAL CONDITION.

a. Engine Runs. Unless a vehicle is shipped as retrograde cargo, it must be in good condition. Ensure self-propelled vehicles are operational.

b. Brakes Operational. Check brakes by having driver demonstrate braking capability while vehicle is moving. Check the emergency brake for operation, if installed.

Item 16 BATTERY.

a. Secure--No Leaks. Ensure battery is correctly installed, i.e., holding clamp secure, filler caps tightly installed, battery connectors are tight, and all cables and clamps are not in contact with any grounding point during loading or flight.

b. If Disconnected--Post/Cables Protected. Ensure battery terminals are covered, e.g., rubber covers or tape, to prevent damage or short circuits.

Item 17 FUEL TANK(S).

a. Three-Fourths (3/4) Tank. Vehicles and self-propelled units will not exceed three-fourths (3/4) tank of fuel when loaded on the aircraft floor and one-half (1/2) tank of fuel when loaded on the aircraft cargo ramp. Wheeled engine-powered support equipment (SE) will not exceed one-half (1/2) tank of fuel regardless of the unit's position in the aircraft. Units loaded on the aircraft cargo ramp must be

positioned with fuel tank filler openings on the high side of the ramp. NOTE: Palletized vehicles and self-propelled units will not exceed one-half (1/2) tank of fuel. Palletized wheeled engine powered support equipment will be drained.

b. Drained (As required). Equipment mounted on a single axle disconnected from its prime mover and loaded with its tongue resting on the aircraft floor must be drained, but need not be purged.

NOTE: Do not exceed one-half (1/2) tank of fuel for units loaded aboard aircraft with a steep angle of ascent, i.e., KC-10, KC-135.

c. Fuel Tank Caps Installed. Ensure fuel caps are properly installed. On closed fuel system equipment, loosen caps to allow pressure equalization.

Item 18 JERRY CANS (Secure, Fuel Level, Seal). POP-certified Jerry cans, listed in AFJMAN 24-204, TM 38-250, MCO P4030.19F, NAVSUP Pub 505(Rev), DLAM 4145.3, Attachment 7, paragraph 7.3, are authorized for transporting flammable liquid fuel stocks. Ensure that all racks are designed to accommodate and secure Jerry cans to prevent movement or leakage during airlift. Provide cushioning material or fiberboard separation to prevent metal-to-metal contact for Jerry cans not secured in racks. Jerry cans must have a serviceable gasket in place on the screw cap closure. Any leakage from or dent at the seam of a Jerry can will prohibit its acceptance for air shipment. DOT 5L Jerry cans, used to transport hazardous materials, will not be palletized. When combined with the fuel shipped in the tanks of the vehicles or equipment, DOT 5L Jerry cans will not exceed a two (2) full-tank supply. DOT 5L Jerry cans may be palletized when drained, purging not required. NOTE: There is no minimum fuel requirement for this container. Maximum quantity is 5 gallons, measured to the weld bead near top of can.

Item 19 DIMENSIONS (Fits A/C Profile or Contour). Ensure equipment will negotiate the aircraft ramps and interior dimensions and will not come in contact with aircraft side walls or ceiling at any time. For C-141 and C-130 aircraft the height may not exceed 103 and 102 inches, respectively, or 76 inches on the cargo ramp position. Vehicles under crew rest facilities (CRF) on C-141 may not exceed 80 inches in height.

Item 20 CENTER OF BALANCE (Both Sides). Indicate the center of balance to the nearest whole inch.
NOTE: The only vehicles that require a combined center of balance are coupled, tractor-trailer units that will remain coupled during flight.

Item 21 SCALE WEIGHT (Both Sides). Show the gross vehicle weight to the nearest whole pound on both sides of the vehicle.

Item 22 AXLE WEIGHTS (Both Sides). Mark axle weights above each axle.

Item 23 TIE DOWN POINTS (Serviceable). Ensure all clevises and tie down points are serviceable. Include interior and exterior cargo restraint tie downs in the inspection.

Item 24 PINTLE HOOKS/CLEVISES.

a. Serviceable. Ensure all devices required for loading or off-loading trailers and cargo are serviceable.

b. Safety Pin Attached. Ensure all required pins or cotter keys are properly installed and serviceable.

Item 25 VEHICLE EQUIPMENT SECURED (Tools, Tires, Antennas, Etc.). Ensure all vehicle accessory items are secure. This includes fire extinguishers, seat brackets, and any other loose equipment that may become a projectile during flight.

Item 26 TIRE PRESSURE (Maximum 100 PSI). Check to ensure that tire pressure is within the manufacturer's specifications. Tires must be sufficiently inflated to prevent wheel-rim contact with aircraft floor.

Item 27 SHORING (Rolling, Parking, Sleeper, Approach). Check that all required shoring is serviceable and immediately available. Consult aircraft loading manual for specific shoring requirements.

Item 28 ACCOMPANY LOAD.

a. Within Vehicle Rated Capacity. Do not exceed the rated capacity of the vehicle. Normally, this information is located on the vehicle data plate or applicable manufacturer's technical publication. Do not exceed side wall height unless cargo can be properly restrained. Equipment permanently installed in a vehicle will be transported as a vehicle load regardless of height. This provision does not include signal shelters or other easily-removed equipment.

b. Secure to Vehicle. Check that all secondary cargo is properly secured to the vehicle and will meet the same restraint criteria required for the vehicle. Use a minimum of one-half (1/2)-inch diameter rope (not nylon) for cargo restraint. Consider all locally manufactured modifications as secondary cargo. Ensure rope actually touches cargo, not just hold the side racks down.

Item 29 LOX/NITROGEN CART (Vent Kit). Ensure appropriate vent kit materials are with the cargo. Technicians will be required at load time to install vent kit.

C. PALLETS

Item 30 CLEAN. Clean each piece of equipment and pallet of all grime, oil, dirt, etc. Steam clean if necessary. Ensure no soil is transported on or under items loaded on the pallet.

Item 31 SCALE WEIGHT. Ensure pallet scale weight is attached to one 88-inch side and one 108-inch side of the pallet.

Item 32 DIMENSIONS (Fits A/C Profile or Contour). Check that each pallet does not exceed the dimensions of the planned aircraft position. For example, pallet position number 1 on the C-141B may not exceed 76 inches in height measured from the top surface of the pallet. Refer to aircraft loading manual for specific aircraft pallet limitations.

Item 33 CARGO PROPERLY SECURED.

a. Netted. Check that all cargo nets are serviceable and properly installed.

b. Chained/Strapped. When nets are not used or additional restraint is required, check that chains or straps are properly installed. Be sure they provide adequate restraint.

Item 34 DUNNAGE (3 Pcs Per Pallet). Ensure proper dunnage, 3 pieces, 4" x 4" x 88", accompanies the pallet during shipment.

D. HELICOPTERS (FLYAWAY)

Item 35 BATTERY (Disconnected/Taped). Ensure user disconnects and tapes battery terminals and secures the battery to prevent accidental leaks and short circuits.

Item 36 FUEL QUANTITY (Gallons). Fuel quantities can not exceed three-fourths (3/4) full or 150-gallons per tank, whichever is less.

Item 37 CENTER OF BALANCE (C/B) (Both Sides). Ensure user clearly marks the C/B on both sides of the item.

Item 38 SCALE WEIGHT (Both Sides). Ensure gross weight is clearly marked on both sides of the item.

Item 39 SHORING (Rolling, Parking, Approach). Check that all required shoring is serviceable and immediately available for use.

Item 40 SPECIAL LOADING EQUIPMENT. Be sure special equipment necessary to load this cargo is available. (Tools, jacks, pintle hooks, pumps, ramps, etc.)

Item 41 REMARKS. List and explain, in detail, any discrepancies found during the inspection and actions taken to correct the problem. Pertinent information regarding the load/chalk should also be listed in this block.

Item 42 TRANSPORTED FORCE INSPECTOR (Signature/Rank/Unit of Assignment). To be signed by the deploying unit representative accompanying the mobility force inspector.

Item 43 MOBILITY FORCE INSPECTOR (Signature/Rank/Unit of Assignment). To be signed by inspector qualified personnel who are also current and qualified in aircraft cargo load planning.

JOINT AIRLIFT INSPECTION CHECKLIST
(See Instructions on Reverse Side)

PAGE OF PAGES

1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE *(DDMMYY)*

4. AIRCRAFT TYPE AND MISSION NUMBER	5. LOAD/CHALK NO.	6. START TIME	7. COMPLETE TIME	8. TALCE/CDF

LEGEND *(Mark blocks after each item as follows)* • = SATISFACTORY X = UNSATISFACTORY IF NOT APPLICABLE, LEAVE BLANK	**INCREMENT/SERIAL/BUMBER NUMBER AND TYPE**											
A. DOCUMENTATION												
9. MANIFESTS/LOAD PLANS												
10. SHIPPERS DECLARATION												
11. HAZARDOUS MATERIALS PREPARATION												
12. LOAD LISTS/CARGO TRANSFER FORMS												
B. VEHICLES/NON-POWERED EQUIPMENT												
13. CLEAN												
14. FLUID LEAKS												
15. MECHANICAL CONDITION												
a. ENGINE RUNS												
b. BRAKES OPERATIONAL												
16. BATTERY												
a. SECURE-NO LEAKS												
b. POST/CABLES-PROTECTED												
17. FUEL TANK(S) LEVELS												
a. AS REQUIRED												
b. FUEL TANK CAPS INSTALLED												
18. JERRY CANS												
a. DOT 5L *(Metal)*												
b. POP *(Plastic)*												
19. DIMENSIONS *(Fits A/C Profile or Contour)*												
20. CENTER OF BALANCE *(Both Sides)*												
21. SCALE WEIGHT *(Both Sides)*												
22. AXLE WEIGHTS *(Both Sides)*												
23. TIEDOWN POINTS *(Serviceable)*												
24. PINTLE HOOKS/CLEVISES												
a. SERVICEABLE												
b. SAFETY PIN ATTACHED *(Safety Chains)*												
25. VEHICLE EQUIPMENT SECURE *(Tools, Tires, etc.)*												
26. TIRE PRESSURE												
27. SHORING *(Rolling, Parking, Sleeper, Approach)*												
28. ACCOMPANYING LOAD												
a. WITHIN VEHICLE RATED CAPACITY												
b. SECURE TO VEHICLE												
29. LOX/NITROGEN CART *(Vent Kit)*												
C. PALLETS/PALLET TRAINS												
30. CLEAN												
31. SCALE WEIGHT												
32. DIMENSIONS *(Fits A/C Profile or Contour)*												
33. CARGO PROPERLY SECURED												
a. NETTED												
b. CHAINED/STRAPPED												
34. DUNNAGE *(3 Pieces Per Pallet)*												
D. HELICOPTERS *(Flyaway)*												
35. FUEL QUANTITY *(Gallons)*												
36. BATTERY *(Disconnected/Taped)*												
37. CENTER OF BALANCE *(Both Sides)*												
38. SCALE WEIGHT *(Both Sides)*												
39. SHORING *(Rolling, Parking, Approach)*												
40. SPECIAL LOADING EQUIPMENT *(Towbars, etc.)*												

41. REMARKS

THE ABOVE LISTED ITEMS HAVE BEEN INSPECTED FOR PROPER SHIPPING CONFIGURATION.

42. DEPLOYING FORCE REPRESENTATIVE *(Signature/Rank/Unit of Assignment)*	43. MOBILITY FORCE INSPECTOR *(Signature/Rank/Unit of Assignment)*

DD FORM 2133, XXX XX PREVIOUS EDITIONS ARE OBSOLETE

Figure AE-3. Sample DD Form 2133, Joint Airlift Inspection Checklist.

INSTRUCTIONS

1. RESPONSIBILITIES

1.1. Qualified TALCE/CDF or aerial port personnel are responsible for acceptance of cargo for airlift.

1.2. The deploying unit is responsible for the preparation of cargo, including weighing, marking, palletization, and the preparation of all documentation.

1.3. The joint inspection, including documentation and inspection of all items prepared for air shipment, must be accomplished prior to loading. This inspection will be performed by qualified TALCE/CDF or aerial port personnel with a representative from the transported force.

2. INSPECTION PROCEDURES

2.1. All inspections will be conducted by qualified inspectors and transported force representatives. The TALCE/CDF or aerial port representative accepting cargo for air shipment must have completed hazardous materials inspector training required by paragraph 1.17.3, AFJMAN 24-204/TM 38-250/NAVSUP PUB 505/MCO P4030.19F/DLAM 4145.3. The completed form will indicate to the aircraft loadmaster that the required inspection has been accomplished.

2.2. This form will be used as the source document for joint inspection. Three copies will be completed for each aircraft load and sign by the appropriate personnel.

(1) One signed copy will be attached to the aircraft cargo manifest.

(2) One signed copy for the TALCE/CDF or aerial port station file.

(3) One signed copy for the deploying force.

3. PREPARATION INSTRUCTIONS

3.1. Heading.

(1) Block 1, Unit Being Airlifted. Enter the numerical designation and geographic location of the military unit responsible for the equipment being airlifted. For example, 1st Tactical Fighter Wing, Langley AFB VA.

(2) Block 2, Departure Airfield. Enter the name of the facility the airlifted unit is departing, i.e., Langley AFB VA.

(3) Block 3, Date. Day, Month and Year that the inspection is accomplished.

(4) Block 4, Aircraft Type and Mission Number. Enter the aircraft type on which the equipment is to be loaded and the airlift mission number as designated in the plan or operations order.

(5) Block 5, Load/Chalk Number. Enter the deploying force assigned aircraft load number that establishes the desired load movement sequence.

(6) Block 6, Start Time. Enter the local time that the inspection started.

(7) Block 7, Complete Time. Enter the local time that the load was checked, and is ready for movement.

(8) Block 8, TALCE/CDF. Enter the numerical designation of the unit that has TALCE/CDF or aerial port responsibility for the operating location.

3.2. Body.

(1) Enter the increment/serial/bumper number and type of equipment in the appropriate block. The legend for completing the inspection is contained in the block on the left. Annotate the appropriate entry in the proper column. Make only one entry in each inspection block for each item.

(2) Enter items not initially accepted in the remarks section and indicate corrective action.

(3) Blocks 42 and 43. Signature must be legible. Indicate the rank and unit of assignment of the individual signing the form.

DD FORM 2133, XXX XX *(REVERSE)*

Figure AE-4. Sample DD Form 2133 Reverse, Joint Airlift Inspection Checklist.

(1) PALLET IDENTIFICATION NUMBER	(6) DESTINATION STATION
(2) AIRCRAFT CONFIGURATION	
(3) ORIGINATING STATION	
(4) NET WEIGHT *(Lbs)*	(7) STRAPS / CHAINS / DEVICES / NET SETS
	(8) GROSS WEIGHT *(Lbs)*
(5) MISCELLANEOUS INFO/THIS PALLET CONTAINS	SCALE WEIGHT CERTIFICATION
	(9) NAME/GRADE / DATE
	(10) CUBE THIS PALLET
CARGO	

AF FORM MAY 84 2279 PREVIOUS EDITION WILL BE USED * U.S. G.P.O. 1991-281-437:85533 **PALLET IDENTIFIER**

Figure AE-5. Sample AF Form 2279, Pallet Identifier.

APPENDIX AF

UNIT AIRLIFT AFFILIATION TRAINING

A. AFFILIATION PROGRAM.

1. For the purpose of this publication, affiliation is defined as the relationship between an Air Mobility Control Squadron (AMCS) and designated airlift users throughout DoD. The affiliation program is designed to develop an understanding of each unit's mission and to promote coordination between air mobility managers and airlift users at all levels. The objectives of the program are:

a. To provide a joint training program designed to enhance the ability of U.S. forces to plan and execute a rapid and efficient movement by air.

b. To establish a liaison between the airlift manager and the moving agency to optimize airlift planning and execution.

c. To develop a mutual understanding and appreciation of the complexities of both air movement and the unit's activities to prepare for that movement.

d. To promote joint training in airlift mobility procedures thereby enhancing the capability for an immediate response to contingency airlift requirements.

2. HQ AMC is responsible for overall management of the affiliation program and has two area management commands: Twenty-First Air Force and Fifteenth Air Force.

3. HQ AMC/DOOM is responsible for overall management of the affiliation program. Each AMCS is responsible for executing the affiliation program with their assigned affiliates. Each Service will ensure that an affiliation training manager or validator is appointed at the major command or equivalent level. Affiliation program managers are responsible for:

a. Identifying, to HQ AMC/DOOM, those units which require affiliation training.

b. Identifying, to HQ AMC/DOOM, those points of contact (POC) for units to be affiliated.

c. Attending the HQ AMC affiliation program managers' conference.

NOTE: AMCS also includes Air Mobility Control Flight (AMCF), Airlift Control Squadron (ALCS), and Airlift Control Flight (ALCF), unless otherwise stated. All references to AMCS apply equally to both ANG and USAFR ALCFs. References to TALCEs apply equally to mission support teams (MST) unless otherwise noted.

4. Units desiring to become affiliates should forward their initial request to the appropriate affiliation training manager/validator for Service approval. Once approved, the request must be forwarded to HQ AMC/DOOM affiliation management for final determination.

5. Each affiliated unit will be assigned an affiliation category. Affiliation categories consist of Types I through VII. Types I, II, III, IV, and V designate active duty to active duty units. Types VI and VII designate Air Force Reserve (AFRES) and Air National Guard (ANG) units. Designation of an affiliation type designates the frequency and amount of training the user unit may require to maintain its deployment capability. It has no direct correlation with a unit's wartime or contingency mission. Class quotas for each type and prerequisites for each course of training ("Phase I, Equipment Preparation Course," and "Phase II, Airlift Planners Course") are discussed in paragraphs 5.a.-5.g., below. If units desire static load training, they must coordinate the request with their affiliated AMCS. They must also submit a request for aircraft at a Joint Airborne/Air Transportability Training (JA/ATT) planning conference 60 days in advance of the actual date desired. Static load training should be held in conjunction with equipment preparation training or planned unit/base mobility exercises. Class frequencies for each affiliation type are conducted as follows:

a. Type I--Quarterly training is authorized.

b. Type II -- Semiannual training is authorized.

c. Type III--Annual training is authorized.

d. Type IV--Training is authorized only when the affiliated unit is scheduled to participate in known operations. Approval authority is HQ AMC/DOOM.

e. Type V--This category applies to MAJCOM Service affiliation training managers/validators and equivalent level representatives directly affiliated with HQ AMC.

f. Type VI--Annual training is authorized.

g. Type VII -- Training is authorized only when affiliated unit is scheduled to participate in known operations. Approval authority is ANGRC/DO or HQ AFRES/DOO, as appropriate. NOTE: Special training needs for all types will be considered upon request but are subject to AMCS cadre availability.

6. Command and staff orientation visits will be conducted by AMCSs to affiliated units when initial affiliation occurs. They should take place as soon as possible after initial notification, but in no case will visits occur later than six months after affiliation, and always before the first scheduled training.

a. Orientation briefing should be attended by user unit commanders; logistics personnel; mobility officers and noncommissioned officers (NCOs); DACG/AACG, USN, and USMC embarkation; and USAF and deployment control center personnel. During these visits the affiliation program is outlined in general terms with specific guidance on available training, scheduling, and program policies and procedures.

b. Each AMCS will provide assistance visits to their affiliated units during selected mobility or deployment exercises, subject to the availability of AMCS personnel. During these visits, affiliation training team personnel will assist inspectors or participants at the affiliated unit commander's discretion, depending on whether exercise objective is oriented toward evaluation or instruction. Affiliation training team personnel will determine if load plans are correct, note discrepancies, and assess equipment marshalling, preparation, and documentation procedures. On-the-spot instruction or correction may be provided at the discretion of the affiliated unit commander. Affiliation training team personnel will identify unsafe conditions or actions and intercede where necessary to prevent personal injury or damage to equipment. An "after-action" report will be written and provided to the supported unit commander, the AMCS commander, and to the HQ AMC/DOOM affiliation manager.

B. AFFILIATION TRAINING

1. Affiliated Training Program POC. The affiliated unit POC is the focal point between the AMCS and the unit receiving the training. The POC must ensure students have a valid need for the training. Also, the POC retains overall responsibility for coordinating unit training regardless of who is assigned the task of procuring facilities, equipment, etc.

2. Initial Training. Classroom instruction provides the central focus for the affiliation training program, and provides an informal working level forum for exchange of information. Training is provided at the airlift user's facility and must meet AMCS standards for an effective classroom environment. One course taught in two phases provides the student with necessary knowledge to safely and efficiently plan unit airlift requirements.

a. Phase I (Equipment Preparation Course). This training is designed to educate personnel (E-4 and below) in the mechanics of preparing cargo, equipment, and personnel for cargo aircraft loading. Although this course is designed for individuals (E-4 and below) who will actually prepare, load, and tie down unit equipment, any unit individual may attend. All class members will be expected to participate in the total preparation and loading exercise.

(1) The course consists of 16 hours (2 days) of academic instruction at the affiliates' home base. AMC Pamphlet 36-1, the standard AMC syllabus, lesson plan, and visual aids package are used to teach the course. Successful completion and receipt of the training certificate recognizes the student has been trained to prepare unit cargo for air shipment but does not authorize student to sign or validate aircraft cargo manifests.

(2) Although not absolutely necessary, units are encouraged to schedule a static load aircraft with Phase I training. Practical experience gained in preparing, marshalling, and loading an actual aircraft reinforces information presented in the academic portion.

b. Phase II, "Airlift Planner's Course." This training is designed to educate unit movement officers and supervisory personnel (E-5 or above) in airlift planning and execution of joint combat airlift operations. Individuals not fitting within the rank structure may be admitted by submitting written verification from their commander indicating they are active participants in the load planning phase of airlift operations. Personnel attending this course must have a minimum retainability in the logistics duty position of one year. They must be totally committed to training and not assigned additional duties or appointments which would cause absence from class or distract from the learning environment.

(1) The course consists of 48 hours (6 days) of academic instruction at affiliates' home base. AMC Pamphlet 36-1, standard AMC syllabus, lesson plan, and visual aids package are used to teach the course. Successful course completion, receipt of training certification, and AMC Form 9, AMC Airlift Load Plan Certification, constitutes authorization for planning official to sign aircraft cargo manifests for air shipment of unit cargo and personnel.

(2) The Airlift Planner's Course is not designed to be used in conjunction with a JA/ATT or other static load aircraft due to duration and complexity of academic instruction and because intended audience would not be expected to routinely load aircraft.

NOTE: To attend Phase II training, students must have successfully completed Phase I training. (Exception: Air Combat Command affiliated units are exempt from Phase I training provided students attend a host-base equipment preparation course and material covered meets affiliation training Phase I requirements).

(3) Unless a maximum number of students is previously coordinated with the AMCS responsible for administering training, a maximum of 50 students or a minimum of 10 are allowed for Phase II training.

(4) If training objectives cannot be met, AMCS affiliation instructors may cancel training. However, they must first consult the theater airlift liaison officer (TALO) or Air Mobility Command Liaison Officer and/or the installation office of primary responsibility for affiliation program management.

(5) Classes with less than 10 students, inadequate facilities, equipment not prepared for air shipment according to established procedures, insufficient quantities of equipment to support training needs, or delays precluding efficient use of remaining allocated time all constitute justification for cancellation. This will preclude issuance of training completion certificates. Students attending classes, canceled prior to completion, must be rescheduled to attend another class in its entirety.

(6) Graduates of Phase II will be certified as aircraft load planners with certification valid for 24 months. AF Form 1256 and the AMC Form 9 will serve as source document. Recertification may be accomplished by completing an initial affiliation training course, attending refresher/recertification training, or attending a Service school authorized to certify aircraft load planners.

3. Refresher/Recertification Training. Prior to scheduling yearly training, each AMCS will contact affiliated units to inform them of when refresher/recertification training will be offered. Unit points of contact are encouraged to monitor certification expiration dates of all assigned personnel who are load planning certified. A 1-day refresher/ certification will be offered prior to the start of Phase II training. A written exam and a practical exercise will be administered. Upon completion students will be issued a new AMC Form 9, which will be valid for 24 months. Students who do not successfully complete this training will be decertified and must attend an initial course.

4. Service Schools. All policies which apply to affiliation training also apply to Service schools. As authorized and directed by Headquarters, Air Mobility Command, the following Service schools are authorized to certify aircraft load planners:

a. Expeditionary Warfare Training Group Pacific, San Diego, California.

b. U.S. Army's Joint Strategic Deployment Training Center's, Air Deployment Planning Course, Ft. Eustis, Virginia.

c. 82d Airborne Division, Advanced Airborne School, Ft. Bragg, North Carolina.

d. 25th Infantry Division U.S. Army Hawaii, Strategic Deployment School, Schofield Barracks, Hawaii.

e. 101st Airborne Division (Air Assault), Strategic Deployment School, Ft. Campbell, Kentucky.

APPENDIX AG

DUTIES OF TROOP COMMANDER (PLANELOAD COMMANDER OR CHALK LEADER)

The troop commander (planeload commander) will:

1. Brief passengers on availability of flight insurance.

2. Be present at the passenger briefing for the flight.

3. Check all passengers for unauthorized materials which could present a flight hazard, e.g., ammunition, lithium batteries, fuel, etc. NOTE: Recommend establishing an amnesty box in the marshalling or alert holding area.

4. Assume control of all passengers listed for movement on the flight and make sure all are informed of formations, expected departure, and reporting time.

5. Be readily available to the DACG at all times. Personnel will not be dismissed without the approval of the DACG.

6. Perform a personnel roll call prior to loading to ensure everyone is present for the flight. Report no-show passengers to the DACG so manifest can be corrected. NOTE: Coordinate time of roll call with DACG.

7. Make sure personnel have placed their baggage on the proper vehicle or 463L pallet for movement to the aircraft.

8. Load passengers under the supervision and guidance of the load master. Make sure each individual appearing on the manifest boards the aircraft. Maintain planeload or troop commander's itinerary as shown in figure G-1. The itinerary may be in narrative form or any form the planeload or troop commander deems appropriate. Provide complete itinerary to AACG upon arrival at destination or return to DACG via appropriate chain of command.

9. Brief all passengers on maintaining security of their personal belongings. If a passenger is removed from the flight, ensure the passenger's baggage is also removed. Conduct anti-hijack inspection of all assigned troops and certify completion of inspection in block 6 of DD Form 2131 or automated manifest. Keep one copy of manifest for deploying unit's records and give two copies to the DACG.

10. Collect all weapons magazines (if not empty) and unsecured/non-palletized ammunition before the anti-hijack briefing. (See figure AG-2.) On arrival at the aircraft, troop commander must brief the loadmaster on ammunition and assist the loadmaster, as directed, in the tie-down before departing. Munitions will be redistributed on arrival at destination. A "Shipper's Declaration for Dangerous Goods" is not required.

11. Maintain in-flight discipline of all passengers.

12. If in-flight rations are issued, control the issue to troops.

13. Help maintain cleanliness and safety in the aircraft.

14. At en route stations, determine ground time from the load master and ensure all passengers are present to meet flight departure times. Know which passengers will be offloaded should it become necessary to take such action at an en route station. Before departure from the en route station, conduct another anti-hijack inspection.

15. Brief passengers regarding local restrictions and conduct at en route stops.

16. Coordinate for billeting and food at en route stations for personnel under your supervision. Service MOUs require installations to provide these services on a reimbursable basis.

17. During en route servicing stops, designate a guard for personal effects or other equipment that must remain with the aircraft. Coordinate feeding of security personnel. Arrange for security coverage through base facilities when unusually long delays are encountered.

18. Ensure awareness of composition of and location of hazardous material on aircraft, if any.

19. Upon arrival at destination, maintain control of the passengers and assist with offloading baggage and/or cargo, as required.

PLANELOAD / TROOP COMMANDER'S ITINERARY

Passenger Briefing.

- Person performing briefing.
- Location of briefing.
- Date and time.

Passenger Loading.

- Aircraft model and number.
- Manifest number.
- Number of passengers loaded.

Aircraft Itinerary.

- Aircraft departure date and time
- Airport departed from.
- First stop en route.
- Date and time of first stop.
- Date and time aircraft departed from first stop.
- When and where the aircraft arrived and departed at any other stops.
- When and where passengers were off-loaded and reloaded en route.
- Delays en route.
- Reason for delays en route.

Signature of the planeload or troop commander
including rank, social security number, and unit.
NOTE: All times should be "ZULU" times.

Figure AG-1. Sample Planeload/Troop Commander's Itinerary.

PROHIBITED ITEM BRIEFING
(Applies only to personal, non-government property)

1. You may not take any of the following items under any circumstances:

   a. Shotguns with barrels under 18 inches long.

   b. Rifles with barrels under 16 inches long.

   c. Automatic weapons.

   d. Switchblade knives.

   e. Brass knuckles.

   f. Incendiary devices, e.g., flares.

   g. Tear gas or mace.

   h. Gunpowder, cartridges, or primers.

   i. Butane fuel canisters.

2. Unless otherwise restricted by foreign government regulations, you may ship unloaded, authorized guns in checked baggage. It is a federal crime to carry any unauthorized weapon or explosive device on board the plane. If you have a weapon or explosive device, declare it now. Tell us now if you have a gun in your baggage so we can take custody and make sure it is guarded until the baggage is loaded on aircraft. Gun(s) count against your authorized weight allowance.

3. You may ship ammunition in checked baggage, provided it does not exceed .475 caliber and is packaged as outlined in AFJMAN 24-204/TM 38-250/MCO P4030.19F/ NAVSUP Pub 505(Rev)/DSAM 4145.3. Ammunition also counts against your authorized weight allowance.

4. Flashbulbs are prohibited in checked baggage, but may be hand carried. You may hand carry a camera, but flash attachments of any type, i.e., bulbs, cubes, strobe, etc., cannot be used on the airplane. Aircraft loadmaster and/or flight attendants will provide specific instructions on use of electronic, battery-operated equipment onboard aircraft.

Figure AG-2. Sample Prohibited Item Briefing.

5. You cannot ship alcoholic beverages in checked baggage, but may hand carry up to one (1) U.S. gallon of these beverages, unless the Department of Defense Foreign Clearance Guide states otherwise. It does not matter if the container has been opened, but you cannot drink these beverages on the airplane. Individuals who are obviously intoxicated will not be allowed on board. If you intend to carry alcoholic beverages, you must comply with all foreign, federal, state, and local laws, regulations, and status-of-forces agreements.

6. You may not ship or carry illegal drugs, hallucinogens, or other items prohibited by U.S. Customs regulations.

Figure AG-2. Sample Prohibited Item Briefing (Cont').

APPENDIX AH

DEPARTURE AIRFIELD CONTROL GROUP (DACG) CHECKLIST

1. The DACG commander or OIC will:

   a. Brief all personnel engaged in DACG operations.

   b. Establish required communications.

   c. Obtain parking and flow plan from the mobility force.

   d. Coordinate MHE with the mobility force.

   e. Ensure sufficient load team personnel and pusher vehicles are available to accomplish mission.

2. The DACG officer will:

   a. Coordinate with the mobility force to ensure personnel, cargo, and equipment are escorted to the correct aircraft.

   b. Inform liaison officers of changes to the movement plan.

   c. Brief deploying units on the vehicle flow plan.

   d. Maintain status of arrival, departure, and loading of chalks.

   e. Obtain airfield diagrams for guides.

   f. Ensure communications are operational between all elements of the DACG.

   g. Ensure support equipment, wreckers, POL, food service, lighting, first aid materials, weighing devices, and maintenance teams are available.

   h. Determine and coordinate crash, fire, and rescue protection requirements.

   i. Coordinate movement of the deploying unit's aircraft mission loads (chalks) through the areas of activities.

3. The alert holding area officer will:

   a. Coordinate with other DACG personnel.

b. Coordinate with unit liaison officers.

c. Coordinate with the call forward area officer.

d. Issue any special instructions for alerted aircraft loads.

4. The call forward area officer will:

a. Receive instructions from the the DACG.

b. Inspect all loads upon receipt from alert holding area and ensure they are Joint Inspection (JI)-ready.

c. Inspect passenger and cargo manifests and make corrections as necessary.

d. Participate in the Joint Inspection.

e. Inform the DACG of problems affecting movement schedule.

f. Coordinate MHE with the DACG.

g. Check and collect manifests and deliver to the DACG.

h. Escort personnel and equipment from aborted aircraft to alternate aircraft or temporary holding area.

i. Keep the DACG informed of problems that would affect the movement schedule.

5. The unit or DACG administration officer will:

a. Assist in preparation of or changes to passenger and cargo manifests.

b. Act as safety representative for units involved in movement operations--ensures all units are briefed.

c. Ensure all incidents and accidents are investigated and reports prepared.

d. Ensure personnel and related services are provided by the base/ installation for deploying units.

6. The logistics officer will:

a. Ensure logistic requirements for the DACG are provided.

b. At origin, en route, and destination provide deploying units (directly or with point of contact for logistic support) with the following:

(1) Water supply points.

(2) Ration supply points.

(3) Latrine and shower facilities.

(4) Fuel supply and fuel drainage area.

(5) Billeting (if required).

c. Secure and supervise maintenance support and facilities for the DACG and deploying units.

7. The statistics officer will:

a. Compile pertinent data required by the DACG.

b. Coordinate with the mobility force on reports required by higher headquarters. Reporting will include, but not be limited to the following:

(1) Personnel and equipment that have departed the departure airfield for the objective area.

(2) Number of aircraft available for loading.

(3) Number of aircraft required to complete lift.

(4) Number of aborts.

(5) Troops and equipment available for loading.

(6) Automated ITV interface (when capability exists).

APPENDIX AI

MARSHALLING AREA

1. Marshalling Process. Marshalling is the process by which units move to temporary area near the port of embarkation (POE) and complete preparations for aircraft and/or ship loading. The marshalling area is the area from which the movement operation is initiated and includes the temporary area and support facilities.

2. Planning. The unified or joint command has staff responsibility for planning and supervising marshalling. Staff planning in this phase provides for the relief of deploying forces from all possible support functions to permit concentration on preparations for the movement. Support agencies designated by the unified command should provide the bulk of the administrative assistance including transportation, communications, and housekeeping details. Also, when required, support agencies provide local security personnel for supplementing host installation security of the departure of POE. The support installation should prepare detailed marshalling plan with instructions for providing facilities and services, conducting briefings, and for moving units to the site.

3. Selection of Marshalling Areas. The selection of marshalling areas is based on the POE locations and the movement plan. Marshalling areas should be as close to the POE as feasible. However, they should be far enough away to avoid concentration of forces and congestion at the POE.

4. Preparation. Units should maximize preparation before arriving at the marshalling area, which will be used for final preparations. Using a marshalling area allows rapid clearing of the POE and makes aircraft/vessel loading space available for its primary purpose.

5. Responsibilities Within the Marshalling Area.

a. The support installation/host activity will:

(1) Designate and control the marshalling area.

(2) Provide necessary support functions to allow the deploying unit to concentrate on deployment preparations.

(3) Provide emergency maintenance, POL (including defueling capability), and related services.

b. The deploying unit will:

(1) Conduct final preparations for loading.

(2) Assemble vehicles, equipment, supplies, and personnel into mission loads/ chalks or in convoy order, for movement to the POE.

(3) Prepare personnel and cargo manifests for POE operations.

(4) Prepare any additional required paperwork, e.g., hazardous certification, agricultural certification.

(5) Appoint and brief planeload or troop commanders for departure from the POE.

(6) Ensure adequate shoring and dunnage material for aircraft loading is readily available.

(7) Provide personal safety equipment to load team members.

(8) Brief personnel on the situation and mission, movement plan, assembly plan, operational plan, convoy discipline, loading procedures, safety, and assembly procedures.

(9) Provide liaison with activities agreed to during the joint planning conference.

c. The DACG (APOE only) will:

(1) Arrange for technical assistance.

(2) Provide liaison with the deploying unit and mobility force.

d. The mobility force (APOE) will:

(1) Provide technical assistance.

(2) Provide aircraft scheduled departure times.

NOTES: Above applies to all services except manifesting procedures for Army, at seaports.

APPENDIX AJ

ALERT HOLDING AREA

1. The Alert Holding Area (AHA) is the vehicle, equipment, supply, and personnel control area. The AHA is under the control of the Departure Airfield Control Group (DACG). It should be located near the departure airfield. It is used to assemble, inspect, hold, and service aircraft loads. Specific responsibilities within the alert holding area are as follows:

2. Deploying units will:

a. Move aircraft loads from the marshalling area upon notification from the DACG.

b. Ensure aircraft mission loads arrive at prescribed times.

c. Provide the DACG with load plans, passenger manifest, cargo manifest, and other required documentation.

d. Correct load discrepancies identified during pre-inspection.

3. The DACG will:

a. Coordinate arrival of the mission loads with the deploying unit.

b. Receive, inventory, and control aircraft loads.

c. In conjunction with deploying unit personnel, inspect aircraft mission loads to ensure they are complete and correctly prepared.

d. Establish a discrepancy correction area for cargo and documentation.

e. Inspect documentation for accuracy and completeness.

f. Ensure passengers are accounted for and available.

g. Provide emergency maintenance, POL (including defueling capability), and related services.

h. Establish traffic flow pattern.

i. Establish communication with deploying unit(s) and mobility forces. Establish back-up communication with the mobility forces.

j. Direct or guide the mission loads to the call forward area.

k. Provide a liaison individual to the mobility force (normally the ATOC).

APPENDIX AK

CALL-FORWARD AREA

1. The call-forward area is controlled by the DACG and the mobility force. In this area, the joint inspection is conducted, a final briefing is provided to the deploying troops, and manifests are reviewed for accuracy. Specific responsibilities in the call-forward area are as follows:

2. The deploying unit will:

a. Correct all discrepancies found by the DACG or mobility force.

b. Adhere to the established movement timetables.

c. Ensure the complete chalk is available.

d. Participate in the Joint Inspection (JI).

3. The DACG will:

a. Perform the joint inspection of aircraft mission loads and manifests with the deploying unit and mobility force.

b. Ensure passenger and cargo manifests are correct.

c. Escort prepared aircraft loads forward to the ready line segregated by load.

d. In the event of airlift abort or discrepancies in the ACL, reassemble aircraft loads with the assistance of the mobility force and make required manifest changes.

e. Ensure joint inspection discrepancies are corrected by the deploying unit.

f. Maintain statistical data to account for the current status of all vehicles, equipment, supplies, and personnel in aircraft loads.

g. Ensure the deploying unit adheres to the established movement timetables.

h. Provide loading team personnel and support equipment.

i. Ensure all personnel are briefed on flight line safety, to include driving procedures, smoking rules, hand signals, and any local special precautions.

j. Retain a copy of corrected passenger and cargo manifests and inspection records.

k. Provide a liaison individual to the mobility force (normally the ATOC).

l. Provide fueling, defueling, and emergency maintenance capabilities for deploying unit equipment.

m. Establish and operate passenger holding area.

n. Escort passengers to the aircraft.

4. The mobility force will:

a. Coordinate all airflow information and aircraft configuration changes with the DACG.

b. Perform a visual check of cargo and, if necessary, make minor adjustments prior to placing cargo on MHE.

c. Brief drivers and passengers on flight line safety, driving procedures, smoking rules, and special precautions, e.g., ERO procedures, etc.

d. Provide a team chief for each loading team.

e. Notify the DACG to dispatch loads to the ready line.

f. Accept loads at the ready line and load the aircraft.

g. Ensure deploying units comply with foreign and U.S. customs, agricultural, and immigration procedures.

APPENDIX AL

READY LINE/LOADING RAMP AREA

1. The ready line/loading ramp area is where vehicles, equipment, supplies, and personnel are received from the call forward area and loaded aboard the aircraft. It is under the control of the mobility force. Specific responsibilities in the ready line/loading ramp area are as follows:

2. The deploying unit (through the planeload or troop commander) will:

a. Follow the directions of the load team chief or passenger escort.

b. Monitor control of the aircraft mission load or passengers.

c. Retain one copy of the final cargo and passenger manifests.

d. Provide assistance in loading and securing the aircraft load.

e. Ensure vehicle drivers and equipment operators follow the instructions of the load team chief or primary load master, while loading and restraining equipment on the aircraft.

3. DACG will:

a. Pass control of the aircraft mission loads to the mobility force.

b. Escort cargo and passengers to the aircraft as directed by the mobility force (ATOC).

c. Maintain coordination with the deploying unit representative and mobility force.

d. Obtain individual aircraft load completion times from the mobility force.

e. Ensure shoring, floor protection materials, and 463L dunnage are on-hand and ready for use.

f. In the absence of mobility forces, perform functions identified under mobility forces.

4. The mobility forces will:

a. Accept plane loads from the DACG at the ready line.

b. Ensure all drivers are briefed on flight line safety, driving procedures, smoking rules, and special precautions.

c. Ensure each mission load is positioned at the proper aircraft at the specified time.

d. Maintain liaison with the aircraft and DACG.

e. In coordination with the load master, ensure loads are placed aboard the aircraft.

f. If required, provide and operate MHE and special loading equipment according to agreements established during the joint planning conference.

g. Provide the required copies of the passenger and cargo manifests to the load master.

h. Retain a copy of the passenger and cargo manifests.

i. Accomplish all required air crew briefings.

j. Prepare and maintain statistical record of arrivals, departures, loading time, tonnage, and other pertinent data.

5. The Load Team Chief will:

a. Receive the load at the ready line.

b. Direct and supervise the loading team.

c. Ensure load team members have personal safety protection.

d. In conjunction with the load master, direct loading operations, and ensure all cargo and equipment are properly restrained in the aircraft.

e. Coordinate with the mobility force ready line coordinator for any special assistance or equipment needed.

f. Collect required copies of the passenger and cargo manifests.

g. Pass load completion times to the mobility force control center.

APPENDIX AM

ENGINE RUNNING ONLOAD / OFFLOAD (ERO) PROCEDURES

1. Scope. To reduce ground time and expedite the flow of aircraft through airfields during airland operations, the Mobility Force Commander (MFC) may authorize engine running on and/or offload, as required, with aircraft commander coordination.

2. Applicability. EROs may be conducted, provided:

a. Appropriate provisions of general flight rules are met and no safety violations (to include safety of flight) exist.

b. Aircraft commanders and local command and control authorities coordinate prior to commencing ERO(s) operations.

c. There is no danger of the aircraft moving with its brakes set. (Aircraft chocks will not be used during ERO operations.)

d. The MFC has approved the ERO of explosive cargo.

e. No aircraft maintenance problems exist which would make an ERO operation impractical. NOTE: The aircraft commander may terminate an ERO at any time.

3. ERO Team. An ERO team normally consists of an aircraft maintenance representative and load team personnel. Team size depends on aircraft size and anticipated aircraft load. Close coordination is required at all times during EROs between air and ground crews.

a. Aircraft Maintenance Personnel will: Direct and park the aircraft, and control the aircraft perimeter. The MFC will appoint a parking supervisor and assistants, as required, to insure proper wing-tip clearances are met. The number of assistants is based on airfield conditions, e.g. limited clearance or personnel and equipment congestion. Non-maintenance personnel may perform this function if properly trained.

b. Load Team Personnel will: Load and offload aircraft with a trained ERO individual as the load team chief.

c. User Personnel. Consists of the A/DACG or the deploying unit personnel. User personnel will assist aircraft maintenance supervisor and load team chief to the maximum extent possible.

d. On-load and Off-load Responsibilities.

(1) The aircraft maintenance supervisor will:

(a) Ensure aircraft taxiing into parking spots are positioned to meet distance requirements for ERO operations.

(b) Direct the aircraft to the parking spot. After the aircraft comes to a complete stop, clear the area forward of the aircraft and position one person immediately aft and 20 feet outboard of each wing tip to ensure the area remains clear.

(2) The load team chief will:

(a) Ensure a safety briefing and safety check are conducted prior to the start of ERO operations. Briefing topics include: route to aircraft, position of load team, type of cargo, specific load and offload instructions, safety, and use of MHE.

(b) Perform individual safety checks to include goggles (if required), gloves, ear protection, and distinctive clothing and equipment, such as wands and reflective vests.

(c) Maintain complete control of his team, positioning them in a preplanned area. This preplanned area must be a minimum of 50 feet aft of the aircraft once it has stopped (150 feet for C-5s) and clear of engine exhaust. The preplanned area should be on the outside of the aircraft's turning radius.

(d) Ensure load team does not approach the aircraft until all engines are in low-speed ground idle and/or reverse thrust. (For C-5s, the load team does not approach the aircraft until the crew entrance door is deployed and the scanner has deplaned). Wing-leading edge lights will be on at night to enable ground crew to monitor engine danger areas.

(e) After the aircraft has stopped and engines are placed in low speed ground idle or reverse (for C-5s, when scanner has deplaned), rapidly station the team at least 50 feet aft (150 feet fwd/aft for C-5s) of aircraft via a route parallel to the aircraft's wing. When team has reached aircraft center line, turn and approach the aircraft. WARNING: Load team personnel will remain clear of aircraft cargo ramp until positioned for on or offload.

(f) MHE as required.

(g) Install extra set of aircraft auxiliary ground loading ramps as required.

(h) As required, assist load master with stabilizer struts on C-141 aircraft.

(i) Position vehicles (with operators) and the aircraft load a minimum of 25 feet aft and slightly to the right or left of aircraft fuselage (C-5: The load will be positioned a minimum of 150 feet fwd/aft and slightly to the right or left of the aircraft fuselage).

1 The team chief will ensure a clear, 15 foot wide path exists behind the aircraft.

2 Vehicle operators will remain in their vehicles when within 50 feet of aircraft.

(j) Coordinate with load master, deliver or pick-up manifest, and discuss load sequence and tie-down requirements.

(k) Ensure a minimum of two personnel go aboard and assist in preparing the aircraft for specific load.

(l) Appoint a ground vehicle director responsible for positioning equipment at the bottom of the aircraft ramp. Vehicle director must take a position clearly VISIBLE TO THE DRIVER (load master may perform this function).

(m) When loading is complete, except ramp load, direct passengers aboard. All personnel are to remain a minimum distance of 50 feet (150 feet for C-5s) from aircraft until reaching aircraft center line. From there they will be directed to the aircraft. After passengers are on board, ramp loading is completed.

(n) Assist in stowing aircraft stabilizer struts with air crew.

(o) Deposition MHE and remove auxiliary ramps from aircraft after onload or offload.

(p) To direct deplaning passengers away from the aircraft engines during offloading, ensure one team member is stationed 50 feet aft of aircraft (150 feet fwd/aft for C-5s).

(q) Ensure load team does not depart aircraft until released by the load master.

(3) The load master will:

(a) Retain overall responsibility for the loading/offloading of aircraft.

(b) Designate, or act as, the vehicle director aboard the aircraft.

(c) Position load team members inside the aircraft to assist in observing clearances.

(d) Request, if applicable, trained team members assistance in relieving stabilizer strut pressure, stowing the struts, and in stowing the auxiliary loading ramps on the aircraft.

(e) When the aircraft is secured, inform load team chief to move load team and equipment to a safe area.

e. Specialized Considerations for Palletized Loads.

(1) Only one piece of loading equipment is to be directed to approach the aircraft at any given time.

(2) Team members are positioned at appropriate points to chock MHE and other loading equipment and observe clearances as required. Members then load pallets in accordance with current loading procedures. However, movement of pallets from MHE to aircraft is not to be accomplished until directed by the load master.

(3) For C-130 aircraft palletized loads, ramp support (milk stools) are required.

(4) Pallets on forklifts with rollerized tines must be secured to the forklift during movement.

f. Auxiliary Equipment. Ground loading ramps, user provided prime mover(s) with front mounted pintle hook, C-130 ramp support (milk stool), MHE, and reflective vests and wands may be required.

g. Special Considerations for Passengers.

(1) Passengers embarking or debarking through crew entrance doors will proceed in accordance with appropriate AMC Regulation 55-series. Deplaning personnel must be briefed to follow air crew directions.

(2) Using the aft ramp door is preferred when more than 10 passengers are involved. Deplane passengers before cargo and enplane after cargo unless operations dictate otherwise.

h. Safety Considerations.

(1) During adverse weather, the vision of all participants may be obscured by the elements. Additional safety measures may be required.

(2) Self-propelled vehicles may require winching assistance if positive traction of vehicle wheels cannot be maintained throughout the on or offload operation. Non-skid (Arctic) shoring may be used in lieu of winching.

(3) On other than hard surfaces, safety goggles are required.

(4) All personnel must wear hearing protection, gloves, reflective gear for nighttime operations, and appropriate boots.

APPENDIX AN

AIRBORNE AND AIR DELIVERY OPERATIONS

1. The following provides general guidance for the conduct of airborne and air delivery operations. Service publications and references listed at the end of this appendix provide more definitive guidance.

2. Airlift operations involves the air transport and delivery of personnel, equipment, and supplies into an objective area. Delivery may be accomplished by airdrop, extraction, or airland. Airlift operations may be comprised of:

a. Airborne Forces. An operation involving the air movement into an objective area of forces and their logistic support for execution of a tactical or strategic mission. For further information, refer to Chapter 8, Section I, of FM 100-27/AFM 2-50.

b. Air Delivery. Delivery of supplies and equipment by airdrop. For further information, refer to Chapter 8 of FM 100-27/AFM 2-50.

c. Airland. Air movement in which personnel, supplies, and equipment land at a designated destination and off-load for further deployment or distribution. For further information refer to Chapter 9 of FM 100-27/AFM 2-50 and Chapter 302 of this Publication.

3. Airborne and air delivery follow the same concepts of airlift loading operations described in Chapter 302. There are three typical types of assault zone operations (airborne and/or air delivery locations); Drop Zone, Landing Zone, and Extraction Zone.

a. Drop Zone: A pre-selected area for air dropping personnel, equipment, and supplies.

b. Load Zone: A pre-designated airfield for assault landings.

c. Extraction Zone: A pre-designated drop zone for extracting loads via the Low Altitude Parachute Extraction System.

APPENDIX AO

CENTER OF BALANCE DETERMINATION - FINDING CENTER OF BALANCE (CB)

1. The CB of cargo must be determined to accurately compute the weight and balance condition of a loaded aircraft. The agency offering cargo for air shipment is responsible for marking each item with the correct gross weight and a CB point. This includes any item measuring 10 feet or longer; any item having a balance point other than its center. All vehicle type cargo will have axle weights marked above each axle, on both sides of vehicle, with weather resistant material. Vehicle-type cargo with a load-carrying capability will be marked indicating an empty or loaded CB as appropriate. Items not properly marked as outlined herein will not be accepted for airlift since unknown weight and CB represents an unsafe condition relative to aircraft weight and balance. NOTE: Trailers and associated prime movers must be individually marked, even if they are connected on the aircraft. This precludes delays when vehicles must be disconnected or shipped on separate aircraft.

2. To correctly load plan an airlift and segregate loads for individual aircraft, the correct weight and CB of cargo units must be determined. There are two main divisions--vehicles and general cargo.

a. Determine weight and CB of a vehicle after all secondary cargo is secured for airlift. Secondary loads are items of baggage or cargo transported in truck beds and trailers, and must be included in the total weight of the vehicle. Adding to or removing cargo from a weighed and marked vehicle will necessitate reweighing and recomputing the CB.

b. The following terms are used to calculate CB of a vehicle:

(1) RDL -- Reference Datum Line (also called reference line). Predetermined point from which all measurements are taken. Normally, the RDL is established at the forward front edge.

(2) FOH -- Front Overhang. Distance in inches from front bumper to center of front axle.

(3) WB -- Wheel Base. Distance in inches from center of front axle to center of rear axle or center of tandem axles.

(4) GWT -- Gross Weight (pounds).

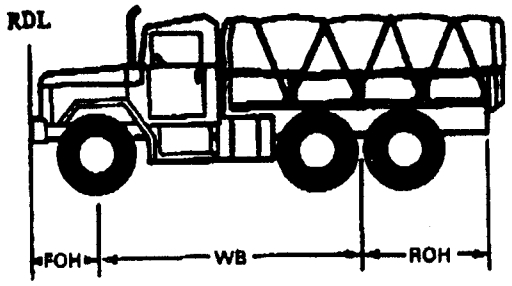
(5) ROH -- Rear Overhang. Distance from rear or center of tandem axles to rear bumper.

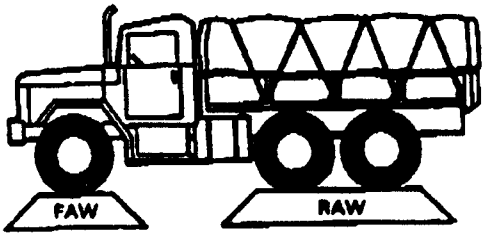
(6) FAW -- Front Axle Weight (pounds).

(7) IAW -- Intermediate Axle Weight (pounds).

(8) RAW -- Rear Axle Weight (pounds).

(9) Moment -- The product obtained by multiplying the weight by the distance (in inches) from the RDL.





Vehicle measurement points

3. The computation formula illustrated on the following pages shows examples of different types of vehicles and possible loads. Prior to beginning the process, the unit movement officer must ensure scales are calibrated.

a. Use the following formula to compute the CB location of vehicles. Multiply weight by distance of each axle from the reference line (in inches), then divide the total results by the vehicle gross weight. The resulting figure is the number of inches to be measured aft from the reference line to the CB of the vehicle.

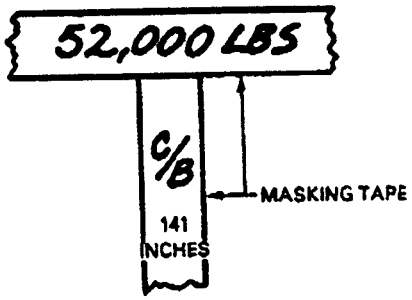
Center of Balance Formula

W1 -- Front axle weight.
W2 -- Rear axle weight.
D1 -- Distance from RDL to front axle or center of articulated tandem axle
D2 -- Distance from RDL to rear axle or center of articulated tandem axle.

$$\frac{(W1 \times D1) + (W2 \times D2)}{\text{Gross Weight}} = CB$$

b. The vehicle CB is computed to the nearest whole inch. Any answer with a fraction of .5 or higher is increased to next higher number. If .4 or less, drop the number.

c. After computing the CB of a vehicle, mark its location and gross weight on both sides using weather resistant masking tape and grease pencil/magic marker, forming the letter "T". The horizontal portion of the "T" will contain the gross weight information, and the vertical portion of the "T" will contain the letters "CB," to indicate the exact position of the vehicle's CB. Also indicate number of inches from the RDL of the CB location and mark axle weights above each axle.



Center of balance marker

d. The following illustrations show examples of methods used to determine weight and CB location of typical cargo units. These cargo units include general cargo, large or skid-mounted cargo, track-type vehicles, and single- and multiple-axle vehicles.

EXAMPLE 1 -- Determine CB of Vehicles.

Step 1. Weigh all axles individually.

Step 2. Mark weight above each individual axle.

Step 3. Establish the RDL (Reference Datum Line) at the forward edge of the vehicle.

Step 4. Measure all distances from RDL to center of each individual axle.

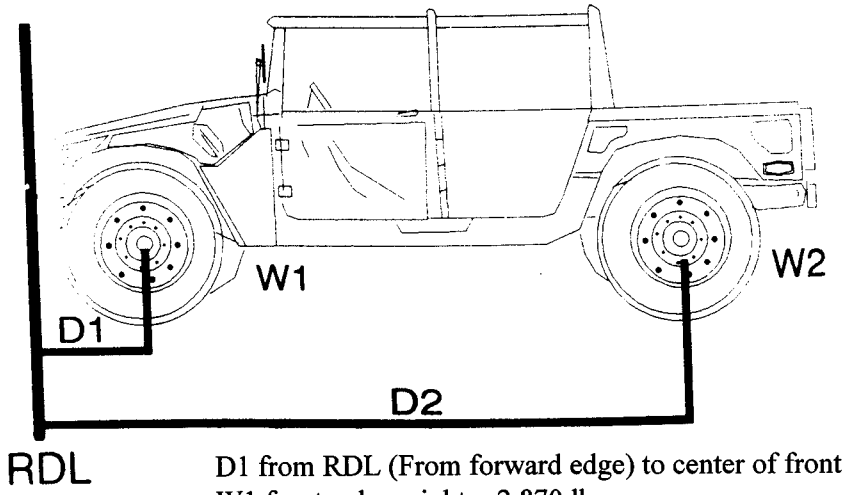
Step 5. Distance multiplied by weight equals a moment.

Example of basic formula for determining the CB.

$$\frac{(D1 \times W1) + (D2 \times W2)}{\text{GROSS WEIGHT}} = \text{CB from RDL}$$

*NOTE: Gross weight is determined by adding all axle weights together.

Example 1



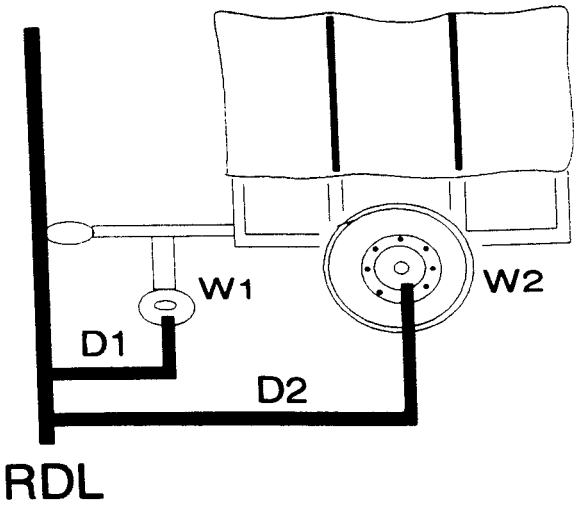
D1 from RDL (From forward edge) to center of front axle = 20"
W1 front axle weight = 2,870 lbs
D2 from RDL (from forward edge) to center of rear axle - 150"
W2 rear axle weight = 2,550 lbs

20" x 2,870 = 57,400 moment
150" x 2,550 = 382,500 moment
439,900 total moment

W1 (2,870 lbs) + W2 (2,550 lbs) = Gross Weight (5,420 lbs)
Total Moment (439,900) divided by Gross Weight (5,420 lbs) - CB 81" from RDL

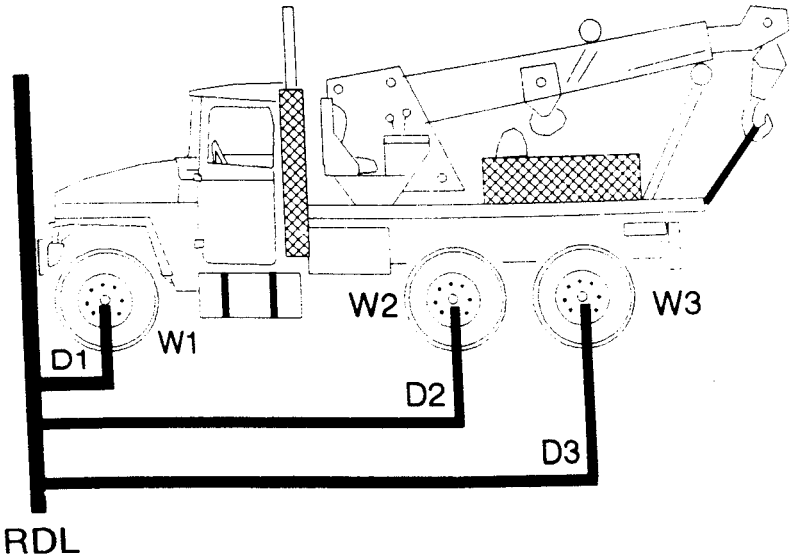
$$\frac{[D1\ (20") \times W1\ (2{,}870\ \text{lbs})] + [D2\ (150") \times W2\ (2{,}550\ \text{lbs})]}{\text{Gross Weight (5,420 lbs)}} = \text{CB (81" from RDL)}$$

Example 2



[D1 (15") x W1 (250 lbs)] + [D2 (102") x W2 (2,250 lbs)]
W1 (250 lbs) + W2 (2,250 lbs) = Gross Weight (2,500 lbs) = CB (93" from RDL)

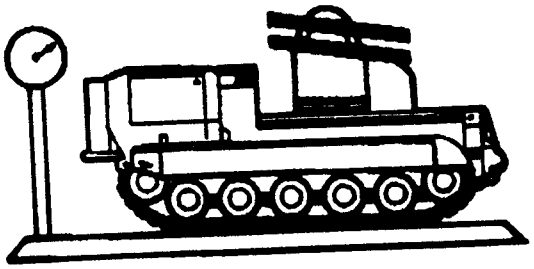
Example 3



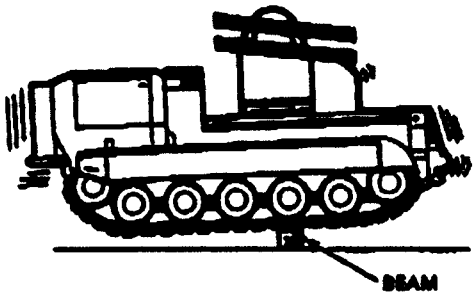
[D1 (70") x W1 (12,500 lbs)] + [D2 (222") x W2 (12,900 lbs)] + [D3 (276") x W3 (12,700 lbs) .
W1 (12,500 lbs) + W2 (12,900 lbs) + W3 (12,700 lbs) = Gross Weight (38,100 lbs) = CB
(190" from RDL)

Example 4 -- Determine CB of Tracked Vehicles.

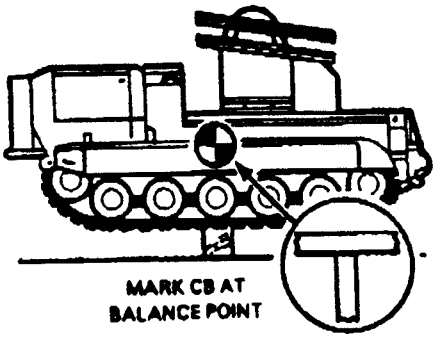
Step 1. To determine weight, drive the vehicle onto a platform scale (truck scale or coal yard scale), large enough to accommodate the entire vehicle. Record weight.



Step 2. To determine CB, drive the vehicle onto a wooden beam or pole until it tilts forward. Mark the side of the vehicle at the point of tilt.

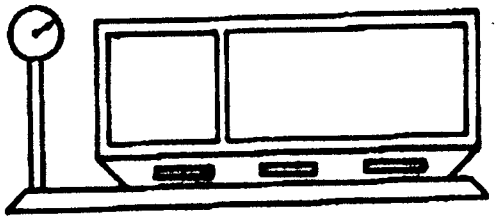


Step 3. With appropriate materials, mark the CB and gross weight of the vehicle.

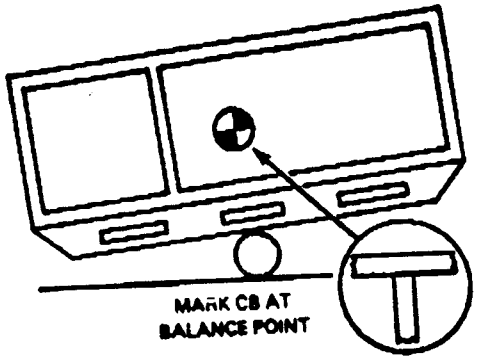


EXAMPLE 5 -- Determine CB of Skid-Mounted Cargo.

Step 1. If the skid-mounted cargo will fit on the scale, weigh the whole load to use as your weight figure.



Step 2. Determine the center of balance by placing that load onto a pipe and centering the cargo until it balances, then mark center of balance or CB.

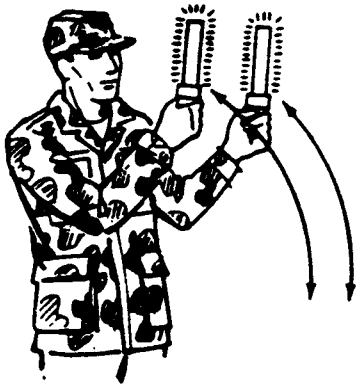


APPENDIX AP

STANDARD HAND SIGNALS FOR LOADING AND OFFLOADING AIRCRAFT

DAY **NIGHT**

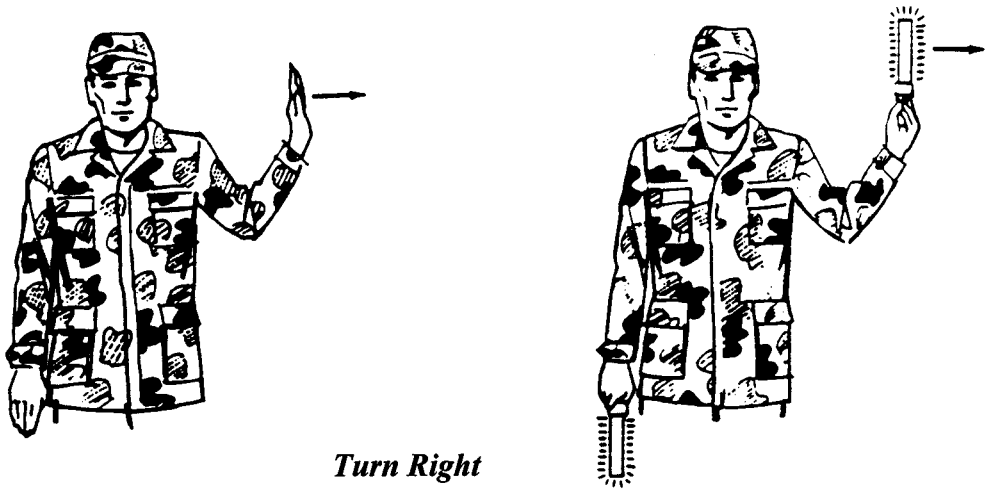
Straight Forward



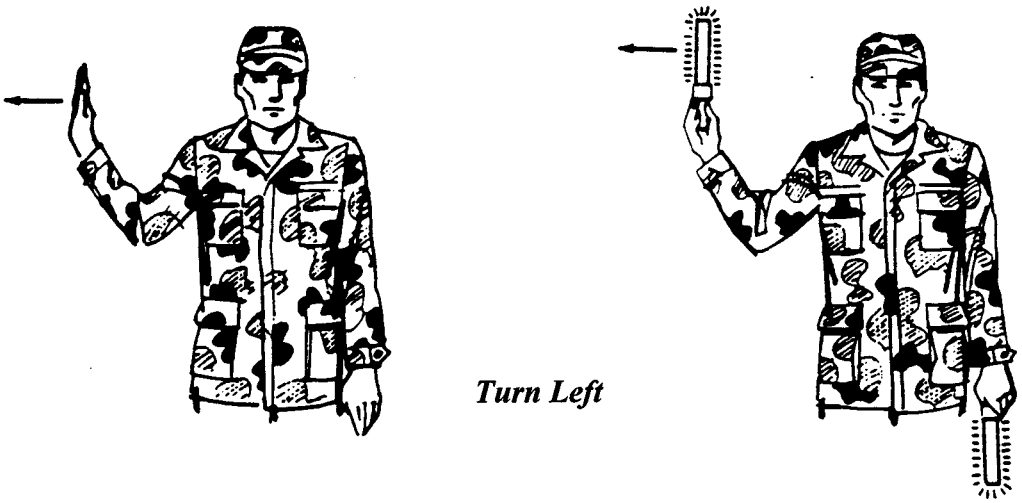
Straight Backward

Slow Down

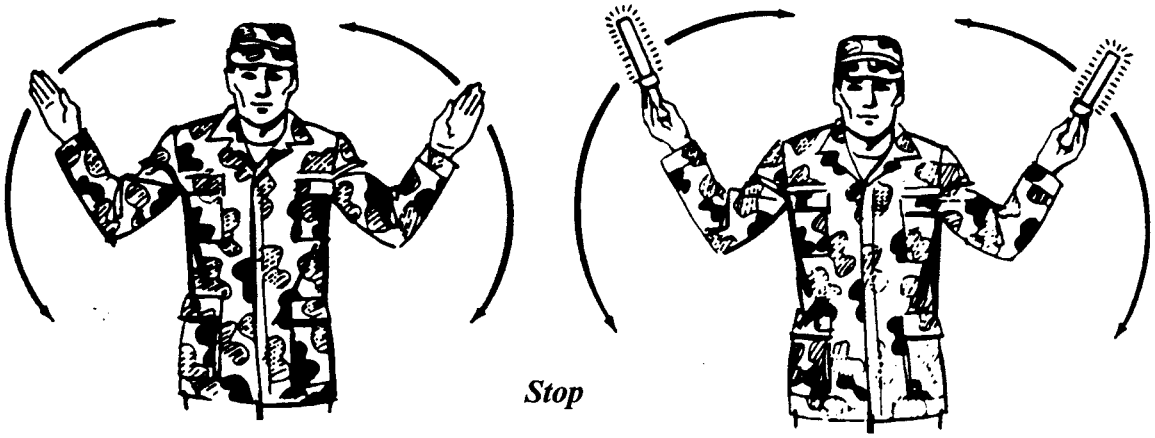
DAY **NIGHT**



Turn Right



Turn Left



Stop

DAY **NIGHT**

Turn Off Engine and Set Brake

Down

Up

DAY **NIGHT**

Close Up -- Stop

Change Direction
(Applicable to tracked vehicles only.)

APPENDIX AQ

SEALIFT SOURCES

Vessels identified herein comprise the dry cargo vessels of strategic sealift forces. Primary sources for these are government-owned or controlled and commercial-vessels.

1. Government-owned or controlled vessels fall under control of Department of Transportation (DOT) or DoD. The DOT Maritime Administration (MARAD) is responsible for maintenance of the Ready Reserve Force (RRF). USTRANSCOM, through its sealift component command, Military Sealift Command (MSC), administers fast sealift ships and Afloat Pre-positioning Force in their common-user role. These ships are available for common use after initial discharge and release by the theater commander.

2. Commercial Vessels. Commercial vessels make an important contribution in supporting large-scale deployments. Sources of commercial vessels for hire include U.S. and foreign-flag vessels. These vessels may be chartered by one of the following methods:

a. Time Charter. These vessels are chartered for specific periods of time regardless of the number of voyages.

b. Voyage Charter. These vessels are chartered for a specific number of voyages regardless of time involved.

c. Space Charter. The charter of space aboard a vessel trading in a regularly established liner service between two points.

3. General Vessel Types.

a. Breakbulk. These vessels fall under the category of general cargo ships because of their ability to carry a variety of cargoes in various forms (i.e., bagged, boxed, palletized, refrigerated, and limited containerized cargoes). Configuration of a conventional breakbulk vessel is a weather deck with a series of cargo holds beneath. Cargo holds are divided by 'tween decks and accessed by a series of hatches. Cargo operations on a breakbulk vessel are generally lift on/lift off (LO/LO). Since the holds of a breakbulk vessel are serviced by ships' gear (booms, cranes, winches, etc.), these vessels are usually considered self-sustaining. Because of the self-sustainability of these vessels, they provide a valuable capability when operating in underdeveloped ports. Constraints encountered with these vessels are: slow speed, limited deck height and strengths, limited lifting capacity of ship's gear, slow speed, and extensive blocking and bracing.

b. Container ships. These vessels carry their entire load in intermodal containers (usually 20 to 40 feet in length). Full cellular stowage within holds allow containers to be secured without use of dunnage. Container ships are configured for stacked stowage of

containers both in space below the main deck (frequently referred to as the weather deck) and on the main deck. Since most container ships are non-selfsustaining, due to lack of an installed crane system, cargo operations require the use of shore-side cranes or auxiliary crane ships (T-ACS). These vessels can also transport flatracks, enabling them to carry a limited number of oversized, wheeled, and heavy tracked equipment items, if necessary.

c. Roll-On/Roll-Off (RO/RO). These vessels are designed primarily as vehicle carriers. Cargo includes helicopters and wheeled, tracked, self-propelled, and towed vehicles. RO/RO vessels are characterized by large cargo capacities and rapid cargo loading and discharge rates. Rapid movement of cargo is accomplished by a series of external and internal ramps. Cargo holds are typically large, open bays, where equipment may be driven, parked, and lashed down. Most RO/RO ships have external ramps which rest on the apron of the berth, allowing access to cargo holds. Most RO/RO vessels are usually considered self-sustaining.

d. Barge Carriers. These vessels transport barges in which cargo has been loaded and may be discharged midstream or harbor and pushed or towed to a berth. Barges are loaded or discharged at berths by shore-based cranes. When cargo operations are complete, barges are pushed or towed to the vessel, where they are brought aboard. Two types of barge carriers are lighter aboard ship (LASH) and sea barge (SEABEE). Both types are capable of discharging and recovering their barges into the water; however, the barges themselves are not self-sustaining. Side cranes and MHE are required to support these carriers.

e. Combination Vessels. These vessels employ a combination of cargo operation features in making up its configuration. A combination RO/RO and containership may have a stern ramp, RO/RO decks, and holds configured for stowage of containers.

f. Special Vessels. These are comprised of special mission and support vessels. Primary mission of the auxiliary crane ships (T-ACS) is to off-load non-selfsustaining cargo vessels, i.e., containerships and cargo from barges from LASH or SEABEE vessels. In addition, they can carry limited amounts of cargo in flatracks and seasheds below deck.

4. Procedures and guidance for loading, securing, and unloading equipment on the general vessel types are available in MTMCTEA References 95-55-21, Lifting and Tie-Down of U.S. Military Helicopters; 95-55-22, Marine Lifting and Lashing Handbook; and 95-55-23, Containerization of Military Vehicles.

APPENDIX AR

HAZARDOUS MATERIALS EXCEPTIONS.

Information in this appendix addresses waivers and exemptions, to provisions of DTR, Part II, Cargo Movement, Chapter 204, in handling hazardous materials during unit deployments via surface modes.

1. Exceptions.

a. Waivers. DoD Components having operational control of a specific location, operation, or exercise may waive DoD Component's regulations for the handling of ammunition, explosives, and other hazardous materials. They will ensure compliance with host nation regulations. DoD Components, to include theater CINCs, cannot waive provisions of Title 49, U.S. CFR, or International Maritime Dangerous Goods Code (IMDGC). Requests for exemptions to these rules must be processed as indicated below.

b. Exemptions.

(1) Exemptions are issued by the DOT on a case-by-case basis for deviations from Title 49, CFR, (for CONUS shipments only). The shipper will submit the exemption request to their Service focal point, as listed in DTR, Part II, Chapter 204, Figure 204-5. AFJMAN 24-204/TM 38-250/MCO P3040.19F/NAVSUP Pub 505(Rev)/DSAM 4145.3 provides additional details. The shipper is responsible for providing exemption documentation to the mobility force. A copy of the exemption must accompany each shipment. The mobility force will accept non-compliant material for air transport only when accompanied by a DOT exemption. Exemptions to IMDGC will be granted by the International Maritime Organization.

(2) MTMC, in coordination with DOT, will act as the DoD proponent for exemption requests. TOs and MOs will submit requests through Service representatives to MTMC. MTMC will notify Service representatives and requester of results.

(3) Exemption requests for both Title 49, CFR, and IMDGC will contain the following information:

(a) Appropriate provision(s) requiring exemption.

(b) Detailed description of proposal, including (when appropriate) plans, drawings, calculations, procedures, test results, previous exemptions, approvals, or permits; a list of specification or modified containers, if any, to be used; and any other supporting information.

(c) Hazard identification must include proper shipping name, hazard classification, packaging description, quantity, chemical name and characteristics of the material, and other pertinent information.

(d) Describe all relevant shipping and accident experience.

(e) Specify the proposed mode(s) of transportation, identifying any increased risks likely to result if the exemption is granted. Also, specify the safety control measures which the applicant considers necessary or appropriate to compensate for those increased risks.

(f) Justification for the exemption, to include:

1 Why regulations are appropriate.

2 How public or DoD interests are served.

3 How exemption affects safety concerns.

(4) Submit requests for extensions or renewals of an exemption through Service representatives to HQ MTMC, Attn: MTOP-OPS.

(a) Routine requests must be submitted 120 days prior to the need for the exemption.

(b) Applicant seeking to have the request processed on a priority basis (less than 120 days) must provide additional justification to support raising the priority.

c. Mobility Considerations.

(1) Ammunition Shipments Through Non-Ammunition Water Ports.

(a) Ammunition and explosives are normally routed through authorized ammunition ports. During mobility operations, these shipments may be processed through non-ammunition ports, either military or civilian. Port commanders coordinate ammunition shipments through military and commercial ports within their area of responsibility. Each non-ammunition port has unique restrictions for processing ammunition and explosive shipments through their facility. Shipper must contact port commander to obtain information required by a specific port. Shippers will provide required information to the port commander; and will ensure port commander has issued port operations approval prior to release of ammunition and explosives from origin. Coordination must also be made between theater CINC and appropriate host nation port authority when using other than designated host nation ports.

(b) Shippers are responsible for obtaining all required exemptions.

(c) Port commanders are responsible for coordinating arrival of ammunition and explosive shipments at non-ammunition ports. Port commands will obtain all required waivers. Such waivers may grant permission to exceed Net Explosive Weight (NEW) restrictions, alter temporary storage provisions, or conduct unusual loading operations.

(d) Shippers and port command must ensure MSC local representatives:

1 Receive all pertinent shipment information prior to obtaining USCG permits.

2 Receive all pertinent shipment information to obtain necessary host nation permits.

2. DOT Exemptions. DOT exemptions are available for mobility exercises and actual operations. Shippers can request additional exemptions or assistance on use of existing exemptions through their Service representatives. Exemptions that apply to mobility are listed below. Refer to the specific DOT exemption for full details of application and restrictions.

a. DOT-E 3498. Authorizes shipments of fueled combat and tactical vehicles loaded with accessory ammunition, or other hazardous materials essential for military operations, in periods of declared national emergency, during contingencies, or for expedited movement of the U.S. Forces. This exemption can only be used if invoked by the Commander, HQ MTMC.

b. DOT-E-7280. Authorizes DoD to ship, on MSC-controlled cargo vessels, fueled vehicles such as fixed-wing aircraft and helicopters with the fuel tank not more than three-quarters full. Additionally, permits the transport of these vehicles with battery cables connected if the holds or compartments of the transporting vessels are mechanically ventilated.

c. DOT-E 7573. Authorizes DoD to ship hazardous materials which are forbidden from carriage by cargo-only aircraft. Commercial air carriers must be under contract to the Air Mobility Command and approved by FAA.

d. DOT-E 10344. Authorizes the transportation of depleted lithium batteries from U.S. military bases overseas to the United States for disposal.

e. DOT-E 11274. Authorizes the transportation of fire extinguishers in military vehicles on cargo vessels, as not subject to the requirements for documentation, or marking when the fire extinguisher is shipped mounted in a secured rack.

U.S. Department
of Transportation

**Research and
Special Programs
Administration**

400 Seventh Street, S.W.
Washington, D.C. 20590

MAR 7 1996

DOT-E 3498
(SEVENTH REVISION)

EXPIRATION DATE: February 28, 1998

(FOR RENEWAl, SEE 49 CFR SECTION 107.105.)

1. GRANTEE: U.S. Department of Defense (DOD), Washington, DC.

2. PURPOSE AND LIMITATION: This exemption authorizes the transportation in commerce of fueled combat and other military vehicles loaded with ammunition basic load (ABL), accessory ammunition, and other hazardous materials in periods of declared national emergency, or during contingencies requiring expedited movement of U.S. forces as approved by the appropriate command authority. This exemption does not apply to military exercises or maneuvers, resupply or retrograde movements. This exemption provides no relief from any regulation other than as specifically stated herein.

3. REGULATORY SYSTEM AFFECTED: 49 CFR Parts 106, 107 and 171-180.

4. REGULATIONS FROM WHICH EXEMPTED: 49 CFR Subpart B Appendix B, of Part 107; Parts 172; 174; 176.3; Subparts B, C, D, F, H, I, J, 1, M, N, O of Part 176; and Part 177; except as specified herein.

5. BASIS. This exemption is based on an application from the DOD dated August 18, 1995, submitted in accordance with 49 CFR 107.105.

6. HAZARDOUS MATERIALS: Vehicles loaded with military explosives - classed as Divisions 1.1, 1.2, 1.3, 1.4, 1.5 and 1.6, and other hazardous materials essential for military operations. Each hazardous material must be identified on the shipping papers as prescribed by Part 172, Subpart C.

Attachment 1. DOT-E 3498.

7. PACKAGING AND SAFETY CONTROL MEASURES:

a. PACKAGING:

i. Ammunition must be transported in standard DOD packagings, or packagings complying with the provisions of 49 CFR 173.7. Fuzes (if removable) must be in separate packagings.

ii. Fuel tanks of vehicles may not be filled to more than 75% of their capacity, including containerized vehicles equipment.

iii. Additional fuel may be carried on vehicles in required DOD or DOT 5 gallon packagings only if: (1) packagings are secured in the vehicles in built-in cradles designed for such purpose, or (2) packagings are carried in vehicles using standard DOD securing procedures. This paragraph does not apply to diesel fuel which may be carried in any packaging meeting DOD specifications.

b. MARKING: The requirement of 49 CFR Part 107 Subpart B, Appendix B, paragraph (1) to mark each package with the exemption number is waived.

c. STOWAGE:

i. Loading and stowage of military explosives and other hazardous materials within vehicles shall be in accordance with procedures established by the DOD. Such stowage shall, in all instances, be sufficient to prevent shifting or movement of cargo in any direction during transportation. Vertical restraint is not required if the shape of the packages, loading pattern, and horizontal restraint preclude vertical movement of the load within the vehicle.

ii. If the holds or compartments in which vehicles are loaded are mechanically ventilated, the restriction specified in Section 176.905(c) pertaining to connected battery cables does not apply.

iii. For containerized vehicles or equipment, (1) the battery cables must be disconnected and secured to prevent sparks or ignition, (2) the containers will be marked in accordance with Section 176.905(k), and (3) the container will be stowed in a mechanically ventilated hold or compartment, or stowed above deck.

Attachment 1. DOT-E 3498 (Cont').

iv. Vehicles subject to this exemption may be transported on open body/open top motor vehicles or on open body/open top rail cars on vessels, so secured that they cannot permanently change position during transit

8. SPECIAL PROVISIONS.

a. This exemption applies only to emergency movements during a declared national emergency, or during contingencies requiring expedited movement of U.S. forces as approved by the appropriate command authority and directed by the Commander, Military Traffic Management Command.

b. A Dangerous Cargo Manifest (DCM) is required for explosives and other hazardous materials carried aboard the vessels under this exemption.

c. The exemption from provisions of 49 CFR Part 172 (other than shipping papers and DCM required by 8c), 174, 176 and 177 applies only when shipments are accompanied by DOD personnel.

d. For the cargo vessel portion of the movement, where it is shown to the satisfaction of the Coast Guard Captain of the Port having jurisdiction that it is impractical to comply with a specific requirement in Parts 100-179, or any provision of this exempting, the Captain of the Port may issue a written waiver of that requirément. A copy of the waiver must accompany the exemption on the affected vessel. Copies must also be provided to the Associate Administrator for Hazardous Materials Safety and Headquarters, Military Traffic Management Command, by the Captain of the Port.

9. MODES OF TRANSPORTATION AUTHORIZED. Motor vehicle, rail freight, cargo vessel.

10. MODAL REQUIREMENTS:

a. A copy of this exemption must be carried aboard each cargo vessel used to transport packages covered by this exemption. Also, for shipment by motor vehicle or rail freight, this exemption must accompany the shipping papers.

Attachment 1. DOT-E 3498 (Cont').

11. COMPLIANCE. Failure by a person, operating under the authority of this exemption, to comply with a term or condition prescribed herein or any applicable regulation of 49 CFR Parts 171-180 may result in suspension of this exemption and may subject the person to enforcement action under the Hazardous Materials Transportation Act and the Hazardous Materials Regulations. (See 49 CFR 171.2)

No person may use or apply this exemption, including display of its number, when the exemption has expired or is otherwise no longer in effect unless a regulation has been amended making the exemption no longer necessary.

12. REPORTING REQUIREMENTS.

a. Upon activation of this exemption, the Military Traffic Management Command shall notify immediately the Associate Administrator for Hazardous Materials Safety (AAHMS) via telephone (202) 366-0656 or fax (202) 366-5713. Telephonic notification shall be followed by prompt written confirmation. Upon deactivation of this exemption, the Military Traffic Management Command shall provide immediate telephonic and written notification in the same manner as specified for activation.

b. Any incident involving fire, explosion or loss of packaging contents or packaging failure must be reported to the Associate Administrator for Hazardous Materials Safety as soon as practicable.

Issued at Washington, D.C.:

MAR 7 1996

Sig for Marilyn E. Morris

Alan I. Roberts
Associate Administrator
for Hazardous Materials Safety

(DATE)

Address all inquiries to: Associate Administrator for Hazardous Materials Safety, Research and Special Programs Administration, Department of Transportation, Washington, D.C. 20590. Attention: DHM-31.

The original of this exemption is on file at the above office. Photo reproductions and legible reductions of this exemption are permitted. Any alteration of this exemption is prohibited.

Dist: FHWA, FRA, USCG

Attachment 1. DOT-E 3498 (Cont).

U.S. Department of Transportation
Research and Special Programs Administration

400 Seventh Street, S.W
Washington, D.C. 20590

DOT-E 7280 (EXTENSION)
FOURTH REVISION November 13, 1986
CORRECTED COPY

SEP 1 1995

In accordance with 49 CFR 107.105 of the Department of Transportation (DOT) Hazardous Materials Regulations DOT-E 7280 is hereby extended for the party(ies) listed below by changing the expiration date in paragraph 10 to August 31, 1997. This change is effective from the issue date of this extension. All other terms of the exemption remain unchanged.

This extension applies only to party(ies) listed below based on the application(s) received in accordance with 49 CFR 107.105. This extension constitutes a necessary part of this exemption and must be attached to it.

for Alan I. Roberts
Associate Administrator
for Hazardous Materials Safety

SEP 1 1995
(DATE)

Dist: USCG FAA

EXEMPTION HOLDER	APPLICATION DATE
U.S. Department of Defense Falls Church, VA	August 18, 1995

ADVISORY

IF YOU ARE A HOLDER OF AN EXEMPTION THAT AUTHORIZES THE USE OF A PACKAGING WITH A MAXIMUM CAPACITY LESS THAN 450 L (119 GALLONS) OR A MAXIMUM NET MASS LESS THAN 400 KG (882 POUNDS), PLEASE BE ADVISED THAT YOUR EXEMPTION MAY NOT BE RENEWED BEYOND SEPTEMBER 30, 1996. IN ADDITION, NO NEW CONSTRUCTION OF PACKAGINGS WHICH FALL WITHIN THE NON-BULK CAPACITIES LISTED ABOVE ARE AUTHORIZED AFTER SEPTEMBER 30, 1994. THIS IS CONSISTENT WITH THE IMPLEMENTATION OF THE NEW PACKAGING REQUIREMENTS ADOPTED UNDER DOCKET HM-181. ANY APPLICATION SUBMITTED TO THIS OFFICE TO RENEW AN EXEMPTION BEYOND THE SEPTEMBER 30, 1996 DATE WILL BE DENIED UNLESS THE APPLICATION CONTAINS SUPPORTING INFORMATION TO JUSTIFY THE CONTINUATION OF THE EXEMPTION.

Attachment 2. DOT-E 7280.

U.S. Department
of Transportation

**Research and
Special Programs
Administration**

400 Seventh St., S.W.
Washington, D.C. 20590

DOT-E 7280
(FOURTH REVISION)
(CORRECTED COPY)

NOV 13 1986

1. The Department of Defense, Washington, D.C., is hereby granted an exemption from those provisions of this Department's Hazardous Materials Regulations specified in paragraph 5 below to offer packages pescribed herein of certain motor vehicles, fixed wing aircraft, helicopters, air cushioned vehicles/boats and power boats for transportation in commerce subject to the limitations and special requirements specified herein. This exemption authorizes fuel tanks to be 3/4 full instead of 1/4 full and fueled vehicles to be transported with battery cables connected if the holds or compartments of a vessel in which vehicles are loaded are mechanically ventilated. This exemption provides no relief from any regulation other than as specifically stated.

2. BASIS. This exemption is based on Military Traffic Management Command's application dated October 2, 1985, submitted in accordance with 49 CFR 107.105 and the public proceeding thereon and supplemental letter dated October 27, 1986.

3. HAZARDOUS MATERIALS (Descriptor and class). Motor vehicles, fixed wing aircraft, helicopters, air cushioned vehicles/boats and power boats having their fuel tanks not over 3/4 full, classed as ORM-C.

4. PROPER SHIPPING NAME (49 CFR 172.101). Motor vehicles; or as appropriate.

5. REGULATION AFFECTED. 49 CFR 176.905(c) and (d).

6. MODE OF TRANSPORTATION AUTHORIZED. Cargo vessel.

7. SAFETY CONTROL MEASURES. The "vehicles" (which may include fixed wing aircraft, helicopters and air cushioned vehicles/boats and power boats) must comply with all applicable requirements of 49 CFR except that the fuel tank shall not be more than 3/4 full. Battery cables may be connected if the holds or compartments of the transporting vessel are mechanically ventilated.

8. SPECIAL PROVISIONS.

a. This exemption applies only to cargo vessels under exclusive control of the Military Sealift Command.

b. A copy of this exemption must be carried aboard each vessel used to transport packages covered by this exemption.

9. REPORTING REQUIREMENTS. Any incident involving loss of contents of the package must be reported to the Office of Hazardous Materials Transportation as soon as practicable.

Attachment 2. DOT-E 7280 (Cont').

10. EXPIRATION DATE. November 30, 1987.

Issued at Washington, D.C.:

NOV 13 1986

(DATE)

Alan I. Roberts
Director
Office of Hazardous Materials Transportation

Address all inquiries to: Director, Office of Hazardous Materials Transportation, Research and Special Programs Administration, U.S. Department of Transportation, Washington, D.C. 20590. Attention: Exemptions Branch.

Dist: USCG

Attachment 2. DOT-E 7280 (Cont').

U.S. Department
of Transportation

**Research and
Special Programs
Administration**

400 Seventh Street, S.W.
Washington, D.C. 20590

NOV 17 1995

DOT-E 7573 (EXTENSION)
SIXTH REVISION October 21, 1994

In accordance with 49 CFR 107.105 of the Department of Transportation (DOT) Hazardous Materials Regulations DOT-E 7573 is hereby extended for the party(ies) listed below by changing the expiration date in paragraph 10 to October 31, 1997. This change is effective from the issue date of this extension. All other terms of the exemption remain unchanged.

This extension applies only to party(ies) listed below based on the application(s) received in accordance with 49 CFR 107.105. This extension constitutes a necessary part of this exemption and must be attached to it.

NOV 17 1995

Alan I. Roberts
Associate Administrator
for Hazardous Materials Safety

(DATE)

Dist: FAA

EXEMPTION HOLDER	APPLICATION DATE
U.S. Department of Defense Falls Church, VA	October 2, 1995

Attachment 3. DOT-E 7573.

U.S. Department of Transportation
Research and Special Programs Administration

OCT 21 1994

400 Seventh Street, S.W.
Washington, D.C. 20590

DOT-E 7573
(SIXTH REVISION)

EXPIRATION DATE: October 31, 1995

(FOR RENEWAL, SEE 49 CFR SECTION 107.105.)

1. GRANTEE: The U.S. Department of Defense (DOD) Washington, D.C.

2. PURPOSE AND LIMITATION: This exemption authorizes the transportation in air commerce of the hazardous materials described herein, which are not authorized for shipment by cargo aircraft only or are in quantities greater than those authorized for shipment by cargo aircraft only. This exemption provides no relief from any regulation other than as specifically stated herein.

3. REGULATORY SYSTEM AFFECTED: 49 CFR Parts 106, 107 and 171-180.

4. REGULATIONS FROM WHICH EXEMPTED: 49 CFR Subpart B, Appendix B, of Part 107, Parts 172 and 175.

5. BASIS. This exemption is based on DOD's application dated October 27, 1993, submitted in accordance with 49 CFR 107.105 and supplemental letter dated January 25, 1994.

6. HAZARDOUS MATERIALS (49 CFR 172.101):

Hazardous materials description/proper shipping name	Hazard Class/ Division	Identificaiton Number	Packing Group
Military explosives and ammunition/ as appropriate per Section 172.101.	Division 1.1, 1.2, 1.3 and 1.4, as appropriate	As appropriate	As appropr iate
Other hazardous materials/ as appropriate per Section 172.101	As appropriate	As appropriate	As appropr iate

Attachment 3. DOT-E 7573 (Cont').

7. PACKAGING AND SAFETY CONTROL MEASURES:

a. Authorized Hazardous Materials. Hazardous materials authorized by this exemption are limited to materials authorized to be transported by common carrier by motor vehicle in conformance with 49 CFR Parts 107 and 171-180.

b. Authorized Airports.

(1) The transport of materials authorized by this exemption is restricted to U.S. military bases and the herein named civil airports. The DOD must have advance permission from the owner or operator of each civil airport where the material is to be loaded or unloaded or where the aircraft is to land while the material is on board.

(2) Civil airports presently authorized for scheduled QUICKTRANS air routes:

Charleston International Airport (Charleston AFB), Charleston, South Carolina;

Cheyenne Municipal Airport (Francis E. Warren AFB), Cheyenne, Wyoming;

Bangor International Airport, Bangor, Maine;

Duluth International Airport, Duluth, Minnesota;

Albuquerque International Airport (Kirtland AFB), Albuquerque, New Mexico;

Weir-Cook International Airport, Indianapolis, Indiana;

Peterson Field, Colorado Springs, Colorado.

(3) When the destination is changed after departure because of weather or other unforeseen circumstances, permission from the owner or operator of the alternate airport shall be obtained as soon as practicable.

Attachment 3. DOT-E 7573 (Cont').

c. Loading and Stowage of Materials.

(1) Loading and stowage of military explosives (including ammunition) and other hazardous materials aboard aircraft shall be in accordance with procedures specified in Air Force Regulation (AFR) 71-4. All loading and unloading operations under this exemption shall be monitored by a qualified DOD representative or a technician qualified in accordance with 14 CFR 121.433a or AFR 71-4 to ensure compliance with the prescribed procedures of AFR 71-4.

(2) During loading and unloading, no person may smoke or carry a lighted cigarette, cigar or pipe, or operate any device capable of causing an open flame within 50 feet of the aircraft.

(3) Unless emergency conditions prescribe otherwise, the loading and unloading of the aircraft shall be conducted at a safe distance from heavily populated areas, and from any place of human abode or assembly. However, at an airport where the airport owner, operator or authorized representative thereof has designated a specific location for loading or unloading, explosives may not be loaded or unloaded at any other location.

d. Operational Requirements.

(1) Operation of the aircraft during take-off, enroute, and landing must be conducted at a safe distance from heavily populated areas.

(a) Before movement of the aircraft prior to take-off, the pilot of the aircraft shall notify the control tower of the class(es) of explosives(s) (including ammunition) on board.

(b) The pilot of the aircraft, prior to entering an airport traffic area, shall notify the control tower of the class(es) of explosive(s) (including ammunition) on board and request this information be relayed to the appropriate airport officials.

(c) When under radar control during the approach and landing phase, the pilot shall request appropriate vectors so as to avoid heavily populated areas.

Attachment 3. DOT-E 7573 (Cont').

(2) No persons other than required flight crew members and mission essential personnel may be carried on the aircraft. Prior to take-off, all crew members will be instructed in proper procedures to be followed during an emergency involving hazardous materials.

(3) No fueling operations of the aircraft may be conducted during the loading and unloading of explosives.

(4) Fuel tanks of vehicles may not be filled to more than 75% of their capacity.

8. SPECIAL PROVISIONS.

a. This exemption applies only to transportation in air commerce of explosives and other hazardous materials deemed essential to national defense via DOD contract airlift services and civil air operators under contract to the Air Mobility Command (AMC).

b. Prior to its use, approval for use of this exemption must be obtained from either the Deputy Chief of Staff, Air Transportation AMC; the Director of Transportation, Air Force Logistics Command; the Naval Material Transportation Office; or their authorized representatives.

c. The aircraft to be used must be those aircraft of the QUICKTRANS Fleet or those contract airlift services and civil air operators under contract to AMC. DOD must maintain on file with the Office of Hazardous Materials Exemptions and Approvals (OHMEA), an up-to-date list naming each carrier used under this exemption.

d. When requested by OHMEA, DOD will obtain and provide to OHMEA a copy of the manual required by 14 CFR 121.133(a) from each air carrier used under this exemption.

e. Except as otherwise stated in this exemption, the following regulations do not apply to operations performed in conformance with this exemption: 49 CFR Parts 172, and 175.

f. Shipping papers (including the certifications required by 49 CFR 172.204) are required for all hazardous material carried under this exemption.

Attachment 3. DOT-E 7573 (Cont').

g. This exemption authorizes transportation of hazardous materials in aircraft of United States registry in domestic and international air commerce. It does not grant authority to use foreign controlled airspace or airports outside the United States.

9. MODES OF TRANSPORTATION AUTHORIZED. Cargo aircraft only.

10. MODAL REQUIREMENTS: A copy of this exemption must be carried aboard each aircraft used to transport packages covered by this exemption. In accordance with the provisions of 49 CFR Part 107, Appendix B to Subpart B, paragraph 3, the shipper shall furnish a copy of this exemption to the air carrier before or at the time the shipment is tendered.

11. COMPLIANCE. Failure by a person to comply with any of the following may result in suspension or revocation of this exemption and penalties prescribed by the Federal hazardous materials transportation laws:

- All terms and conditions prescribed in this exemption and the Hazardous Materials Regulations, 49 CFR Parts 171-180.

No person may use or apply this exemption, including display of its number, when the exemption has expired or is otherwise no longer in effect unless a regulation has been amended making the exemption no longer necessary.

12. REPORTING REQUIREMENTS. The carrier is required to report any incident involving fire or loss of packaging contents or packaging failure to the Associate Administrator for Hazardous Materials Safety (AAHMS) as soon as practicable. (49 CFR 171.15 and 171.16 apply to any activity undertaken under the authority of this exemption.) In addition, the holder(s) of this exemption must inform the AAHMS, in writing, of any incidents involving the package and shipments made under the terms of this exemption.

Issued at Washington, D.C.:

OCT 21 1994

Alan I. Roberts
Associate Administrator
for Hazardous Materials Safety

(DATE)

Address all inquiries to: Associate Administrator for Hazardous Materials Safety, Research and Special Programs Administration, Department of Transportation, Washington, D.C. 20590. Attention: DHM-31.

Attachment 3. DOT-E 7573 (Cont').

The original of this exemption is on file at the above office. Photo reproductions and legible reductions of this exemption are permitted. Any alteration of this exemption is prohibited.

Dist: FAA

Attachment 3. DOT-E 7573 (Cont').

U.S. Department of Transportation
Research and Special Programs Administration

400 Seventh Street, S.W.
Washington, D.C. 20590

DOT-E 9232 (EXTENSION)
SIXTH REVISION July 7, 1994

In accordance with 49 CFR 107.105 of the Department of Transportation (DOT) Hazardous Materials Regulations DOT-E 9232 is hereby extended for the party(ies) listed below by changing the expiration date in paragraph 10 to May 31, 1998. This change is effective from the issue date of this extension. All other terms of the exemption remain unchanged.

This extension applies only to party(ies) listed below based on the application(s) received in accordance with 49 CFR 107.105. This extension constitutes a necessary part of this exemption and must be attached to it.

for Marilyn F. Morris
Alan I. Roberts
Associate Administrator
for Hazardous Materials Safety

July 11, 1996
(DATE)

Dist: FAA

EXEMPTION HOLDER	APPLICATION DATE
U.S. Department of Defense Falls Church, VA	January 30, 1996

Attachment 4. DOT-E 9232.

U.S. Department
of Transportation
Research and
Special Programs
Administration

400 Seventh Street, S.W.
Washington, D.C. 20590

DOT-E 9232
(SIXTH REVISION)

1. U.S. Department of Defense (DOD), Washington. DC, is hereby granted an exemption from certain provisions of this Department's Hazardous Materials Regulations to offer hazardous materials described herein for transportation in air commerce subject to the limitations and special requirements specified herein. This exemption provides no relief from any regulation other than as specifically stated.

2. BASIS. This exemption is based on DOD's application dated February 1, 1994, submitted in accordance with 49 CFR 107.105.

3. HAZARDOUS MATERIALS (Descriptor and class). Aircraft loaded with military explosives and ammunition - Division 1.1, 1.2, 1.3 and 1.4 and other hazardous materials essential for military operations.

4. PROPER SHIPPING NAME (49 CFR 172.101). The proper shipping name for each hazardous material as prescribed in Section 172.101.

5. REGULATION AFFECTED. 49 CFR Subpart B of Part 107, Parts 172 and 175.

6. MODES OF TRANSPORTATION AUTHORIZED. Cargo-aircraft only and passenger-carrying aircraft. (See exemption DOT-E 3498 for authorized surface transportation).

7. SAFETY CONTROL MEASURES.

a. Authorized Aircraft. The aircraft to be used must be (1) U.S. civil aircraft operated by a Civil Reserve Air Fleet (CRAF) carrier, (2) U.S. civil aircraft, not in the CRAF Program, operated by a carrier identified in accordance with the provision of paragraph 8.f. of this exemption or (3) Foreign-flag aircraft made available to the United States Government (USG) to support deployment of U.S. Armed Forces.

b. Authorized Hazardous Materials. Hazardous materials authorized by this exemption are limited to materials authorized to be transported by motor vehicle in conformance with 49 CFR Parts 107, and Parts 171-179.

Attachment 4. DOT-E 9232 (Cont').

c. Operational Requirements.

(1) The DOD must have advance permission from the owner or operator of each manned airport where the material is to be loaded or unloaded or where the aircraft is to land while the material is on board.

(2) Prior to its use, the name of each airport being used in moving Division 1.1, 1.2 and 1.3 explosives shall be designated by DOD for use under this exemption and must be provided to the Office of Hazardous Materials Exemptions and Approvals (OHMEA) accompanied by a copy of the airport operator's written approval (Note: This latter requirement should be accomplished by preplanning which results in predesignation of airports and designated locations at airports for loading and unloading of explosives).

(3) When the destination is changed after departure because of weather or other unforeseen circumstances, permission from the owner or operator of the alternate airport shall be obtained as soon as practicable.

(4) Each shipment moving under this exemption must be accompanied by a DOD representative at all times except aboard aircraft operated by air carriers approved under DOT-E 7573.

(5) Loading and stowage of military explosives (including ammunition) and other hazardous materials within aircraft shall be in accordance with procedures specified in AFR 71-4. All loading and unloading operations under this exemption shall be monitored by a qualified DOD representative to ensure compliance with the prescribed procedures of AFR 71-4.

(6) During loading and unloading, no person may smoke, carry a lighted cigarette, cigar, or pipe, or operate any device capable of causing an open flame or spark within 50 feet of the aircraft.

(7) Unless emergency conditions prescribe otherwise, the loading and unloading of the aircraft shall be conducted at a safe distance from heavily populated areas, and from any place of human abode or assembly. However, at an airport where the airport owner, operator, or authorized representative thereof has designated a specific location for loading or unloading, explosives may not be loaded or unloaded at any other location.

Attachment 4. DOT-E 9232 (Cont').

(8) No fueling operations of the aircraft may be conducted during the loading and unloading of explosives.

(9) Fuel tanks of vehicles may not be filled to more than 75% of their capacity.

(10) Additional fuel may be carried in 5 gallon packagings meeting or equivalent to DOT Specification 51. This paragraph does not apply to diesel fuel which may be carried in any packaging meeting DOD specifications.

(11) Operation of the aircraft during take-off, enroute, and landing must be conducted at a safe distance from heavily populated areas.

a. Before movement of the aircraft prior to take-off, the pilot of the aircraft shall notify the control tower of the class(es) of explosive(s) (including ammunition) on board.

b. The pilot of the aircraft, prior to entering an airport traffic area, shall notify the control tower of the class(es) of explosive(s) (including ammunition) on board and request this information be relayed to the appropriate airport officials.

c. When under radar control during the approach and landing phase, the pilot shall request appropriate vectors so as to avoid heavily populated areas.

(12) Except for hazardous materials authorized aboard passenger-carrying aircraft, no person other than a required flight crewmember, an FAA inspector, the shipper or consignee of the material or a representative of the shipper or consignee so designated in writing, military forces necessary for execution of a contingency action, or a person necessary for handling the material may be carried on the aircraft. Prior to take-off, all crewmembers will be instructed in proper procedures to be followed during an emergency involving hazardous materials.

8. SPECIAL PROVISIONS.

a. This exemption applies only to emergency movements during (1) a declared National Emergency or (2) in defense crisis conditions which require (i) the activation of any stage of the CRAF Program or (ii) the use of Foreign-flag aircraft made available to the USG or (iii) the rapid deployment of U.S. Armed Forces.

Attachment 4. DOT-E 9232 (Cont').

b. Except as otherwise stated in this exemption, the following regulations do not apply to operations performed in conformance with this exemption: 49 CFR, Appendix B to Subpart B of Part 107; and Parts 172 and 175.

c. Shipping papers are required for all hazardous materials carried under this exemption.

d. A copy of this exemption must be carried aboard each aircraft operating under this exemption.

e. This exemption authorizes transportation of hazardous materials in aircraft of United States registry or in aircraft of foreign registry operating within the jurisdiction of the United States. It does not grant authority to use foreign controlled airspace or airports outside the United States.

f. U.S. civil aircraft operated by carriers not in the CRAF program, must be operated by carriers approved by DOD and identified on an up-to-date list which DOD must maintain on file with the Office of Hazardous Materials Exemptions and Approvals (OHMEA).

9. REPORTING REQUIREMENTS. Any incident involving fire, explosion or loss of packaging contents or packaging failure must be reported to the Associate Administrator for Hazardous Materials Safety as soon as practicable. (49 CFR 171.15 and 171.16 apply to any activity undertaken under the authority of this exemption.)

10. EXPIRATION DATE. April 30, 1996.

Issued at Washington, D.C.

JUL - 7 1994

Alan I. Roberts
Associate Administrator
for Hazardous Materials Safety

(DATE)

Address all inquiries to: Associate Administrator for Hazardous Materials Safety, Research and Special Programs Administration, U.S. Department of Transportation, Washington, D.C. 20590. Attention: Exemptions Program.

Dist: FAA.

Attachment 4. DOT-E 9232 (Cont').

U.S. Department
of Transportation

**Research and
Special Programs
Administration**

400 Seventh Street, S.W.
Washington, D.C. 20590

DOT-E 10344 (EXTENSION)
ORIGINAL June 1, 1990

In accordance with 49 CFR 107.105 of the Department of Transportation (DOT) Hazardous Materials Regulations DOT-E 10344 is hereby extended for the party(ies) listed below by changing the expiration date in paragraph 10 to May 31, 1998. This change is effective from the issue date of this extension. All other terms of the exemption remain unchanged.

This extension applies only to party(ies) listed below based on the application(s) received in accordance with 49 CFR 107.105. This extension constitutes a necessary part of this exemption and must be attached to it.

for Marilyn G. Morris
Alan I. Roberts
Associate Administrator
for Hazardous Materials Safety

July 17, 1996
(DATE)

Dist: FHWA USCG

EXEMPTION HOLDER	APPLICATION DATE
U.S. Department of Defense Falls Church, VA	March 16, 1996

Attachment 5. DOT-E 10344.

U.S. Department
of Transportation

**Research and
Special Programs
Administration**

400 Seventh Street, S.W.
Washington, D.C. 20590

DOT-E 10344

JUN 1 1990

1. Department of Defense (Defense Reutilization and Marketing Service), Battle Creek, Michigan, is hereby granted an exemption from certain provisions of this Department's Hazardous Materials Regulations specified in paragraph 5 below to offer packages prescribed herein of depleted lithium batteries for transportation in commerce subject to the limitations and special requirements specified herein. This exemption authorizes the transportation of depleted lithium batteries from U.S. military bases overseas to the United States for disposal, and provides no relief from any regulation other than as specifically stated.

2. BASIS. This exemption is based on an application from the Defense Reutilization and Marketing Service dated November 8, 1989, submitted in accordance with 49 CFR 107.103 and the public proceeding thereon.

3. HAZARDOUS MATERIALS (Descriptor and class). Depleted lithium batteries containing essentially lithium metal, sulfur dioxide, acetonitrile and products formed during use of the batteries; classed as flammable solid.

4. PROPER SHIPPING NAME (49 CFR 172.101). Lithium batteries, for disposal.

5. REGULATION AFFECTED. 49 CFR 172.101 and 173.1015.

6. MODES OF TRANSPORTATION AUTHORIZED. Cargo vessel and Motor vehicle.

7. SAFETY CONTROL MEASURES. Packaging prescribed is as follows:

a. Strong inner fiberboard packagings containing not more than 500 grams of lithium per package. Outer packagings must be (1) strong, wooden boxes; (2) DOT Specification 12B fiberboard boxes or equivalent; (3) DOT Specification 21C fiber drums or equivalent , or (4) DOT Specification 17H or 17C metal drums or equivalent. The packages of batteries must be loaded into freight shipping containers.

b. When metal drums are used, the inner containers must be separated from each other and from all inner surfaces of the drum by at least one inch thickness of vermiculite or other equivalent non-combustible cushioning materials.

Attachment 5. DOT-E 10344 (Cont').

8. SPECIAL PROVISIONS.

a. Broken or physically damaged batteries may not be shipped under this exemption.

b. Freight containers must be carried on deck.

c. No batteries containing cells which, when new, contained more than 12 grams of lithium may be shipped under this exemption.

d. No rechargeable lithium batteries may be shipped under this exemption.

e. The depleted batteries must be packaged so as to prevent external short circuits.

f. This exemption is not needed for batteries which, when new, were excepted from regulation under 49 CFR 173.206(f).

g. A copy of this exemption must be carried aboard each vessel used to transport packages covered by this exemption.

9. REPORTING REQUIREMENTS. Any incidents involving loss of contents of the package or packaging failure must be reported to the Office of Hazardous Materials Transportation as soon as practicable.

10. EXPIRATION DATE. May 31, 1992.

Issued at Washington, D.C.

JUN 1 1990

Alan I. Roberts
Director
Office of Hazardous Materials
Transportation

(DATE)

Address all inquiries to: Director, Office of Hazardous Materials Transportation, Research and Special Programs Administration, U.S. Department of Transportation, Washington, D.C. 20590. Attention: Exemptions Branch.

Dist: USCG, FHWA.

Attachment 5. DOT-E 10344 (Cont').

U.S. Department of Transportation
Research and Special Programs Administration

400 Seventh Street, S.W.
Washington, D.C. 20590

DEC 29 1994

DOT-E 11274

EXPIRATION DATE: November 30, 1996

(FOR RENEWAL, SEE 49 CFR SECTION 107.105.)

1. GRANTEE: Department of Defense.
Washington, DC

2. PURPOSE AND LIMITATION: This exemption authorizes the transportation in commerce of fire extinguishers in privately owned vehicles on cargo vessels, as not subject to the requirements for documentation, marking, and that each fire extinguisher must be shipped as an inner packaging. This exemption provides no relief from any regulation other than as specifically stated herein.

3. REGULATORY SYSTEM AFFECTED: 49 CFR Parts 106, 107 and 171-180.

4. REGULATIONS FROM WHICH EXEMPTED: 49 CFR Appendix B to Subpart B of Part 107; Sections 172.200, 172.300 and 173.309(a)(2).

5. BASIS. This exemption is based on the Department of Defenses application dated June 15, 1994, submitted in accordance with 49 CFR 107.103 and the public process thereon.

6. HAZARDOUS MATERIALS (49 CFR 172.101):

Hazardous materials description/proper shipping name	Hazard Class/ Division	Identification number	Packing Group
Fire extinguishers	2.2	UN1044	n/a

Attachment 6. DOT-E 11274.

7. PACKAGING AND SAFETY CONTROL MEASURES:

a. The packaging is as specified in § 173.309, except that § 173.309(a)(2) does not apply.

b. A fire extinguisher may contain not more than 10 pounds of compressed gas and fire extinguishing agent.

c. Not more than one fire extinguisher may be contained in a vehicle under the terms of this exemption. Each fire extinguisher must be contained within the vehicle and adequately secured from movement.

8. SPECIAL PROVISIONS.

a. Persons who receive the packages covered by this exemption may reoffer them for transportation provided no modifications or changes are made to the packages, all terms of this exemption are complied with and a current copy of this exemption is maintained at each facility from which such reoffering occurs.

b. Shippers using the packaging covered by this exemption must comply with all provisions of this exemption, and all other applicable requirements contained in 49 CFR Parts 171-180.

c. The marking requirements contained in paragraphs (1) and (2) to Appendix B to Subpart B of Part 107 are waived for shipments made under this exemption.

d. The shipping paper requirements of Subpart C of Part 172 and the marking requirements of Subpart D of Part 172 do not apply to a fire extinguisher shipped in accordance with the provisions of this exemption.

9. MODES OF TRANSPORTATION AUTHORIZED. Cargo vessel.

10. MODAL REQUIREMENTS: A copy of this exemption must be carried aboard each cargo vessel used to transport packages covered by this exemption.

11. REPORTING REQUIREMENTS. The carrier is required to report any incident involving loss of packaging contents or packaging failure to the Associate Administrator for Hazardous Materials Safety (AAHMS) as soon as practicable. (49 CFR 171.15 and 171.16 apply to any activity undertaken 0under the authority of this exemption.) In addition, the holder(s) of this exemption must inform the AAHMS, in writing, of any incidents involving the package and shipments made under the terms of this exemption.

Attachment 6. DOT-E 11274 (Cont').

Issued at Washington, D.C.:

DEC 29 1994

Alan I. Roberts
Associate Administrator
for Hazardous Materials Safety

(DATE)

Address all inquiries to: Associate Administrator for Hazardous Materials Safety, Research and Special Programs Administration, Department of Transportation, Washington, D.C. 20590. Attention: DHM-31.

The original of this exemption is on file at the above office. Photo reproductions and legible reductions of this exemption are permitted. Any alteration of this exemption is prohibited.

Dist: USCG
PO: AM

Attachment 6. DOT-E 11274 (Cont').

APPENDIX AS

SUPERCARGOES

1. The information provided below defines and prescribes assignment, duties, and responsibilities of supercargoes.

2. Supercargo personnel are an integral part of the ship's operational mission and are aboard ship for the express purpose of escorting unit cargo between the POE and POD.

a. The number of supercargo personnel carried aboard ships, without use of National Defense Waivers, is limited by International Safety of Life at Sea (SOLAS) convention capabilities of the ship. For those ships under U.S. registry, this capability is further delineated by the Certificate of Inspection as issued by the USCG.

b. Supercargo capability of those U.S. flag ships integrated into various DoD deployment contingency programs is limited.

c. Allocation of supercargoes is determined by supporting CINC.

3. Units will use the following guidance when assigning supercargo

a.. One OIC and/or NCOIC.

b. Personnel required for classified/sensitive cargo escort.

c. Adequate number of mechanics should be assigned based on the unit's equipment maintenance requirements.

4. Responsibilities.

a. The deploying unit will:

(1) Provide requirements for supercargo to supporting CINC and/or MSC.

(2) Identify and provide TAD/TDY orders for those personnel assigned supercargo duties.

(3) Coordinate with terminal operating unit for personnel consolidation and embarkation preparations.

(4) Deliver supercargo to the port operator unit.

b. The terminal operating unit will:

(1) Coordinate with unit or units for assignment of an OIC or NCOIC for the supercargo team, when more than one unit's cargo will be transported onboard ship.

(2) Coordinate with the MSC port activity. If one has not been assigned, then coordinate with ship's master for timely, organized embarkation of the supercargo team.

c. The MSC port activity will:

(1) Provide the terminal operating unit with number of supercargos each ship can accommodate.

(2) Coordinate with the terminal operating unit and ship's master for a shipboard meeting between OIC/NCOIC of the team and ship's master or his designated representative. This meeting will address or define:

(a) Lines of communication aboard ship.

(b) Daily shipboard routine and integration of team into ship's routine.

(c) Shipboard safety.

(d) Personal weapon security.

(e) Control and supervision of access to cargo spaces and individual unit equipment.

(f) Requirements for team participation and integration into SOLAS requirements aboard ship (i.e., fire and boat drills).

d. OIC and/or NCOIC. The OIC and/or NCOIC is responsible to the ship's master to:

(1) Ensure good order and discipline, mission accomplishment, and proper administration of supercargo personnel.

(2) Ensure required periodic cargo inspections and subsequent maintenance action are conducted in a safe and timely manner.

(3) Coordinate supercargo routine and emergency duty station assignments with ship's master or designated representative.

(4) Ensure adherence to shipboard regulations and master's policies.

(5) Ensure shipboard safety practices are adhered to.

(6) Ensure coordination with appropriate ship's officer prior to entering cargo spaces.

(7) Ensure assigned personnel provide appropriate escort or surveillance contact for classified/sensitive cargo.

(8) Ensure preparation of the logistics requirement (LOGREQ) establishing the type and extent of assistance, if any, required to remove deadlined or damaged equipment from the ship in a timely manner.

(9) Establish supercargo duty roster, if required.

(10) Report to the terminal operating unit upon arrival at SPOD for further instructions or release to unit.

e. Ships master will:

(1) Through OIC and/or NCOIC, exercise command and control over the supercargo team.

(2) Allocate berthing spaces and identify common areas authorized for use by supercargo personnel.

(3) Ensure OIC and/or NCOIC coordinates all team activities with the master or designated representative.

(4) Ensure individual weapons, if any, are properly secured while supercargo is embarked.

(5) Ensure appropriate cargo space ventilation is activated and team members are provided with hand-held communication capability whenever entering cargo spaces.

(6) Ensure shipboard department heads are briefed as to their roles in proper administration and carriage of the supercargo team.

(7) Ensure supercargo team personnel are incorporated into ship's SOLAS plans and drills.

(8) When requested by the OIC and/or NCOIC, ensure transmission of OIC's and NCOIC's LOGREQ message to port-receiving activity at the POD.

(9) If and when circumstances dictate, provide appropriate MSC activity the following information by priority message: failure of a member of the supercargo team to maintain good order and discipline; to carry out shipboard regulation; or to execute legal orders issued by the master or his designated representative.

APPENDIX AT

RAIL OPERATIONS

1. This appendix addresses sourcing, inspecting, and loading of rail equipment to include type of trains, hazardous material, security, unloading of equipment, and safety.

a. Rail Equipment. Rail cars will be sourced primarily from commercial carriers. The Defense Freight Railway Interchange Fleet (DFRIF) is an essential DoD CONUS land transportation asset and is operated to supplement commercial transportation industry capability.

(1) The DFRIF augments shipper service peacetime and mobilization freight movement requirements which cannot be adequately met by the commercial transportation system. It is limited to equipment which cannot be readily obtained from commercial railroads or other equipment when ownership is required to meet deployment time constraints.

(2) The DFRIF consists of the following assets:

(a) Common-user flatcars.

(b) Special purpose flatcars.

(c) Common-user tank cars.

(d) Special purpose box cars.

(e) Special purpose cabooses.

(3) TOs will report DFRIF rail car movements (receipt, loading, and unloading shipments) to MTMCEA.

(4) Commercial rail cars vary by carrier; however, there are three basic types:

(a) Open top cars (flatcars and gondolas).

(b) Closed cars (boxcars).

(c) Specialty cars (multi-level, caboose, heavy-duty, and trailer/container on flatcar (TOFC/COFC)).

b. Preloading.

(1) When rail cars arrive on site, the TO performs a joint inspection with the railroad representative before cars are placed at the on-load site. Once the military accepts a rail car, units will comply with Association of American Railroads (AAR) rules and/or host nation rail rules. An additional inspection is made after cars are loaded to ensure compliance with Service directives and AAR loading rules, and/or host nation rail rules.

(2) Each rail car used to transport explosives must be inspected prior to loading to ensure compliance with Title 49, CFR 174.104 or applicable host nation rules.

c. Loading.

(1) The AAR publishes loading rules which apply to the railroad, TO, and shipper. These rules are incorporated into military publications including TM 55-2200-001-12, Transportability Guidance for Application of Blocking, Bracing, and Tie-down Materials for Rail Transport; MTMCTEA PAM 55-19, Tie-down Handbook for Rail Movements; and FM 55-17, Terminal Operations Coordinator's Handbook. Theater commanders will ensure all host nation rail rules and regulations are followed. Both CONUS and host nation railroad representatives can, and do, refuse to accept improperly loaded shipments. Rail cars must be loaded promptly to avoid demurrage charges.

(2) All loads must be properly secured for movement in accordance with appropriate military standards and shipper Service loading drawings; plus comply with applicable rail loading guidelines.

d. Types of Trains.

(1) Carload: Individual cars or groups of cars moving in the carrier's regular train service. For planning purposes, use the average speed of 13 miles an hour or 312 miles per day.

(2) Unit Trains. A unit train is an additional train operated by the carrier for its convenience to handle a large number of cars. The number of cars required to form a unit train will vary depending on the carrier's operating conditions. MTMC negotiates rates on unit train service with the rail carriers. The shipper usually receives a reduced rate for tendering so much business at one time, but is not entitled to exclusive use of the train. If the unit train is not carrying dimensional (high/wide) loads, use an average speed of 22 miles an hour or 528 miles per day. If the unit is carrying dimensional loads, use the carload speed for planning.

e. Hazardous Cargo. Shipments of ammunition, explosives, and other hazardous materials will be tendered for rail shipment in accordance with DTR, Part II, and appropriate DoD Component instructions.

(1) Shipment must not contain any combination of explosives or hazardous material prohibited by DOT regulations from being loaded, transported, or stored together.

(2) All items must be in good condition and marked in accordance with DOT and applicable regulations.

(3) Placards must be properly placed in accordance with DOT regulations.

(4) Coordinate with Service representative (see DTR, Part II, Chapter 204, figure 204-5) for implementation of applicable exemptions for hazardous material movement. Exemptions to provisions of Title 49, CFR, will be granted by DOT. Service representative will forward request to MTMC, who will act as the DoD proponent with DOT for exemption request. MTMC will notify both Service focal point and requester of the results.

(5) DoD Components and theater commanders, who have operational control of a specific location, operation, or exercise may waive DoD regulations for handling ammunition, explosives, and other hazardous materials. DoD Components and theater commanders can not waive provisions of Title 49, CFR. Additionally, theater commanders cannot unilaterally waive host nation regulations.

f. Car Certificate. A carrier-provided, three-part car certificate will be used in connection with inspection of rail cars used for shipping Class 1 explosives in accordance with Title 49, CFR 174.104.

g. Seals. Rail cars used for shipment of explosives and other hazardous material must be properly sealed and the GBL annotated. When Class 1 explosives are shipped the rail car must be:

(1) Sealed with a Service-approved shipper seal.

(2) Sealed with a wire twist or other locking device as required by sponsoring shipper service.

h. Security. When deploying units ship sensitive or classified material by rail, commanders may be required to provide guards or escorts. For shipments other than sensitive and/or classified material, guards will be provided at the commander's discretion. See DTR, Part II, Chapter 205, figure 205-1 for sensitive material risk categories and proper security requirements.

2. Unloading Rail Cars. Rail cars must be unloaded promptly at destination to preclude unnecessary payment of demurrage charges. CONUS tenders usually allow 48 hours free time for unloading commercial rail cars. DoD-owned cars will not be detained by TOs more than 10 days without prior approval of the DFRIF manager. Blocking, dunnage, and banding must be removed from unloaded rail cars before releasing to the carrier.

3. Safety. Safety considerations are paramount throughout all phases of rail operations, with safety briefings given prior to all operations. Examples of safety concerns include:

a. Guiding vehicles on and off rail cars.

b. Proper safety equipment; e.g., gloves, goggles, safety boots.

c. Proper tension for tie-down equipment.

d. Standing and/or riding on rail car after load is secured.

e. Walking between rail cars.

f. Standing on rail car or equipment after loading.

APPENDIX AU

PORT AUGMENTATION

A. OCONUS

1. The supported Joint Force Commander (JFC) OCONUS must ensure transportation requirements and priorities are clearly understood by USTRANSCOM, its transportation components, supporting JFCs, and other key members of the deployment community. While developing requirements and priorities, the JFC must ensure the movement control system will be ready to coordinate movement to the port of embarkation and strategic lift with USTRANSCOM. During execution, the supported JFC is responsible for establishing available movement control organization and for assuring this organization is provided with reliable communication.

2. When the supported JFC deploys with forces from CONUS to OCONUS theaters, the establishment of the DACG, PSAs, and movement control for deployment is the responsibility of the deploying JFC, in coordination with USTRANSCOM. Once in OCONUS AO, the supported JFC establishes the required Arrival Airfield Control Group (AACG) and movement control activities to facilitate onward movement of forces and equipment.

3. When the supported JFC is deployed in the AO, the establishment of DACGS, PSAs, and movement control activities within CONUS is the responsibility of the designated supporting JFC.

B. CONUS/OCONUS

1. Aerial ports of embarkation/debarkation will follow installation support, reception, and deployment/redeployment plans to receive and move units via air movement with the following exception. When not the installation host, the aerial port will be responsible for providing technical expertise and MHE operators only. Units are responsible for providing trained load teams, unit load plans, etc., as stated in Chapter 302. For in-place aerial ports with requirements greater than the port capability, augmentation will be requested from the Tanker Airlift Control Center. Security of sensitive and classified cargo greater than the capability of the port, as determined by the port commander, will be the responsibility of the host installation. Aerial port support of airlift functions will not be hindered by additional base support requirements.

APPENDIX AV

PERMITS FOR OVERSIZE, OVERWEIGHT, OR OTHER SPECIAL MILITARY MOVEMENTS ON PUBLIC HIGHWAYS IN THE UNITED STATES

1. General.

a. This appendix supersedes AFR 75-24/AR 55-162/DLAR 4540.8/MCO 4643.5C/ OPNAVINST 4600.11D, Permits for Oversize, Overweight, or Other Special Military Movements on Public Highways in the United States, and AR 55-29. Military Convoy Operations in CONUS.

b. Authority is established by DoD Directive 4510.11, Defense Transportation Engineering, which assigns to the DoD agent the responsibility to ensure effective cooperation between DoD, DOT, and State Departments of Transportation in matters pertaining to defense use of public highways.

2. Movement of Oversize/Overweight Military Vehicles and Other Special Military Movements. This appendix sets forth policies, procedures, and administrative requirements for:

a. Safe and efficient movement of oversize/overweight military vehicles and other special military movements, including convoys on public highways in CONUS.

b. Obtaining convoy movement orders and securing civil permits for oversize/overweight vehicles.

c. Other special movements and procedures for obtaining logistical support for all movements.

3. Applicability. These procedures apply to all DoD elements, both active and reserve components, traversing public highways in CONUS, Alaska, Hawaii, District of Columbia, Puerto Rico, U.S. Virgin Islands, and Guam. The Mobilization Movement Control (MOBCON) program addressed herein does not provide for Defense Movement Coordinators (DMCs) in Hawaii, Puerto Rico, U.S. Virgin Islands, and Guam. See DTR, Part II, Cargo Movement, for hazardous material procedures.

4. Supporting Regulations.

a. The following regulations identify specific operational procedures related to the safe and efficient movement of military motor vehicles on public highways:

(1) AR 190-5/DLAR 5720.1/MCO 5110.1B/OPNAVINST 11200.5B, Motor Vehicle Traffic Supervision.

(2) AR 385-55, Prevention of Motor Vehicle Accidents, (applicable only to the Department of the Army).

b. DoD Instruction 5000.2, Defense Acquisition Management Policies and Procedures. Part 6, Section E, "Transportability," addresses the following:

(1) General procedures designed to ensure the design, engineering, and construction of defense items support efficient movement over available or planned transportation facilities.

(2) The safe and general well-being of the public during research, development, and procurement of materiel; including oversize, overweight, or other special military items.

5. Policies.

a. DoD policy requires movement of extremely oversized, overweight vehicles and/or cargo by alternate modes (other than highway) or commercial carriers whenever possible (i.e., M1A1 tank, etc.).

b. Vehicular movements exceeding legal limitations or regulations, or subjecting highway users to unusual hazards, will not be made over public highways, bridges, tunnels, and toll facilities without prior approval (if required) of State, local and/or toll authorities who directly control such facilities. The military service will bear all costs of securing permits, exclusive of tax charges.

c. In an emergency, coordination with State and local permit officials should be effected through telephone contact and facsimile to acquire permits. This is particularly critical for extremely oversize/overweight shipments.

d. Permits requested by units on DD Form 1266 (figure AV-1), are required for movement of hazardous materials only when the shipment is oversize/overweight. For MOBCON users, alternate DTR Sample Form 1265/66 (figure AV-2) may be used in lieu of DD Form 1266 at the discretion of the TO/MO and Defense Movement Coordinator (DMC).

e. The American Association of State Highway and Transportation Officials Guide for Maximum Dimensions and Weights of Motor Vehicles and for the Operation of Nondivisible Load Oversize and Overweight Vehicles, Chapter 4.00, entitled National Defense, indicates DoD (includes service authorities listed in the directory mentioned in paragraph f. of this section) will be the sole certifying agency during peace time for all movements essential to national defense by any national agency. Defense highway movements will not be determined essential solely as a matter of convenience. During a national emergency, movements essential to the national defense, not under direct control of DoD agencies, would be certified by the appropriate emergency transportation authority.

REQUEST FOR SPECIAL HAULING PERMIT	CONVOY#	UIC	DATE

SECTION I - GENERAL

1. ORGANIZATION	2. STATION	3. DATE OF MOVEMENT	
		a. STARTING	b. COMPLETION

4. POINT OF ORIGIN	5. DESTINATION

6. ARRIVAL AT STATE LINES

DATE	TIME	STATE LINE

7. ROUTING (Stipulate US Routes, State Routes, etc.)

8. ESCORT REQUIREMENTS

SECTION II - VEHICLE AND LOAD DATA

DESCRIPTION *(a)*	TYPE *(2-ton etc)* *(b)*	NO. OF VEHICLES *(c)*	REGISTRATION NUMBER *(d)*	HEIGHT *(e)*	WIDTH *(f)*	LENGTH *(g)*	WEIGHT *(h)*
9. VEHICLE							
							(Empty)
							(Empty)
							(Empty)
							(Empty)
10. LOAD							*(Empty)*
11. OVERALL *(Vehicle and load)*							*(Empty)*

12. DESCRIPTION OF LOAD *(Brief general description: Organization impediments, etc.) (Within security limitations)*

13. LOAD OVERHANG	a. FRONT	b. REAR	c. LEFT SIDE	d. RIGHT SIDE

DD FORM 1266, JAN 59

Figure AV-1. DD Form 1266, Request for Special Hauling Permit.

14. NUMBER OF AXLES	1 A	2 B	C	D	E	F	G		
	AXLE 1 *a*	AXLE 2 *b*	AXLE 3 *c*	AXLE 4 *d*	AXLE 5 *e*	AXLE 6 *f*	AXLE 7 *g*	AXLE 8 *h*	TOTAL *i*
15. NUMBER OF TIRES									
16. TIRE WIDTH *(Inches)*									
17. TIRE SIZES									
18. AXLE LOAD *(Empty)*									
19. AXLE LOAD *(Loaded)*									

20. AXLE SPACING *(See item 14 for identification)*	A SPACING	B SPACING	C SPACING	D SPACING	E SPACING	F SPACING	G SPACING

21. REMARKS

22. MOVEMENT BY HIGHWAY IS ☐ ESSENTIAL TO NATIONAL DEFENSE ☐ IN THE INTEREST OF NATIONAL DEFENSE

23. REQUESTING AGENCY		24. APPROVING AGENCY	
25. REQUESTED BY *(Typed name, grade and title)*		26. APPROVED BY *(Typed name, grade and title)*	
27. DATE	28. SIGNATURE	29. DATE	30. SIGNATURE

INSTRUCTIONS

GENERAL:

DD Form 1266, "Request for Special Hauling Permit" will be used to obtain special hauling permits for the movement of oversize/overweight vehicles over public highways when accompanying a convoy or when traveling separately.

This form, in duplicate and accompanied by letter of transmittal, will be forwarded through the local transportation officer so as to reach the appropriate headquarters not less than ten (10) working days prior to the starting date of the movement. Letters of transmittal will contain complete itinerary and explanation of the movement. One (1) letter of transmittal is sufficient when several DD Forms 1265 and 1266 involving one (1) movement are forwarded to the appropriate headquarters.

In cases where bona-fide emergencies exist, the information contained in this form and DD Form 1265 may be transmitted to the appropriate headquarters by telephone or electric transmission.

In this event, reference will be made to item numbers in the sequence in which they appear on the forms. Items which do not apply will be so indicated.

SPECIFIC:

Item 9A, B, C, and D - Complete nomenclature of vehicles involved. More than one unit may be included, provided units are identical in equipment, load characteristics, routing and movement date. Total number of units shall be indicated prominently.

Item 9E - Note all units other than standard highway vehicles; road equipment, guns, etc.

Item 9(d) - Indicate the registration number for each unit or combination of units. Use additional page if required.

Item 14 - Indicate appropriate number of axles by inserting number in proper circles. Block out circles not applicable.

Item 21 - For movement through the District of Columbia, include name of manufacturer of equipment.

DD Form 1266 Reverse, JAN 59

Figure AV-1 (Cont'). DD Form 1266, Request for Special Hauling Permit (Reverse).

REQUEST FOR CONVOY CLEARANCE OR SPECIAL HAULING PERMIT			DATE:
UNIT: ADDRESS: CITY/9-DIGIT ZIP:		UIC: PHONE:	CONVOY COMMANDER: FTM POC:
POINT OF ORIGIN:	NODE:	DESTINATION:	NODE:
DATE/TIME OF DEPARTURE:	<--COMPLETE ONLY ONE --> (DO NOT COMPLETE BOTH)	DATE/TIME OF ARRIVAL:	
NUMBER PERSONNEL IN CONVOY: (MINIMUM 2 PER VEHICLE REQUIRED)		NUMBER & TYPE VEHICLES & DESCRIPTION:	
NUMBER OVERSIZE/OVERWEIGHT VEHICLES: (COMPLETE BLOCKS 1 - 7, BELOW)			

1 PRIME MOVER USA #(S):	MAKE:	MODEL:	LENGTH:	WIDTH:	HEIGHT:	WEIGHT:
2 SEMI OR TRAILER		MODEL:	LENGTH:	WIDTH:	HEIGHT:	WEIGHT:
3 DESCRIPTION OF LOAD:			LENGTH:	WIDTH:	HEIGHT:	WEIGHT:
4 TOTAL LENGTH, WIDTH, HEIGHT, AND WEIGHT: (PRIME MOVER + SEMI/TRAILER + LOAD)			LENGTH:	WIDTH:	HEIGHT:	WEIGHT:

5 AXLE WEIGHT (POUNDS)	1	2	3	4	5	6	7	8	9
6 AXLE SPACING (FEET/INCHES)	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	
7 LOAD OVERHANG (FEET/INCHES)	FRONT	REAR	LEFT SIDE	RIGHT SIDE					

CARGO DESCRIPTION/AMOUNT (INCLUDE HAZMAT):

PROPOSED ROUTE:

HALTS
(15 MINUTES AFTER 1ST HOUR AND 10 MINUTES EVERY 2 HOURS THEREAFTER MANDATORY)

TYPE	EXACT LOCATION	DURATION

NAME/RANK OF REQUESTOR (TYPE/PRINT)

FOR SMCC USE ONLY

	YES	NO
IN THE INTEREST OF NATIONAL DEFENSE	[ ]	[ ]
ESSENTIAL TO NATIONAL DEFENSE	[ ]	[ ]

CERTIFIER SIGNATURE:

DATE RECEIVED:	DATE CMO MAILED:
CMC NUMBER: C H S	PROCESSED BY:
NODE 10	# MARCH UNITS: MU INTERVAL:
NODE 20	RATE OF MARCH: CLEAR TIME:
NODE 30	TAIL TIME: CLEAR TIME:
NODE 40	PERMIT(S) REQUIRED:
NODE 50	
NODE 60	ESCORTS REQUIRED:

SIGNATURE/DATE:

DD FORM XXXX
DD MMMMMMMM YYYY

Figure AV-2. DTR Sample Form 1265/66, Request for Convoy Clearance or Special Hauling Permit.

f. DoD elements authorized to act as representatives of their respective Services to secure permits for oversize/overweight vehicular movements involving other than commercial carriers are listed in MTMCTEA Directory of Highway Permit and MOBCON Officials. This directory will be updated biannually. Representatives will determine whether highway movement is essential to national defense and will, when appropriate, make all necessary requests for permits and certification of mission critical need to the state authorities involved.

6. Limitations.

a. Limitations on dimensions, weight, and/or other characteristics of vehicular movement over roads and bridges are necessary to ensure safe passage and prevent damage to highway infrastructure. Other limitations, including hours of movement for oversized, overweight, or other shipments, are predicated on traffic congestion periods and hazardous operating conditions. Limitations are determined by each state and can vary considerably.

b. State laws or local ordinances preclude movement of vehicles over public highways that exceed any legal limitations without prior permission from the state or states concerned.

7. Responsibilities. In addition to the following general responsibilities, see paragraphs 8 and 9 below for codified procedures for each type of movement.

a. The military services and other DoD Components will:

(1) Advise the Commander, MTMC, of their respective positions concerning permit procedures and other highway special defense use matters.

(2) Ensure movement of military vehicles on public highways is safe, efficient, and in compliance with federal/state laws and local ordinances.

(3) Keep the Commander, MTMC, advised of officially designated representatives authorized to request permits and certify military necessity of vehicular movements to ensure the Directory of Highway Permit and MOBCON Officials is up to date.

(4) Provide necessary justification and essential cargo data to appropriate MTMC area representatives when highway movements are planned by commercial carrier and when the carrier requires assistance in acquiring highway permits.

(5) Ensure military units use DD Forms 1265 (figure AV-3) and/or DD Forms 1266 (figure AV-1) or alternate DTR Sample Form 1265/66 (figure AV-2) to provide oversize/overweight and convoy movement requirements data in a timely manner to military transportation authorities (TO/MO, DMC, or MTO, etc.). DTR Sample Form 1265/66 is for MOBCON users only. DMC must approve use of this form.

REQUEST FOR CONVOY CLEARANCE	DATE

SECTION I - GENERAL

1. ORGANIZATION	2. STATION	3. CONVOY COMMANDER

4. PERSONNEL STRENGTH		5. POINT OF ORIGIN	6. DESTINATION
a. OFFICER	*b.* ENLISTED		

7. DATE AND TIME	7*a.* DEPARTURE	7*b.* ARRIVAL	8. RATE OF MARCH

SECTION II - CONVOY COMPOSITION

9. NUMBER OF EACH TYPE OF VEHICLE AND DESCRIPTION *(Include towed equipment)*

10. TOTAL NUMBER OF VEHICLES	11. NUMBER OF OVERSIZE/ OVERWEIGHT VEHICLES	12*a.* NO. OF SERIALS	12*b.* TIME INTERVAL	13*a.* NO. OF MARCH UNITS	13*b.* TIME INTERVAL

SECTION III - ROUTE DATA

14. PROPOSED ROUTING *(Indicate US Routes, State Routes, etc.)*

15. ETA AND ETD AT STATE LINES, MAJOR ROAD JUNCTIONS, MAJOR BRIDGES AND TUNNELS, METROPOLITAN AREAS AND OVERNIGHT HALT SITES *(Continue on a separate sheet if additional space is required)*

LOCATION	ETA	DATE	ETD	DATE

SECTION IV - LOGISTICAL DATA

16. BRIEF GENERAL DESCRIPTION OF CARGO *(Brief general description; i.e., organizational impediments, etc.) (Within security limitations)*

DD Form 1265, JAN 59 (EG) Designed using Perform Pro, WHS/DIOR, Oct 94

Figure AV-3. DD Form 1265, Request for Convoy Clearance.

17. ARE EXPLOSIVES TO BE TRANSPORTED? ☐ YES ☐ NO *(If YES, describe below)*

CLASS	AMOUNT	DESCRIPTION	VEHICLES TO BE USED	
			NO.	TYPE

18. STATEMENT WHY EXPLOSIVES CANNOT BE TRANSPORTED COMMERCIALLY *(Movements involving explosives and/or other dangerous articles are required to comply with all applicable regulations or directives)*

19. LOGISTICAL SUPPORT REQUIRED AT OVERNIGHT HALT SITES? ☐ YES ☐ NO *(If YES, complete the following) (Use separate sheet if additional space is required)*

DATE	INSTALLATION	GAS *(gals)*	OIL *(gals)*	RATIONS	BILLETS	OTHER

20. REMARKS

21. REQUESTING AGENCY		22. APPROVING AGENCY	
23. REQUESTED BY *(Typed name, grade and title)*		24. APPROVED BY *(Typed name, grade and title)*	
25. DATE	26. SIGNATURE	27. DATE	28. SIGNATURE

INSTRUCTIONS: In cases where bona-fide emergencies exist, the information contained on DD Form 1265 and DD Form 1266 may be transmitted to the appropriate headquarters by telephone or electric transmission. In this event, reference will be made to item numbers in the sequence in which they appear on the form. Items which do not apply will be so indicated.

DD Form 1265 Reverse, JAN 59

Figure AV-3. DD Form 1265, Request for Convoy Clearance (Reverse)

b. The Commander, MTMC, through MTMCTEA, and as designated by Commander, USTRANSCOM, is the DoD executive agent in public highway matters and will:

(1) Coordinate highway policy and related matters, including special defense use of public highways, and maintain direct communication liaison with representatives of the military services, other DoD Components, and appropriate civil authorities.

(2) Take necessary action to resolve denial of permits including, when appropriate, coordination with the DoD Component headquarters.

(3) Maintain and distribute the Directory of Highway Permit and MOBCON Officials. The directory is composed of the names of individuals in each State to contact for permits, together with a list of officials within DoD who are authorized to request permits. The directory also contains guidelines on limitations of the dimensions and weights of vehicles using public highways. Copies of the directory are furnished to all listed officials and upon request.

(4) Take necessary action to resolve civil highway issues.

(5) Coordinate the policy/interface of the MOBCON program with the civil authorities, resolve coordination problems, and identify state executive-level MOBCON counterparts/points of contact.

(6) Serve as the military focal point for coordination of the Emergency Highway Traffic Regulation program with the Federal Highway Administration (FHWA), the states, and defense components.

c. The MTMC area commanders will:

(1) Determine military essentiality of a highway movement by commercial carrier based on declaration received from the military shipper and evaluate the capability of transportation modes, other than highway, to support the military mission.

(2) Conduct primary liaison for commercial carrier movements, when necessary, with appropriate State and/or other highway regulatory authorities and request necessary permits, when it is determined movement by highway is essential to national defense.

d. The Director of Army Transportation, Energy & Troop Support, Office of the Deputy Chief of Staff for Logistics, as staff transportation officer for Headquarters, Department of the Army (DA), will:

(1) Coordinate the Army position with the Commander, MTMC, concerning permit procedures and highway matters related to oversize, overweight movements, or other special Army movements on public highways in the U.S.

(2) Exercise general staff supervision and perform such duties necessary to ensure lawful, safe, and efficient operation of Army vehicle movements.

(3) Maintain oversight of MOBCON program.

(4) Develop techniques for improvement of Army convoy operations and coordinate them with appropriate DA staff elements, FORSCOM, and MTMCTEA.

(5) Coordinate with DA, Deputy Chief of Staff, Operations to activate the SMCC to support contingency operations, mobilization, and deployment.

e. Commanding Generals of, U.S. Army Forces Command (FORSCOM), U.S. Army Training and Doctrine Command (TRADOC), Army Materiel Command (AMC), Military District of Washington, U.S. Army Reserve Command, and the State Adjutants General for the Army National Guard (ARNG) will:

(1) Ensure installations or activities under their jurisdiction, who originate convoys, obtain movement orders from the DMC in advance of the movement. Additionally, ensure planned movements comply with civil laws, regulations, and local ordinances pertaining to oversize, overweight, or other special military movements over public roads.

(2) Upon request, designate installation(s) to provide logistic support for en route military convoys. This support is predicated on available resources and normally will consist of billeting and mess facilities for overnight stops at military installations, approved bivouac sites, medical support, re-supply of POL, and emergency repairs.

(3) Ensure each active Army installation maintains a 24-hour point of contact (with telephone number) where police or convoy personnel may call for emergency medical, wrecker, and mortuary service or to report casualties. Personnel manning this telephone will be familiar with procedures for obtaining emergency assistance from designated installations. This service will be coordinated with installations of other military services located within the geographical areas of their command as listed in AR 5-9, Intraservice Support Installation Area Coordination.

f. Commanding General, FORSCOM, will develop procedures for control of convoys moving in CONUS. Upon any level of mobilization, all convoy operations will be conducted in accordance with procedures published in FORSCOM/ARNG Regulation 55-1, Unit Movement Planning. These procedures, at a minimum, will provide the following:

(1) Mobilization and deployment guidance on the conduct and control of Army road marches.

(2) CONUS convoy movement control policies.

(3) Policy for execution/operation of MOBCON.

(4) Responsibilities of the Continental United States Army Commanders and SMCC in the operation of the MOBCON system.

(5) Resolve conflicts regarding convoy operations which cannot be resolved by Continental United States Army.

g. Commanding General, TRADOC, will establish peacetime training guidance to support the required FORSCOM MOBCON system and guidance established in FORSCOM/ARNG Regulation 55-1. To fully train for rapid, efficient mobilization and deployment, all peacetime convoy operations should be conducted in accordance with mobilization standards. The commander will establish procedures (FM 55-312, Military Convoy Operations in Continental United States) to meet this goal without degrading day-to-day logistics operations.

h. Director, Army National Guard will:

(1) Implement and manage day-to-day operational MOBCON procedures.

(2) Ensure each state area command (STARC) consistently accomplishes certifications of essential need.

i. State Adjutants General will:

(1) Appoint a DMC and establish an SMCC for the purpose of receiving and approving ARNG, USAR , and active component convoy movements on public highways. Within the SMCC, the DMC will schedule and deconflict requests for convoy movements to ensure convoy movements conform to federal, state, and local laws.

(2) Require all convoy movement requests over public highways be submitted on DD Form 1265, Request for Convoy Clearance, (figure AV-3) through appropriate channels to provide adequate processing time in advance of the movement. Reserve component units will submit requests 45 days prior to movement. Active components will submit requests 10 days prior to movement. Convoys including oversize and/or overweight vehicles will have a DD Form 1266, Request for Special Hauling Permit, (figure AV-1) for each oversize, overweight vehicle, attached to the DD Form 1265, Request for Convoy Clearance. If vehicles are processed through MOBCON, the DMC may elect to use an alternate DD Sample Form 1265/66 (see figure AV-2) in lieu of these forms.

(3) Provide an automated cargo movement order (CMO) to commanders of installations, ARNG, or USAR convoys originating within the state.

j. The DMC appointed by each State Adjutant General is located at the SMCC and is the single approving authority for active Army components/Army Reserves, ROTC, and National Guard for highway permits and convoy clearance requests. Other military services may elect, if approved by the DMC, to use the MOBCON program in their respective states. The DMC will:

(1) Develop, in coordination with the State Highway Department, a state highway network database which will identify:

(a) Routes suitable for convoy use with speed and route selection factors designated for each.

(b) Route restrictions for weight, height, width, length, and cargo type.

(c) Convoy rest areas and vehicle capacity and use restrictions on each.

(d) Locations and access routes to and from DoD installations within the state; such as Armories, Reserve Centers, active installations, training areas, etc.

(e) Air and sea ports and major rail loading facilities.

(f) Safe havens.

(g) Logistic support facilities for fuel, maintenance, subsistence, billeting, etc., necessary to support convoy operations.

(2) Receive requests for convoy movement from Army, USAR, and ARNG units originating convoys within the state. Approve, schedule, deconflict, and provide a CMO for all convoys that comply with civil laws and military regulations.

(3) Direct and coordinate all Army highway movements within the state and movements of other Services upon request.

(4) Monitor military highway movements and provide planning, execution, and visibility data upon request.

(5) Provide training and assistance upon request to units conducting convoy operations within the state.

(6) Act as the senior Army representative in each State Emergency Highway Traffic Regulation organization.

(7) Receive requests for special hauling permits, verify validity, ensure alternative means of movement are not available, and coordinate with state, local, and toll authorities to obtain civil permits necessary for requested move.

(8) Maintain current information concerning any special restrictions and/or regulations applicable to bridges, tunnels, and highways within CONUS.

(9) Certify movements essential to national defense, when necessary, to meet unit mission requirements, and alternative means of transport are not available when requesting unit provides justification.

k. Army CONUS installations commanders will:

(1) Ensure the ITO provides information to the DMC to obtain permits required for commercial and/or noncommercial military movements originating within the logistical area of responsibility.

(2) Ensure all convoy operations are efficient, safe, and in compliance with local ordinances and State/Federal laws.

l. Air Force, Navy, and Marine Corps commanders of CONUS installations may, with STARC approval, use the DMC to process their convoys. DMC are authorized to process requests for Air Force, Navy, and Marine convoys within their current staffing capabilities until the MOBCON program is extended to all Services. Air Force, Navy, and Marine Corps commanders of CONUS installations who do not use the state DMC for convoy approval will designate a convoy approval authority who will:

(1) Receive, validate, and approve Requests for Convoy Clearance, DD Form 1265, (figure AV-3) and Requests for Special Hauling Permits, DD Form 1266, (figure AV-1) or alternate DTR Sample Form 1265/66 (figure AV-2) (used at the discretion of the DMC; and by units processing through MOBCON only) from subordinate units.

(2) After coordinating with appropriate state highway officials, approve valid requests, assign a convoy control number, provide special instructions necessary for safe and efficient operation of the convoy, and, when necessary, monitor convoy operations.

m. Convoy commanders will:

(1) Conduct a reconnaissance of the requested route, if necessary.

(2) Submit requests for movement and civil permits to arrive at the approval authority in accordance with paragraph 7.i.2. Convoy Commanders of other Services are required to submit requests within 30 days of movement.

(3) Verify drivers are properly licensed and vehicles are inspected for safe operation prior departure.

(4) Enforce safe driving rules and traffic regulations on missions under his control (See AR 190-5/DLAR 5720.1/MCO 5110.1B/OPNAVINST 11200.5B, Motor Vehicle Traffic Supervision.)

(5) Cooperate with civil authorities to enforce traffic laws, rules, and regulations in consonance with the limitations described in the Passe Comitatus Act, 18 U.S.C. 1385. (For Army also see AR 190-5/DLAR 5720.1/MCO 5110.1B/OPNAVINST 11200.5B.)

(6) Ensure explosives and hazardous materials are properly secured and all cargo and vehicles are inspected and placarded in accordance with CFR 49, Highway, Part 396/Inspection, Repair, Maintenance/396.11 Driver Vehicle Inspection Report. Inspection findings will be recorded on DD Form 626, Motor Vehicle Inspection (Transporting Hazardous Materials). A DD Form 836, Emergency Response Information, will be completed for each organic vehicle transporting explosives and hazardous materials. Additional information regarding the shipment of hazardous materials can be found in the DTR, Part II, Cargo Movement, Chapters 204 and 205.

(7) Ensure maintenance support is provided for the convoy.

(8) Conduct an orientation/safety briefing prior to convoy departure. This briefing will stress compliance with designated route and time schedule and prevailing state or local traffic laws, rules, and regulations, including traffic signals and other control devices, except where preempted by civilian police authority.

(9) Designate, as required, an advance party to precede the convoy and arrange for police escort at approaches to metropolitan and congested areas.

(10) Maintain operational control and supervision over the convoy while en route.

(11) Ensure compliance with instructions contained in appropriate orders.

(12) Prepare convoy commander's report, if required, by a DMC or convoy approval authority. (For Army see FM 55-15.) For MOBCON users, submit en route progress reports when required by the CMO.

(13) Ensure compliance with provisions of the DTR and AR-385-55 (for Army only) during convoy operations.

8. Oversize/Overweight Movements Involving Commercial Carriers.

a. Generally, commercial carriers will acquire oversize/overweight permits. Problems regarding permit approval or certification as essential to national defense should be referred to MTMC area command.

b. The following information should be furnished with request for MTMC assistance for certification of essential need of commercial highway movements:

(1) General.

(a) Reasons why defense requirements cannot be met using other modes of transportation.

(b) Shipping characteristics and additional cost if size and/or weight of the vehicles and/or load can be reduced. Sufficient cost data should be provided so MTMC can conduct an economic analysis, if necessary, to support national defense requirements.

(c) Reasons why size and/or weight of the vehicle and/or load cannot be reduced.

(d) Impact if requested delivery date is not met.

(e) Additional information considered helpful for MTMC movement support.

(2) Supporting data. Type of equipment or cargo (within security limitations) include: (a) name and overall weight and dimensions of commodity, (b) manufacturer's name, (c) pertinent accessories, (d) gross weight, (e) axle loads and spacing, and (f) height, width, and length of loaded and unloaded vehicles.

(3) Origin, destination, and proposed date and time of movement.

9. Oversize/Overweight Movements Involving Other-than commercial carriers, i.e., DoD vehicles:

a. DoD elements authorized to act as representatives of their respective Services in securing permits for oversize/overweight movements involving other than commercial carriers are listed in MTMCTEA's Directory of Highway Permit and MOBCON Officials. These representatives will determine whether highway movement is essential to national defense and, when appropriate, make all necessary requests for permits and certification of essential need to applicable state authorities.

b. Designated representatives will coordinate and arrange for formal agreements, including certifications with state and local civil authorities, for recurring oversize, overweight, or other special movements of military-owned and operated vehicles within a limited area. Upon completion of agreements, local military representatives will ensure movements will be made in accordance with the blanket permit. A copy of the agreements will be furnished to local military and state officials and to the following organizations:

(1) For the Air Force -- Headquarters USAF/LGTT, 1030 Air Force Penatgon, Washington DC 20330-1030

(2) For the Army -- Director, MTMCTEA, Attn: MTTE-SA, 720 Thimble Shoals Blvd., Suite 130, Newport News VA 23606-2574

(3) For DLA -- Director, Defense Logistics Agency, Ft Belvoir VA 22060-6221.

(4) For the Marine Corps -- Headquarters USMC Installations & Logistics (LFT), Arlington VA 22201-3803

(5) For the Navy -- Headquarters, Naval Facilities Engineering Command, Shore Installations Division (Code 125) Alexandria VA 22332

c. When an oversize/overweight permit is required for a DoD movement by noncommercial carrier, the shipping activity will furnish to the appropriate authorized military representative, DD Form 1266, Request for Special Hauling Permit, on the desired movement. (See paragraph 9.a. above.) The completed DD Form 1266 will furnish all information required for the appropriate authorized military representative to negotiate with the designated State representative for a permit. In addition, reasons will be given as to why any oversize or overweight vehicle and/or load cannot be reduced, and why another mode of transportation is not feasible. For urgent requests, DD Form 1266 can be transmitted by facsimile. (See figure AV-1.) Alternate DTR Sample Form DD 1265/66 (figure AV-2) may be used, if approved by the DMC, in lieu of this form .

d. The authorized military representatives/DMC will, when contacting state representatives concerning oversize, overweight, or other special vehicular movements, furnish information necessary to make a reasonable evaluation of impacts the movement will have on highway facilities. Forwarding the information to the appropriate state representative is adequate time for a thorough evaluation of routes and/or structures being traversed. Information provided will include, but not be limited to the following:

(1) Equipment type, with the manufacturer's name (if available), pertinent accessories, gross weight, axle and truck loads and spacing; plus height, width, and length of loaded and unloaded vehicle.

(2) Origin and destination of movement

(3) Proposed date and time of movement.

(4) Nature of cargo (within security limitations.)

e. If state authorities require defense highway movements by noncommercial carrier to be certified as essential to national defense, the appropriate military representative will make such a determination based on information supplied by the shipping activity. Normally, information required for a commercial movement (see paragraph 8, above) is sufficient for such a determination on a noncommercial movement. Certifying the move as essential to national defense is a means to inform regulatory authorities of its importance and afford maximum flexibility in approving the permit. However, it must be recognized infrastructure and/or physical capability will ultimately control issuance of permits. Movements will be certified as essential only after a clear detrimental impact on the military mission is established if a highway movement is not accomplished.

10. General Convoy Operations.

a. Unless prohibited by state or local law, the following procedures will be implemented by all DoD Components. Department of the Army also will comply with FORSCOM/ARNG Regulation 55-1, Unit Movement Planning; and FM 55-312, Military Convoy Operations in the Continental United States, through MOBCON program and DMC. All Army convoys will be processed through the MOBCON software. Paragraph 12, below, addresses Army Convoys.

b. Safety Equipment and Procedures.

(1) To ensure maximum visibility, convoy vehicles will use low beam headlights while moving on public highways. When halted on road shoulders, vehicles equipped with amber flashing lights and/or emergency systems will also operate these lights. Refer to Rotating Amber Warning Lights System (RAWLS) for requirements for first and last vehicles of a convoy (AR 385-55).

(2) While moving at night or during periods of reduced visibility, the lead and rear convoy vehicles and those oversize and overweight vehicles separated from the main body and moving by infiltration, will operate hazard lights.

(3) Convoy vehicles will display an "L" shaped symbol composed of a vertical strip, 12 inches long and 2 inches wide, and a horizontal strip, 12 inches long and 2 inches wide using red reflective paint, tape, or other reflective material placed at the lower rear corners of the vehicles (see figure AV-4). If paint is used, it may be applied directly to the vehicle surface or to the surface of removable backing material. The length and placement of strips applied to the rear of small vehicles or towed equipment may be governed by the available flat surface or visibility characteristics of the vehicles. See CFR 49, Transportation, Part 571.108 Standard No 108; lamps, reflective devices, and associated equipment, for specific marking instructions. Additionally, convoy commanders will comply with all precautionary measures required by state or local authorities. Vehicles traversing roadways during a deployment must comply with all safety standards. However, vehicles shipped rather than driven may have reflective markings removed according to deployment orders.

(4) Convoy vehicles will operate with minimal interference to the normal flow of traffic. When possible, convoys and oversize/overweight vehicles will avoid metropolitan areas during morning and evening peak traffic periods, or during other traffic periods specified by highway authorities. Convoys should be routed around urban, residential, and commercial areas whenever possible. Use of available belt routes is encouraged. If night movement or travel during peak traffic periods is considered essential, submit full justification with the convoy clearance request.

(5) Parking on the shoulders of controlled-access highways or wide median areas is prohibited. The individual making the reconnaissance will determine if the parking area at each rest area site is sufficient to accommodate the number of vehicles in the convoy, which will also leave a reasonable number of spaces for other traffic using the facility.

c. Convoy Identification. Lead and rear convoy vehicles will display warning signs reading "CONVOY FOLLOWS" and "CONVOY AHEAD" (See figure AV-6). A sign reading "CONVOY COMMANDER" will be used when the convoy commander deems it necessary to identify the commander's vehicle to traffic. Signs prepared in this manner will provide a high visual signal to approaching vehicle operators, both day and night. Convoy signs may be applied to unpainted aluminum, exterior grade plywood, or galvanized steel, and will be designed and prepared in accordance with the following:

(1) Legend of "CONVOY FOLLOWS" will be 8 inches by 50 inches with a 3/8-inch-wide border inserted 3/8 inch from the sign's edge. The legend will be 4 inches high, on one line.

(2) Legend with "CONVOY AHEAD or CONVOY COMMANDER" (figure AV- 6) will be 16 inches by 50 inches with a 3/8-inch-wide border inserted 3/8 inch from the sign's edge. Legend will be 5 inches high, on two lines.

(3) Reflective paint will meet GSA specifications.

(4) Both signs will have the same color combination. Background for signs will be yellow reflex-reflective paint or sheeting. Legend and sign border will be black non-reflective material with opaque inks compatible with base material.

d. Speed. Convoy speeds will comply with posted minimum/maximum speed limits or those established by State law for commercial truck traffic. Vehicles unable to maintain posted minimum speed will be routed over an alternate uncontrolled access road. Vehicles will operate in a safe and efficient manner and will not exceed the vehicle speed specified in operator manuals.

e. Hours of Operation for Drivers. Convoy drivers will be given an opportunity for 8 hours of rest for each 10 hours of driving within a 24-hour period. Rest periods will commence 12 hours prior to departure of the convoy. Convoy commanders will ensure driving periods are equally distributed between primary and assistant drivers. Every effort will be made to ensure the relieved driver obtains sufficient rest. Except in justified emergencies, convoys will not be on the roadway for more than 12 hours in a 24-hour period.

f. Driver Qualifications. Only personnel qualified to operate the vehicle to which they are assigned will be permitted to drive in a military convoy. All drivers will have a current Optional Form 346, U.S. Government Motor Vehicle Operator's Identification Card, in their possession, indicating their driving qualifications. Exemption from the Commercial Driver's License requirement is granted by Public Law 99-570, Commercial Driver's License Program, for military personnel on official business and in uniform. (For Army see paragraph 12.b.(1) for information pertaining to licensing drivers for heavy vehicles, fuel tankers, and passenger vehicles.)

g. Assistant Drivers. Assistant drivers will not sleep during vehicle operation and will be alert at all times.

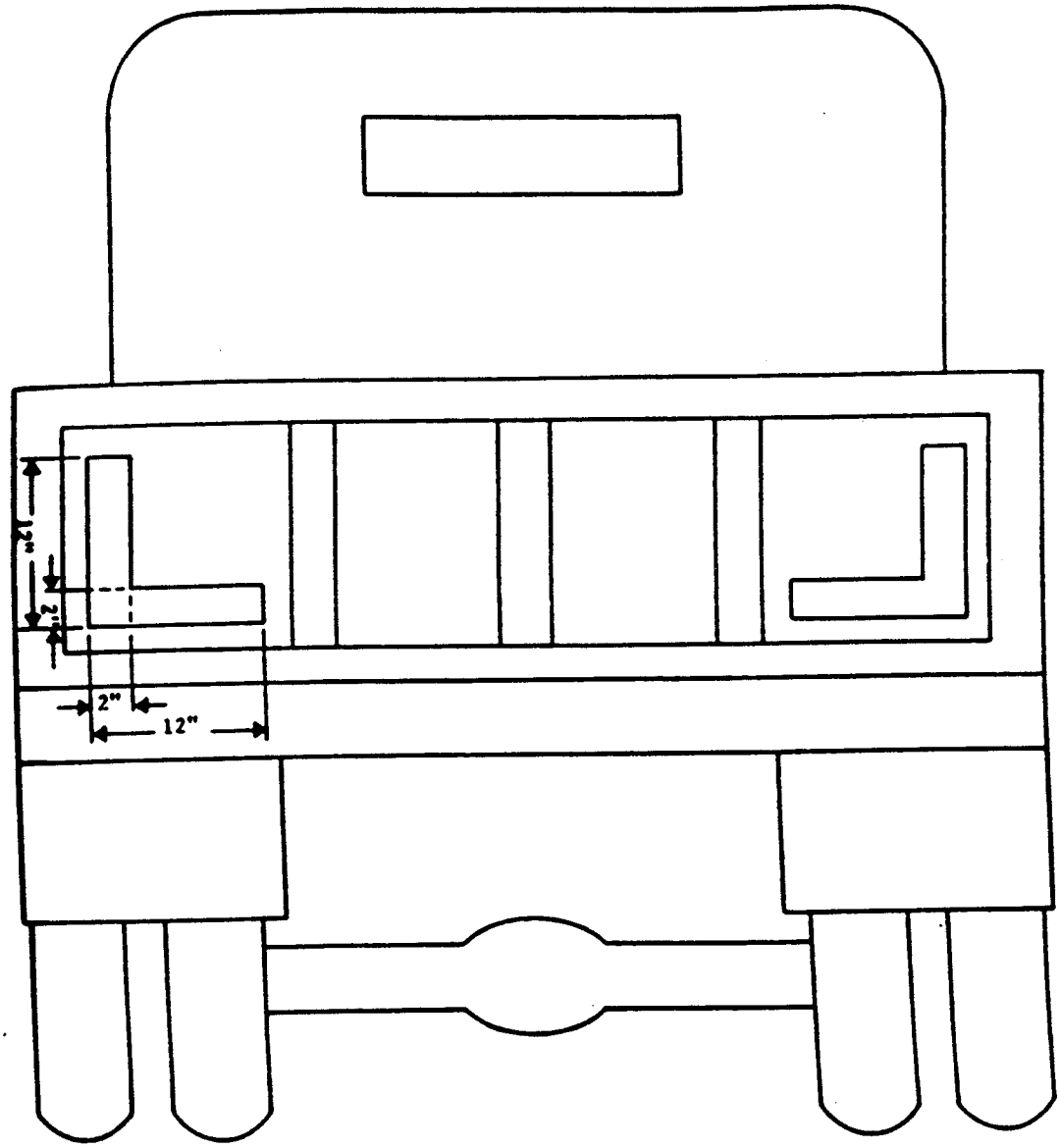
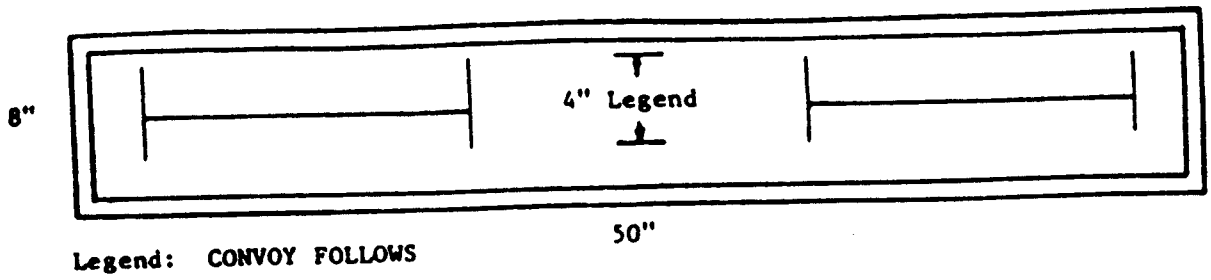
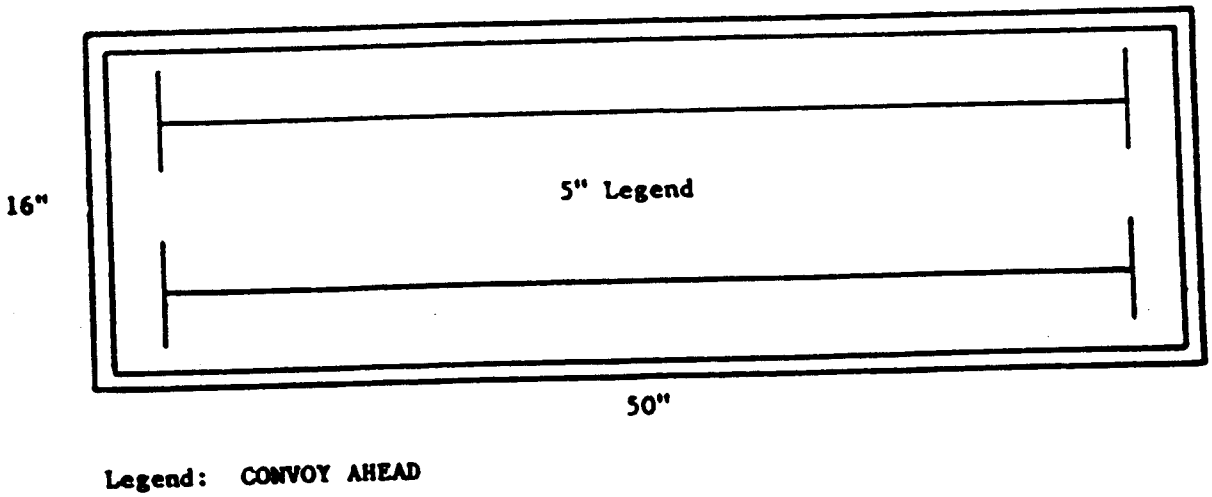


Figure AV-4. Sample of Convoy Vehicle Marking.

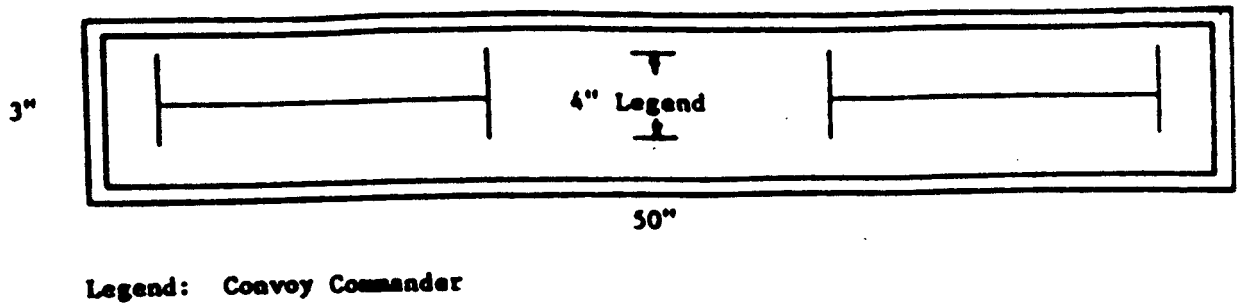


Convoy Sign -- Front of first vehicle of an element.



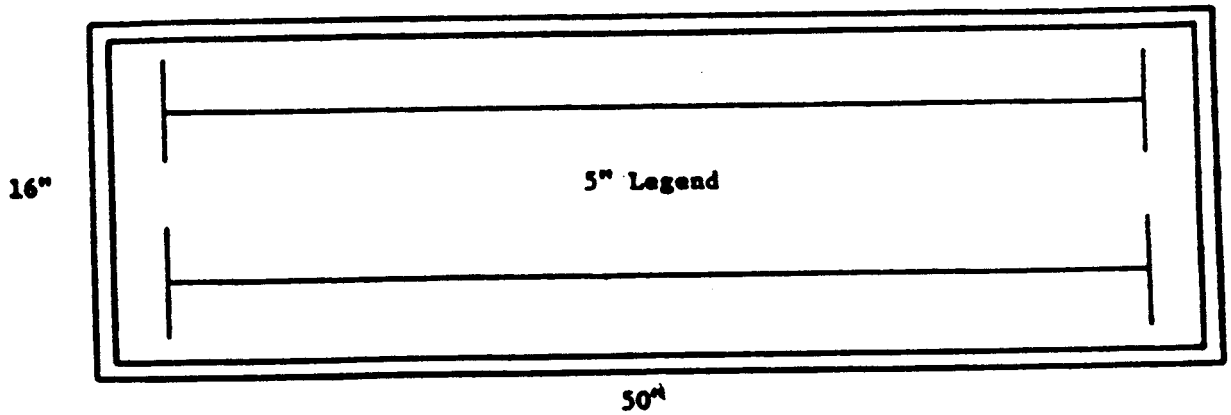
Convoy Sign -- Rear of last vehicle of an element.

Figure AV-5. Sample of Convoy Signs, Front and Rear.



Legend: Convoy Commander

Convoy Commander Sign -- Front of vehicle.



Legend: Convoy Commander

Convoy Commander Sign -- Rear of vehicle.

Figure AV-6. Sample of Convoy Commander's Sign, Front and Rear.

h. En Route Reports. Convoy commanders will provide reports as required by the convoy approval authority.

i. Records. Records of all negotiations with State representatives in connection with permits will be maintained by each authorized representative or DMC of the respective services.

11. Accident Procedures.

a. In the event of an accident, the main part of the column will not stop to provide assistance. Vehicles to the rear will move around the accident. If the accident blocks the convoy route, maximum effort will be made to clear the route to allow the march unit and other traffic to continue. Immediate assistance required for the injured will be provided by personnel of the next following vehicle. The first officer or noncommissioned officer to arrive on the scene will take charge, supervising emergency aid and directing military traffic until the trail officer, medical officer, or other competent assistance arrives. The trail officer, aided by medical personnel (when available) and maintenance personnel, will supervise and direct care of the injured, disposition of vehicles, and clearance of the route in coordination with local law enforcement personnel.

b. Traffic accidents resulting in death, injury, or property damage will be reported immediately to the convoy commander and, in turn, to both civilian and military police authority. In serious traffic accidents, accident investigations normally will be performed by civilian police with a concurrent or follow-on investigation by military police. Accident reports will be submitted as required by military installations and local requirements (For Army refer to AR 385-40, Accident Reporting and Records).

12. Army Convoy Operations. The following procedures do not negate instructions found herein, but delineate Army MOBCON operational procedures.

a. Convoy Operations.

(1) Convoy Movement Orders.

(a) The DMC may grant blanket exemptions to the requirements for CMO and vehicle identification for convoys. Such exemptions apply to moves not on primary convoy routes and are within a travel radius of approximately fifty miles.

(b) Once the CMO is issued, last minute changes may be coordinated via telephone with the DMC.

(2) The maximum time length of any convoy is limited to one hour.

(3) The CMO provides convoy commanders with a detailed route and movement schedule. Rate of speed will be taken from the CMO. Deviation is not authorized without prior coordination with the appropriate DMC.

(4) Oversize and Overweight Vehicles. Convoy commanders who cannot maintain minimum posted speeds because of large, heavy vehicles may submit a request for exception to minimum posted speeds to the DMC using DD Form 1266 (figure AV-1) or alternate DTR Sample Form 1265/66 (figure AV-2). Use of DTR Sample Form 1265/66 is at the discretion of the DMC. The DMC will coordinate with the State Department of Transportation to determine the best routing for vehicles based on their size, weight, and speed capabilities.

b. Safety Procedures and Equipment.

(1) Convoy commanders will ensure drivers are properly trained and licensed to operate heavy vehicles (greater than 26,000 pounds), bulk fuel tankers (1,000 gallons or more), and passenger vehicles (16 or more including driver). Army Commercial Driver's License Computer Assisted Instruction 551-10 program is available Army-wide to assist commanders with training. Completion of training and testing must be recorded in Section III, DA Form 348 (Equipment Operators Qualification Record) or with the Unit Level Logistics System generated DA Form 348-E.

(2) Convoy Commanders will complete the Convoy Commander's Checklist prior to movement (FORSCOM/ ARNG Reg 55-1, FM 55-15, etc.).

(3) All convoy vehicles, regardless of size, will be equipped with the basic type warning kit, or equilateral triangles with material of iridescent red for daytime use and reflex-reflective properties for nighttime use. As a minimum, this warning kit contains three sets of red reflectors and two red flags or three red reflector triangles and is acceptable in most States. Some States will require items such as flares (fusees) in addition to the above kit. Chemical wands or chemlites may be used. When bent, these will produce a chemical reaction which provides light. Vehicle operators will be instructed in the proper use of warning devices prior to the convoy's departure. In an emergency, warning devices will be placed in accordance with the provisions of FM 21-305 and CFR 49, Transportation, Part 392, Subpart C, Stopped Vehicles. Reflective equilateral triangles are available from GSA schedules and are listed under Class 9905, Signs and Reflectors. Vehicles engaged in transporting compressed gases, explosives, or flammable liquids will use three red electric flashing lanterns in lieu of flares (fusees). Vehicles transporting hazardous cargo will be properly placarded in accordance with CFR 49, Transportation Part 172, Subpart 172, Subpart F, Placarding. Rotating caution lights for heavy equipment transporters will be installed, if required by state laws.

c. Each vehicle will have, as a minimum, one set (pair) of tire chains during periods when snow or ice conditions may be encountered.

d. Personnel will not be transported in the cargo compartment of the last vehicle in an element of a convoy.

e. Vehicle operations will be conducted in accordance with AR 385-55, Prevention of Motor Vehicle Accidents; FM 55-30, Army Motor Transport Units and Operations; FM 55-312, Military Convoy Operations in the Continental United States; and civil laws in a manner that will ensure safety in keeping with road and traffic conditions and reflect credit on the military service.

f. Maintenance, wrecker, and recovery vehicles will be equipped for their missions and will carry emergency quantities of fuels and lubricants.

g. Road guides will wear high visibility devices such as Traffic Safety Military Police ensembles consisting of vest and sleevelets. Baton type flashlights (amber) should also be provided.

h. Traffic signals and other traffic control means will be obeyed. Only when other safeguards are provided (such as civilian police escorts to control intersections or points of congestion) will such control means be disregarded.

i. Convoy vehicle drivers will be instructed not to give so-called "clearance signals" to civilian vehicle operators.

13. Army Convoy Identification.

a. Each convoy march unit will be identified by a blue flag on the leading vehicle and a green flag on the last vehicle of the convoy element. If the leading and last vehicles are control vehicles, flags will be installed on the first and last vehicles occupying static positions in the convoy element. The vehicle of the convoy commander will display a white and black flag. The size, design and placement of these flags are as prescribed in AR 840-10, Heraldic Activities, Flags, Guidons, Streamers, Tabards, and Automobile and Aircraft Plates , and FM 21-305, Manual for the Wheeled Vehicle Driver. Police escort vehicles will not display convoy identification flags.

b. Additionally, each convoy will be identified by a convoy number. The approving authority headquarters in whose state the convoy originates assigns the number when it approves the convoy clearance request. During emergencies or times when the SMCC is unmanned, the SMCC will have established and published procedures to assign convoy numbers. This number will identify the convoy during the entire movement. It will be placed on both sides and, if possible, on the front of all vehicles of the convoy. Additionally, it will be placed on the top or hood of the lead and trail vehicles of each march unit to ensure identification from the air. It will be composed of two letters indicating the state of origin, convoy number assigned by that headquarters, and a letter or letters indicating type of movement, i.e., "C"-Convoy, "E"-Explosives, "S"-Outsize, "H"- Hazardous. These letters will be used for individual vehicles or for a convoy containing over dimensional vehicles or load. For example, identification “VA50008C” indicates that the convoy originates in the State of Virginia and was the eighth convoy approved in 1995. The letter "C" indicates that there are no explosives, hazardous or outsize items of equipment included in the convoy. The elements of a convoy may be identified by adding a letter behind the convoy number. Numbers may be applied to vehicles with a chalk crayon of contrasting color.

14. Army Convoy Organization.

a. Convoy Commander. Each convoy will be organized under the control of a convoy commander. Since the convoy commander must be free to supervise the movement, there is no static location prescribed for him in the column. Maximum use will be made of radio communications. The convoy commander should have contact with all subordinate element commanders during movement. Convoy and convoy element commanders should refrain from infiltrating through the convoy unless absolutely necessary for control.

b. March Units. Convoys may be subdivided into small flexible elements called march units. When the number of vehicles exceeds 25 or when traffic or road conditions dictate, convoys will be divided into march units. This grouping of vehicles should be such that interference with the flow of other traffic is minimized to the extent possible. A leader responsible to the convoy commander will be appointed for each march unit.

c. Column Gap. A minimum time gap of 5 minutes will be maintained between march units.

d. Size of Convoy Elements. The number of vehicles in convoy elements will not exceed 25. The availability of supervisory personnel and communications equipment, traffic conditions, and the capacity of rest areas, including parking, will frequently influence the size of convoy elements.

e. Trail Element. The trail element, when used, is the last element of the convoy. The trail officer represents the convoy commander in such functions as maintaining march discipline, preventing straggling, and checking final clearance of designated points. Maintenance and medical aid personnel will be included in the trail element and will be equipped to repair vehicles and provide medical aid as required.

15. Army Convoy Procedures.

a. Convoy Vehicle Distances.

(1) For normal operations, an individual vehicle or cargo truck will maintain a minimum interval of four seconds from the vehicle it is following. All trucks towing trailers will maintain a minimum interval of eight seconds. At speeds above 40 mph, during darkness, or when operating in inclement weather or other instances of reduced visibility, the time should be increased.

(2) FM 21-305 provides details for managing space between convoy vehicles based on vehicle length.

b. March Discipline. Principles of march discipline will be observed (FM 55-312).

c. Police Support. Request for military and/or civilian police support required along the convoy route will be coordinated through the DMC. When civilian police support is not available at the scene of a traffic accident, military personnel and emergency warning devices will be positioned at appropriate distances from the accident to caution civilian traffic of a potential hazard. Military personnel used to guide or direct convoy operations will be instructed in their duties prior to being posted and will not direct control over civilian traffic using public highways, except as mentioned above.

d. Entering Major Highways. When police support is available, vehicle operators will enter the highway in compliance with the police officer's signals. When police support is not available, responsible military personnel will be designated to direct military vehicle operators, only to ensure safe and orderly flow onto the highway. In this instance, vehicles may be infiltrated or closed to a distance not less than 20 yards, whichever appears to be in the best interest of traffic safety based on the convoy commander's evaluation. Vehicle operators will be instructed to use acceleration lanes when available to establish operating speed before entering the traffic lane. Prescribed vehicle distance will be attained after all vehicles are on the highway and will be maintained for safe and efficient convoy operations. Vehicles will not operate on road shoulders to allow civilian traffic to pass.

e. Scheduling Rest Halts. Rest halts will be scheduled for a minimum of fifteen minutes at the end of the first hour of convoy movement and for a minimum of ten minutes at the end of every second hour thereafter. Departure from this rule is authorized when suitable rest facilities are not available at these intervals. During these rest halts drivers will inspect their vehicles for safety items, i.e., lights, tires, trailer connections, cargo security, blocking, bracing, tiedown, and security. Rest stops and inspections will be in accordance with AR 385-55, Prevention of Motor Vehicle Accidents.

(1) The DMC will maintain current information on rest areas. This information will be made available to convoying units and will include the location and facilities available at each rest area. Pre-convoy planning will include provisions for use of these facilities. Rest halts on controlled-access highways will be made only at rest areas designated by the DMC.

(2) Assistance in determining the percentage of truck parking capacity at rest areas which can be occupied by convoy vehicles will be provided by DMC.

(3) Sites selected for rest halts will not be located in urban or heavily populated areas. Areas on curves or reverse sides of hills will be avoided. Sufficient room will be available to allow vehicles to park off the paved portion of the road. A distance of at least 3 feet will be maintained between parked vehicles. (Warning kits will be used unless vehicles are completely off the highway including road shoulder.) Exercise caution when resuming movement onto the road. Trail vehicle personnel will post a guard with proper warning devices to alert, but not direct approaching traffic. Vehicles transporting explosives and hazardous materials will not be parked in congested areas.

(4) With the exception of guards posted at the head and tail of each halted march element, or personnel performing emergency maintenance, convoy personnel will not be permitted on the traffic side of vehicles.

(5) When departing a rest area, road guides or other available personnel will be posted at least 50 yards behind the last vehicle to warn all traffic. (When police support is provided, this guide may not be required.) Convoy vehicles will return to the highway as rapidly and safely as possible. Prescribed vehicle distance will be attained after all vehicles are on the highway.

f. Meal Halts. Restrictions on rest halts also apply to meal halts. Since meal halts usually extend for a minimum period of 30 minutes, phasing all march elements into one rest area in sequence may generate control problems because of excessive gaps between elements. Convoy commanders will ensure any areas, public or private, furnished free or for fee, used for meal halts, rest halts, or bivouac are properly policed prior to the convoy's departure. Units using the facilities (public or private) are considered guests and as such are expected to maintain sanitary conditions. Failure to comply with these instructions could result in refusal of sites for future use and reflect adversely on the military image.

g. Toll Accessed Roads, Bridges, and Tunnels. Restrictions on toll facilities are frequently at variance with those on other routes. Before approving clearances over toll facilities, then DMC will determine that the type of cargo and vehicles comprising the convoy are authorized to use the route. The requesting agency will be informed of any restrictions on cargo, speed, halts, and size of convoy on toll facilities. When the convoy is unable to conform with imposed restrictions and a waiver cannot be obtained, an alternate route will be used. To ensure uninterrupted convoy movement and minimum congestion at toll facilities, installation or activity representatives planning the movement will contact officials of each toll facility in advance of movement to coordinate an acceptable method of payment, i.e., credit card, pre-purchased toll tickets, or payment by an appointed Class "A" agent officer.

h. Refueling. Refueling must be coordinated with the DMC in advance to determine if any State or federal restrictions apply to the proposed site.

i. Recovery Operations. Vehicles will be recovered by the maintenance element in the trail party or through commercial sources. The convoy commander will brief all members of the convoy on correct procedures for recovery operations. Other vehicles in the convoy will not pull over to render assistance as this could cause accidents or other problems with traffic flow. If there is no trail party, the mechanic stationed in the last vehicle of the convoy will stop to assist the disabled vehicle.

16. Army En Route Reports. The DMC in each state, in coordination with the state Department of Transportation, will establish en route reporting requirements for the state. Paragraph 3 of the CMO provides detailed en route reporting requirements when applicable to a specific convoy.

APPENDIX AW

AERIAL PORT AND AIR TERMINAL POLICY AND PROCEDURES

A. AIR TERMINAL POLICY

1. Establishment of U.S. Air Force (USAF) Air Terminals.

a. The USAF will establish and operate air terminals in support of other DoD Components (including joint airborne training and operations) to satisfy authorized airlift requirements. Air terminals may be established on airfields of a military service (with concurrence) other than the USAF to meet the requirements of this publication.

b. The military service moving traffic through USAF air terminals may establish facilities and station personnel on them as tenants to perform functions pertaining to their own traffic as provided by this regulation.

c. Wartime air passenger and cargo requirements in support of an operations order will be consolidated at those predesignated continental United States (CONUS) aerial ports, whenever feasible, to maximize the productivity of the airlift system. Major units will normally be deployed from their supporting airfield or the nearest designated aerial port.

d. Military air passenger terminals are established at CONUS AMC bases to meet the military services' wartime needs.

2. Air Terminals Operated Services. The establishment and operation of air terminals for handling traffic movement by organic aircraft of a single military service is the responsibility of that military service.

3. Interservice and Host or Tenant Support Agreements. Established DoD and Services' policies governing interservice host or tenant support agreements will be followed when negotiating air terminal support agreements at aerial ports.

4. Additionally, the following provisions will be considered in such negotiations:

a. Control and routing of vehicles and vehicular equipment in and around air terminal facilities.

b. Time frame for pickup and delivery of cargo.

c. Specific arrangements for the onward movement of all terminating airlift traffic.

d. Specific points of cargo acceptance by the terminal operator and consignee.

e. Specific arrangements for cargo handling, to include special requirements, needed to affect transfer between the terminal operator and the shipper.

f. Specific arrangements for clearance and handling of hazardous cargo.

B. DESIGNATION OF AERIAL PORTS

1. Purpose. The purpose of designating certain airfields as aerial ports is to establish the most effective distribution for DoD authorized air traffic.

2. Authority. The Chief of Staff, USAF, designates aerial ports. Changes or additions to Services' requirements for aerial ports should be submitted to HQ USAF/LGT. Wartime and contingency aerial ports are designated by the unified commanders, within their theaters of operation, and identified in the appropriate command plans as essential to support wartime theater airlift operations. These aerial ports may or may not include aerial ports previously designated by the Chief of Staff, USAF.

3. Designated Aerial Ports.

a. CONUS (Cargo) (AMC-Operated)
Andrews AFB MD (See Note 1)
Charleston AFB SC (See Note 6)
Dover AFB DE (See Note 6)
March AFB CA (See Note 7)
McChord AFB WA (See Note 6)
McGuire AFB NJ (See Note 6)
Travis AFB CA (See Note 6)

b. Overseas (AMC-Operated)
Andersen AFB Guam
Aviano Air Base Italy
Elmendorf AFB AK
Hickam AFB H I
Howard AFB Panama
Incirlik Air Base Turkey

c. CONUS (Cargo) (Non-AMC-Operated)
Hill AFB UT (See Note 2)
NAS Norfolk VA(See Note 6)
Patrick AFB FL (See Note 3)
Robins AFB GA (See Note 2)
Tinker AFB OK (See Note 6)
Wright-Patterson AFB OH (See Note 2)

d. Overseas (AMC-Operated) (See Note 4)

Kadena AB JAPAN
Lajes Field AZORES
RAF Mildenhall UK
Osan AB KOREA
Ramstein AB GERMANY
Rhein-Main AB GERMANY (See Note 11)
Yokota AB JAPAN

e. Overseas (User-Operated) (See Note 5)

NOTE: Overseas-Wartime Operations. Additional oversea wartime and contingency aerial ports are designated in appropriate unified command plans. These aerial ports accommodate strategic and tactical airlift and provide interface points with other transportation modes.

Iwakuni MCAS, Japan
NAVSUPPFAC, Diego Garcia
NAVSUPPACT, Naples Italy
NAS Sigonella, Sicily
NAVSUPPACT, Souda Bay, Crete
NAVSTA, Guantanamo Bay, Cuba
NAVSTA, Keflavik, Iceland
NAF, Midway
NAVSTA, Roosevelt Roads Puerto Rico
NAVSTA, Rota, Spain
NAVSUPPO La Maddalena Italy

NOTES:

1. Andrews AFB MD is the aerial port for special missions originating in the Washington DC area.

2. Standby CONUS aerial ports activated for cargo operations as required during emergencies. USTRANSCOM, supported commanders, and AMC during the review of time-phased force deployment data will determine which standby CONUS aerial ports are to be activated. They will be activated on implementation of the operations plan.

3. Patrick AFB FL is operated by Air Force Space Command to satisfy all services requirements of the Eastern Test Range Station.

4. Overseas aerial ports with relatively permanent air terminal facilities operated by AMC to support peacetime airlift requirements and ensure the maintenance of realistic wartime interface patterns. Other operating locations and detachments are established to support peacetime channels and can be found in the AMC sequence listing for channel traffic.

5. Oversea aerial ports with relatively permanent air terminal facilities operated by a user Service through an interservice agreement with AMC to support peacetime airlift requirements and ensure the maintenance of realistic wartime interface patterns. Other operating locations and detachments are established to support peacetime channels and can be found in the AMC sequence listing for channel traffic.

6. Designated Air Passenger Terminals.

7. Contingency base with limited peacetime capability.

C. RESPONSIBILITIES FOR AIR TERMINALS AND AERIAL PORTS

1. HQ AMC is responsible for:

a. Operating, or arranging for the operation of, all air terminals at CONUS aerial ports.

b. Operating, or arranging for the operation of, fixed air terminals in oversea theaters for all DoD Components.

c. Operating mobile air terminals from nonfixed locations during wartime, contingencies, and exercise operations and in peacetime within the theater, as required.

2. The Air Component Commanders are responsible for:

a. Identifying air terminal requirements to the unified commanders.

b. Operating air terminals at designated airfields by agreement with AMC.

3. Air terminal operators will:

a. Inspect shipments to ensure proper packing, crating, and documentation before acceptance.

b. Establish timely liaison with the moving unit to provide unit and cargo movement planning, airlift capability information, aircraft types, allowable cargo and troop loads, and special loading instructions.

c. Provide storage and loading facilities for other Services traffic arriving by all transportation modes for onward air movement.

d. Load and unload cargo into consignee vehicle.

e. Brief passengers before air movement.

f. Repair or arrange for repair of cargo packaging damaged while in transit.

g. Provide and operate in-transit storage and transient facilities for authorized traffic, including special storage and handling.

4. The Supported Service will:

a. Prepare cargo for air shipment according to established packaging and crating instructions.

b. Deliver cargo to the reception point at the departure airfield.

c. Provide documents required for in-transit control of traffic.

d. Establish the priority of traffic moving within the allocation.

e. Accept delivery promptly upon notification of traffic arrival at the destination air terminal.

f. When required, find out from the local transportation office the air terminal container capability of the airfield of intended use.

5. Exceptions of Responsibility. Exceptions to the basic assignment of responsibility may be necessary to accommodate military needs. Such exceptions will mainly be cases where special circumstances make it advisable that a specific command or agency be assigned the responsibility for air terminal operations support. Determination of responsibility in these cases will be made by the Chief of Staff, USAF.

D. FUNCTIONS OF AN AIR TERMINAL

1. Functions of an air terminal at an aerial port include, but are not limited to:

a. Receiving, loading, unloading, consolidating, storing, and arranging for further airlift and disposition of all cargo.

b. Ensuring compliance with pertinent directives for movement of traffic.

c. Receiving, controlling, and processing passengers as outlined in service and DoD directives.

d. Receiving, processing, loading, and unloading shipments of deceased personnel.

e. Ensuring compliance with the Foreign Clearance Guide, and appropriate DoD or Service instructions covering the entry and departure of aircraft, passengers, crew, baggage, patients, cargo, and mail. This includes ensuring the documentation of aircraft and contents and making arrangements with appropriate government agencies for these services.

f. Conducting crew and passenger briefings, as required, on local customs, protocol, security, medical requirements, currency exchange, curfews, uniform requirements, and hazardous cargo.

2. Services which operate air terminals will maintain a list of their respective terminals reflecting their category posture and plans, if any, to upgrade their capability for wartime.

E. AIR MOVEMENT OPERATION

1. An air movement operation involves the air transport of units, personnel, supplies, and equipment to include air-land operations, airborne operations, air assault, low altitude parachute extraction system operations, container delivery system, and heavy equipment drop operations. The Service operating aircraft will:

a. Install restraint, extraction, and ejection systems in the aircraft for the safe exit of parachutists and cargo.

b. Assist the supported services in developing and coordinating plans for specific aircraft loads and movement sequence.

c. Provide personnel and equipment, as required, for marking drop and extraction zones.

d. Provide the unit moving cargo with planning information, airlift capability information, aircraft types, allowable cargo and troop loads, and special loading instructions.

e. Provide technical supervision to personnel loading, securing, and unloading accompanying supplies and equipment.

f. Provide technical assistance and safety inspections for all supplies and equipment loaded and secured in aircraft.

g. Provide necessary emergency parachutes and survival equipment.

h. Provide and operate specialized materials handling equipment for loading and unloading aircraft when the equipment is not available from the unit being transported or airfield operator.

2. The Supported Service will:

a. Prepare cargo for airland, air assault, or airdrop according to appropriate joint Service or Service regulations.

b. Mark each item of equipment to show weight. When required, mark each item to show cube, center of gravity, and content.

c. Document and manifest traffic according to appropriate instructions.

d. Develop and coordinate plans for specific aircraft loads and movement sequence with air terminal operations.

e. Load, tie-down, and unload accompanying supplies driven into or loaded directly into an aircraft.

f. Assist, when required, with installation of cargo restraint, release, and extraction systems.

g. Prepare and load containers to be pushed from jump exits by parachutists.

h. Provide parachutes, individual survival equipment, and supervision to parachutists who jump from aircraft.

i. Provide ground security during airland operations except when the operations occur on active military installations.

j. Develop and publish aircraft parking plans, airfield layouts, access routes, and joint inspection points, in coordination with the air terminal operator.

k. Establish procedures and standards for rigging supplies and equipment to be delivered by air.

l. Establish collocated airlift coordination facilities at departure airfields.

m. Deliver rigged loads to a mutually agreed upon inspection point.

n. Inspect each rigged load before and after loading.

o. Provide qualified drivers for unit rolling stock.

p. Provide ground transportation to move troops from marshalling area to aircraft.

q. Provide qualified representatives to determine safe and acceptable procedures, if such procedures have not been developed for airdrop, ejection, or extraction.

r. Provide shoring for vehicles and equipment for loading and protection of aircraft floors.

s. Provide airdrop platforms for airdrop loads.

t. Provide the necessary drop extraction zone identification when the use of a combat control team is not feasible.

u. Return aircraft items of equipment by the most expeditious means.

APPENDIX AX

MOVEMENT OF HUMANITARIAN ASSISTANCE (HA) SUPPLIES

1. Humanitarian relief is one of the most important missions within the DoD community. The Assistant Deputy Under Secretary of Defense for Transportation Policy (ADUSD(TP)) is responsible for developing military policy for international HA and foreign relief operations; and acts upon requests from the head of a federal executive department or agency (e.g., U.S. Department of State) for movement of non-DoD (or non-U.S. Government) cargo. This request is in accordance with DoD 4515.13-R, Chapter 8, paragraph B.3. The President and Secretary of Defense (SECDEF), as the National Command Authority (NCA), approve HA missions. The Chairman of the Joint Chiefs of Staff, by authority and at the direction of the SECDEF, orders overseas deployments in support of HA missions. (See FM 100-23-1, FMFRP 7-16, NDC TACNOTE 3-07.6, ACCP 50-56, PACAFP 50-56, USAFEP 50-56, Humanitarian Assistance -- Multiservice Procedures For Humanitarian Assistance Operations. After approval, the Office of Humanitarian Affairs is responsible for policy guidance and oversees execution of programs specifically authorized by statute, e.g., the Denton (Title 10 U.S.C. Section 402); and McCollum amendment cargo. (Title 10 USC Section 2551)

a. Denton Space Available Transportation Authority, Title 10, Section 402, provides for humanitarian and civic assistance in conjunction with military operations. (See DTR, Part II, Cargo Movement, paragraph C.3.i.) Such supplies may be transported only on a space available basis. Preparation of these supplies and cargo is the responsibility of the sponsoring agencies, commands, or Services. The supported CINC or designated Service/DoD sponsor, in coordination with the donor will:

(1) Ensure transportation is consistent with the foreign policy of the United States;

(2) Ensure supplies are suitable for humanitarian purposes and are in usable condition;

(3) Validate that a legitimate humanitarian need exists for such supplies by the people for whom they are intended;

(4) Validate that transportation is consistent with U.S. foreign policy;

(5) Validate that supplies will be used for humanitarian purposes; and

(6) Ensure adequate arrangements are in place for supply distribution in the destination country, if appropriate.

(7) Ensure all cargo is assigned a Transportation Control Number (TCN). NOTE: No shipment will be entered into the DTS without a TCN.

(8) Provide or pay all costs of storage and local shipping;

(9) Arrange with the consignee in the destination country to receipt for the cargo upon arrival.

b. Item 41 of Public Law 100-180, Division A, Title III, Section 332(b)(6), 4 December 1987, 101 Statute. 1080, indicates, "Armed forces participation in humanitarian and civic assistance activities," to include transportation support, will be accomplished upon receipt of "approval of Secretary of State" (item 401). Additionally, 32 CFR, Sub. A, Chapter I, Subchapter R, Part 387.3, Responsibilities and Functions, directs that "The Assistant Secretary of Defense (International Security Affairs) is the Principal Staff Assistant and advisor to the Under Secretary of Defense for Policy and the Secretary of Defense concerning DoD policy related to ..... humanitarian assistance."

2. Based on procedures established by the President of the United States, and in compliance with the terms described above, the following must occur prior to release of HA cargo to the DoD for shipment:

a. Prior to acceptance for transport, all supplies must be inspected and certified to be in compliance with paragraph 1, above.

b. The donor will ensure supplies to be transported are suitable for transport.

c. Transportation authority may be distributed by an agency of the U.S. Government, a foreign government, an international organization, or a private non-profit relief organization.

d. Supplies will not be distributed, directly or indirectly, to any individual, group, or organization engaged in a military or paramilitary activity.

e. The shipper and installation traffic management office will comply with all established cargo preparation and documentation procedures.

f. The shipper, in conjunction with designated team, will ensure compliance with all established cargo preparation and documentation procedures.

3. Undocumented cargo will be referred to the installation transportation office when documentation cannot be readily prepared, e.g., some Deputy Assistant Secretary of Defense (DASD) Humanitarian Assistance (HA)-sponsored shipments, shipments for coalition/United Nations Forces, and for shipments for those specialized units which do not normally deploy an element capable of preparing the necessary documentation. If the workload is greater than can be accomplished by the base transportation function, augmentation should be requested from their parent command.

4. Origin aerial or seaport will coordinate documentation, load planning, and loading/unloading cargo; and provide onward movement information. NOTE: Movement may be space available (TP-4, for air) or space required.

5. Prior to passing requirements to the port commander, unified commands will validate/consolidate requirements to ensure cargo is prepared for shipment and documentation is completed; e.g., unified component commands are responsible for coordinating requirements for:

a. Airlift mission support with Air Mobility Command (AMC) units to include arrival/departure times, load configuration, and fleet service (where required).

b. Sealift mission support with MTMC, to include arrival/departure times and load configuration.

6. Preparation and documentation procedures:

a. Release of this cargo to DoD for shipment will include a request for/authorization for packing and preparation for movement. This request and/or authorization will accompany all transfer documents prior to acceptance in the DTS.

b. HA provides funding to USTRANSCOM/TCJ8, who in turn provides cost codes or payment to AMC, MTMC, and MSC, as appropriate, for transportation of a designated shipment.

c. The Defense Logistics Agency (DLA/MMDT), Ft Belvoir VA, will prepare and process HA-sponsored cargo for movement in the DTS in accordance with DoD 4500.32-R, Volume I, MILSTAMP. The following applies to all HA-sponsored shipments:

(1) TCNs will be provided for all cargo. Shipments will not be accepted without MILSTAMP and TCN documentation.

(2) Transportation documentation will be prepared in accordance with DoD 4500.32-R, Volume I. DoD Directive 4500.9, paragraph C.15.d, further states travel and transportation requirements will be accomplished by the person or organization requesting transportation. DoD 4515.13-R charges the accepting military department with ensuring traffic offered for movement meets all documentation requirements, to include MILSTAMP documentation; border clearance; and theater or political authorization.

(3) Undocumented cargo will be referred to the installation transportation function who will accept the cargo, assist in documentation preparation when documentation cannot be readily prepared (e.g., some Deputy Assistant Secretary of Defense HA-sponsored shipments, shipments for coalition/United Nations Forces, and shipments for those specialized units which do not normally deploy an element capable of preparing necessary documentation), and coordinate movement with the aerial/sealift terminals.

(4) Relief agencies, activities, or organizations donating goods will coordinate movement with the nearest DLA activity for transportation documentation processing. Construction of the Transportation Account Code (TAC) for HA-sponsored shipments will be in accordance with MILSTAMP, TACs, Volume II.

(a) No shipments using this TAC will be accepted by any DoD activity without prior approval from USTRANSCOM/TCJ8, DSN 576-5099 or Com'l (618) 256-5099.

(b) All bills for transportation services covering an HA shipment will be sent to USTRANSCOM/TCJ8, 508 Scott Drive, Room 114, Scott AFB IL 62225-5357, for payment. Copies of all GBLs and TCMDs will also be faxed to DSN 576-8097 or Com'l (618) 256-8097.

7. The Joint Movement Control Center (JMCC) or Theater Logistics Coordinating Center should coordinate employment of all modes of theater transportation to support the theater concept of operations. The JMC also should oversee execution of theater transportation priorities.

8. Theater airlift wings will:

a. Control mission execution of theater assigned/attached airlift operations.

b. Coordinate details with requester, to include load planning, load availability, cargo compatibility, and support requirements.

c. Provide theater interface with HQ AMC Tanker Airlift Control Center (TACC) or Air Mobility Element (if established).

9. HQ AMC TACC will:

a. Coordinate aerial port squadron support for loading/unloading theater flown airdrop missions on an as available basis.

b. Provide Tanker Airlift Control Element (TALCE) support for theater requirements as requested through, and validated by, USTRANSCOM. (Reference Joint Pub 4-01, AMC/PACAF and AMC/USAFE Command to Command Agreements, (draft) for additional guidance.)

10. Theater aerial or seaports are responsible for controlling mission execution of theater assigned/attached operations, coordinating details with user contacts to include: load planning, load availability, cargo compatibility, support requirements, and provide theater interface with HQ AMC TACC and theater Movement Control Center (MCC).

11. Theater MCC will arrange for ground transportation from the port of debarkation to in-country final destination. (Reference Joint Pub 4-01)

12. Upon arrival at destination, the consignee will take possession of the cargo; comply with all destination country legal requirements; clear the cargo through customs; arrange for onward movement from the port; and distribute the cargo to designated recipients.

13. In-transit visibility (ITV) requires compliance with procedures in this appendix. ITV will:

a. Ensure reliable and comprehensive ITV in support of customer-stated requirements.

b. Standardize practices supporting information systems and documentation (provided the capability exists) for all movements during peace or war.