AR 59-3
Cy. 2

Army Regulation 59–3

Air Transportation

Movement of Cargo by Scheduled Military and Commercial Air Transportation— CONUS Outbound

This is a reprint of AR 59–3,
1 February 1981.

Headquarters
Department of the Army
Washington, DC
4 September 1987

SUMMARY of CHANGE

AR 59-3
Movement of Cargo by Scheduled
Military and Commercial Air
Transportation - CONUS Outbound

This is a transitional reprint of this publication which places it in the new UPDATE format. Any previously published permanent numbered changes have been incorporated into the text.

Headquarters
Department of the Army
Washington, DC
1 February 1981

Army Regulation 59–3

Effective 1 March 1981

Air Transportation

Movement of Cargo by Scheduled Military and Commercial Air Transportation—CONUS Outbound

This UPDATE issue is a reprint of the original form of this regulation that was published on 1 February 1981. Since that time no changes have been issued to amend the original.

By Order of the Secretary of the Army:

E. C. MEYER
General, United States Army
Chief of Staff

Official:

J. C. PENNINGTON
Major General, United States Army
The Adjutant General

Summary. This regulation states policy and procedures governing the movement of Army sponsored cargo from CONUS to oversea destinations by scheduled military and commercial air transportation. It establishes criteria for determining air eligibility of materiel. It also provides procedures for air eligibility verification, and clearing of shipments into the airlift system.

Applicability. See paragraph 2.

Supplementation. Local limited supplementation of this regulation is permitted, but is not required. If supplements are issued, HQDA agencies and major Army commands will furnish one copy of each to the Office of the Deputy Chief of Staff for Logistics (HQDA(DALO–TSP) WASH DC 20310); other commands will furnish one copy of each to the next higher headquarters.

Interim changes. Interim changes to this regulation are not official unless they are authenticated by the Adjutant General. Users will destroy interim changes on their expiration dates unless sooner superseded or rescinded.

Suggested improvements. The proponent agency of this regulation is the Office of the Deputy Chief of Staff for Logistics. Users are invited to send comments and suggested improvements on DA Form 2028 (Recommended Changes to Publications and Blank Forms) direct to HQDA (DALO–TSP) WASH DC 20310.

Distribution. Active Army, C; USAR, D; ARNG, D.

Contents (Listed by paragraph number)

Purpose • 1
Applicability • 2
Exclusions • 3
Explanation of terms • 4
Policy • 5
Responsibilities • 6
Criteria for air eligibility • 7
Air clearance procedures • 8
Movement by commercial air carriers • 9

Appendixes

A. Materiel Automatically Air Eligible

B. Materiel Requiring Air Eligibility Verification

C. Non-Air Eligible Items

1. Purpose

This regulation governs the use of scheduled military and commercial airlift for Army sponsored air eligible materiel shipments from Continental United States (CONUS) to oversea destinations.

2. Applicability

a. This regulation applies to all US Army activities that process or ship Army sponsored materiel by scheduled military or commercial airlift from CONUS to oversea destinations. This includes Army and Air Force Exchange Service (AAFES) shipments sponsored by the Army at appropriated funds expense as described in paragraph L–4*b*., appendix L, volume 1, DOD 4500.32–R (MILSTAMP).

b. It also applies to the US Army National Guard and the US Army Reserve.

3. Exclusions

This regulation does not apply to—

a. Special assignment airlift missions (SAAMs) by military or commercial aircraft. Arrangement for special airlift will be made according to AR 59–9.

b. Shipments of mail from postal concentration centers for movement on scheduled military aircraft. Local procedures are developed for these shipments according to chapter 6, section III, volume 1, DOD 4500.32–R (MILSTAMP).

c. Shipments of materiel in parcels by official mail. AR 340–3 governs use of official mail.

d. AAFES commercial air movements paid by nonappropriated funds.

4. Explanation of terms

Terms used in this regulation are explained in AR 310–25 and volume 1, DOD 4500.32–R (MILSTAMP).

5. Policy

a. The means of transportation selected will be that which will satisfactorily meet DOD requirements at the lowest overall cost from origin to the final oversea destination.

b. When determining lowest overall cost, consider the extent to which expedited movement will contribute to economies through reduction in—

(1) Pipeline length or stored supplies.
(2) Shipment preparation costs.
(3) Cargo loss and damage.
(4) Personnel travel time.
(5) The cost of transportation space procured for DOD by the transportation single managers.

c. Traffic management factors to be considered in selecting the mode of shipment include—

(1) Shipment modes available between consignor and consignee.

(2) Transportation priority.

(3) Required delivery date (RDD).

(4) Nature of the materiel.

(5) Weight and volume of shipment.

(6) Distance to be shipped.

(7) Cost of transportation alternatives.

d. The need for air movement of Army sponsored CONUS outbound air eligible materiel will be verified by the Shipper Service Control Office (SSCO) before shipments are cleared into the military airlift system by the Air Clearance Authority (ACA). Generally, both the SSCO and ACA functions will be performed by the Logistic Control Activity (LCA). (LCA has been designated as the Army ACA by US Army Materiel Development and Readiness Command (DARCOM)). DARCOM may delegate SSCO responsibilities to activities other than the ACA; however, only the LCA, as the ACA, is authorized to clear cargo into the Military Airlift Command (MAC) channel airlift system.

e. Air movement of Army sponsored cargo will be by MAC when—

(1) MAC serves the origin and destination points directly.

(2) The through cost of US flag carriers to or from a point(s) not served by MAC is more than the cost of using MAC and US flag carriers in combination.

f. Foreign flag carrier(s) will be used only when MAC or US flag carrier cannot provide required service.

g. When the use of US flag carriers is authorized, international air freight forwarders (IAFF) may be considered on a cost basis. In such cases, the following procedures will apply:

(1) US flag carriers will be used by the IAFF from origin to destination, if available.

(2) If US flag carriers are available over any portion of the required route, then US flag carriers will be used by the IAFF.

(3) When US flag carriers are not available over the required route, the IAFF may use foreign flag carriers.

(4) When an IAFF is used, the Government bill of lading (GBL) will be annotated as follows: "US flag carriers are to be utilized to the maximum extent available."

(5) When the required route dictates use of foreign flag carriers on any portion of the route, the GBL will be annotated accordingly.

h. For policy, allowances, and procedures on the shipment of unaccompanied baggage, see AR 55–71.

i. Requests for waivers or exceptions to the policy on the use of MAC airlift must be submitted through channels to HQDA (DALO–TSP) WASH DC 20310.

6. Responsibilities

a. The Commander-in-Chief of MAC is the single manager Transportation Operating Agency (TOA) for airlift service. MAC responsibilities are as prescribed in chapter 2, volume 1, DOD 4500.32–R (MILSTAMP).

b. The Director of Transportation, Energy, and Troop Support, ODCSLOG, will—

(1) Provide policy and guidance on the use of airlift service.

(2) Approve or disapprove requests for waivers or exceptions to policies stated herein.

c. The Commander of the Military Traffic Management Command (MTMC) will establish and operate a Military Air Traffic Coordinating Office (MATCO) at each CONUS aerial port of embarkation (APOE). MATCOs will perform the functions prescribed in paragraph 8–4, volume 1, DOD 4500.32–R (MILSTAMP).

d. The CG, DARCOM is responsible for the operation of the ACA (AR 10–11). DARCOM has established the ACA within the LCA located in the Presidio of San Francisco, CA.

e. The Commander of LCA as the ACA will—

(1) Clear air verified or directed shipments into the military airlift system.

(2) Provide movement control.

(3) Issue diversion instructions for air denied shipments.

(4) Provide receipt and lift data.

(5) Expedite and trace shipments as requested.

(6) Correct shipping documentation discrepancies.

(7) Approve commercial air movements.

f. The Shipper Service Control Office (SSCO) will—

(1) Obtain verification of airlift requirements.

(2) Instruct the shipping installation or activity transportation officer to ship materiel accordingly.

g. The Installation Transportation Officer (ITO) will—

(1) Offer air eligible shipments to the ACA.

(2) Ship materiel as directed by the SSCO/ACA.

7. Criteria for air eligibility

a. Any item that is air transportable and not prohibited from air movement because of its hazardous classification may be air eligible based on the following:

(1) *Immediate requirement.* The operational needs of the requiring command's mission dictate that the item requirement can only be met by airlift.

(2) *Cost effectiveness.* Economies can be achieved by reducing inventories through shortened pipelines and repair cycles.

(3) *Perishability.* Use of airlift is justified when an item is perishable or may deteriorate during movement by sealift.

(4) *Directed action.* Airlift is directed by higher authority.

b. In determining if a given shipment should be moved by air, these criteria for air eligibility will be used—

(1) *Materiel automatically air eligible.* Items identified in appendix A will be automatically cleared for airlift. Verification of air eligibility is not needed for materiel in this category. Verification of the quantity may be requested in cases where a quantity amounting to significant weight appears to exceed reasonable requirements; for example, TP–1 NORS shipment of anti-freeze weighing 100,000 pounds.

(2) *Materiel requiring air eligibility verification.* Air eligibility of items in appendix B must be verified with the requisitioning activity or other proper authority. Shipments of items in this category may be processed and cleared for airlift within this verification if—

(a) The items weigh less than 500 pounds each; or

(b) They are Military Assistance Program (MAP) (Grant Aid) shipments with an estimated airlift cost (from APOE to aerial port of debarkation (APOD)) under $3000.

(3) *Materiel not air eligible.* Materiel that is air eligible under (1) and (2) above, but is not eligible for airlift because of its nature, is listed in appendix C.

(a) Army emergency requirements for these items will be submitted only on priority 01–08 requisitions. They must include exception data justification for airlift. These requisitions must be approved and authenticated by a Colonel (06), civilian GS–15, or higher. They must be submitted through normal channels.

(b) Medical supplies in this category are exempt from restrictions in *a* above.

(c) AAFES emergency requirements for these items will be submitted through normal channels. They must include exception data justification for airlift. These requisitions must be approved and authenticated by a Colonel (06), civilian UA–15, or higher. Concurrently, an information copy of this justification will be sent to HQDA (DALO–TSP) WASH DC 20310.

(4) *Transportation air eligibility considerations.* Shipments may be cleared for airlift when the SSCO determines that either—

(a) The consignee is accessible only by air; or

(b) Traffic management considerations justify airlift.

8. Air clearance procedures

a. An advance submission in Transportation Control and Movement Document (TCMD) format is required by the ACA to clear a shipment for either military or commercial airlift. If air eligibility is automatic, or has been verified by an SSCO other than the ACA, then—

(1) The numeric transportation priority (TP) must be converted into its alpha equivalent; and

(2) The alpha equivalent must be entered into the TP field of the TCMD before it is sent to the ACA.

(TP conversion and TCMD preparation instructions are provided in volume 1, DOD 4500.32–R (MILSTAMP).)

b. TCMDs must be sent as prescribed in volume 1, DOD 4500.32–R (MILSTAMP). Shipments arriving at the APOE for military airlift before the advance TCMD is received from the ACA will be frustrated by MAC. To prevent shipment frustration or release of an uncleared shipment, the ACA must either—

(1) Transmit the air clearance (advance TCMD) to MAC; or

(2) Issue diversion or hold instructions to the shipping activity.

Either course of action must be taken on or before the hour or date in the "date shipped" field of the advance TCMD.

9. Movement by commercial air carriers

Air shipments by commercial carriers from CONUS to oversea destinations will be made as follows:

a. Shipments weighing 1000 pounds or less, that are air mandatory (app A) or have been validated for airlift by the SSCO, will be released by the ITO as outlined in paragraph 5.

b. Shipments weighing more than 1000 pounds must be offered to the ACA for approval or disapproval of commercial airlift. The ACA will approve or disapprove commercial airlift based on the policy and criteria for airlift provided in paragraphs 5 and 7. The ACA will assign a commercial air freight movement (CAFM) control number to shipments approved for commercial air movement. The CAFM number will be noted in the "Description of Articles" portion of the GBL. Shipments will be routed as required by AR 55–355.

Appendix A
Materiel Automatically Air Eligible

A–1. Verification of the airlift requirement for items automatically air eligible is not necessary. Such shipments are offered directly to the ACA according to paragraph 8. The ACA then clears these shipments into the airlift system automatically.

A–2. Materiel automatically air eligible is listed below:

a. Transportation priority one (TP–1)—

(1) Aviation intensive management items (AIMI, project NNM).

(2) Not mission capable supply (NMCS) with code 999 in the RDD field.

(3) Improved HAWK.

b. FSC 6505 (medical)—blood, vaccine, etc.

c. Joint Chiefs of Staff, DA, or DARCOM directed air shipment.

d. Short shelf-life items.

e. Shipments of classified or protected sensitive cargo for which required safeguards cannot otherwise be achieved.

f. Personal property shipments authorized for airlift according to AR 55–71.

g. Remote area support (Okinawa, Greece, Italy, and Turkey).

h. Items designated for movement in air lines of communication (ALOC).

i. Foreign Military Sales shipments authorized and funded for airlift by the sales case (DD Form 1513).

j. Traffic management determinations, such as shipments to hardlift areas and ice bound areas.

Appendix B
Materiel Requiring Air Eligibility Verification

All materiel which is not listed in appendix A or C, but which is air eligible, requires verification of air eligibility before it can be cleared for airlift. Such materiel consists of the following:

1. All other TP–1 shipments.
2. All other TP–2 shipments including—

a. Not mission capable supply/anticipated not mission capable supply (NMCS/ANMCS).

b. AIMI.

c. Improved HAWK.

3. TP–1 and TP–2 MAP (Grant Aid) shipments with an estimated air cost (APOE to APOD) exceeding $3,000.

Appendix C
Non-Air Eligible Items

Items in the following FSC and generic categories of materiel are not air eligible. These items may not be cleared into the airlift system unless justified according to paragraph 7*b*(3).

7105—Furniture
7110—Furniture
7125—Cabinets
7195—Misc furniture
7210—Household furnishings
7220—Floor coverings
7230—Draperies
7240—Household and commercial utility containers
7290—Misc household and commercial furnishings and appliances
7320—Kitchen equipment
7330—Kitchen utensils
7350—Misc tableware
7490—Misc office machines
7510—Office supplies
7520—Office devices
7630—Newspaper
7640—Maps
7660—Sheet and book music
7710—Musical instruments
7720—Musical parts and accessories
7730—Phonographs
7740—Phonograph records
7810—Athletic equipment
7820—Games
7830—Recreational equipment
7910—Floor polisher
7920—Brooms
7930—Cleaning compounds
8010—Paints
8020—Paint brushes
8040—Adhesives
8310—Yarn and threads
8315—Notions
8320—Padding and stuffing material
8325—Fur materials
8330—Leather
8335—Shoe findings
8350—Textile fabrics
8440—Hosiery, men's
8445—Hosiery, women's
8455—Badges
8460—Luggage
8510—Perfumes
8520—Toilet soaps
8530—Personal toiletry
8540—Toiletry paper products
8720—Fertilizers
8730—Seeds
9905—Signs
9910—Jewelry
9915—Collector's items

* U.S. G.P.O.:1991-281-498:20100