

March 2008

**USASAC/AACA**  
**Air Clearance Procedures**  
**For Defense Transportation System**  
**Deliveries of Foreign Military Sales (FMS) and Grant Aid Materiel**  
**Through the Air Mobility Command (AMC) Channel System**

Many FMS Purchasers and Grant Aid Recipient Countries have access to the AMC Channel Airlift System/Service because AMC Channel Aerial Ports are located within their borders. The Channel Service is operated by the U.S. Air Force Air Mobility Command (AMC). It is a world-wide network of scheduled airlifts between AMC-operated terminals and aerial ports. The System's primary purpose is to deliver cargo, passengers and medical evacuees for U.S. Forces worldwide. AMC uses a fleet of military and chartered civilian aircraft deliver to and pick up from these aerial ports. Scheduling depends on how much DOD cargo, passengers etc. need to be moved and if airlift is justified by priorities assigned to them by DOD. The Channel Service also includes lift and receipt data that makes in transit visibility possible, especially by using the Transportation Command's (TRANSCOM's) Global Transportation Network (GTN).

Space in AMC Channel aircraft is very limited; so strict rules apply to whose materiel can be AMC Channel-airlifted, when it is airlift eligible, and how airlift is processed and controlled. First priority always goes to U.S. Forces. Security Assistance Program (SAP) Cargo, FMS and Grant Aid, can be Channel airlifted if a Channel operates into a Purchaser or Recipient Country, if space is available in a Channel mission for the SAP cargo and if there is a real urgency for the airlift. Army, Navy and Air Force Air Clearance Authorities (ACAs) control access to the AMC Channel Service to keep the Service efficient, timely and economic. Chapter 202 in the Defense Transportation Regulation (DTR), Part II details how users and shippers clear and move cargo in the System.

For the Army, Army Regulation (AR) 59-3, Movement of Cargo by Scheduled Military Air Transportation, implements these procedures for both Army U.S. Forces and for SAP deliveries. Use Channel airlift has to be justified, and these regulations provide the rules. Even if a Channel is available for airlifting FMS Delivery Term Codes (DTCs) 9, 7, F, G and J and Grant Aid shipments to overseas destinations, many or most of them should be diverted to ocean lift. For this reason, USASAC's Centralized Case Managers (CCMs) should be aware of the AR 59-3 and DTR airlift control requirements. Air Clearances control entry of cargo into the Channel System. The Air Mobility Command should not allow cargo to be received at an Aerial Ports unless it has been "air cleared" by an Air Clearance Authority (ACA). Uncleared shipments must be referred to an ACA for resolution. Per AR 59-3, the ACA that USASAC CCMs must coordinate with is the Army Air Clearance Authority (AACA) which is part of the Army Materiel Command Logistics Service Agency (LOGSA) located at Redstone Arsenal, Alabama. Based on requisition and transportation priorities, SAP materiel can be **eligible** for AMC Channel

Airlift, but this does not **authorize** the airlift. Before SAP materiel can actually be airlifted, the AACA must **air clear** it. USASAC's Centralized Case Managers (CCMs) are part of the Army's Air Clearance process for SAP cargo because USASAC is the Army's Implementing Agency (IA) for the SA Program. To do this job, they need to follow the procedures below. The procedures will help with making the Defense Transportation System (DTS) work as well as possible for our SAP deliveries. Some cargo can and should go air, but most cargo should go surface. The Air Clearance procedures will help divert some air eligible cargo to surface transportation which will help make the AMC Channel Service work more efficiently for all of DOD.

1. DTR II, Chapter 202, tells a shipper which cargo air eligible and how to offer it for AMC Channel airlift. An FMS or Grant Aid shipment will be **eligible** for airlift if,
  - a. The MAPAD lists an AMC Aerial Port as a Type Address Code (TAC) 2 APOD (Aerial Port of Debarkation) ship-to address for the shipment's Military Assistance Program Address Code (MAPAC),
  - b. The Transportation Priority (TP) for a shipment is 1 (Requisition Issue Priority Designator (IPD) 01-03) or 2 (IPD 04-08).
2. However, the shipment must be **air cleared** by the AACA before the shipper can release the cargo to a CONUS APOE (Aerial Port of Embarkation) for lift to the APOD. Shippers offer Army-sponsored airlift eligible SAP shipments to the AACA for air clearance through the Finance and Airlift Clearance Transportation System (FACTS).
3. If the AACA does not **challenge** the shipment, it will be cleared for AMC Channel Airlift, and the shipper will release it to the APOE.
4. When air eligible shipments are offered, AR 59-3 says that the AACA will automatically air clear medical items such as blood and vaccine. This also goes for short shelf-life, perishable items, classified or protected sensitive and ammunition (Sensitive A,A&E) shipments (unless weight and cubic make surface lift more economic). Any other air eligible shipment is subject to challenge.
5. FMS and Grant Aid shipments are not allowed to have Required Delivery Dates (RDDs) and special RDD entries such as 999. Transportation Priorities (TPs) only determine **airlift eligibility** for SAP shipments. TP 1 and TP 2 shipments of SAP materiel are airlift eligible (TP 1 = IPD 01-03 and TP 2 = IPD 04-08). TP 3 (IPD 09-15) shipments are **not** airlift eligible. As a policy, AACA will clear any TP 1 or 2 shipment for airlift that does not exceed 1500 pounds, is not over 100 cubic feet or does not exceed six feet in any dimension. Everything else will be challenged. Airlift Challenges will be done by e-mail. **AACA Air Challenges will be transmitted to the USASAC CCM group e-mail address: [ccm@usasac.army.mil](mailto:ccm@usasac.army.mil). The applicable CCM must answer the challenge by**

e-mail within 72 hours. If the AACA does not receive a response within 72 hours, the challenged shipment will be diverted to ocean lift. **Prior to diverting the subject FMS shipment for surface movement, it is incumbent upon the cognizant transportation office who cleared the subject shipment for air to notify the PCO of this diversion in case subject material is urgently required at the ultimate destination and requires written justification to the AACA.**

6. The AACA will not challenge an air eligible shipment if a CCM tells them **in advance** that a certain shipment or shipments should be air cleared without transmitting Air Challenges to USASAC. **Advance notifications** will be transmitted to the AACA by e-mail to the following AACA e-mail group address:

[Redstone-Logsa-aaca@army.mil](mailto:Redstone-Logsa-aaca@army.mil).

Advance notifications to the AACA should be grouped and transmitted as follows:

- a. For a **single shipment** to be automatically air cleared, **the CCM** will send an e-mail to the AACA that will tell the AACA which **document number/Transportation Control Number (TCN) needs to be air cleared without a challenge to USASAC**. The e-mail must also include the **FMS Case Designator** (e.g., CO-B-BAM).
  - b. For a **series of document numbers/TCNs** to be automatically air cleared, the CCM will e-mail the AACA a list of **all the document numbers/TCNs** that need to be air cleared without a challenge to USASAC. The e-mail must also include the FMS Case for all the shipments listed in the advance notice e-mail.
  - c. If **all shipments under one FMS Case** need to be automatically air cleared without challenge to USASAC, the CCM will send the AACA an e-mail that states that all items under a specific FMS Case should be air cleared without challenge to USASAC. The e-mail request will identify the FMS Case with the normal Case Designator format (e.g., CO-B-UAB).
  - d. Finally, if **all or most deliveries to a specific address (MAPAC) in a Purchaser/Recipient Country** need to be automatically air cleared without challenge to USASAC, a CCM needs to take action to have this information entered in the MAPAD as Special Instructions for the MAPAC.
7. Regardless of the above guidance regarding advanced notice, some items are difficult to impossible to put into an aircraft, especially AMC Channel aircraft, since aircraft space is always limited and must be shared with other cargo going to

the same APODs. AACA will definitely contact USASAC if a shipper offers a vehicle, a large weapon, a single shipment exceeding 5,000 pounds or any oversized item for AMC Channel airlift. These items should be transported overseas in a ship regardless of the urgency involved. If airlift is considered absolutely necessary, a Special Assignment Airlift Mission (SAAM) is almost always preferable to using the AMC Channel Service.

8. Even if a shipment is eligible and cleared for Channel Airlift to an APOD, actual lift can be delayed because other cargo has higher priority in the System. This is especially true for SAP cargo because all DOD cargo takes precedence over it. In an **emergency**, USASAC may request **Greensheeting Procedures** from the AACA for a **specific in-transit shipment**. Greensheeting will upgrade the precedence of a shipment if it is already in the System. It will, however, only give the shipment precedence over all other in transit Army shipments in the same Channel. It will not give a USASAC-sponsored shipment precedence over cargo shipped by another Military Service. Also, Greensheeting CANNOT be requested unless the shipment has already been air cleared. If Greensheeting needs to be applied to a USASAC-sponsored shipment, a USASAC Division Chief or above (Lieutenant Colonel (O5) or GS/GM 14 or above) should sign a written request to the AACA with the following information in it (this request can be via e-mail to the above AACA e-mail address). If the AACA approves the Greensheet request, it will notify the APOE so it can upgrade the precedence of the shipment:

#### USASAC LETTERHEAD

1. Full nomenclature of item being airlifted.
2. Justification for the Greensheet action, including the following:
  - a. Name of the overseas activity that requested the item.
  - b. Criticality or necessity for expedited shipment of item.
  - c. Intended use of item.
  - d. NSN.
  - e. Priority (IPD/TP).
  - f. Pieces, weight and cubic feet (cube) of shipment.
  - g. Cost comparison between airlift and surface lift furnished by AACA.
3. USASAC Point of Contact Information:
  - a. Name of Signing Official
  - b. USASAC plus Division Title and Office Symbol.
  - c. Signing Official's Rank and Title
  - d. Telephone numbers (DSN and Commercial).
  - e. E-mail address if available.

The information and procedures were put together to help clarify how and when AMC Channel Airlift can and should be used to transport USASAC-sponsored FMS and Grant Aid cargo to overseas destinations. One major point that should always be considered is

that AMC Channel Airlift is a Premium mode of transportation. Its use has to be limited.

If there are any questions regarding these regulations and procedures, please call me at DSN 771-6843 or commercial (717) 770-6843.

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