

USFK REGULATION 700-6

LOGISTICS (700)

Direct Support System Procedures

22 March 1993

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HEADQUARTERS
UNITED STATES FORCES, KOREA
UNIT #15237
APO AP 96205-0010

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No. 700-6

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(Effective 5 April 1993)
Logistics
DIRECT SUPPORT SYSTEM PROCEDURES

SUPPLEMENTATION. Issue of further supplements to this regulation by subordinate commands is prohibited unless prior approval is obtained from HQ USFK, ATTN: FKJ4-MS-S, Unit #15237, APO AP 96205-0010.

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*This regulation supersedes USFK Reg 700-6, 11 April 1989.

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CHAPTER 1**GENERAL**

1-1. PURPOSE. This regulation provides policy and procedural guidance for the operation and management of selected classes II, III (package), IV, VII, VIII, and IX direct support system (DSS) materiel shipped from the continental United States (CONUS) to Eighth United States Army (EUSA) via surface mode DSS or through air line of communication (ALOC). This regulation describes DSS and ALOC and provides detailed procedures required to operate under these systems. EUSA supply support activities (SSAs) listed in appendix A have been designated DSS/ALOC customers. Based on recommendations from Headquarters, Department of Army (HQDA) and EUSA, additional SSAs may be designated as DSS (surface) or ALOC (air) units. Commanders of EUSA major subordinate commands (MSCs) and assigned units may also recommend additions to the Commander, United States Forces, Korea (USFK), ATTN: FKJ4-MS-S, Unit #15237, APO AP 96205-0010. Complete justification, to include the average monthly tonnage, requisition volume, size of the stock record account, and reasons why current requisitioning procedures are unsatisfactory must be provided.

1-2. APPLICABILITY. This regulation applies to all EUSA customers that utilize the DSS/ALOC.

1-3. REFERENCES. Listed below are required and related publications.

a. Required publications.

(1) AR 59-18/AFR 76-13/OPNAVINST 4600.21C/MCO 4631.8C/DLAR 4151.15 (Management of System 463L Pallets, Nets, and Tie-Down Equipment). Cited in paragraph 6-1.

(2) AR 710-2 (Supply Policy Below the Wholesale Level). Cited in subparagraphs 1-5d and e.

(3) AR 735-11-2/AFR 500-54/DLAR 4140.55/SECNAVINST 4355.18/MCO 4430.3J with EUSA Suppl 1 (Reporting of Item and Packaging Discrepancies). Cited in subparagraph 4-2b(2).

(4) DA Pam 700-30 (Logistic Control Activity (LCA) Information and Procedures). Cited in paragraph 7-1 and subparagraph 7-2e.

(5) DOD 4000 25-1-S1 (MILSTRIP Routing Identifier and Distribution Code). Cited in the glossary.

(6) DOD 4500.32-R (MILSTAMP Transportation Account Codes (TACs), Volume 2). Cited in the glossary

(7) USFK Reg 55-355 (Korea Traffic Management). Cited in subparagraphs 4-2a(6) and 4-2b(2).

b. Related publication. AR 725-50 (Requisitioning, Receipt, and Issue System).

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1-4. EXPLANATION OF ABBREVIATIONS AND TERMS. Abbreviations and terms used in this regulation are explained in the glossary.

1-5. RESPONSIBILITIES.

- a. The Assistant Chief of Staff, J4, exercises staff supervision over the DSS/ALOC system.
- b. The major subordinate commanders will monitor SSAs participating in DSS/ALOC to ensure performance objectives established by HQDA and EUSA are met.
- c. The 25th Transportation Movement Control Agency (TMCA) will ensure ALOC materiel is transported to SSAs within timeframes established by HQDA and EUSA.
- d. The SSAs are responsible for the timely and accurate processing of DSS and ALOC documentation in accordance with (IAW) AR 710-2 and this regulation.
- e. SSAs designated as distribution drop points (DDPs) will receive and distribute cargo to supported SSAs and are responsible for timely and accurate processing of DSS and ALOC documentation IAW AR 710-2 and this regulation.
- f. Additional responsibilities for the command are outlined below.

1-6. DIRECT SUPPORT SYSTEM OBJECTIVES. DSS is the Army standard supply distribution system which provides direct delivery of shipments from a CONUS wholesale depot to an SSA. ALOC is a subsystem of the basic DSS standard distribution system. The primary objectives of DSS are to--

- a. Improve supply responsiveness through reduced order ship time (OST).
- b. Reduce or eliminate inventories at the intermediate level resulting in reduced cost.
- c. Improve visibility of requisitions and intransit materiel.

1-7. GENERAL PROCEDURES.

- a. ALOC activities will receive and process cargo 6 days a week (Monday through Saturday); MSCs may, however, restrict receipt of DSS (surface) cargo to Monday through Friday provided there are no adverse effects on achieving the SSA receipt processing time objective of 6 days.
- b. Under DSS, selected Army items are prepositioned by wholesale national inventory control points (NICPs) at designated area oriented depots to minimize transportation costs, take advantage of faster depot processing time, and reduce intransit time to the customer. Defense Depot Region West (DDRW) has been designated the area oriented depot for the Pacific.

c. DSS/ALOC shipments are generally prepared for movement to Korea at the consolidation and containerization point (CCP) at DDRW. Shipments may be sent directly from other CONUS depots if they constitute a full container or air pallet and if further consolidation is unnecessary. Materiel is generally consolidated in vans for surface shipments and mini pallets or Air Force 463L pallets for ALOC shipments. Materiel is then transported via commercial carrier to either the surface port of embarkation (SPOE) or the aerial port of embarkation (APOE). Full vans/pallets are shipped throughout on single SSA whenever possible. However, not all units generate sufficient cargo volume to fill a van or pallet. To achieve full van/pallet utilization and reduce OST, sequential loading of a single van/pallet to a DDP for multiple consignees is authorized.

d. ALOC eligible items (selected classes II, VIII, and IX) will be flown to the aerial port of debarkation (APOD) at Osan Air Base. Surface shipments arrive at the surface port of debarkation (SPOD) at Pusan. ALOC materiel will be moved from Osan Air Base to the DDP/SSA by commercial contractor or by the 46th Transportation Company. DSS materiel will be moved from Pusan to the DDP/SSA by commercial contractor.

e. Defense Depot Tracy, Tracy, CA, will consolidate class VIII cargo and ship throughout 463L pallets directly to Travis Air Force Base. Cargo will be marked for one of the following units: 6th Medical Supply, Optical Maintenance (MEDSOM) Battalion Forward, Yongsan, Korea, Department of Defense Activity Address Code (DODAAC) W80HLA or 6th MEDSOM Battalion, Waegwan, Korea, DODAAC, WT4J8S.

f. HQDA-established DSS/ALOC OST objectives are broken down into pipeline segments depicted in appendix B. EUSA-established objectives are identical to HQDA objectives with the exception of ALOC intheater processing. HQDA objective is 5 days; whereas EUSA's objective is 4 days.

g. For specific details, see appendixes C through E. These appendixes depict figures, tables, sample card formats, and flow charts that are routinely used by EUSA personnel on a day-to-day basis in the DSS/ALOC system.

CHAPTER 2

INTHEATER REQUISITION PROCESSING

2-1. INTHEATER STANDARD. Intheater requisition processing time is based on the number of elapsed days from the Julian date in the requisition document number to the date the requisition is received by the wholesale supply source. Intheater processing time standard is 5 days for all DSS requisitions and 4 days for ALOC requisitions.

2-2. PROCEDURES. The following actions are required to maintain reduced intheater requisition processing time at all levels:

- a. Make prompt requisition submission a matter of command emphasis.
- b. Process requisitions daily, 5 days a week. Requisitions will be processed the day they are submitted to the SSA.
- c. Complete a minimum of five supply cycles per week at all automated stock record accounts (Standard Army Retail Supply System, Direct Support Unit Standard Supply System, and Standard Army Intermediate Level Supply System (SAILS)).
- d. Correct erroneous data on requisitions at the level where the mistake is discovered. Requests and requisitions will not be rejected and returned to the initiator unless correction at the SSA or the 19th Support Command, 6th Support Center, Materiel Management Center, is not possible.
- e. Transceive requisitions by computer modems on a daily basis to the 169th Signal Company, Information Processing Facility (IPF), Taegu. SSAs without this capability will dispatch their requisitions on a daily basis to the local communications facility for transmission to the IPF. The 6th MEDSOM Battalion, Corps Theater Automated Data Processing Center, will use the Defense Automatic Addressing System (DAAS) to communicate with the wholesale system. Follow up as necessary to ensure receipt of requisition batches.
- f. Contact the 6th Support Center, Materiel Management Center, Customer Assistance Branch, (768-6835/7527), 24 hours after transmitting a batch of requisitions to the 169th Signal Company, IPF, if you are a DSS/ALOC requisitioner, to confirm that requisitions transmitted were processed by the SAILS activity.

CHAPTER 3**AERIAL PORT OF DEBARKATION PROCESSING AND INTRANSIT PROCEDURES**

3-1. AERIAL PORT OF DEBARKATION PROCESSING STANDARD. APOD processing time standard is 1 day from the time the ALOC cargo is made available to the air terminal movement control team (ATMCT), operated by the 25th TMCA, to the time the cargo is released by the ATMCT for transport to the DDP/SSA.

3-2. AERIAL PORT OF DEBARKATION PROCESSING PROCEDURE.

a. The Air Force is responsible for--

(1) Receiving advance documentation from the APOE report of shipments (REPSHIPS) message from Travis Air Force Base, CA, and providing this information to the ATMCT.

(2) Coordinating any advance documentation the ATMCT needs to schedule ground transportation for movement of ALOC cargo to the designated consignee.

(3) Receiving, loading, and tying down all throughput pallets IAW the ATMCT load-plan instructions.

(4) Processing ALOC cargo on a first-in, first-out basis. ALOC and 999 cargo not mission capable supply will receive the same priority; the oldest cargo will move first.

b. The ATMCT is responsible for--

(1) Receiving and evaluating advance documentation (REPSHIPS message) in coordination with the Air Force.

(2) Using the REPSHIPS message to determine the type and number of vehicles required to transport inbound cargo to designated consignees. Initiate inbound clearance of specified cargo.

(3) Requesting the appropriate number of vehicles needed to transport the incoming ALOC cargo.

(4) Preparing a load-plan worksheet to specify sequence of loading.

(5) Obtaining the driver's signature on DD Form 1384 (Transportation Control and Movement Document (TCMD)) or truck manifest prepared incountry by the ATMCT after vehicle loading and detaching and retaining copy 4 before the cargo is released.

(6) Ensuring that 463L pallets and nets are accounted for by including specific quantities of top nets, side nets, and pallets shipped on the transportation movement release freight record.

(7) Processing the TK6 (Intransit Data Card (IDC)) IAW chapter 5.

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(8) Recording the receipt and release dates of the ALOC pallet onto EATC Form 24 (Freight Movements Manifest) and ensuring that ALOC pallets are moved to the DDP/SSA as soon as possible.

(9) Informing destination movement control teams (MCTs) of ALOC pallet departure so the DDP may be advised of estimated time of arrival.

(10) Recording the time and date of arrival onto the EATC Form 24 when telephone confirmation of ALOC pallet receipt at the DDP from the area MCT is received.

3-3. INTRANSIT STANDARD. The intransit pipeline objective for delivery of ALOC cargo from APOD to the DDP/SSA is 1 day. ALOC cargo will be delivered to consignees 6 days per week (Monday through Saturday). Late deliveries due to unforeseen problems will be reported to the area MCT for coordination with the DDP/SSA.

3-4. INTRANSIT PROCEDURES.

a. All ALOC cargo will be throughput directly to a designated ALOC DDP/SSA.

b. The 46th Transportation Company is responsible for--

(1) Providing necessary transportation support.

(2) Delivering the ALOC cargo directly to the DDP/SSA after departure from the APOD. Any delay caused by accident or vehicle breakdown will be reported immediately to the 25th TMCA or the nearest MCT.

(3) Reporting DDPs/SSAs who fail to receive and discharge ALOC cargo IAW scheduled deliveries. Reports will be provided to the nearest MCT. The MSC of the delinquent DDP/SSA will also be notified telephonically to preclude future problems of this nature. Repeated failures will be reported in writing to the appropriate MSC with a copy furnished to the Commander, USFK, ATTN: FKJ4-MSS, Unit #15237, APO AP 96205-0010.

CHAPTER 4**DISTRIBUTION DROP POINT/SUPPLY SUPPORT ACTIVITY UNLOADING
AND RECEIPT PROCESSING**

4-1. RECEIPT PROCESSING STANDARD. The SSA receipt processing standard is 4 days for all ALOC materiel and 6 days for DSS materiel. Receipt processing time begins on the date DSS/ALOC materiel is received at a DDP, as reported by the DDP on the TK6 card in card columns (CCs) 77-80. The date reported on the TK6/TK9 IDC is the date that the consignee signs the truck manifest /SF 1103 (U.S. Government Bill of Lading)/TCMD showing receipt of the cargo.

4-2. DISTRIBUTION DROP POINT/SUPPLY SUPPORT PROCEDURES.

a. The DDP will--

- (1) Process the TK6 IDC IAW chapter 5.
- (2) Provide names and telephone numbers of points of contact to the servicing MCT. This notification will assist transportation personnel in providing advance notification of shipments.
- (3) Accept, unload, and process all DSS/ALOC shipments upon delivery, including delayed shipments that arrive after normal duty hours, weekends, and holidays, provided prior coordination has been effected by the area MCT.
- (4) Unload delivery vehicles immediately to allow them to continue on their DSS/ALOC routes.
- (5) Execute the following unloading procedures:
 - (a) Remove sideboards from the delivery vehicles. The vehicle driver will assist with the removal and replacement of sideboards, ensuring they are not damaged.
 - (b) Use the long-tined forklift or the authorized forklift, with extenders, to remove loaded pallets from delivery vehicles.
 - (c) Unload cargo from the pallet while the item remains on the delivery vehicle if a 10,000-pound forklift or authorized forklift, with extenders, is not available.
 - (d) Exercise care during unloading 463L pallets since they are easily damaged. The DDP should ensure materiel handling equipment is not driven on the 463L pallet.
- (6) Receive and account for cargo IAW USFK Reg 55-355.

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(7) For DSS/ALOC cargo unloaded for SSAs supported by the DDP, segregate and store in the customer pickup area. Although DDPs are not accountable for this materiel, they are responsible for ensuring that the materiel is not lost or erroneously placed in storage. The DDP will notify each customer (accountable officer), by telephone, when a shipment for their account is received. The notification will be made on the same day the shipment is received at the DDP and recorded in a control log/register. SSAs who routinely fail to pick up materiel in a timely manner will be reported in writing to their higher HQ with a copy furnished to the Commander, USFK, ATTN: FKJ4-MS-S, Unit #15237, APO AP 96205-0010. **NOTE:** Shipments of non-DSS/non-ALOC cargo that are consigned to DDRW for movement to EUSA will be shipped by DDRW to the nearest geographical DDP. These are not misdirected shipments and will be handled as normal DSS shipments.

b. The SSA will--

(1) Ensure expeditious pick up of materiel at their DDP.

(2) Process all cargo through the receiving section. Materiel should be processed by priority (for example, a priority 02 due-out not mission capable supply requisition will be processed before all other receipts during receipt tally of DSS/ALOC cargo); the receiving section will screen the TCMD and check the transportation control number(s) (TCNs) against the cargo to ensure that all boxes have been received. If there are any discrepancies, they will be reported IAW AR 735-11-2/AFR 500-54/DLAR 4140.55/SECNAVINST 4355.18/MCO 4430.3J. If there are misdirected shipments, they will be reshipped to the proper consignee. The area MCT will be notified for instructions to determine the appropriate method for reshipment. **NOTE:** Use common sense. Misdirected cargo shipments within the same battalion, (for example, cargo that belongs to A Company, 3/501st MI Group, which was misdirected to the 520th Maintenance Company, can be handled without official paperwork (new TCMD). Cargo destined for a United States Army Japan SSA, inadvertently consolidated with a EUSA shipment, would obviously have to be identified to the Air Mobility Command Terminal or shipment to Japan IAW USFK Reg 55-355.

(3) Process authorized stockage list (ASL) items by reviewing DD Form 1348-1 (DOD Single Line Item Release/Receipt Document) to ensure that the five-digit location code is contained in CCs 46-50. Verify the quantity. If there is no location in CCs 46-50, establish a warehouse location. Place items in the storage location.

(4) Process nonstockage list (NSL) items for issue to customers IAW the procedures in subparagraph 4-2b(2).

(5) Ensure that the materiel receipt acknowledgment card (document identifier code (DIC) D6S) matches the DD Form 1348-1 for all items received

(6) Prepare replacement D6S cards utilizing DD Form 1348-1 as a source document, if D6S cards are mutilated or lost intransit (chap 5). This requirement applies to SSAs that do not have the automated capability to generate D6S cards as part of their daily cycle output to SAILS.

(7) Update the SSA accountable records each duty day.

(8) D6S cards should be transmitted by computer modem daily to the 169th Signal Company, IPF, Taegu. Those SSAs without computer modem capability will transceive their D6Ss daily to the 169th Signal Company, IPF, by automatic digital network to routing indicator code "RHADAAA" and content indicator code "IAZZ."

c. DDPs/SSAs will develop internal written procedures to comply with these general policies. These internal procedures/standing operating procedures will be reviewed annually by the DDP/SSA's higher HQ to ensure compliance with this regulation. Standing operating procedures should be in sufficient detail to clearly define/delineate DDP/SSA responsibilities tracing missing shipments, and maintaining an audit trail for receipt and issue of DSS/non-DSS materiel to customers.

CHAPTER 5

DOCUMENTATION PROCEDURES

5-1. GENERAL INFORMATION. DSS/ALOC OST performance is dependent upon prompt submission and processing of the TK6/TK9 IDC and the D6S materiel receipt acknowledgment cards. DSS/ALOC units at all levels must ensure every effort is made to expeditiously and accurately process these documents.

5-2. PROCEDURES.

a. The TK6 card measures APOD processing time and intransit time from the APOD to the DDP. There is one TK6 card attached to the outside of all ALOC pallets; when processed by the ATMCT, this will close out the pallet TK6. Located inside each pallet will be one TK6 card per consignee for multiple consignee pallets; single consignee pallets will contain one TK6 card for the consignee.

b. In EUSA there is no capability to measure this segment. There is, however, a requirement to measure SSA processing time. This is achieved by utilizing the TK9 card(s) provided by DDRW. For each SSA having materiel inside the van, there will be one TK9 in an envelope attached to the van door.

5-3. RESPONSIBILITIES.

a. The DDP will--

(1) Process the consignee TK6 IDC. For multiple consignee pallets, DDPs will enter the Julian date the pallet was received at the DDP in CCs 77-80. The DDP will process all TK6 cards accompanying the pallet. For single consignee throughput pallets, the TK6 will be processed by the activity whose DODAAC appears in CCs 47-52. The activity will enter the date the pallet is received in CCs 77-80.

(2) Forward TK6 cards to the 169th Signal Company, IPF, Taegu, daily. An image of the TK6 cards will be immediately routed to the United States Army Materiel Command, Logistics Control Activity (AMC, LCA), to update the logistics intelligence file (LIF) (see subpara 5-3b).

b. The ATMCT/DDP/SSA will create a TK6 card in the following format: CCs 69-76 will be completed by the ATMCT if the TK6 IDC is missing or mutilated; CCs 77-80 will be completed by the DDP/SSA.

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<u>CCs</u>	<u>ENTRY</u>
1-3	DIC (TK6)
4-6	Routing identifier code (RIC) (BY9)
7-12	Consignor--DODAAC of shipper
13-29	Blank
30-46	Pallet TCN
47-52	Consignee-DODAAC of requisitioner
53-68	Blank
69-72	Julian date received at APOD
73-76	Julian date shipped from APOD
77-80	Julian date received at DDP/SSA

c. TK9 IDCs.

(1) The DDP will--

(a) Process the TK9 IDC. For multiple consignee vans/pallets, DDPs will enter the Julian date the van/pallet was received at the DDP in CCs 77-80, not the date posted. The DDP will process all TK9 cards accompanying the van/pallet. For single consignee vans/pallets, the TK9 will be processed by the activity whose DODAAC appears in CCs 47-52. The activity will enter the date the van/pallet is received in CCs 77-80.

(b) Forward TK9 IDCs to the 169th Signal Company, IPF, Taegu, daily. An image of the TK9 cards will immediately be routed to the AMC, LCA, to update the LIF. (See subpara 5-3(a)(2).)

(2) The DDP/SSA will create a TK9 IDC in the following format if the TK9 IDC is missing or mutilated:

<u>CCs</u>	<u>ENTRY</u>
1-3	TK9
4-6	BY9
7-22	Blank
23-29	Container number
30-46	TCN of container
47-52	Requisitioner DODAAC
53-68	Blank
69-72	Blank
73-76	Blank
77-80	Julian date received at DDP/SSA

d. D6S cards.

(1) The D6S card is the primary means by which SSA processing time is measured. A D6S card is furnished for each line item in a DSS/ALOC shipment.

(2) The SSA will ensure D6S cards are processed in an expeditious manner.

(3) The Julian date the receipt is posted to the SSA accountable records will be recorded in CCs 73-75.

(4) If a D6S card is missing, mutilated, or does not match the DD Form 1348-1, the SSA will prepare a replacement D6S card. The information will be taken from DD Form 1348-1. Replacement D6S cards will be in the following format:

<u>LEGEND</u>	<u>CCs</u>	<u>EXPLANATION</u>
DIC	1-3	D6S
RIC	4-6	Perpetuated
Status	7	Blank
National stock number (NSN)	8-22	Perpetuated
Unit of issue	23-24	Perpetuated
*Quantity	25-29	Enter quantity received, preceding significant digits with zeros
Document number	30-43	Perpetuated
Suffix	44	Perpetuated
Supplementary address	45-50	Perpetuated
Signal code	51	Perpetuated
Fund code	52-53	Perpetuated
Distribution code	54-56	Perpetuated
Project code	57-59	Perpetuated
Priority	60-61	Perpetuated
Blank	62-66	Blank
RIC	67-69	Perpetuated
Ownership/purpose code	70	Blank
*Supply condition code	71	Enter the condition code of the item
Management code	72	Blank
*Date	73-75	Enter the numerical date materiel receipt was posted to the accountable records
Blank	76-80	Blank

NOTE: The asterisk (*) indicates data entered by the SSA.

(5) Dispatch D6S card batches daily via modem or courier to the local communication facility for transmission to the 169th Signal Company, IPF, Taegu. (See subpara 4-2b(8)).

CHAPTER 6**PALLET AND NET RETURN PROCEDURES**

6-1. CONSOLIDATION OF PALLETS AND NETS. Air Force 463L pallets and nets will be consolidated at the DDP/SSA and APOD. They will be handled and cared for IAW AR 59-18/AFR 76-13/OPNAVINST 4600.21C/MCO 4631.8C/DLAR 4151.15.

6-2. RESPONSIBILITIES.

a. The DDP/SSA is responsible for--

- (1) Signing for 463L pallets, top nets, and side nets on the TCMD.
- (2) Offloading expeditiously the pallets from the delivery vehicle and consolidating the pallets and nets. Plastic covers will be stored and returned with pallets
- (3) Ensuring pallet rings are flat before stacking pallets.
- (4) Stacking 463L pallets with care. Pallets will be stacked on three-point dunnage with not more than 10 pallets per stack. Dunnage should be 4- by 4-inch lumber of sufficient length to extend past both sides of the pallets.
- (5) Folding cargo nets neatly and storing in a controlled location. Cargo nets will not be stacked between 463L pallets.
- (6) Screening wooden pallets (40- by 48-inch) for serviceability. Serviceable pallets will be stacked for movement.
- (7) Offering pallets and nets to the servicing MCT for movement when the following criteria are met:
 - (a) Ten 463L pallets accumulate at the activity.
 - (b) Fourteen days have elapsed since the pallet arrived at the SSA.
 - (c) Thirty 40- by 48-inch mini pallets accumulate at the activity.
- (8) Maintaining a log for all 463L pallets and nets processed through the DDP/SSA.
- (9) Providing necessary security for pallets and nets.
- (10) Maintaining a file copy of the TCMD used to ship pallets to the APOD. The file copy will be used to reconcile differences between the APOD and DDP/SSA.

b. The servicing MCT is responsible for receiving requests from DDP/SSA for the return of pallets and nets and coordination of transportation requirements from the DDP/SSA to the APOD.

CHAPTER 7**UNITED STATES ARMY MATERIEL COMMAND, LOGISTICS CONTROL ACTIVITY**

7-1. GENERAL. AMC, LCA, will accumulate statistics on requisitions generated by DSS/ALOC SSAs and provide Individual Direct Support System Activity Performance Reports (IDAPRs) for all DSS/ALOC SSAs on a monthly basis (app E, fig 1). Statistics will be for the various pipe line segments, to include requisition, receipt processing time, OST, and D6S/TK6 return rates. Detailed explanations for each segment can be found in DA Pam 700-30, paragraph 4-3.

7-2. USE OF THE INDIVIDUAL DIRECT SUPPORT SYSTEM ACTIVITY PERFORMANCE REPORT.

a. EUSA MSCs and individual DSS/ALOC SSAs will utilize the IDAPR as the primary management report for monitoring DSS and ALOC pipeline segments. The intheater sections of the report include--

(1) Intheater processing. This segment shows the average time (in days) required for a requisition to be established on the wholesale system. The segment is stratified by issue priority group and number of ASL/NSL requisitions submitted during the month. ASL documents are identified by an SSA DODAAC in CCs 30-35 and a storage location in CCs 45-50. NSL documents are identified by a DSS/ALOC SSA DODAAC in the supplementary address field of the requisition. The elapsed time is averaged for the current month and the most recent 6 months.

(2) Port of debarkation (POD) processing. This segment shows the average time (in days) required to process cargo/shipment through the port as measured by the TK6 document. The time is separated into two categories: Air shipments and surface shipments.

(3) Intransit POD to SSA. This segment shows the average elapsed time (in days) required for cargo/shipments to be transported from the port to the DDP/SSA as measured by the TK6/TK9 document.

(4) SSA processing. This segment shows the elapsed time (in days) required for the SSA to process and post receipts to their stock record account. The data is portrayed by issue priority by issue priority group and mode of shipment. No distinction is made between ASL and NSL receipts. This segment begins with the Julian date the DDP enters on the TK6 card, which corresponds to the date the cargo was delivered to the DDP/SSA, and is terminated on the Julian date the materiel is posted to the SSA accountable record as posted on the D6S card

(5) Total OST including backorder (BC) time. Total OST including BO time, shows the average time (in days) required from the initiation of the requisition until item is received and posted to the SSA stock record account.

(6) Total OST without BO time. This segment shows the total OST for shipments without BO time for ASL requisitions only. The number of completed NSL actions is also shown but no average times are computed.

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(7) Master inventory update. The NUMBER OF RECORDS RETIRED entry shows the number of records retired during the report month. The number retired by D6S shows the number of records closed by SSA generated D6Ss and the corresponding percentage. EUSA's objective is 90 percent.

(8) SSA receipt date. This segment measures the effectiveness of which the TK6 documents are posted; EUSA's objective is 90 percent.

(9) High priority ASL and NSL requisitions. This segment provides a stratification of high priority ASL and NSL requisitions established on the wholesale supply system during the current month and the most recent 6 months.

(10) Number of D6Ss returned during the month. This segment portrays the number of D6Ss returned to AMC, LCA, during the report month. Master inventory record post dates older than 6 months highlight potential document control problems. Receipt dates are also stratified by month. The majority of these entries should reflect receipt dates of the 2 most current months.

b. Unit SSAs that consistently fail to meet these performance objectives and goals will provide a written explanation within 30 days to their next higher HQ. MSCs will develop internal policies/procedures to monitor SSA performance and initiate immediate action to analyze and resolve problems associated with incountry segments of the DSS/ALOC OST pipeline.

c. A printout of the actual documents used to compute any of these segments may be obtained by a message request to the Commander, U.S. AMC, LCA, ATTN: AMXLC-UA, Presidio of San Francisco, CA 94129-6900.

d. Units relocating or deactivating should notify, in writing, the Commander, U.S. AMC, LCA, ATTN: AMXLC-UA, Presidio of San Francisco, CA 94129-6900, or the Commander, USFK, ATTN: FKJ4-MS-S, Unit #15237, APO AP 96205-0010, with the following data: New address, DODAAC, ALOC-Korea or DSS customer, date of location/deactivation, and the gaining area support group.

e. The LIF, which is used to construct the IDAPR, is capable of receiving inquiries directly from customer units by telephone, electronic mail access, or message. Inquires may be submitted concerning any routine subject area to include requisition status. Information on procedures for submission of inquiries may be obtained from DA Pam 700-30, chapter 2.

CHAPTER 8

DIRECT SUPPORT SYSTEM PROBLEM FLASHER

The DSS problem flasher message will be submitted IAW the following procedures:

a. DSS/ALOC activities and MSCs may submit a DSS problem flasher message on any problems encountered with DSS/ALOC shipments (missing or incomplete documentation, intransit damage, missing cargo, and so forth). Problem flasher messages must include the pallet or van TCN to facilitate quick cross-referencing of information on the LIF. (See app C.)

b. If the activity prefers, problems may be brought to the attention of the Commander, USFK, ATTN: FKJ4-MS-S, Unit #15237, APO AP 96205-0010, for initiation of any required message.

c. Problem flasher messages or other initiatives which address policy or have an impact on other DSS/ALOC units will not be submitted directly to HQDA or DDRW by any MSC or DSS/ALOC SSA.

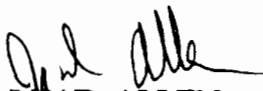
d. A copy of all problem flasher messages transmitted directly to DDRW will be provided to the Commander, USFK, ATTN: FKJ4-MS-S, Unit #15237, APO AP 96205-0010.

The proponent of this regulation is the Office of the Assistant Chief of Staff, J4. Users are invited to send comments and suggested improvements on DA Form 2028 (Recommended Changes to Publications and Blank Forms) to the Commander, USFK, ATTN: FKJ4-MS-S, Unit #15237, APO AP 96205-0010.

FOR THE COMMANDER:

OFFICIAL:

WILLIAM W. CROUCH
Lieutenant General, USA
Chief of Staff


JAY D. ALLEN
Lieutenant Colonel, USA
Assistant Adjutant General

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SPECIAL DISTRIBUTION:

- 10 - Cdr, 6th Spt Cen, ATTN: EANC-SSC-LSC, Unit #15016, APO AP 96218-0172
- 10 - Cdr, 2d Inf Div, ATTN: EAID-GL, Unit #15041, APO AP 96258-0289
- 10 - Cdr, 19th SUPCOM, ATTN: EANC-GM, Unit #15494, APO AP 96212-0171
 - 1 - Cdr, MTMC, ATTN: MTW-TTCO
 - 5 - Cdr, 25th Trans Ctr (MC), ATTN: EATC-AD, Unit #15264, APO AP 96205-0037
 - 5 - Cdr, 18th MEDCOM, ATTN: EAMC-L, Unit #15281, APO AP 96205-0054
 - 5 - Cdr, 6th MEDSOM, ATTN: EAMC-MSO-ST, Unit #15243, APO AP 96205-0016
 - 2 - Cdr, USAMSC-K, Unit #15384, APO AP 96260-0286
 - 2 - Cdr, 611th AMC, ATTN: CC, Unit #2056, APO AP 96278-5000
 - 2 - Cdr, 194th Maint Bn, Unit #15215, APO AP 96271-0151
 - 2 - Cdr, A Co, 3/501st, 194th Maint Bn, Unit #15203, APO AP 96271-0139
 - 2 - Cdr, 520th Maint Co, 194th Maint Bn, Unit #15214, APO AP 96271-0150
 - 2 - Cdr, 227th Maint Bn, Unit #15275, APO AP 96205-0044
 - 2 - Cdr, 595th Maint Co, 227th Maint Bn, Unit #15273, APO AP 96205-0045
 - 2 - Cdr, 61st Maint Co, 227th Maint Bn, Unit #15345, APO AP 96258-0192
 - 2 - Cdr, A Co, 702d Maint Spt Bn, Unit #15113, APO AP 96224-0377
 - 2 - Cdr, G Co, 702d Maint Spt Bn, Unit #15412, APO AP 96224-0232
 - 2 - Cdr, C Co, 2d Avn Bn, Unit #15430, APO AP 96257-0463
 - 2 - Cdr, AMC-FE, ATTN: AMX-FE
 - 2 - Chief, Comm Veh Parts Sup Pt 51, Unit #15275, APO AP 96205-0044
- 20 - ACofS, J4, ATTN: FKJ4-MS-S
 - 1 - ACofS, J1
 - 1 - ACofS, J2
 - 1 - ACofS, J3
 - 5 - ACofS, J4, ATTN: FKJ4-T
 - 1 - ACofS, J5
 - 1 - ACofS, J6
- 40 - PPCK
 - 8 - FKJ6-R-PM

APPENDIX A

DIRECT SUPPORT SYSTEM/AIR LINE OF COMMUNICATION
DISTRIBUTION PLAN

<u>DDP</u>	<u>DODAAC</u>	<u>Unit Designation</u>	<u>DSS ALOC</u>	<u>Location</u>	<u>APO</u>	<u>APOD</u>	<u>SPOD</u>
A-1	WT4KBP	SSA-31, Rec Svcs	DSS	Pusan	96259	OSN	UDC
	W81KDJ	D-safe, (South)	DSS	Pusan	96259	OSN	UDC
	WT4KD4	Pusan Storage Facility	DSS	Pusan	96259	OSN	UDC
A-2	WT4KEA	Supply point 60	ALOC	Waegwan	96260	OSN	UDC
	WT4KWP	2D Mn Co, 74 th Mn Bn	ALOC	Waegwan	96260	OSN	UDC
*	WT4J8S	6 th MEDSOM	MEDALOC	Waegwan	96260	OSN	UDC
**	WT4SQG	6 th Ord Bn Msn	ALOC	Waegwan	96231	OSN	UDC
	WT4HAF	MSC-K Mission Acct	DSS	Waegwan	96260	OSN	UDC
	WT4DB6	DEH Area Facility Engineer (AFE)	DSS	Taegu	96218	OSN	UDC
A-3	WT4KD5	MSC-K Spt Act	DSS	Waegwan	96260	OSN	UDC
B-1(1)	WT4KEE	Supply point 52	DSS	Pyongtaek	96271	OSN	UDC
	WT4KBR	DEH AFE	DSS	Pyongtaek	96271	OSN	UDC
B-2(2)	WT4KDK	520th Maint Co	ALOC	Pyongtaek	96271	OSN	UDC
	WT4KD8	A Co 3/501st	ALOC	Pyongtaek	96271	OSN	UDC
	WT4G36	257 th Signal Co	ALOC	Pyongtaek	96271	OSN	UDC
C-1(3)	W81AOW	D-Safe, UMFP	DSS	Bupyong	96283	OSN	UDC
**	WT4JZ8	PPCK	DSS	Bupyong	96283	OSN	UDC
C-2(4)	WT4KDR	Supply point 51	DSS	Seoul	96205	OSN	UDC
*	W80HLA	6 th MEDSOM (Fwd)	MEDALOC	Seoul	96205	OSN	UDC
**	W80MAX	121 st Evac Hosp	DSS	Seoul	96205	OSN	UDC
**	W8076E	18 th MEDCOM Property Book (PB) Officer	DSS	Seoul	96205	OSN	UDC
**	WT4KCL	USA Corps Engr	DSS	Seoul	96205	OSN	UDC
C-3(5)	WT4R3D	Comm Veh Pts Sup Pt	ALOC	Seoul	96205	OSN	UDC
C-4	WT4KDX	595 th Maint Co	ALOC	Songnam	96201	OSN	UDC
	WT4J9C	Co A, 44 th Engr Bn	ALOC	Kimpo	96208	OSN	UDC
C-5	WT4KB3	DEH AFE	DSS	Seoul	96205	OSN	UDC
	WT4KB9	DEH AFE	DSS	Chunchon	96208	OSN	UDC
D-1	W807M8	DISCOM II-IV-VII PBA	DSS	Tongduchon	96224	OSN	UDC
*	W81FFG	2ID PB Team #1	DSS	Tongduchon	96224	OSN	UDC
**	W81FFH	2ID PB Team #2	DSS	Tongduchon	96224	OSN	UDC
**	W81FFJ	2ID PB Team #3	DSS	Tongduchon	96224	OSN	UDC
**	W81FFK	2ID PB Team #4	DSS	Tongduchon	96224	OSN	UDC
**	W81FFL	2ID PB Team #5	DSS	Tongduchon	96224	OSN	UDC
**	W81FFM	2ID PB Team #6	DSS	Tongduchon	96224	OSN	UDC
**	W81C58	2ID Avn Bn	DSS	Tongduchon	96224	OSN	UDC
**	W80XLR	702d Maint Spt Bn	DSS	Tongduchon	96224	OSN	UDC
**	WT4J8N	Co B, 2d Fwd Spt Bn	DSS	Tongduchon	96224	OSN	UDC
**	WT4R44	DFE AFE	DSS	Tongduchon	96224	OSN	UDC

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<u>DDP</u>	<u>DODAAC</u>	<u>Unit Designation</u>	<u>DSS ALOC</u>	<u>Location</u>	<u>APO</u>	<u>APOD</u>	<u>SPOD</u>
D-2	W80MTK	DFE AFE	DSS	Munsan	96251	OSN	UDC
	WT4J8P	Co C, 702d Maint Bn	ALOC	Tongduchon	96224	OSN	UDC
	WT4J8L	Co C, 2d Avn Bn	ALOC	Tongduchon	96224	OSN	UDC
	WT4J7W	Co G, 702d Maint Bn	ALOC	Tongduchon	96224	OSN	UDC
**	W81MG7	Co B, 302d FSB	ALOC	Tongduchon	96224	OSN	UDC
D-3(6)	WT4KDV	61 st Maint Co	ALOC	Uijongbu	96258	OSN	UDC
D-4	WT4KB8	DFE AFE	DSS	Uijongbu	96258	OSN	UDC
E-1(7)	W80QP7	MTMC Ctr BBP TML	DSS	Pusan	96259	OSN	UDC

NOTES:

A-1. DDP B-1. Consign all DSS surface, transportation priority (TP)-01 air denied and nonair eligible ALOC cargo for the Pyongtaek area.

A-2. DDP B-2. Top off TP-01, air validated, cargo for DDP B-1 on B-2 463L air pallets.

A-3. DDP C-1. CCPs to hold surface cargo until minimum criteria for a multistop container is achieved. Under no circumstances will C-2 surface cargo be commingled with cargo for another SSA. When sufficient air validated cargo is available, consign full 463L air pallets direct to the unit. If available air validated cargo is insufficient to fill a 463L pallet, the cargo will be loaded on 40- by 48-inch mini pallets, stretch wrapped to maintain unit integrity and loaded on a 463L air pallet consigned to DDP C-5.

A-4. DDP C-2. Cargo for all units in the Seoul geographical area, other than C-1, that fail to accumulate sufficient surface cargo to meet the minimum criteria for a multistop container will be consigned to DDP C-2.

A-5. DDP C-3. When sufficient ALOC or air validated TP-01 cargo is available, ship 463L air pallets direct to the units. If sufficient cargo is not available within the CCP's allotted hold time, cargo will be loaded on 40-by 48-inch mini pellets, stretch wrapped to maintain unit integrity and loaded on a 463L air pallet consigned to DDP C-3.

A-6. DDP D-3. If sufficient cargo is not available within the CCP's allotted hold time, cargo will be loaded on a 463L air pallet consigned to DDP C-4.

A-7. DDP E-1. Only flat rack containers will be consigned to E-1. Cargo received at the CCP for nondesignated DSS/ALOC units will be consigned to the DDP supporting that unit's geographic area as follows:

Pusan and Changwon	DDP A-1
Taegu and Waegwan	DDP A-3
Pyongtaek	DDP B-1
Seoul, Kimpo, Bupyong and Uijongbu	DDP C-2
Tongduchon and Munsan	DDP D-1

(*) Class VIII medical supplies are shipped using ALOC by Defense Depot, Tracy, CA. Cargo is shipped direct to one of the following units: 6th MEDSOM, Forward, Seoul, Yongsan, Korea, DODAAC; W80HLA; or the 6th MEDSOM Battalion, Waegwan, Korea, DODAAC; WT4J8S.

(**) Cargo (both DSS and non-DSS) may be received at the DDP for subject DODAAC even though it is not designated as a DSS/ALOC SSA by HQ DA/AMC. Customers will be notified and arrangements made for delivery of materiel IAW subparagraph 4-2a(7).

APPENDIX B

**DIRECT SUPPORT SYSTEM/AIR LINE OF COMMUNICATION
ORDER SHIP TIME OBJECTIVE AND DEPARTMENT OF
THE ARMY ORDER SHIP TIME ESTABLISHED
OBJECTIVE-PRIORITY DESIGNATORS 09-15**

Listed below are the objectives for each segment of the pipeline expressed in days

DIRECT SUPPORT SYSTEM

<u>Objective (Priority 09-15)</u>	<u>Segment</u>
*5	Intheater processing (ASL)
	Intheater processing (NSL)
3	NICP processing (less BO)
5	Depot processing and hold time
3	Intransit CCP
	CCP processing and cargo accumulation
15	Intransit POE
	POE processing
18	Intransit POE to POD
*2	POD processing
*2	Intransit SSA
*6	SSA processing
5 9	Total OST

AIR LINE OF COMMUNICATION

<u>Objective (Priority 09-15)</u>	<u>Segment</u>
*4	Intheater processing (ASL)
	Intheater processing (NSL)
2	NICP processing (less BO)
4	Depot processing and hold time
4	Intransit CCP
2	CCP processing and cargo accumulation
1	Intransit POE
2	POE processing
*1	POD processing
*1	Intransit SSA
*4	SSA processing
27	Total OST

*Incountry segments of pipeline.

APPENDIX C

DSS PROBLEM FLASHER FORMAT

JOINT MESSAGE FORM									
NO.	DATE	TIME	FROM	TO	INFO	CLASS	EXT	PRIO	REMARKS
<p>FROM: ENTER YOUR UNIT DESIGNATION</p> <p>TO: CDRDDRW SDS LATHROP CA//DDRW-T//</p> <p>INFO: DA WASHINGTON DC//DALO-SFP-S//</p> <p>CDRUSAEIGHT SEOUL KOR//FKJ4-PS-S//FKJ4-T//</p> <p>CDRUSANCLCA PSF SFRAN CA//ANXLC-L/UA//</p> <p>CDR2DINF DIV TONGDUCHON KOR//EAID-SC//</p> <p>CDR19THSUPCOR TAEGU KOR//EANC-GH//</p> <p>CDR6THSPTCEN P.N. TAEGU KOR//EANC-SSC-LS//</p> <p>UNCLAS</p> <p>SUBJECT: DSS/ALOC PROBLEM FLASHER - (MISCONSIGNED CARGO)*</p> <p>1. ALOC PALLET FROM DDRW CONSIGNED TO DISTRIBUTION DROP POINT/SUPPLY SUPPORT ACTIVITY (YOUR LOCATION) CONTAINED CARGO FOR DODAAC _____, WHICH IS NOT SUPPORTED BY THIS DBP/SSA. ALOC TCN WAS _____. PALLET WAS RECEIVED ON (DATE).</p> <p>2. POC IS _____.</p> <p>*NOTE: INSERT TITLE OF YOUR PROBLEM.</p>									
<p>RECEIVED</p>									
<p>RECEIVED NAME (PRINT NAME)</p>					<p>RECEIVED NO.</p>				
<p>RECEIVED DATE</p>					<p>RECEIVED TIME</p>				
<p>RECEIVED SIGNATURE</p>					<p>RECEIVED INITIALS</p>				
<p>RECEIVED UNIT</p>					<p>RECEIVED EXTENSION</p>				
<p>RECEIVED PHONE</p>					<p>RECEIVED EXTENSION</p>				

DD FORM 173/2 (10/81)

USE PREVIOUS EDITIONS ARE OBSOLETE

APPENDIX D

DOCUMENT IDENTIFIER CODES

Table D-1
Direct support system document identifier codes (DICs)

<u>Code</u>	<u>Document Title</u>	<u>Explanation</u>
BDD	Shipment detail lift notice document	AMC, LCA, uses the consolidation shipment status document DIC BBC to prepare a BDD (table D-2) for each overseas requisition. For Army shippers, the BDD identifies the TCN and CCP ship date for each requisition in a shipment. For vendors and non-Army shippers, the BDD identifies the POD, lift date TCN and vessel or flight number of each requisition in a shipment.
D6S	Materiel receipt acknowledgement document	The information on the acknowledgement D6S (table D-2) is used to measure SSA processing time and total OST. The shipping depot prepares one D6S document for each requisition in a shipment. The CCP uses the D6S as a receipt document, then forwards the D6S with the shipment to the SSA. SSA personnel will remove the D6S document and post the receipt to their accountable stock records, enter the date of posting in CCs 73-75, and send the document to the 169th Signal Company, IPF, Taegu, for forwarding to the 6th Support Center (MM), and AMC, LCA.
TK6	Overseas Air intransit data document	The information on the TK6 (table D-3) is used to measure the DSS overseas air intransit time from the POE to the POD and to the SSA. The TK6 document and shipment are delivered to the DDP/SSA. DDP/SSA personnel will remove the document and enter the Julian date of receipt in CCs 77-80. The information in the document is then sent via transceiver to the 169th Signal Company, IPF, for forwarding to AMC, LCA. The CCP also sends, via transceiver, a TK6 to the overseas transportation command for advance notification of the shipment. Overseas air shipments contain one additional TK6 document attached to the outside of the 463L Air Force pallets. POD personnel will remove this TK6, enter the Julian date of receipt in CCs 69-72, and the Julian date the shipment is lifted to the SSA in CCs 73-76. The completed TK6 as sent via transceiver to the 169th Signal Company, IPF, for forwarding to AMC, LCA.

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Table D-1 (Continued)
Direct support system document identifier codes (DICs)

<u>Code</u>	<u>Document Title</u>	<u>Explanation</u>
TK9	Overseas surface intransit data document	The information on the TK9 (table D-4) is used to measure the DSS overseas time from the POE, to the POD and to the SSA. The TK9 document and shipment are delivered to the DDP/SSA. DDP/SSA personnel will remove the document and enter the Julian date of receipt in CCs 77-80. The TK9 is then sent to the 169th Signal Company, IPF, for forwarding to AMC, LCA. The CCP also sends, via transceiver, a TK9 to the overseas transportation command for advance notification of shipment. This TK9 must be dated with the POD receipt date in columns 69-72 and POD lift date in columns 73-76. This TK9 is returned to the 169th Signal Company, IPF, Taegu, Korea, for forwarding to AMC, LCA.

Table D-2
Shipment detail lift notice document

Army Shippers to Surface Ports, Vendors, and Non-Army Shippers (BDD)

<u>CCs</u>	<u>Entry</u>
1-3	BDD DIC
4-6	POD
7	Signal code
8-24	TCN assigned by CCP
25-29	Quantity
30-43	Document number
44	Suffix code
45-50	Supplementary address
51-53	Project code
54-56	Lift date from POE
57-73	TCN
74-75	Carrier container designator
76-80	Container, flight, or vessel number

Table D-2 (continued)
Shipment detail lift notice document

Army Shippers to Aerial Ports (BDD)

<u>CCs</u>	<u>Entry</u>
1-3	BDD DIC
4-6	Blank
7	Signal code
8-24	TCN assigned by CCP
25-29	Quantity
30-43	Document number
44	Suffix code
45-50	Supplementary address
51-53	Project code
54-56	CCP ship date
57-73	TCN
74-80	Blank

Table D-3
Materiel receipt acknowledgement document (D6S)

<u>CCs</u>	<u>Entry</u>
1-3	D6S
4-6	RIC
7	Blank
8-22	NSN
23-24	Unit of issue
25-29	Quantity
30-43	Document number
44	Suffix
45-50	Supplementary address
51	Signal code
52-53	Fund code
54-56	Distribution code
57-59	Project code
60-61	Priority
62-66	Blank
67-69	RIC
70	Owners ship/purpose code
71	Condition code
72	Management code
73-75	Blank (for use by unit to post date received)
76-80	Blank

Table D-4
Air intransit data document (TK6)

<u>CCs</u>	<u>Entry</u>
1-3	DIC
4-5	RIC(BY9)
7-12	DODAAC of shipper
13-16	Julian date shipped--APOE
17	Mode of shipment to APOE
18-19	Type of pack
20-22	APOD
23-29	Pallet serial number
30-46	Pallet TCN
47-52	DODAAC of requisitioner
53-68	Blank
69-72	Julian date received at APOD
73-76	Julian date shipped from APOD
77-80	Julian date received at DDP/SSA

Table D-5
Surface intransit data document (TK9)

<u>CCs</u>	<u>Entry</u>
1-3	DIC
4-6	RIC(BY9)
7-22	Blank
23-29	Container number
30-46	TCN of container
47-52	Requisitioner DODAAC
53-68	Blank
69-72	Julian date received at POD
73-76	Julian date shipped from POD
77-80	Julian date received at DDP/SSA

Table D-6

Activities receiving advance notification of shipment (TK6/TK9) documents

<u>For shipments to--</u>	<u>Transceive TK6 air intransit data documents to--</u>	<u>Transceive TK9 surface intransit data documents to--</u>
Hawaii	U.S. Army Air Traffic Control Officer, Hickam AFB, HI 96853-5270	Naval Supply Center Pearl Harbor, HI 96860-5300
Japan	U.S. Army Air Traffic Coordinating Officer Yokota AB, Japan, APO AP 96328-5000	Directorate of Transportation USAGH, ATTN: GARH-TR-OT-A, Yokohama, Japan, FPO Seattle 9S760- 5000
Korea	25th Transportation Control Movement Agency, APO AP 96218-0171	U.S. Army Port Operations Pusan, Korea, APO AP 96259-0260
Okinawa	Military Ocean Terminal Okinawa Military Traffic Management Command, APO AP 96331-0008	US. Army Garrison, Okinawa, Logistics Division. ATTN: AJGO-LT (ACA-ATCO), APO AP 96331-0008

ROUTINE

UNCLASSIFIED
YONGSAN
TELECOMMUNICATIONS CENTER

PAGE 01 001419 06/22/92
ACTION 24 020101
ACTIVITY 240600Z SEP 92 230000Z UNCLAS
IN CONFORMANCE WITH STRAN CAN AMPLC WFF
TO RUEAAN/COR USARMCENT SGMN ROR/DJ/MS 3 01 11
BT
UNCLAS
INFO EUSA AIOC A

IN THEATER PROCESSING	SEP 92				1 MONTH AVG			
	NO	AVG	NO	AVG	NO	AVG	NO	AVG
PD 01 01 AIR	483	3.0	483	3.0	1975	3.0	2310	3.0
PD 01 01 NSL	1127	3.7	1127	3.7	4261	3.0	4261	3.0
PD 04 01 AIR	1370	2.6	1370	2.6	7200	3.4	7200	3.4
PD 04 01 NSL	1649	4.2	1649	4.2	12843	4.9	12843	4.9
PD 09 15 AIR	1647	3.6	1647	3.6	21947	3.7	25843	3.7
PD 09 15 NSL	5545	4.2	5545	4.2	35778	4.0	35778	4.0
ALL PD	7482	3.6	7482	3.6	37156	3.5	37156	3.6
NSL	5121	4.1	5121	4.1	34001	4.5	51330	4.9

PD0 PROCESSING

AIR	SEP 92		1 MONTH AVG	
	NO	AVG	NO	AVG
AIR	10250	1.7	78226	1.5
SURFACE	22	3.0	99	1.0

INTRACENT PD0 TO SSA

AIR	SEP 92		1 MONTH AVG	
	NO	AVG	NO	AVG
AIR	4511	2.0	10543	1.9
SURFACE	3	4.3	30	1.3

SSA PROCESSING

PD 01 01 AIR	SEP 92				1 MONTH AVG			
	NO	AVG	NO	AVG	NO	AVG	NO	AVG
PD 01 01 AIR	425	4.3	425	4.3	2107	3.2	2547	2.0
SURFACE	1	2.1	1	2.1	25	5.7	23	5.3
PD 04 01 AIR	716	1.7	716	1.7	4478	2.0	4019	2.1
SURFACE	17	2.0	17	2.0	52	4.5	46	2.7
PD 09 15 AIR	2247	2.4	2247	2.4	12534	3.2	12420	1.0
SURFACE	49	3.0	49	3.0	261	5.2	250	2.6
ALL PD	3478	2.8	3478	2.8	19475	3.1	15106	2.0
SURFACE	69	2.9	69	2.9	336	5.3	310	2.0

TOTAL DT FWD TO 4506 45.9 73101 43.0

PD 01 01 AIR	NSL				NSL			
	NO	AVG	NO	AVG	NO	AVG	NO	AVG
PD 01 01 AIR	470	191	33.2	470	2050	27.5		
SURFACE	15	2	80.0	64	29	69.0		
MAIL	0	13	154.0	59	64	59.4		
TOTAL*	524	221	41.9	579	2476	29.9		
PD 04 01 AIR	720	451	36.4	6283	3581	28.6		
SURFACE	14	7	88.9	140	73	72.0		
MAIL	22	13	54.9	159	83	81.4		
TOTAL*	857	506	37.7	7474	4328	31.6		
PD 09 15 AIR	1839	1764	31.8	17762	12361	29.5		
SURFACE	187	105	56.0	578	524	61.6		
MAIL	30	56	45.1	650	829	53.5		
TOTAL*	2372	2326	34.6	21160	13109	34.0		
ALL PD	3809	2406	32.0	28113	16947	25.1		
SURFACE	172	114	55.0	752	626	63.8		
MAIL	100	121	62.4	406	204	51.7		
TOTAL*	3733	3053	35.7	34691	23914	33.7		

* INCLUDED IN THE TOTAL ARE ANY REQUISITIONS FOR WHICH MODE OF SHIPMENT COULD NOT BE DETERMINED FROM THE LIST

** RECORDS ARE RETIRED BASED ON CRITERIA FORMED IN DA FORM 700-38

DSS INPUT DATA

RIP UPDATE

NUMBER OF RECORDS RETIRED **	12228
NUMBER RETIRED BY GALS/DMO	10033
PERCENT RETIRED BY GALS/DMO	88.1

SSA RECEIPT

NO RECORDS RETIRED FOR WHICH ICG WILL POST	9337
NO RECORDS WITH SSA RECEIPT DATE	6124
PERCENT WITH SSA RECEIPT DATE	65.6

BT FBI ASL AND NSL REQUISITIONS SEP 6 MONTH

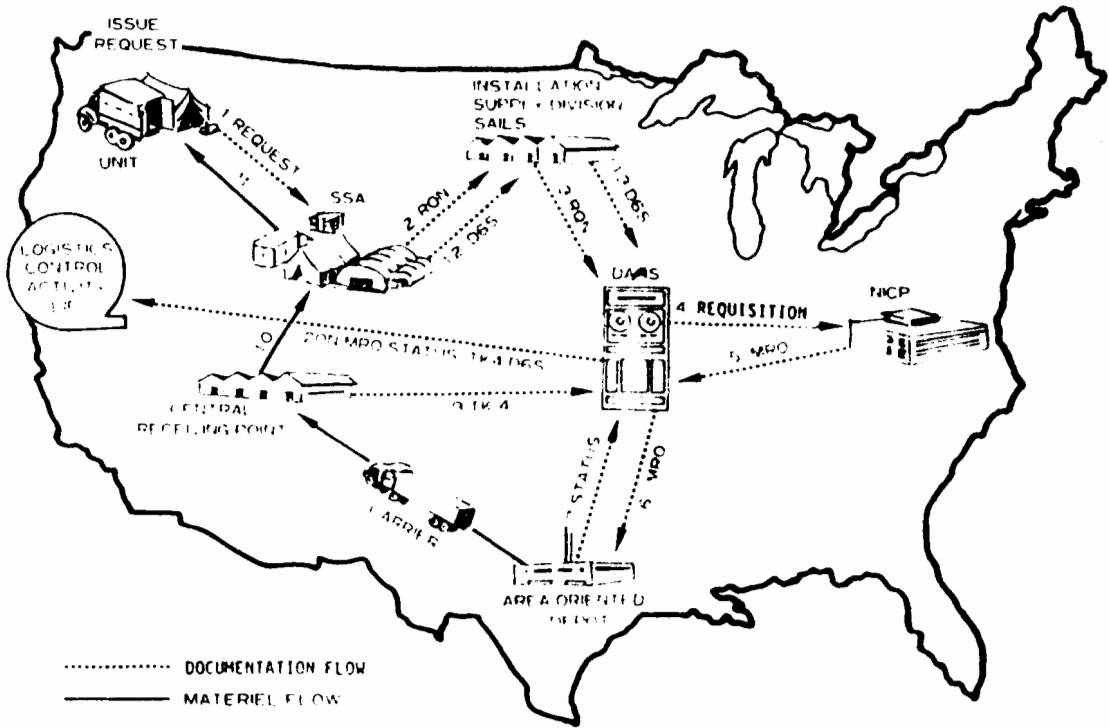
PAGE 01 001419 06/22/92
NUMBER OF AIR AND NSL REQS 10187
NUMBER OF ASL REQS 7482
PERCENT OF PD 01 01 ASL REQS 24.3
PERCENT OF PD 01 01 ASL & NSL REQS 27.3
PERCENT OF PD 01 15 ASL REQS 55.5
NUMBER OF DLS/DLA
RETIRED IN MONTH 11788
DUPLICATES NOT FACCLUDED 4
BLANK MRP DATES 4
NO DUPLICATE MRP DATES
MRP DATES OVER 1200 & MONTHS 7
MRP DATE IN APR 92 6
MRP DATE IN MAY 92 7
MRP DATE IN JUN 92 52
MRP DATE IN JUL 92 91
MRP DATE IN AUG 92 1527
MRP DATE IN SEP 92 3593
USED IN CURRENT MONTH 1596

MAY 1992
IF YOU HAVE ANY QUESTIONS REGARDING YOUR JDAFP STATISTICS PLEASE CONTACT MS CHAR CATE AT CGN 586 5847 OR MS PATT JOYNER AT CGN 586-3934 OUR DON MAILBOX IS AMNOCAT@AIRMAIL.FMPC.AFMC.MIL
BT
01549
UNCLAS

SAMPLE

UNCLASSIFIED

Figure E-2. EUSA AIOC rollup processing time



Documentation portrayed in this figure establishes a LIF record for each requisition

Figure E-3. DSS CONUS documentation and materiel flow

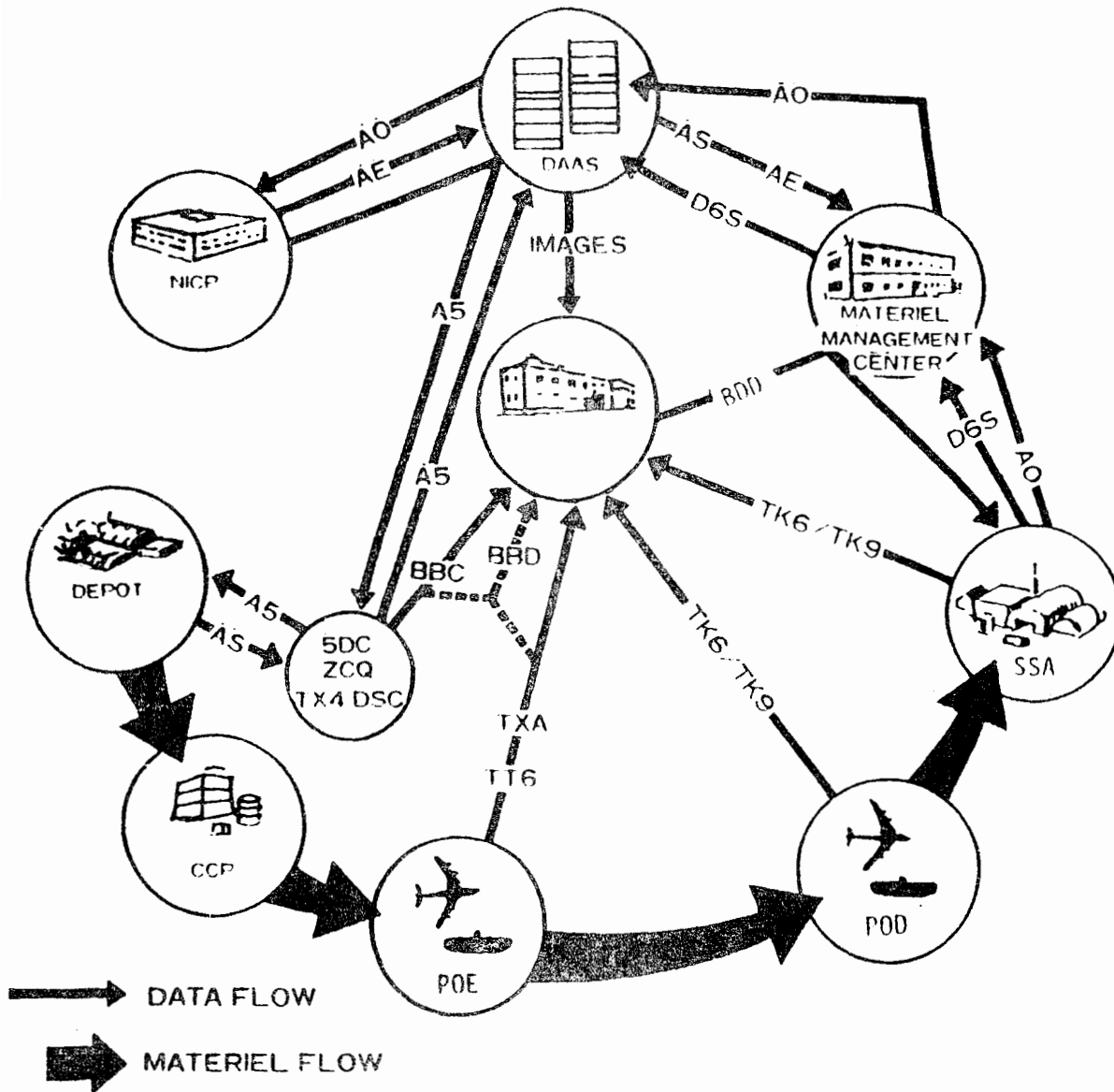
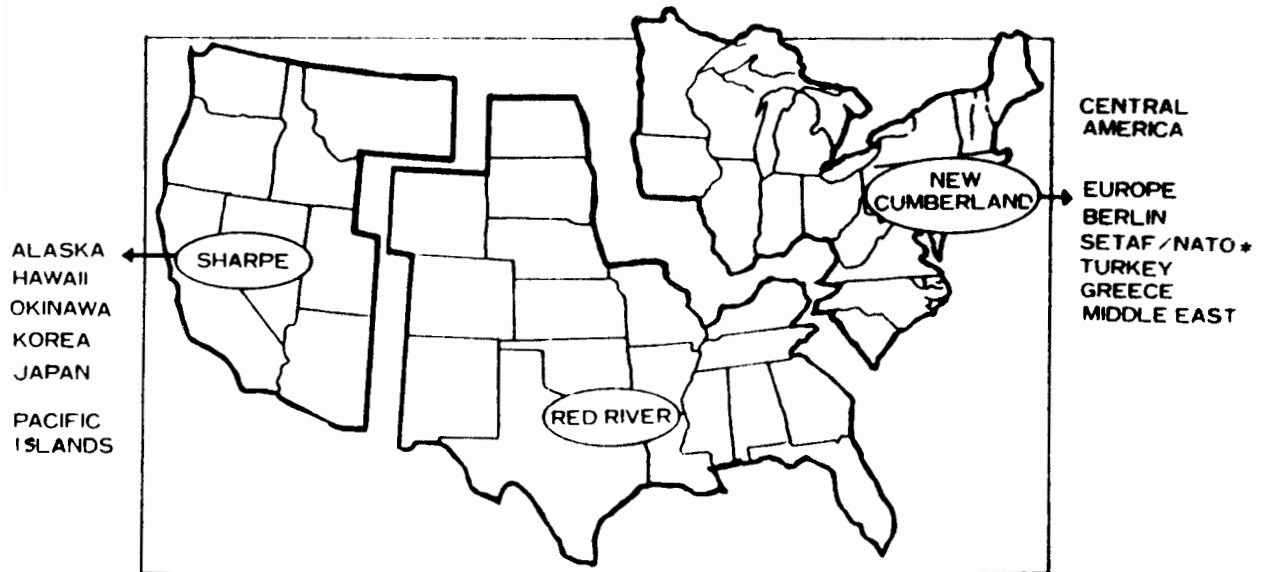


Figure E-4. LIF record build (overseas)



Southern Europe Task Force (SETF) / North Atlantic Treaty Organization (NATO)

Figure E-5. Area oriented depots

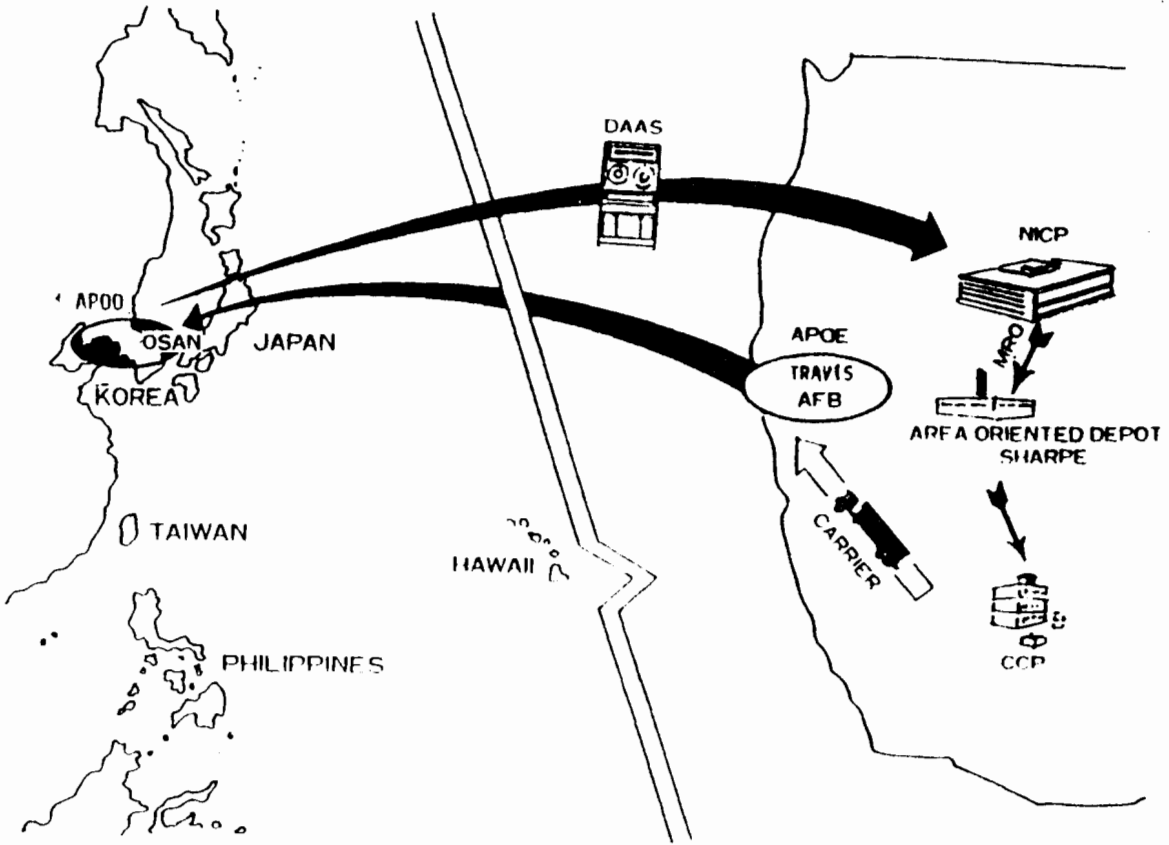
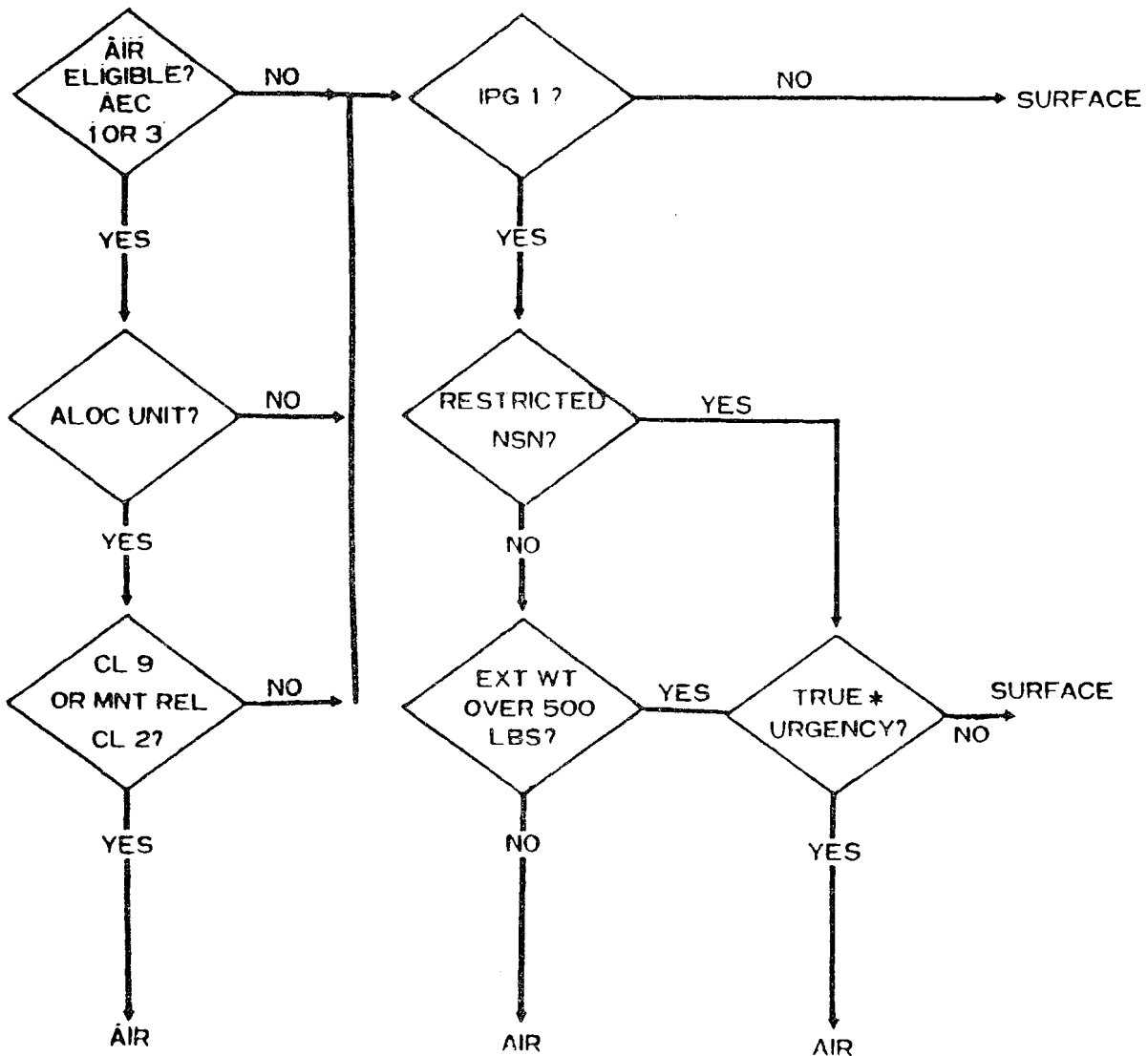


Figure E-7. ALOC requisition and materiel flow for Alaska and the Pacific



NOTE: * LCA challenge to requisitioner
 * NMCS - not mission capable supply
 * MNT REL - maintenance related
 * EXT WT - extended weight
 * IPG - issue priority group

Figure E-8. Decision matrix for air/surface shipment











CLASSES OF SUPPLY		
CLASS	SYMBOLS	TYPE ITEMS
I		Subsistence
II		Clothing, TA 50
III		Petroleum, Oils and lubricants
IV		Construction materials
V		Ammunition, explosives
VI		Personal demand items
VII		Major end items
VIII		Medical
IX		Repair parts and components
X		Agriculture, economic development

Figure E-9. Classes of supply




1 ASISBG0 EA00001 Y00000CAWK 05 2AS9GAA										1 TOTAL PRICE 0008729 00008729		2 SHIP FROM SW3200		3 TO W62N2A			
4 WARE FOR										5 QUANTITY 3007		6 RATE 061400 X		7 TYPE CARGO LT0077.5		8 PS Z9Z U	
9 FREIGHT CLASSIFICATION NOMENCLATURE CONTACTOR										10 QTY RECD 001		11 UNIT WEIGHT 00006.30		12 UNIT CUBE 000.35		13 UIC 0	
14 RECEIVED BY [Signature]										15 CONT NO CONT 0073301000000-6		16 TOTAL WEIGHT 0001		17 TOTAL CUBE 196		18 DATE RECEIVED	
19 OCN S79CH										20		21		22			

WT4KB923380503
 6110012349218
 S9GEA00001A 0008729

0073301000000-6
 OCN S79CH

FORM APPROVED ONLY NO OTHER USES

Figure E-10. Issue release/receipt document

1 TRANSPORTATION CONTROL NUMBER  WT4KB322370246XXX		2 POSTAGE DATA	
3 FROM DDW SAN JOAQUIN LATHROP CA 95331-5340 W62G2T		4 TYPE SERVICE FRT DSS	
5 SHIP TO / POE 0121641 3DU MOTBA OAKLAND CA 94626		6 TRANS PRIORITY 3	
7 POO UDS PUSAN FUSAN KOREA		8 PROJECT	
9 ULTIMATE CONSIGNEE / MARK FOR  WT4KB3		10 WT 00050	11 RDO
WT4KB3 SR 34TH SPT GP HHC PEAL PROP ACCT OFC DEH AREA III YONGSAN KOREA		12 CUBE 0050.0	13 CHARGES
		14 DT SHIP 93012	15 FMS CASE NUM
		16 PIECE NO 00002	
		17 TOTAL PIECES 00004	

SAMPLE

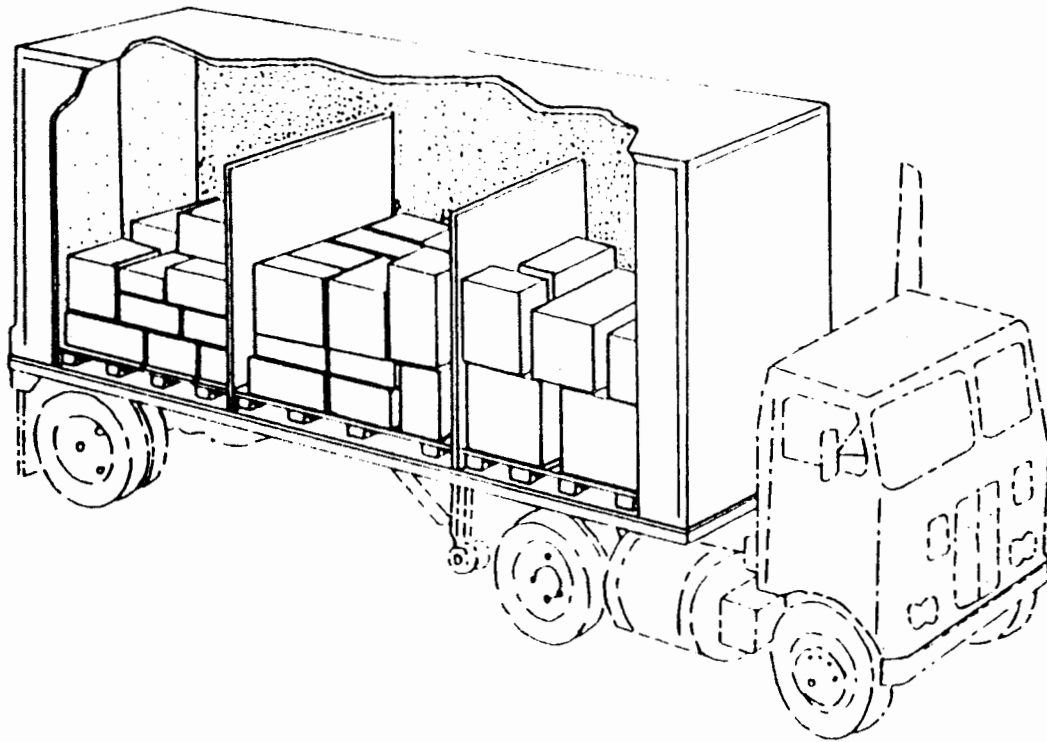
Figure E-11. Transportation shipping label

A5 AAXJ K7110011546986		EA 00002		25ADX 81980003		BYNOA9 AEX		12 227 AXR		0062013	
Fort Lee, VA Fort Lee, Virginia 23801				Instal PBO CRP WHS 17109 FT LEE, VA 23801				7021			
TABLE 96				LOCAL PURCHASE				CTIC:U			
WT4GDL-3029-0009				SAMPLE				MULTI-PACK			
CEPHUS C. MELTON, GS-12 Accountable Officer											

DOD Form 1319-1, SEP 87


DOD SINGLE LINE ITEM RELEASE/RECEIPT DOCUMENT

Figure E-13. DOD single line item release/receipt document



NOTE: A scheduled truck operating on a regular schedule from a designated area oriented depot to carry DSS activities. Barriers are placed between shipments to separate materiel destined for more than one installation. Materiel is loaded in the first-on, last-off sequence.

Figure E-14. DSS scheduled truck

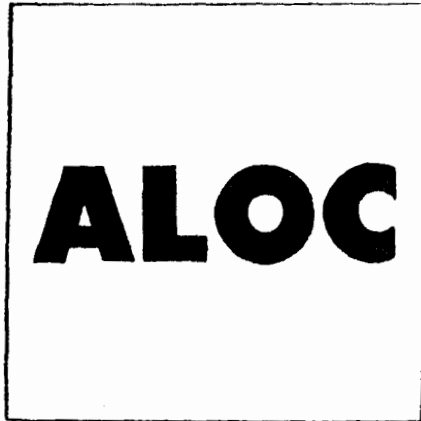
MILITARY SHIPMENT LABEL		<i>Form Approved. OMB No. 0704-0188</i>	
1. TRANSPORTATION CONTROL NUMBER Bar Codes, Bar Codes WT4KDX158442380XXX		2. POSTAGE DATA	
3. FROM DDRW San Joaquin LATROP CA 96331-5340 W5555T		4. TYPE SERVICE AIR FRT AIR	
5. SHIP TO/POE 62D MAW AP TRAVIS AFB CA 95XXX-XXXX		6. TRANS PRIORITY 1	
7. POD OSAN AFB SONGTAN KOREA		8. PROJECT	
9. ULTIMATE CONSIGNEE OR MARK FOR BAR CODES WT4KDX WTKKDX, 595th Maint Co Supply Office Songnam, Korea	10. WT. (This piece) 00250	11. RDD	
	12. CUBE (This piece) 0250.0	13. CHARGES	
	14. DATE SHIPPED 93012	15. FMS CASE NUMBER	
	16. PIECE NUMBER 00002	 BAR CODES	
17. TOTAL PIECES 00003			

SAMPLE

DD Form 1387, NOV 88

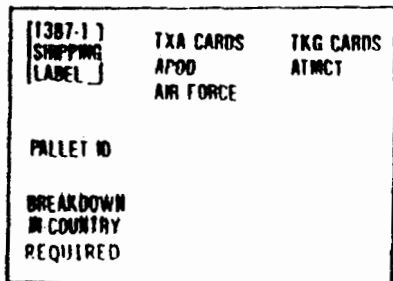
Previous editions are obsolete.

Figure E-15. Military shipping label

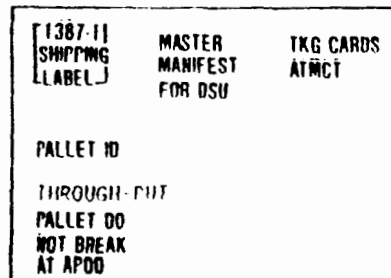


LABEL SIZE: 3" X 3"

COLOR: BLACK LETTERS ON
ORANGE BACKGROUND



PLACARD FOR
BREAK BULK PALLET



PLACARD FOR
THRU-PUT PALLET

NOTE: FABRICATE PLACARDS FROM FIBERBOARD
PLACARD SIZE: 24" X 18"
LETTERING SIZE: APPROXIMATELY 3/4" HIGH

Figure E-16. ALOC placard label

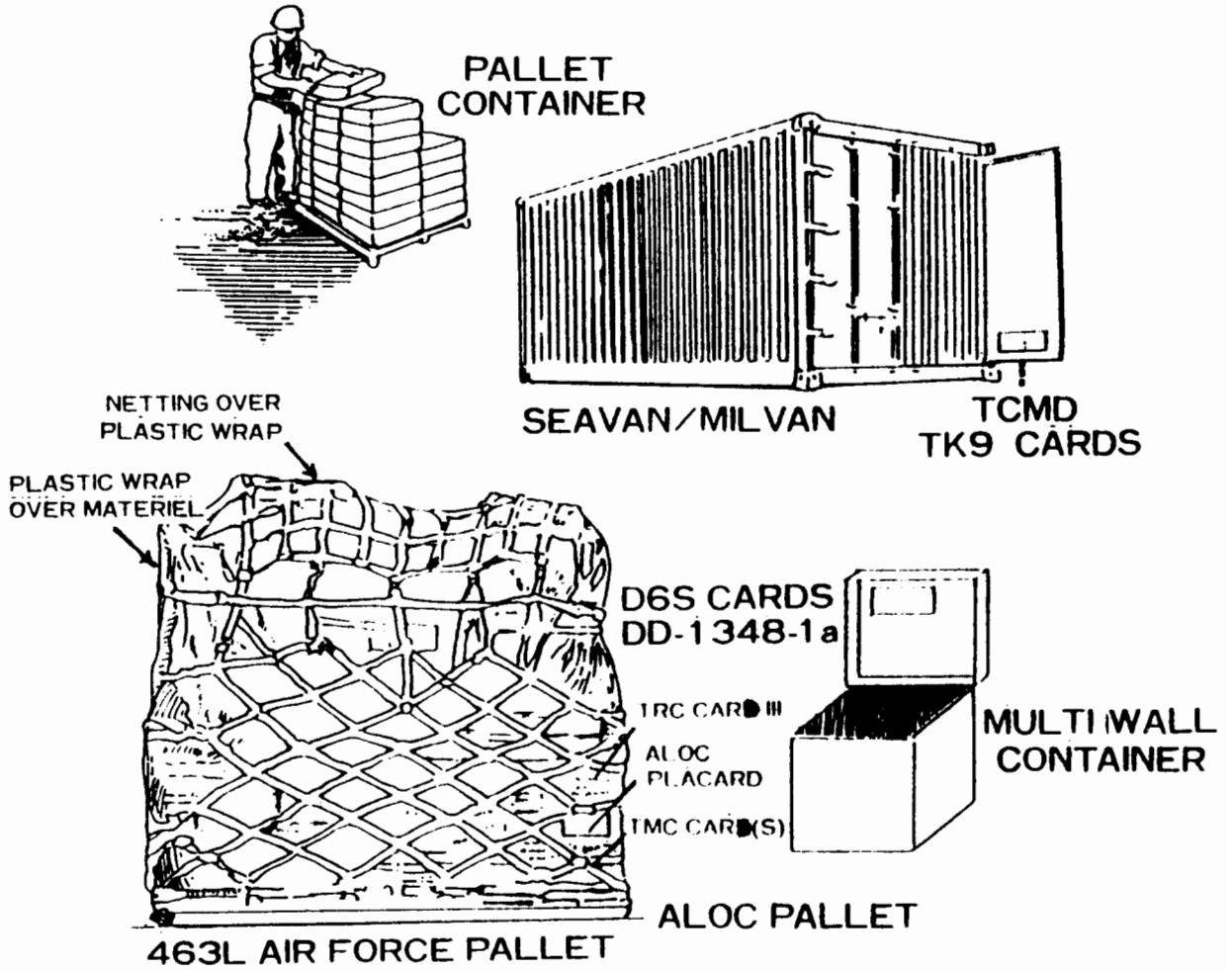


Figure E-17. Shipping containers and documentation

GLOSSARY

Section I. ABBREVIATIONS

AFE	area facility engineer
ALOC	air lines of communication
AMC	Army Materiel Command
APOD	aerial port of debarkation
APOE	aerial port of embarkation
ASL	authorized stockage list
ATMCT	air terminal movement control team
BO	backorder
CC	card column
CCP	consolidation and containerization point
CONUS	continental United States
DA	Department of the Army
DAAS	Defense Automatic Addressing System
DDP	distribution drop point
DDRW	Defense Depot Region West
DEH	directorates of engineering and housing
DIC	document identifier code
DOD	Department of Defense
DODAAC	Department of Defense activity address code
DSS	Direct Support System
DS4	Direct Support Unit Standard Supply System
EUSA	Eighth United States Army
HQ	headquarters
HQDA	Headquarters, Department of the Army
LAW	in accordance with
IDAPR	Individual DSS Activity Performance Report
IDC	intransit data card
IPF	information processing facility
IPG	issue priority group
LCA	Logistics Control Activity
LIF	logistic intelligence file
MCT	movement control team
MEDCOM	medical command
MEDSOM	medical supply optical maintenance
MNT-REL	maintenance-related
MRO	materiel release order
MSC	major subordinate command
NICP	national inventory control point
NSL	nonstockage list
NSN	national stock number
OST	order ship time
PB	property book

USFK Reg 700-1

POD	port of debarkation
POE	port of embarkation
RESHIP	report of shipment
RIC	routing identifier code
SAILS	Standard Army Intermediate Level Supply System
SSA	supply support activity
TCMD	transportation control movement document
TCN	transportation control number
TMCA	Transportation Movement Control Agency
TP	transportation priority
UDC	unit destination code
2ID	2d Infantry Division

Section II. TERMS

Aerial port of debarkation. A terminal at which troops and materiel are discharged from aircraft.

Aerial port of embarkation. A terminal at which troops and materiel board or are loaded aboard aircraft.

Air eligibility code. A one-position numeric code. This code determines which items will be transported by air.

Air Force 463L pallet. Aluminum air cargo pallet, 88- by 108-inches, on which shipments are consolidated, strapped, and covered with plastic sheets for movement by the Air Mobility Command.

Air line of communication. Air delivery of designated air eligible classes of supply to selected overseas outside CONUS Army combat service support units.

Air Mobility Command. The single manager operating agency for designated airlift service of ALOC cargo.

Area oriented depot. A depot which stores secondary items tailored to support specific customers, missions, and/or geographical areas. DSS/ALOC customers in EUSA are supported by the Defense Logistics Agency's Defense Depot Region West (formerly Sharpe Army Depot belonging to USAMC/ Depot Systems Command).

Army Materiel Command. The Army Materiel Command performs assigned materiel functions of the DA, including research and engineering; test and evaluation; procurement and production; new equipment training; scientific and technical intelligence production; international maintenance, demilitarization, and disposal for CONUS wholesale supply and maintenance systems as well as for systems outside CONUS. With HQ in Alexandria, VA, it operates through major subcommands and directs the activities of depots, laboratories, arsenals, maintenance shops, proving grounds, test ranges, and procurement offices throughout the U.S.

Authorized stockage list. A list of items authorized to be stocked at a specific echelon of supply. The following are various types of ASL: Direct support unit stockage list, maintenance shop stock, and theater ASL.

Automatic digital network. The single digital network to handle all digital traffic, regardless of the functional nature of the traffic.

Break-bulk point. A transshipping activity to which multiple shipment units maybe consigned for further distribution within the transportation system.

Classes of supply. The Army has divided supplies and equipment into 10 classes as a means to classify specific items into meaningful categories of materiel.

Consolidation and containerization point. The CCP supporting the EUSA is located at DDRW. The CCP is responsible for receiving; documenting, consolidating, loading; and shipping Army-sponsored cargo to overseas customers. The intent is to consolidate multiple lines, consigned to a single customer or group of customers in a particular geographic area into a container, thereby, reducing shipping cost and improving response time to overseas customers.

Defense Automatic Addressing System. This system routes requisitions and related status between customers, inventory control points, and CONUS depots. This system also takes the necessary action to provide LCA with concurrent images of requisitions and related traffic for recording in the LIF.

Department of Defense activity address code. A six-position, alphanumeric code assigned to identify specific activities which are authorized to requisition, ship, and receive materiel.

Direct support system. Direct delivery of supply items to overseas/CONUS SSAs from CONUS area oriented depots.

Direct support unit. A unit which has the mission of supporting another unit in the command. It receives and executes missions directly on call from, and gives priority of effort to the supported unit. It is not attached to a support unit but remains under the command of its previously established higher commander.

Distribution drop point. An activity designated by the incountry distribution plan to receive and distribute cargo to a cluster of SSAs. For example, 520th Maintenance Company is an ALOC DDP, that supports A Company, 3/501st Aviation Regiment and 257th Signal Company; the AFE, Seoul, is a DSS surface DDP which supports the AFE, Chunchon. DDPs are identified in appendix A by an alpha/numeric designate or, such as B-2.

Individual DSS Activity Performance report. A report prepared by LCA at the end of each calendar month for each individual DODAAC identified as a DSS SSA by extracting LIF requisition data for the current month.

USFK Reg 700-6

Logistic control activity. The LCA is responsible for monitoring and selectively coordinating, expediting, and reporting on the input and status of Army-sponsored supply requisitions placed on the DOD supply system and the movement of Army-sponsored cargo from supply sources to destination. It accomplishes these responsibilities by maintaining the LIF. The LCA is located at the Presidio of San Francisco, CA.

Logistic intelligence file. A data bank of logistics information which tracks all DSS supply transactions with particular attention to time segments required for requisition and receipt processing. This file collects the information and stores the information needed to ensure intransit visibility.

Military standard requisitioning and issue procedures. (See DOD 4000.25-1-S1.) Military standard requisitioning and issue procedures is the DOD military standard system that provides uniform DOD procedures, codes, formats, forms, and time standards for requisitioning, supply advice, supply status, materiel issue and receipt, and materiel returns.

Military standard transportation and movement procedures. (See DOD 4500.32-R.) Military standard transportation and movement procedures is the DOD military standard system that provides for standard codes, forms, formats, and procedures required to manage and control the movement of materiel through the Defense Transportation System.

Misdirected DSS/ALOC cargo. DSS/ALOC cargo inadvertently shipped to an incorrect location, for example, ALOC cargo consigned to SP60 (WT4KEA) which should have been sent to 2ID ALOC (WT4J8P). These errors should be documented and reported to DDRW.

Multi stop container. A DSS throughput van with cargo for multiple consignees. Barriers are placed between shipments to separate materiel destined for more than one consignee.

National inventory control point. The Army organization responsible for wholesale inventory management of assigned items, either for DA only or DOD as a whole.

National stock number. A 13-position number assigned to each item of supply purchased stocked, or distributed within the Federal Government.

Nondesignated DSS/ALOC activity. An activity that is a non-Army activity, such as DOD schools or the U.S. Embassy, or an Army activity that is not designated as a DSS/ALOC customer by HQ DA, for example, American Forces Korea Network.

Perpetuation of unit document number. A procedure used when organizational level units have been assigned a DODAAC for requesting supplies from their SSA. If the SSA cannot immediately issue the items and they are NSL, the unit document number plus its DODAAC are entered in a requisition and submitted to the next higher level of supply support SAILS.

Port of debarkation. An authorized point of entry into a foreign country or the U.S.

Port of embarkation. An authorized point of departure from a foreign country or the U.S.

Priority designator. A two-digit numeric code that indicates the priority for handling materiel based on the mission and need of the requiring activity.

Supply support activity. Activities assigned a DODAAC and having a supply support mission. Examples are: direct support units, maintenance general support units, supply and transportation battalions, supply and service units, installation supply divisions, materiel management centers , self-service supply centers, clothing sales stores, table of distribution and allowances maintenance shops, central issue facilities, and clothing initial issue points.

Topped off air pallet. TP-01 air eligible cargo for DSS surface customer shipped on ALOC pallet to the nearest ALOC DDP. Examples would be an 02 requisition for Supply Point 51 (DSS - surface) shipped to ALOC DDP WT4R3D-CVP, Seoul or an 02 requisition for Supply Point 52 (DSS - surface) shipped to ALOC DDP WT4KDK-520th Maintenance Company, Pyongtaek.

Transportation control number. A 17-position number assigned to control a shipment unit throughout the transportation cycle within the Defense Transportation System.