

APPENDIX E

SECURITY COOPERATION PROGRAM (SCP) SHIPMENTS: FOREIGN MILITARY SALES (FMS) AND PSEUDO-FMS COOPERATIVE PROGRAMS

A. GENERAL

1. The SCPs are United States Government (USG) programs that regulate the transfer of USG defense articles and services to foreign governments as either government-to-government sales or government-to-government transfers. Authority and procedures for the SCP come from several levels of the USG. These include Congressional legislation; Presidential Determinations (PD); and by rules, regulations, and procedures published by the Departments of State, Commerce and Defense (DOD). Within the DOD, each of the Services issues its own SCP rules, regulations and procedures. The Services are called Implementing Agencies (IAs) or Sponsoring United States (US) Military Services when they work in the SCP. The SCP is divided into two sub-programs, the FMS Program and a collection of other Security Cooperation Pseudo-FMS SCP programs.
2. FMS is the major SCP. FMS Customer Countries buy defense articles and services from the DOD or the USG. FMS Purchasers, then, pay with cash, credit, grant or non-repayable credit.
3. The difference between title/ownership and possession/custody is a very important subject in the FMS Program. The DOD may transfer custody or possession to an FMS Purchaser at a shipment's point of origin, a Purchaser's Continental United States (CONUS)-located facility or freight forwarder, at an overseas Port of Debarkation (POD), or at an inland destination in the Purchaser's Country or even a third-party country. Movement can be totally non-Defense Transportation System (DTS), partially DTS, or totally DTS. Regardless of where custody passes, title or ownership passes to the purchaser at a shipment's point of origin. Any exception to this procedure must be specifically addressed in an FMS Case (Letter of Offer and Acceptance—LOA).
4. A Delivery Term Code (DTC) identifies a FMS shipment's custody transfer point. This point is determined between the Purchaser and the USG in an FMS Case/LOA. Although a DTC is negotiated in the LOA process, it can be at least partially determined by what is being sold. For example; Sensitive Arms, Ammunition, and Explosives (AA&E) must be under DOD control at least through a DOD-controlled Port of Embarkation (POE). Therefore, a minimum of DTC 8 must be assigned.
5. Besides DTCs, other data needed to process and ship FMS material are entered into LOAs. This other data includes Type Assistance/Funding Codes and address codes. IAs transfers the data to DOD 4000.25-1-M, Military Standard Requisitioning and Issue Procedures (MILSTRIP) requisitions to have material released from the DOD's Logistic System to FMS Purchasers. MILSTRIP data provides DOD/USG shipping activities information needed to correctly ship FMS material. In addition to the custody transfer point, this coded data identifies the IA, the ship-to and mark-for addresses, and the FMS Cases.
6. For FMS, title or ownership passes to Purchasers/Recipients for most shipments at their points of origin. DOD/USG-procured transportation may be furnished as a reimbursable service. The USG will never be held responsible for damage or loss that may occur in transit. FMS Purchasers are told in the LOA process that they should buy commercial insurance if they want to recover full costs for in transit loss or damage. DOD shipping activities or transportation agencies must submit tracer or claims actions against carriers on behalf of FMS Purchasers if loss or damage occurs during DOD-procured transportation.

7. Non-FMS SCP includes both Grant Programs such as Presidential Drawdowns and International Military Education and Training Programs and specially-funded Pseudo-FMS Programs such as Counter-Narcotics programs and National Defense Authorization Act programs. Shipments made under a Pseudo-FMS Program are processed by shippers in the same way as FMS Program shipments. MILSTRIP is also used to release and route Pseudo-FMS SCP shipments. The procedures for transporting material under Pseudo-FMS Grant Program SCP differ from FMS/Pseudo-FMS procedures in the following ways:
 - a. All Pseudo-FMS shipments move via the DTS to recipient country PODs (offloaded) (DTC 9), or to final destination (DTC 7).
 - b. For Grant Program Pseudo-FMS material, title or ownership passes to Purchasers/Recipients at destination. DOD/USG-procured transportation is furnished as part of the transfer agreement. The standard terms and conditions expressed in a standard FMS LOA do not apply to Grant Program Pseudo-FMS transfers. The USG is responsible for damage or loss that may occur in transit. DOD shipping activities or transportation agencies must submit tracer or claims actions against carriers on behalf of the USG if loss or damage occurs during DOD-procured transportation.
8. See Chapter 205 for information on Movement of Conventional Arms, Ammunition, and Explosives, Classified (Secret and Confidential), Sensitive and Controlled Cryptographic Items and Material under a Transportation Protective Service (TPS).
9. Clarification of the term “freight forwarder”. This term is used throughout the Defense Transportation Regulation (DTR). It is important to distinguish the difference between a freight forwarder as a transportation service provider approved by the DOD for DOD cargo and a FMS freight forwarder who acts as an agent in the US for the foreign customer country to receive their cargo and provide other services in addition to transportation (e.g., customs brokerage, storage). All mention of the term freight forwarder in this Appendix refers to the latter context
10. DTS is described as the following: Any movement of FMS and Pseudo-FMS SCP material done by DOD-operated or DOD-procured transportation. For DOD cargo, DTS is that portion of the worldwide transportation infrastructure that supports the DOD’s transportation needs across the range of military operations. The DTS consists of those common-user military and commercial assets, services, and systems organic to, contracted for, or controlled by the DOD, except for those that are Service-unique or theater-assigned. Overseas movement via a carrier paid with a Bill Of Lading (BL) or Electronic Data Interchange (EDI) that cites a DOD-controlled fund is a DTS movement. If FMS cargo moves to a freight forwarder in the CONUS (DTC 5) under a prepaid BL, it is DTS transportation. If FMS material moves to a DOD port for pickup by an FMS Purchaser (DTC 8), the inland movement and port handling is DTS. A Notice of Availability (NOA) and other special FMS procedures apply to these shipments, but tracing and claim responsibility belong to the DOD because the transportation has been procured by DOD activities.

B. RESPONSIBILITIES

1. For DTS surface-moved FMS and all Pseudo-FMS SCP cargo, Military Surface Deployment and Distribution Command (SDDC) Operations will:
 - a. Determine proper freight classification, rates, charges, rules, and regulations that apply to SCP traffic. DOD tenders also apply to the movement of SCP shipments.
 - b. Negotiate with all commercial-for-hire carriers to establish or modify rates, classification descriptions and ratings, charges, rules, regulations, or accessorial freight services.

- c. Ensure that rates and charges that involve accessorial freight services incidental to a linehaul transportation movement under SDDC routing control are solicited as follows:
 - (1) Rates and charges for performance of transportation (does not include accessorial freight services).
 - (2) Rates and charges for performance of transportation plus accessorial freight services.
 - d. Advise IAs and other DOD agencies of the results of negotiation actions taken.
 - e. Recommend litigation in transportation and traffic management areas to protect and promote the interests of the DOD SCP.
2. Transportation Officers (TOs) and contracting officers will furnish SDDC Operations with all the information in connection with negotiations with commercial carriers as far in advance as possible. Ideally, Volume Movement Request for DTS-routed SCP-planned volume movements will be submitted at least 60 days in advance of a movement, but not less than 30 days before the date of the movement. If a movement develops within a shorter timeframe, the information must be furnished as soon as possible.
 3. Commanding officers, purchasing and contracting officers, inventory managers, TOs at contract administration offices, and other DOD officials having advance information concerning procurement or other actions involving DTS-routed SCP-planned volume movements will furnish such information to the TO or traffic analyst serving the purchasing activity (Federal Acquisition Regulation, Part 42-1402, Volume Movements within the Continental United States). The TO or traffic analyst, in turn, will furnish the required information to SDDC Operations In Accordance With (IAW) transmittal instructions as far in advance as possible.

C. PLANNED VOLUME MOVEMENT (SEE CHAPTER 201, PARAGRAPH L.13.D)

1. As used in this Appendix, a planned volume movement is any DTS movement of SCP freight shipments from one origin point to a single destination that will total (in one year) 25 Carloads, or 25 Truckloads, or weighs 500,000 pounds (lbs) or more.
2. Shippers will consolidate traffic with origin or destination points within the same geographical area within a single SCP case whenever possible. Consolidation increases the potential for volume rate negotiation benefits.

D. TRANSPORTATION PROCEDURES

1. Shippers must release FMS cargo via the DTS or under Purchaser Country/Freight forwarder control based on their Delivery Term Code (DTC). When assembling a shipment unit for release, the DTC will be found in record position 34 of the MILSTRIP document or documents that a shipper includes in the shipment unit. The DTC will then also appear in the fifth position of the TCN constructed for the shipment unit (see Appendix L, Paragraphs A, C, M, and O for correct SCP TCN construction).

NOTE: MILSTRIP document numbers and their associated TCNs cannot be altered, amended or changed in any way; they are permanent records. However, an IA can issue instructions for shippers to process certain releases/shipments under a different DTC than the one that appears in the document numbers/TCNs. Therefore, if a release is made under an amended DTC, the document number/TCN will retain the original DTC. If a DTC assigned to a FMS release does not conform to special requirements that might apply to the materiel in the shipment (e.g., minimum of DTC 8 for Sensitive and AA&E items), a shipper will contact the correct IA assistance office for resolution. This must be done before a shipment can be released.

2. All codes, including DTCs, that a shippers needs to release SCP material appear in the MILSTRIP Materiel Release Orders (MROs) that material managers place on DOD and General

Services Administration (GSA) shipping activities—Depots and DOD/GSA vendors. MILSTRIP and IA Service regulations provide the procedures to follow. They also identify supply documentation needed to properly mark and address the material. Shippers will use DTCs, Country Codes, Offer/ Release Option Codes etc., to correctly address and release SCP shipments. DTCs are defined and described in Paragraphs (Para) [K](#) and [L](#) below. They are located in Record Position (rp) 34 of a MILSTRIP document or the fifth position of a TCN.

3. Depending on a shipments' DTC the source of material (i.e., Defense Working Capital Funds (DWCF) or non-DWCF items), and type of material (e.g., sensitive AA&E or classified items), transportation for FMS material will be arranged by DOD shippers as described below. All Grant Program Pseudo-FMS SCP shipments will be shipped as DTC 7 or 9.

- a. DTC 4 and E releases will, if they are non-DWCF, non-AA&E, non-small parcels and/or non-sensitive cargo, be shipped as follows:

- (1) To a CONUS freight forwarder under Collect Commercial Bills of Lading (CCBLs) or,
- (2) Released to a freight forwarder-arranged pickup carrier or,
- (3) Released under third party billing procedures (see NOTE 1 below).

NOTE: If a TAC 7, third-party billing address appears in the Military Assistance Program Address Directory (MAPAD) for a DTC 4 or E release, the shipper must select a carrier that will accept third-party billing, not collect, terms for delivering the material to the freight forwarder. If a shipper has any doubt, the freight forwarder will be contacted.

- b. Unless an FMS Purchaser or its freight forwarder directs the release of a DTC 4 or E shipment to an alternate address in an NOA response or in MAPAD Special Instructions, the shipper will address the material to the Ship-to address shown in the MAPAD as a TAC 2 address.

NOTE: If a DTC 4 or E release qualifies as a small parcel shipment, the shipper will send a notice to the freight forwarder requesting a small parcel account number unless this account number already appears in MAPAD Special Instructions for the Military Assistance Program Address Code (MAPAC) involved. Shipment will then be released prepaid under the account number. If no response is received within one week, the shipment will be shipped under a CCBL at the minimum freight rate that applies.

- c. DTC 5, 7, 8, 9, A, B, C, D, F, G, H, and J and all DWCF material must be shipped pre-paid to a CONUS location which can be one of the following: An FMS Purchaser facility, a freight forwarder facility, a commercial port facility identified in a NOA response, or a CONUS POE (for DTC 7, 8, 9, or C). Payment for inland CONUS transportation will be made under a prepaid BL or any other acceptable DOD carrier payment procedure (e.g., Third Party Payment System [TPPS] EDI). Shippers must ensure that they cite the DWCF funds for shipments of DWCF material and the FMS transportation fund for non-DWCF shipments. For DTC 7, 9, F, G, and J releases, a DWCF cite/TAC will apply only to inland CONUS transportation to the POE. An FMS cite/TAC will apply to CONUS port loading and to any over ocean transportation required by the DTC.

NOTE: Neither the FMS Purchaser nor a freight forwarder can designate which carrier a shipper will use for DTC 5 releases. When the DOD procures transportation, DOD carrier selection rules must be followed. Only when shipments are DTC 4/E and non-DWCF can an FMS Purchaser or freight forwarder name the carrier. NOA responses stating otherwise will be ignored. Special Instructions in the MAPAD that direct use of a particular carrier will be followed only for DTC 4, non-DWCF, releases and DTC E releases.

- d. DTCs as they appear in MILSTRIP document numbers and their related TCNs cannot be amended once a requisition is submitted. However, the actual DTC used to ship a

- requisitioned requirement can be changed at any time prior to the release of the material. MILSTRIP document numbers are permanent records, a requisition/MRO document number and its associated TCN cannot be amended to show a DTC change. The shipping activity will be directed in writing by an IA or a material manager to process a shipment according to the revised DTC. The IA or a material manager uses a Transportation Bill Code to advise the Defense Finance and Accounting Service (DFAS) of the action for billing corrections.
- e. If the DOD/USG furnishes or procures transportation, shipping activities initiate tracer actions with carriers when requested by FMS Purchaser Country representatives, Combatant Commanders, or freight forwarders. If in transit loss or damage is involved, shippers will file claims against carriers on behalf of FMS Purchasers. Claim proceeds, if any, are forwarded to FMS Purchasers' accounts at DFAS. DOD transportation agencies use Transportation Discrepancy Report procedures for tracers and claims for overseas DTS FMS shipments. For CCBL/collect shipments, DOD only has to prove shipment. The FMS Purchaser or freight forwarder is then responsible for all tracer or claim actions.
4. DOD/USG-furnished transportation follows normal DTS procedures for carrier selection, routing, and discrepancy reporting. Some special procedures, such as NOAs, apply to some DOD-furnished transportation. FMS Purchasers and freight forwarders follow alternate procedures when they procure transportation. DOD shippers often select carriers for true DTC 4 or E shipments. This is because automatic (non-NOA) release procedures apply to most of these shipments and no Special Instructions in the MAPAD apply. In spite of this, FMS Purchasers or their freight forwarders are technically still in control under the CCBLs used to move the cargo. Shippers must add a "no-recourse" clause to every CCBL as a precaution against consignee default. Shippers must be alert to NOA requirements for DTC 4 or E releases because responses may say to use a particular carrier. They must also watch for Special Instructions in the MAPAD that say the same thing. Also, if a TAC 7, third-party billing address appears in the MAPAD, carriers cannot be selected who do not agree to third-party billing procedures. In addition to these considerations regarding SCP shipments, the following discusses a few terms often used in conjunction with the general transportation procedures found in Chapter 203 but have some different applications with SCP shipments:
 - a. Export Declarations and Licenses.
 - (1) A FMS Case/LOA authorizes export of defense articles under DOD auspices instead of direct State Department auspices (i.e., FMS Program exports versus direct commercial sale exports). If FMS Purchasers export their purchases themselves (i.e., DTCs 4, 5, or 8), they must have their freight forwarders registered with the US State Department Directorate of Defense Trade Controls and provide the freight forwarders with official copies of LOAs. To use a DSP-94, Authority to Export Defense Articles Sold Under the Foreign Military Sales Program, Figure E-1, a freight forwarder must: be registered with the Department of State, Directorate of Defense Trade Controls; file a letter with the Directorate of Defense Trade Controls from the foreign embassy or Government appointing them as a forwarding agent for that Government's shipments; file a statement with the Directorate of Defense Trade Controls assuming full responsibility for compliance and have a security clearance issued by the Defense Security Service if it is to handle classified consignments.
 - (2) LOAs and their associated Department of State Permit (DSP)-94s serve as FMS Program "Export Licenses." Before any FMS shipment can be exported, a DSP-94, Figure E-1, and an official copy of the LOA along with any associated Transportation Plans must be "lodged" by the involved IA with US Customs and Border Protection (CBP) officials at a primary POE in the CONUS. For DTS exports, IAs alone prepares

DSP-94s. If Purchasers and their freight forwarders do the exporting (DTCs 4, 5, and 8), freight forwarders prepare the DSP-94s but submit them to IA officials for completion and lodging with the CBP. At the time of export, DOD origin shipping activities prepare Electronic Export Information (EEI) via the Automated Export System (AES) for shipments moving overseas via the DTS (DTCs 9 and 7). To find out where an LOA/DSP-94 package is lodged for these DTCs, shippers will contact the IA. For DTCs 4, 5, and 8 exports, the FMS Purchaser or freight forwarder must prepare an EEI for all items exported. Data for an EEI preparation is taken from the material's supply release documents, either DD Form 1348-1A, Issue Release/Receipt Documents (See Figure 202-5) for depot-released items or DD Form 250, Material Inspection and Receiving Report (See Figure 210-10), Wide Area Workflow (WAWF) forms for vendor-supplied shipments or properly filled in DD Form 1149, Requisition and Invoice/Shipping Document (See Figure 203-1) when special circumstances apply. Shippers must attach copies of these documents to the exterior of every Shipment Unit (SU) according to MILSTRIP and Military Standard (MIL-STD)-129, Department of Defense Standard Practice, Military Marking for Shipment and Storage, procedures. These documents, gathered together and inserted in an orange water-proof envelope and firmly attached to the exterior of a shipment unit, are referred to as the shipment unit's "packing list." Contract Administration TOs ensure that vendors do this with DD Forms 250 or WAWF forms for vendor-sourced shipments. Copies of release documents (extra sets or duplicates of packing list) described above along with copies of the BL must be mailed to the TAC 5 and 6 addresses listed in the MAPAD. Shippers will retain at least one good copy of release documents. Freight forwarders are not authorized to open containers to get copies from the inside of SUs. If exterior copies are lost or damaged, a shipping activity may have to furnish new copies. When either shippers or freight forwarders prepare an EEI, they must reference the LOA/DSP-94 packages lodged with a CBP Office.

NOTE: LOAs involving classified items (e.g. Confidential, Secret) Sensitive and or AA&E, Hazardous Material must have Transportation Plans included as part of the LOA itself. These Plans must be in the lodged LOA/DSP-94 package. IAs are responsible for making sure that they are done with input from FMS Purchaser Country Representatives (not freight forwarders). If a Shipper is preparing to release Classified Sensitive or AA&E material under DTC 9, 7, F, J, or G, it should confirm with the IA that a Transportation Plan was lodged with the LOA/DSP-94 package before releasing the cargo.

- (3) When material is exported in DOD-owned transportation, such as Air Mobility Command (AMC) Channel or Special Assignment Airlift Missions (SAAMs) airlift, the LOA/DSP-94, Transportation Plan, and EEI requirements discussed above still apply. Shippers will contact the applicable IA assistance office indicated in Table E-1 for any guidance required.
- b. NOAs. Chapter 6 of DOD 4000.25-1-M contains complete NOA procedures. However, some basic principles apply. The following information and precautions will help prevent improper release of FMS shipments:
 - (1) NOAs do not apply to DTC 2, 7, 9, A, D, F, G, or J shipments. All but DTC 2 shipments move to an overseas POD or beyond. DTC 2 shipments go from one DOD facility or contractor to another. Internal DOD transportation procedures apply.
 - (2) NOA procedures apply equally to DTCs 4, 5, E, and H. DTCs 4 and E are collect shipment to FMS freight forwarders. DTCs 5 and H are DOD prepaid shipments to freight forwarders. However, freight forwarders still need to know if special material is

involved so they can prepare for its receipt and export. However, since pre-paid DOD transportation is involved, an NOA response for DTC 5 or H releases cannot indicate carrier selection.

- (3) For DTC 8, B, and C (pickup by Customer Country-arranged transportation at a DOD-controlled POE), NOA processing differs between ocean and air/pilot pickups.

- (a) For ocean, the shipper sends an Export Traffic Release Request (ETRR) to SDDC Operations following Chapter 203 procedures of this regulation. At the same time, the shipper sends an NOA to the NOA addressee which says that the cargo will be held until the addressee coordinates with SDDC Operations to determine the pickup port and date. The shipper will not release the cargo until it receives an Export Traffic Release (ETR) from SDDC. The shipper does not ship based on a NOA response.

NOTE: ETRRs for ammunition items are processed by the DOD Single Manager for Ammunition, the Joint Munitions Command (JMC) at Rock Island, IL. For ammunition and explosives releases, the shipper sends the NOA, but it routes the ETRR through the JMC TO.

- (b) Air pickups have two possible procedures:

- 1 If the shipper knows in advance that the pickup will be by air/pilot, a NOA is transmitted but no ETRR is submitted. The FMS Purchaser and its freight forwarder make arrangements with the US Air Force or Navy and the State Department to land Purchaser military aircraft or chartered commercial aircraft at a CONUS Aerial Port. The NOA response tells the shipper which aerial port to ship to and what date the cargo should arrive. The shipper always confirms this with the aerial port.
- 2 If the Purchaser changes from ocean to air/pilot pickup after an ETRR/NOA has been submitted, the shipper will then follow pilot pickup procedures and cancel the ETRR (or request that the JMC TO cancel the ETRR). For Air Force sponsored FMS munitions shipments, a copy of the NOA will be sent to the Air Force FMS Munitions Point of Contact (POC) listed in Table E-1.

- (4) The normal NOA addressee is the TAC 3 address shown in the MAPAD for the MAPAC involved. However, for classified material, the NOA must go to the FMS Purchaser's Country Representative (Para 1 in the Purchaser's MAPAD listing). The Country Representative must respond to every NOA for classified material. Freight Forwarder responses are totally unacceptable.
- (5) Offer Release Option Codes (rp 46 in MILSTRIP release document with the exception of Canada) usually indicate the need for NOAs. However, the type of material can also make an NOA mandatory. Offer Release Option Code Y says a shipment can be released if no response comes back within 15 days. A Z, however, says that material cannot be released without a response. An A normally means automatic release and no NOA. However, Z procedures must be followed if any unusual transportation factors apply. These include oversize or overweight shipments, Hazardous Materials (HAZMAT) shipments, classified shipments, Sensitive and AA&E shipments or any factor that mandates Release Unit (RU) procedures (this does include Canada). If a shipment has a Z assigned to it, but it is a small parcel, no NOA is required; it is released automatically.

- c. Fund citations (cites) and Transportation Account Codes (TACs) provide the funds for USG-provided transportation. The following will be considered before releasing an SCP shipment:
- (1) CCBL procedures normally apply to DTC 4 shipments of non-DWCF material and DTC E shipments. Unless MAPAD Special Instructions or a NOA response directs use of specific carriers, a shipper can select the carrier. If the MAPAD has a TAC 7 address listed for a specific MAPAC, the carrier must agree to third-party billing instead of cash on delivery from the consignee. The shipper must always put a “no recourse” clause into collect or third-party billing BLs. DTC 4 or E shipments go only to Purchaser or Freight Forwarder facilities in the CONUS, or to locations in Canada. All DWCF material must be shipped pre-paid even if DTC 4 is in the release document.
NOTE: See NOTE in Para [D.3.b.](#) above if proposed DTC 4/E release is a small parcel.
 - (2) Prepaid Inland CONUS Transportation. Except for DTC 4 and E, all DTCs involve pre-paid inland CONUS transportation. Shippers must determine if this transportation will be DWCF-funded or FMS Trust Fund Transportation Cost Clearing Account-funded. Supply depots know their DWCF versus non-DWCF material. For vendor-sourced material, Contract Administration TOs must use material fund cites to determine the difference. DWCF fund cites usually start with 97x4930. Non-DWCF FMS fund cites start with 9711x8242. Certain types of material, such as Excess Defense Articles, use fund cites that relates to a line in an FMS Case. The material manager will give the fund cites/TACs that apply to these shipments to the shipper. If in doubt, the shipper will contact the material manager. Once the fund source is determined, the applicable fund will be cited in the prepaid BL in the form of a TAC. See Appendix V, Attachment V7, and Para (3) below for Fund Cite and TAC instructions.
 - (3) TACs. TACs are four-position abbreviated fund cites used by the DOD in lieu of long line of accounting fund cites. This applies especially to electronic BLs (e.g., TPPS). TACs are used not only for inland CONUS BLs but also by DOD Transportation Agencies to bill for their services, such as port handling and over ocean movement. Except for DLA, the first position of an FMS TAC is also the first position of the FMS MILSTRIP document number that a shipper uses to release an FMS shipment and the first position of a TCN constructed from the release document numbers. B identifies the US Army, D the US Air Force (USAF), K the Marine Corps, and P the US Navy. DLA TACs begin with R, while its IA code begins with T. A complete discussion of SCP TACs is contained in Appendix V of this regulation.
- d. IA/Sponsoring US Military Service. The US Army, Air Force, Navy, Marine Corps, DRMS and other DOD agencies all work FMS Cases (LOAs) and Pseudo-FMS SCPs. When they do this, they are identified as IAs or Sponsoring US Military Services. Any question about an FMS or Pseudo-FMS SCPs requirement will be directed to the IA. The first position of a TCN or a MILSTRIP document number identifies its IA. Table E-1 lists the IAs and their Codes, plus their SCP POCs when help is needed regarding a particular requirement.
- (1) Airlift Clearances and TACs.
 - (a) Authority for air clearances of SCP shipments belongs to the IAs. If an FMS or Pseudo-FMS SCP (Pseudo-FMS or Grant Program) shipment is eligible for AMC Channel airlift (i.e., its Issue Priority Designator is 01-08 [Transportation Priorities 1 and 2]), it must be reviewed by a Service Air Clearance Authority (ACA) prior to release. The IA Code identifies the correct ACA. For example, if an FMS shipment’s TCN starts with a B and AMC Channel airlift is an option, the Army Air Clearance Authority (AACA) will process the clearance.

- (b) Correct SCP TACs are also indicated by the IA Code. The first position of an SCP MILSTRIP release document is always, except for DRMS, the first position of the applicable TAC. For DRMS, the T in the MILSTRIP document becomes an S in the TAC. Never use the first position of document's Supplementary Address (SUPPAD) field as the first position of a TAC. This Code (record position 45) is the FMS Purchaser or Recipient Country Procuring Military Service Code. Since any Purchaser's Military Service can purchase from any of US Services, this Code may be different from the IA Code.
- e. MAPACs versus DODAACs. MAPACs and their construction are discussed in Para E below. The way to construct them and use them is detailed in Figure E-4 through E-7. MAPACs are FMS and Pseudo-FMS SCPs specific (Pseudo-FMS TACs follow the same procedures as FMS; Grant Program MAPACs follow their own rules that differ from FMS and Pseudo-FMS). DODAACs are DOD/USG-related. They are six positions each to make them work in DOD's Military Standard systems. Unlike DODAACs, MAPACs are not the first six positions of a TCN or MILSTRIP document number. They do not appear in the SUPPAD field (rp 45-50) of a MILSTRIP document. MAPACs for FMS and Pseudo-FMS releases come from data in both a document number and SUPPAD field of a MILSTRIP release document. MAPACs for Grant Program Pseudo-FMS SCPs releases come from data found only in the document number field. The only time that DODAACs will appear in any kind of SCP documentation is (1) as a DODAAC that identifies the DOD shipper, (2) in Supply Discrepancy Reports (SDR) return instructions when they identify a DOD activity as a final destination for discrepant material, and (3) to identify a maintenance activity assigned to perform maintenance on FMS Repair and Return or Return and Replace shipments.
- f. TCNs. TCNs for a SCP shipments are done just like TCNs for DOD shipments (See Appendix L). The document number used to construct a TCN appears in DD Forms 1348-1A, DD Forms 250, DD Forms 1149, or WAWF forms depending on the source of a shipment. Local TCNs will not be used for SCP shipments. If not enough document numbers are on hand to produce a unique TCN for each SU, shippers will call the IA or the material manager for MRO suffixing or for additional requisitions.

NOTE: "Pseudo-FMS" is identified simply by the two- position Country Code found in release documents. For a shipper, this code will indicate that FMS procedures apply.

E. MAPAD

1. MAPACs are the SCP equivalent to DODAACs. DODAACs are used to address DOD cargo and documentation. MAPACs are used to address SCP cargo and documentation. MAPACs are also used to address requisition and shipment status for the SCP. Data from a MILSTRIP requisition/release document is used to construct MAPACs IAW Figure E-4 through Figure E-7. After constructing a MAPAC or MAPACs, a shipping activity goes to the MAPAD to get the addresses and shipping information needed to release material.
2. The MAPAD is a directory that lists every country or international organization currently in the SCP. It lists Country Representatives for each Country or Organization and Freight Forwarders if FMS Purchasers have them. Ship to, mark for, documentation and status addresses are all listed for use by shippers, Transportation Agencies, IAs, etc. MAPACs can be found in the following DOD Web site: <https://www.transactionservices.dla.mil/DAASINQ/>
3. Every MAPAC listed in the MAPAD has a series of Type Address Codes (TACs) assigned to it. The TACs, combined with the MAPAC, furnish addresses needed to route material, documentation or status regarding a shipment. Besides a MAPAC and TAC, each listing has the following: TAC Sequence Code (TSC), Address File Indicator (AFI), Special Instruction Indicator (SII), Seaport/Water Port of Debarkation (SPOD/WPOD), Aerial Port of Debarkation

(APOD), Freight Forwarder Location Code (FFLC), Change Number (Chgno), Effective Date (Effdate), Deletion Date (Deldate), and a block for a clear text address. The TSC, AFI, FFLC, Chgno, Effdate and Deldate apply to MAPAD maintenance. MAPACs, TACs, SIIs, SPODs/WPODs, APODs, and clear text addresses furnish the information needed to correctly route cargo, documentation, and status. MAPAD data entries are described below:

- a. **TAC.** A TAC defines when and how to use each of the addresses listed under a MAPAC. The following is a summary:

<u>TAC</u>	<u>Explanation</u>
1	Unclassified material moving by small parcel carrier.
A	Material classified SECRET or CONFIDENTIAL moving by small parcel carrier.
C	Material classified CONFIDENTIAL only, moving by small parcel carrier.
2	Unclassified material moving by surface or air freight carrier.
B	Material classified SECRET or CONFIDENTIAL moving by surface or air freight carrier.
D	Material classified CONFIDENTIAL only moving by surface or air freight carrier.
3	For sending the NOA for UNCLASSIFIED shipments only. Pseudo-FMS SCP- For sending supply and shipment status and for forwarding of release documents and ocean or air documents.
4	For sending supply and shipment status.
5	For sending copies of the FMS release documents on TAC 1 shipments. Not entered in MAPAD if identical to TAC 1 address.
6	For sending copies of the FMS release documents on TAC 2 shipments. Not entered in MAPAD if identical to TAC 2 address.
7	Identifies address to receive billing from carrier if other than from ship-to addressee upon delivery of material (also called third party billing). Used only for shipments that qualify for collect delivery. “No recourse” clause in carrier’s BL must be executed the same as with a commercial collect shipment.
9	Identifies deleted MAPAC and cross-references to MAPAC to be used in its place.
M	Used to identify a clear text “mark for” address for SCP type freight shipments. Identifies ultimate consignee on shipping papers and BL. Also is default ship-to address for DTC 7 deliveries.

- b. **FFLC.** Assigned if more than one freight forwarder location is listed under the same MAPAC. 1 = East Coast, 2 = West Coast, and 0 = only one location. This code applies only to MAPAD maintenance. If multiple freight forwarder locations are involved for a shipment, SII A will apply. The shipper will ship to the address closest to it.
- c. **TSC.** Assigned only if multiple freight forwarder locations are involved for a MAPAC. This code applies only to MAPAD maintenance.
- d. **SII.** Provides additional information necessary to document or ship material. Complete explanations are detailed in the MAPAD. Special Instructions do not apply to a MAPAC/TAC listing unless a code is actually entered in the SII block. Only two SII codes can affect release of an SCP shipment, A and S. A appears only when more than one freight forwarder location is listed for one MAPAC. A tells the shipping activity to release material or an NOA to the freight forwarder located closest to the shipping activity. S appears when clear text instructions apply to release of material or documentation. If an S appears in a

- MAPAD listing, the Special Instructions must be reviewed before releasing cargo. Special Instructions are found by clicking on the following entry found immediately above the MAPAC listing: “Click here for Country Reps and/or Special Instructions for” The instructions are listed by MAPAC and TAC and are self-explanatory.
- e. SPOD/WPOD and APOD. These entries, when they appear, are three-digit Aerial Port or Seaport (a.k.a. Water Port) from the USTRANSCOM Reference Data Management System at website at: https://trdm.c2.amc.af.mil/trdm/DTRdata.xsql?view=V_D_ARPTNM_ARL_PO or https://trdm.c2.amc.af.mil/trdm/DTRdata.xsql?view=V_SEAPORT. They only apply to TAC 2 addresses, and they are used when SCP cargo is lifted to FMS Purchasers or Recipient Countries via the DTS (SDDC-booked ocean lift or AMC channel airlift). They will only be used for DTCs 9, 7, D, F, G, and 7 shipments and Grant Program Pseudo-FMS shipments. SPOD or WPOD/APOD codes will not appear if Special Instructions indicate shipment to commercial airports by commercial airlift. When used, these codes are the TAC 2 ship to addresses and no clear text address information will appear. A shipping activity will follow air or sea booking and clearance procedures to ship material to the POD. In-country US Military Representatives (MILREPs) and the Mark for (TAC M) addressee are responsible for movement of the material from the POD to its final destination for DTC 9 and G deliveries. If a DOD transportation agency determines that an alternate POD is required, it will contact the sponsoring IA/Service SCP Agency before routing cargo. DTC 7, F, and J deliveries will be routed through PODs to ultimate in-country destinations (normally the TAC M address assigned to a MAPAC).
 - f. AFI. Always F or G. This code identifies a MAPAD change as either FMS or Pseudo-FMS SCP. This code applies only to MAPAD maintenance.
 - g. Chngno. Sequential identification number assigned to latest change that occurred to MAPAC. First position is year of change. This code applies only to MAPAD maintenance.
 - h. Effdate. Date latest change to MAPAC occurred. This code applies only to MAPAD maintenance.
 - i. Deldate. Associated only with TAC 9, delete, address. Occurs five years after Change Date implementing deletion. On Deldate, MAPAC is dropped from MAPAD.

F. ADVANCE NOTICES AND OCEAN DOCUMENTATION

1. For DTS-routed SCP shipments, the same advance notification rules apply as for DOD shipments. In addition NOA procedures apply to many Purchaser/Freight Forwarder exported shipments. DTS shipments of protected cargo, such as ammunition, require Reports of Shipment (REPSHIPS). Ocean cargo documentation is required for SCP cargo lifted by DTS ocean transportation. This documentation must be delivered to US MILREPs in recipient countries before the ship arrivals. SDDC or SDDC-contracted ports transmit this documentation to preclude Customs and offload problems at destination ports.
2. NOAs. NOA rules are published in MILSTRIP (DOD 4000.25-1-M, Chapter 6) and in the MAPAD. They are sometimes required for DTC 4, 5, or E shipments. They are always required for DTC 8, B, or C shipments. DTCs 2, 7, 9, D, G, or J never involve NOAs (except for special Concept of Operations (CONOPs) procedures for very special situations that will be identified to shippers via Special Instructions or exception data). Origin shippers transmit NOAs for release of unclassified material to MAPAD TAC 3 addresses. They transmit NOAs for Classified material to Country Representatives listed in the MAPAD. A proper NOA consists of a DD Form 1348-5 “cover sheet”, Notice of Availability/Shipment, Figure E-2, and one or more “detail” attachments (DD Forms 1348-1A, 250, 1149 or WAWF forms). The DD Form 1348-5 is not sufficient by itself. The DD Form 1348-5 addresses an entire SU with the TCN as its reference number. The

other forms address the individual MROs contained in the SU, and they provide a shipment's material details. These forms must contain the MILSTRIP document numbers, material detail such as National Stock Number, price, and FMS Case information. NOAs are required under the following conditions:

- a. If the Offer/Release Option Code is A (Automatic Release), release the shipment without an NOA unless the material is overweight (10,000 lbs or more), outsize (any dimension exceeding six feet), hazardous, Sensitive AA&E, pilferable, Classified or has any other transportation characteristic requiring special preparation by a receiver. Then follow Z procedures.
- b. If rp 46 in the MILSTRIP release document contains an Offer/Release Option Code of Y or Z, do the following:

If rp 46 entry is And no response is received within 15 days, shipper will:

- | | |
|---|--|
| Y | Automatically release the shipment as indicated in the MAPAD.
NOTE: Process as Offer/Release Option Code Z release if material fits description in Para a above. |
| Z | Hold the shipment and transmit a second NOA (annotating it as a second notice) to same address as first NOA. If a response is still not received in 15 or more days, send a third NOA to the same address. Now, however, contact the IA/sponsoring Service SCP Agency for assistance.
NOTE: 15-day time standards do not apply to DTC 8 sensitive or classified shipments. |

- c. If the Offer/Release Option Code is Y or Z, but a shipment qualifies as a small parcel, automatic release procedures will be followed.
 - d. NOA procedures do not apply to SCP shipments that move from a DOD/USG shipping activity to a DOD/USG storage or maintenance activity, a DOD/USG contractor, or a DOD POE for onward movement under DOD control. (Except for special Concept of Operations (CONOPs) procedures for very special situations that will be identified to shippers via Special Instructions or exception data).
 - e. NOAs for Classified material must be sent to the Country Representative listed in the MAPAD, not to TAC 3 addresses. The Country Representative must also respond to a NOA for Classified items. It cannot be passed to a freight forwarder for response. The ship-to address indicated in the NOA response must match a location identified as TAC A, B, C, or D and provide a POC at that location, including phone number, who will receipt for the cargo.
 - f. NOAs must be transmitted for non-DTS shipments originating overseas. If a special address is not provided in the Customer Country's Special Instructions in the MAPAD, send NOA to either the TAC 3 Address or Country Representative listed. Material cannot be released until a reply is received. Do not ship materiel via the DTS in any method or mode; there is no over ocean funding for these releases and the CONUS freight forwarder will have customs problems as well. Only procured material will be released from overseas (offshore procurement). Item managers will not place FMS requirements on overseas depots.
3. REPSHIPS. See Chapter 205, Para L for REPSHIP requirements. If REPSHIP procedures apply to a DTC 7, 9, G, J, or Pseudo-FMS SCP shipment, the shipping activity must send a copy of the REPSHIP to the US MILREP (e.g., SA Officer in the destination Country). For REPSHIP purposes, the in-country USMILREP is the Consignee Addressee for SCP deliveries. Contact the

respective IA SCP Agency POC indicated in Table E-1 to obtain a plain language message or Electronic Mail (e-mail) addresses for the MILREP--if the TAC 4 (FMS) or TAC 3 (Pseudo-FMS SCP) address furnished in the MAPAD is insufficient. The USMILREP will use the REPSHIP to coordinate pickup or onward movement of the shipment with POD personnel. For Air Force FMS munitions shipments, send a copy of the REPSHIP to the Air Force FMS Munitions POC listed in Table E-1.

4. Ocean and Air Documentation. USMILREPs assigned to Customer/Recipient Countries must monitor and coordinate transfer of DTS-routed SCP shipments from DOD/USG to Customer Country control at PODs. Advance notice of incoming shipments plus copies of release documents, manifests, REPSHIPS, Cargo Traffic Messages and BL are needed to carry out these functions. Timely notice and accurate documentation are absolutely necessary for preventing release and Customs problems at PODs.
 - a. Release Documents. Release documents can be any of the following: DD Form 1348-1A, DD Form 250, DD Form 1149, WAWF Forms (electronic version of DD Form 250). Copies of these forms, as applicable, must be firmly attached to every FMS or Pseudo-FMS SCP SU as a DTR/MIL-STD-129-mandated packing list. They are mandatory for Customs. Copies must be inside SUs as well as outside, but the ones on the outside are the most important. An extra set of a packing list must also be forwarded to the TAC 5 or 6 address that applies to a ship-to MAPAC. Freight forwarders or port personnel cannot open SUs; so outside documentation is the only paperwork they can use. Because exterior documents can be lost or damaged in transit, keep copies in an active file for at least two years, after which they must be archived. Release documents must have at least the following data in them:
 - (1) The FMS Case Identifier (e.g., IT-B-BEL).
 - (2) Requisition/MRO MILSTRIP Document Number (e.g., BGYA45-6107-9001).
 - (3) Material NSN/Part Number and Nomenclature.
 - (4) Material Unit of Issue.
 - (5) Material Unit Price.
 - (6) Total Quantity of release.
 - (7) Total Price of Release.
 - (8) Shipper's DODAAC and Name.
 - (9) Ship-to MAPAC.
 - (10) Mark-for MAPAC.
 - b. Air. Advance documentation, especially air manifests, is not available for AMC-lifted cargo. Manifests normally travel with cargo, and these will be available for USMILREPs located in destination countries. Also, manifest data is available at AMC stations under the Global Air Transportation Execution System. USMILREPs can also access requisition status through the Security Cooperation Information Portal. Release/Shipment Status under this system will make it easier to track and trace in transit cargo.
 - c. Ocean. Time standards in this regulation dictate that certain notices and documentation will be transmitted to destination country USMILREPs when cargo for those countries departs CONUS ports. SDDC Operations insures that these notices and documentation are transmitted within these time standards. These notices/documents are listed below:
 - (1) Cargo Traffic Messages. These notify USMILREPs that cargo for Purchaser/Recipient Country has left a CONUS SPOE. It gives weight and cube data; and, if possible,

advises of any ship changes en route and of any hazardous or sensitive cargo destined for the SPOD (WPOD).

- (2) Ocean Manifests. Hard copy ocean manifests must be forwarded to USMILREPs located in these countries. These manifests need to be in the hands of USMILREPs in advance of the ship arrivals.
- (3) CBLs. If used, copies must be forwarded to USMILREP in Customer/Recipient countries.
- (4) Ocean BL (OBL). Original OBLs are the most important document of all for USMILREPs located in a recipient country. Foreign Customs officials will normally accept nothing else for releasing cargo from a SPOD (WPOD). Original OBLs will be forwarded by expedited delivery service.
- (5) The correct address for these USMILREPs is usually identified by a TAC 4 address in the MAPAD. Plain language message or e-mail addresses for these USMILREPs can be obtained from the respective IA SA Agency POC indicated in Table E-1.

G. SPECIAL CONSIDERATIONS

Shippers and other transportation activities or agencies must comply with special considerations when processing SCP shipments. Some of these special considerations are as follow:

1. Labeling. SCP shipments are labeled under MIL-STD-129 requirements. Unique labels, color codes, or other special markings are not authorized. If an FMS Purchaser wants these extra services, they must be obtained from the Purchaser's freight forwarder.
2. Mandatory Use of US Flag Carriers. Carrier selection for Grant Program Pseudo-FMS Program shipments and credit-funded (repayable or non-repayable) FMS shipments must follow certain rules. Overseas ocean lift must be in US Flag carriers unless waivers are obtained from the US Maritime Administration and the Defense Security Cooperation Agency. Airlift must be in a US Flag commercial air carrier unless none is available, but the first choice must always be a US Flag air carrier or organic lift when authorized. If a FMS release document has an M, N, or Z in rp 35 (sixth position of the TCN), it must be shipped according to these requirements.
3. DOD/USG Freight Rates. If a FMS shipment moves in DOD-procured transportation, DOD's special reduced rates do apply. Prepaid BLs for FMS shipments will be annotated, "This is an FMS shipment, commercial rates do not apply." This procedure includes reduced rates under the SDDC Universal Service Contract. However, AMC does charge cash and repayable cash FMS Purchasers a different rate for both Channel and SAAM-lifted material, but it does charge non-repayable credit FMS Purchasers and Pseudo-FMS SCP (both Grant and Pseudo-FMS Program) shipments DOD rates.
4. Suspensions. Shipments may be held or suspended as outlined in DOD 5105.38-M, Security Assistance Management Manual, Chapter 6, and in individual Service directives.
5. NO RECOURSE CLAUSE. Any shipment made to a freight forwarder or to an FMS Purchaser's CONUS-located facility under a CCBL or a third-party bill (TAC 7 address in the MAPAD) must include a NO RECOURSE CLAUSE (Section 7 of the LOA standard terms and conditions) in the BL.
6. HAZMAT Certifications. DOD/USG origin shipping activities must certify FMS HAZMAT shipments for overseas movement. This is required whether shipments are exported via the DTS or by FMS Purchasers/Freight Forwarders. Freight forwarders cannot violate the integrity of any SU, including SCP shipments. If they receive SUs certified only according to 49CFR, they must hire a certified commercial packer to unpack, repack and then certify the SU according to

international regulations (International Air Transport Association [IATA]/International Civil Aviation Organization [ICAO] or International Maritime Dangerous Goods). The bill for this service is passed to the FMS Purchaser who, in turn, will make a claim against DOD for reimbursement. If an NOA is for HAZMAT, the NOA response will tell the shipping activity whether the cargo will move overseas by air or surface so it can be certified accordingly. DOD policy states that all HAZMAT certifications may be done on continuation pages of BLs. A NOA addressee cannot demand any kind of special form that is not required under DOD regulations. DOD regulations will determine which form will be used for a HAZMAT certification.

7. Non-Sensitive AA&E, Hazardous Materials (e.g. Class and Div 1.3 and 1.4 may be shipped to a FMS freight forwarder who is an authorized munitions carrier. Examples are Cartridge Activated Devices used to operate fire extinguishers. These can be shipped to a freight forwarder under DTC 4 or 5 under NOA procedures. If, however, a NOA response for a DTC 4 or 5 release directs a shipper to send the material to a DOD aerial or sea port for a pilot or ocean pickup, the shipper must contact the applicable IA. This is because the shipment will have to be upgraded to DTC 8 in order to have the FMS Purchaser billed properly.
8. Supply Discrepancies. FMS Purchasers can make claims for material deficiencies only if they occur before shipment (i.e., title transfer). They submit these claims, including for non-shipment, with Supply Discrepancy Reports (SDRs). If the claim is for non-receipt, shippers must furnish proof of shipment. According to SCP regulations, proof of shipment is “Constructive Proof of Delivery”. Proof of shipment is any BL or small parcel carrier pickup register that shows pickup of a shipment by a carrier. It can also be a US Postal Service Insurance, Certified, or Registered Mail form that shows initial movement of the material from a shipper. “Shipping activity” includes both depots and commercial vendors that supply material under DOD contracts. A Contract Administration Transportation Office functions as the TO for a vendor shipment. If a SDR does not apply, any cost for loss or damage in transit, regardless of where DOD/USG control terminates, must be absorbed by the Purchaser. FMS Purchasers are told during the LOA process that they should purchase commercial insurance if they want to recover full value for in transit losses or damage. This is because carriers have limited liability. DOD shippers and transportation agencies must submit tracer actions or claims against carriers on behalf of FMS Purchasers for any loss or damage that happens during transportation procured by DOD. If shipments are collect, then FMS Purchasers or their freight forwarders must work with the carriers for tracers and claims. The FMS customer is responsible for initiating the SDR.
9. Export Routing Authority/Shipper, Transshipper, and Receiver Requirements and Procedures. The export routing procedures outlined in Chapters 202 and 203 apply to FMS shipments when ocean transportation is to be furnished by the DOD (DTCs 9, 7, G, or J), or when the DOD is responsible for loading and stowing cargo aboard a vessel (DTCs 8 or C). The shipping activity will notify the material management activity or shipper service International Logistics Control Office when FMS shipments are routed IAW DOD export routing procedures.

H. USE OF DOD-CONTROLLED PORTS FOR FMS

1. Most FMS-purchased material is exported directly by Customer Countries or their freight forwarders (e.g., DTC 4 or 5). When authorized in an FMS Case, some FMS material is exported via the DTS (e.g., DTC 9 or 7). Also, sensitive conventional AA&E, if it does not go DTS, must be routed through a DOD-controlled port (DTCs 8, B, or C). While title passes to the Customer Country at origin, possession of this cargo passes to the Customer Country only after DOD personnel load the cargo into a Customer’s ship or aircraft at the POE. A designated ship’s officer or aircraft commander must sign a receipt for the cargo. The ship or aircraft can be either military or military-chartered. Sensitive AA&E material can go DTC 4 or 5 to the German Armed Forces facility in Dulles, Virginia, and to locations in Canada. Otherwise, this material

must be released at no less than DTC 8. The following factors also apply to sensitive conventional AA&E:

- a. Security Risk Category 1 AA&E material (e.g., Stinger Missiles) must be shipped as DTC 9 or DTC 7. However, a Customer Country may obtain a waiver to this requirement from DOD Physical Security officials by applying through the IA and Defense Security Cooperation Agency. All waivers must be approved by the Undersecretary of Defense for Intelligence.
 - b. FMS shipments of Security Risk Category 2, 3, and 4 sensitive conventional AA&E requires, as a minimum, DTC 8 processing. Non-Sensitive (as determined by DOD Material Managers) AA&E items may be transported to freight forwarders or to non-DOD commercial ports. These items include DOT Hazard Class/Division 1.3 or 1.4 items or firearms parts that cannot be assembled into a working weapon (e.g., trigger guards). However, NOA procedures must be followed because they are hazardous or pilferable. HAZMAT items must be certified for international movement IAW IMO Dangerous Goods Code or IATA/ICAO requirements. For Air Force sponsored shipments going to freight forwarders, OO-ALC/WMR (See Table E-1) will direct the shipment to the freight forwarder, send the CAA letter to the shipper, and ensure the transportation billing is adjusted.
2. Identifying sensitive AA&E. These items are defined and controlled by Department of Defense Manual 5100.76-M, Physical Security of Sensitive Conventional Arms, Ammunition, and Explosives, and identified by a sensitive material Security Risk Code (SRC). SRC 1 = Cat 1, SRC 2 = Cat 2, SRC 3 = Cat 3 and SRC 4 = Cat 4. Federal Catalog products contain these SRCs. The SRC found in the database can be incorrect; so a material manager may override the SRC. The material manager will be contacted if there is any doubt.
 3. Procedures for routing FMS cargo through a DOD-controlled port - (DTC) 8 are found in [Para O](#) below.

I. CLASSIFIED SHIPMENTS

1. The IA must ensure that a Transportation Plan is prepared with a detailed description of how the classified material will be moved by both DOD and the FMS Purchaser from point of origin to final destination. The movement of classified (SECRET or CONFIDENTIAL) material to an FMS Purchaser's country is via the DTS from point of origin to a DOD POD in the Purchaser's Country, or, the Purchaser may propose to take possession within the CONUS. This must be addressed in the LOA. Input to the Transportation Plan must come from both the IA and the FMS Purchaser or its Designated Country Representative (not its freight forwarder). The IA must have US Military Service (component) Security Specialists review the plan. Approved plans will be filed with each official copy of the LOA. LOA lines for classified material will not be executed until an approved Transportation Plan is completed.
2. If a Customer Country's freight forwarder has been approved to receive and handle classified material by the Defense Security Service, classified cargo (if it is not also sensitive AA&E) may be routed to that freight forwarder. Otherwise DTC 8 procedures must be followed. The following procedures apply to the release of classified items to CONUS destinations:
 - a. The shipper will send a NOA to the Country Representative indicated in the MAPAD for the country involved. NOAs for classified material must not be sent to the TAC 3 (NOA) address, especially if that addressee is a freight forwarder or any kind of commercial entity.
 - b. A shipper will not release classified material to an approved address (TACs A, B, C, or D in the MAPAD) until a response to the NOA has been received by the shipper from the Country

Representative. The freight forwarder is not authorized to send the response. The NOA response will contain the following information:

- (1) A properly cleared “ship-to” location. This location is identified in the MAPAD as a TAC A, B, C, or D address. Do not release SECRET material to a TAC C or D address. Do not release freight to a TAC A or C address because these can only receive small parcel classified shipments.
 - (2) The name of the person who will sign for the cargo upon arrival at the designated approved address. A phone number must also be given in the response.
 - (3) If the NOA response specifies a carrier, the shipper will try to comply as long as the carrier can provide the necessary transportation protective service. Also, selecting this carrier must not conflict with any other rules or regulations. For example, Customer Countries cannot select carriers for prepaid shipments (e.g., DTC 5 or DWCF shipments).
3. If assistance is needed regarding release of classified material, contact the IA Agency POC indicated in Table E-1.
 4. Transportation plan enforcement is done by CBP officials in coordination with DOD Security Officials when an FMS Purchaser or its freight forwarder exports classified material from the CONUS and when classified cargo is exported via the DTS. EEI will always make reference to the “lodged” LOA (Including Transportation Plan)/DSP-94 that is being held by a CBP Office at the primary POE in the CONUS.
 - a. Commingling. FMS material cannot be consolidated in the same SU as DOD material. Any FMS material can be consolidated in the same SU if the following are all the same in each of the requisition/MRO MILSTRIP document numbers that are being prepared for release:
 - (1) IA Code (rp 30).
 - (2) Purchaser/Recipient Code (rp 31-32).
 - (3) Within-country code (Mark-For) (rp 33), Delivery Term Code (rp 34).
 - (4) Purchaser Military Service Code (rp 45).
 - (5) Project Code if applicable (rp 57-59).
 - (6) Issue Priority Designator (rp 60-61).
 - b. FMS material cannot be aggregated/commingled with any DOD material on the same BL. It cannot be aggregated/commingled with other FMS freight unless all of the conditions stated above for consolidation apply.

5. Classified shipments must move under TPS. For this reason, REPSHIP procedures apply. See Paragraph [F.3](#). of this appendix and Chapter 205, Para L for REPSHIP requirements. For DTC 7, 9, G, J, or non-FMS SCP (i.e., Grant Aid) shipments, the shipping activity must send a copy of the REPSHIP to the US MILREP (e.g., SA Officer in the destination Country). For REPSHIP purposes, the in-country USMILREP is the Consignee Addressee for SCP deliveries. Contact the respective IA SCP Agency POC indicated in Table E 1 to obtain a plain language message or e-mail addresses for the MILREP, if the TAC 4 (FMS) or TAC 3 (non-FMS SCP) address furnished in the MAPAD is insufficient. The USMILREP will use the REPSHIP to coordinate pickup or onward movement of the shipment with POD personnel. For a DTC 4, 5, E or H shipment of Classified material to TAC A/B or C/D address, REPSHIPS will be transmitted to address, POC, phone/FAX number indicated in the Country Representative's NOA response for the shipment.

J. CCBL NO RECOURSE CLAUSE

1. If a CCBL is used or third-party billing (to a MAPAC TAC 7 address) applies, the TO (Depot or Defense Contract Management Agency (DCMA)) or a contractor/vendor representative designated by the DCMA will sign the “no recourse” clause that appears on the face of the CCBL. This clause states - Subject to Section 7 of the LOA standard terms and conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:

“The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.”

2. If the origin shipper does not sign this statement, the USG can be held liable for freight charges. When the carrier cannot collect from a consignee, the USG will recoup the expenditure from the Customer Country.

K. DTCs OUTBOUND ONLY

1. These DTCs define DOD/USG responsibility for custody and transportation of FMS purchases from DOD/USG supply sources (from stock or DOD procurement). FMS shipments can originate from CONUS or from overseas sources (including procurements but excluding shipments from overseas depots). Title/ownership almost always passes from the USG to the foreign customer at origin, even if the material comes from a commercial vendor. DTCs describe physical custody or responsibility. They do not necessarily identify the funding used for DOD-furnished or procured transportation. When the USG provides transportation, it is performed as a reimbursable service. Funding may be from the FMS Trust Fund Transportation Cost Clearing Account, from DWCFs if inland CONUS transportation is part of the material purchase price, or from some form of direct funding used for very high-cost transportation, such as SAAMs. Para 2 below gives a brief summary of FMS DTCs.

NOTE: Zero (0) is not a DTC. It is assigned to all non-FMS SCP type MILSTRIP documents to fill the DTC position. DOD responsibility for all non-FMS SCP shipments is equivalent to DTC 9. Para 3 below gives a detailed explanation of the uses of the DTCs.

2. Summary of DOD responsibility.

DTC DOD Delivers

- 2 DOD/USG delivers to a CONUS inland point (or overseas inland point when a shipment's origin and destination are within the same geographic area).

DTC **DOD Delivers**

- 4 Delivery at origin. Material is made available to the Customer Country at the point of origin (i.e., a depot's or vendor's loading dock) and that the customer is responsible for taking title as well as custody at that point.
 - 5 Delivery to a CONUS-located freight forwarder, Customer Country facility or commercial port. The DOD is responsible for movement to the POE. The customer is responsible for unloading the shipment from the inland carrier at the POD, delivery alongside the vessel/aircraft, and all subsequent onward movement.
 - 7 Delivery to an inland point in the recipient country. The DOD is responsible for transportation, including over-ocean and inland overseas movement, from point of origin to a specified inland point overseas. The Customer Country is responsible for offloading the shipment from the overseas inland carrier's equipment to a subsequent onward movement.
 - 8 DOD delivery on board a Customer Country controlled ship or aircraft at a DOD-controlled POE. The DOD is responsible for transportation from the point of origin to a Customer Country controlled ship or aircraft at the DOD-controlled POE, including unloading material from the inland carrier, port handling and for stowage aboard a Customer Country-controlled ship or aircraft. The Customer Country is responsible for all subsequent onward movement.
 - 9 DOD delivery to closest overseas air or ocean POD offloaded. This POD may or may not be in the customer's country. Movement may be effected either by DOD organic or commercial carrier. The Customer Country is responsible for all handling and onward movement of the material from the dock alongside the ship or from the air terminal.
3. Detailed explanation of DOD responsibility for CONUS originated FMS shipments. The zero (0) is not a DTC. It is used as filler for all non-FMS SCP procedure shipment (e.g., PD Drawdown shipments). Material management commands will not use this as a substitute for a DTC, such as DTC 9, to avoid complex billing procedures for shipments lifted with special transportation (SAAMs for example). DOD policy is to handle for all non-FMS SCP type shipments as DTC 9.

DTC **Explanation**

- 2 Normally, a DTC 2 MILSTRIP requirement/MRO will contain "XX" in rp 46-47, which directs shipment to rp33 (customer within country code). Shipment will be strictly DTS (i.e., standard inland CONUS DOD procedures will be followed with no requirements for NOAs or other procedures that apply to shipment to FMS Program freight forwarders).
NOTE: Sometimes requisitions will be issued with an Offer Release Option Code and Freight Forwarder Code in rp 46 and rp 47. In these instances, the freight forwarder address will indicate a DOD facility and shipment will still be made following DOD inland CONUS procedures.

DTC **Explanation**

- 4 In practice, a shipper normally effects this policy by shipping the material to a FMS program freight forwarder via a CCBL. Completion of the No Recourse Clause in the CCBL by the shipping activity emphasizes the technical point that the customer is responsible for all transportation and related costs from point of origin onward (if a TAC 7 address is listed for the involved MAPAC, a CBL will be issued and “billed to” that address—the No Recourse Clause will still be executed on the CBL). If an individual shipment can be shipped as a small parcel, it will be treated as a DTC 5 shipment and shipped prepaid using a small parcel carrier to the TAC1 address listed. The shipping activity is responsible for notifying the material manager involved so billings to the Customer Country can be adjusted. For offshore-sourced material, delivery at origin still applies. However, shipping activities (including contract administrators for material procured from overseas vendors) must follow the NOA procedures described in Para [D.4.b](#) prior to release of material.
- 5 The DOD is responsible for movement of material to a CONUS-located freight forwarder, Customer Country facility or commercial port. The customer is responsible for unloading the material from the inland carrier’s equipment upon delivery at the inland destination and for all subsequent onward movement. Since BLs or other prepaid transportation is used to move material to these places, the shipping activity is responsible for tracing actions with the carrier and for initiating claims against a carrier on behalf of a Customer Country whenever any loss, damage, or total non-delivery occurs. With new DWCF pricing policies, this has become the most common DTC for FMS shipments. Shipping activities must be careful to identify material as DWCF or non-DWCF to ensure that the correct fund cite is issued for inland CONUS transportation. DWCF material moves under the applicable DWCF transportation fund cite; non-DWCF material moves under the FMS Trust Fund Transportation Cost Clearing Account cite. For offshore-source material, all the above procedures for inland CONUS movement apply. However, in addition, shipping activities (including contract administrators for material procured from overseas vendors) must follow the NOA procedures described in Para [D.4.b](#) prior to release of material. Expenses to DOD for accessorial costs are reimbursable. This code is applied only when prior arrangements for the use of port facilities at the customer’s expense have been made.
- 7 It is used for countries which are authorized to use DTS. It also is applied to shipments routed via an Air Force/Army/Navy Post Office since these shipments are routed to destination beyond in-country PODs.
NOTE: When moving material under this DTC, shipping activities must be careful to identify material as DWCF or non-DWCF in order to ensure that the correct fund cite is used for the inland CONUS portion of the transportation. DWCF material will move under the applicable DWCF cite; non-DWCF material will move under the FMS Trust Fund Transportation Cost Clearing Account cite. Expenses to DOD for accessorial costs are reimbursable. The shipper provides modes and routing from the origin to the consignee location by BL or by special arrangement with AMC, MSC, or US military activities within the country for movement from the POD to the consignee location.
- 8 DOD port personnel must obtain a signature from ship or aircraft officer/commander confirming receipt of material. This DTC is used primarily for movement of Sensitive Cargo (AA&E as regulated by DOD 5100.76-M) since customer countries or their freight forwarders are not authorized to receive or handle Sensitive material at their facilities. It is sometimes used for Classified shipments when a Customer Country does not have its own facilities or freight forwarder facilities cleared to receive Classified as identified by TACA, B, C or D in the MAPAD.

DTC **Explanation**

- 9 The proper use of this DTC is for movement intended for the closest SPOD/APOD. These PODs may or may not be within the country's geographic boundaries. If the country is unable to pick-up the material at a port outside its geographic boundaries then DTC-7 or DTC-8 should be considered. When moving material under this DTC, shipping activities must be careful to identify material as DWCF or non-DWCF in order to ensure that the correct fund cite is used for the inland CONUS portion of the transportation. DWCF material will move under the applicable DWCF cite; non-DWCF material will move under the FMS Trust Fund Transportation Cost Clearing Account citation.

L. FMS DTCS FOR MATERIAL MOVING TO CONUS FOR REPAIR AND RETURN OR OTHER MAINTENANCE OR UPGRADE

1. These DTCs define DOD/USG responsibility for transportation of previously purchased material that is shipped to and from CONUS-located DOD/USG repair facilities. These movements are effected under Maintenance Support Arrangement (MSA) or Repair and Return FMS cases. These DTCs describe DOD and FMS Purchaser responsibility for getting material to and from its correct destinations. Since two-way movement is involved, they are more complex. Also, coordination is required between FMS Purchasers and DOD repair facilities for insuring that material gets to the facilities for the maintenance required. Regardless of the DTC, the FMS Purchaser always retains title to this material. DWCF cites will not apply since new material is not involved. Return shipments will either be collect, or the DOD shipper will cite the FMS Trust Fund Transportation Cost Clearing Account.
2. Summary of DOD responsibility.

DTC **DOD Deliveries**

- A The DOD is responsible for transportation from a designated overseas POE to a CONUS destination and subsequent return to a designated overseas POD. The customer is responsible for overseas inland transportation of materiel to and from the overseas POE/POD and overseas port handling.
- B The DOD is responsible for transportation from a designated overseas POE to a CONUS destination, return to a CONUS POE, and CONUS port handling. The customer is responsible for overseas inland transportation to the overseas POE, overseas port loading, and all return transportation from the CONUS POE to ultimate destination.
- C The DOD is responsible for CONUS port unloading from the customer-arranged carrier, transportation to and from a designated CONUS destination, and CONUS port loading of a customer arranged carrier. The customer is responsible for movement of material to and from the CONUS POD/POE.
- E The customer is responsible for all transportation from overseas point of origin to the CONUS destination and return to an overseas destination. Delivery to a CONUS-located freight forwarder, Customer Country facility or commercial port.
- F The DOD is responsible for transportation from an overseas inland location to an overseas POE, overseas port handling, transportation to a CONUS POD, CONUS port handling, inland transportation to a designated CONUS destination, and return to an overseas destination.

DTC **DOD Deliveries**

- G The DOD is responsible for overseas port handling through an overseas POE, transportation to a CONUS POD; CONUS port handling, inland transportation to a CONUS destination, return to an overseas POD and overseas port handling. Customer country is responsible for overseas inland transportation to and from the overseas POE/POD.
 - H Customer country is responsible for all transportation from overseas point of origin to the CONUS repair facility. DOD/USG is responsible for transportation from CONUS repair facility to CONUS POE. Customer country is responsible for CONUS POE port handling and all further movement to overseas destination.
 - J Customer country is responsible for all transportation from overseas point of origin to CONUS repair facility. DOD/USG is responsible for all movement from CONUS repair facility to the overseas inland destination
3. Detailed explanation of DOD responsibility for material moving to CONUS for Repair and Return or other maintenance or upgrade CONUS originated FMS shipments.

DTC **Explanation**

- B Used for Repair and Return (ROR). Terms are the same as DTC-9 for inbound, and DTC-8 for outbound.
- C Same terms as DTC-8 for inbound and outbound.
- E Same terms as DTC-4 for inbound and outbound
- F Same terms as DTC-7 for inbound and outbound.
- G Same terms as DTC-9 for inbound and outbound.
- H Used for Repair and Return (ROR). Terms are the same as DTC-4 for inbound, and DTC-5 for outbound. This code is required for return, repair or exchange, and reshipment of classified materials.
- J Used for Repair and Return (ROR). Terms are the same as DTC-4 for inbound, and DTC-7 for outbound.

M. SECURITY ASSISTANCE DOCUMENTATION RETENTION GUIDANCE

In compliance with International Law (the Government of Iran versus the Government of United States of America), the international court system required the Government of the United States to furnish hard copy Proof of Shipment for the last 30 years or refund the cost of SA material to the Government of Iran. Based on this decision, all FMS shipping documentation (includes CBLs, NOAs, Transportation Control and Movement Documents (TCMDs), Issue Release/Receipt Documents (DD Forms 1348-1A, 1149, 250, and WAWF Release Forms), Inspection and Receiving Reports, Air Bills, Supply Transactions, Transfer to Carrier Documents, Acceptance Data, and any similarly related material used to effect transfer of FMS shipments to carriers) must be retained for a mandatory time frame of 30 years. This normally means keeping the documentation two years at the shipper locations and 28 years in a National Records Archive. This FMS documentation must be maintained in hard copy format.

N. SCHEDULING DTC 8 PICKUPS OF SENSITIVE AA&E

- 1. To ensure safe and secure delivery of Sensitive AA&E to FMS Purchasers, the DOD requires that this material be delivered overseas via the DTS. As a minimum allowable alternative to overseas DTS delivery, an FMS Purchaser may pickup Sensitive AA&E at a DOD-controlled aerial or sea

port in its own military or military-chartered aircraft or vessel. The DOD, however, will retain control and custody of the Sensitive AA&E until it is loaded by DOD or DOD contract personnel into the vessel or aircraft at the POE. The DOD does not relinquish custody until a ship's captain/first officer or an aircraft commander signs a receipt.

2. DTS delivery to an overseas POD offloaded is DTC 9. Overseas delivery to an inland destination is DTC 7. Pickup by a Purchaser at a DOD port is DTC 8. Only Sensitive Categories II, III, and IV (Security Risk Categories 2, 3, and 4) can be exported under DTC 8 procedures. Category I/1 must be exported under DTC 9 or 7 unless a Purchaser obtains a waiver to use DTC 8 from the Under Secretary of Defense for Intelligence.
3. The DTC is determined in the FMS Case development process. DTCs are annotated in a LOA which is the finished FMS Case. When a requisition is submitted under an FMS Case, the DTC goes into the fifth position of the document number that identifies the requisition. Since a document number never changes, the DTC will appear in the same position of the MRO placed on a shipping activity to fill the requisition. This is also true of the TCN created by the shipper to release the material. Unless overriding instructions are issued by the DOD IA that manages an FMS Case, DTC 8 will appear in all requisitions/MROs/TCNs used to release material to a DOD-controlled POE for pickup by an FMS Purchaser.
4. The following guidance is for FMS Purchaser Country Representatives and DOD personnel who are involved with DTC 8 exports. It provides POCs and describes what must be done when arranging DTC 8 pickups. This includes selection of ports and determining pickup dates. There are very few Ports available that can handle Sensitive AA&E; so accurate information and strict compliance with procedures are essential. The two DOD agencies that have control of these POEs are SDDC and the USAF Civil and Foreign Government Aviation Office.

NOTE: Although DTC 8 procedures are not mandatory for releases of non-sensitive AA&E; some FMS Freight Forwarders, because of local HAZMAT ordinances, cannot receive non-Sensitive explosives and ammunition items at their facilities. When a freight forwarder receives a NOA for this material, it may instruct the shipping activity to send it to a DOD port to be included with a DTC 8 pickup. However, DTC 4 or 5 releases cannot be shipped as DTC 8 unless the DTC is upgraded to DTC 8 by the involved IA. If the DTC is 4 or 5, the FMS Purchaser has not paid DOD for CONUS Port Handling (DTC 5) or CONUS Port Handling/Inland CONUS Transportation (DTC 4). Therefore, if a shipper receives NOA response instructions to ship a DTC 4 or 5 release to a DOD port, it will call the IA point of contact indicated in Table E-1 for further instructions. The IA FMS Case Manager must amend/modify applicable FMS Case to include DTC 8 funds for the shipment. Once this is done, the IA will notify the shipper in writing that DTC 8 release is authorized. Because the original document number/TCN is a permanent record, however, the shipper must not alter the document number/ TCN when releasing the material to the DOD POE.

5. SDDC Operations Terminals Division in Fort Eustis, Virginia is the POC for ocean or surface pickup. Their phone numbers are 757 878-7523, and 8541. The FAX number is 757 878-8205. This SDDC Division will coordinate port and pickup dates with either an FMS Purchaser's Country Representative or its Freight Forwarder. A Purchaser can designate an FMS Freight Forwarder to coordinate DTC 8 pickups by listing it as the NOA TAC 3 addressee in the MAPAD unless Classified (e.g., CONFIDENTIAL or SECRET) material is involved. For Classified material, only the Country Representative listed in the MAPAD can receive and answer the NOAs and arrange the pickups. FMS Purchasers are also responsible for Export Licenses and EEI for DTC 8 exports. These must be available when DOD port personnel are loading a vessel. A berthing request must be received by SDDC Operations at least 45 days in advance of an intended pickup date. The mailing address for SDDC Operations Terminals Division is ATTN: SDDC-OPS-T, SDDC Operations, 661 Sheppard Place, Fort Eustis, Virginia, 23604-1626.

6. Pilot pickup procedures differ depending on the type aircraft used. If the Purchaser employs a foreign state aircraft, normally a military aircraft, a Country Representative in the Purchaser's Washington, DC, Embassy must request an Aircraft Landing Authorization Number (ALAN) from the USAF Civil and Foreign Government Aviation Office (AF/A30-AA). The phone number is 703 697-1938 or 703 697-1796. The FAX is 703 697-1972. Air Force Instruction (AFI) 10-1801, Foreign Governmental Aircraft Landing at United States Air Force Installations, provides detailed instructions for requesting ALANs. A request must be submitted at least five days before a planned pickup date. Also, if the Country Representative, as listed in the MAPAD, is not located in the Purchaser's Washington, DC, Embassy, arrangements must be made for someone from the Embassy to formally make the request. A Purchaser's freight forwarder absolutely cannot request ALANs. To obtain a Navy ALAN (NALAN), call the US Navy Foreign Liaison Office (N2L) at 703 695-1402. NALAN requests will be made at least three working days in advance of aircraft arrival and will remain valid for a reasonable period of time surrounding the estimated time of arrival, up to a maximum of five days. Requests will be made in writing and faxed to N2L at (703) 695-1586/1560. To obtain an Army ALAN (AALAN), contact the US Army Aeronautical Services Agency (USAASA) at 703 806-0686. Prospective users should submit requests via the respective foreign military attaché to the USAASA a minimum of three working days prior to the intended landing date.
7. If an FMS Purchaser charters a civilian aircraft instead of employing a foreign state aircraft, the air carrier must apply to AF/A30-AA for a Landing Permit not an ALAN--ALANs are required only when foreign state aircraft are used. The Landing Permit phone number is 703 697-5967; the FAX is 703 695-7004. The air carrier must provide the Civil and Foreign Government Aviation Office three (3) Department of Defense Forms (DD Forms 2400, 2401, and 2402) which provide the USAF with Certificates of Insurance and Hold Harmless Agreements for each pickup. Detailed instructions for Landing Permit requests are found in AFI 10-1001, Civil Aircraft Landing Permits. Civil Aircraft Landing Permits must be requested at least 30 days before a pickup date.
8. When setting up a pilot pickup, an FMS Purchaser must have current Export Licenses and EEI for the material. Also, no landing can be made without an overflight clearance from the US State Department. If a State (military) aircraft is used, the Purchaser's Country Representative will get the clearance. If the aircraft is chartered, the civil air carrier will get it. If explosives are involved, the FMS Purchaser or the carrier must have valid CAAs for them. Aerial port personnel will review these documents when the items are being loaded.
9. Waivers to the five or thirty-day advance notice requirements are possible, but they require a specific justification, and are considered on a case-by-case basis only. Contact the POC at the USAF Civil and Foreign Government Aviation Office (State aircraft or civil aircraft) directly to determine if a waiver can be considered. Landings without ALANs or landing permits are "Unauthorized Landings". A landing is an "Intentional Unauthorized Landing" if every detail of the actual pickup does not conform to the information provided in an ALAN or landing permit request. Incompatible HAZMAT is a good example. Too much material called forward for a pickup aircraft is another. The aerial port's Installation Commander must report Unauthorized Landings to HQ USAF, to the Federal Aviation Administration, and to the operator's government. All of the above information, AFIs procedures are available in the following website:
<http://www.useg.org/useg.html>.
10. Whenever a DOD shipping activity processes a DTC 8 release, surface procedures will be followed unless the FMS Purchaser gives advance notice that a pilot pickup is planned. When preparing Sensitive AA&E for surface pickup, the shipper will send an "information" NOA to the current NOA addressee. Concurrently, it will submit an ETRR to SDDC Operations. The NOA tells the addressee to contact SDDC Operations to make pickup arrangements. When the

arrangements are finalized, SDDC Operations will transmit an ETR to the shipping activity. The ETR directs a shipper when and where to ship material. The SDDC ETR is the only authority for release of material for a surface pickup. NOA addressees are not authorized to direct a shipper to release material for a surface pickup.

11. Pilot pickups do not involve ETRs. The NOA addressee responds directly to a shipper after an ALAN or Civil Aircraft Landing Permit has been obtained. The NOA response directs shipment to a specified DOD aerial port plus the date or dates it must arrive. Before releasing cargo, the shipper will contact the aerial port to confirm the delivery information. Then the cargo will be shipped as directed. If a DTC 8 release is initiated as a surface pickup (e.g., NOA/ETRR) and is later revised to a pilot pickup, the shipper will cancel its ETR Request and pilot pickup procedures will be followed.
12. ETRRs for surface pickups of ammunition or explosives are not submitted directly to SDDC by the releasing activity. It routes ETRRs through the JMC. This is because the JMC is the DOD Single Manager for ammunition, and DOD has given it release authority for most of DOD's ammunition. Missiles and Air Force and Navy-peculiar items are exceptions. The shipper's "information" NOA still advises the NOA addressee that it must coordinate pickup with SDDC. It is only the ETRR to SDDC that the shipper must route through the JMC Transportation Office. The JMC Transportation Office then forwards the ETRR to SDDC Operations. After the pickup details have been finalized between the NOA addressee and SDDC, SDDC will transmit the ETR to JMC for retransmittal to the shipper. For information about a pending release, the NOA addressee will contact the JMC Transportation Office at 309 782-5612 or 5390. This special procedure with its additional steps does not apply to pilot pickups or to pickups of non-explosive arms.
13. Besides arranging for ports and times, other factors should be addressed to ensure successful DTC 8 pickups. Lead times are important; so advance notice requirements are firm. Personnel and material resources at ports are limited, and scheduling is determined by these limitations. A ship or aircraft must show up as scheduled. "No-shows" waste resources and manpower. Delayed arrivals cannot always be accommodated. HAZMAT regulations also must be followed for all cargo. Ports cannot store material, especially Sensitive AA&E. If cargo cannot be loaded, it will be shipped to DOD Storage activities at the FMS Purchaser's expense. Purchasers must keep their MAPAD addresses current. An NOA sent to the wrong address because of outdated MAPAD data will cause delays. Export Permits (DSP-94 or DSP-85) and their associated LOAs must be available for US Customs personnel at both aerial and sea ports during loading. CAAs are required for explosives shipments, and FMS Purchasers must have them available for port personnel.

O. CONSTRUCTING AN MAPAC

A MAPAC is constructed from the requisition document number and supplementary address. The MAPAC is used as the consignee code on TCMDs and to find complete addressing information in the MAPAD. Figure E-4 through Figure E-7 illustrate the different methods of MAPAC construction.



U.S. Department of State

OMB APPROVAL NO. 1405 0051
EXPIRATION DATE: 07-31-2005
ESTIMATED BURDEN : 30 minutes

**AUTHORITY TO EXPORT DEFENSE
ARTICLES SOLD
UNDER THE FOREIGN MILITARY SALES PROGRAM**

This form, when properly executed and accompanied by an authenticated Letter of Offer and Acceptance, constitutes authority under section 126.6 of the International Traffic in Arms Regulations (ITAR) to export the defense articles listed thereon. This form may be used in lieu of a U.S. Department of State export license to export defense articles sold by the Department of Defense under the Foreign Military Sales (FMS) program. This export authority is valid for 2 years from the date shown in item 12 below.

The U.S. Department of State may, without prior notice to the exporter, deny, revoke, suspend, or amend this authority consistent with ITAR section 126.7.

Willful violation of the ITAR, making an untrue statement of a material fact, or omission of a material fact required to be stated on this form are subject to prosecution and, upon conviction, fines up to \$1,000,000 or up to 10 years' imprisonment, or both. (Section 38(c), Arms Export Control Act; section 127.3, ITAR.)

1. PM/DDTC Applicant Code	2. Country of Ultimate Destination/Purchaser	3. Port of Exit from U.S.
4. Applicant (Name, Address, ZIP Code, Tel. No.)	5. Foreign Military Sales Case Identifier	6. Date of FMS Case Implementation (mm-dd-yyyy)
7. Total Value of Defense Articles of Original FMS Case		
8. Only the unshipped balance, valued at _____, of this FMS case is covered by this DSP-94. Previous shipments of this FMS case were covered by a Form DSP-94 dated _____ and/or U.S. Department of State license No. _____		

9. Form DSP-94 constitutes an amendment to the value and/or quantity of defense articles authorized under this FMS case as shown in the attached-amended Letter of Offer and Acceptance Yes No

10. If exporter is a freight forwarder acting on behalf of a foreign government or diplomatic mission, provide the name, address, and telephone number of the foreign official in the U.S. familiar with the FMS case.

11. U.S. Munitions List Categories (see section 121.1 of the ITAR). Please check the appropriate categories to indicate the types of defense articles included on this FMS case:

I. <input type="checkbox"/>	VI. <input type="checkbox"/>	XI. <input type="checkbox"/>	XVI. <input type="checkbox"/>	XXI. <input type="checkbox"/>
II. <input type="checkbox"/>	VII. <input type="checkbox"/>	XII. <input type="checkbox"/>	XVII. <input type="checkbox"/>	
III. <input type="checkbox"/>	VIII. <input type="checkbox"/>	XIII. <input type="checkbox"/>	XVIII. <input type="checkbox"/>	
IV. <input type="checkbox"/>	IX. <input type="checkbox"/>	XIV. <input type="checkbox"/>	XIX. <input type="checkbox"/>	
V. <input type="checkbox"/>	X. <input type="checkbox"/>	XV. <input type="checkbox"/>	XX. <input type="checkbox"/>	

12. Exporter's Statement

I, _____, hereby exercise the authority to effect the export described above; warrant the truth of all statements made herein; and acknowledge, understand, and will comply with the provisions of Title 22 CFR Parts 120-130 and any conditions and limitations imposed.

Signature _____ Date (mm-dd-yyyy) _____

(Authority valid for 24 months from above date.)

1 - AUTHORITY TO EXPORT

Figure E-1. DSP-94, Authority to Export Defense Articles Sold Under the Foreign Military Sales Program

NOTICE OF AVAILABILITY/SHIPMENT		FROM <i>(Issuing Activity's complete name and address)</i>					
		FOR <i>(Name of Country)</i>		NUMBER OF LINE ITEM(S) IDENTIFIED ON ACCOMPANYING DD FORM(S) 259/1348-1			
NOTICE NUMBER	CASE NO.	TYPE PACK	PIECES	WEIGHT (Lbs)	CUBE	SECURITY CLASSIFICATION	
AMMUNITION/EXPLOSIVES CLASS		EXTREME DIMENSIONS/WEIGHT					
		WEIGHT (Lbs)	LENGTH (Feet)	WIDTH (Feet)	HEIGHT (Feet)		
TO BE COMPLETED BY ADDRESSEE <i>(Press hard when writing)</i>							
1. After completion detach both copies - retain Copy 2 for your records.				2. Fold Copy 3, place in envelope and mail at once to the Issuing Activity's address.			
CONSIGNED TO <i>(Enter the complete name and address of Consignee)</i>							
NAME			STREET				
CITY			STATE <i>(Include ZIP Code)</i>				
OTHER INFORMATION							
<div style="display: flex; align-items: center; justify-content: center;"> ADDRESSEE <div style="border: 1px solid black; width: 300px; height: 60px; margin-left: 20px;"></div> </div>							

DD FORM 1348-5, JUN 69 (EF)

Figure E-2. DD Form 1348-5, Notice of Availability/Shipment

DSP-85

**SAMPLE - DO NOT USE
 FOR SUBMITTAL TO DTC**

(U.S. DEPARTMENT OF STATE USE ONLY)

SEAL **SAMPLE** COPY

License is hereby granted to the applicant for the described commodity to be permanently exported from the U.S., to be temporarily exported from and returned to the U.S., or to be temporarily imported into the U.S. and returned to the foreign owner, provided shipment is made in accordance with the Department of Defense Industrial Security Manual. This license may be revoked, suspended or amended by the Secretary of State without prior notice whenever the Secretary deems such action advisable.

LICENSÉ VALID FOR MONTHS FROM ABOVE DATE

UNITED STATES OF AMERICA DEPARTMENT OF STATE
APPLICATION/LICENSE FOR PERMANENT/TEMPORARY EXPORT OR TEMPORARY IMPORT OF CLASSIFIED DEFENSE ARTICLES AND RELATED CLASSIFIED TECHNICAL DATA

1. Date prepared	2. PM/DTC applicant code	3. Check one: <input type="checkbox"/> Permanent export <input type="checkbox"/> Temporary export <input type="checkbox"/> Temporary import	4. Country of ultimate destination or sojourn	5. Country from which shipped (Temporary imports only)
6. Applicant's name, address, ZIP code Applicant is: <input type="checkbox"/> government <input type="checkbox"/> agent/manufacturer <input type="checkbox"/> freight forwarder			7. Names, agency and telephone numbers of U.S. Government personnel (not PM/DTC) familiar with the commodity <input type="checkbox"/> Army <input type="checkbox"/> Navy <input type="checkbox"/> Air Force <input type="checkbox"/> Other	
8. FSC, level and date of clearance: TELEPHONE NUMBER:			8. Name and telephone number of applicant contact if U.S. Government needs additional information.	
9. Description of Transaction a. This application represents: <input type="checkbox"/> ONLY completely new shipment; <input type="checkbox"/> ONLY the unshipped balance of license no. _____ b. The IDENTICAL commodity <input type="checkbox"/> was licensed to the country in block 3 under license no. _____; <input type="checkbox"/> was licensed to other countries under license no. _____; <input type="checkbox"/> was returned without action; <input type="checkbox"/> was denied to the country in block 3 under voided license no. _____; <input type="checkbox"/> was never licensed for this applicant. c. If commodity is being financed under <input type="checkbox"/> Foreign Military Sale (FMS); <input type="checkbox"/> Foreign Military Financing (FMF) or; <input type="checkbox"/> Grant Aid Program (GAD), give the case number: _____				
10. QUANTITY	11. COMMODITY <input type="checkbox"/> Hardware <input type="checkbox"/> Technical Data	12. CLASS.	13. USML CAT.	14. VALUE
15. TOTAL VALUE: \$				
16. <input type="checkbox"/> Source or <input type="checkbox"/> Manufacturer of Commodity			17. Name and address of foreign end-user	
FSC, level and date of clearance:			FSC, level and date of clearance:	
18. Name and address of seller in United States			19. Name and address of foreign consignee	
FSC, level and date of clearance:			FSC, level and date of clearance:	
20. Name and address of consignee and/or freight forwarder in United States			21. Specific purpose for which the material is required, including specific program/end item	
FSC, level and date of clearance:				
22. Name and address of cognizant DIS security office			23. APPLICANT'S STATEMENT (See Instructions) _____, hereby apply for a license to complete the transaction described above, warrant the truth of all statements made herein, and acknowledge, understand and will comply with the provisions of Title 22, CFR 120 - 130, and any conditions and limitations imposed, and the DOD Industrial Security Manual. CHECK ALL THAT APPLY: <input type="checkbox"/> I am a responsible official empowered by the applicant to certify that the conditions of 22 CFR 126.13 and 22 CFR 130 as listed on the reverse of this form have been met in full. <input type="checkbox"/> The applicant, or another party to this export cannot meet one or more of the conditions in 22 CFR 126.13. A request for an exception to policy is attached. <input type="checkbox"/> U.S. consignee(s) and/or freight forwarder state(s) is/are attached. Signature SAMPLE COPY	
24. LICENSE COPY TO BE SENT TO: Name, address, ZIP code				

FORM 11-92 DSP-85 I - APPLICATION/LICENSÉ

OMB APPROVAL NO 1405-0022 EXPIRATION DATE: 12-31-98 ESTIMATED BURDEN: 1/2 HOUR

*Phone reporting burden for this collection of information is estimated to average 1/2 hour per response, including time required for searching existing data sources, gathering the necessary data, providing the information required, and reviewing the final collection. Send comments on the accuracy of this estimate of the burden and recommendations for reducing it to: Department of State (OIG/PA/OP) Washington, D.C. 20520-0294, and to the Office of Information and Regulatory Affairs, Office of Management and Budget, Paperwork Reduction Project (1405-0022), Washington, D. C. 20503.

Figure E-3. DSP-85, Application/License for Permanent/Temporary Export or Temporary Import of Classified Defense Articles and Related Classified Technical Data

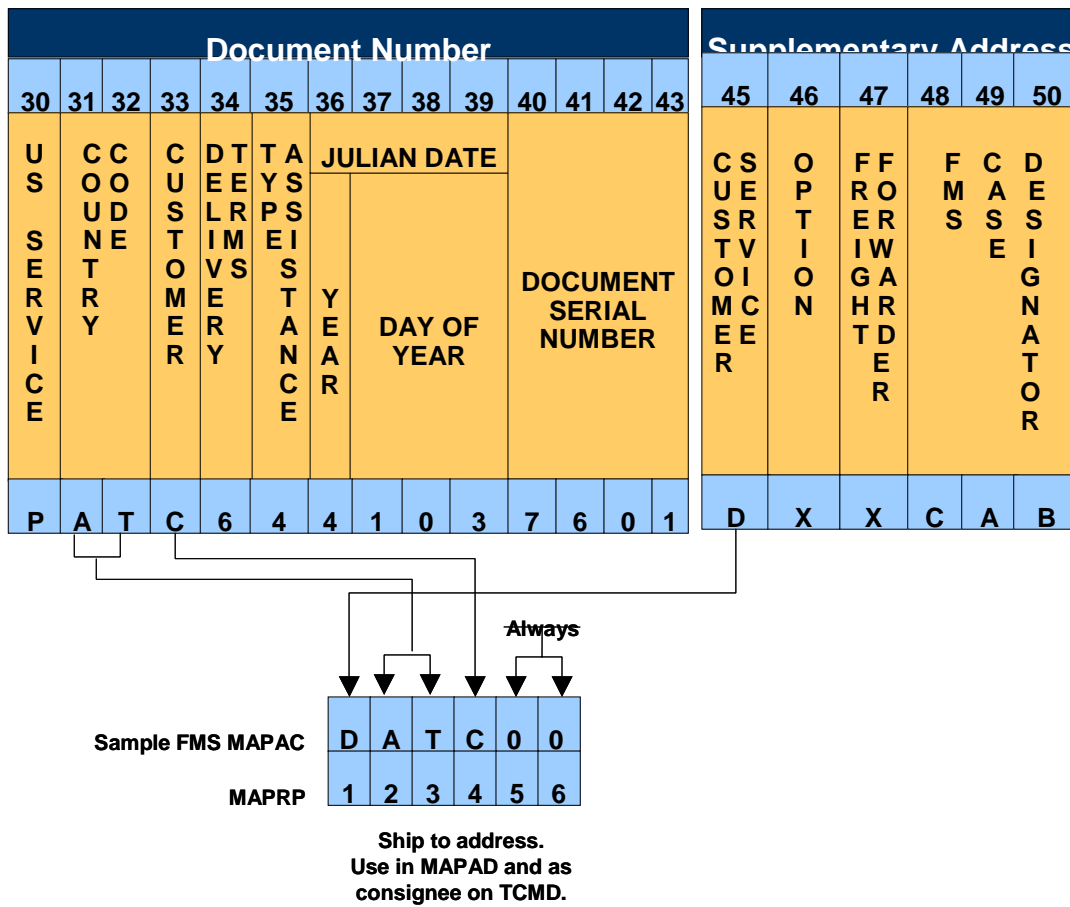


Figure E-4. MAPAC Construction (FMS Shipment through the DTS to Overseas)

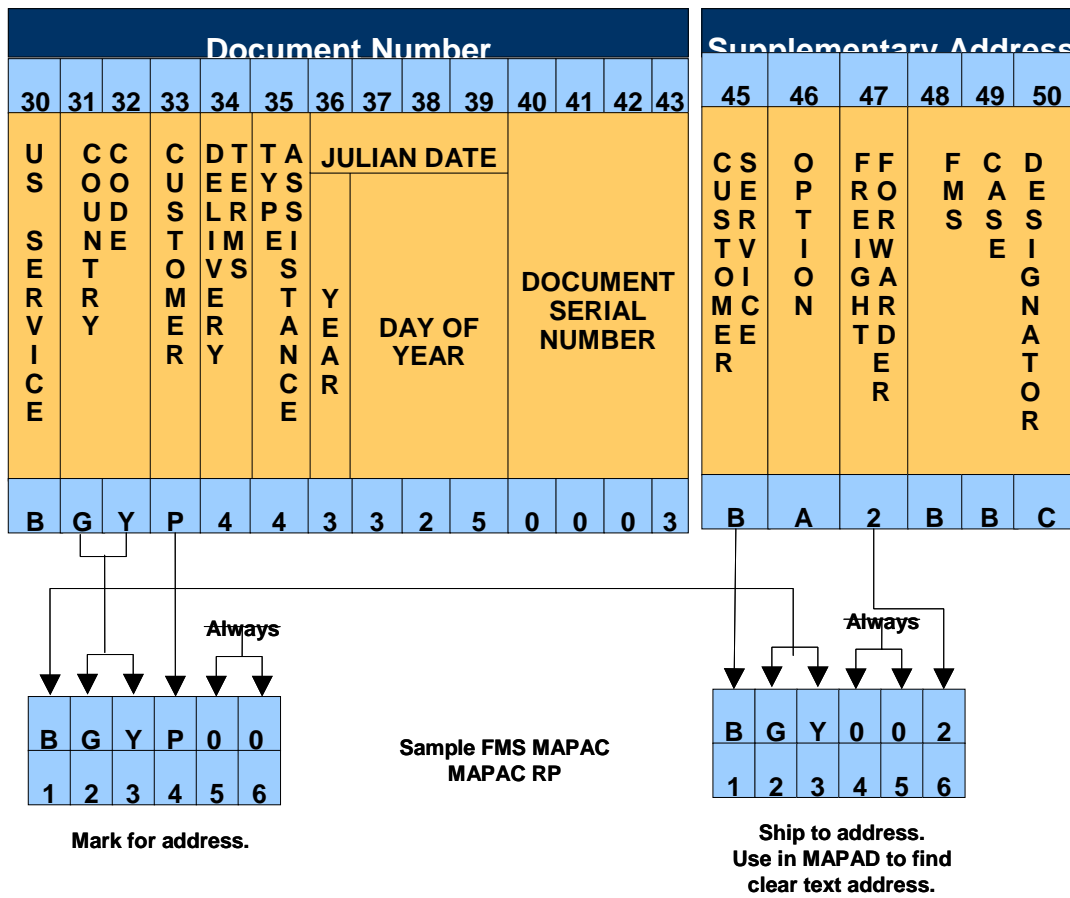


Figure E-5. MAPAC Construction (FMS Shipment to a Freight Forwarder)

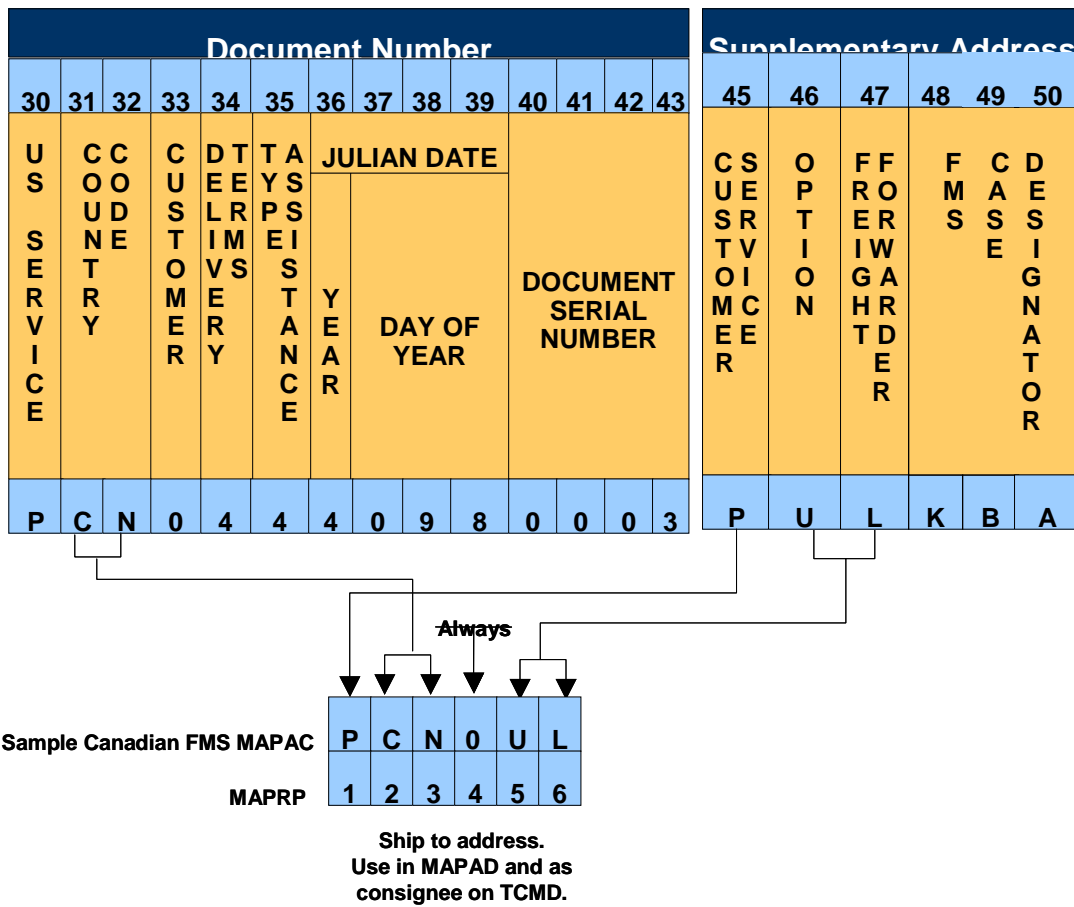


Figure E-6. MAPAC Construction (FMS Shipment to a Canadian customer (Ship Directly))

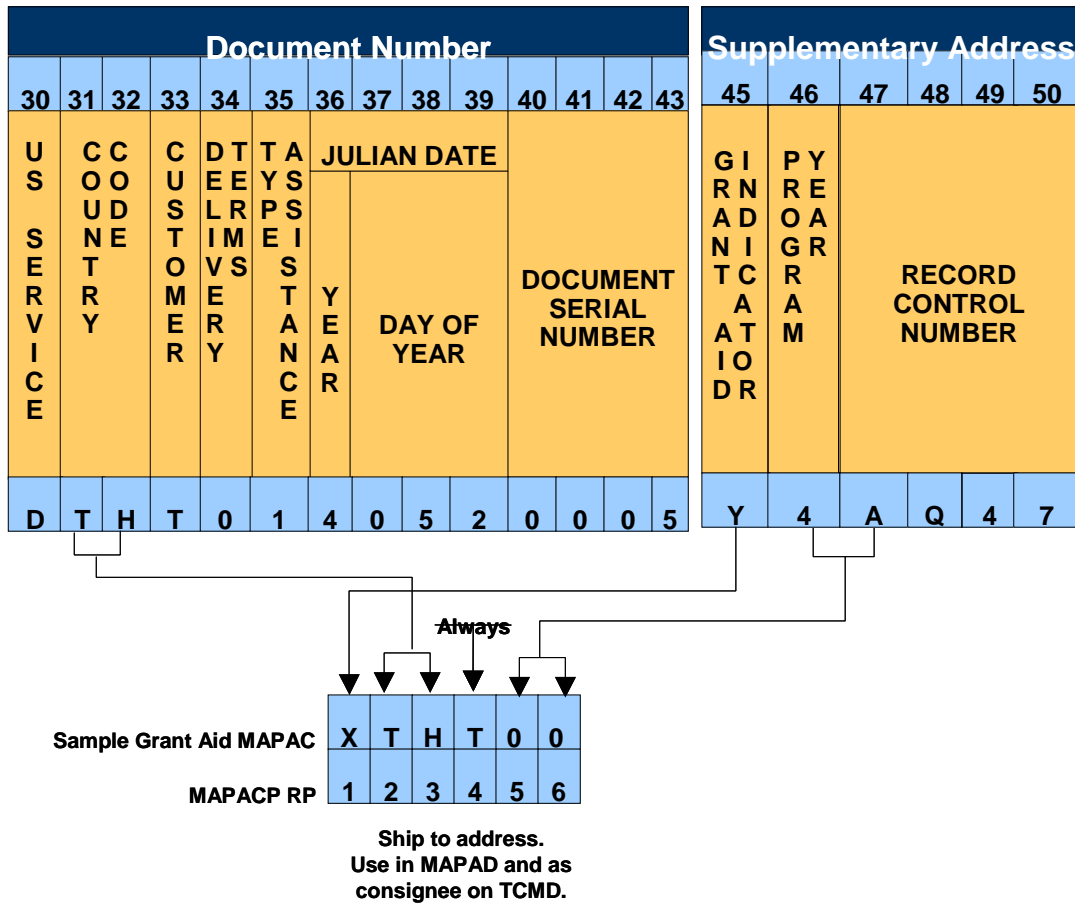


Figure E-7. MAPAC Construction (All Pseudo-FMS SCP Shipment)

Table E-1. IA, SCP POCs

Service Code	Implementing Agency	Security Cooperation POC
B	US ARMY	US ARMY SECURITY ASSISTANCE COMMAND ATTN: AMSAC-PO-PA -CS 54 M AVENUE, SUITE 1 NEW CUMBERLAND, PA 17070-5096 TEL: COMMERCIAL 717 770-6843 or 7398/4832 DSN: 771-6843/7398/4832
D	US AIR FORCE	AIR FORCE SECURITY ASSISTANCE CENTER (AFSAC) 555 ILS/LGIP 1940 ALLBROOK ROAD, BLDG 1, DOOR 19 WRIGHT-PATTERSON AFB, OH 45433-5006 TELEPHONE: COMMERCIAL: 937 522- 6564/6565/6570/6571 DSN: 672 6564/6565/6570/6571 FAX: 937 656-1155/DSN: 986 1155 E-MAIL: 555.ILS.TRANSPORTATION@WPAFB.AF.MIL
P	US NAVY	US NAVY INVENTORY CONTROL POINT PHILADELPHIA, PA 19111-5098 TEL: COMMERCIAL 215 697-5103, 1155, or 1340 DSN: 442
K	US MARINE CORPS	COMMANDANT OF THE MARINE CORPS CODE LFT-1 WASHINGTON, DC 20380-0001 TEL: COMMERCIAL 703 695-7930 U.S. NAVY INVENTORY CONTROL POINT PHILADELPHIA, PA 19111-5098 TEL: COMMERCIAL 215 697-5002, 1155, or 1340
T	DLA DISPOSITION SERVICES	DLA DISPOSITION SERVICES (FMS) 74 WASHINGTON AVENUE NORTH BATTLE CREEK, MI 49037 TEL: COMMERCIAL 269 961-5927, 5142 or 5668 DSN: 661

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