DEPARTMENT OF THE NAVY
HEADQUARTERS UNITED STATES MARINE CORPS
2 NAVY ANNEX
WASHINGTON, DC 20380-1775

LFT-2
30 Mar 95

MARINE CORPS ORDER 4630.16C

From: Commandant of the Marine Corps
To: Distribution List

Subj: AIR TRANSPORTATION ELIGIBILITY

Encl: (1) DOD 4515.13-R of November 1994

1. Purpose. To disseminate the enclosure within the Marine Corps.

2. Cancellation. MCO 4630.16B.

3. Background. The enclosure prescribes policies for transportation on Department of Defense (DoD) -owned and -controlled aircraft. The enclosure also prescribes reimbursement for use of such transportation, eligibility for the movement of space-required passengers and cargo, and the categories of passengers eligible for space-available transportation and the conditions governing their travel.

4. Action. Commanders shall ensure that this Order is made available to all personnel assigned responsibilities pertaining to the movement of passenger traf fic on DoD-owned or -controlled aircraft.

5. Reserve Applicability. This Order is applicable to the Marine Corps Reserve.

J. A. BRABHAM
Deputy Chief of Staff
for Installations and Logistics

DISTRIBUTION: PCN 10206300200

Copy to: 7000164 (5)
7000144/8145001 (2)

DISTRIBUTION STATEMENT A: Approved for public release; distribution is unlimited.

AIR TRANSPORTATION ELIGIBILITY

NOVEMBER 1994

OFFICE OF THE UNDER SECRETARY OF DEFENSE
FOR ACQUISITION AND TECHNOLOGY

ACQUISITION AND TECHNOLOGY

OFFICE OF THE UNDER SECRETARY OF DEFENSE

3000 DEFENSE PENTAGON
WASHINGTON, DC 20301-3000

FOREWORD

MCO 4630.16C
30 Mar 95
DOD 4515.13-R

This Regulation is reissued under the authority of DoD Directive 4500.9, "Transportation and Traffic Management," January 26, 1989. It implements DOD policies governing the use of DoD-owned or -controlled aircraft and establishes criteria for passenger and cargo movement Strict adherence to this Regulation is essential to maintain the integrity of the DoD airlift system. DoD 4515.13-R, "Air Transportation Eligibility," January 1980, is hereby canceled

This Regulation applies to the Office of the Secretary of Defense (OSD), and activities administratively supported by the OSD, the Military Departments, the Chairman of the Joint Chiefs of Staff, the Unified Combatant Commands, the inspector General of the Department of Defense, the Defense Agencies, and the DoD Field Activities (hereafter referred to collectively as "the DoD Components"). it also applies, in part, to the remainder of the Uniformed Services (i.e., the Coast Guard, the Commissioned Corps of the National Oceanic and Atmospheric Administration, and the Commissioned Corps of the Public Health Service) when they are specifically cited.

This Regulation is effective immediately. To ensure uniformity, there is no provision for supplemental or unilateral modifications to this Regulation and all the DoD Components shall distribute it for use at the operating level. The Commander, United States Transportation Command (USCINQANS), and the Secretaries of the Military Departments may publish additional guidance as needed and shall provide copies of same to the Assistant Deputy Under Secretary of Defense for Transportation Policy within 30 days of publication.

In accordance with DoD Directive 5158.4, "United States Transportation Command," January 8, 1993, the USCINCTRANS is the DoD single manager for transportation (for other than Service- unique or theater-assigned transportation assets). Send recommended changes to this Regulation through the USCINCTRANS and the Chairman of the Joint Chiefs of Staff, or through the Secretary of a Military Department, to the Deputy Under Secretary of Defense (Logistics) for consideration.

The DoD Components may obtain copies of this Regulation through their own publications Approved for public release; distribution unlimited. Authorized registered users may obtain copies of this Publication from the Defense Technical information Center, Cameron Station, Alexandria, VA 22304-6145. Other Federal Agencies and the public may obtain copies from the U.S. Department of Commerce, National Technical information Service, 5285 Port Royal Road, Springfield, VA 22161.

James R. Klugh
Deputy Under Secretary
of Defense (Logistics)

ENCLOSURE (1)

TABLE OF CONTENTS

	Page
Foreword	i
Table of Contents	ii
Tables	vii
References	viii
Definitions	x
Abbreviations and Acronyms	xv
CHAPTER 1 - GENERAL INFORMATION	
A. Responsibilities	1-1
1. USTRANSCOM	1-1
2. AMC	1-1
3. The Chairman of the Joint Chiefs of Staff	1-1
4. Military Departments	1-1
5. U.S. Air Force	1-2
6. U.S. Army	1-3
B. Related Publications	1-3
C. Use of Military Aircraft, Ineligible Traffic and Restrictions	1-4
1. Commanders' Responsibility	1-4
2. Ineligible Traffic Procedures	1-4
3. Restrictions on Use of Unit or Operational Support Aircraft	1-4
4. Pregnant and Post-Partum Mothers and Newborn Infants	1-4
5. Unaccompanied Minors	1-5
6. Passengers on "Non-Transport-Type" Aircraft	1-5
7. Disabled Passengers	1-5

Page

D. Baggage 1-5

1. Timeliness 1-5
2. Allowances 1-5
3. Firearms and Ammunition 1-6

E. Dress, Conduct, and Standard of Service 1-6

1. Dress 1-6
2. Conduct 1-6
3. Standard of Service 1-7

F. Animals 1-7

1. Seeing Eye Dogs 1-7
2. Pets 1-7
3. Other Animals 1-8

G. Forms (See Appendix A) 1-8

1. DD Form 1381, "Air Transportation Agreement" 1-8
2. DD Form 1839, "Baggage Identification" 1-8
3. DD Form 1853, "Verification of Reserve Status for Travel Eligibility" 1-8
4. Boy Scouts of America (BSA) Form 4433 1-8
5. Supply of Forms 1-8

CHAPTER 2 - SPACE-REQUIRED PASSENGERS

A. General Policy 2-1

1. Travel Orders and Authorizations 2-1
2. Priority of Movement 2-1
3. Escort for Young Children 2-1
4. Emergency leave 2-2

B. Eligible Passengers 2-2

1. Uniformed Services Members 2-3
2. DoD Civilian Employees 2-3
3. Dependents and Family Members 2-4
4. NAF Employees 2-9

	Page
5. Employees of Other Federal Agencies	2-9
6. Nonprofit Service Organizations	2-10
7. Invited Travelers	2-11
8. Foreign National and Alliance Travelers	2-11
9. Contractors	2-12
10. Educators	2-12
11. Athletes and Entertainers	2-13
12. CAP	2-14
13. ROTC	2-14
14. Junior ROTC (JROTC)	2-14
15. Youth Program Participants	2-14
16. Civilians Not Formally Affiliated with the Department of Defense	2-15

CHAPTER 3 - PUBLIC AFFAIRS TRAVEL

A. General	3-1
B. Terms Explained	3-1
C. Responsibilities	3-2
D. Eligible Categories of Traffic	3-3

CHAPTER 4 - ORIENTATION FLIGHTS

A. General	4-1
B. Responsibilities	4-1
C. Categories of Eligible Passengers	4-2

CHAPTER 5 - AEROMEDICAL EVACUATION (AE)

A. General	5-1
B. Terms Explained	5-1
C. Policies Governing the Mission of the AE System	5-3
D. AE Procedures	5-3
E. Eligibility for Use of the AE System	5-4
F. Procedures for Requesting AE	5-5
G. CONUS Disaster AE Support	5-6
H. Criteria for Approval of AE Missions	5-7

CHAPTER 6 - SPACE-AVAILABLE TRAVEL

A. General Policy	6-1

Page

1. Definition and Scope 6-1
2. Purpose of the Space-Available Program 6-1
3. Leave Status for Travel 6-1
4. In Conjunction with Space-Required Travel or to Restricted Tour Areas 6-1
5. Registers and Sign-Up Procedures 6-2
6. Required Documentation 6-2
7. Categories of Travel and Priorities of Movement 6-4
8. Destinations and International Restrictions 6-5
9. Conditions of Travel 6-5
10. Dependent Travel 6-5

B. EML 6-5

1. Definition 6-5
2. Program Description 6-5
3. Responsibilities 6-6
4. Policy and Procedures 6-6

C. Eligibility 6-6

CHAPTER 7 - CARGO MOVEMENT

A. General 7-1
B. Categories of Cargo 7-1
C. Movement of Remains 7-2

CHAPTER 8 - TRAFFIC AND TARIFF POLICY (DBOF-T AND NON-DBOF-T MISSIONS)

A. Who May Authorize Movement of Traffic 8-1
B. Categories of Traffic 8-1

1. U.S. Government DoD Traffic 8-1
2. U.S. Government Non-DoD Traffic 8-1
3. Non-U.S. Government Traffic 8-2

C. Tariffs 8-2
D. Reimbursement 8-3

Page

CHAPTER 9 - SUPPORT TO FOREIGN GOVERNMENTS AND ALLIANCES

A. Scope Explained 9-1
B. Applicability 9-1
C. Policy 9-2
D. Reimbursable Traffic 9-2
E. Publication of Travel Orders 9-5
F. Baggage Allowances 9-5
G. General Instructions 9-5

CHAPTER 10 - SPECIAL ACTIONS AND PROCEDURES

A. General 10-1
B. Requests for Exceptions to Policy 10-1
C. Approval Actions 10-1
D. The Secretary of Defense, or Designees 10-2
E. The Military Department Secretaries, The Chairman of the Joint Chiefs of Staff, the Chiefs of Staff of the Army and the Air Force, the Chief of Naval Operations, and the Commandant of the Marine Corps 10-3
F. The Commander, USTRANSCOM 10-5
G. The Commanders of Any Overseas Echelon Reporting Directly to the Chairman of the Joint Chiefs of Staff or Chiefs of Staff of the Army and Air Force, the Chief of Naval Operations, or the Commandant of the Marine Corps 10-5
H. General Officers Reporting Directly to Service Component Commanders of Unified Commands 10-5
I. MAAG and Military Mission Chiefs 10-5
J. Defense Attaches (DATTs) 10-6
K. Local Commanders 10-7
L. Unofficial Travel 10-7

APPENDICES

A. Forms A-1
B. General and/or Hag Officers Designated to Approve Family Travel B-1

TABLES

Table	Title	Page
2-1	Travel Entitlement and Privileges for Emergencies of Members, DoD Civilian Employees, Their Family Members, and Others	2-16
6-1	Eligible Space-Available Travelers, Priorities, and Approved Geographical Geographical Travel Segments	6-7

REFERENCES

(a) DoD 4500.32-R, "Military Standard Transportation and Movement Procedures (MILSTAMP)," Volume I, March 1987, authorized by DoD Directive 4525.6, May 5, 1980

(b) Joint Federal Travel Regulations, Volume 1, "Uniformed Services Members," current edition

(c) Joint Travel Regulations, Volume 2, "Department of Defense Civilian Personnel," current edition

(d) DoD Directive 1327.5, "Leave and Liberty," September 24, 1985

(e) AFR 76-11, "U.S. Government Rate Tariffs," September, 19741(1)

(f) AFR 76-28, "Non-U.S. Government Rate Tariffs," July, 1975(1)

(g) AFR 76-8/AR 59-30/OPNAVINST 4630. I 6C/MCO 4630. 13, "Revenue Traffic Transported on Department of Defense Aircraft Other Than Airlift Service Industrial Fund (MAC)," January, 1971

(h) DoD 400O.25-7-M, "Military Standard Billing System (MILSBILLS)," authorized by DoD Directive 4000.25, November 18, 1983

(i) DoD 7220.9-M, "Department of Defense Accounting Manual," October 1983, authorized by DoD Instruction 7220.9, October 22, 1981

(j) AFR 164-5/AR 40-535/OPNAVINST 4630.9C/MCO P4630.9A, "Worldwide Aeromedical Evacuation," December, 1975(1)

(k) AFR 76-38/AR 59-8/OPNAVINST 4630.18E/MCO 4630.6D/DLAR 4540.9, "Department of Defense (DoD) Common User Airlift Transportation," August, 1982(1)

(l) AFR 45-29, "Support of Air Force ROTC Special Activities," June, 1981(1)

(m) AR 145-1, "Reserve Officer Training Corps, Program, Organization, Administration and Training," May 15, 1992(3)

(n) CNETINST (Commander Naval Education and Training Instruction) 1533.12D, "Regulation for the Administration and Management of the Naval Reserve Officer Training Corps," July, 1993(2)

(o) DoD Instruction 7360.9, "Procedures for Use of Foreign Currencies and Depositories," June 26, 1988

(p) AFR 76-22, "Reimbursement for Use of USAF Aircraft Assigned to Air Force Sections of MAAGs," December, 1962

(q) AFR 168-6, "Persons Authorized Health Care, Health Care Benefits, Charges and Billing Procedures," March, 1988(1)

(r) AR 40-3, "Medical, Dental, and Veterinary Care," February, 1985(3)

(s) BUMEDINST 6320.3B, "Medical and Dental Care for Eligible Persons at Navy Medical Department Facilities," May, l987(4)

---

1 Available From SAF/Publications/170 Luke Ave, Suite 300/Bolling AFB MD 20332/(202) 767-6077

2 Available From CNETINST Directives/250 Dallas St/Pensacola FL 32508-52201(904) 4524005

3 Available From Center for Mil History/I 099 14 St NW/Washington, DC 200051 (202) 504-5416

4 Available From BUMEDINST Directives/2300 E St NW/Washington, DC 20372-53001(202) 653-1118

(t) DoD Directive 4500.43, "Operational Support Airlift (OSA)," October 30, 1985
(u) DoD 4500.54-G, Volume I, "DoD Foreign Clearance Guide," January, 1994, authorized by DoD Directive 4500.54, May 1, 1991
(v) DoD Directive 1342.6, "Department of Defense Dependents Schools(DoDDS)," October 13, 1992
(w) Public Law 87-195, "Foreign Assistance Act of 1961," September 4, 1961, as amended
(x) Public Law 94-329, "Arms Export Control Act of 1976," June 30, 1976 as amended
(y) Section 2350c of Title 10, United States Code
(z) Section 241 of Title 20, United States Code
(aa) Section 717 of Title 10, United States Code
(bb) Section 2031 of Title 10, United States Code
(cc) Section 1091 of Public Law 102-484, "National Defense Authorization Act for Fiscal Year 1993," October 23, 1992
(dd) DoD Directive 5154.6, "Armed Services Medical Regulating," April 29, 1993
(ee) DoD Directive 6010.3, "Uniformed Services Health Benefits Committee," February 13, 1985
(ff) DoD Directive 6010.4, "Dependents' Medical Care," April 25, 1962
(gg) DoD Instruction 6310.6, "Disposition of Allied Country Patients by Department of Defense Medical Installations," September 22, 1966
(hh) DoD Directive 6310.7, "Medical Care for Foreign Personnel Subject to the North Atlantic Treaty Organization (NATO) Status of Forces Agreement (SOFA)," December 18, 1962
(ii) DoD 6010.8-R, "Civilian Health and Medical Program of the Uniformed Services," July 1991, authorized by DoD Instruction 6010.8, October 24, 1984
(jj) Sections 1535 and 1536 of Title 31, United States Code, "The Economy Act"
(kk) DoD Directive 1200.15, "Assignment to and Transfer Between Reserve Categories, to Discharge from Reserve Status, Transfer the Retired Reserve and Notification of Eligibility for Retired Pay," February 16, 1973
(ll) Section 551 of Title 37, United States Code
(mm) DoD Directive 4500.9, "Transportation and Traffic Management, January 26, 1989
(nn) Section 127a of Title 10, United States Code
(oo) DoD Instruction 2010.1, "Support of International Military Activities," September 2, 1981
(pp) DoD Instruction 2110.31, "Contributions by Foreign Governments for Administrative and Operating Expenses of Military Assistance Programs," April 10, 1967
(qq) AFR 75-21/AR 55-47/NAVCOMPINST 7820.9, "Joint Security Assistance Training," February, 1990(1)
(rr) AFM 50-29/AR 551 -50/OPNAVINST 4950. 1, "Use of United-States-Owned Foreign Currencies for Travel and Transportation," July, 1980(1)
(ss) DoD Directive 7250.13, "Official Representation Funds (ORFs)," February 23, 1987
(tt) CG 308/AFM 64-2/NWP-37 (B)/FM 120-50, "National Search and Rescue Manual," February, 1991
(uu) Office of Management and Budget (OMB) Circular A-126, "Improving the Management and Use of Government Aircraft," May 22, 1992

---

1 Available From SAF/Publications/170 Luke Ave, Suite 300/Bolling AFB MD 203321(202) 767-6077

DEFINITIONS

1. Acquired Dependent. A dependent acquired through marriage, adoption, etc., in an overseas area during the course of a military member's current tour of assigned duty in that area. The term does not, for example, include persons who were dependent on the member, or children born of a marriage that existed, before commencement of the current overseas tour.

2. Active Duty. Full-time duty in a Military Service of the United States. A general term applied to all active Military Service, including full-time National Guard and Reserve duty, without regard to duration or purpose.

3. Active Status. Status of all Reserves-except those on an inactive status list or in the Retired Reserve. Reservists in an active status may train for points and/or pay and may be considered for promotion.

4. Aerial Port of Debarkation (APOD). A station that serves as an authorized port to process and clear aircraft and traffic for entrance to the country where located.

5. Aerial Port of Embarkation (APOE). A station which serves as an authorized port to process and clear aircraft and traffic for departure from the country where located.

6. Affinitive Relative. See definition 12, below.

7. Air Mobility Command (AMC). The Air Force component of the U.S. Transportation Command (USTRANSCOM) with the primary responsibility for DoD airlift.

8. Airlift Clearance Authority (ACA). A Service activity that controls the movement of cargo (inCluding personal property) into the airlift system under DoD 4500.32-R (reference (a)).

9. Armed Forces. The Army, the Navy, the Air Force, the Marine Corps, and the Coast Guard.

10. Baggage. Accompanied. All baggage carried by or accompanying a passenger traveling on an aircraft.

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

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

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

12. Close Blood or Affinitive Relative. A permanent member of, and a resident in the household of a military member, a DoD civilian employee, or an American Red Cross employee, who is dependent on the sponsor for a home. That-does not apply to a dependent, as defined in definition 18, below. When a dependent loses identity as "a dependent", such as attaining the age of 21 years, he or she shall be considered a close blood or affinitive relative if the provisions of this definition are met.

13. Continental United States (CONUS). The 48 contiguous States and the District of Columbia

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

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

16. Defense Business Operations Fund - Transportation (DBOF-T). The DBOF-T is the USTRANSCOM portion of the DBOF transportation business area. It is a colloquial term often used to distinguish it from the Service Component portion of the transportation business area.

17. Defense Transportation System (DTS). A transportation network consisting of all DoD- owned or -controlled terminal facilities and airlift, sealift, or land transportation assets, except for those that are Service-unique or theater-assigned.

18. Dependent. The use of the word "dependent" in this Regulation shall be, as defined in the JFTR, Volume 1, and in the JTR, Volume 2, (references (b) and (c)) for Uniformed Service members and civilians.

19. DoD Aircraft. An aircraft -owned or -controlled (e.g., a leased or chartered aircraft for periods greater than 90 days) by any DoD activity or Component.

20. DoD Components. The OSD and activities administratively supported by the Office of the Secretary of Defense, the Military Departments (including their National Guard and Reserve components), the Chairman of the Joint Chiefs of Staff, the Unified Combatant Commands, the inspector General of the Department of Defense, the Defense Agencies, and the DoD Field Activities.

21. Domicile. An individual’s home of record, place from which called (or ordered) to active duty, place of first entitlement, or place of permanent legal residence.

22. Environmental and Morale Leave (EML). Leave granted with an environmental and morale leave program, as prescribed in DoD Directive 1327.5 (reference (d)), established at an overseas installation where adverse environmental conditions require special arrangements for leave in more desirable places at periodic intervals.

23. Extended Flight. A flight which extends beyond the local flying area and/or terminates at other than the point of origin.

24. Inactive Status. Status of Reserve members on an inactive status list of a Reserve component or assigned to the inactive Army National Guard. Those in an inactive status may not train for points or pay, and may not be considered for promotion.

25. Local Flight. A continuous flight performed in the local flying area that terminates at the point of origin.

26. Military Assistance Advisory Group (MAAG). An activity, normally joint-Service, under the unified commander responsible for administration of the Military Assistance Program (MAP) in the host country. The expression "MAAG" is used generically in this Regulation to mean whatever Agency in a particular country is responsible for MAP administration. Normally that is a MAAG; however, it may be mission, a joint-U.S. military group, or a military attache.

27. Military Services. The Army, the Navy, the Air Force, and the Marine Corps.

28. National Interest Traffic. Non-governmental traffic whose movement the head of a Federal Executive department or an Agency considers to be beneficial to the interests of the United States.

29. Overseas. Any country or place beyond the CONUS. Alaska, Hawaii and the U.S. territories are considered overseas under this Regulation.

30. Passenger Reservation Center (PRC). The AMC activity that makes reservations for international air passenger travel.

31. Permissive Temporary Duty (TDY) and/or Administrative Absence. A period of authorized absence, not chargeable to the Service member as leave, to attend or participate in activities of an official or semi-official nature to the benefit of the Department of Defense. Such activities are listed in DoD Directive 1327.5 (reference (d)).

32. Reserve Components. The Reserve components comprise a portion of the Military Departments and include the following:

a. The Army National Guard of the United States.

b. The Army Reserve.

c. The Naval Reserve.

d. The Marine Corps Reserve.

e. The Air National Guard of the United States.

f. The Air Force Reserve.

g. The Coast Guard Reserve.

As used in this Regulation, active status members of Reserve components are those who actively participate for pay and/or points in one of those organizations.

33. Retired Uniformed Services Member. Those Uniformed Services members issued either DD Form 2 (gray/blue) "Armed Forces Identification Card," or DD Form 2-NOAA (gray/blue) "Uniformed Services Identification Card," and who are eligible to receive retired or retainer pay from their respective Service. Also, officers who have been retired for physical disability and who present their identification card with the letters "EROL" (Emergency Retired Officer List) instead of Service or Social Security account number.

34. Space-Available Travel. The specific program of travel authorized by Chapter 6 of this Regulation, allowing authorized passengers to occupy DoD aircraft seats, at no cost to the traveler, that are surplus after all space-required passengers have been accommodated.

35. Space-Required Traffic. "Mission essential traffic," as identified throughout this Regulation.

36. Special Assignment Airlift Mission (SAAM). A mission performing special assignment airlift SAAM is defined as airlift requirements for special pick-up or delivery by AMC at points other than established AMC routes, and which require special consideration because of the number of passengers involved, the weight or size of the cargo, the urgency or sensitivity of movement, or other special factors.

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

38. Tariff. Rules and rates applicable to airlift services, as in AFRs 76-11 and 76-28 (references (e) and (f)).

39. Tarffic. Cargo, mail, passengers, patients, security courier material, accompanied baggage, and human remains.

40. Transportation Account Code (TAC). A four-digit code that identifies the Service, Agency, or contractor account to be charged for transportation. (See DoD 45()o.32-R, reference (a)).

41. Uniformed Services. The Army, the Navy, the Air Force, the Marine Corps, the Coast Guard, the Commissioned Corps of the Public Health Service (PHS), and the National Oceanic and Atmospheric Administration (NOAA).

42. United States Armed Forces Patient. Personnel classified as an inpatient or outpatient by competent medical authority and falling into one of the following four categories:

a. An active duty or eligible retired member of the Armed Forces;

b. A dependent of an active duty member of the Armed Forces, of a member of the Armed Forces deceased while on active duty, or of a retired or deceased retired member of the Armed Forces who is authorized medical care under the Service regulations;

c. A U.S. citizen civilian employee of the Armed Forces and their lawful dependents when stationed outside the CONUS; or

d. A foreign national, and his or her legal dependents, who is a career employee of the Department of Defense and is working in a country of which he or she is not a citizen.

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

ABBREVIATIONS AND ACRONYMS

ACA	Airlift Clearance Authority
ADUSD(TP)	Assistant Deputy Under Secretary of Defense for Transportation Policy
5AF/CC	Commander, Fifth Air Force
11AF/CC	Commander, Eleventh Air Force
AFR	Air Force Regulation
AID	Agency for International Development
AMC	Air Mobility Command
APOD	Aerial Port of Debarkation
APOE	Aerial Port of Embarkation
AR	Army Regulation
ASW	Airlift Service Industrial Fund (see "DBOF-T")
BUMEDINST	(Navy) Bureau of Medicine Instruction
CAP	Civil Air Patrol
CDR	Commander
CETS	Contractor, Engineering, and Technical Services
CIC	Customer Identification Code
CINCTRANS	Commander-in-Chief, United States Transportation Command
CINCUSAFE	Commander-in-Chief, United States Air Forces in Europe
CNETINST	Commander Naval Education and Training Instruction
COMAIRSOUTH	Air Commander, Southern Region
COMALCOM	Commander, Alaskan Command
COMMARFORLANT	Commander, Marine Forces, Atlantic
COMMARFORPAC	Commander, Marine Forces, Pacific
COMSEVENTHFLT	Commander, Seventh Fleet
COMSIXTHFLT	Commander, Sixth Fleet
COMUSNAVCENT	Commander, Naval Component, USCENTCOM
CONUS	Continental United States
CSB	Customer Service Branch
DBOF-T	Defense Business Operations Fund - Transportation
DoD	Department of Defense
DoDDS	Department of Defense Dependents Schools
DoS	Department of State
DoT	Department of Transportation
DTS	Defense Transportation System
EML	Environmental and Morale Leave
EROL	Emergency Retired Officer List
FEMA	Federal Emergency Management Agency
FEML	Funded Environmental and Morale Leave
FMF	Foreign Military Financing

FMS	Foreign Military Sales
ITO	Invitational Travel Order
JA/ATT	Joint Airborne/Air Transportability Training
JFTR	Joint Federal Travel Regulations
JTR	Joint Travel Regulations
JUSMAG	Joint United States Military Assistance Group
MAAG	Military Assistance Advisory Group
MAC	Military Airlift Command (see "AMC")
MAP	Military Assistance Program
MCO	Marine Corps Order
MILSTAMP	Military Standard Transportation and Movement Procedures
MWR	Morale, Welfare and Recreation
NAF	Nonappropriated Fund
NATO	North Atlantic Treaty Organization
NAVCOMPT	Navy Comptroller
NAVSO	Naval Staff Office
NOAA	National Oceanic and Atmospheric Administration
OADUSD(TP)	Office of the Assistant Deputy Under Secretary of Defense for Transportation Policy
OCONUS	Outside Continental United States
OSD	Office of the Secretary of Defense
PACAF	Pacific Air Forces
PACFLT	Pacific Fleet
PCS	Permanent Change of Station
PDS	Permanent Duty Station
PRC	Passenger Reservation Center
ROTC	Reserve Officer Training Corps
SAAM	Special Assignment Airlift Mission
SAM	Special Air Mission
TAC	Transportation Account Code
TACC	Tanker Airlift Control Center
TAD	Temporary Additional Duty
TDY	Temporary Duty
USA	United States Army
USAF	United States Air Force
USARJ	United States Army, Japan
USARPAC	United States Army, Pacific
USCENTCOM	United States Central Command
USCG	United States Coast Guard
USEUCOM	United States European Command
USIA	United States Information Agency
USMC	United States Marine Corps
USN	United States Navy

USNSCC	United States Naval Sea Cadet Corps
USO	United Service Organizations
USPACOM	United States Pacific Command
USPHS	United States Public Health Service
USTRANSCOM	United States Transportation Command

CHAPTER 1

GENERAL INFORMATION

A. RESPONSIBILITIES

1. As the DoD single manager for transportation, the USTRANSCOM is responsible for the acceptance, movement, and proper accounting of all traffic tendered to it under the authority of this Regulation. The USTRANSCOM is also responsible for developing and issuing any supplementary guidance or instructions necessary to ensure the requirements and policies in this Regulation remain responsive to mission requirements and are met as efficiently and effectively as possible.

2. AMC

a. General. As the USTRANSCOM Air Force Component Commander and acting under the direction of the USCINCTRANS, the Commander AMC is responsible for the movement of all traffic from time of acceptance until delivery at the AMC facility nearest the destination. To accomplish this mission, the AMC shall provide terminal facilities, store and trace in-transit traffic, and provide or arrange airlift services for DoD customers where warranted by the frequency, volume, and time sensitivity of traffic requirements. In response to special requirements submitted by the Military Departments, the AMC shall provide SAAM airlift, either commercial or military, at the applicable tariff rate determined by the USTRANSCOM.

b. The AMC shall ascertain that the aerial port liaison officer (APLO) or service shipping representative of the sponsoring Military Department has shown eligibility for movement of all offered traffic and that funding data is cited.

c. Joint Airborne and/or Air Transportability Training (JNATT) provides basic airborne training and proficiency and/or continuation training for movement of passengers and cargo by air in a joint environment. Missions authorized under JA/AT'T are listed in AMC OPORD 1776, JA/ATT.

3. The Chairman of the Joint Chiefs of Staff. Exercises directed by the Chairman of the Joint Chiefs of Staff are strategic mobility and major Unified Command-directed exercises with which the Chairman of the Joint Chiefs of Staff is primarily concerned. Airlift costs for these activities are reimbursed to the DBOF-T account by the Chairman of the Joint Chiefs of Staff.

4. Military Departments

a. Traffic offered for movement must have all documentation, including necessary border

clearance and theater or political authorization. Cargo traffic must meet MILSTAMP requirements.

b. Unless otherwise specified, the sponsoring Military Department shall move traffic of authorized users to origin aerial ports or other points agreed on with the AMC for pick-up by DBOF-T missions. The organization having command jurisdiction over the installation at which the AMC delivery point is located shall arrange for prompt movement of traffic from that point to final destination. The AMC shall not be responsible for the cost of transportation to origin AMC acceptance points or from AMC destination aerial ports to consignees.

c. Each Military Department shall regulate the movement of cargo into air terminals in accordance with terminal and airlift capability as determined by the responsible air terminal commander (medical patients shall be regulated by the Global Patient Movement Requirements Center (GPMRC) in CONUS or the Theater Joint Medical Regulating Office discussed in Chapter 5, below).

d. An APLO or service shipping representative may be designated by each Military Department to represent it at an APOE to ensure that the respective Military Department s traffic offered for airlift is authorized in accordance with this Regulation. When an APLO or service shipping representative is not assigned, the AMC shall perform this function within the guidelines prescribed in this Regulation.

5. U.S.Air Force

a. The Secretary of the Air Force is the Executive Agent for the Department of Defense in all matters pertaining to special air mission (SAM) aircraft, assigned to the 89th Airlift Wing. SAM aircraft shall not be used except when travel is in the national interest and commercial transportation is not available or capable of meeting movement requirements. Missions performed in the interest of the Department of Defense shall be charged to the Air Force. Missions performed for other Executive Departments or Agencies, or for the judicial or legislative branches of the Federal Government, shall be paid by the Government agency or branch requesting airlift unless otherwise directed by the Secretary of Defense.

b. Approval of travel through SAM aircraft shall be by the following:

(1) The Secretary of Defense, or designee, for personnel assigned to the OSD or the Defense Agencies.

(a) Other U.S. Government agents (non-DoD), see Chapter 10.

(b) Non-U.S. Government agents, see Chapter 10.

(2) The Chairman of the Joint Chiefs of Staff, or designee, for personnel assigned within organizational

activities under the jurisdiction of the Chairman of the Joint Chiefs of Staff.

(3) The Secretaries of the Military Departments, or designee, for personnel within their respective Military Department.

(4) White House Officials for their agents/executives. The approved travel requirement is forwarded to the Air Force/DoD and directs airlift scheduling.

c. The Vice Chief of Staff, USAF, is responsible for scheduling SAM aircraft to meet approved requirements.

6. U.S.Army. The Secretary of the Army is the Executive Agent for the Department of Defense in all matters pertaining to the planning, deployment, and employment of military resources in support of civil authorities. Because of this sole responsibility, the costs of military or commercial airlift in connection with these activities shall be financed from Army appropriations. The Director of the Army Staff is the Executive Agent for the Army in all matters in use of Army operational support airlift assets.

B. RELATED PUBLICATIONS

Many of the passenger travel eligibilities described in this Regulation are prescribed for Uniformed Services members in the JFTR volume 1 and for civilians in the JTR volume 2 (references (b) and (c)). The following issuances contain administrative and operational procedures for traffic granted eligibility by this Regulation:

1. For revenue traffic procedures and the method of processing charges when revenue traffic is transported through aircraft missions financed through the DBOF-T, see AFR 76-8/AR 59-30/OPNAVINST 4630.16C/MCO 4630. 13 and DoD 4()()o.25-7-M (references (g) and (h)).

2. For policy and procedures concerning the U.S. Government rate tariff and its application, see AFR 76-11 and DoD 7220.9-M (references (e) and (i).

3. For policy and procedures concerning the non-U.S. Government rate tariff and its application, see AFR 76-28 (reference (f).

4. For administrative responsibilities and procedures for aeromedical evacuation, see AFR 164-5/AR 40-535/OPNAVINST 4630.9C/MCO P4630.9A (reference (j).

5. For criteria for assigning air movement priorities, see AFR 76-38/AR 59-8/OPNAVINST 4630.1 8E/MCO 4630.9D/DLAR4540.9 (reference (k).

6. For administration of Reserve Officer Training Corps (ROTC) activities, see AFR 45-29, AR 145-1, and CNETINST 1533.12D (references (l), (m), and (n).

7. For policy on use of U.S.-owned foreign currencies for travel and transportation, see JFTR volume I, JTR volume 2, and DoD Instruction 7860.9 (references (b), (c), and (o)).

8. For policy governing reimbursement for the use of U.S. Air Force aircraft assigned to Air Force sections of MAAG's, JUSMAG, Missions, and the MAP, or for other reimbursable purposes, see APR 76-22 (reference (p).

9. For policies and procedures for administering the Uniformed Services Health Benefits Program, see AFR 168-6, AR 40-3, and BUMEDINST 6320.3B (references q through s).

C. USE OF MILITARY AIRCRAFT, INELIGIBLE TRAFFIC, AND RESTRICTIONS

1. Commanders' Responsibility. The commanders at all levels shall exercise prudent judgment to ensure that only authorized traffic is transported and that they do not misuse the authority delegated to them by this Regulation. The commanders and other officials responding to requests for transportation not specifically authorized by this Regulation shall make no commitments concerning prospective travelers or cargo until they receive all required approvals.

2. Ineligible Traffic Procedures

a. When an order or authorization for movement of traffic (passenger or cargo) which is neither authorized by this Regulation nor approved according to the procedures in this Regulation is presented, transportation shall be denied. The station making the determination shall document the case and forward it through channels to USTRANSCOM TCJ3/J4-LP, 508 SCOTT DRIVE, SCOTT AFB IL 62225-5357 for necessary action.

b. Any traffic transported by DoD aircraft which is ineligible, even though documentation may have been issued, is liable for reimbursement at the non-U.S. Government rate tariff according to AFR 76-28 (reference (f)) for all transportation furnished. If any passenger or cargo is challenged for eligibility or authority, every effort shall be made to provide assistance short of delaying a scheduled aircraft.

3. Restrictions on Use of Unit or Operational Support Aircraft. Unless requested and authorized under DoD Directive 4500.43 (reference (t)), unit aircraft shall not be utilized to transport DoD passengers and cargo. Similarly, the use of unit or operational support airlift aircraft to provide PCS transportation for DoD members or their dependents is not authorized.

4. Pregnant and Post-Partum Mothers and Newborn Infants

a. Pregnant women up to the 34th week of gestation may be accepted for air transportation unless medically inadvisable.

b. Women who are 6 weeks, or more, post partum and infants at least 6 weeks old may

be accepted for air transportation unless medically inadvisable. Infants under 6 weeks old and women who are less than 6 weeks post partum may be accepted if considered medically sound and so certified in writing by a responsible medical officer or civilian physician.

5. Unaccompanied Minors. Restrictions on travel by unaccompanied minors vary with types of travel (see Chapters 2, 5, 6, and 7).

6. Passengers on "Non-Transport-Type" Aircraft. Aircraft not designed or normally configured for passenger (nonaircrew personnel) carrying capability, such as, but not limited to, fighter aircraft, are not to be used for passenger travel. This does not restrict use of these type aircraft for orientation flights, as prescribed in Chapter 4 below.

7. Disabled Passengers. Every effort shall be made to transport passengers with disabilities who are otherwise eligible to travel. Passenger service personnel and crew members shall provide assistance in loading, seating, and unloading the disabled passenger. Travel may be disapproved by the chief of the passenger travel section or the aircraft commander if there is an unacceptable risk to the safety of the disabled passenger, other passengers or the crew, or if operational necessity or equipment or manpower limitations preclude accepting disabled passengers. Such disapprovals shall be rare. In such cases, air terminal personnel must ensure that the passenger understands why air transport is not possible on the mission in question. When a disabled passenger is denied transportation for the above reasons, and when his or her sponsor or dependent, who is otherwise eligible to travel, accompanies the disabled passenger to assist in his or her needs, travel shall be approved if such assistance will eliminate the reasons for denying travel.

D. BAGGAGE

1. Baggage must arrive at the APOE either with the traveler or sufficiently in advance to permit the owner to document and offer it for movement as "accompanied baggage."

2. Allowances

a. Normal Free Checkable Baggage Allowance. Duty and space-available passengers are authorized two pieces of checked baggage and one carry-on piece. Checked baggage may not exceed 62 linear inches (length plus width plus height) or 70 pounds for each piece. Carry-on baggage must fit under the seat and may not exceed 45 linear inches (length plus width plus height) For duty passengers only, a duffel bag, sea bag, B-4 bag, flyer’s kit bag, or diver’s traveling bag, any of which exceeds 62 linear inches, may be substituted for one of the 62 linear inch items.

b. Excess Baggage Allowance. When authorized by Service regulations or directives, an excess baggage allowance may be included in an individual’s orders. Excess baggage shall be stated in terms of number of pieces, not by weight. Use the formula of 70 pounds for each piece

and round to the next highest whole piece to determine the number of pieces necessary. For example, if 100-pounds excess is needed, then two pieces of excess baggage are authorized. Excess baggage is not authorized for space-available passengers.

c. Unauthorized Excess Baggage. Baggage which exceeds the normal baggage allowance without proper authorization may be accepted for shipment at the discretion of air terminal representatives. Passengers owning such baggage will be charged the appropriate excess baggage fee. Air terminal representatives are authorized to refuse to accept baggage in excess of that authorized. Disposition of unauthorized baggage not accepted for shipment shall be the personal responsibility of the owner. Shipment may be made at personal expense through postal facilities or commercial transportation companies. If shipment is otherwise authorized to be made at Government expense, arrangements for forwarding may be made with the APOE transportation officer.

d. Patients. Patients are limited to two pieces of baggage not to exceed 70-pounds each.

e. Baggage Allowance Restriction. To maximize seat availability, terminal personnel may further restrict passenger baggage allowances when air transportation services are provided by an activity not financed through the DBOF-T.

f. Other Modes. This Regulation limits only the baggage that may be carried by passengers traveling on DoD aircraft. It does not restrict or increase the baggage allowance that may be prescribed by other directives for shipment by other modes.

3. Firearms and Ammunition. Unloaded personal firearms and small arms ammunition may be carried as checked baggage within the authorized weight allowance as long as they are in compliance with the laws and regulations of the United States, foreign governments, the Department of Defense, and the Military Departments. The Military Departments shall establish procedures which require the passenger to identify the items to passenger service personnel or their equivalent at the time of processing for flight and which ensure that the items are in checked baggage, or otherwise adequately secured, so as to be inaccessible to passengers while they are aboard the aircraft.

E. DRESS, CONDUCT, AND STANDARD OF SERVICE

1. The wearing of the uniform on DoD aircraft by members of the Uniformed Services on active duty, members of the Reserve components not on active duty, and authorized foreign military personnel shall be governed by the directives of the Service concerned and by DoD 4500.54-G, "Foreign Clearance Guide" (reference (u)). When civilian clothing is worn, it shall be in good taste and not in conflict with accepted attire in the overseas country of departure, transit, or destination.

2. Conduct. Under no circumstances shall a passenger be accepted for transportation or be permitted to board an

aircraft if he or she is unruly, under the influence of alcohol or narcotics, may create a hazard to the safety of the aircraft or passengers, or is a disruptive influence.

3. Standard of Service. The DoD Components shall establish and maintain standards of appearance, conduct, and service for flight and ground personnel who come in contact with customers of the airlift system which shall ensure professional, courteous, and responsive service.

F. ANIMALS

1. Seeing Eye Dogs

a. Transportation of a dog properly trained to lead the blind, and officially identified by a bona fide organization which trains or registers such dogs, is authorized without charge when accompanying its blind owner who is otherwise authorized transportation under this Regulation.

b. The dog must be properly harnessed to lead a blind person, muzzled to safeguard other passengers and crew members, remain at the blind person's feet, and not create a safety hazard to others by being in the aisle. The dog shall be permitted to accompany the owner in the cabin, but may not occupy a seat or be in the galley area. Sanitation must be maintained at all times.

c. Transportation of seeing eye dogs shall be subject to country quarantine procedures. When it is necessary to detain the animal pending determination of its admissibility, the owner shall provide detention facilities satisfactory to the cognizant quarantine officer. The owner shall bear the expense of such detention, including necessary examinations and vaccinations, and other expenses incurred due to the dog's accompanying the owner.

2. Pets. Passengers traveling under PCS orders may be allowed to ship their pets at their own personal expense. For this privilege, pets are defined as "dogs and cats only", and are limited to two for each family. Requests to deviate from this policy, i.e. number, type, or weight of pets, will be submitted through Service Headquarters to AMC for consideration.

a. Owner Responsibilities. The owner of the pet(s) is responsible for the preparation and care of the animal and for all documentation, immunization, and border clearance requirements including quarantine. The owner shall provide a pet shipment container approved by the International Air Transport Association of sufficient size to allow the animal to stand up, turn around, and lie down with normal posture and body movements.

b. Aircraft Operator Responsibility. The DoD Component operating the aircraft shall ascertain that the means and facilities exist at origin and destination to permit the owner to accomplish his or her responsibilities before accepting the animal for shipment. The operator of the aircraft shall establish procedures to ensure that the pets accepted for movement are stowed in areas heated and pressurized adequately to sustain health and comfort according to accepted commercial industry practice.

3. Other Animals. There is no restriction on shipping other animals aboard DoD aircraft for official purposes if they meet all criteria for shipment of official cargo established by this Regulation. Animals shall be housed, caged, and shipped in a humane fashion consistent with law and industry standards.

G. FORMS (SEE APPENDIX A)

1. DD Form 1381. "Air Transportation Agreement." Before travel aboard aircraft operated by an activity not financed through DBOF-T, the DD Form 1381 shall be executed by the non-DoD personnel specified in Chapters 2, 3, 4, 5, 8, and 10, below, when their flight originates in a foreign country. NATO member national personnel traveling in the performance of official duties are exempt from this requirement. The completed DD Form 1381 shall be attached to the passenger manifest and filed at the point of origin. Sponsors will execute DD Form 1381 for minor dependents or individuals incapable of signing for themselves.

2. DD Form 1839. "Baggage Identification." All checked and carry-on baggage shall be identified with required data clearly annotated on the DD Form 1839. When the DD Form is unavailable, substitute tags, such as those used in the commercial aviation industry, may be use.

3. DD Form 1853. "Verification of Reserve Status for Travel Eligibility." Members of the Reserve components traveling under the provisions of Chapter 6, below, shall have a completed DD Form 1853 in their possession at all times.

4. Boy Scouts of America. "Parent/Guardian Consent Form for Aviation Flights." Explorer Scouts participating in an orientation flight under the provisions of Chapter 4, below, shall present a completed Parent/Guardian Consent Form for Aviation Flights before the flight

5. Supply of Forms. DD Forms 1381, 1839, and 1853 shall be made available to users by forms management officers of the DoD Components. To ensure availability to users, forms management officers are encouraged to permit local reproduction of these forms. The Parent/Guardian Consent Form for Aviation Flights shall be obtained from the individual’s Scout Troop.

CHAPTER 2

SPACE-REQUIRED PASSENGERS

A. GENERAL POLICY

1. Travel Orders and Authorizations. For transportation on aircraft operated by an activity financed through the DBOF-T, or other DoD aircraft when reimbursement is appropriate, in accordance with Chapter 9, below, travel orders, ITOs, and other forms of travel authorization or approval documentation shall be issued and include either the appropriation chargeable and the CIC, or the name and address of a specific organization or individual responsible for reimbursement on a direct billing basis.

a. Uniformed Services' Travelers. All Uniformed Services passengers shall have in their possession a travel order or transportation authorization published by an approving authority.

b. Other Federal Agencies' Travelers. Passengers who are employees of other Federal Government Agencies shall have the following in their possession:

(1) A travel order or transportation authorization published by an approving authority.

(2) Unless specifically authorized by this Regulation, documentation that their travel aboard DoD aircraft has been approved, in accordance with this Regulation.

c. Invited Travelers. Passengers traveling at the invitation of a DoD Component, as authorized by the JFTR, Volume 1, and the JFTR, Volume 2 (references (b) and (c)) shall have in their possession ITOs published by an approving authority.

d. Other Travelers. Travelers who do not fit into any of the categories in paragraphs A.1.a. through A.1.c., above, shall have in their possession documentation showing their travel aboard DoD aircraft has been approved, in accordance with this Regulation.

2. Priority of Movement. Priority of movement for space-required passengers is prescribed in AFR 76-38/AR 59-8/OPNAVINST 4630.18E/MCO 4630.6D/DLAR 4540.9 (reference (k)).

3. Escort for Young Children. A child under 12-years old may be accepted for space required air transportation only if accompanied by a parent or a responsible adult who is otherwise authorized to travel and who is designated by the parent or other competent authority. "Other competent authority" in this case includes AMC traffic personnel at the air terminals.

4. Emergency Leave. Emergency leave, and the conditions for approving it for the DoD Components, are prescribed in the DoD Directive 1327.5 (reference (d)). Once a Uniformed Services member's emergency leave is approved, in accordance with reference (d), or another Uniformed Services regulation, the emergency traveler shall be provided the following five travel options, or a combination of them:

a. Government-funded travel on DoD aircraft if the specific conditions in the JFTR (reference (b)) exist.

b. Government-funded commercial travel if the specific conditions in reference (b) exist

c. Member-funded (space-required) travel aboard DoD aircraft when the specific conditions for Government-funded travel in reference (b) do not exist

d. Space-available travel aboard DoD aircraft.

e. Member-funded personal transportation arrangements on commercial aircraft

For those travelers authorized Government-funded travel, paragraphs A.4.a. through A.4.b., above, shall be considered in the order listed, and the first which meets the traveler's time-sensitive requirements shall be used. Paragraphs A.4.c. through A.4.e., above, shall be considered after paragraphs A.4.a. and A.4.b., above, but have no priority among themselves. i.e., the traveler may choose whichever authorized option best meets his or her emergency needs. Emergency leave travelers who are not Uniformed Services members may be provided some or all of the travel options listed depending upon their entitlements or privileges outlined in the JFTR (reference (b)) for dependents of Uniformed Services members, this Regulation, or other prescribing directives or laws. Options for Government-funded and traveler-funded emergency leave travel aboard DoD aircraft are prescribed in this Chapter. The option for space available emergency leave travel aboard DoD aircraft is prescribed in Chapter 6, below. A quick reference chart is included at table 2-1, below.

B. ELIGIBLE PASSENGERS

The types of passengers listed in this section are eligible, under the conditions cited, for movement on DoD aircraft. Other Chapters in this Regulation prescribe other conditions under which passengers have authority to travel. Further, there may be instances in which passengers already have authority to travel under conditions not outlined in this Regulation. e.g., a transitory authority prescribed for 1 fiscal year only by an appropriations Act. Chapter 10, below outlines procedures for obtaining authority to travel on DoD aircraft for those passengers not otherwise eligible. In each of these instances, it is the responsibility of the passenger to be able to produce evidence that he or she fits the conditions outlined in this Regulation or otherwise has authority to travel.

1. Uniformed Services Members

a. Members of the Military Departments on active duty traveling under official PCS, TDY, or TAD orders.

b. Members of Reserve components of the Armed Forces when traveling to perform inactive duty for training or active duty for training, with or without pay.

c. Members of the Uniformed Services on authorized emergency leave pursuant to DoD Directive 1327.5 (reference (d)) and the leave regulations of the Military Departments or other Uniformed Services. Round-trip travel is permitted from overseas to the CONUS, from the CONUS to overseas, and between overseas areas (including transiting the CONUS) for all segments of a journey traversed by a previously scheduled DoD aircraft. Transportation costs for travel through aircraft operated by an activity financed through the DBOF-T are chargeable to appropriated funds from the service member's assigned unit. (A space-available travel option is authorized in Chapter 6, table 6-1, below.)

d. Members of the Uniformed Services on authorized emergency leave under DoD Directive 1327.5 (reference (d)) and the leave regulations of the Military Departments or other Uniformed Services. Under conditions in which funded transportation is not authorized, the individual may elect to travel space-required at personal expense on DoD aircraft. Round-trip travel, accompanied or unaccompanied, is permitted from overseas areas to the CONUS, between overseas areas (including transiting the CONUS if necessary). Transportation costs shall be reimbursed by the traveler at the DoD, U.S. Government tariff (AFR 76-11, reference (e)). (A space-available travel option is authorized in Chapter 6, table 6-1, below.)

e. Members of the Uniformed Services traveling under FEML orders under the JFTR, Volume 1, paragraph U7207 (reference (b)).

f. Members of the Uniformed Services traveling with leave taken between consecutive overseas assignments, as prescribed in paragraph U7200 of reference (b).

2. DoD Civilian Employees

a. Civilian employees of the DoD Components on active duty traveling under official PCS, TDY, or TAD orders.

b. Civilian employees of the Department of Defense who have defaulted their Transportation agreement and, therefore, have become ineligible for transportation at Government expense. Traveler-funded, space-required transportation is authorized only when commercial transportation is unavailable. Travel is cash reimbursable at the non-DoD, U.S. Government tariff (reference (e)) and travel orders shall state that the fare is to be paid by the traveler.

c. U.S. citizen civilian employees of the DoD Components traveling under an immediate family emergency, as determined by Service regulations. The individual may elect to travel space-required on DoD aircraft. Round-trip travel is permitted from overseas areas to the CONUS, and between overseas areas. This does not include travel in the CONUS. However, individuals traveling to or from an overseas location may travel on any CONUS leg segment (i.e., on a flight with enroute stops) when no change of aircraft or mission is involved. Transportation costs shall be reimbursed by the traveler at the DoD, U.S. Government tariff ((AFR 76-11, reference (e)). (A space-available travel option is authorized in Chapter 6, table 6-1, below.)

3. Dependents and Family Members

a. Command-sponsored Dependents and Family Members

(1) Command-sponsored dependents of Uniformed Service members when issued official travel orders under conditions similar to the circumstances for which emergency leave could be granted to the sponsor. Round-trip travel, accompanied or unaccompanied, is permitted from overseas areas to the CONUS, and between overseas areas (including transiting the CONUS). When the sponsor's domicile is overseas, round-trip travel, accompanied or unaccompanied, is permitted from the CONUS to overseas. Transportation costs for travel through aircraft operated by an activity financed through the DBOF-T are chargeable to appropriated funds from the sponsor's assigned unit. When funded transportation is not authorized, the individual may elect to travel space-required at personal expense on DoD aircraft Transportation costs shall be reimbursed by the traveler at the DoD, U.S. Government tariff (AFR 76-11, reference (e)). (A space-available travel option is authorized in Chapter 6, table 6-1, below.)

(2) Command-sponsored dependents of United States citizen civilian employees of the DOD Components, American Red Cross full-time paid employees assigned to Armed Forces overseas, and NAF officials or employees, when issued official travel orders under conditions similar to the circumstances for which emergency leave could be granted a Military Service member (DoD Directive 1327.5, reference (d)). The individual may elect to travel space-required at personal expense on DoD aircraft Round-trip travel, accompanied or unaccompanied, is permitted from overseas areas to the CONUS, and between overseas areas. This does not include travel in the CONUS. Individuals traveling to or from an overseas location may travel on any CONUS leg segment (i.e., on a flight with enroute stops) when no change of aircraft or mission number is involved. Transportation costs shall be reimbursed by the traveler at the DoD, U.S. Government tariff (AFR 76-11, reference (e)). (A space-available travel option is authorized in Chapter 6, table 6-1, below.)

(3) Not more than two family members (without regard to command sponsorship) of a member of the Uniformed Services who is seriously ill or seriously injured and hospitalized either in the CONUS or overseas. Round-trip, Government-funded transportation is authorized between the residence of the family member(s) and the location of the medical facility in which the

member is hospitalized if the attending physician or surgeon and the commander and/or head of the military medical facility exercising military control over the member determine in writing that the presence of the family member(s) is necessary for the health and welfare of the member. Government-procured transportation shall he used to the maximum extent practical for transoceanic travel.

(4) Not more than two family members (without regard to command sponsorship) of a DoD civilian employee who is seriously ill or seriously injured and hospitalized either in the CONUS or overseas. When the attending physician or surgeon determines in writing that the presence of the family member(s) is necessary for the health and welfare of the employee, round trip, space-required transportation at personal expense on DoD aircraft is authorized between the residence of the family member(s) and the location of the medical facility from overseas areas to the CONUS, from the CONUS to overseas areas, and between overseas areas. This does not include travel in the CONUS. Individuals traveling to or from an overseas location may travel on any CONUS leg segment (i.e., on a flight with enroute stops) when no change of aircraft or mission number is involved. Commercial options must be unavailable. Transportation costs will be reimbursed by the traveler at the DoD, U.S. Government tariff (AFR 76-11, reference (e)).

(5) Dependents of U.S. citizen, foreign service employees (except contract employees) of the DoS, the AID, the USIA and the Peace Corps located abroad, either at post or away from post, traveling for emergency visitation in instances of serious illness or death of a member of an employee’s or dependent’s immediate family when authorized by the chief of the diplomatic mission or head of an overseas AID or USIA establishment, or their designees; or for the Peace Corps staff personnel, the Director of Personnel, Peace Corps, Washington, DC 20525. Round-trip, accompanied or unaccompanied travel is authorized from the location of the dependent’s residence to the emergency destination. Transportation is chargeable to the Agency concerned at the non-DoD, U.S. Government tariff (AFR 76-11, reference (e)).

(6) Dependents of members of the Uniformed Services, of civilian employees of the Department of Defense, of U.S. citizen civilian employees of nonappropriated fund activities, and of full-time, paid employees of the American Red Cross assigned to Armed Forces overseas traveling under PCS orders published for their sponsor, or other dependent travel authority under the JFTR, Volume 1, and the JTR, Volume 2, (references (b) and (c)). This eligibility is limited to travel to, from, and between overseas areas.

(7) Command-sponsored dependents of Uniformed Services members accompanying their sponsor on approved circuitous travel. All costs in excess of the authorized Government furnished transportation shall be paid by the traveler. Travel shall be aboard aircraft provided-by an activity financed through the DBOF-T and payment by the individual(s) concerned will be in cash to AMC at the DoD, U.S. Government tariff (AFR 76-11, reference (e)). (A space-available travel option is authorized in table 6-1 in Chapter 6, below.)

(8) Uniformed Services members’ command-sponsored dependents, acquired after the effective date of PCS orders, who at the time of PCS were not entitled to transportation at

Government expense. Space-required transportation at personal expense, accompanied or unaccompanied, is authorized to join the sponsor at his or her overseas location. Transportation is limited to travel from the APOE in the CONUS, Alaska, or Hawaii to the APOD serving the sponsor s overseas PDS. Approval for the entrance of these dependents by the overseas major commander, using criteria specified in Service regulations for approving command-sponsored dependents, is required before travel. Travel shall be aboard aircraft provided by an activity financed through the DBOF-T and payment by the individual(s) concerned shall be at DOD, U.S. Government tariff (reference (e)). (A space-available travel option is authorized in Chapter 6, table 6-1, below.)

(9) Overseas-stationed Uniformed Services members unmarried dependents who are under 23-years old and full-time students attending a school in the United States to obtain a secondary or undergraduate education. Government-funded transportation is authorized for one round-trip each fiscal year between the school and the member's overseas PDS. (See JFTR Volume 1, paragraph U5243 (reference (b)) for details on restrictions that apply to this travel and for information concerning travel to and/or from other than the member's PDS.) Transoceanic travel shall be accomplished through AMC-arranged Category B service when it is available.

(10) Overseas-stationed DoD civilian employees' dependents who are under 23-years old and full-time students attending a school in the United States to obtain a secondary or undergraduate college education. Government-funded transportation is authorized for one roundtrip annually between the school and the employee's overseas PDS. (There are some restrictions. See JTR Volume 2, paragraph C7005 (reference (c)) for details.) Transoceanic travel shall use AMC Category B service when it is available.

(11) Command-sponsored dependents of civilian employees of the Department of Defense who have defaulted their transportation agreement and, therefore, have become ineligible for transportation at Government expense. Space-required, accompanied transportation at personal expense is authorized only when commercial transportation is unavailable. Travel is reimbursable at the non-DoD, U.S. Government tariff (AFR 76-11, reference (e)) and travel orders shall state that the fare is to be paid by the traveler.

(12) Students attending a DoD-operated 7-day-a-week dormitory school who are dependents of a DoD military member, DoD civilian employee, or FMS contractor permanently stationed overseas. Space-required transportation between the sponsor's overseas duty station and the boarding school is authorized for one round-trip for each spring, summer, and winter vacation recess. Additional round-trips may be permitted by proper DoDDS authority should a school or school dormitory facility be closed at other times due to lack of qualified supervision or other reasons. Students must have orders from an approving authority. (Transportation by DoD aircraft shall not be provided to students who are attending non-DoD schools.)

(13) Dependent school children (and accompanying school officials) of DoD military members, DoD civilians stationed overseas, and American Red Cross full-time paid employees

assigned to Armed Forces overseas, to participate in various interscholastic activities when payment for transportation is authorized from appropriated funds under DoD Instruction 1342.6 (reference (v)).

(14) Command-sponsored dependents of members of the Uniformed Services when traveling, accompanied or unaccompanied, under FEML orders under the JFTR Volume 1, paragraphs U5245 and U7207 (reference (b)).

(15) Command-sponsored dependents of Uniformed Services members traveling in connection with leave taken between consecutive overseas assignments, as prescribed in paragraph U7200 of reference (b).

b. Noncommand-Sponsored Dependents

(1) Noncommand-sponsored dependents of Uniformed Service members when issued official travel orders under conditions similar to the circumstances for which emergency leave could be granted to the sponsor. The individual may elect to travel space-required at personal expense on DoD aircraft. One-way travel, accompanied or unaccompanied, is permitted from overseas areas to CONUS, and between overseas areas (including transiting the CONUS). Transportation costs shall be reimbursed by the traveler at the DoD, U.S. Government tariff (AFR 76-11, reference (e)). (A space-available travel option is authorized in Chapter 6, table 6-1, below.)

(2) Not more than two family members (without regard to command sponsorship) of a member of the Uniformed Services who is seriously ill or seriously injured and hospitalized either in the CONUS or overseas. Round-trip, Government-funded transportation is authorized between the residence of the family members and the location of the medical facility in which the member is hospitalized if the attending physician or surgeon and the commander and/or head of the military medical facility exercising military control over the member determine in writing that the presence of the family members is necessary for the health and welfare of the member. DoD aircraft or Government-procured transportation shall be used to the maximum extent practical for transoceanic travel.

(3) Not more than two family members (without regard to command sponsorship) of a DoD civilian employee who is seriously ill or seriously injured and hospitalized either in the CONUS or overseas. When the attending physician or surgeon determines in writing that the presence of the family members is necessary for the health and welfare of the employee, roundtrip, space-required transportation at personal expense on DoD aircraft is authorized between the residence of the family members and the location of the medical facility from overseas areas to the CONUS, from the CONUS to overseas areas, and between overseas areas. This does not include travel in the CONUS. individuals traveling to or from an overseas location may travel on any CONUS leg segment

(i.e., on a flight with enroute stops) when no change of aircraft or mission number is involved. Commercial options must be unavailable. Transportation costs shall be reimbursed by the traveler at the DoD, U.S. Government tariff (reference (e)).

(4) Noncommand-sponsored dependents of military members acquired in an overseas area during the course of a member's current tour of assigned duty in that area who are not otherwise entitled to transportation at Government expense. If command regulations about the dependent's acquisition were complied with, and any requirements of the U.S. Immigration and Naturalization Service for entry into the United States have been met, the dependent is eligible for space-required transportation at personal expense from the overseas APOE to an APOD in the CONUS, Alaska, or Hawaii in conjunction with the member's PCS from the overseas area. Travel will be aboard aircraft provided by an activity financed through the DBOF-T and payment by the individual(s) concerned shall be at the DoD, U.S. Government tariff (reference (e)). (A space-available travel option is authorized in Chapter 6, table 6-1, below.)

(5) Close blood or affinitive relatives who are permanent members of the household and dependent on a Uniformed Services member, a civilian employee of the Department of Defense, or American Red Cross personnel assigned to Armed Forces overseas when such member or employee is authorized transportation of legal dependents at Government expense. Space-required transportation at personal expense is permitted from overseas areas to the CONUS, and between overseas areas (including transiting the CONUS) and is authorized within 30 days of the travel of the sponsor or his or her dependents. Travel shall be aboard aircraft provided by an activity financed through the DBOF-T and payment by the individual(s) concerned shall be at the DoD, U.S. Government tariff (AFR 76-11, reference (e)). (A space-available travel option is authorized in Chapter 6, table 6-1, below.)

c. Other Dependents

(1) Space-Required, at Government Expense, to Accompany DoD Personnel on Official Business. As a general rule, a family member may not accompany his or her DoD sponsor who is traveling on official business. However, a family member's travel may be approved where there is an unquestionably official function in which the family member is actually to participate in an official capacity, or such travel is deemed in the national interest because of a diplomatic or public relations benefit to the United States. Such participation is normally limited to spouses, is representational in nature, and normally limited to accompaniment of code 2 civilians, four star general/flag officers, and certain three star general/flag officer commanders specified in Appendix B, below. As such, travel is allowed on a mission non-interference basis only, and must be approved and supported with invitational travel orders, which shall normally authorize transportation cost reimbursement only under the JFTR, Volume 1, paragraph U7700, and the JTR, Volume 2, paragraph C6000 (references (b) and (c)). Four star general/flag officers and those commanders specified in Appendix B, below may approve such travel for their spouses and the spouses of those personnel under their command on a case-by-case basis and shall personally

sign ITO's designating such approval. "Blanket" ITO's for this travel may not be issued. Criteria for authorizing family member travel must be applied, met, and authorized each time a family member is invited to travel at Government expense for the purposes outlined in this paragraph.

(2) A family member of a State governor, lieutenant governor, or adjutant general when travel is for official duty connected with National Guard activities. Travel may be in and between the CONUS, Puerto Rico, the Virgin Islands, or the States of Alaska and Hawaii. The traveler must be accompanied by the official and there must be an unquestionably official function in which the family member is actually to participate in an official capacity, or such travel must be deemed in the interest of the National Guard. Such participation is normally limited to spouses. State governors, or in their absence, lieutenant governors, shall personally sign approvals on a case-by-case basis for a family member to travel.

4. NAF Employees

a. U.S. citizen NAF officials or employees when issued official travel orders under conditions similar to the circumstances for which emergency leave could be granted a Military Service member (DoD Directive 1327.5, reference (d)). Round-trip travel is permitted from overseas areas to the CONUS, and between overseas areas. This does not include travel in the CONUS. Individuals traveling to or from an overseas location may travel on any CONUS leg segment (i.e., on a flight with enroute stops) when no change of aircraft or mission number is involved. Transportation costs shall be reimbursed by the traveler at the non-DoD, U.S. Government tariff (AFR 76-11, reference (e)). (A space-available travel option is authorized in Chapter 6, table 6-1, below.) Travel of dependents of U.S. citizen employees of NAF activities must be at the expense of the NAF activity concerned.

b. U.S. citizen NAF officials or employees performing official travel on orders.

c. Non-U.S. citizen employees of NAF activities when transportation is in the overseas area, in accordance with the terms of the employment contract, the responsibility of the U.S. Government, and at the expense of the nonappropriated fund activity.

5. Employees of Other Federal Agencies

a. U.S. citizen, foreign service employees (except contract employees) of the DoS, the AID, the USIA, and the Peace Corps stationed abroad traveling for emergency visitation in instances of serious illness or death of a member of an employee's or dependent's immediate familly1y when authorized by the chief of the diplomatic mission or head of an overseas AID or USIA establishment, or their designees; or for the Peace Corps staff personnel, the Director of Personnel, Peace Corps, Washington, DC 20525. Round-trip travel is authorized from the location of the employee's residence to the emergency destination. Transportation is chargeable to the Agency concerned at the non-DoD, U.S. Government tariff (AFR 76-11, reference (e)).

b. U.S. citizen, foreign service employees (except contract employees) of the DoS, the AID and the USIA assigned to a post or country which has been designated "a hostile area for family visitation." Travel mUst be authorized by the chief of the diplomatic mission or head of an overseas AID or USIA establishment, or their designees. Posts designated for family visitation travel shall be notified by joint DoS/AID/USIA message. Round-trip travel is authorized from the employee's PDS to the family's residence. Transportation is chargeable to the Agency concerned at the non-DoD, U.S. Government tariff (reference (e)).

c. Employees of other U.S. Government Agencies when traveling on official business exclusively for the Department of Defense. Transportation is chargeable to the sponsoring DoD Component or Agency at the DoD, U.S. Government tariff (reference (e)).

d. U.S. DoS-identified diplomatic passport couriers when carrying DoS courier letters. Transportation is chargeable to the Agency concerned at the non-DoD, U.S. Government tariff (reference (e)).

6. Nonprofit Service Organizations

a. American Red Cross full-time paid employees assigned to Armed Forces overseas when issued official travel orders under conditions similar to the circumstances for which emergency leave could be granted a Military Service member (DoD Directive 1327.5, reference (d)). Round-trip travel is permitted from overseas areas to the CONUS, and between overseas areas. This does not include travel in the CONUS. Individuals traveling to or from an overseas location may travel on any CONUS leg segment (i.e., on a flight with enroute stops) when no change of aircraft or mission number is involved. Transportation costs shall be reimbursed by the traveler at the DoD, U.S. Government tariff (reference (e)). (A space-available travel option is authorized in table 6-1 in Chapter 6, below.)

b. American Red Cross full-time paid employees assigned to Armed Forces overseas traveling under official PCS, TDY, or TAD orders.

c. The USO National Executive Director, other USO national headquarters staff persons, USO overseas area executives, and executive directors and assistant executive directors of overseas local USO facilities, when the travel provides direct service to the Armed Forces and is at the invitation of the overseas commander. This does not include travel in the CONUS.

d. Professional Scout leaders (full time staff and/or executive) stationed overseas with the approval of the Department of Defense, and the Executives of the National Headquarters of the Scouting Organizations, when the travel provides direct Scouting service to military personnel and their dependents stationed overseas. This does not include travel in the CONUS. Travel is reimbursable from other than appropriated funds at the non-DoD, U.S. Government tariff (AFR 76-11, reference (e)).

7. Invited Travelers

a. Non-Federal employees acting as technical advisors to DoD Component authorities.

b. For other approved invitational travel, refer to the JFTR Volume 1, and the JTR Volume 2, (references (b) and (c)).

8. Foreign National and Alliance Travelers

a. Members of the U.S. Military Departments, civilian employees of the Department of Defense, and personnel of foreign nations attached to international military headquarters of NATO when traveling on official business if otherwise authorized under Chapter 9, below.

b. Foreign nationals receiving training in the Department of Defense when transportation is for official purposes relating to the training and the transportation is a U.S. Government responsibility under the Foreign Military Financing (FMF) Program provisions of the Foreign Assistance Act of 1961 (Pub. L. No. 87-195(1961), reference (w)), as amended, when funded by military assistance appropriations or by U.S. Military Department appropriations. When an eligible foreign government elects to pay its trainees' transoceanic travel costs which would otherwise be chargeable to appropriations made in implementation of the "Foreign Assistance Act" (reference (w)) and the "Arms Export Control Act of 1976" (Pub. L. No. 94-329(1976), reference (x)), the cost shall be reimbursed by the foreign government at the non-DoD, U.S. Government tariff (reference (e)). Specific billing information shall be included in ITOs issued by the MAAG.

c. Foreign nationals receiving training in the Department of Defense when transportation is for official purposes relating to the training and the transportation is the responsibility of the foreign government under the "Arms Export Control Act of 1976" (Pub. L. No. 94-329 (1976), reference (x)). Transportation furnished is reimbursable at the non-U.S. Government tariff (AFR 76-28, reference (f)). ITOs published by the MAAG must contain a statement that commercial transportation is not available, readily obtainable, or satisfactorily capable of meeting the travel requirements, and that the non-U.S. Government tariff applies. The ITOs must include the name and address of the foreign government agency responsible for reimbursement so the AMC can bill for the transportation furnished.

d. Foreign officers participating in an officially recognized officer exchange program with the U.S. Department of Defense and assigned to duty with a U.S. Military Department when TDY travel is directed by the Military Department concerned.

e. Foreign military personnel and civilian employees of a department or ministry of defense of a foreign government with which the U.S. Department of Defense has a Cooperative Military Airlift Agreement (CMAA) under 10 U.S.C. 2350c (reference (y)). Travel is reimbursable to the Department of Defense, shall be only for official business of the foreign government, and travelers will present official travel authorizations from the foreign government

f. Foreign nationals during participation in exercises sponsored or directed by the Chairman of the Joint Chiefs of Staff, unified commanders, and Service component commanders of the unified commands, which include combined operations of U.S. and foreign forces. This authorization does not include transportation to or from the exercise area or supporting flights utilized for logistics purposes only.

9. Contractors

a. CETS personnel (contract field services personnel and field service representatives only) who are civilian employees of commercial concerns under contract to the Department of Defense, are stationed overseas, and whose travel from the CONUS, Alaska, or Hawaii to the overseas duty assignment was at DoD expense, when issued travel orders under conditions similar to the circumstances for which emergency leave could be granted a Military Service member (reference (d)). Traveler-funded, space-required, round-trip travel aboard DoD aircraft is authorized from overseas areas to the CONUS, and between overseas areas. This does not include travel in the CONUS. Individuals traveling to or from an overseas location may travel on any CONUS leg segment (i.e., on a flight with enroute stops) when no change of aircraft or mission number is involved. Transportation costs shall be reimbursed by the traveler at the non-U.S. Government tariff (AFR 76-28, reference (f)).

b. CETS personnel (contract field services personnel and field service representatives only) who are civilian employees of commercial concerns under contract to the Department of Defense when engaged in official activities for the Department of Defense requiring air travel or when air travel is essential to accomplish a DoD mission when the contract provides, or a responsible authority specifies, that transportation shall be furnished at DoD expense. Travel orders shall indicate the contract provisions which apply or the responsible authority which approved the travel, and shall include the DoD appropriation chargeable.

c. CETS personnel (contract field services personnel and field service representatives only) who are civilian employees of commercial concerns under contract to the Department of Defense when engaged in official activities for the Department of Defense requiring air travel or when air travel is essential to accomplish a DoD mission when the contract provides, or a responsible authority specifies, that transportation shall be furnished at the contractor's expense. Transportation is reimbursable at the non-U.S. Government tariff (reference (f)). Travel orders must contain a statement that commercial transportation is not available, readily obtainable, or satisfactorily capable of meeting the travel requirements, and that the non-U.S. Government tariff applies. The travel orders must include the name and address of the contractor's Agency responsible for reimbursement so the AMC can bill for the transportation furnished.

10. Educators

a. Personnel identified in paragraphs B.lO.b, through B.10.d., below, when stationed (paragraphs B.10.b. and B.10c., below) or traveling (paragraph B.1O.d., below) overseas under a

DoD contract, provided travel from the CONUS, Alaska, or Hawaii, and when issued travel orders under conditions similar to the circumstances for which emergency leave could he granted a Military Service member (DoD Directive 1327.5, reference (d)). Traveler-funded, space required, round-trip travel aboard DoD aircraft is authorized from overseas areas to the CONUS, and between overseas areas. This does not include travel in the CONUS. Individuals traveling to or from an overseas location may travel on any CONUS leg segment (i.e., on a flight with enroute stops) when no change of aircraft or mission number is involved. Transportation costs shall be reimbursed by the traveler at the non-U.S. Government tariff (AFR 7&28, reference (f)).

b. Specified employees of American educational institutions under contract to the Department of Defense which provide direct educational services for military personnel stationed overseas when the DoD Component concerned provides funding and authority to travel. Their dependents also may be included in the published authority to travel on a space-required basis if the contract provides for such travel. This eligibility is limited to travel to, from, and between the overseas areas.

c. Personnel employed by schools in Puerto Rico, Guam, American Samoa and Northern established under 20 U.S.C. 241 (reference (z)), and their dependents, when traveling between the APOE in the CONUS, Alaska, or Hawaii and the overseas area, in accordance with their locally executed contracts and on orders published by the overseas commander.

d. Personnel connected with national accrediting associations for secondary schools and colleges when traveling on orders published by an approving authority.

11. Athletes and Entertainers

a. Military member coaches, officials, and athletes participating in sports clinics, games, or contests sponsored by a DoD Component.

b. Military member athletes and athletic teams (includes coaches) traveling to train for, or participate in, Pan American or Olympic Games, and qualifying events and preparatory competition for those games, and any other international competition in amateur sports when the Secretary of State, under 10 U.S.C. 717 (reference (aa)), determines that the interests of the United States shall be served by such participation.

c. Military member entertainers participating in shows and contests or events organized and sponsored by a DoD Component.

d. Entertainers traveling between a CONUS APOE and an overseas APOD and in overseas areas on orders published by the Department of the Army under the sponsorship of the Armed Forces Professional Entertainment Office.

e. Gratuitous entertainers contracted locally in overseas areas traveling intercommand or intracommand for troop entertainment on orders or travel authorizations published by the

applicable overseas commander or his or her delegated coordinators of the troop entertainment program.

f. Entertainers traveling between a CONUS APOE and an overseas APOD and within overseas areas under sponsorship or contract with Service MWR organizations. Commercial options must be unavailable or unsuitable. Orders shall be issued by the Service MWR organization.

12. CAP

a. Senior and cadet members of the CAP on aircraft not operated by an activity financed through the DBOF-T when performing official CAP duties or when supporting a CAP operational mission authorized by or at the request of the Air Force. Travel is authorized in the CONUS, Alaska, Hawaii, and Puerto Rico.

b. Participants in an USAF and CAP-approved Aerospace Education Workshop. Travel is authorized from a single installation for the purpose of a field trip scheduled as part of the approved curriculum.

13. ROTC

a. ROTC students of the Army, the Navy, and the Air Force at Field Training or the Naval ROTC summer training programs and competitions, on approval of the Field Training Commander.

b. ROTC students of the Army, the Navy, and the Air Force during the school year. Travel may be on extended flights and must have the prior approval of the Military Department concerned. The traveling students must be enrolled and actively participating in formal ROTC and academic training during the school term in which travel occurs, and the flight must be in connection with this training. Students must be in uniform.

c. Civilian officials of an educational institution which offers ROTC. Travel is to permit such dignitaries to visit military installations for orientation in connection with ROTC activities. Prior approval of the Military Department concerned is required.

14. Junior ROTC (JROTC). Under 10 U.S.C. 2031 (reference (bb)), and to the extent considered appropriate by the Secretary of the Military Department concerned, transportation may-be provided to support the JROTC programs. JROTC support utilizing airlift provided by an activity financed through the DBOF-T shall be reimbursed by the Military Department concerned.

15. Youth Program Participants. Under the authority of the "National Defense Authorization Act for Fiscal Year 1993" (Pub. L. No. 102-484 (Section 1091), (reference (cc)), participants in Congressionally sanctioned, DoD-approved National Guard Youth Programs may be provided transportation support through DoD aircraft for traveling to and from a program site and traveling

to a program activity. Airlift support provided by an activity financed through the DBOF-T shall be reimbursed by the National Guard Bureau.

16. Civilians Not Formally Affiliated With the Department of Defense

a. Media representatives who are members of a press tour sponsored or approved by the Department of Defense.

b. Members of the clergy or ministry attending meetings dealing with religious matters that are sponsored or approved by the Department of Defense.

c. U.S. civilians on DoD aircraft in support of the U.S. Antarctic Program when such travel is certified and sponsored by the Navy or the National Science Foundation (NSF) as being directly related to the U.S. Antarctic Program. Transportation costs are reimbursable at the non DoD, U.S. Government rate.

d. U.S. citizens residing overseas to travel to the CONUS, Alaska, or Hawaii for induction into the Armed Forces, and to return overseas if found unqualified for induction on arriving in the CONUS, Alaska, or Hawaii. The Department of the Army shall issue travel authorizations.

e. State National Guard officials including State governors, lieutenant governors, adjutants general, and assistant adjutants general when travel is for official duty connected with National Guard activities. This travel may only be in and between CONUS, Puerto Rico, Guam, the Virgin Islands, or the States of Alaska and Hawaii.

This table provides a quick reference for choosing emergency leave travel options (see paragraph A.4., above.). However, there may he limitations or other facets of emergency leave travel which are not covered in this table, and of which the emergency traveler should be aware before travel. An example is the limitations on amounts of government funding for commercial airlift procured for emergency leave travel. Consult the JFTR, Volume 1, and the JTR, Volume 2, (references (b)and (c)) and this Regulation for complete details. Entitlements or privIleges are round-trip unless otherwise specified.

Item	If the Traveler Is:	And the Situation Is:	Then Travel Entitlements or Privileges Are:	Remarks and References:
1	A Uniformed Services member	The member is stationed[1] overseas and the emergency destination is overseas or in the CONUS	a[2], b[2], c[2], d[2,3], e	Government-funded travel from international airport nearest member's location when notified or PDS. (See paragraph B.1.c, above, Chapter 6, table 6-1, below, and paragraph U7205-A3 (reference (b))
2	A Uniformed Services member	The member is stationed[1] in the CONUS, his or her domicile[4] is outside the CONUS, and the emergency destination is overseas	a[2], b[2], c[2], d[2], e	Government-funded travel from international airport nearest member's location when notified or PDS. (See paragraph B.1.c, above, Chapter 6, table 6-1, below, and paragraph U7205-A3 (reference (b))
3	A Uniformed Services member	The member is stationed[1] in the CONUS and the emergency destination is in the CONUS	c, d[3], e	See paragraph B.1.d, above, and Chapter 6, table 6-1, below

Table 2-1. TRAVEL ENTITLEMENTS AND PRIVILEGES FOR EMERGENCIES OF MEMBERS, DOD CIVILIAN EMPLOYEES, THEIR FAMILY MEMBERS AND OTHERS

Item	If the Traveler Is:	And the Situation Is:	Then Travel Entitlements or Privileges Are:	Remarks and References:
4	A Uniformed Services member's command-sponsored dependent	The dependent resides overseas and the emergency destination is overseas or in the CONUS	a[2], b[2], c[2], d[5] e	Government-funded travel from international airport nearest member's or dependent's location when notified, member's PDS, or dependent's other overseas residence when member is entitled to a station allowance on dependent's behalf. (See paragraph B.3.a.(1), above, Chapter 6, table 6-1, below, and paragraph U5244-B3 (reference (b))
5	A Uniformed Services member's dependent	The dependent resides in the CONUS, the **member's** domicile[4] is overseas, and the emergency destination is overseas	a[2], b[2], c[2], d[5], e	Government-funded travel from international airport nearest member's or dependent's location when notified or member's PDS. See paragraph B.3.a.(1), above, Chapter 6, table 6-1, below, and paragraph U5244-B3 (reference (b))
6	A Uniformed Services member's dependent	The dependent resides in the CONUS, the **member's** domicile[4] is not overseas, and the emergency destination is overseas	c[2], d[5], e	See paragraph B.3.a.(1), above, and Chapter 6, table 6-1, below
7	A Uniformed Services member's dependent	The dependent resides in the CONUS, and the emergency destination is in the CONUS	c[3], e	See paragraph B.3.a.(1), above

The following codes indicate travel entitlements and privileges:

a - Government-funded travel on DoD aircraft

b - Government-funded commercial travel

c - Traveler-funded (space-required) travel on DoD aircraft

d - Space-available travel aboard DoD aircraft

e - Traveler-funded personal transportation on commercial aircraft

[1]"Stationed" means serving on permanent duty or assigned to a ship.
[2]Travel in or transit of the CONUS to reach an emergency destination located overseas is permitted using this entitlement or privilege option.
[3]Includes travel in the CONUS to reach a CONUS destination.
[4]"Domicile" means the member's home of record, place from which called (or ordered) to active duty, place of first entitlement, or place of permanent legal residence.
[5]Does not include travel in the CONUS. However, individuals traveling to or from an overseas location may travel on any CONUS leg segment (i.e., on a flight with enroute stops) when no change of aircraft or mission is involved.

Table 2-1. TRAVEL ENTITLEMENTS AND PRIVILEGES FOR EMERGENCIES OF MEMBERS, DOD CIVILIAN EMPLOYEES, THEIR FAMILY MEMBERS AND OTHERS (continued)

Item	If the Traveler Is:	And the Situation Is:	Then Travel Entitlements or Privileges Are:	Remarks and References.
8	A Uniformed Services member's noncommand-sponsored dependent	The dependent resides overseas with the sponsor and the emergency destination is overseas or in the CONUS	c, d[5], e	Travel is one way to the emergency destination. Return travel is not authorized except through option e. (See paragraph B.3.b.(1), above, and Chapter 6, table 6-1, below)
9	A Uniformed Services member's family member (without regard to command sponsorship)	The Uniformed Services member is seriously ill or seriously injured and hospitalized either in the CONUS or overseas	a[2,3], b[2,3], e	Transportation is authorized for not more than two family members between the residence of the family members and the location of the medical facility in which the member is hospitalized. Certification that the presence of the family members is necessary for the health and welfare of the member is required. (See paragraph B.3.b.(2), above, and paragraph U5246 of reference (b))
10	A U.S. citizen civilian DoD employee	The employee is stationed[1] overseas and the emergency destination is overseas or in the CONUS	c, d[5], e	See paragraph B.2.c., above, and Chapter 6, table 6-1, below
11	A U.S. citizen civilian DoD employee's command-sponsored dependent	The dependent resides with the employee who is stationed[1] overseas and the emergency destination is overseas or the CONUS	c, d[5], e	See paragraph B.3.a.(2) above, and Chapter 6, table 6-1, below

The following codes indicate travel entitlements and privileges:

a - Government-funded travel on DoD aircraft

b - Government-funded commercial travel

c - Traveler-funded (space-required) travel on DoD aircraft

d - Space-available travel aboard DoD aircraft

e - Traveler-funded personal transportation on commercial aircraft

[1]"Stationed" means serving on permanent duty or assigned to a ship.
[2]Travel in or transit of the CONUS to reach an emergency destination located overseas is permitted using this entitlement or privilege option.
[3]Includes travel in the CONUS to reach a CONUS destination.
[4]"Domicile" means the member's home of record, place from which called (or ordered) to active duty, place of first entitlement, or place of permanent legal residence.
[5]Does not include travel in the CONUS. However, individuals traveling to or from an overseas location may travel on any CONUS leg segment (i.e., on a flight with enroute stops) when no change of aircraft or mission is involved.

Table 2-1. TRAVEL ENTITLEMENTS AND PRIVILEGES FOR EMERGENCIES OF MEMBERS, DOD CIVILIAN EMPLOYEES, THEIR FAMILY MEMBERS AND OTHERS (continued)

Item	If the Traveler Is:	And the Situation Is:	Then Travel Entitlements or Privileges Are:	Remarks and References:
12	A U.S. citizen civilian DoD employee's family member (without regard to command sponsorship)	The civilian employee is seriously ill or seriously injured and hospitalized either in the CONUS or overseas.	c[5], e	Transportation is authorized for not more than two family members between the residence of the family members and the location of the medical facility in which the member is hospitalized. Certification that the presence of the family members is necessary for the health and welfare of the employee is required. Commercial options must be unavailable. (See paragraphs B.3.a.(4) and B.3.b.(3), above)
13	An American Red Cross full-time paid employee	The individual is serving with a DoD Component overseas and the emergency destination is overseas or the CONUS	c, d[5], e	See paragraph B.6.a., above, and Chapter 6, table 6-1, below
14	An American Red Cross full-time paid employee's command-sponsored dependent	The sponsor is serving with a DoD Component overseas and the emergency destination is overseas or in the CONUS	c, d[5], e	See paragraph B.3.a.(2), above, and Chapter 6, table 6-1, below

The following codes indicate travel entitlements and privileges:

a - Government-funded travel on DoD aircraft

b - Government-funded commercial travel

c - Traveler-funded (space-required) travel on DoD aircraft

d - Space-available travel aboard DoD aircraft

e - Traveler-funded personal transportation on commercial aircraft

[1]"Stationed" means serving on permanent duty or assigned to a ship.
[2]Travel in or transit of the CONUS to reach an emergency destination located overseas is permitted using this entitlement or privilege option.
[3]Includes travel in the CONUS to reach a CONUS destination.
[4]"Domicile" means the member's home of record, place from which called (or ordered) to active duty, place of first entitlement, or place of permanent legal residence.
[5]Does not include travel in the CONUS. However, individuals traveling to or from an overseas location may travel on any CONUS leg segment (i.e., on a flight with enroute stops) when no change of aircraft or mission is involved.

Table 2-1. TRAVEL ENTITLEMENTS AND PRIVILEGES FOR EMERGENCIES OF MEMBERS, DOD CIVILIAN EMPLOYEES, THEIR FAMILY MEMBERS AND OTHERS (continued)

Item	If the Traveler Is:	And the Situation Is:	Then Travel Entitlements or Privileges Are:	Remarks and References:
15	A U.S. citizen civilian NAF activity employee	The individual is stationed[1] overseas and his or her travel to the PDS was incident to a PCS at NAF expense, and the emergency destination is overseas or in the CONUS	c, d[5], e	See paragraph B.4.a., above, and Chapter 6, table 6-1, below
16	A U.S. citizen civilian NAF-activity employee's command-sponsored dependent	The individual resides overseas with the sponsor whose travel to the PDS was incident to a PCS at NAF expense, and the emergency destination is overseas or the CONUS	c, d[5], e	See paragraph B.3.a.(2), above, and Chapter 6, table 6-1, below
17	Contractors who are civilian employees of commercial concerns under contract to the Department of Defense	The individual is stationed overseas and his or her travel from CONUS, Alaska, or Hawaii to the overseas duty assignment was at DoD expense, and the emergency destination is overseas or in the CONUS	c[5], e	Commercial options must be unavailable. (See paragraph B.9.(a), above)

The following codes indicate travel entitlements and privileges:

a - Government-funded travel on DoD aircraft

b - Government-funded commercial travel

c - Traveler-funded (space-required) travel on DoD aircraft

d - Space-available travel aboard DoD aircraft

e - Traveler-funded personal transportation on commercial aircraft

[1]"Stationed" means serving on permanent duty or assigned to a ship.
[2]Travel in or transit of the CONUS to reach an emergency destination located overseas is permitted using this entitlement or privilege option.
[3]Includes travel in the CONUS to reach a CONUS destination.
[4]"Domicile" means the member's home of record, place from which called (or ordered) to active duty, place of first entitlement, or place of permanent legal residence.
[5]Does not include travel in the CONUS. However, individuals traveling to or from an overseas location may travel on any CONUS leg segment (i.e., on a flight with enroute stops) when no change of aircraft or mission is involved.

Table 2-1. TRAVEL ENTITLEMENTS AND PRIVILEGES FOR EMERGENCIES OF MEMBERS, DOD CIVILIAN EMPLOYEES, THEIR FAMILY MEMBERS AND OTHERS (continued)

Item	If the Traveler Is:	And the Situation Is:	Then Travel Entitlements or Privileges Are:	Remarks and References:
18	An educator or national educational accrediting association employee	The individual is stationed or traveling overseas and his or her travel from the CONUS, Alaska, or Hawaii to the overseas area was at DoD expense, and the emergency destination is overseas or in the CONUS	c[5], e	Commercial options must be unavailable. (See paragraph B.10.(a), above)
19	U.S. citizen, foreign service employees (except contract employees) of the DoS, the AID, the USIA, and the Peace Corps	The individual is stationed[1] abroad and the emergency destination is overseas or in the CONUS	a[2,3], b[2,3], e	Authorization by specified officials in each agency is required. (See paragraph B.5.a., above)
20	Dependents of U.S. citizen, foreign service employees (except contract employees) of the DoS, the AID, the USIA, and the Peace Corps	the individual is located abroad, either at post or away from post, and the emergency destination is overseas or in the CONUS	a[2,3], b[2,3], e	Authorization by specified officials in each Agency is required. Transportation may be accompanied or unaccompanied. (See paragraph B.3.a.(5), above)

The following codes indicate travel entitlements and privileges:

a - Government-funded travel on DoD aircraft

b - Government-funded commercial travel

c - Traveler-funded (space-required) travel on DoD aircraft

d - Space-available travel aboard DoD aircraft

e - Traveler-funded personal transportation on commercial aircraft

[1] "Stationed" means serving on permanent duty or assigned to a ship.
[2] Travel in or transit of the CONUS to reach an emergency destination located overseas is permitted using this entitlement or privilege option.
[3] Includes travel in the CONUS to reach a CONUS destination.
[4] "Domicile" means the member's home of record, place from which called (or ordered) to active duty, place of first entitlement, or place of permanent legal residence.
[5] Does not include travel in the CONUS. However, individuals traveling to or from an overseas location may travel on any CONUS leg segment (i.e., on a flight with enroute stops) when no change of aircraft or mission is involved.

Table 2-1. TRAVEL ENTITLEMENTS AND PRIVILEGES FOR EMERGENCIES OF MEMBERS, DOD CIVILIAN EMPLOYEES, THEIR FAMILY MEMBERS AND OTHERS (continued)

CHAPTER 3

PUBLIC AFFAIRS TRAVEL

A. GENERAL

"Public affairs travel" is defined as "any travel or transportation of individuals, groups, or materiel undertaken as a result of a request to or an invitation from, and authorized by, an approving authority in the interest of adding to the public understanding of DOD activities". It includes travel or transportation involving individuals or things, military or civilian, Government or non-government, U.S., or foreign requests. Travel may be local or nonlocal, point--point or public affairs orientation, reimbursable or nonreimbursable. Travel authorized for public affairs purposes must reflect the following considerations:

1. It shall not compete with U.S. flag commercial sea, land, or air transportation when that capability exists, is adequate, and when public affairs objectives may be obtained through use of commercial transportation.

2. Travel or transportation for public affairs purposes must be determined to be primarily in the interest of the Department of Defense.

3. Travel which is designed to improve relations, increase good will, or serve humanitarian purposes does not meet the criteria for public affairs travel. Requests for travel for these purposes shall be made in accordance with Chapter 2, 5, or 10, of this Regulation.

4. To ensure that the DOD National Media Pool airlift requirements can be met with minimum delay, and to maintain operational security, the USAF is assigned the mission of airlifting the pool when directed by the Chairman of the Joint Chiefs of Staff. The Air Force shall budget for the resources necessary to meet this requirement.

5. The Air Force should not be charged for Media Pool airlift in those instances where aircraft have been assigned for deployment purposes and space is available to provide Media Pool airlift at no extra cost Additionally, when the Chairman of the Joint Staff directs another Service to provide Media Pool airlift, that Service shall pay for the associated airlift rather than the Air Force.

B. TERMS EXPLAINED

1. Local Travel which can be considered local with respect to distance from the DOD Component Headquarters, or installation concerned, and to the scope of interest in the public affairs program involved

2. Nonlocal Travel

a. Travel from one country to another.

b. Travel outside the geographic area of responsibility of the command originating the travel request.

c. Travel which cannot be considered local due to the expanded scope of interest in the public affairs program involved, distance of the travel, or the distance from the DOD Component Headquarters, or installation, requesting the travel.

3. Point-to-Point. Flight from one location to another. Can be local or nonlocal.

4. Public Affairs Orientation. Flight or trip that terminates at point of origin and meets public affairs criteria as defined in Section D, below.

5. Representatives of the News Media. Representatives of the press, radio, television, magazines, authors, and bona fide free-lancers.

C. RESPONSIBILITIES

1. The Assistant to the Secretary of Defense for Public Affairs (ATSD(PA)) is responsible for approval of travel or transportation by DOD-owned or controlled aircraft for public affairs purposes arranged by any Agency or command of the Department of Defense, jointly with, or at the request of, another federal department, agency, or foreign Government on a reimbursable basis. The ATSD(PA) shall also review and authorize all requests for nonlocal public affairs travel for news media representatives.

2. The Commanders at all echelons are authorized to grant approval for local travel or transportation for public affairs purposes wholly within the scope of the mission and responsibilities of their respective command subject to the following conditions:

a. The public affairs subject matter is not properly the responsibility of a higher command.

b. The public interest in the public affairs purpose involved is confined primarily to the mission and vicinity of that command.

c. The travel is being provided for the benefit of local media or individuals other than local media who are a part of an approved local public affairs activity, including community relations programs that meet a military public affairs objective.

3. Authority for individuals other than news media representatives to use DOD-owned or controlled aircraft for nonlocal travel for public affairs purposes may be exercised by the following:

a. The commanders of the Unified Combatant Commands for public affairs programs in their command responsibility. These commanders shall not delegate this authority below their Component commanders.

b. The Secretaries of the Military Departments and directors of Defense Agencies for public affairs pr0grams other than those of the Unified Combatant Commands.

(1) Delegation of this authority, if deemed appropriate by the Secretaries, shall be no lower than the chief, National Guard Bureau, commanders of Army areas, Naval-type commanders, and the USAF major commands.

(2) When units or areas of the joint-command structure are involved, coordination shall be effected with the appropriate commander-in-chief, as specified in paragraph C.3.a, above.

D. ELIGIBLE CATEGORIES OF TRAFFIC

The following are examples of public affairs activities which may qualify for travel in DOD-owned or -controlled aircraft

1. Travel of Bona Fide Representatives of News Media. Individually, oringal groups, for assignments to cover military exercises or military operations. Transportation in support of approved public affairs activities, including community youth programs, civic leader tours, and conferences sponsored by the Department of Defense.

2. Invitational and Other Authorized Travel. Transportation in support of approved public affairs activities, including community youth programs, civic leader tours, and conferences sponsored by the Department of Defense.

3. Tours and other Public Affairs Activities. Arranged jointly with other Federal Government Departments or Agencies, or with a foreign government

4. Public Affairs Orientation. U.S. citizens who, because of position and contacts with various public organizations, can make positive contributions to public understanding of the roles and missions of the Deparment of Defense. The flight must be accomplished within allocated flying hour finding, and passengers must be carefully selected to ensure that the greatest benefit to understanding DOD missions shall result from such orientation flights.

5. Guests of the Secretary of Defense participating in the Joint Civilian Orientation Conference (JCOC) Program

a. Guests of the Secretary of Defense participating in the Joint Civilian Orientation Conference (JCOC) Program.

b. News coverage of an emergency nature where the coverage would be impaired or delayed, to the serious detriment

of the Military Department concerned, unless transportation by DOD-owned or -controlled aircraft is provided. Such coverage must have the approval of the Public Affairs Information Chief of the Military Department concerned.

CHAPTER 4

ORIENTATION FLIGHTS

A. GENERAL

"Orientation flights" are defined as "continuous flights in DOD-owned aircraft performed within the local flying area and terminating at the point of origin". Flights under sections A, B, and C below, should firmer the understanding of particular programs concerning the roles and missions of the Department of Defense. Although requests for orientation flights are often referred through public affairs offices, orientation flights differ from the categories of public affairs travel described in Chapter 3, above. The approval authority for orientation flights for personnel referenced in Section C, below, is at the discretion of the Military Departments, but may be no lower than the installation commander. Passengers on orientation flights must be in appropriate organizational uniform, where applicable, and present appropriate identification. If under 18 years of age, parental approval in writing is required. No authority exists for approval of an orientation flight during which a record attempt is made, a first flight is made on an aircraft just accepted into the inventory, a first flight over an isolated geographical area, or any other flight of a similar or special nature, where abnormal conditions may exist

B. RESPONSIBILITIES

The following have responsibility to monitor and control the activities of their respective units under Section C, below.

1. The Commandants, ROTC.

2. The National Commander, CAP.

3. The Commander, United States Naval Sea Cadet Corps USNSCC

4. The Offices of Information

a. The Chief of Public Affairs, Office of the Secretary of the Army.

b. The Office of Public Affairs, Secretary of the Air Force.

c. The Office of Information, Department of the Navy.

d. The Office of Public Affairs, Commandant of Marine Corps.

5. The Commanders of Army areas, Naval type commanders, or Air Force major commands.

6. The Chief, National Guard Bureau

7. The Installation commanders.

C. CATEGORIES OF ELIGIBLE PASSENGERS

1. Members of the Military Department and DoD civilian employees

2. The ROTC Program

a. The Army, the Navy and/or the Marine Corps, and the Air Force ROTC cadets and designated applicants to the ROTC Program.

b. Civilian officials of educational institutions offering ROTC with for:aIl ROTC training

c. Junior ROTC students who are members of an organized Junior ROTC activity.

d. Key civilian officials direct1y involved in the Junior ROTC Program

3. CAP Cadets

a. CAP cadets, in connection with approved CAP activities, when authorized by the National Commander, CAP.

b. The Air Force and/or the Navy Aerospace Education Workshop participants in CAP-approved and sponsored workshops.

4. USNSCC Cadets in Connection with USNSCC Activities Approved by the Chief of Naval Personnel

5. Explorer Scouting Program Senior Explorers and accompanying adult leaders when, as follows:

a. Participating in DOD-approved activities (only in suitable passenger carrying aircraft).

b. Explorers shall present, through their local executive, a completed "Parent/Guardian Consent Form for BSA Aviation Flights."

6. Federal Aviation Administration (FAA- Employees when, as follows:

a. Engaged in flight-checking local military air traffic control procedures and facilities,

navigational aids, communications, and approach and departure procedures.

b. Examining rated air crew personnel of the Military Departments for civil pilot, navigator, or engineer certificates or ratings.

c. Participating in approved military familiarization flights under existing arrangements between the Military Department concerned and the FAA, if seating position permits direct monitoring of aircrew duties. (Paragraphs C.6.b and C.6.c above may involve other than local flights.)

7. U.S. Ambassadors or Their Senior Deputies. U.S. ambassadors or their senior deputies, within overseas theaters, when invited to take an orientation flight by the overseas unified or Component commander and when the commander determines that the orientation flight is primarily in support of the DOD mission. The theater unified or Component commander is approval authority for these flights.

8. Other Categories of Passengers

a. Federal Government officials, foreign officials, and members of Congress and their staffs may be provided orientation flights under Section A, above. Requests for point-to-point travel for such groups or individuals must be approved under provisions in Chapter 10, below.

b. Spouses of Uniformed Services members of the Military Departments. The Secretary of the Service concerned approves spouse orientation flight programs. Approved programs will be limited to retention and recruitment of critical skills and will not be expanded to an all skills, Service-wide program. Spouse orientation flight programs must be accommodated within the Services' approved flying hour programs.

c. Youth in Congressionally sanctioned, DOD-approved Youth Programs. Program participants may take part in no more than one orientation flight. Parental and or guardian permission is required and the flight must be approved by the responsible office of information listed in subsection B.4., above.

CHAPTER 5

AEROMEDICAL EVACUATION (AE)

A. GENERAL

1. This Chapter implements policies as outlined in DoD Directive 5154.6 (reference (dd)), and establishes procedures for movement of patients, medical attendants, and nonmedical attendants on DOD aircraft. It explains eligibility for AE, policy for its use, responsibility for funding and reimbursement, applicability of tariff rates, and requirements for approval it applies to all U.S. Government Agencies and non-Government agencies, organizations, and individuals.

2. Persons authorized medical care in DoD medical facilities are not necessarily entitled to AE. Paragraphs D. and E. below, define the conditions under which AE may be provided and identifies categories of patients eligible for AE. It furthers identifies conditions under which costs for AE services provided to DOD health care beneficiaries, other U.S. Government Agencies, private individuals or organizations, foreign countries, or foreign nationals by the USTRANSCOM through its Component, the AMC, are reimbursable to the Department of Defense.

B. TERMS EXPLAINED

1. AE. The movement of patients by aircraft

2. AE Patient. A patient classified by competent medical authority as a candidate for AE.

3. AE Coordination Center (AECC). The Theater activity responsible to receive, coordinate, and schedule patient movements through the AE System.

4. Competent Medical Authority. A military, civilian, or contract physician of the Department of Defense, the USCG, the USPHS, or Department of Veterans Affairs. This individual has the responsibility to provide or arrange the necessary medical care of a patient and attest to the medical need to move a patient through AE.

5. CONUS Disaster AE Support. AE movement of patients, medicine, or medical equipment to alleviate the effects of a life-threatening disaster in the CONUS. This applies to military casualties and civilian casualties when requested on a reimbursable basis to the Department of Defense by the U.S. Government Agency responsible for managing evacuation operations.

6. Global Patient Movement Requirements Center (GPMRC). The GPMRC merges the patient regulating and AE scheduling functions previously performed by the Armed Services Medical Regulating Office and the CONUS AECC.

7. Medical Attendant. A medical or ancillary medical person, military or civilian, who is qualified and/or authorized to participate in AE missions.

8. Medical Regulating. A process that selects destination medical treatment facilities (MTFs) for Uniformed Services patients being medically evacuated in, between, into, and out of the different theaters of the geographic Unified Commands and the CONUS.

9. Nonmedical Attendant. A person authorized to accompany a patient on an AE mission, based on the following:

a. Recommendation by the patient's attending physician that the person's presence is essential to the welfare of the patient.

b. Approval by the commander or director of the patient's medical treatment facility.

10. Patient Movement Priorities

a. Routine AE. A patient who requires AE on a regularly scheduled AE mission, a scheduled military airlift channel mission, or commercially procured airlift service.

b. Priority AE. A patient who requires AB sooner than the next scheduled channel AE mission or sooner than can be accommodated using scheduled military airlift channel mission, or commercially procured airlift service.

c. Urgent AE. AE required as soon as possible to save life, limb, or eyesight. Immediate action shall be taken to obtain AE or other suitable transportation to meet patient requirements. Terminally ill or psychiatric patients are not considered urgent patients.

11. Recovered Patient. A person discharged or returning from medical treatment who is authorized to travel on DOD-owned or -controlled aircraft

12. Secretarial Designee. A person not normally a DOD health care beneficiary, who is designated a Military Department health care beneficiary by the Secretary of Defense or the Secretary of the Military Department concerned. AB shall not be provided unless specifically authorized by the Secretary and the designation document states that the sponsoring Secretary shall reimburse the AMC for AE costs.

13. Special AE. A non-scheduled AE mission, executed to move a patient, patients, medicine, body organs intended for transplant, or medical equipment (may be accomplished using regularly scheduled "channel" or SAAM aircraft, or commercially procured services.

14. Tanker /Airlift Control Center (TACC). Hq AMC, Scott AFB, Illinois. Responsible for operational control and mission oversight of all intertheater AE missions and intratheater AE missions utilizing strategic airlift assets.

C. POLICIES GOVERNING THE MISSION OF THE AE SYSTEM

1. Under the policies of the Assistant Secretary of Defense for Health Affairs (see reference (dd)), the USCINC-ITANS shall be the single manager for the implementation of policy and the standardization of procedures. The Commanders of the geographic Unified Commands shall be responsible for intratheater medical regulating and for the Joint Medical Regulation Office (JMRO), or surgeon, in their respective theaters.

2. The primary mission of the DOD AE system is to transport U.S. military casualties from airheads and/or airfields within the combat zone to fixed and/or field hospitals either in or out of the combat zone, as required. Other patients may be provided AE when their movement does not interfere with the timely or orderly accomplishment of the priary mission. As a minimum, in addition to a patient's medical condition, the availability of local military or civilian care, cost of care, and AE costs should also be considered in making the detertnination to provide AE.

3. Based on subsection C.1., above, a person s eligibility and authorization to receive Federal healthcare, or classification as an AE patient, does not mean entitlement to AE.

D. AE PROCEDURES

1. Except for persons specifically eligible for AE by a DOD issuance, no person may be provided AE unless there is an emergency involving immediate threat to life, limb, or sight, suitable care is locally unavailable, and suitable commercial services (air taxi, charter air ambulance, and AE configured commcial air, etc.) are neither available, feasible, nor adequate. (The cost of such AE may not be considered a factor relating to availability of the service. The Department of Defense is not permitted to compete with commercial activities in providing AE to other than authorized patients.)

2. The commander of a force engaged in combat or in a hostile fire situation may approve AE of patients and medical and non-medical attendants in an aircraft not configured for AE, if the patients are facing a threat to life, limb, or sight

3. Except for casualties being returned from overseas deployments or contingencies, DOD-sponsored AE shall be provided only to the nearest appropriate medical facility capable of providing the necessary care.

4. Priority or urgent AE is not authorized to move terminally ill patients. Further, AE may not be used to provide financial relief for a patient or patient's family, or for convenience of the patient or patient's family.

5. DoD-sponsored AE is not authorized to transport a person for the purpose of medical experimentation unless it is determined by competent medical authority that such experimentation will probably save a patient's life.

6. Unless a patient is returning to an overseas duty location after receiving medical care in CONUS, prior approval from the Office of the Surgeon General of the Military Department (for Coast Guard personnel, the Commandant, USCG), the theater surgeon of the receiving overseas command, and the USTRANSCOM (may be delegated to HQ AMC) is required before movement of an AE patient from the CONUS to overseas on an AE mission.

7. When a military or USCG member or their dependents are moved through AE for a PCS, reimbursement for AE costs shall be provided by the sponsoring Military Department or USCG.

E. ELIGIBILITY FOR USE OF ThE AE SYSTEM

1. . AE patients, as defined in subsection B.2., above, may be provided AE in the CONUS, to the CONUS from an overseas area, and between or in overseas areas for inpatient and/or outpatient treatment or consultation which is unavailable locally from any DOD -approved health care facility, and for which AE to obtain further medical treatment is certified as required by competent medical authority. Specfic authorizations for movement in AE patient status, are based on those specified for each category of DoD health beneficiary in DOD Directives 6010.3, 6010.4, 6310.6, 6310.7, and DoD 6010.8-R (references (ee) through (ii)). Applicable AE charges shall conform to DOD reimbursement policies and third party billing procedures.

2. Recovered Patients. AE patients and their dependents may be authorized AE in the CONUS, from CONUS to an overseas area, and in overseas areas for return travel to their duty station when certified by competent medical authority to be in recovered patient status. Specially authorizations for areas of travel authorized in AE recovered patient status are based on those specified for each category of DOD health beneficiary listed in references (ee) through (ii).

3. One member of the immediate family of any patient provided AE may also be provided AE as a nonmedical attendant and authorized to accompany the patient when competent medical authority determines that a family member's presence is necessary to the patient's health and welfare. If a member of the immediate family is not available, another adult may accompany the patient in nonmedical attendant status on determination of need by the competent medical authority. Nonmedical attendants shall be issued appropriate travel orders authorizing the same category of movement as the patient Any reimbursements due the Government for AE which may apply to the patient shall also be applied to the nonmedical attendant. The orders should clearly provide all known reimbursable items, costs, and corresponding accounting symbols to facilitate processing by the responsible accounting and finance activity.

b. A nonmedical attendant whose status is lost due to the death, extended medical care requirements of the patient, or other circumstances certified by competent medical authority may be provided space required AE movement to the scheduled AE destination nearest his or her home. However, in some cases, there may also be an entitlement for Government-funded transportation of surviving dependents to attend burial ceremonies of a deceased member. Consult the JFR, Volume 1 (reference (b)) for definitive guidance. AE aircraft shall not be scheduled to move nonmedical attendants.

4. Beneficiaries of Other U.S. Government Agencies. When classified as AE patients by competent medical authority, individuals sponsored by a U.S. Government Agency may be provided AE. Specific authorizations for areas of movement for AE patients who are beneficiaries of other U.S. Government Agencies, are based on those specified for each category of DOD health beneficiary listed in DOD Directives 6010.3, 6010.4, 6310.6, and 6310.7, and DOD 6010.8-R (references (ee) through (ii)). The sponsoring Agency shall reimburse the AMC at the non-DoD, U.S. Government tariff for all AE services provided.

5. Other U.S. Government Sponsored Patients. When a Government employee is classified as a patient requiring AE by competent medical authority and authorized Government transportation entitlements according to the JTR, Volume 2 (reference (c)), AE may be provided from overseas to a CONUS hospital or between medical facilities overseas, or in the CONUS. Reimbursement shall be made by the employee's Agency to the AMC at the non-DoD, U.S. Government tariff for all AE services provide.

F. PROCEDURES FOR REQUESTING AE

1. Eligible Patients

a. Requests for AE are normally submitted by the responsible Government medical treatment facility to the GPMRC in the CONUS or the theater Joint Medical Regulating Office (IMRO) outside the CONUS. In the CONUS, the GPMRC coordinates all subsequent acpects of the patient movement Mission preparation, coordination, and execution is then conducted under the direction of the theater AECC or TACC.

b. Channel AE. Intratheater channel AE missions are scheduled and executed by the responsible AECC. Intertheater channel AE missions are jointly scheduled by the GPMRC and origin or destination theater AECC. To the fullest extent possible, all AE patients (urgent, priority, or routine) should be moved using channel AE missions or on opportune seating on non AE channel missions.

c. Priority or Urgent AE. Requests shall be referred to the GPMRC or the applicable theater AECC.

2. Ineligible Patients

a. Routine or Priority AE Requests. When the Head of a Government Executive Deparment or Agency requests AE certifying that such AE is in the national interest and that commercial service is neither available nor capable of meeting the requirement, AE may be provided in an overseas area and from overseas to a CONUS hospital under other than lifesaving conditions. That AE shall normally take place on a channel AE mission and must be clinically validated by the theater AECC. A nonmedical attendant may accompany the patient when his or her presence is determined by competent medical authority to be essential to the patient's mental or physical well-being. The sponsoring authority's request to the AECC must indicate the agency or individuals responsible to reimburse the AMC and provide a specific name and address for direct billing of AE and in-flight medical charges at the applicable tariff rate.

b. Requests for Urgent AE in Overseas Areas

(1) U.S. Civilians. On receipt of a request for lifesaving movement in overseas commands, the theater surgeon concerned is authorized to approve movement of U.S. citizens when it is determined that an emergency involving immediate threat to life, limb, or sight exists, adequate care is locally unavailable, and suitable commercial AE is neither available, feasible, nor adequate.

(2) Foreign Nationals. The joint-forces commander responsible for the area in which the emergency arises has approval authority if the patient's injury or illness is directly related to U.S. Government operations within the &eL Otherwise, requests for movement of foreign nationals must be forwarded-to the responsible AECC through the local diplomatic post and the Dos, Washington, DC, for a determination of whether the movement is in the national interest and a confirmation of the DOS or other U.S. Government Agency's authority and requirements for placing a request under 31 U.S.C. 1535-1536 (reference (jj)). When the critical nature of the patient's illness or injury precludes submission of a request, the theater AECC may approve based on a DOS determination of U.S. interests and commitment to reimburse DoD for AE costs. A message shall be sent from the theater AECC to the USTRANSSCOM, the GPMRC, and the HQ AMC/SGAR conrming the mission and indicating reimbursement source (other Government Agency, the Military Service, private insurance, etc.).

G. CONUS DISASTER SUPPORT

1. Requests. Requests for AE during disasters in CONUS shall be initiated by the Federal Emergency Management Agency (FEMA). Requests shall typically flow from FEMA to the Director of Military Support (DOMS) in the Office of the Army Deputy Chief of Staff, Operations and Plans, to the Secretary of Defense, to the Chairman of the Joint Chiefs of Staff for execution through the USTRANSCOM.

2. Reimbursement. FEMA-support missions are reimbursable to the AMC at the non-DOD U.S. Government rate.

H. CRITERIA FOR APPROVAL OF AE MISSIONS

1. Routine AE. Routine strategic AE (channel) missions must be annually validated and approved by the USTRANSCOM The AMC surgeon in the CONUS and the theater air Component surgeons must annually validate and approve AE channel missions in their areas of responsibility.

2. Priority or Urgent AE. The following criteria shall be strictly adhered to in determining AE requirements:

(1) The patient's illness or injury must be an immediate threat to his or her life.

(2) The patient is located where medical capabilities for adequate diagnosis and treatment, under generally accepted medical standards, are not available unless AE is utilize AE shall be provided only to the nearest medical facility which can provide the necessary medical capability.

(3) Except for patients who are eligible for DOD-provided AE, suitable commerical AE services must not be available. It must be ascertained by the requester that commercial facilities (charter air ambulance or air taxi or scheduled air carrier or surface carriers) are unable to provide the necessary services. This information shall be validated by the responsible AECC to ensure DoD compliance with policy against competition with commercial activities.

3.Approval Authority. After obtaining AE request information, the responsible GPMRC or applicable theater JMRO shall approve or disapprove patient movement and coordinate AE.

CHAPTER 6

SPACE-AVAILABLE TRAVEL

A. GENERAL POLICY

1. Definition and Scope. Space-available travel is the specific program of travel authorized by this Chapter allowing authorized passengers to occupy DoD aircraft seats which are surplus after all space-required passengers have been accommodated. Space-available travel is allowed on a nonmission interference basis only. DoD aircraft shall not be scheduled to accommodate space-available passengers. No (or negligible) additional funds shall be expended and no additional flying hours shall be scheduled to support this program. In order to maintain the equity and integrity of the space-available system, seats may not be reserved or "blocked" for use at en route stops along mission routes.

2. Purpose of the Space-Available Program Space-available travel is a privilege (not an entitlement) which accrues to Uniformed Services members as an avenue of respite from the rigors of Uniformed Services duty. Retired Uniformed Services members are given the privilege in recognition of a career of such rigorous duty and because they are eligible for recall to active duty. The underlying criteria for extending the privilege to other categories of passengers is their support to the mission being performed by Uniformed Services members and to the enhancement of active duty Service members' quality of life.

3. Leave Status for Travel. Uniformed Services members on active duty must be in a leave or pass status to register for space-available travel, remain in a leave or pass status while awaiting travel, and be in a leave or pass status the entire period of travel. DoD civilian employees, when afforded space-available privileges listed in stable 6-1, below, must be in a leave or nonduty (i.e., weekend or holiday) status to register for space-available travel. If in a nonduty status, leave must have been approved for the first normal working day following the nonduty period. A leave status must then be maintained while awaiting travel and for the entire period of travel. Those members in appellate leave status are not authorized space-available travel privileges.

4. In Conjunction with Space-Required Travel or to Restricted Tour Areas. Space-available travel may not be used instead of space-required travel, such as TDY, TAD and PCS travel, except emergency leave type travel (see Chapter 2, subsection A.4., above). Space-available travel may be used in conjunction with space-required travel as long as space-available travel does not substitute for any single leg for which the traveler has a space-required entitlement (except emergency leave type travel). For example, a Uniformed Services member may take leave with a TDY or TAD, as allowed by Service regulations, and may travel space-available while on leave. Travel from the PDS to the TDY or TAD location shall be space-required with the traveler in a duty status; any space-available travel from the TDY or TAD duty location shall return to the

TDY or TAD location, with the traveler in a leave status; and the final leg shall be space-required from the TDY or TAD location to the PDS with the traveler in a duty status. Dependents may not use space-available travel options in this Regulation to accompany their sponsor on space-required travel or to travel to or from a sponsor's restricted or all others (unaccompanied) tour location.

5. Registers and Sign-Up Procedures

a. Each base, installation or post from which space-available travel is accomplished shall maintain a single space-available register and all space-available passengers accepted for airlift from that location must have been selected from the register's roll. The maintenance of such a roster shall be the responsibility of the AMC passenger activity, where established. Where no AMC passenger activity is established, it shall be the responsibility of the base, installation, or post commander to designate the Agency responsible for maintaining the space-available roster.

b. To compete for space-available travel, eligible personnel must sign up on the space-available roster in person and present all required documentation (see subsection A.6., below). The DoD Components and the USTRANSCOM may also accept sign up information in writing from eligible space-available travelers (through mall, fax transmission, or courier). When adopted, the DoD Components and the USTRANSCOM shall provide detailed guidance outlining procedures for using "remote sign up" services. Passengers shall declare their final destination when they sign up for space-available travel. The original date and time of sign-up shall be documented and stay with the traveler until his or her destination is reached. On reaching the destination, the traveler may again sign up for space-available travel to return to home station. Those registered are not required to accept any seat offered, and failure to accept an offered seat shall not jeopardize a passenger's position on the space-available register. All but Category VI passengers (see table 6-1, below) are automatically removed from the space-available register on expiration of leave, pass or after 45 days, whichever is sooner. Category VI passengers are removed from the list after 45 days. All space-available passengers-dropped from the register may sign up again in their respective categories (see table 6-1, below) with a new date and time of sign-up.

c. Eligible travelers who arrive at an air terminal seeking space-available transportation shall sign a document certifying compliance with the rules for eligibility and conditions of space-available travel, and be provided access to documentation showing the date and time their request for movement was entered onto the installation space-available roster.

d. Reservations shall not be made for any space-available passenger. Travel opportunity shall be afforded on an equitable basis to officers, enlisted personnel, civilian employees, and their accompanying dependents without regard to rank or grade, military or civilian, or branch of Uniformed Service.

6. Required Documentation. Unique documentation required for specific types of individuals (e.g., Medal of Honor recipients)

is cited in table 6-1, below, on a case-by-case basis. Additionally, the following types of travelers shall present the documentation listed below to air terminal personnel, and shall have all the documentation in their possession during travel:

a. Active duty Uniformed Services Members (includes National Guard and Reserve members on active duty in excess of 30 days)

(1) DD Form 2 (Green) U.S. Armed Forces Identification Card (Active), or Form 2 NOAA (Green) Uniformed Services Identification and Privilege Card (Active), or PHS Form 1866-3 (Green) United States Public Health Service Identification Card (Active).

(2) A valid leave authorization or evidence of pass status as required by the Service concerned.

b. Retired Uniformed Services Members. DD Form 2 (Blue) U.S. Armed Forces Identification Card (Retired), or DD Form 2 (Blue) NOAA Uniformed Services Identification Card (Retired), or PHS Form 1866-3 (Blue) United States Public Health Service Identification Card (Retired).

c. National Guard and Reserve Members

(1) Authorized Reserve Component Members (National Guard and Reserve) of the Ready Reserve, and members of the Standby Reserve who are on the Active Status List; On presentation of the following valid:

(a) DD Form 2 (Red), "Armed Forces of the United States Identification Card (Reserve).

(b) DD Form 1853, "Verification of Reserve Status for Travel Eligibility."

(2) Retired Reservists Entitled to Retired Pay at Abe 60; On presentation of the following valid:

(a) DD Form 2 (Red).

(b) A notice of retirement eligibility as described in DoD Directive 1200.15, (reference (kk)). If the automated DD Form 2 (Red) has been issued, the member is registered in his or her Service personnel system as a Reserve retiree entitled to retired pay at age 60, and a notice of retirement eligibility is not required.

(3) Retired Reservists Qualifled for Retired Pay; Documentation, as prescribed in subsection A.6.b., above. For space-available travel eligibility, no distinction is made between members retired from the Reserves and members retired from active duty.

(4) On Active Duty for 30 Days or Less; On presentation of the following valid:

(a) DD Form 2 (Red).

(b) Orders placing the Reservist on active duty.

(c) A valid leave authorization or evidence of pass status as required by the Service concerned.

(5) ROTC. Nuclear Power Officer Candidate (NUPOC), and Civil Engineer Corps (CEC) members; When enrolled in an advanced ROTC, NUPOC, or CEC course or enrolled under the financial assistance program, on presentation of the following valid:

(a) DD Form 2 (Red).

(b) DD Form 1853.

d. Dependents of Uniformed Services Members. DD Form 1173, "United States Uniformed Services identification and Privilege Card."

e. EML Travelers. Besides any documentation required by paragraphs A.6.a. through A.6.d., above, EML orders issued in accordance with Unified Command procedures (see paragraph B.4.a., below).

7. Categories of Travel and Priorities of Movement

a. Categories. There are six categories of space-available travel. Space-available travelers are placed in one of the six categories based on their status (e.g., active duty Uniformed Services member, and DoDDS teacher, etc.) and their situation (e.g., emergency leave, and ordinary leave, etc.). Once accepted for movement, a space-available passenger may not be "bumped" by another space-available passenger, regardless of category. See table 6- 1, below, for a list of specific travelers and the category in which they fall.

b. Priority of Movement. The numerical order of space-available categories indicates the precedence of movement between categories; e.g., travelers in Category lll move before travelers in Category IV. The order in which travelers are listed in a particular category in table 6-1, below, does not indicate priority of movement in that category. In each category, transportation is furnished on a first-in, first-out basis.

c. Changes to Movement Priorities. Wherever the issue may arise, the local installation commander may change the priority of movement of any space-available traveler for emergency or extreme humanitarian reasons when the facts provided fully support such an exception. The installation commander may delegate the authority to make such changes to no lower than the

Chief of the Passenger Service Center or its equivalent When a movement priority is changed, the passenger shall be moved no higher than the bottom of the Category I space-available list Where AMC units are tenants, the senior local AMC authority shall advise the installation commander of this authority and offer technical assistance, as needed.

8. Destinations and International Restrictions

a. If authorized by this Chapter for a particular traveler's status and situation (see table 6-1, below), transportation may be between overseas stations, between CONUS stations, and between overseas and CONUS stations where adequate border clearance facilities exist or can be made readily available. Theater or international restrictions shall be observed and all requirements pertaining to passports, visas, foreign customs, and immunizations shall be met

b. Individuals traveling to or from the CONUS, and who are not otherwise eligible to travel space-available in the CONUS, may travel on any CONUS leg segment (i.e., on a flight with enroute stops) when no change of aircraft or mission is involved.

9. Conditions of Travel. There is no guaranteed space for any traveler. The Department of Defense is not obligated to continue an individual's travel or return him or her to point of origin, or any other point. Travelers shall have sufficient personal funds to pay for commercial transportation to return to their residence or duty station if space-available transportation is not available. Space-available travel shall not be used for personal gain, for a business enterprise or outside employment, when theater or international restrictions prohibit such travel, or to establish a home overseas or in the CONUS (except for permissive TDY house hunting trips as authorized in table 6-1, below).

10. Dependent Travel. Except where specifically noted in this chapter, dependents may travel space-available only when accompanied by their sponsor.

B. EML TRAVEL

Except as noted, unfunded EML travel is subject to the space-available travel program rules and guidance outlined in this section A., above, and table 6-I, below. Funded EML travel is discussed in Chapter 2, sections B.1.e. B.3.a.(14).

1. Definition. EML is leave granted with an EML program, as prescribed in DoD Directive 1327.5 (reference (d)), established at an overseas installation where adverse environmental conditions require special arrangements for leave in more desirable places at periodic intervals.

2. Program Description. For a complete description of the EML program, see reference (d).

a. EML Locations and Destinations. Specified locations where adverse environmental conditions exist and at which EML is authorized, are called "EML locations". The Under

Secretary of Defense (Personnel and Readiness) designates Funded EML (FEML) locations and relief destinations. Unified commanders designate locations under the unfunded EML Program Under the EML program, not more than two relief destinations shall be designated unless additional destinations are needed to provide a reasonable prospect of relief. The CONUS shall not be designated an "EML destination" except when such designation is necessary to provide a realistic opportunity for relief.

b. Priority, Timing, and Frequency. Passengers traveling space-available under the EML program are given a higher priority than those traveling on ordinary leave (see table 6-1, below). The timing and the frequency of EML is limited by DoD Directive 1327.5 (reference (d)). Transportation officials are not responsible for monitoring this timing and frequency, but rather are responsive to EML documentation issued by the commanders concerned.

3. Responsibilities. Unified commanders shall ensure that administrative controls are in place to ensure that all eligible travelers are able to participate in the EML space-available travel program on a fair and equitable basis. The unified commanders concerned shall forward two copies of each implementing directive, and of any modifications to such directive, to The Department of the Army (DAPE-MBB-C), the Commandant of the U.S. Marine Corps (LFT), the Chief of Naval Operations (N41), HQ USAF/LGTT, NOAA Corps (NC), and the USTRANSCOM (TCJ3/J4).

4. Policy and Procedures

a. Unified command procedures shall include the issuance of a separate set of EML orders each time an individual is approved for EML.

b. Unfunded EML travelers may travel in Category II status (See table 6-1, below) to only one EML destination for each set of EML orders. This does not preclude several approved EML destinations being included in a single set of EML orders as long as procedures are in effect to ensure that the individual is provided Category II status only for travel to and from the first authorized EML destination actually reached. Subsequent space-available travel; e.g., from the EML destination to a third location and return, or from the third location to another EML location, may only be provided in Category III status (table 6-1, below).

c. When traveling under EML orders, dependents who are 18-years of age or older may travel unaccompanied by their sponsor. Dependents who are under 18-years of age traveling under EML orders must be accompanied by an EML eligible parent or legal guardian who is traveling in an EML status.

C. ELIGIBILITY

The travelers listed in table 6-1, below, are eligible to travel space-available in the categories and over the geographical segments cited, subject to any limitations cited in table 6-1, below, under "Traveler’s Status and Situation", or elsewhere in this Regulation.

ELIGIBLE SPACE-AVAILABLE TRAVELERS, PRIORITIES, AND APPROVED GEOGRAPHICAL TRAVEL SEGMENTS

This table lists travelers who are eligible 10 travel on DoD aircraft according to the space-avaliable program outlined in paragraphs A. and B., above - "Item" is a sequential numbering and is for reference purposes only. "Cat" is the category of travel as explained in section A.7.L, above. These are used 10 determine priority of movement as explained in section A.7.b., above. "Traveler's Status and Situation" lists specific travelers and conditions under which space-available travel may be authorized. The approved geographical travel segments, i.e. origin and destination combinations, are C-C (CONUS 10 CONUS), 0-0 (overseas 10 overseas), C-O (CONUS to overseas) and O-C (overseas 10 CONUS) (reference section A.8.). A "yes" in the column headed by one Of these abbreviations indicates that travel is authorized in that particular geographical travel segment for the particular type traveler cited in that item number, and subject to any limitations cited. Lack of a "yes" indicates travel is not authorized in that particular geographical travel segment.

Item	Cat	Traveler's Status and Situation	C-C	O-O	C-O and O-C
1		**Category I - Emergency Leave Unfunded Travel**			
2		**Transportation by the most expeditious routing only for bona fide immediate family emergencies, as determined by DoD Directive 1327.5 (reference (d)) and Service regulations, for the following travelers:**			
3	I	Uniformed Services members with emergency status indicated in leave orders (for space-required option see Chapter 2, sections B.1.a. and B.1.b., above)	yes	yes	
4	I	Civilians, U.S. citizens, stationed overseas, employees of: (1) The Uniformed Services; or (2) NAF activities and whose travel from the CONUS, Alaska, or Hawaii was incident to a PCS assignment at NAF expense (for space-required option see Chapter 2, sections B.2.a. and B.4.a., above)		yes	yes
5	I	Dependents of members of the Uniformed Services, command sponsored, accompanied or unaccompanied (for space-required option see Chapter 2, sections B.3.a.(1), B.3.a.(2), and B.3.a.(4), above)		yes	yes
6	I	Dependents of members of the Uniformed Services, noncommand sponsored, residing overseas with the sponsor, one-way only to emergency destination (for space-required option see Chapter 2, sections.3.b.(1) and B.3.b.(2), above		yes	C-O no O-C yes

Table 6-1. Eligible space-available travelers, priorities, and approved geographical travel segments, continued

Item	Cat	Traveler's Status and Situation	C-C	O-O	C-O and O-C
7	I	Dependents, command sponsored, of: (1) U.S. citizen civilian employees of the Uniformed Services stationed overseas; (2) U.S. citizen civilian employees of the DoD stationed overseas and paid from NAF; or (3) American Red Cross full-time, paid personnel, serving with a DoD Component overseas (for space-required option see Chapter 2, section B.3.a.(2), above)		yes	yes
8	I	Professional Scout Leaders, and American Red Cross full-time, paid personnel, serving with a DoD Component overseas (for space-required option see Chapter 2, section B.6., above)		yes	yes
9		**Category II - EML**			
10	II	Sponsors in an EML status and their dependents traveling with them, also in an EML status. "Sponsors" includes: (1) Uniformed Services members. (2) U.S. citizen civilian employees of the Armed Forces who are eligible for Government-funded transportation to the United States at tour completion (including NAF employees). (3) American Red Cross full-time, paid personnel on duty with a DoD Component overseas. (4) USO professional staff personnel on duty with the Uniformed Services. (5) DoDDS teachers during the school year and for Employer-approved training during recess periods.		yes	yes
11		**Category III - Ordinary Leave, Close Blood or Affinitive Relatives, House Hunting Permissive TDY, Medal of Honor Holders and Others**			
12	III	Uniformed Services members in a leave or pass status other than emergency leave (use Category I) or excess appellate leave, for which space-available travel is not authorized. This includes members of the Reserve components on active duty, in a leave or pass status.	yes	yes	yes
13	III	Dependents of a member of the Uniformed Services when accompanied by their sponsor in a leave status other than emergency leave (use Category I) or excess appellate leave, for which space-available travel is not authorized.		yes	yes
14	III	Close blood or affinitive relatives who are permanent members of the household and dependent upon a Military Service member, a DoD civilian employee, or American Red Cross employee serving with a DoD Component overseas, when the sponsor is authorized transportation of dependents at Government expense. Travel must be with the sponsor's, or his or her dependent's, PCS move.			yes

Table 6-1. Eligible space-available travelers, priorities, and approved geographical travel segments, continued

Item	Cat	Traveler's Status and Situation	C-C	O-O	C-O and O-C
15	III	Dependent spouses of military personnel officially reported in a missing status under 37 U.S.C. 551 (reference (ll)), and accompanying dependent children and parents, when traveling for humanitarian reasons and on approval on a case by case basis by the Head of the Service concerned (Chief of Staff of the Army, the Chief of Naval Operations, the Chief of Staff of the Air Force, and the Commandant of the Marine Corps) or their designated representative. Travelers shall present an approval document from the Service concerned.	yes	yes	yes
16	III	Uniformed Services members traveling under permissive TDY orders for house hunting incident to a pending PCS.	yes	yes	yes
17	III	Uniformed Services members traveling under permissive TDY orders for house hunting incident to a pending PCS and one accompanying dependent.		yes	yes
18	III	Medal of Honor recipients. Except for active duty, traveler shall present a copy of the Medal of Honor award certificate.	yes	yes	yes
19	III	Dependents of Medal of Honor recipients when accompanied by their sponsor		yes	yes
20	III	Command sponsored dependents of Uniformed Services members accompanying their sponsor on approved circuitous travel. Commanders authorized to publish circuitous travel orders for members under current policy of their Uniformed Service, where extenuating circumstances prevail, may approve requests for space-available travel of their dependents within and between overseas areas and the CONUS, incident to approved circuitous travel of the member. (For space-required option see Chapter 2, section B.3.a.(7), above)		yes	yes
21	III	Cadets and midshipmen of the U.S. Service academies, and foreign cadets and midshipmen attending U.S. Service academies, in a leave status. Foreign cadets' and midshipmens' native countries must be identified in the leave authorization			yes
22	III	Civilian U.S. Armed Forces patients who have recovered after treatment in medical facilities and their accompanying nonmedical attendants. Travel is permitted by the most expeditious routing to return the recovered patient and nonmedical attendant to the overseas post of assignment. (During the death or extended hospitalization of the patient, the nonmedical attendant retains the space-available travel authority to return to the patient's overseas post of assignment)		yes	C-O yes O-C no
23	III	Foreign exchange service members on permanent duty with the Department of Defense, when in a leave status	yes	yes	yes
24	III	Dependents of foreign exchange service members on permanent duty with the Department of Defense, when accompanying their sponsor		yes	yes

Table 6-1. Eligible space-available travelers, priorities, and approved geographical travel segments, continued

Item	Cat	Traveler's Status and Situation	C-C	O-O	C-O and O-C
25		**Category IV - Unaccompanied Dependents on EML and DoDDS Teachers on EML During Summer**			
26	IV	Dependents traveling under the EML Program, unaccompanied by their sponsor, traveling under subsection B.4.c., above ("Sponsor" as defined in item 10, above)		yes	yes
27	IV	DoDDS teachers or dependents (accompanied or unaccompanied) traveling under the EML Program during the summer break		yes	yes
28		**Category V - Permissive TDY (Nonhouse Hunting), Foreign Military, Students, Dependents, and Others**			
29	V	Military personnel traveling on permissive TDY orders other than for house hunting	yes	yes	yes
30	V	Dependents (children) who are college students attending in residence an overseas branch of an American (U.S.) university located in the same overseas area in which they reside, command sponsored, stationed overseas with their sponsor who is: (1) A member of the Uniformed Services; (2) A U.S. citizen civilian employee of the Department of Defense (paid from either appropriated funds or NAF); or (3) An American Red Cross full-time, paid employee serving with the Department of Defense. Unaccompanied travel is permitted from the overseas military passenger terminal nearest their sponsor's permanent duty station to the overseas military passenger terminal nearest the university, and to return during school breaks. Students must present written authorization from an approving authority and only one round trip each year is authorized. Unused trips may not be accumulated from school year to school year.		yes	
31	V	Dependents, command sponsored, stationed overseas with their sponsor who is: (1) A member of the Uniformed Services; (2) A U.S. citizen civilian employee of the Department of Defense (paid from either appropriated funds or NAF); or (3) An American Red Cross full-time, paid employee serving with the Department of Defense. Unaccompanied travel is permitted to and from the nearest overseas military academy testing site to take scheduled entrance examinations for entry into any of the U.S. service academies		yes	
32	V	Dependents of active duty U.S. military personnel stationed overseas who, at the time of PCS, were not entitled to transportation at Government expense. Travel is to accompany or join their sponsor at his or her duty station. Travel may be unaccompanied and is limited to travel from the APOE in the CONUS, Alaska, or Hawaii to the overseas APOD serving the sponsor's duty station. Before travel, approval of the overseas major commander is required. (For space-required option see Chapter 2, section B.3.a.(8), above)			**C-O** yes **O-C** no

Table 6-1. Eligible space-available travelers, priorities, and approved geographical travel segments, continued

Item	Cat	Traveler's Status and Situation	C-C	O-O	C-O and O-C
33	V	Noncommand sponsored dependents, acquired in an overseas area during a military member's current tour of assigned duty, not otherwise entitled to transportation at Government expense. Travel must be with the member's PCS, may be unaccompanied, and is limited to travel from the overseas APOE to the APOD in the CONUS, Alaska, or Hawaii. Member's PCS orders are required for travel. Command regulations pertaining to the acquisition of dependents must have been followed. (For space-required option see Chapter 2, section B.3.b.(2), above)			C-O no O-C yes
34	V	Unaccompanied spouses of Uniformed Services members stationed in overseas areas in response to written requests from school officials for personal consultation on matters about the needs of family members attending school at an overseas location away from the Uniformed Service member's PDS		yes	
35		**Category VI - Retired, Dependents, Reserve, ROTC, NUPOC, and CEC**			
36	VI	Retired Uniformed Services members	yes	yes	yes
37	VI	Dependents of retired Uniformed Services members, when accompanying their sponsor		yes	yes
38	VI	Dependents, command sponsored, stationed overseas with their sponsor who is: (1) A member of the Uniformed Services; (2) A U.S. citizen civilian employee of the Department of Defense (paid from either appropriated funds or NAF); or (3) An American Red Cross full-time, paid employee serving with the Department of Defense. Unaccompanied travel is permitted to the U.S. for enlisting in one of the Armed Forces when local enlistment in the overseas area is not authorized. If an applicant for Military Service is rejected, return travel to the overseas area may be provided under this eligibility		yes	yes
39	VI	Authorized Reserve component members and authorized Reserve component members entitled to retired pay at age 60, traveling in the CONUS and directly between the CONUS and Alaska, Hawaii, Puerto Rico, the U.S. Virgin Islands, Guam, and American Samoa (Guam and American Samoa travelers may transit Hawaii or Alaska); or traveling within Alaska, Hawaii, Puerto Rico or the U.S. Virgin Islands	yes		
40	VI	NUPOC, CEC, and ROTC students of the Army, Navy, or Air Force, receiving financial assistance or enrolled in advanced training, in uniform, during authorized absences from the school. Travel is authorized within and between the CONUS, Alaska, Hawaii, and the U.S. territories	yes		

Table 6-1. Eligible space-available travelers, priorities, and approved geographical travel segments, continued

CHAPTER 7

CARGO MOVEMENT

A. GENERAL

This Chapter applies to the movement of cargo aboard DoD aircraft. As a general rule, cargo moving on board aircraft operated by an activity financed through the DBOF-T shall be on a reimbursable basis. Exceptions shall be permitted only when positioning and/or repositioning such aircraft, and those aircraft operating in a training status may be employed in the movement of DoD cargo on an opportune basis without reimbursement. Non-AMC cargo aircraft (i.e. the Air Combat Command, the Air National Guard, the Air Force Reserve, the U.S. Army, the U.S. Marine Corps, and the U.S. Navy; etc.) departing or returning to the CONUS should have their unused capacity offered for channel requirements. Such use is contingent on noninterference with AMC mission responsibility. Non-DoD cargo transported on missions operated by an activity not financed through the DBOF-T shall also be reimbursable. Space which generates as a by-product of a military mission should be utilized to the maximum extent possible.

B. CATEGORIES OF CARGO

The types of cargo listed in subparagraphs B.1. through B.10., below, are eligible for movement on a space required basis under Chapters 1, 2, 3, 5, 8, 9, and 10 of this Regulation.
For reiembursable traffic, documentation must provide for payment by citing the applicable TAC and by indicating the name and address of a special organization responsible for reimbursing on a direct billing basis:

1. DoD cargo.

2. U.S. military mail, mailed at or addressed to any Armed Forces Post Office.

3. Material being transmitted through the Defense Courier Service.

4. Cargo of DOD NAF activities such as religious and MWR agencies, (excluding shipment of motor vehicles). This cargo is considered the same as DoD cargo and is funded by the applicable organization.

5. American Red Cross cargo for DoD use when sponsored by a U.S. Military Department and when other modes of transportation have been determined as neither available, readily obtainable, nor satisfactorily capable of meeting the requirement.

6. Cargo transported in direct support of the NATO when the authority approving the transportation indicates the source of

reimbursement.

7. Cargo of DoD contractors, if such transportation is specified in the contract.

8. Cargo of other U.S. Government Agencies when authorized by the Secretary of Defense, or designee, as specified in DoD Directive 4500.9 (reference (mm)).

9. Non-U.S. Government cargo when authorized by the Secretary of Defense, or designee (see reference (mm)).

10. Cargo in connection with special DoD programs when authorized by the Secretary of Defense, or designee (see reference (mm)).

C. MOVEMENT OF REMAINS

Movement of remains by DoD-owned or controlled aircraft in the CONUS is not authorized except for the following:

1. The recovery of remains for autopsy or accident investigation purposes from the accident site to the nearest adequate military installation.

2. The movement by the AMC from the APOD of first CONUS landing to an APOD where mortuary facilities are located using AMC positioning and/or depositioning aircraft

CHAPTER 8

TRAFFIC AND TARIFF POLICY

(DBOF-T AND NON-DBOF-T MISSIONS)

A. WHO MAY AUTHORIZE MOVEMENT OF TRAFFIC

1. The Secretary of Defense, or designee, the commanders of Unified Commands, or their designees, and the Secretaries of the Military Departments, or their designees, may sponsor and authorize transportation of DoD traffic on missions financed through the DBOF-T. The Department of the Navy shall sponsor traffic of the USCG when USCG units are attached to DoD Components. The sponsor is the Military Department with responsibility for documentation necessary to effect traffic movement Requests for movement of non-DoD traffic, unless specifically addressed elsewhere in this Regulation, shall be sent through command channels to the ADUSD(TP) to obtain authorization.

2. The DoD single manager for transportation (the Commander, USTRANSCOM), may authorize travel or transportation through missions financed through the DBOF-T for items and personnel necessary to support airlift service operations.

B. CATEGORIES OF TRAFFIC

1. U.S. Government DoD Traffic. Traffic authorized by the Secretary of Defense, or designee, or the Secretaries of the Military Departments, or their designees, as being primarily of official concern to the Department of Defense. Where transportation support related to a national emergency, deployment of forces, or contingency situation is provided by the USTRANSCOM, the users of such airlift or their parent Service shall pay for the services rendered and provide a specific address and fund cite for billing procedures. The sole exception to this policy occurs when USCINCTRANS receives an order from the Chairman of the Joint Chiefs of Staff requiring transportation when no Service is a participant, such as unreimbursed efforts in support of NATO. Special reimbursement rules would apply to any contingency operation designated by the Secretary of Defense as a "National Contingency Operation" (see section 127a of Title 10, U.S.C., (reference (nn)). These rules would be promulgated separately in conjunction with any designation by the Secretary under the provisions of that section (see reference (mm)).

2. U.S. Government Non-DoD Traffic. Traffic authorized by Secretary of Defense, or designee, or the ADUSD(TP) for movement when, as follows:

a. Primarily of official concern to and paid for by another Executive Department or Agency of the Government, provided that

such transportation is in the national interest, commercial transportation is neither available, readily obtainable, nor satisfactorily capable of meeting the requirements (see "The Economy Act", reference (ii)).

b. The Agency requesting transportation provides a specific address and fund citation for direct billing purposes (see "The Economy Act", reference (ii)).

3. Non-U.S. Government Traffic. Traffic authorized by the ADUSD (TP) for movement when, as follows:

a. The Head of a Federal Executive Department or Agency sponsoring the airlift request certifies that such transportation is in the national interest and that commercial transportation is neither available, readily obtainable, nor satisfactorily capable of meeting the requirements (see "The Economy Act", reference (jj)).

b. The request indicates the non-U.S. governmental agency or individual responsible for reimbursement, and provides a specific name and address for direct billing purposes (see "The Economy Act", reference (jj)).

C. TARIFFS

1. The U.S. Government DoD rate tariff (AFR 76-11, reference (e)), shall apply to traffic authorized by subparagraph B.1 above.

2. The U.S. Government Non-DoD rate tariff (AFR 76-11, reference (e)), shall apply to traffic authorized by subparagraph B.2. above, and the following:

a. Activities and Agencies in the Federal Government which shall make payments from appropriations including Foreign Military Financing (FMF), furnished under the "Foreign Assistance Act" (Pub. Law No. 87-195 (1961), reference (w)).

b. Trainees of those eligible foreign countries who elect to reimburse for a portion of the costs incurred in providing training which are otherwise chargeable to military appropriations made in implementation of reference (w)). FMS cases are excluded.

c. Any activity under the jurisdiction of DoD Components which is operated under NAFs.

d. Treaties or international agreements which specifically provide for such transportation.

3. The non-U.S. Government rate tariff (AFR 76-28, reference (f)), shall be charged for the following traffic:

a. Cargo and personnel of activities and Agencies in the Federal Government (including any personnel of the Department

of Defense) when provided unauthorized air transportation.

b. Any agency or person outside the federal Government, such as foreign governments (including reimbursable transactions pursuant to the "Arms Export Control Act" (Pub. Law No. 94-329 (1976), reference (x)), State and local Government agencies, private parties, and any others not covered in subsection B.1. or B.2., above.

1. As a general rule, all traffic moved on a mission operated by an activity financed through the DBOF-T is reimbursable. AMC aircraft engaged in positioning and/or repositioning or in a training status may be utilized for official traffic without reimbursement. Aircraft used for other than DBOF-T missions may move traffic either in a revenue or nonrevenue status when authorized and approved under the requirements of this Regulation on a case-by-case basis.

2. Reimbursable traffic transported on aircraft provided by an activity not financed through DBOF-T is charged as prescribed in AFR 76-8/AR 59-30/OPNAVINST 4630.16C/MCO 4630.16, and AFR 76-28 (references (g) and (f)). The USTRANSCOM prescribes billing procedures for DBOF-T traffic.

3. AE of non-U.S. Armed Services patients is reimbursable as detailed in Chapter 5, above. User charges shall not be assessed for any other services of a humanitarian nature performed in emergency situations such as search and rescue operations and movement of supplies to a site of disaster. Inter- and intra-Governmental agreements to cover all or part of such costs should be negotiated.

CHAPTER 9

SUPPORT TO FOREIGN GOVERNMENTS AND ALLIANCES

A. SCOPE EXPLAINED

This Chapter identifies the Agencies responsible for reimbursement for traffic of Bed U.S. and international military organizations and the Grant Aid MAP when transported by DoD-owned or -controlled aircraft It implements DoD Instructions 2010.1 and 2110.31 (references (oo) and (pp)).

B. APPLICABILITY

This Chapter applies to all DoD Component activities concerned with travel and transportation under Grant Aid MAP and to the following organizations or activities that, in the future, may be authorized by the Secretary of Defense:

1. Supreme Headquarters Allied Powers Europe (SHAPE), and its subordinate commands

2. Supreme Allied Command, Atlantic (SACLANT), and its subordinate commands

3. The Channel Command (CHANCOM), and its subordinate commands

4. SHAPE Technical Center

5. NATO Defense College

6. NATO Air Defense Ground Environment

7. NATO Supply Center

8. NATO Electronic Warfare Liaison Committee

9. Advisory Group for Aerospace Research and Development

10. Allied Long Lines Agency

11. Allied Communications Security Agency

12. Allied Naval Communications Agency

13. Allied Radio Frequency Agency

14. Central European Operating Agency (NATO Pipeline System)

15. European Military Communications Coordinating Committee

16. European Distribution and Accounting Agency

17. Military Agency for Standardization

18. Canada - U.S. Regional Planning Group

19. Von Karman Institute of Fluid Dynamics

20. NATO Maintenance Supply Services Agency

C. POLICY

Except for travel of foreign nationals assigned to international military staffs, DoD-owned or -controlled aircraft shall be used to the maximum extent feasible for the transportation of reimbursable traffic under paragraph D., below. Foreign nationals assigned to international military staffs of NATO normally shall travel through commercial transportation, where available, unless the use of DoD-owned or -controlled aircraft is otherwise authorized herein. Foreign nationals receiving training in the CONUS under DoD sponsorship also may travel to and from the CONUS aboard aircraft operated by activities financed through the DBOF-T and travel on aircraft operated by activities not financed through the DBOF-T in the CONUS and between U.S. schools and installations outside the CONUS and the trainee's homeland under Chapter 2, subsection B.8., above.

D. REIMBURSABLE TRAFFIC

1. MAP (Grant Aid) Traffic. The following air transportation costs are chargeable to MAP funds appropriated by the Congress for MAP support provided under the authority of the "Foreign Assistance Act of 1961" (Public Law No. 87-195 (1961), reference (w)). When contributed or excess or near-excess local currency is for use in defraying transportation charges, appropriated funds may be used initially with recompment from contributed, excess, or near-excess local currency of the host country, in accordance with established fiscal procedures. See DoD Instruction 7360.9 or AFR 75-21/AR 55-47/ NAVCOMPINST 7820.9 (references (o) and (qq). Reimbursable traffic includes:

a. PCS travel (including authorized renewal agreement travel) of U.S. DoD civilian employees and their authorized dependents traveling to or from MAAG and JUSMAG assignments.

b. Travel of private company technical representatives when such travel is properly chargeable to MAP funds.

c. Return TDY travel of U.S. air crews assigned to ferry MAP aircraft.

d. Travel of foreign nationals receiving training in the Department of Defense under the "Foreign Assistance Act of 1961" (Public Law No. 87-195 (1961), reference (w)), when transportation costs are chargeable to MAP funds appropriated by the U.S. Government. Except as indicated in subparagraph D.1.d.(1) and D.1.d.(2), below, transportation costs for trainees from the following countries or areas to the CONUS and return are chargeable to MAP funds: Spain, Portugal, the Near East (including Greece and Turkey), the Far East, Southeast Asia, and the Western Hemisphere.

(1) Saudi Arabian trainees' transoceanic travel, when the Saudi Arabian Government defrays the cost, shall be charged the applicable U.S. Government rate tariff with billing on a direct basis to Saudi Arabia. (When commercial facilities are used for travel to and from the CONUS for travel in the CONUS, and for travel between overseas training installations, the entire cost shall be borne by Saudi Arabia.)

(2) Transportation costs for travel to and from U.S. schools and installations outside the CONUS are chargeable to MAP funds for those trainees identified in subparagraph D.1.d., above, except for trainees from the Far East and Southeast area. In the case of the latter areas, transportation contractor travel to and from the U.S. schools and installations outside the CONUS are chargeable to MAP funds allotted to the component command.

e. TDY travel of U.S. military and DOD civilian employees on official MAP business.

f. Transportation of supplies, equipment and technical publications finished MAP countries in accordance with applicable directives of the DoD Component concerne& Flights accomplished by MAAG aircraft for official MAAG and MAP business shall be charged on a flying hour basis (see AFR 76-22, reference (p)). Additional expenses, such as deicing fees, landing and parking fees, and other administrative expenses which are not included in the hourly rate, are also chargeable to MAP funds.

2. U.S. Military Department Traffic. The following transportation costs are chargeable to the appropriate U.S. Military Department at the U.S. Government DoD rate tariff when a mission operated by an activity financed through the DBOF-T is used. When missions operated by activities that are not financed through the DBOF-T are used, transportation furnished is nonreimbursable.

a. PCS travel (including separation and authorized renewal agreement travel) of the following:

(1) U.S. military personnel, DoD civilian employees, and the authorized dependents of each, traveling to or returning from NATO organizations; or

(2) U.S. military personnel and their authorized dependents traveling to or returning from assignments to the MAAGs and the JUSMAGs.

b. Transportation of forms, publications, and binders consigned to U.S. sections of MAAG and JUSMAG organizations.

c. Travel of U.S. DoD personnel and transportation of DoD cargo when in combined maneuvers, conferences and other official activities which are in the exclusive interest of the United States.

d. Transportation of materials, supplies, and equipment when furnished to the MAAGs and the JUSMAGs for their own use, in accordance with applicable regulations of the Military Department concerned.

e. Operating costs of personally assigned U.S. DoD-owned aircraft provided to a U.S. member of a NATO international military organization.

f. Travel of U.S. military personnel assigned to the MAAGs and the JUSMAGs to attend U.S. Army, Navy, or Air Force schools when other than for the benefit of MAP activities; to stations for tests of military specialty, proficiency, and requalification; to medical installations for medical examinations required by regulations of the respective Military Departments, or for hospitalization or observation as a "patient" and travel is through AMC aeromedical evacuation aircraft, no charge will be made against the Military Department concerned.

g. Emergency leave travel of U.S. military personnel assigned to the MAAGs or the JUSMAGs when so authorized by Chapter 2, subsection A.4., above.

3. International Military Organization Traffic. The following transportation costs are reimbursable by the international military budgets of the NATO organizations listed in subparagraph B., above, at the non-U.S. Government rate tariff by the member nations concerned

a. Travel of military and civilian personnel of the Department of Defense and participating foreign governments when on official NATO business.

b. SAAMs, when in support of organizations listed in subparagraph B., above.

c. Travel of personnel and transportation of cargo when for combined maneuvers, conferences, and other official business which is in the interest of both the United States and participating foreign nations.

4. Foreign Government Participating in MAP Grant Aid Traffic. When an eligible foreign Government elects to pay the transoceanic travel costs of its MAP grant aid trainees, and costs would otherwise be chargeable to U.S. appropriations made in implementation of the

"Foreign Assistance Act of 1961" (Public Law No. 87-195 (1961), reference (w)), reimbursement is made to AMC on a direct billing basis at the applicable U.S. Government rate tariff in accordance with this Chapter.

E. PUBLICATION OF TRAVEL ORDERS

Travel orders authorizing DoD air transportation normally shall be published only by a U.S. military element and, when applicable, shall indicate "REVENUE TRAFFIC" and shall show the complete MAP, NATO, or Military Department major accounting classification code (also referred to as "expenditure account chargeable"). Where no U.S. military element is available locally to issue travel orders, the senior U.S. military officer may approve the issuance of travel orders by a NATO Headquarters, provided they are in compliance with the policies and procedures in this Chapter. When travel is authorized to be accomplished on missions operated by activities financed through the DBOF-T, orders must cite either the appropriation chargeable and the CIC or show the organization or individual responsible for reimbursement on a direct billing basis. In the case of MAP grant aid trainees for whom an eligible foreign Government has elected to pay their transoceanic travel, instructions on billing procedures shall be included in MAAG-issued travel orders.

F. BAGGAGE ALLOWANCES

Accompanied baggage allowances for all persons (except MAP trainees) traveling on DOD-owned or -controlled aircraft are specified in Chapter 1, subsection D.2., above. For MAP trainee allowances, see AFM 5O-2WAR 551-50/OPNAVINST 4950.1 (reference (rr)).

G. GENERAL INSTRUCTIONS

Shipping activities shall annotate the shipping documents of all cargo destined for MAP activities as "MAP REVENUE TRAFFIC." These documents shall bear the complete fund citation applicable.

1. When a mission operated by an activity financed through the DBOF-T is used, a TAC,. and the name and address of a specific organization or individual responsible for reimbursement on a direct billing basis also, shall be inscribed on shipping documents. See DOD 4500.32-R (reference (a)) for applicable TACs.

2. Shipping documents required under both the grant aid and the FMS programs shall be airmailed to the overseas MAAG concerned. Under the latter program, transportation in DoD- owned or -controlled aircraft is authorized only when it is specifically requested by the foreign government and when it is approved by the Headquarters of the Military Department from whom the foreign government is making the purchase. The non-U.S. Government rate tariff applies.

CHAPTER 10

SPECIAL ACTIONS AND PROCEDURES

A. GENERAL

This chapter identifies categories of traffic not otherwise included in this Regulation which require approval, as specified below, before travel or transportation and prescribes actions to be taken in connection with requests for exceptions to transportation policy. Further, it establishes procedures for submission of such requests.

B. REQUESTS FOR EXCEPTIONS TO POLICY

All requests submitted for consideration for an exception to policy shall do the following:

1. Fully justify the need for air transportation to include the purpose of travel or reason for the shipment of cargo.

2. Explain why commercial transportation resources are not being used, or do not suffice, or certify their nonavailability.

3. Contain sufficient detail to enable evaluation and a proper determination, including a statement explaining why furnishing transportation is of interest to, and how it will benefit, the DoD Component concerned.

4. Include a statement as to whether movement is to be "space required (reimbursable)", "noninterference (reimbursable)", or "noninterference (nonreimbursable)." If it is reimbursable, show the appropriation or account chargeable, or the name and address of the organization or individual responsible for reimbursement on a direct billing basis.

5. Maintain consistency and uniformity in applying transportation policy. Exceptions shall be considered for approval only when very unusual circumstances indicate that adherence to policy in a particular case would be contrary to the best interests of the DoD Component concerned. When a commander can justify a request, he or she should forward it through channels with full justification and all information necessary to permit a decision. A commander shall not make an airlift commitment.before obtaining approval.

C. APPROVAL ACTIONS

All approval actions, orders, or documents shall specify approved travel authorizations as "space required (reimbursable)", "noninterference (reimbursable)", or "noninterference

(nonreimbursable)." If an approval for noninterference (nonreimbursable) movement of passengers is involved, the category of space available travel under Chapter 6 above, in which passengers shall move shall be cited.

D. THE SECRETARY OF DEFENSE, OR DESIGNEES

These officials approve travel of the following:

1. Government officials of other Executive Departments or Agencies of the judicial branch, or of the legislative branch. The request shall be screened by the head of the agency to which the official is attached. If approved, the request shall be forwarded to the Secretary of Defense for disposition. When travel is through a mission operated by an activity financed through the DBOF-T, approval actions and orders must specify the Government Agency or individual responsible for reimbursement and the applicable tariff rate.

2. Official travel of family members of senior DoD officials of the OSD, Defense Agencies, and activities administratively supported by the OSD, of the other Executive Departments or Agencies, of the judicial branch, or of the legislative branch, when there is an unquestionably official function in which the family member is actually to participate in an official capacity, or such travel is deemed in the national interest because of a diplomatic or public relations benefit to the United States. When travel is through a mission operated by an activity financed through the DBOF-T, approval actions and orders must specify the Govermental Agency or individual responsible for reimbursement and the applicable tariff.

3. Members and employees of the Congress when the request for travel is submitted in writing to the Secretary of Defense over the signature of the chairman of the Congressional committee on which the member or employee serves and states that the purpose of travel is of primary interest to the Department of Defense and that provisions of law authorize the expenditure by the Department of Defense.

4. Members and employees of the Congress when travel is of official concern to the Congress and the request shows the appropriation fund chargeable, or other clear indication of the method by which reimbursement is to be made, if U.S. commercial carriers cannot meet the official requirements.

5. U.S. ambassadors in their country or countries of accreditation on a reimbursable basis when the Secretary of State determines that internal security problems and the trip proposed warrant this service. Other members of the ambassadorial party may be transported on Secretary of State determination that they would have been eligible for Government expense travel if safe accommodations were available and that funds are available for this purpose. Because various problems are associated with the limited resources involved in the implementation of this category, only unusual cases shall be considered.

6. Foreign officials invited by the Secretary of Defense, or designee (see DOD Directive 7250.13, reference (ss)).

7. Cargo of other U.S. Government Agencies or non-U.S. Government cargo.

8. All other personnel or cargo when determined to be in the DoD interest.

E. THE MILITARY DEPARTMENT SECRETARIES, THE CHAIRMAN OF THE JOINT CHIEFS OF STAFF. THE CHIEFS OF STAFF OF THE ARMY AND THE AIR FORCE. THE CHIEF OF NAVAL OPERATIONS. AND THE COMMANDANT OF ThE MARINE CORPS

1. These officials approve the following:

a. Except for the situations specified in paragraph D., above, requests for transportation when submitted in accordance with paragraph B., above, and such transportation is prirmarily of official interest to the DoD Component concerned.

b. Family member travel as outlined in paragraph D.2. above for personnel assigned to the DoD Component concerned. See Appendix B for a list of general/flag officers designated to approve family travel.

c. Requests for space available travel of noncommand sponsored dependents other than those eligible under Chapter 6, table 6-1, above, from the overseas APOE to a CONUS APOE for the member's PCS where failure to do so would result in stranding the dependents in-a foreign country under circumstances which would cause undue hardship to them and embarrassment to the U.S. Government. Approval authority for travel under these circumstances may be delegated to the responsible Component commander.

d. Foreign officials on approved DoD-sponsored visits in the CONUS, and in and between overseas areas for travel by missions not provided by an activity funded through the DBOF-T (see DoD Directive 7250.13, reference (ss)).

e. Travel of spouses of Chiefs of MAAGs and/or Missions by missions not provided by an activity funded through the DBOF-T.

2. Additional Authorities

In addition to the approval authorities outlined immediately above, the Secretaries of the Military Departments may also approve travel of the following:

a. Members and employees of the Congress in the 50 United States on invited, Departmentally sponsored nonreimbursable travel of interest to the Department concerned.

b. Dependents of members of the Congress and employees of the Congress, to permit them to accompany their principal in the 50 United States when essential to the proper accomplishment of the mission, desirable because of diplomatic or public relations, or necessary for the health of the individuals concerned. When reimbursement is appropriate, it shall be at the same rate as applicable to the principal. Medical personnel may be authorized to accompany a member of the Congress where necessary for the health of the member;

c. A non-U.S. Armed Forces patient designated as a "Secretarial designee" for purposes related to medical care and the provision of AE (see Chapter 5, above).

3. Delegations of Authority

a. The CONUS commanders identified in subparagraph E.3.b., below, may approve the following categories of passengers for travel in the CONUS when such travel is in direct support of the approving command. Requests shall be submitted under the provisions of paragraph 10.B., above.

(1) Foreign military personnel who possess proper base or installation visitation authorization.

(2) Foreign civilians assigned to a NATO Headquarters and who possess a base or installation visitation authorization. Requests from non-DoD sources and those concerning non-NATO foreign civilians must be processed in accordance with paragraphs D., or E.2., above, as applicable.

(3) U.S. citizens, except for the following:

(a) Spouses of Government Personnel.

(b) Non-DoD Federal officials.

(c) Members of Congress and their staffs.

b. Approval authority may be delegated, but not.lower than:

(1) Army. Commanders in chief, commanders, and heads of activities in the grade of major general, or above.

(2) Navy. Type Commanders as designated by the Chief of Naval Operations.

(3) Air Force. Major Commanders.

(4) Marine Corps. Authority remains with the commandant, unless specifically delegated to individual commanders in the grade of brigadier general, or above.

F. THE COMMANDER, USTRANSCOM

1. Except for the situations specified in paragraphs D., E.1., E.2., above, the Commander, USTRANSCOM, or designee, may approve requests for transportation when submitted under provisions of paragraph B., above, and such transportation is primarily of official interest to the USTRANSCOM.

2. Foreign officials on approved DoD-sponsored visits in the CONUS, and in and between overseas areas for travel by missions financed through the DBOF-T (see DoD Directive 7250.13, reference (ss)).

G. THE COMMANDERS OF ANY OVERSEAS ECHELON REPORTING DIRECTLY TO THE CHAIRMAN OF THE JOINT CHIEFS OF STAFF OR THE CHIEFS OF STAFF OF THE ARMY AND THE AIR FORCE, THE CHIEF OF NAVAL OPERATIONS, OR THE COMMANDANT OF THE MARINE CORPS

1. U.S. Ambassadors or their senior deputies, within overseas areas, when invited to travel by the overseas unified/component commander and when the commander determines that such travel within his theater of responsibility is primarily in the interest of the DOD. The approving authority for this travel is the theater unified or component commander concerned.

2. These commanders may authorize transportation of foreign nationals (0-7, and above, and civilian equivalents) to be transported on DoD-owned or -controlled aircraft when in the commander's overseas area of accreditation or responsibility, and when the commander has determined that such travel is in the primary interest of the DoD, and within the limitations imposed by joint regulations. Travel aboard aircraft operated by an activity financed through the DBOF-T shall be reimbursable and availability of transportation will be governed by Chapter 1, paragraph C., above.

H. GENERAL OFFICERS REPORTING DIRECTLY TO SERVICE COMPONENT COMMANDERS OF UNIFIED COMMANDS

These commanders may authorize transportation of foreign nationals (0-6, and below, and civilian equivalents) to be transported on DoD-owned or -controlled aircraft when in the commander's overseas area of accreditation or responsibility, and when the commander has determined that such travel is in the primary interest of the Department of Defense, and in the limitations imposed by joint regulations. Travel on missions operated by activities financed through the DBOF-T shall be reimbursable and availability of transportation will be governed by Chapter 1, paragraph C., above.

I. MAAG AND MILITARY MISSION CHIEFS

These chiefs may approve the following (on military Mission or MAAG service section aircraft only):

1. U.S. ambassadors and ministers, or in their absence, charge d'affaires, and key members of their staffs designated by the ambassador, minister or charge d'affaires, to conduct official U.S. Government business. This applies only when the primary purpose of flight is for official business for MAAG mission chief or attache office. It does not apply if special mission flights are required or to normal PCSs of U.S. diplomatic personnel.

2. Foreign nationals, when their travel is in the best interests of official DoD business.

3. Spouses of: the chief and assistant chief, MAAG; the service section chief of each Service and the senior Marine advisor; the chief and assistant chief of U.S. Military Mission; in Latin America, the military group commander and chiefs of the service sections only; service attaches; chiefs and the next-in-rank to the chief of the U.S. diplomatic mission; foreign nationals; and key staff foreign military personnel. Spouses may only be approved and accompany their sponsor on a non-interference basis within their sphere of accreditation when the trip is for official business and the presence of the spouse is requisite to the accomplishment of official business. This authority is not to be taken to provide a "blanket" approval for spouse travel. These criteria must be met before spouse travel on any mission is approved.

J. DEFENSE ATTACHES (DATT)

The DATTs may approve noninterference, nonreimbursable travel on Defense Attache' controlled aircraft for the following:

1. U.S. ambassadors and ministers, or in their absence, charge d'affaires, and key members of their staffs designated by the ambassador, minister of charge d'affaires, to conduct official U.S. Government business. This applies only when the primary purpose of the flight is for official business for the DATT. It does not apply if special mission flights are required, or to normal PCSs of U.S. diplomatic personnel.

2. Foreign nationals when their travel is in the best interests of official DoD business.

3. Spouses of: the DATTs, Service attaches and Assistant Service attaches; the chief and assistant chief, MAAG, and the service section chief of each Service and the senior Marine advisor; chief and assistant chief of U.S. Military Mission; in Latin America, the military group commander and chiefs of the Service sections only; chiefs and the next-in-rank to the chief of the U.S. diplomatic mission; and spouses of foreign nationals. Spouses may only be approved and accompany their sponsor on a noninterference basis within the sphere of accreditation (including area of dual accreditation) only when the trip is for official business and the presence of the spouse is requisite to accomplishment of official

business. This authority is not to be taken to provide a "blanket" approval for spouse travel. These criteria must be met before spouse travel on any mission is approved.

K. LOCAL COMMANDERS

These commanders may provide transportation on DoD-owned or -controlled aircraft for the following when danger to public health or safety is of such irterminent seriousness as to preclude obtaining prior approval:

1. Individuals engaged in search and rescue.

2. Individuals who are in immediate danger of loss of life, limb, or sight to places where adequate medical care is available (see Chapter 5, above).

3. Civilian personnel with equipment (search dogs) voluntarily engaged in search and rescue operations when, as follows:

a. The movement is required under CG 308/AFM 64-2/NWP-37(B)/ FM 20-150 (reference (tt)).

b. The Air Rescue Service (ARS) has determined that the movement of these personnel and/or equipment, that is, search dogs, is required and that no other means of satisfying the transportation requirements are available, feasible, or adequate within the criteria of CG 308/AFM 64-2JNWP-37(B)/FM 20-150 (reference (tt)). Transportation provided shall be nonreimbursable. When so requested, transportation may be to, from, or round trip, dependent on availability of airlift.

4. When such airlift is provided by an activity that is financed through the DBOF-T, the local commander shall notify the USTRANSCOM of the circumstances surrounding the transportation as soon as possible.

L. UNOFFICIAL TRAVEL

Family members traveling at personal expense, to accompany senior DoD personnel on official business. Such movement is termed "Unofficial Travel" (see OMB Circular A-126, reference (uu)) and includes transportation of a non-DoD civilian, a non-Federal traveler, or a family - member of senior DoD officials of the OSD, Defense Agencies, and activities administratively supported by the OSD, of the other Executive Departments or Agencies, of the judicial branch, or of the legislative branch, only when accompanying a senior DoD or other Federal officials traveling on a military aircraft on official business. Senior DoD officials are defined as general or flag officers and civilian employees of the Senior Executive Service or equivalent and higher level employees. This category of travel differs from the space-available privileges in Chapter 6, in that

it is limited to travel in the company of a DoD senior official and is reimbursable by the traveler at the full commercial coach class fare rate. Such unofficial travel is authorized on military aircraft only on a noninterference basis: the aircraft is already scheduled for an official purpose; the noninterference use does not require a larger aircraft than that needed for the official purpose; official travelers are not displaced; it results in negligible additional cost to the government; the government is reimbursed at the full commercial coach class fare rate (the senior DoD official will attach to his or her travel voucher a personal check made payable to the Treasurer of the United States and include a travel office printout that reflects the full coach class fare). Unofficial travel shall be carefully controlled by requiring approval in advance and in writing by those DoD officials who have approval authority for senior official MilAir travel requests.

AIR TRANSPORTATION AGREEMENT	DATE Nov 10, 1994
PLACE Ramstein AB, GE	FULL NAME John C. Smith
PERMANENT ADDRESS 1000 Spruce Street, Wilmington, DE 22222-3333	
For and in consideration of being permitted to fly as a passenger in aircraft operated by or on behalf of the United States of America, for and on behalf of myself, my personal representatives, heirs and assigns, I hereby release and discharge the United States, its agents, servants, or employees from any and all claims for property damage and/or personal injury or death resulting from or during said flight or flights or continuances thereof or from ground operations incident thereto.	
SIGNATURE	
WITNESS	WITNESS
NAME AND ADDRESS OF PERSON TO BE NOTIFIED IN EMERGENCY Jane M. Smith 1000 Spruce Street, Wilmington, DE 22222-3333	

DD Form 1381, JUL 62

BAGGAGE IDENTIFICATION

NAME (Last, First, M.I.)

Smith, John C.

STREET ADDRESS (Home or Unit/APO)

1000 Spruce Street

CITY, STATE AND ZIP CODE

Wilmington DE 22222-3333

DD Form 1839, SEP 80 USE PREVIOUS EDITION.

VERIFICATION OF RESERVE STATUS FOR TRAVEL ELIGIBILITY
(Part B may be completed by the requester's commander, First Sergeant, or a DoD personnel official with access to the Personnel Data System.)

1. DATE PREPARED *(YYMMMDD)*: 94 Nov 10

PRIVACY ACT STATEMENT

AUTHORITY: 10 USC 8102, 44 USC 3101 and EO 9397.
PRINCIPAL PURPOSE: Use of your SSN is necessary to positively identify you.
ROUTINE USE: Used by Reserve personnel to verify eligibility for space available transportation on DoD-owned or controlled aircraft.
DISCLOSURE: Voluntary; however, failure to disclose will prevent the applicant from traveling on a DoD-owned or controlled aircraft.

PART A - TO BE COMPLETED BY APPLICANT

2. NAME *(Last, First, Middle Initial)*	3. PAY GRADE	4. BRANCH OF SERVICE	5. SSN
Smith, John C.	E-3	USAFR	123-45-6789

6. UNIT/COMMAND NAME	7. UNIT/COMMAND ADDRESS
459 APS	Andrews AFB, MD 20331

8. SIGNATURE	9. DATE SIGNED *(YYMMMDD)*
	94 Nov 10

PART B - TO BE COMPLETED BY VERIFYING OFFICIAL

The Reservist named above is an active reserve component member and is eligible for space available transportation on DoD-owned or controlled aircraft in accordance with DoD Regulation 4515.13-R, and is authorized to so travel *(not to exceed six months)*.

10. FROM *(YYMMMDD)*	11. TO *(YYMMMDD)*
94 Nov 10	95 Jan 10

12. NAME OF VERIFYING OFFICIAL *(Last, First, Middle Initial)*	13. PAY GRADE	14. TITLE
Jones, Jane M.	0-5	Commander

15. ORGANIZATION	16. SIGNATURE	17. DATE SIGNED *(YYMMMDD)*
459 APS		94 Nov 10

DD FORM 1853, AUG 94 PREVIOUS EDITION MAY BE USED.

APPENDIX B

GENERAL AND/OR FLAG OFFICERS DESIGNATED TO APPROVE FAMILY TRAVEL

As a general rule, a family member may not accompany his or her DoD sponsor who is traveling on official business. However, a family members travel may be approved where there is an unquestionably official function in which the family member is actually to participate in an official capacity, or such travel is deemed in the national interest because of a diplomatic or public relations benefit to the United States. Such participation is normally limited to spouses, is representational in nature, and normally limited to accompaniment of code 2 civilians, four star general/flag officers, and certain three star general/flag officer commanders specified in this appendix. As such, travel is allowed on a mission non-interference basis only, and must be approved and supported with invitational travel orders, which shall normally authorize transportation cost reimbursement only under the JHR, Volume 1, paragraph U7700, and the JTR, Volume 2, paragraph C6000 (references (b) and (c)). Four star general/flag officers and those commanders specified below may approve such travel for their spouses and the spouses of those personnel under their command and shall personally sign ITO'S designating such approval. "Blanket" ITO's for spouse travel may not be issued. Criteria for authorizing family member travel must be applied, met, and authorized each time a family member is invited to travel at Government expense for the purposes outlined in this appendix.

The following 3-star general/flag officers seving as overseas or combined commanders are delegated approval authority for travel of their family member and family members of personnel assigned to their command.

USPACOM	USEUCOM	USCENTCOM
COMSEVENTHFLT	USMILREP NATO	COMUSNAVCENT
5AF/CC	COMMRSOUTH	
11AF/CC (COMALCOM)	COMSIXTHFLT	
CDR, USARPAC	CDR, MARFORLANT	
CDR, USARJ		
CDR, MARFORPAC		
7AF/CC		