

ATTENTION REVIEWERS

USTRANSCOM has proposed a rewrite of Section F. Please review this document and provide any comments via the comment resolution matrix to the MFTURP-1 Org Box. Any questions please contact the MFTURP-1 Org Box at usarmv.scott.sddc.mbx.g3-domestic-mfturp@army.mil.

**SECTION F – AIR TRANSPORTATION SERVICE
PROVIDER RULES**

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53 **I. GENERAL RULES FOR AIR TRANSPORTATION SERVICE**
 54 **PROVIDERS**

55 1. For purposes of this section, negotiated and voluntary tender shipments are
 56 considered “domestic” or “international”. Domestic is defined as a shipment with
 57 both a pickup and delivery address within the 50 U.S. States and the District of
 58 Columbia. International is defined as a shipment where at least one of the pickup or
 59 delivery addresses is not within the 50 U.S. States and the District of Columbia. No
 60 domestic shipment (sum of all individual piece rated weights being moved on the
 61 same U.S. Government issued CBLs) shall be less than 151 pounds with the
 62 exception of shipments that involve Alaska and Hawaii, which shall have a minimum
 63 rated weight of 301 pounds. No international shipment (sum of all individual piece
 64 rates weights) shall be less than 301 pounds. See Item 403 for rated weight
 65 calculations. The guidance outlined in Section A and within Section F applies to
 66 voluntary and negotiated air tenders if/when USTRANSCOM approves. Negotiated
 67 and voluntary tenders cannot be used for air movement to/from/between military
 68 airfields where commercial airfields do not exist. In the event dual use runways are
 69 used, aircraft will stay on the commercial side and only TSP or TSP arranged
 70 commercial services shall load/download all cargo from the TSP’s aircraft. U.S.
 71 Government/DoD personnel shall not load or download cargo from the TSP’s aircraft
 72 at any time. APACS clearances and camber call-signs will not be issued to TSP under
 73 a tender program. Air TSPs shall at all times comply with applicable federal statutes,
 74 regulations, and state laws when providing air transportation on behalf of the DoD.
 75 Participation in the CRAF program is mandatory. As a rule, any incident involving
 76 DoD cargo should be reported to the appropriate contact listed in Section A, IX, Table
 77 1 Emergency Contact Information.

78 Domestic and International

79 2. Domestic. If the shipment does not involve an international air transportation
 80 segment, the Montreal Convention of 1999 does not apply, and the TSP shall be liable
 81 for damage to or loss of cargo in an amount equal to \$1.00 per pound per piece or
 82 \$100 per piece, whichever is greater, but not to exceed the actual value of the cargo,
 83 except when the shipper declares a higher value for carriage liability on the shipment
 84 documentation and pays a commensurate surcharge, in which case the TSP's
 85 maximum liability shall be equal to the higher declared cargo value.

86 3. Customs. The rates and the TSP's commitment to meet the required delivery date
 87 (RDD) shall be inclusive of all requirements to provide customs clearance for
 88 international shipments under the air tenders. As a matter of customary international
 89 law and pursuant to a variety of international agreements, U.S. Government
 90 shipments are exempt from customs duties, taxes, and similar charges for which no
 91 services are received. Accordingly, the U.S. Government will not pay for or
 92 reimburse the TSP for customs duties, taxes, and similar charges for which no
 93 services are received. The TSP is responsible for providing duty-free cargo clearance
 94 with host nation customs officials. Any customs fees arising during the contract
 95 performance period shall not relieve the TSP of its responsibility to meet the

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- 96 contracted RDD. If the TSP has any questions on permissible customs fees, they
97 should contact the TCJ4-LC for guidance and/or resolution.
- 98 4. The TSP shall serve as the customs broker and appoint sub-agents, as necessary,
99 to act directly or through such re-delegation, appointment, or designation to other
100 customs brokers, persons, or business concerns, as it deems necessary for
101 performance of customs clearance and shall provide all customs forms (For example:
102 Commercial Invoice as well as Electronic Export Information (EEI), Internal
103 Transaction Number (ITN), American Goods Returned Letter, and U.S. Government
104 Bill of Lading when applicable are to be supplied by the shipper at time of pickup)
105 necessary for customs clearance. If an issue arises for customs that is not addressed
106 within, the TSP will address the issue with the shipper, and if no resolution can be
107 met, the issue will be brought TCJ4-LC.
- 108 5. International. If loss or damage to cargo occurs during a shipment involving an
109 international air transportation segment, Chapter III of the Convention for the
110 Unification of Certain Rules for International Carriage by Air (referred to as the
111 Montreal Convention of 1999) relating to liability for the damage to, or loss of, cargo
112 applies. The TSP's liability shall be limited to the lesser of the actual value of the
113 cargo or the amount determined IAW the Montreal Convention of 1999, except when
114 the shipper declares a higher value for carriage liability on the shipment
115 documentation and pays a commensurate surcharge with the TSPs' filed tender rates,
116 in which case the TSP's maximum liability shall be equal to the higher declared value.
- 117 6. Service is required during domestic and international business days, except federal
118 holidays, and/or those national holidays specific to international countries, as
119 applicable. Any federal holiday the TSP offers as a normal business day to its
120 commercial customers shall also be offered to government shippers, and holiday
121 charges shall not apply. Any other day designated as a holiday by Federal Statute or
122 Executive Order shall also apply.
- 123 7. In accordance with the Fly America Act, each bill submitted by the TSP for payment
124 of international air freight transportation charges involving, in whole or in part, the
125 use of a foreign flag TSP shall be supported by the TSP uploading to Syncada a copy
126 of the air waybill showing the underlying TSPs utilized, and a certification,
127 adequately explaining the non-availability of U.S. flag service, signed by the
128 responsible official of the authorizing agency or the TSP having knowledge of the
129 facts concerning such usage.
- 130 8. Excluded Parties Listing. The Civil Reserve Air Fleet (CRAF) TSP shall not use
131 subcontractors listed on the European Union (EU) Banned Carrier Listing at
132 https://transport.ec.europa.eu/transport-themes/eu-air-safety-list_en; the Excluded
133 Parties Listing, at <https://sam.gov/data-services/Exclusions?privacy=Public> and the
134 Department of Treasury: Office of Foreign Assets Control, Special Designated
135 Listing at [https://home.treasury.gov/policy-issues/office-of-foreign-assets-control-](https://home.treasury.gov/policy-issues/office-of-foreign-assets-control-sanctions-programs-andinformation)
136 [sanctions-programs-andinformation](https://home.treasury.gov/policy-issues/office-of-foreign-assets-control-sanctions-programs-andinformation). TSPs should consider not using subcontractors
137 subject to EU sanctions at [https://ec.europa.eu/info/business-economy-euro/banking-](https://ec.europa.eu/info/business-economy-euro/banking-and-finance/internationalrelations/restrictive-measures-sanctions_en)
138 [and-finance/internationalrelations/restrictive-measures-sanctions_en](https://ec.europa.eu/info/business-economy-euro/banking-and-finance/internationalrelations/restrictive-measures-sanctions_en).

139 9. Shipment Tracking. The TSP shall ensure access to shipment tracking is provided for
 140 all shipments from the date and time of pickup to the date and time of delivery.
 141 Tracking shall be available 24-hours a day, seven days a week via an online tracking
 142 tool. In the event the online tool is unavailable, the TSP shall ensure there is a means
 143 to provide manual tracking via email or a toll-free telephone service. The TSP shall
 144 provide real-time status updates via an email or text capability or via the TSP’s
 145 commercial website.

146 **ITEM 400 - AGGREGATE WEIGHT**

- 147 1. The TSP agrees it will aggregate all shipments from the same origin point to the same
 148 destination consignee for the same level of service, tendered at the same time, on the
 149 same day. The billed weight will be the greater of the actual scale weight or the
 150 dimensional weight.
- 151 2. All succeeding U.S. Government issued CBLs issued after the initial for the given
 152 destination shall be annotated by the consignor: “Aggregate Weight Rule Applies,
 153 Reference: U . S . Government issued CBL Number: _____.”
- 154 3. Hazardous or dangerous commodities may be consolidated, as described above, only
 155 with other compatible hazardous or dangerous commodities.
- 156 4. For multi-piece domestic and international shipments, the rated weight for a multi-
 157 piece shipment comes from calculating the greater of the actual or dimensional for
 158 each piece, which becomes the rated weight for each piece. The total rated weight for
 159 each piece is then added up to get the total rated weight for the multi-piece shipment.
 160 A multi-piece shipment is eligible for international service if the total rated weight is
 161 equal to or greater than 301 lbs. A multi-piece shipment is eligible for domestic service
 162 if the total rated weight is equal to or greater than 151 lbs.

Multi-Piece Shipment Rated Weight



Dimensions	40 X 40 X 40	40 X 40 X 40	40 X 40 X 40
Actual Weight	150 lbs	325 lbs	700 lbs
Dim Wt Example (139)	40 X 40 X 40 / 139	40 X 40 X 40 / 139	40 X 40 X 40 / 139
	460 lbs	460 lbs	460 lbs
Piece-level Rated Wt (Great of Actual vs Dim)	460 lbs	460 lbs	700 lbs
Shipment-level Rated Wt	460 lbs + 460 lbs + 700 lbs = 1,620 lbs		

164

165 **NOTE: Shipments must be tendered in whole pounds; fractions of pounds shall be**
166 **increased to the next higher pound.**

167

168 **ITEM 403 - CHARGES FOR WEIGHT (SEE NOTES)**

169 **1. Domestic shipment (sum of all individual pieces being moved on the same U.S.**
170 **Government issued CBL) transportation charges for a shipment shall be based on the**
171 **greater of:**

172 **a. Actual gross weight (including packing material).**

173 **b. Dimensional weight. Dimensional weight for a shipment shall be calculated on the**
174 **basis of one pound per each 166 cubic inches as follows:**

175 **i. Length (inches) x Width (inches) x Height (inches) = Total Cubic Inches; or**

176 **ii. Total Cubic Inches / 166 = Dimensional weight.**

177 **2. International shipment (sum of all individual pieces being moved on the same U.S.**
178 **Government issued CBL) transportation charges for a shipment shall be based on the**
179 **greater of:**

180 **a. Actual gross weight (including packing material).**

181 **b. Dimensional weight. Dimensional weight for a shipment shall be calculated on the**
182 **basis of one pound per each 166 or 139 (identified by the TSP in their tender)**
183 **cubic inches as follows:**

184 **i. Length (inches) x Width (inches) x Height (inches) = Total Cubic Inches; or**

185 **ii. Total Cubic Inches / 166 or 139 = Dimensional weight**

186

187 **NOTE 1: See ITEM 400, AGGREGATE WEIGHT, and ITEM 421, OVERSIZED**
188 **FREIGHT.**

189 **NOTE 2: Consignors must tender shipments in whole pounds; fractions of pounds**
190 **shall be increased to the next higher pound.**

191

192 **ITEM 406 - DELIVERY COMMITMENT/GUARANTEE**

193

194 **1. The TSP shall meet the delivery guarantee for the service level requested by the**
195 **shipper. If the TSP fails to fulfill the service level requested by the shipper, the TSP**
196 **shall only charge the actual service rendered to the shipper.**

197 **2. TSP provided services start on the requested pickup date and time in accordance with**
198 **the operating hours contained in the Transportation Facilities Guide (TFG). TSP shall**
199 **not be penalized due to the consignor's inability to provide the package and**
200 **necessary/required documentation to initiate the shipment. When the consignor**

201 requests pickup and/or delivery on Saturday, Sunday, holidays, and/or before or after
202 an installation's normal operating hours as indicated in the TFG. The TSP will be
203 entitled to charge an accessorial fee.

204 3. For those shipments that do not meet the service level ordered, a shipper may initiate
205 a request for the credit within 30 calendar days after the contractual RDD and report a
206 service failure in the Carrier Performance Module. The TSP shall negotiate a credit
207 with the shipper and resolve a credit request within 30 calendar days of credit request
208 or the next billing cycle whichever is greater. If shipper-initiated credit is not
209 requested within 30 calendar days after the RDD, the TSP is not required to process
210 the request or credit the U.S. Government. There are at least three methods to initiate
211 a shipper-initiated credit:

- 212 a. Use of the U.S. government approved TPPS notes or eBill functions to request
213 credit for late delivery.
- 214 b. Use of the TSP's webpage (if TSP has webpage) to request a credit for late
215 delivery.
- 216 c. Use of e-mail/phone or other means of contact to request a credit.

217
218 **ITEM 409 EXPORTING US MUNITIONS LIST (USML) ITEMS AND**
219 **INTERNATIONAL TRAFFIC IN ARMS REGULATIONS (ITAR).**

- 220
221 1. Most DoD shipments are exempt from export license requirements. The key to
222 exporting DoD property is to properly document the shipment so it is clearly
223 identified as DoD property and not commercial or private sector owned.
224
- 225 2. It is DoD policy to comply with US Export laws as they relate to DoD shipments and
226 to Security Cooperation Program (SCP) shipments that are exported via the Defense
227 Transportation System (DTS), in the most efficient manner possible without
228 unnecessarily delaying the movement of DoD-sponsored shipments. U.S. export
229 requirements are generally outlined in 15 CFR, Commerce and Foreign Trade and 22
230 CFR, Foreign Relations. Sections of these regulations are referenced in the following
231 paragraphs.
232
- 233 3. The Department of State, Directorate of Defense Trade Controls (DDTC). The Arms
234 Export Control Act (AECA), controls munitions items and is administered by the
235 Department of State, DDTC. The AECA governs most aspects of defense trade and
236 security assistance. The AECA establishes parameters for the export of defense
237 articles and defense services and the corresponding regulations are included in 22
238 CFR, 120-130, International Traffic in Arms Regulations (ITAR). The DDTC
239 controls export and temporary import of defense articles and defense services covered
240 by the USML by taking final action on license applications and other requests for
241 approval for defense trade exports and re-transfers. The DDTC also handles matters
242 related to defense trade compliance, enforcement, and reporting.
243
- 244 4. It is DoD policy to comply with U.S. Export laws as they relate to DoD shipments
245 and to CSP shipments that are exported via the DTS, in the most efficient manner

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246 possible without unnecessarily delaying the movement of DoD-sponsored shipments.

247

248 5. The Customs and Border Protection (CBP) is responsible for ensuring all goods
249 exiting the U.S. does so IAW all U.S. laws and regulations. The BIS and the DDTC
250 are responsible for commodity licensing requirements. DoD Transportation Offices
251 are responsible for ensuring proper documentation is provided for export shipments.
252 This includes information on the U.S. Government issued CBL or TSP AWB and
253 completion of an Electronic Export Information (EEI) filing in the Automated Export
254 System (AES).

255

256 6. EEIs are used for compiling official U.S. Export Statistics and for export control
257 purposes. Paper Shipper's Export Declarations, or SEDs, are no longer accepted.
258 Requirements for EEIs are found in 15 CFR, Part 30, Foreign Trade Statistics, and in
259 the ITAR, 22 CFR Part 120-130. Some shipments may not need an EEI to be filed.
260 Specific requirements can be found in the DTR, Part V, Chapter 508. For air or truck
261 shipments, EEIs for USML shipments must be file at least eight hours prior to
262 departure. The EEI submission must be made using one of the following methods:

263 a. Electronically through a direct interface between the DoD shipper system and the
264 AES excluding TSP originated shipments.

265 b. Through AES Direct, the US Census Bureau's free, internet-based system for
266 filing EEI in AES. Instructions for using AES Direct can be found at the
267 following website: [http://www.census.gov/foreign-
268 trade/aes/transitiontoace/index.html](http://www.census.gov/foreign-trade/aes/transitiontoace/index.html).

269

270 **ITEM 412 – FREIGHT ALL KINDS – DoD UNIQUE NUMBER 999914**

271 1. Any FAK consists of those commodities TSP offer to transport at one inclusive rate or
272 charge, regardless of their differing transportation characteristics.

273 2. The following commodities may not be included as FAK:

274 a. Narcotics and dangerous drugs

275 b. Ammunition and explosives (Class 1)

276 c. Inhalation hazard poisons

277 d. Radioactive materials, except those that may be transported by air in accordance
278 with the provisions set forth in Title 49 CFR, Parts 172.101 and 173.421.

279 e. Etiologic agents

280 f. Hazardous or dangerous commodities

281 g. Corpses

282 h. Coins, currency, and precious metals

283 i. Postage stamps or stamped envelopes

284 j. Art

285 k. Live animals

286 l. Bulk commodities

287 m. Food, fresh, frozen, or requiring refrigeration

288 n. Military tractor tanks and tracked vehicles

289 o. Vehicles, self-propelled

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- 290 p. Vehicles in driveway and/or towaway service
- 291 q. Any commodity assigned a DoD-unique commodity code by SDDC
- 292 r. Engines
- 293 s. Missiles or rockets
- 294 t. Aircraft parts
- 295 u. Crated Household Goods and Personal Effects
- 296
- 297 3. TSPs filing FAK tender rates may not restrict the application of such rates by
- 298 imposing any further exclusion. Tender commodity description “Freight All Kinds”
- 299 (999914) shall be understood to include all commodities except those in paragraph 2.
- 300 4. Except as required by regulation or law, shipments described on U.S. Government
- 301 issued CBLs as “FAK” (999914) will not be further described as to the individual
- 302 commodities contained in the shipment.
- 303 5. Released value under this item for lost and/or damaged cargo shall not exceed \$1.00
- 304 per pound per piece or \$100 per piece, whichever is greater, but not to exceed actual
- 305 value of the articles lost or damaged plus the amount of applicable transportation
- 306 charges.

307 **NOTE: see ITEM 436, EXCESS VALUATION**

308

309 **ITEM 415 – FREIGHT ALL KINDS – DoD UNIQUE NUMBER 999931**

- 310 1. Freight All Kinds (FAK) – DoD Unique Number 999931 consists of those
- 311 commodities Transportation Service Providers (TSP) offer to transport at one
- 312 inclusive rate or charge regardless of their differing transportation characteristics.
- 313 2. The following commodities may not be included as FAK:
- 314 a. Radioactive materials.
- 315 b. Ammunition and explosives (Class 1)
- 316 c. Inhalation hazard poisons
- 317 d. Narcotics and dangerous drugs
- 318 e. Etiologic agents
- 319 f. Corpses
- 320 g. Coins, currency, and precious metals
- 321 h. Stamps
- 322 i. Art
- 323 j. Live animals
- 324 k. Bulk commodities
- 325 l. Food, frozen, fresh, or requiring refrigeration
- 326 m. Military tractor tanks and tracked vehicles
- 327 n. Vehicles, self-propelled
- 328 o. Vehicles in driveway and or towaway service any commodity assigned a DoD-
- 329 unique commodity code by SDDC
- 330 p. Aircraft parts

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- 331 q. Engines
- 332 r. Missiles or rockets
- 333 s. Crated Household Goods and Personal Effects

- 334
- 335 3. TSPs filing FAK tender rates may not restrict the application of such rates by
- 336 imposing any further exclusion. Tender commodity description FAK (999931) shall
- 337 be understood to include all commodities except those in paragraph 2.
- 338 4. Except as required by regulation or law, shipments described on U.S. Government
- 339 issued CBLs as FAK (999931) will not be further described as to individual
- 340 commodities contained in the shipment.
- 341 5. Released value under this item for lost and/or damaged cargo shall not exceed \$1.00
- 342 per pound per piece or \$100 per piece, whichever is greater, but not to exceed actual
- 343 value of articles lost or damaged plus the amount of applicable transportation charges.

344 **NOTE: See ITEM 436, EXCESS VALUATION.**

345

346 **ITEM 418 – INSPECTION OF SHIPMENTS**

- 347 1. For domestic and international shipments, the TSP shall have the right to inspect
- 348 shipments to determine applicable rates. When shipments are found to be incorrectly
- 349 described on the U.S. Government issued CBL, consignor will issue a U.S.
- 350 Government issued CBL Correction Notice (SF 1200), and freight charges shall be
- 351 assessed according to the proper description.

352 **ITEM 421 – OVERSIZED FREIGHT or Non-Stackable (520)**

- 353 1. For domestic and international shipments, the consignor must make advanced
- 354 arrangements with the air TSP to transport the following:
 - 355 a. Piece(s) that exceed(s) 125 (10 feet, 5 inches) inches in length or,
 - 356 b. Piece(s) that exceed(s) 88 inches (7 feet, 4 inches) in width but are less than 125
 - 357 inches (10 feet, 5 inches) in width or,
 - 358 c. Piece(s) that exceed(s) 59 inches (4 feet, 11 inches) in height or,
 - 359 d. Pieces that exceed 300 inches (25 feet) in length and girth combined shall be
 - 360 defined as an oversized shipment or,
 - 361 e. Piece(s) that prevent(s) other freight from being located on the same pallet(s)
 - 362 because of special tie-down requirements. This would include cargo that cannot
 - 363 have other cargo stacked on top of it.
- 364 2. If transportation for such shipments shall be provided on pallets (width 88 inches,
- 365 length 125 inches), the TSP will not assess a rental charge for the use of the pallets.
- 366 Charges: (stated in whole percent's only). For domestic shipments of oversized or
- 367 non-stackable freight, as described in paragraph 1a-1d above, the TSP will be entitled

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368 to a flat surcharge of 520 (1) _____% for each oversized or non-stackable piece. For
369 international shipments of oversized or non-stackable freight, as described in
370 paragraph 1a-1d above, the TSP will be entitled to a flat surcharge of 520 (2) _____%
371 for each oversized or non-stackable piece.

372 **NOTE: see ITEM 403, CHARGES FOR WEIGHT.**

373

374 **ITEM 424 - SUBMISSION OF CHARGES FOR ACCESSORIAL**
375 **SERVICES REQUESTED BY CONSIGNOR/CONSIGNEE**

376 1. Charges for accessorial services described in SECTION B, ITEM 63, and ITEM 448
377 REDELIVERY (RCL) shall be chargeable to the appropriation and allotment
378 designated by the military department or government agency that has jurisdiction
379 over the local activity where the charges actually accrued.

380 **ITEM 427 - TSP-PROVIDED SERVICES**

381 1. When a TSP publishes different levels of service at varying rates, the TSP will bill the
382 Government at the rate applicable to the actual service performed, not to exceed the
383 rate applicable to the service requested.

384 a. *NOTE:* Transit time for TSP-provided services shown below start on when the
385 consignors provide the package and all documentation necessary to initiate the
386 shipment. If the consignor provides the package and documentation necessary to
387 initiate the shipment at the time of pickup, then the transit time for TSP-provided
388 services shown below start on the requested pickup date and time IAW the
389 operating hours contained in the TFG. When the consignor requests pickup and/or
390 delivery on Saturday, Sunday, holidays, and/or before or after an installation's
391 normal operating hours as indicated in the TFG, refer to section B, Item 55, for
392 appropriate accessorial-service charges. TSP shall not be penalized due to the
393 consignor's inability to provide the package and necessary/required
394 documentation to initiate the shipment.

395 2. For domestic and international shipments, the TSP must select the level of service to
396 be used in the Standard Tender (Sections G and H) as follows:

397 a. Priority Service (SG) Next available flight; shipment may be required anytime
398 during a 24-hour period, no specific time for pickup or delivery stated (consignor
399 may insert time requirements on U.S. Government issued CBLs in accordance
400 with the TSP quote).

401 b. Overnight Service (D1): Shipment to be delivered to consignee during consignee's
402 normal operating hours, as listed in the TFG, on the next business day following
403 the consignors requested pickup date of shipment.

404 c. Second Day Service (D2): Shipment to be delivered to consignee during
405 consignee's normal operating hours, as listed in the TFG, on or before the second
406 business day after consignor requested pickup date of shipment.

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- 407 d. Deferred Service (D3): Shipment to be delivered to consignee during consignee’s
408 normal operating hours, as listed in the TFG, on or before the fifth business day
409 after consignor requested pickup date of shipment–.
- 410 e. Extended Service (AE): Shipment to be delivered to consignee during consignee’s
411 normal operating hours, as listed in the TFG, on or after the sixth business day
412 after consignor requested pickup date of shipment, but no later than the RDD
413 annotated on the U.S. Government issued CBL. Consignor will insert required
414 delivery date requirement on U.S. Government issued CBL in accordance with
415 the TSP agreement.
- 416 3. For domestic shipments, when the consignor requests Priority Service (SG) and
417 Overnight (D1) service with a before–12:00 p.m. delivery, the TSP is entitled to a
418 charge of DEL (1) \$ _____ per hundred pounds (CWT) subject to a minimum charge
419 of DEL (2) \$ _____, whichever is greater. For international shipments, when the
420 consignor requests Priority Service (SG) and Overnight (D1) service with a before–
421 12:00 p.m. delivery, the TSP is entitled to a charge of DEL (3) \$ _____ per hundred
422 pounds (CWT) subject to a minimum charge of DEL (4) \$ _____, whichever is
423 greater.
- 424 4. TSPs must provide the consignor with the service type offered/requested noted below:
- 425 a. Airport-to-Airport Service (AA) - Origin city airport to destination city airport.
426 b. Door-to-Door Service (DD) - Shipper’s origin to consignee’s receiving point.
427 c. Airport-to-Door Service (RD) - Destination city airport to consignee’s receiving
428 point.
429 d. Door-to-Airport (DR) - Shipper’s origin to destination city airport.
- 430 5. The consignor must annotate on the U.S. Government issued CBL clearly and
431 specifically a request for Priority, Overnight, Second Day Service, or Deferred
432 Service. Where level of service is not requested, the TSP will bill for the lowest
433 published charge in its tender. In no case will the TSP bill for a higher level of service
434 than actually provided. In no event will the TSP bill for any service level not provided
435 unless an excusable delay is used IAW item 433.

436 **ITEM 430 - TSP SECURITY-CLEARANCE REQUIREMENTS**

- 437 1. Refer to Section B, Item 1, of this publication for TSP security-clearance requirements.

438 **ITEM 433 - EXCUSABLE DELAYS**

- 439 1. For domestic and international shipments, the delivery commitment guarantee does
440 not apply when the delays in delivery are caused by acts of God or of the public
441 enemy, acts or omissions of the government in either its sovereign or contractual
442 capacity, acts or omissions of the consignor, consignee appointment delivery
443 mandates, fires, floods, epidemics, quarantine restrictions, strikes, freight embargoes,
444 or unusually severe weather. In each instance the failure to perform must be beyond
445 the control and without the fault or negligence of the TSP. In the case of a delivery

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446 commitment guarantee that is not met due to an excusable delay, the TSP will have
447 incurred costs making its best efforts to fulfill the delivery commitment guarantee,
448 and, therefore, the TSP is entitled to bill and be compensated at the rate applicable to
449 the requested service, regardless of whether the TSP ultimately performed to that level
450 of service because the delay was beyond the control of the TSP.

451 **ITEM 436 - EXCESS VALUATION (EVC)**

452 1. For domestic and international shipments, should the consignor desire to declare and
453 establish cargo liability for amounts greater than \$1.00 per pound per piece or \$100
454 per piece, whichever is greater, but not to exceed actual value of articles lost or
455 damaged plus the amount of applicable transportation charges. For domestic
456 shipments, the TSP agrees to provide this increased liability coverage for EVC (1)
457 \$ _____ for each \$100 or fraction thereof, subject to a minimum charge of EVC(2) \$
458 _____. For international shipments, the TSP agrees to provide this increased liability
459 coverage for EVC (3) \$ _____ for each \$100 or fraction thereof, subject to a
460 minimum charge of EVC(4) \$ _____.

461 **ITEM 439 – ATTEMPTED PICKUP (APD and API)**

462 1. For domestic shipments, when after one hour of free time, the awarded TSP departs the
463 pickup location without the shipment because the shipper is unable to produce
464 documentation and air worthy cargo, the TSP is entitled to a charge APD (1)
465 \$ _____ per hour per driver subject to a minimum charge of APD (2) \$ _____ per
466 driver. The Vehicles Furnished but Not Used (VFN) accessorial can be used with this
467 accessorial to account for equipment needed for pickup.

468 2. For international shipments, when after one hour of free time, the awarded TSP departs
469 the pickup location without the shipment because the shipper is unable to produce
470 documentation and air worthy cargo, the TSP is entitled to a charge API (1)
471 \$ _____ per hour per driver subject to a minimum charge of API (2) \$ _____ per
472 driver. The Vehicles Furnished but Not Used (VFN) accessorial can be used with this
473 accessorial to account for equipment needed for pickup.

474

475 **ITEM 442 - ESCORTS/COURIERS (ECR)**

476 1. For domestic and international shipments, air TSP provided couriers may accompany
477 shipments aboard aircraft at the request of the government. For domestic
478 shipments, each escort / courier shall be subject to a charge of ECR (1) \$ _____.
479 For international shipments, each escort /courier shall be subject to a charge of ECR
480 (2) \$ _____. Not used for TPS shipments moving under CIS.

481 **NOTE: Does not include government personnel to accompany the cargo.**

482

483

484 **ITEM 445 – LIFE AND DEATH EMERGENCY ON-BOARD COURIER**
485 **SERVICE (LDS)**

- 486
- 487 1. For domestic and international shipments, upon request by the shipper, a TSP will
488 provide Life and Death Emergency On-board Courier Service (LDS) to prevent any
489 delays in movement of critical life-saving shipment(s). Conditions:
- 490 2. The TSP shall ensure LDS shipments have a courier ready to fly out with the
491 shipment on the next available flight out.
- 492 3. Hand-carry material will be carried by the TSP provided courier throughout transport
493 to prevent frustration and to expedite pick-up, transitions, and delivery. Non-hand
494 carry material will be constantly escorted by the TSP provided courier throughout
495 transport to prevent frustration and to expedite pick-up, transitions, and delivery.
- 496 4. Charges. When Life and Death Emergency On-board Courier Service is provided for
497 domestic shipments, each escort and/or courier shall be subject to a charge of LDS (1)
498 \$ ____ per person. When Life and Death Emergency On-board Courier Service is
499 provided for international shipments, each escort and/or courier shall be subject to a
500 charge of LDS (2) \$ ____ per person. (Rate/Value Qualifier: PS)

501 **ITEM 448 – REDELIVERY (RCL)**

- 502 1. For domestic shipments, when delivery cannot be accomplished on the date of the first
503 delivery attempt, the TSP is entitled to a redelivery charge of RCL (4) \$ ____ per
504 pound, subject to a minimum charge of RCL (5) \$ ____.
- 505 2. For international shipments, when delivery cannot be accomplished on the date of the
506 first delivery attempt, the TSP is entitled to a redelivery charge of RCL (6) \$ ____ per
507 pound, subject to a minimum charge of RCL (7) \$ ____.
- 508 3. See Item 63 for additional Redelivery information

509 **ITEM 451 – RE-WEIGH AND/OR RE-MEASURE (RWD and RWI)**

- 510 1. For domestic shipments, when weights and/or dimensions on a U.S. Government
511 issued CBL are inaccurate and requires TSP to re-weigh and/or re-measure for
512 successful movement of shipment, the TSP is entitled to a charge RWD (1) \$ ____
513 per shipment.
- 514 2. For international shipments, when weights and/or dimensions on a U.S. Government
515 issued CBL are inaccurate and requires TSP to re-weigh and/or re-measure for
516 successful movement of shipment, the TSP is entitled to a charge RWI (2) \$ ____ per
517 shipment.

518

519

520 **ITEM 454 - COLD CHAIN/REFRIGERATION SERVICES (Z11, Z12,**
 521 **Z13, Z14)**
 522

- 523 1. For domestic and international shipments, when the shipper requests Cold
 524 Chain/Refrigeration Services, the TSP shall maintain an ambient temperature
 525 surrounding the outside of the outer packaging as follows:
- 526 2. Cold Chain/Refrigeration Service (Temperature Maintained at 32 degrees Fahrenheit
 527 and below). This cold chain protective services shall be provided by the TSP for a
 528 charge of Z11 (1) \$ _____ per domestic shipment or Z11 (2) \$ _____ per pound,
 529 per domestic shipment, and Z11 (3) \$ _____ per international shipment, or Z11 (4)
 530 \$ _____ per pound, per international shipment.
- 531 3. Cold Chain/Refrigeration Service (Temperature Maintained at 32 degrees Fahrenheit
 532 and below). This cold chain protective services shall be provided by the TSP for a
 533 charge of Z12 (1) \$ _____ per domestic shipment or Z12 (2) \$ _____ per pound,
 534 per domestic shipment, and Z12 (3) \$ _____ per international shipment, or Z12 (4)
 535 \$ _____ per pound, per international shipment.
- 536 4. Cold Chain/Refrigeration Service (Temperature Maintained at 32 degrees Fahrenheit
 537 and below). This cold chain protective services shall be provided by the TSP for a
 538 charge of Z13 (1) \$ _____ per domestic shipment or Z13 (2) \$ _____ per pound,
 539 per domestic shipment, and Z13 (3) \$ _____ per international shipment, or Z13 (4)
 540 \$ _____ per pound, per international shipment.
- 541 5. Cold Chain/Refrigeration Service (Temperature Maintained at 32 degrees Fahrenheit
 542 and below). This cold chain protective services shall be provided by the TSP for a
 543 charge of Z14 (1) \$ _____ per domestic shipment or Z14 (2) \$ _____ per pound,
 544 per domestic shipment, and Z14 (3) \$ _____ per international shipment, or Z14 (4)
 545 \$ _____ per pound, per international shipment.

546

547 **NOTE: in GFM, Z11 (2), Z11 (4), Z12 (2), Z12 (4), Z13 (2), Z13 (4), Z14 (2) and Z14**
 548 **(4) are reserved for future use.**

549

550 **ITEM 457 - RE-ICING SERVICES (RIE, RID)**
 551

- 552 1. For domestic and international shipments, when the shipper requests Re-Icing
 553 Services, the TSP shall perform wet ice (water/gel) or dry ice re-icing services at the
 554 interval identified by the shipper as follows:
- 555 2. For domestic shipments, Wet Ice, Re-icing shall be provided by the TSP for a charge
 556 of RIE (1) \$ _____ per pound of wet ice, per occurrence, subject to a minimum
 557 charge RIE (2) \$ _____, whichever is greater. For international shipments, Wet Ice,
 558 Re-icing shall be provided by the TSP for a charge of RIE (3) \$ _____ per pound of

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559 wet ice, per occurrence, subject to a minimum charge RIE (4) \$ _____, whichever is
560 greater.

561 3. For domestic shipments, Dry Ice, Re-icing shall be provided by the TSP for a charge of
562 RID (1) \$ _____ per pound of dry ice, per occurrence, subject to a minimum charge
563 RID (2) \$ _____, whichever is greater. For international shipments, Dry Ice, Re-icing
564 shall be provided by the TSP for a charge of RID (3) \$ _____ per pound of dry ice,
565 per occurrence, subject to a minimum charge RID (4) \$ _____, whichever is greater.

566

567 **ITEM 460 – ADDRESS CORRECTION (020)**

568

569 1. For international shipments, any shipment that requires an address correction after
570 pickup will be assessed a charge of 003 (1) \$ _____ per shipment.

571

572 **ITEM 463 – COUNTRY-SPECIFIC CUSTOMS FEES (015, DOC, AAT)**

573

574 1. Bahrain Certificate of Origin Fee. For international air shipments that originate in the
575 country of Bahrain that are considered Non-DOD, valued over \$100.00 USD. TSPs
576 will be entitled to a surcharge of 015 (1) \$132.17 (50 BD) per shipment. This
577 accessorial will be automatically applied to a TSPs tender at a set price. TSPs will bill
578 this fee to the shipper in US Dollars.

579 2. Djibouti Documentation Fee. For international air shipments destined for the country
580 of Djibouti that are valued over \$300.00 USD. TSPs will be entitled to a surcharge of
581 DOC (1) \$45.01 (8,000 DJF) per shipment. This accessorial will be automatically
582 applied to a TSPs tender at a set price. TSPs will bill this fee to the shipper in US
583 Dollars.

584 3. Djibouti Harmonized System Code Fee. For international air shipments destined for or
585 originating from the country of Djibouti that are valued at or over \$300.00 USD.
586 TSPs will be entitled to a surcharge of AAT (1) \$2.81 (500 DJF) per shipment. This
587 accessorial will be automatically applied to a TSPs tender at a set price. TSPs will bill
588 this fee to the shipper in US Dollars.

589

590 **ITEM 466 -DELIVERY BEYOND SERVICE AREA (PDY)**

591

592 1. For international shipments that have a domestic delivery address outside of the
593 TSP's normal commercial practice, the TSP is entitled to a charge of PDY (1)
594 \$ _____ per rated pound, subject to a minimum charge of PDY (2) \$ _____, whichever is
595 greater.

596 2. For international shipments that have an international pickup address outside of the
597 TSP's normal commercial practice, the TSP is entitled to a charge of PDY (3)
598 \$ _____ per rated pound, subject to a minimum charge of PDY (4) \$ _____, whichever is

599 greater.

600

601 **ITEM 469 – PICKUP BEYOND SERVICE AREA CHARGE CONUS**
602 **(535)**

603

604 1. For international shipments that have a domestic pickup address outside of the TSP’s
605 normal commercial practice, the TSP is entitled to a charge of 535 (1) \$_____per rated
606 pound, subject to a minimum charge of 535 (2) \$_____, whichever is greater.

607 2. For international shipments that have an international pickup address outside of the
608 TSP’s normal commercial practice, the TSP is entitled to a charge of 535 (3)
609 \$_____per rated pound, subject to a minimum charge of 535 (4) \$_____, whichever is
610 greater.

611

612 **ITEM 472- PICKUP/DELIVERY ON SATURDAYS (SAT), SUNDAYS,**
613 **HOLIDAYS (HOL) OR BEFORE/AFTER NORMAL OPERATING**
614 **HOURS (PUD)**

615 1. When a shipper requests pickup or delivery service to be provided at times other than
616 an installation’s normal operating hours as indicated in the Transportation Facilities
617 Guide (TFG), the shipment shall be subject to the following charges:

618 a. For domestic shipments that require pickup or delivery outside of consignor or
619 consignee’s normal operating hours, the TSP is entitled to a charge PUD (2)
620 \$_____per hour per driver before or after installation’s normal operating hours as
621 indicated in TFG.

622 b. For domestic shipments that require pickup or delivery on a Saturday, the TSP is
623 entitled to a charge SAT (3) \$_____per hour per driver on Saturdays, subject to a
624 minimum charge of SAT (4) \$_____per driver.

625 c. For domestic shipments that require pickup or delivery on a U.S. Federal holiday,
626 the TSP is entitled to a charge HOL (3) \$_____per hour per driver on Sundays
627 and holidays, subject to a minimum charge of HOL(4) \$_____per driver.

628 d. For international shipments that require pickup or delivery outside of consignor or
629 consignee’s normal operating hours, the TSP is entitled to a charge PUD (3)
630 \$_____per hour per driver before or after installation’s normal operating hours as
631 indicated in TFG.

632 e. For international shipments that require Saturday delivery, the TSP is entitled to a
633 charge 665 (1) \$_____ per rated pound, subject to a minimum charge of 665 (2)
634 \$_____, whichever is greater.

635 f. For international shipments that require Saturday pickup, the TSP is entitled to a
636 charge 670 (2)\$_____ per rated pound, subject to a minimum charge of 670 (2)
637 \$_____, whichever is greater.

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638 g. For domestic shipments that require pickup or delivery on a U.S. Federal holiday,
639 the TSP is entitled to a charge HOL (5) \$ _____ per hour per driver on Sundays and
640 holidays, subject to a minimum charge of HOL (6) \$ _____ per driver.

641 2. Hourly charges shall commence when the TSP’s driver reports to
642 shipper/consignee/destination and consignee representative with the proper
643 equipment ordered for loading or unloading and terminates when driver(s) is/are
644 released by the representative. The pickup and/or delivery time shall be annotated on a
645 U.S. Government issued CBL by the representative, the consignor or consignee.

646

647 **ITEM 475 – RETURN CARGO CHARGE (RCC) UNDELIVERABLE**
648 **SHIPMENTS/ REFUSED BY CONSIGNEE**

649

650 1. If a shipment is undeliverable, the TSP shall then contact the shipper for disposition
651 or return instructions. If the TSP is unable to obtain disposition or return instructions
652 from the shipper, the TSP shall return the cargo to the sender/shipper. The cost of any
653 return or redirected deliveries requested by the shipper will be the responsibility of
654 the shipper. The TSP shall use a linked eBill and identify the shipment as a returned
655 shipment in the TPPS notes block. If a consignee refuses to accept a delivery, the TSP
656 shall annotate refusal on the order (U.S. Government issued CBLs) with date, time,
657 and name of person who refused and contact the shipper for disposition instructions.
658 Delivery shall be considered accomplished on the date of the first refusal, if the TSP
659 has documentation to show the consignee refused the shipment.

660 2. For domestic and international air shipments, when a shipper or consignee refuses,
661 rejects, or requests a shipment be returned to origin, the TSP may charge the service
662 type and rate applicable to the lane of the returned shipment or less if a lower return
663 service is more cost effective and meets TSP service capability. TSP will obtain a
664 U.S. Government issued CBL from the party requesting return. Returning a shipment
665 to the point of origin will not be interpreted as a continuous movement.

666

667 **ITEM 478 – OVERNIGHT DELIVERY SERVICE BEFORE 12:00P.M.**
668 **(DEL)**

669

670 1. When the consignor requests Overnight delivery (D1) service before 12:00 p.m., the
671 TSP is entitled to a charge of DEL (1) \$ ____ per hundred pounds (CWT) subject to a
672 minimum charge of DEL (2) \$ ____ for domestic shipments and. a charge of DEL (3)
673 \$ ____ per hundred pounds (CWT) subject to a minimum charge of DEL (4) \$ ____
674 for international shipments

675

676 **ITEM 481 - SIGNATURE AND TALLY RECORD SERVICE (675)/**
677 **ELECTRONIC SIGNATURE SERVICE**

678

679 1. For domestic and international shipments, the TSP shall provide Signature and Tally

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- 680 Record Service (675) upon request of the consignor, subject to the following:
- 681 i. The service is designed to provide continuous responsibility for the custody of
- 682 DoD shipments in transit. It requires a Signature and Tally Record (DD Form
- 683 1907) from each person responsible for the proper handling of the shipment at
- 684 specified stages of its transit from origin to destination.
- 685 ii. The consignor or his agent must place and sign the following annotation on the
- 686 U.S. Government issued CBL:
- 687 "Signature and Tally Record requested. DD Form 1907 furnished to TSP."
- 688 DATE
- 689 SIGNATURE
- 690 TITLE
- 691 iii. Air TSPs performing 675 for DoD may use either a DD Form 1907, their own
- 692 commercial signature form, or an electronic signature service to provide the
- 693 record of continuous accountability and custody required for 675 shipments. The
- 694 options are further explained below:
- 695
- 696 2. A TSP-supplied form will provide a complete record of the chain of custody of the
- 697 shipment and will have a standardized block of data pertinent to the government
- 698 shipment, including all data elements contained in Section A of the DD Form 1907. It
- 699 will provide a chain of custody for the shipment through each terminal handling point
- 700 at origin, hub, or other interline point(s) and at destination. The TSP form shall be
- 701 supplied to consignors by the air TSP in advance to allow for preparation of the
- 702 shipment. The form shall be assembled in sufficient copies to cover all handling
- 703 points and provide a signed copy to the consignee.
- 704
- 705 3. TSPs may also offer an Electronic Signature Service that shows the movement of the
- 706 shipment through the TSP system as recorded by certain electronic scans. When
- 707 electronic tracking scans are used, neither actual signatures of persons handling the
- 708 shipment, nor a manually prepared Signature and Tally Record is required. However,
- 709 a hard copy printout must be presented by the TSP to the consignee within three
- 710 business days of shipment receipt. This printout will show scans at pickup and
- 711 delivery and will also show movement as applicable into and out of terminals,
- 712 stations, and/or hub locations. Upon request from the consignor or consignee, a TSP
- 713 must be able to provide the identity of each person responsible for the scans, as
- 714 reflected in the electronic records.
- 715
- 716 4. In addition to all rates and charges for transportation, shipments on which 675 is
- 717 provided at consignor's request shall be subject to a charge of 675 (2) \$ _____ per
- 718 domestic shipment and 675 (3) \$ _____ per international shipment. In Section F (1)
- 719 of the DoD Standard Tender of Freight Services, TSP will enter 675 (2) or 675 (3).
- 720

721 **II. RULES GOVERNING MOVEMENT OF HAZARDOUS,**

722 **CLASSIFIED, AND PROTECTED (SENSITIVE) MATERIALS**

723 **ITEM 484 – ARRIVAL DURING OTHER-THAN-NORMAL**

724 **OPERATING HOURS**

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725 1. Domestic and international shipments should be delivered to the consignee during
726 normal operating hours (refer to the transportation facilities guide [TFG] for specific
727 terminal/installation normal operating hours). However, when a shipment arrives at an
728 installation during other- than-normal operating hours due to circumstances beyond
729 the TSP’s control, a secure-holding area shall be provided for shipments that cannot
730 be unloaded immediately. These areas shall be subject to the regulation of the
731 cognizant military service for handling and safeguarding of hazardous, classified, and
732 protected sensitive materials. In the event a secure-holding area is not available on a
733 military installation, the TSP will call the appropriate emergency notification number
734 shown in Section A, Part IX, Table 1, to obtain authorization and directions to the
735 closest secure-holding installation/activity terminal. Responsibility for the shipment
736 remains with the TSP until the shipment has been formally delivered.

737 **NOTE: see SECTION B, ITEM 79, ARMS, AMMUNITION, AND EXPLOSIVES**
738 **(AA&E) SHIPMENT DELIVERY (DEL).**

739

740 **ITEM 487 – DRIVER REQUIREMENTS**

741 1. For driver requirements refer to Section B, Items 7 and 9.

742 **ITEM 490 – INSPECTION OF VEHICLES**

743 1. For inspection of vehicle requirements refer to Section B, Item 11.

744 **ITEM 492 - PACKAGING AND MARKING REQUIREMENTS (HAZ,** 745 **HMA, HMI)**

746 1. TSPs will inspect hazardous material shipments tendered for air service to ensure the
747 consignor has prepared, packaged, and documented the shipment in accordance with
748 Code of Federal Regulations (CFR) 49, International Air Transport Association
749 (IATA), or International Civil Aviation Organization (ICAO) regulations governing
750 the commercial airline industry.

751 2. Nonscheduled TSPs or freight forwarders which own/operate leased, or corporation
752 aircraft will inspect hazardous material shipments tendered for air service to ensure the
753 consignor has prepared, packaged, and documented the shipment in accordance with
754 CFR 49.

755 3. Inspected hazardous material shipments found to be improperly prepared, packaged, or
756 documented in accordance with CFR 49, IATA, or ICAO shall be returned to the
757 consignor for correction.

758 4. Pieces with a floor bearing weight in excess of what can be loaded on the available
759 aircraft must be provided with a suitable skid or base which will distribute the weight
760 to what can be loaded on the available aircraft. The weight of such skid or base shall
761 be included in the weight of the shipment.

762 5. Hazardous Material Charge (HAZ). For domestic shipments, the hazardous material
763 shall be processed by the TSP for a charge of HAZ (1) \$ per shipment.

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- 764 6. Hazardous Material Charge (HAZ). For international shipments, the hazardous
765 material shall be processed by the TSP for a charge of HAZ (2)\$ _____ per rated pound,
766 subject to a minimum charge of HAZ (3)\$ _____, whichever is greater.
- 767 7. Hazardous Material Accessible (HMA). For international shipments, the hazardous
768 material shall be processed by the TSP for a charge of HMA (1)\$ _____ per rated pound,
769 subject to a minimum charge of HMA (2)\$ _____, whichever is greater.
- 770 8. Hazardous Material Inaccessible (HMI). For international shipments, the hazardous
771 material shall be processed by the TSP for a charge of HMI (1)\$ _____ per rated pound,
772 subject to a minimum charge of HMI (2)\$ _____, whichever is greater.

773
774 **ITEM 494 - CONSTANT SURVEILLANCE AND CUSTODY SERVICE**
775 **(CIS)**

- 776 1. For domestic and international shipments, in addition to the requirements identified in
777 Section A and Section B, Item 101, the following applies to the air portion of air
778 Constant Surveillance and Custody Service (CIS) shipments:
- 779 a. For parked aircraft with Transportation Protective Service (TPS) material on board,
780 ensure the aircraft is parked within the confines of a commercial airport that has
781 access control under FAA rules and guidelines, or on a military installation or DoD
782 contractor location. If the aircraft is parked anywhere else, or if the
783 classified/sensitive cargo is removed from the aircraft or is awaiting loading or
784 unloading, the shipment must be under required degree of observation by
785 employees of the airline transporting it as required by the terminal standards for
786 motor CIS, defined in Section B, Item 101. As an alternative to observation, the
787 shipment may be placed in a secure-holding area.
- 788
- 789 b. Observation of the shipment is not required during the period it is
790 stored in an aircraft in connection with flight, provided the
791 shipment is loaded into a compartment that is not accessible to any
792 unauthorized person. Conversely, if the shipment is loaded into a
793 compartment of the aircraft that is accessible to an unauthorized
794 person aboard, the shipment must remain under the constant
795 surveillance of a cleared escort or qualified Transportation Service
796 Provider (TSP) representative. Observation is required during
797 loading and unloading operations and at any intermediate stops
798 along the flight route.
- 799 c. Route shipments accepted for transport under CIS only via TSPs that can provide
800 CIS.
- 801 2. In addition to all rates and charges for transportation, air shipments on which DoD CIS
802 is provided at consignor's request shall be subject to a charge of CIS (8) \$ _____ per
803 domestic shipment and CIS (9) \$ _____ per international shipment. TSP will enter CIS
804 (8) or CIS (9) in Section F, Item 1, of the DoD tender.

805 3. Closed Area Storage (Security Cages) Requirements

- 806 a. GENERAL: Closed area storage shall be constructed in accordance with the
807 requirements set forth in DoD 5220.22-M, Chapter 5, Section 8, for safeguarding
808 classified material: <http://www.dtic.mil/whs/directives/corres/pdf/522022m.pdf>

809 **ITEM 495 - EXPRESS SMALL PACKAGE TSP**

- 810 1. Classified and sensitive materials requiring air-express service are limited to the
811 USPS, and the two TSPs, UPS and FedEx awarded under the NGDS (domestic
812 portion) contract. Use of other non-approved TSPs for the movement of NGDS
813 eligible shipments is strictly prohibited.

814 **III. AIR CARRIER ELECTRONIC DATA INTERCHANGE (EDI)**
815 **RULES**

816 **ITEM 497 - TSP INVOICING DATA REQUIREMENTS**
817

- 818 1. Auditability of transportation services is a critical area for DoD shippers, especially
819 when using a premium mode commercial air solutions like air tenders.
- 820 2. U.S. Government issued CBLs are required for all commercial air heavyweight
821 shipments so the use of the matching model in Syncada is extremely important to
822 support auditability through comparing services ordered to the services rendered.
- 823 3. To maximize the effectiveness of the matching model, TSPs must send clear and
824 concise invoice transactions to Syncada. The carrier side of the below table outlines
825 the minimum data elements that must be part of the invoice transactions sent to
826 Syncada for air tender shipments. The mapping in the table using the standard 110
827 mapping was created by U.S. Bank to support the matching model for commercial air
828 heavyweight shipments.
829

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Shipper	Carrier	
Bill of Lading Transaction sent to Syncada (Order)	Carrier Invoice Transaction sent to Syncada (Invoice)	
EDI 858R and Description of Field*	EDI Standard 110 Mapping**	Invoice Manager Field Name***
BX SEGMENT - Bill of Lading Number	B3-03 SEGMENT	Order Number
N9 SEGMENT - Carrier Way/Freight Bill Number	B3-02 SEGMENT	Invoice Number
G62 SEGMENT - Desired/Required Delivery	POD SEGMENT	Transit Status> Delivered
G62 SEGMENT - Carrier's Pickup	P1 SEGMENT	Actual Ship Date
H3 SEGMENT - Accessorial/Protective Service	L1-02/L1-04	Service Charge
N1 SEGMENT - Transportation Company Tendered To (CA)	B3-01/ N9-01 Segments	Supplier/Supplier ID
N1 SEGMENT - Destination (ST)	N1,N3,N4 SEGMENTS; where N1-01 = "ST"	Ship To
N1 SEGMENT - Origin (SF)	N1,N3,N4 SEGMENTS; where N1-01 = "SF"	Ship From
N1 SEGMENT - Consignee (CN)	N1,N3,N4 SEGMENTS; where N1-01 = "CN"	Ship To
N1 SEGMENT - Shipper (SH)	N1,N3,N4 SEGMENTS; where N1-01 = "SH"	Ship From
N1 SEGMENT - Issuing Office (IU)	N1-04; where N1-01 = "BT"	Buyer and Buyer Id
L10 SEGMENT - Appropriation Weight	L10 SEGMENT	Billed Quantity/Billed UOM
N9 SEGMENT - TCN	N9-02; where N9-01 = "TG"	References
L0 SEGMENT - Billed/Rated Quantity	L0 SEGMENT	Billed Quantity/Billed UOM
MEA SEGMENT - Shipped Dimensions	L4 SEGMENT	Packages
L0 SEGMENT - Shipment Gross Weight	L10 SEGMENT	Billed Quantity/Billed UOM
N9 SEGMENT - Service Performed	N9-02; where N9-01 = "QY"	Service Level Provided
L1 SEGMENT - Service Rate	L1-02/L1-04	Billed Unit price
SL1 SEGMENT - Level of Service	SL1 SEGMENT	Service Type
L1 SEGMENT - Air Code	SL1 SEGMENT	Mode
L7 SEGMENT - Tariff/Tender Rate Authority	SL1 SEGMENT	Move Type
L5 SEGMENT - Commodity Description	L5-02, L5-03	Description
L3 SEGMENT - Bill of Lading Totals	L3-05	Billed Extended Price

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4. For the latest version of the Defense Transportation Electronic Business (DTEB) 858R IC, visit the DTEB website at <https://www.ustranscom.mil/cmd/associated/dteb/> or download the current DTEB 858R IC at <https://www.ustranscom.mil/cmd/associated/dteb/dod-transportation.cfm>.

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5. For more information on the EDI Standard 110 mapping or Invoice Manager, contact the U.S. Bank Customer Service Help Desk.

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NOTE: *This column shows the data elements sent by the shipper to Syncada via the EDI 858R transaction.

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NOTE: **This column shows the EDI 110 data elements required to pass information that matches the 858R data, which supports the matching model.

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NOTE: *This column provides the expected data element passed by the EDI 110. The Invoice Manager Field names are provided as a point of reference. Further clarification can be found by contacting U.S. Bank.**

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ITEM 499 - TSP IGC DATA FEED REQUIREMENTS

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1. Electronic Data Interchange (EDI) is the computer-to-computer exchange of business data in machine-readable language using strictly defined public standards.
2. The Accredited Standards Committee (ASC) X12 is a standards organization. Chartered by the American National Standards Institute in 1979, it develops and maintains the X12 EDI along with XML schemas which drive business processes globally.

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- 855 3. The ASC X12 body meets periodically to develop and maintain EDI standards. Its
856 main objective is to develop standards to facilitate electronic interchange relating to
857 business transactions. ASC X12 standards facilitate transactions by establishing a
858 common, uniform business language for computers to communicate. With more than
859 275 transaction sets, ASC X12 standards can be used to electronically conduct nearly
860 every facet of business-to- business operations.
- 861 4. An EDI Implementation Convention (IC) defines the rules for filling in or "populating"
862 an EDI transaction. Following the agreed upon convention, or version of the standard
863 ensures that EDI partners will encounter fewer data quality problems during
864 development and maintenance of their EDI systems.
- 865 5. Department of Defense (DoD) EDI transportation status records are generated and
866 populated from the Defense Transportation Electronic Business (DTEB) and the
867 214A Motor Carrier Shipment Status is one of the many transactions that DTEB
868 maintains.
- 869 6. DTEB 214A transactions are sent to the government value added network (VAN)
870 where they are mapped and forwarded to government VAN data subscribers.
- 871 7. The government VAN is the Global Exchange Service (GEX). GEX is an EDI-based
872 system which provides EDI messages to United States Transportation Command
873 (USTRANSCOM) and other DOD agencies. GEX is administered by the Defense
874 Logistics Agency (DLA) Defense Automatic Addressing System (DAAS). For
875 information on how to establish an interface with the GEX, contact DLA DAAS for
876 set- up at edi@dla.mil and the DLA Help Desk (daashelp@dla.mil) or (614) 692-
877 6672. When calling the Help Desk please select option 2 (ITOC Transaction Service
878 Center) let them know that you are calling concerning DAAS EDI setup. Please
879 include the contract number with the government when requesting a new setup.
- 880 8. To view the latest version of the Defense Transportation Electronic Business (DTEB)
881 214A IC, visit the DTEB website at [https://](https://www.ustranscom.mil/cmd/associated/dteb/)
882 www.ustranscom.mil/cmd/associated/dteb/ or download the current DTEB 214A IC
883 at <https://www.ustranscom.mil/cmd/associated/dteb/dod-transportation.cfm>.
- 884 9. All records will require the following reference number information (in multiple loops)
885 to identify shipments moving under the Air Tender Program (ATP). The TSP must
886 ensure each record contains the following to complete the link between DTEB 214A
887 transactions and Global Freight Management (GFM).
- 888 a. U.S. Government issued CBL. Provide this in the B1002 element. The U.S.
889 Government issued CBL should be the only data present in B1002. The U.S.
890 Government issued CBL is provided by the shipper.
- 891 b. TSP's Standard Carrier Alpha Code (SCAC). Provide this in the B1003 element.
- 892 c. TSP tracking data. Provide tracking data in the B1006 element with an Air Waybill
893 (AW) qualifier in B1005. Motor TSPs may report a PRO Number in the B1001.
894 Either a B1001 or B1005/06 are used in the DTEB 214A, but not both.
- 895 d. TCN. Provide this in the L1101 element in an L11 segment with a TG qualifier in

SECTION F – AIR TRANSPORTATION SERVICE PROVIDER RULES

896 the L1102 element. The TCN is a 17- character number provided by the shipper
897 on the BL. The maximum count for TCNs on a single DTEB 214A is 299.

898 e. Contract number. The Air Tender Program (ATP) is not FAR-based so TSPs will
899 NOT send a contract number via the L1101 element in an L11 segment with a CT
900 qualifier in the L1102 element.

901 f. Billed shipment weight. Provide this in the AT803 element with a “B” qualifier in
902 the AT801. Also provide the unit of measure in the AT802 (L for pounds)

903 **10.** Party Who Signed Delivery Receipt. Provide the last name of the person who signed
904 for delivery receipt using the N102 element with a “N5” qualifier in the N101.**10.** The
905 following are the events to be sent for each shipment (AT701 of the DTEB 214A
906 transaction):

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908 AF – Carrier Departed Pick-up Location with Shipment (mandatory)

909 X4 – Arrived at Terminal Location (if it occurs)

910 P1 – Departed Terminal Location (if it occurs) K1 – Arrived at Customs (if it occurs)

911 X1 – Arrived at Delivery Location (mandatory)

912 D1 – Completed Unloading at Delivery Location (mandatory)

913
914 Note: X4 and P1 represent an overnight stop at a secure intermediate
915 location. Normally, a fenced, guarded yard. This is not to be confused
916 with a Pick-up or Delivery location.

917
918 **11.** The TSP shall ensure status reporting is accomplished within four (4) hours of an
919 event, or the same amount of time provided to their commercial customers, whichever
920 is sooner.