

(F) Any special procedures.

(2) Coordinating transportation for redeployment of ROK and US provided MHE.

2.10. Fueling.

Fueling arrangements within the ROK will be the responsibility of the ROK CAA air carrier. US installations or the nearest US Senior Lodger may be used for refueling services outside the ROK if not specifically indicated in the AMC mission directives. The location of the nearest US Senior Lodger shall be provided by AMC upon request. If any difficulties are experienced, the ROK CAA aircraft captain or designee may contact the AMC Crisis Response Cell for aid. Refueling shall not normally be planned at onload or offload stations.

2.11. Aircraft Message Traffic.

a. Approximately two hours prior to arrival at an air base, an arrival message shall be relayed from the ROK CAA aircraft captain to the arrival station through the military communications network. The message shall state:

- (1) Mission number, aircraft number, and aircraft type.
- (2) Estimated time of arrival (ETA) destination.
- (3) Servicing requirements, onload/offload requirements.

(4) Any maintenance problems.

b. When UHF, VHF, or other communication means can be established with the AMC contingent at the destination airport, a current block time (time taken from departing to current position) and maintenance status shall be reported.

c. When transiting an en route station, the aircraft captain shall contact either the nearest Senior Lodger or AMC command and control node (for example, TALCE) to relay mission status.

#### 2.12. Partial Use.

USTRANSCOM may request the ROKAF to provide airlift support using ROK CAA aircraft under the partial use concept in accordance with paragraph 2.4. in Annex A.

### **Section 3 Procedures for Support of US Civilian Aircraft**

#### 3.1. Operating Concept.

a. If military hostilities break out in the Republic of Korea, the procedures set forth herein shall be used for the USG to provide, within the USG's capability, DoD chartered CAA aircraft to airlift ROK passengers and cargo upon ROKG's request. AMC shall direct the operation of aircraft arranged for this mission.

b. Responsibilities:

(1) The ROKAF shall:

(A) Identify airlift requirements and determine required airlift capability, terminal, and routings to the ROKG.

(B) In coordination with USTRANSCOM, determine availability of US CAA aircraft that meet the capability requirement.

(C) Request US CAA airlift from USTRANSCOM.

(2) USTRANSCOM shall:

(A) If ROKAF requirements dictate, cooperate with ROKAF HQ in providing a listing of US CAA aircraft available at the expected loading period by type (model/design series), passenger or cargo configuration, lift capability, and number of aircraft in each category.

(B) In coordination with Chief of Staff, ROKAF, determine optimum air terminal locations, the type and number of CAA aircraft needed, and the routes and schedules to be established in order to meet the ROKAFs airlift requirements.

(C) Control CAA aircraft in performing the mission.

(D) Provide airlift support by CAA aircraft in accordance with requests from the ROKAF under the Agreement.

3.2. Aircraft Criteria.

Aircraft criteria specified in paragraph 2.2.a. shall be applied to US

CAA aircraft used to support the ROK under the Agreement.

**3.3. Aircraft Availability and Lift Requirement.**

a. When USTRANSCOM receives a request from the ROKAF for an inventory of US CAA aircraft available to the US military during military hostilities, USTRANSCOM shall provide to the ROKAF DCS LOG, through CTMC, an inventory of civil augmentation aircraft that meet agreed capability criteria.

b. When the ROK requires airlift support provided by the US, ROKAF HQ shall request the airlift support from USTRANSCOM. USTRANSCOM, in conjunction with USFK, shall determine the level of support to be provided to the ROK.

**3.4. Airlift Request/Support Procedure in Case of Military Hostilities.**

a. ROKAF HQ shall request US CAA aircraft support from USTRANSCOM, the Designated Operating Agency of DoD, through the CTMC. This notification shall include onload/offload requirements, aircraft positioning and departure times from onload station(s), required aircraft configuration, proposed routing and appropriate supplemental information. Notification shall be provided at least 48 hours prior to a US onload or 24 hours to a ROK onload.

b. Following approval of the airlift request, the USTRANSCOM point of contact shall notify the ROKAF HQ point of contact of the arrival and departure times at the approved onload/offload terminal, aircraft configuration, proposed routing, and appropriate supplemental information.

c. USTRANSCOM shall direct AMC to support the airlift request.

d. USTRANSCOM shall closely cooperate with ROKAF HQ to provide information necessary for airlift mission completion and safe transportation including the flight information of each requested airlift aircraft from its departure to the completion of delivery of the cargo/passenger to the final offload station.

e. The ROKAF shall request US CAA airlift support with consideration for availability of US CAA aircraft. This request from ROKAF shall be expeditiously considered by the DoD.

f. Airlift requests by the ROKAF may include the partial or exclusive use of US CAA aircraft available to DoD.

### 3.5. Prepermission/Mission Actions.

a. AMC shall:

(1) Exercise mission control as defined in the glossary of terms (See Attachment 1 to this Annex).

(2) Assign US CAA aircraft missions, including possible rescheduling, rerouting, and diversions of missions.

(3) Develop and publish/distribute US CAA aircraft itinerary.

(4) Monitor US CAA aircraft missions.

(5) Maintain mission performance data.

(6) Position CAA air carrier stage crews.

b. ROKAF HQ shall:

(1) Notify USTRANSCOM of its US CAA airlift requirements and coordinate approval for such airlift with USTRANSCOM.

(2) Establish an airlift control plan and control the supported aircraft within the scope agreed by the US-ROK Air Transportation Working Group.

c. Under AMC mission control, US CAA Air Carrier shall execute the mission using the same procedures as those specified for ROK CAA air carriers stated in paragraph 2.5.b.

### 3.6. Positioning.

AMC shall control the CAA aircraft providing support to the ROK and shall position the aircraft at terminals necessary for onload of passengers and cargo. The same considerations as those specified for

ROK CAA aircraft in paragraph 2.6 shall apply.

**3.7. Mission Management.**

a. AMC shall assign and manage missions to include scheduling, rescheduling, rerouting, and diversion.

b. AMC, in conjunction with CTMC CALO, shall make every effort to coordinate aircraft diversions of CAA aircraft through the CAMD.

c. CAA aircrew personnel shall be expected to cooperate with military base commanders on all matters pertaining to safety, security, mission, and overall administration.

d. US CAA aircraft operators will be responsible for obtaining any clearances necessary to enter and exit the territory of the ROK or any third country. In the event problems arise in obtaining clearances, AMC will assist as necessary.

**3.8. CAA Aircraft Onload/Offload Operations**

a. Onload/Offload operations within the US shall be controlled by AMC, and onload/offload operations within ROK shall be controlled by ROKAF. AMC and ROKAF, in consideration of onload/offload locations and characteristics of cargo, shall cooperate with each other

in providing the same services as those described in paragraphs 2.8.b. and 2.9.

b. The procedures contained in paragraphs 2.8 and 2.9 will apply to operations of US CAA air carriers.

### 3.9. Fueling.

Fueling will be the responsibility of the US CAA air carrier. ROKAF bases will provide and document fuel provided to US CAA aircraft when requested by AMC. Payment will be made by the US CAA air carrier directly to the ROK unless otherwise arranged by AMC and the ROKAF.

### 3.10. Aircraft Message Traffic.

Approximately two hours prior to arrival at an air base in the ROK, the US CAA aircraft captain will send an arrival message through the military communications network providing the information listed in paragraph 2.11.a(1) through (4).

## **Section 4 Supplementary Procedures.**

### 4.1. Airlift Requests.

Requests for airlift under the Agreement shall be submitted by

message with information copies as indicated below. Requests originated by telephone shall be confirmed by message or by other mutually agreed means.

**a. Airlift provided by the USG.**

Action Addressee:

HQ AMC TACC SCOTT AFB IL

Information Addressees:

ROKAF DCSLOG (Transportation Division)

USTRANSCOM SCOTT AFB IL

//TCJ3/TCJ3-OD/DDOC//

USPACOM CAMP SMITH HI//J43//

USFK SEOUL KOR//FKJ4/FKJ4-T//

ROK MND TRANSCOM AIRLIFT DIVISION

**b. Airlift provided by the ROK.**

Action Addressee:

ROKAF DCSLOG (Transportation Division)

Information Addressees:

HQ AMC TACC SCOTT AFB IL

USTRANSCOM SCOTT AFB IL

//TCJ3/TCJ3-OD/DDOC//

USPACOM CAMP SMITH HI//J43//

USFK SEOUL KOR //FKJ4/FKJ4-T//

## ROK MND TRANSCOM AIRLIFT DIVISION

### 4.2. Request Format.

Parties should use appropriate elements of the following format when requesting airlift.

- a. Route. (Specify onload station and offload station.)
- b. Priority.
- c. Name, rank, organization of passengers, and authorization for excess baggage, when applicable.
- d. Short tons of cargo:
  - (1) Weight in pounds.
  - (2) Length, width, and height in inches.
  - (3) Cube in feet.
  - (4) Dimensions of largest single item.
  - (5) A full description of any hazardous/dangerous cargo, including class/division of explosive, and net explosive weight, as applicable.
  - (6) Security classification, if applicable.
- e. Origin and destination contacts. Include name, rank, office,

and home telephone numbers. Contacts shall speak English.

f. Date available for onload and desired/deadline delivery date.

g. Billing Information (for ROK Exchange Traffic only):

(1) Passenger: CIC-W01800000000000.

(2) Cargo: Transportation Account Code (TAC) W018

h. Statement whether shipment is/is not subject to provisions of the US Foreign Military Sales Program.

#### 4.3. Traffic Manifests for Passengers and Cargo.

a. Directives of the Transporting Service govern movement of passengers and cargo.

b. Traffic manifests for AMC channel missions operated by ROK aircraft shall be prepared by AMC personnel as follows:

(1) Cargo to be manifested in accordance with applicable DoD directives.

(2) Passengers to be manifested in accordance with AMCI 24-101, Volume 6.

#### 4.4. Travel Documents.

The Sponsoring Service shall insure that passengers possess required travel documents, such as passports, visas, evidence of funding authority, immunization records, etc.

#### 4.5. Customs.

The Sponsoring Service shall arrange customs clearance for cargo at en route and destination countries, if applicable.

#### 4.6. Passenger Baggage.

Baggage regulations and restrictions shall be those applying to the Transporting Service which provides the aircraft. When baggage is in excess of that authorized, it is the responsibility of the Sponsoring Service to request authorization for excess baggage allowance.

a. Planning factor for baggage accompanying each passenger is two bags not to exceed 50 pounds each. This planning factor applies to ROK and AMC aircraft

b. Authorization for excess baggage allowance must be included in the airlift request set forth in paragraph 4.2 of this section.

#### 4.7. Classified Cargo.

Classified cargo normally is not carried during peacetime on aircraft

of another nation. Carriage of classified cargo may be approved if circumstances are justifiably urgent and the Parties mutually agree on the conditions under which the classified cargo shall be handled and transported.

#### **4.8. Shipper and Carrier Responsibilities.**

Except as indicated in Annex B, responsibility of the Transporting Service for traffic shipped under the Agreement is limited to airlift from the onload air terminal to the offload air terminal. The Sponsoring Service is responsible for delivery of traffic to the onload air terminal and for transportation of traffic from the offload terminal to the ultimate destination. Where onload or offload is not at an AMC or ROKAF terminal, the Sponsoring Service shall make arrangements for loading and/or offloading the aircraft.

#### **4.9. Fleet Service.**

a. Within its capability and in accordance with its functional policies, AMC and the ROKAF shall provide, on a reimbursable basis, fleet service support to the other Party's aircraft when those aircraft are engaged in reciprocal airlift services pursuant to the Agreement.

b. The function of Fleet Service is to ensure the interiors of aircraft are clean, presentable, and properly supplied with passenger and aircrew comfort items.

**4.10. Hazardous/Dangerous Cargo.**

a. The Transporting Service shall transport hazardous/dangerous cargo in accordance with its national standards. For the USAF, AFJMAN 24-204; for the ROKAF, Manual 6-177 Air Transportation of Hazard Materials.

b. The Sponsoring Service shall include in the airlift request details of any hazardous/dangerous cargo, to include nomenclature, chemical name, and/or other specifics to permit the Transporting Service to determine the necessity for waiver or special authority for air movement.

c. The Sponsoring Service shall package, mark, and label hazardous cargo in accordance with the regulations and standards promulgated by the International Civil Aviation Organization (ICAO) and the International Air Transport Association (IATA), where applicable.

**4.11. Reporting.**

Transportation services provided to AMC by the ROK, which do not operate as AMC channel missions, shall be reported by message to HQ AMC TACC SCOTT AFB IL //XOG. Traffic movement information (see airlift request format, paragraph 4.2) shall also be reported. Required reports will include data needed to support In-Transit

Visibility (ITV) requirements of USTRANSCOM.

**4.12. Priorities.**

The Sponsoring Service shall assign movement priorities in accordance with the following:

a. AMC CAA Aircraft: DoD Regulation 4500.9R and DoD 4515.13R.

b. ROK CAA Aircraft:

(1) Wartime: Combined Forces Command Logistics Procedures and Policies (LP&P) and ROKAF Wartime LP&P.

(2) Armistice: ROKAF Regulation 6-172, Air Transportation, and ROKAF Regulation 5-41, Airlift Aircraft Operations.

**Section 5 Other Responsibilities.**

5.1. The CAA carrier is responsible for technical inspection and maintenance of its aircraft, crew lodging, and other fees and charges assessed by commercial airports and associated with providing transportation under the Agreement. Such costs are expected to be included in the rates charged by the Transporting Service.

5.2. When one Party obtains airlift and related services under Annex B, reimbursement will be in accordance with Annex A.

5.3. The ROK-US ATWG will convene at least annually to develop and refine operational procedures for implementing the Agreement. Additionally, either Party may request an ATWG meeting at any time. The meeting place and date will be determined by mutual consent.

**Attachment:**

1. Glossary of Terms

Attachment 1

**GLOSSARY OF TERMS**

AIRCRAFT CAPTAIN

- Aircraft commander.  
Person in charge of the aircraft and authorized to make decisions as to operation of the aircraft.

COMBINED AIRLIFT OFFICE (CALO)

- The single point of contact for arranging combat support and combat service support airlift from common-user assets for logistical support of Combined Forces Command (CFC) forces.

COMBINED TRANSPORTATION  
MOVEMENT CENTER (CTMC)

- Combined center responsible for coordinating intra-theater movement, manned by CFC military transportation and ROK

military, government, and agency representatives.

## COMBINED AIR MOBILITY

### DIVISION (CAMD)

- A combined organization responsible for managing scheduling, reporting, and mission planning for air mobility missions within the Korean AOR under the direction of the Director of Mobility Forces (DIRMOBFOR).

### MISSION CONTROL

- Direction and coordination of all requirements by the Transporting Service for efficient loading, transport, and unloading of cargo, equipment, and personnel. Requirements include:

-- Scheduling cargo, equipment, and personnel for onload, at specific times, to assure maximum use of aircraft and airfield capabilities.

-- Notifying the Sponsoring Service of the required aircraft configuration necessary for each assigned mission. This shall include type of cargo, equipment, and number of personnel to be transported, arrival and departure times, and mission number.

-- Assigning routes from onload station to offload station and positioning routes as necessary.

- Location where the cargo or passengers are discharged from the aircraft.

- Location where cargo or passengers are ready for loading on to the aircraft.

- Includes the ROKAF organization, ROKAF aircraft mobilized from

OFFLOAD STATION

ONLOAD STATION

ROKAF CIVIL AIR AUGMENTATION

SENIOR LODGER

Korean Civil Air  
Augmentation (CAA)  
aircraft, and associated air  
carrier infrastructure.

- US flag carrier  
representative who has  
agreed to service civil  
aircraft for AMC during  
contingencies.

TANKER AIRLIFT CONTROL ELEMENT

(TALCE)

- AMC organization  
tasked to control airlift  
activities at a deployed  
location such as onload,  
offload, maintenance, and  
other servicing as required.