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 CHAPTER 6
 

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 WAR / CONTINGENCY  
 TACTICAL AMMUNITION  
 SUPPLY OPERATIONS
 

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This chapter describes WCTO ammunition supply operations. These operations include receipts, turn-ins, issues, retrogrades, shipments, and field storage. For ammunition supply operations in an NBC environment, see Appendix C. Procedures covering ATP operations are in ST 9-38-1.

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**RECEIPTS**


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Receipt refers to a shipment of ammunition received from an ASP, a CSA, or a TSA, or directly from a port or a manufacturing plant. Receipts should not be confused with unit turn-ins. Ammunition receipt operations include completion of administrative details, inspection of vehicles, and the unloading of ammunition at the designated storage location. Stocks received by an ammunition supply unit are recorded on stock records, reported to the appropriate MMC, and stored for subsequent shipment or issue.

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**PLANNING**


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An ammunition supply unit normally receives advance notice of an incoming shipment in one of several ways. This notice may be a DD Form 1348 or a DD Form 1348-1, a message, or a document identifier code (DIC) XBT-IIN card from the supporting SAAS MMC. When an advance notice document (in whichever format) is received, the ammunition supply unit should select storage locations and make plans to unload and store the ammunition. During the planning stage, storage compatibility, quantity-distance requirements, CCLs, and programmed shipments should be considered. It may be necessary to

consolidate some stocks already in storage before the shipment arrives so that incoming vehicles can be off-loaded directly at the planned storage location. Planning also includes assigning enough people and equipment to complete the operation safely and efficiently. Refer to AR 385-64 and TM 9-1300-206 for additional guidance.

Receipts at TSAs are normally in large quantities, all coming from the POD. In many cases, due to the limited time available for unloading ships, TSA receipts may not have lot integrity. This is also true of CSA receipts, since 50 percent of them are from the POD. If practical, representatives of the ammunition facilities should be at the port terminal to supervise unloading. This procedure will help ensure that lot integrity is maintained and reduce the lot segregation workload at the ammunition facility. When ammunition is received from another ammunition facility that is staffed by trained ammunition personnel, the difficulties encountered with mixed lots are negligible. This is especially true if proper liaison has been established with the shipper. Every effort should be made to reduce the number of mixed lots that arrive. Sorting and segregating lots reduce the handling capability of the unit.

When the shipment convoy arrives at the field storage location (TSA, CSA, or ASP), the convoy

commander or supervisor provides the control section a copy of the shipping/receipt documentation. Vehicles are placed in the vehicle holding area to await vehicle inspection before they enter the ammunition storage area.

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## **TRANSPORT INSPECTION**

QASASs, military ammunition inspectors, or other qualified personnel inspect incoming loaded transports. Since ammunition is especially sensitive to fires, the transports (tractors, trailers, railcars) and their cargos must be inspected for those safety and fire hazards that could start or contribute to a transport or a grass fire. The transports should also be inspected for evidence of tampering or sabotage. Railcars and motor vehicles must be inspected before they can be allowed into the storage area for unloading. Peacetime inspection criteria are stringent. During WCTO, the criteria must be relaxed enough to speed the flow of ammunition but not enough to cause unwarranted safety hazards. Deficiencies should be brought to the attention of the driver or convoy commander. If deficiencies cannot be corrected, coordination must be made with the using unit to ensure that serviceable transports are provided. The following listing is an example of the minimum that should be inspected:

- Check cargo area for excessive debris and POL products.
- Check steering for safe operation.
- Check windshield and wipers for adequate combat operation. For example, a cracked windshield is okay in combat.
- Check for serviceable fire extinguishers. This will not be a failure in WCTO.
- Check brakes and lights (especially for night operations) for proper operation.
- Check exhaust system for dangerous leaks. Leaks are not acceptable if they cause carbon monoxide fumes in the cab.
- Check fuel tanks and lines for leaks. Small leaks are okay in WCTO.
- Check trailer coupling device for serviceability.
- Check tires for any dangerous condition.
- Check electrical wiring for such dangers as bare wires, wires crossing hot engine parts, and so on.
- Ensure that ammunition is securely blocked and braced or secured with cargo straps.

Transport inspections are conducted to ensure the safe shipment of ammunition and to prevent its loss

as an asset. Use common sense during WCTO inspections. The emphasis should be on ensuring that the transport can accomplish its mission based on the METT-T. Additional guidance may be found in TM 9-1300-206.

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## **STORAGE**

A DA Form 3151-R or a facsimile-formatted document is filled out for each vehicle carrying ammunition into the storage area. As a minimum, the document indicates the field storage location by section or storage area, document number, condition code, Federal supply classification (FSC), DODIC, lot number, and quantity.

After inspection, incoming motor vehicles are escorted by checkers assigned from the supply platoon. A checker is assigned to each vehicle or group of vehicles to guide them to the correct storage location. The checker verifies receipt of the shipment and supervises off-loading. The checker verifies the DODIC, national stock number (NSN), lot number/serial number, and quantity of ammunition received for each document number. The checker records the exact amount of ammunition received and all discrepancies found during the inspection on the DA Form 3151-R or facsimile-formatted document. If the storage location was not initially indicated on the DA Form 3151-R or facsimile-formatted document, the checker enters it when the ammunition is unloaded. The checker fills out a DA Form 3020-R or a facsimile-formatted document for each lot placed in storage.

After each motor vehicle is off-loaded, it is driven to the vehicle assembly area and returned to the control of the convoy commander. The checker returns the DA Form 3151-R or facsimile-formatted document to the control section. There it is checked for accuracy. The total quantity of each item as shown on the DA Form 3151-R or facsimile-formatted document for the shipment will be checked against the total quantity shown on the shipping/receipt document. The shipping/receipt document is then signed by the accountable officer, and the ammunition receipt is posted to the accountable stock records. A signed copy of the shipping/receipt document is given to the convoy commander or supervisor. All transaction documents are then filed. However, if there is a discrepancy between the two transaction documents (DA Form 3151-R or facsimile-formatted document and the shipping/receipt document), a recount is made. The actual quantity verified as received by the

control section is entered on the shipping/receipt document. The shipping/receipt document is then signed by the accountable officer, and the ammunition receipt is posted to the stock control accountable records. A signed copy of the shipping/receipt document is given to the convoy commander or supervisor. Receipt documentation is filed and used as backup documentation for posting accountable records. A report of discrepancy is prepared, if required, and sent to the shipper. The report outlines the discrepancy by lot number, NSN, quantity, and so on.

An XBT transaction with the appropriate code is submitted to the supporting SAAS MMC to close out the intransit document.

In the larger ammunition storage facilities (TSAs and CSAs) where section offices are used, some modification of these procedures may be required. However, any modifications should be based on maintaining flexibility, simplicity, and adequate control of the receiving operation.

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## TURN-INS

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During WCTO, turn-ins at the ASPs will probably be in small quantities. However, they must be accounted for. Turn-ins may include many unserviceable items as well as unused ammunition and CEA. These items must be thoroughly inspected and the quantity and condition reported to the control section. For safety reasons, using units should be encouraged to make every effort to return ammunition in its original packaging. Each ASP will develop and provide to all its customers an SOP that outlines ASP operations and the procedures to follow when receiving and returning ammunition and residue. Refer to AR 710-2 for additional information.

ASPs may also be required to accept salvage material turned in by using units. This salvage material must be thoroughly inspected to ensure that the items are nonexplosive. Salvage material is stored in the inert salvage area. The material is inventoried, recorded, and reported (when required) to the appropriate MMC for disposition instructions, depending on METT-T. The accountable officer should ensure that appropriate documents are maintained, depending on METT-T.

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## ISSUES

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An issue is the transfer of ammunition stocks from an ammunition storage facility to an authorized user,

but not to another storage facility. During WCTO, Class V issues may not follow strict doctrinal guidelines. Responsible activity managers must support requirements using their best judgment on how to handle the situation at hand. Some factors to be considered in the judgment process are the established CSR, user identification, quantities required, and type of ammunition.

The supply point distribution method is used by DS and GS units to issue ammunition to using units. This method is based on the objective of MOADS, which is to provide as close as possible to 100 percent of the using unit's Class V requirements through the ATPs. Issue procedures described below are based on the operations of ASPs. In an active theater of operations, ASPs have mission responsibility for issuing ammunition to using units. CSAs and TSAs make limited issues to local customers in their area.

Issues are based on identified requirements. Normal Class V requirements are processed from the using unit's supporting battalion S4 up to the DAO, the brigade ammunition officer (BAO), and/or the regiment ammunition officer (RAO). The DAO, the BAO, and/or the RAO then consolidate and submit their requirements to the supporting COSCOM MMC. The MMC supports these requirements by sending a materiel release order (MRO) to the appropriate ammunition storage or supply activity. The CSA and/or ASP then ships the Class V items to the ATP grid coordinates provided. Corps and EAC units submit their requirements through their supporting battalion S4 to the supporting SAAS MMC.

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## AUTHENTICATION

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In a division, separate brigade, or regiment, the DAO, BAO, or RAO or designated representative authenticates the DA Form 581 or facsimile-formatted document, if available. (The request could be by mobile subscriber equipment [MSE].) In a corps artillery, the artillery group supply officer (S4) may be designated to authenticate the request. Authentication gives tactical commanders control of ammunition issues. With the proper controls, ammunition managers at the DAO, CMMC or TAACOM MMC, and TAMMC can comply with sudden changes in priorities and allocations of ammunition assets.

Requesting units other than those discussed in the preceding paragraph may have their DA Form 581 or facsimile-formatted document authenticated by a command-designated officer before arrival at the ASP, CSA, or TSA. Again, the unit may show up at

the ASP or ATP with a facsimile-formatted request or with a verbal requirement. If so, the ASP stock control officer and/or the ATP DAO representative will have to use judgment to support the requirement. Both activities, the requesting unit and the issuing unit, should verify the issue. The ASP and the ATP should each have a listing of units that they support. This list is furnished by the supporting SAAS MMC and/or by the DAO, the BAO, or the RAO. Only soldiers who have an identification card or are identifiable by some unit verification process are allowed to receive ammunition.

## **DOCUMENTATION**

Ammunition convoys arriving at the issuing ASP are directed to the vehicle holding area. The ammunition request that the convoy commander or supervisor has may be in any one of the forms mentioned earlier. Whatever the case, the issue must be verified. The stock records clerk reviews the request documents for completeness and accuracy and for proper authentication. The request document should be signed by the appropriate command and control Class V manager. Any discrepancies should be corrected after discussion with the convoy commander or supervisor. Finally, the request document is checked against stock control records to determine from which storage location the issue will be made.

## **STOCK SELECTION**

Only serviceable ammunition is issued. Serviceable ammunition could include restricted ammunition and ammunition suspended from issue and use except for emergency combat as defined and limited by TB 9-1300-385. Units receiving serviceable restricted ammunition in these two categories must be advised of the limitations in writing by the inspector or other qualified individual. Under no circumstances will ammunition that is suspended from issue, movement, and use be issued. Issues of miscellaneous small lots of artillery ammunition to the same requester should be avoided when possible. This is important to artillery units, because changes in lot numbers increase registration time and cause excessive expenditure of ammunition for fire missions. This rule is especially important in combat.

A DA Form 3151-R or facsimile-formatted document is filled out in triplicate by the stock records clerk for each vehicle in the convoy. This form shows the DODIC, the NSN, the lot number, the number of

rounds and containers, and the storage location from which the items are to be issued. After the DA Form 3151-R or facsimile-formatted document has been reviewed and authenticated by the stock control officer, the operations sergeant, or other designated representative, the request-for-issue document and one copy of each DA Form 3151-R or facsimile-formatted document are attached together and placed in a temporary suspense file. The QA/QC section verifies the condition and status of the ammunition being issued and approves the selected items by identifying any restrictions on the DA Form 3151-R or facsimile-formatted document.

The operations sergeant briefs the convoy commander or supervisor and individual drivers on any necessary instructions and information and arranges with the supply platoon for the required labor. The ammunition supply platoon arranges for MHE support from the rough-terrain forklift section.

The original and one copy of each approved DA Form 3151-R or facsimile-formatted document is given to an ammunition checker. The checker guides the vehicles to the individual storage locations. One or more people from each section of the ammunition supply platoon should be detailed to perform checker duties.

## **TRANSPORT INSPECTION**

QASASs, military ammunition inspectors, or other qualified personnel will inspect vehicles as discussed under the Receipts section of this chapter.

## **VEHICLE LOADING**

At the storage area, ammunition vehicles are loaded with the items indicated on the DA Form 3151-R or facsimile-formatted document. If for any reason the ammunition lot number is not available, the checker contacts the control section and QA/QC to receive clearance prior to issuing the lot number that is available at that FSU. If a substitute lot is issued, the checker corrects and verifies both the checker's and driver's copies of the DA Form 3151-R or facsimile-formatted document. The convoy commander or supervisor and/or each individual truck driver signs the receiving block of the checker's copy of the DA Form 3151-R or facsimile-formatted document. The vehicles proceed to the vehicle assembly area. Ammunition checkers turn in their completed forms to the control section.

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## VERIFICATION

The suspense copies of the DA Form 3151-R or facsimile-formatted document and DA Form 581 or facsimile-formatted document are pulled and verified against the original copies completed by the checkers. Corrections are made as necessary and total quantities issued are entered on the DA Form 581 or facsimile-formatted document. The convoy commander, the supervisor, or the driver signs the DA Form 581 or facsimile-formatted document and is given a copy of the form. The DA Form 3151-R or facsimile-formatted document is then used to post the lot locator cards. As each card is posted, a note is made on the DA Form 581 or facsimile-formatted document stating that the lot locator card has been posted.

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## SHIPMENTS

A shipment is the movement and transfer of ammunition stocks from one storage facility to another or to ATPs. Corps transportation assets not organic to the shipping ammunition unit are used. Issues are not considered shipments.

In routine operations, CSAs and TSAs ship ammunition directed by MRO to ASPs and ATPs. These shipments are made up from operating stocks arriving in the theater or those stored in the TSAs. If the theater Class V stockage level exceeds theater demand, and when approved through higher command channels, shipments may be made over and above the established CSR constraints. Shipments out of the theater to support other contingencies may also be made through a Class V manager's command and control approval process. As stocks build up, the MMC directs shipments of selected stocks forward.

In most situations, shipments in the combat zone are limited to highway transport. Rail and water facilities may be used when available. Aircraft are used only when absolutely necessary. Ammunition shipments are palletized in breakbulk or CCLs to make handling easier. They are consolidated for throughput distribution directly to forward ASPs and ATPs.

Ammunition shipped between ASPs within the combat zone is normally in smaller quantities than that shipped to ASPs from COMMZ storage facilities. Usually, these ASP to ASP shipments are made on short notice, so less time is available for planning. These shipments are frequently by single-vehicle transport rather than by convoy.

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## PLANNING

Upon the receipt of an MRO, shipping instructions, or other shipment authority, the supply facility must plan the mechanics of the specific shipment. The efficiency of any shipping operation is based largely on the thoroughness of advance planning. Plans will vary depending upon the tactical situation, the operational environment (METT-T), the type of shipment, and the existing workload. The following factors are to be considered when planning a shipment:

- Verify the availability of the ammunition for shipment. Items not available should be reported immediately to the activity issuing the shipping directive.
- Select the lots and storage locations from which specific quantities will be loaded. Shipments must be planned to provide enough loading points to make the most effective use of loading crews and MHE and to avoid delays for transport vehicles.
- Make sure surveillance personnel verify the condition code and any restrictions or suspension of the ammunition planned for shipment.
- Determine the total gross weight and cube of the ammunition. This information is critical to transportation personnel for planning the most efficient use of transportation assets.
- Determine the compatibility of ammunition items during transport. Details on ammunition compatibility during shipment are in AR 385-64, FM 9-13, and TM 9-1300-206.
- Coordinate pending shipments with the supporting transportation office as far in advance as possible.
- Compute the numbers and kinds of ammunition specialists and supervisors needed. These computations are based on the amount and type of ammunition to be shipped, mode of transportation to be used, and time available to load the shipment.
- Compute the numbers and types of MHE needed based on the unit pack, the size and weight of items to be shipped, and the type and size of the vehicles to be used. The greatest use should be made of available MHE.
- Compute the numbers and types of safety equipment, tools, materials, and supplies needed to brace, palletize, transport, and secure items during loading and transport.

- Estimate the downtime involved in loading, transporting, bracing, inspecting, documenting, and releasing carriers to the transportation service. Downtime is the time interval between the arrival of an empty carrier at a Class V storage facility and its loaded departure. It begins when the carrier arrives at the supply facility office and terminates when the carrier clears the vehicle assembly area checkpoint.
- Determine the number of pallets, CCLs, or boxes of each item to be loaded on each carrier before the transportation vehicle arrives. This reduces downtime for loading. It also improves the degree of control over personnel, MHE, and documentation. Each type of package and carrier should have a separate loading plan.

## **LIAISON WITH LOCAL TRANSPORTATION AGENCIES**

The responsible MCC designates an MCT to be the single point of contact for each shipping or receiving activity. The MCT is the link between the shipping activity and the transportation service organization. The MCT receives transportation service requirements from the MCC and processes the requests. The MCT coordinates the activities of transportation operators and expedites movements of incoming and outgoing carriers.

Ammunition units must establish close liaison with the MCT serving their area to ensure efficient transportation and ammunition service support. Timely and accurate data must be provided to the MCT on impending shipments. This way, the MCT can provide advance information on the mode of transportation, the time of arrival, and the positioning (spotting) of carriers.

The MCT notifies the receiving activity by message data traffic or telephone, if possible, of the departure time, the type of transportation used, the number of transportation units, the estimated time of arrival, and any other pertinent information that the receiving activity may need to know in order to plan for the receipt.

A transportation SOP from supporting transportation agencies, based on the policies and directives of higher headquarters, should be available to all concerned.

## **SHIPPING REGULATIONS**

Shipments of ammunition within a theater of operations should comply with theater and Department of the Army (DA) directives, safety regulations, and host-nation requirements (METT-T dependent). Theater directives and safety regulations in a theater of operations follow the same practices and procedures as those in CONUS. The regulations that apply to shipments of ammunition are AR 55-355 and DOD 4500.32-R.

Instructions for using, preparing, and disposing of required transportation documentation are in AR 55-38, AR 710-2, AR 735-5, AR 735-11-2, and DOD 4500.32-R. Detailed instructions and procedures controlling the shipment and transportation of ammunition are in TM 9-1300-206. The regulatory forms prescribed in the above regulations may not be available for use, or the WCTO situation may be so critical, that judgment must be used to complete the mission.

## **TRANSPORT INSPECTION**

QASASs, military ammunition inspectors, or other qualified personnel will inspect vehicles as discussed earlier in the Receipts section of this chapter.

## **TRAILER TRANSFER POINTS**

A trailer transfer point (TTP) is a point between the origin of supplies and the destination where supplies are off-loaded from one means of transport to another. Examples are the transfer of Class V supplies from railcar to cargo truck or from cargo truck to aircraft. Normally, TTPs are the responsibility of the transportation service. However, when transferring Class V items, the transportation service may require technical advice and assistance from ammunition surveillance and/or other qualified personnel at supported ammunition units. TTPs should not be confused with ATPs. ATPs are in the forward areas and are operated by FSBs and DS ammunition companies.

## **TYPES OF SHIPMENTS**

### **Rail Shipments**

US or HNS railhead operations are sometimes a part of ammunition supply operations. A railhead is a

transfer point where ammunition is transferred from truck to railcar, or vice versa. Specific procedures for rail shipments regarding safety precautions, loading, blocking and bracing, certifying cars, positioning (spotting) of loaded cars, and inspections are found in TM 9-1300-206, AR 385-64, and, if available, ammunition loading drawings. Inspection standards during WCTO will be set by inspectors, based on METT-T and criticality of the mission.

### **Waterborne Vessel Shipments**

The loading and unloading of waterborne vessels is the responsibility of transportation units in the theater of operations and the US Army Military Traffic Management Command. Ammunition supply units may be asked to provide technical assistance concerning waterborne vessel shipments. Details on waterborne vessel shipments are in AR 385-64 and BOE Tariff No. 6000. US Coast Guard regulations also govern the classification, compatibility, and stowage of ammunition aboard all waterborne vessels. The Coast Guard is usually responsible for the security and supervision of waterborne vessels, including barges.

### **Motor Vehicle Shipments**

Motor vehicle procedures are used for shipping operations in all ammunition supply facilities. DD Form 1384 and DD Form 1348-1 (or facsimile-formatted documents), if required by the TAACOM or COSCOM commander, are used to request transportation for a shipment. During WCTO, there may be no shipping documents. Coordination or requirements may be by computer, telephone, or radio links. For specific motor vehicle shipment regulations, precautions and safe handling, inspection criteria, and technical escort, refer to TM 9-1300-206. Specific responsibilities of the shipper and the carrier are found in AR 55-355 and OCONUS transportation regulations.

### **Air Shipments**

Air shipments of ammunition may be made at US Air Force airfields, at US Army airfields, at heliports, and at ammunition sling-out areas. Air terminal operations at Air Force airfields are controlled by the Air Force. TTPs operated by the field Army are controlled by the Army transportation service, with technical assistance from supporting ammunition supply units.

The airfield should have a staging area where documentation may be prepared and where bulk shipments can be received and prepared for shipment.

Air shipments are preplanned by weight, cube, and compatibility for each aircraft. Wherever possible, motor vehicles are loaded and moved to the airfield so as to arrive at the same time that the aircraft is available for loading. Normally, vehicles are escorted to the aircraft by an Army or Air Force guide. It is the responsibility of the aircraft commander, load master, or crew chief to supervise the stacking and lashing of the cargo.

For helicopters, loaded cargo nets must be placed in the landing area so helicopters can hover to pick them up. Cargo nets may be loaded at the ammunition supply facility and transported to the airfield, or the cargo nets may be loaded at the airfield. More information on sling-out operations is in Chapter 5.

Each pallet of ammunition to be shipped by military or commercial aircraft must have a DD Form 1387-2 or facsimile-formatted document attached to it certifying that the shipment complies with the provisions of TM 38-250 or CFR Title 49. The form must be signed by a qualified individual who has successfully completed the Special Handling Data/Certification Course. The original copy of DD Form 1387-2 or facsimile-formatted document must be attached to the Number 1 pallet of the shipment. Distribution of the three additional signed copies are as follows: one copy enclosed in a water-proof bag and attached to the Number 1 pallet, one copy given to the air terminal records section, and the final copy attached to the air cargo manifest. If subsequent pallets in the shipment are the same type of item and are shipped under the same transportation control number, each additional pallet must have a completed but unsigned DD Form 1387-2 or facsimile-formatted document affixed to it.

For specific requirements and standards for air shipments regarding aircraft specifications, operating regulations, loading and unloading procedures, and special handling certification, refer to TM 9-1300-206 and TM 38-250.

## **SHIPPING DOCUMENTATION**

DD Form 1384 is the prime transportation information document prepared for each shipment. This form, the Transportation Control and Movement Document (TCMD), is prepared by the supply activity making the shipment, and carries that transportation data throughout the movement cycle. It is a basis for advance planning, which speeds movement of cargo at terminals and other transshipment

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and transfer points. It also provides essential information necessary to trace, locate, and divert shipments. However, during a WCTO, a facsimile-formatted document prepared by computer, manually, or in message format may be used instead of the DD Form 1384,

The supply activity should furnish the local MCT a copy of the TCMD. Guidelines for preparing and using the TCMD are in DOD 4500.32-R. Additional guidance may be obtained from the local MCT and current directives within the command.

SF 364 (Report of Discrepancy [ROD]) or a facsimile-formatted document is prepared for shipping type or packaging discrepancies during WCTO. Procedures for preparing this form are in AR 735-11-2.

During WCTO, and based on METT-T, SF 361 or a facsimile-formatted document is prepared to report damaged or improper shipments due to transportation discrepancies. When the shipment is seriously damaged or there are unusual circumstances, the form should be supplemented with photographs. Procedures for preparing this form are in AR 55-38.