



DEPARTMENT OF THE ARMY
OFFICE OF THE CHIEF OF STAFF
200 ARMY PENTAGON
WASHINGTON DC 20310-0200



REPLY TO
ATTENTION OF

DACS-ZD

20 November 2001

MEMORANDUM FOR SEE DISTRIBUTION

SUBJECT: SECARMY Travel Policy

1. On 5 November 2001, the new Secretary of the Army Travel Policy went into effect and replaced the SECARMY Travel Policy, dated 8 January 2001. Attached is a copy of the new travel policy.
2. In the past there were two Department of the Army travel policies in effect - one from the SECARMY and one from the CSA. In order to eliminate some redundancy, we created an integrated Army Travel Policy.

The key changes are:

- **All 4-star generals are "required users"**- This mirrors the OSD Travel Policy requiring all four-star generals to use MilAir when traveling in a duty status. Due to the Army's limited MilAir resources, travel coordinators should consider the use of all resources available, to include those aircraft assigned to the Joint Operational Support Airlift Command (JOSAC), when arranging these flights.
 - **Requirement for a spouse travel itinerary** – Accompanying spouse travel is approved as an exception to policy and must fulfill one of three criteria for approval. The criteria for spouse travel are: 1) spouse participates in an official capacity, or 2) spouse attendance provides a diplomatic benefit, or 3) spouse attendance provides a public relations benefit. In order for the accompanying spouse travel to be approved a spouse agenda/itinerary is required.
3. As you aware, the SECARMY Travel Policy, dated 8 January 2001, eliminated the requirement to obtain a legal review for travel requests. The new SECARMY Travel Policy, dated 5 November 2001, does not change this decision. I want to ensure that each of you understands that although the Secretary of the Army determined a legal review is not mandatory, it is still optional. Therefore, travel approval authorities may require a legal review prior to the travel request being submitted to them. Although a legal review is optional, it is prudent to obtain a legal review for certain types of travel requests, particularly those which involve an exception to policy (e.g., spouse travel and premium-class upgrades).



SECRETARY OF THE ARMY
WASHINGTON

November 5, 2001

MEMORANDUM FOR PRINCIPAL OFFICIALS OF HEADQUARTERS,
DEPARTMENT OF THE ARMY

SUBJECT: Policy for Travel by Department of the Army Officials

It is the policy of the Department of Defense and the Department of the Army that transportation resources be vigorously managed to prevent the misuse and perception of misuse. The enclosure to this memorandum revises and further clarifies key sections of the Army's travel policy. It supersedes the Secretary of the Army memorandum, dated 8 January 2001, subject as above, and implements specified policies and procedures provided by DOD 4500.56, DoD Policy on the Use of Government Aircraft and Air Travel, and DOD 4500.36-R, Management, Acquisition and Use of Motor Vehicles.

This revised policy reaffirms the Army's commitment to implementing sound travel policies and procedures. I strongly urge that you and your staff thoroughly review the provisions of this memorandum as well as the regulations, which it supplements.

I will continue to work with our civilian and military officials in ensuring that the travel policies governing the use of commercial and military aircraft, as well as ground transportation resources, are current and provide us with the appropriate level of guidance and protection to fully meet our vital mission goals.

A handwritten signature in black ink, reading "Thomas E. White", is positioned above the printed name.

Thomas E. White

Enclosure

POLICY FOR TRAVEL FOR THE DEPARTMENT OF THE ARMY
WITH SUPPLEMENTAL GUIDANCE FOR ARMY PERSONNEL
LOCATED IN THE NATIONAL CAPITAL REGION

Department of Defense (DOD) and Department of the Army (DA) transportation resources are to be vigorously managed to prevent both the misuse and the perception of misuse. Travel must be directly and clearly related to mission achievement.

This document supersedes the Secretary of the Army memorandum subject: Policy for Travel by Department of the Army Officials, dated 8 January 2001. It implements specified policies and procedures provided by DOD Directive 4500.56, DOD Policy on the Use of Government Aircraft and Air Travel (1997). It also serves to reduce the cost of travel and prevent the inappropriate and perceived inappropriate use of DA travel resources by the implementation of these policies and procedures.

Those sections shown in bold text are intended for Army personnel located within the National Capital Region (NCR) and may not apply outside of that area.

1. GENERAL POLICY

A. In accordance with DOD 4500.56, within the Department of the Army, the Secretary of the Army (SA) and the Chief of Staff of the Army (CSA) are required to use military aircraft (MILAIR) for all air travel when in a duty status. In addition, the Secretary of the Army has exercised his authority to further designate all active four-star general officers as "required users."

"Required Users", as designated above, will use military aircraft while on official duty status. Required users will, in accordance with DOD 4500.56, request each mission by providing, at a minimum, the names and titles/grades/rank of all travelers; the purpose of travel, an itinerary including departure and arrival times; and, any other special travel requirements, such as secure communications, et cetera, to the DOD component that schedules and/or operates the aircraft.

All users of military aircraft, to include those officials designated as "required users", are reminded that DOD 4500.56 requires that every effort will be made to minimize the cost and size of aircraft necessary to satisfy the mission requirement. Further, the Secretary of the Army retains the authority from DOD to make his policy on required use more stringent, if considered necessary, to ensure full compliance with DOD policies.

B. This policy memorandum primarily applies to the administrative use of fixed-wing and rotary-wing aircraft by Army officials not discussed in paragraph 1.A. above. Administrative travel, also called "other official travel," generally includes travel to give speeches, attend conferences, meetings, or training courses, make routine site visits, and other similar uses. Justification for the use of fixed-wing MILAIR for administrative travel usually requires a showing that MILAIR is essential vis-à-vis commercial air. Justification for the use of rotary-wing aircraft for administrative travel

usually involves a showing that MILAIR is essential vis-à-vis ground transportation, unless commercial air transportation is also available between the general departure and destination locations.

C. All travel requiring HQDA coordination must arrive at HQDA for review NLT 10 working days prior to travel or the request may be returned without action. A letter of explanation will accompany any late submission. Requestors for military air support are encouraged to submit earlier than the 10 working day window to ensure aircraft availability and scheduling.

D. The SA is the approval authority for all official travel out of the National Capital Region by the following Secretariat officials: the Under Secretary; the Assistant Secretaries; the General Counsel; the Administrative Assistant; the Chief of Legislative Liaison; the Chief of Public Affairs; the Director of Information Systems for Command, Control, Communications and Computers; the Inspector General; the Auditor General; the Deputy Under Secretaries; the Director, Small and Disadvantaged Business Utilization; and the Chairman, Army Reserve Forces Policy Committee.

1. Requests for travel for the above officials will be submitted through the Administrative Assistant (AA) who will coordinate travel requests to assure that sufficient key personnel are in the NCR to conduct Departmental business. Dual absences of the above listed officials and their principal deputies, when authorized, must be approved by the SA.

2. The AA is responsible for developing, for approval by the Secretary, detailed policies and procedures relating to travel of members of the Secretariat and its field operating agencies.

E. The Chief of Staff of the Army has incorporated, in this document, implementing procedures to properly control official travel within the Army Staff (ARSTAF) and for Army commanders. Approval authority for the administrative use of MILAIR, fixed and rotary-wing, may not be delegated below the Major Command (MACOM) chief of staff, or equivalent level, for travel by senior officials, in accordance with DOD direction.

F. The Chief, National Guard Bureau (NGB) is responsible for establishing implementing procedures to properly control official travel within the NGB and for State and Territorial Adjutants General.

G. Special emphasis must be given to controlling and monitoring overseas travel (including overseas travel by students of service schools), reducing the number of personnel traveling to the same site, and reducing the number of days of travel per trip.

H. Control of travel will continue to be an item of special interest during all Inspector General and Army Audit Agency inspections, audits, and reviews.

I. U.S. Air Force Air Mobility Command (AMC) or AMC-contracted airlift will be used for overseas travel when it is available and meets the mission requirements for Permanent Change of Station or Temporary Duty travel.

J. Current "Required Use" joint or "dual hatted" Army commanders of Unified & Specified Commands being reassigned to positions within the Department of the Army must document a mission necessity to use MILAIR for permanent change of station travel and must obtain prior authorization from the SA.

K. All military and civilian members of any rank or grade of the Department of the Army are to be considered "officials" of the Department. For purposes of this policy, "Senior Official" is defined as General or Flag officers, and civilian employees of the Senior Executive Service, or equivalent, and higher level employees.

2. OCONUS TRAVEL

A. Travel from the continental United States (CONUS) to locations outside the continental United States (OCONUS), and from OCONUS to CONUS should be undertaken only when the need is absolutely clear, and then only by the smallest groups possible, consistent with mission requirements. Back-to-back trips by different officials to the same location(s) are strongly discouraged. Trips should be actively coordinated to prevent this situation.

B. All OCONUS travel by DA personnel where the traveler will meet with officials of foreign governments must be coordinated with the Office of the Deputy Secretary of Defense (DSD) through the Office of the Secretary of the Army. Travel requests for Secretariat officials will be submitted through the AA to the SA for review and initial approval prior to submission to the DSD. The CSA is delegated authority for initial review and approval of travel by ARSTAF and MACOM officials and may redelegate this authority. Travel requests reviewed and given initial approval by the CSA or his designee will then be forwarded to the SA through the AA prior to submission to the DSD. All requests for foreign travel should be submitted prior to discussing travel plans with the foreign government concerned

C. In addition, DA personnel must follow the guidance provided in chapter eight and the country pages of the DOD Foreign Clearance Guide (DoD 4500.54G) to obtain country clearance for all foreign travel. The lead-time for requesting personnel clearances is approximately 35-45 days. Late submissions must include a justification for tardiness.

D. Any Army mission (to include troop visits) involving OCONUS travel, except to U.S. territories and possessions, by the SA, Under Secretary of the Army, Chief of Staff of the Army, or Vice Chief of Staff of the Army must be coordinated with the Under Secretary of Defense for Policy. Within five working days upon completion of such travel, a trip report must be submitted to the Assistant to the President for National Security Affairs through the Executive

Secretary.

E. International Conferences. Any DA official traveling to an OCONUS international conference (defined for this purpose as any meeting held under the auspices of an international organization or foreign government, at which representatives of more than two foreign governments are expected to be in attendance, and to which U.S. Executive agencies will send a total of ten or more representatives) must submit a preliminary report of travel to the Department of State's Office of International Conferences in the Bureau of International Organization Affairs (IO/OIC) through the Office of the Secretary of the Army. A final report with respect to this foreign travel must then be submitted to the IO/OIC through the Office of the Secretary of the Army within 30 days after conclusion of travel. (See samples at enclosure 1). DA personnel need not report travel undertaken to carry out an intelligence or intelligence-related activity, a protective function, or a sensitive diplomatic mission.

1. Preliminary and final reports for Secretariat officials will be submitted through the AA to the SA for review and initial approval prior to submission to the IO/OIC.

2. The CSA has delegated his authority to the Director of the Army Staff (DAS) for initial review and approval of OCONUS international conference travel by ARSTAF and MACOM officials. Preliminary and final reports reviewed and given initial approval by the DAS will then be forwarded to the SA through the AA prior to submission to the IO/OIC.

F. Force protection planning must be an integral part of travel planning, particularly for OCONUS travel. The following guidelines will be followed for all senior leader travel:

1. The senior U.S. Army general officer or civilian equivalent on-board an aircraft is responsible for the planning and approval of all itineraries when traveling OCONUS

2. All itineraries, to include enroute refueling stops, will be reviewed personally by the senior individual.

3. Deliberate decisions will be taken by the senior individual to ensure adequate security arrangements are in place at refueling locations or layovers prior to arrival.

4. If refueling at a civilian/non-U.S. military facility is scheduled, it requires the approval of the senior U.S. Army GO/civilian aboard the transport. No stops at civilian activities where the Threat Condition (THREATCON) exceeds ALPHA will be permitted unless accepted by the senior U.S. Army GO/civilian on board the flight.

5. The U.S. Army Criminal Investigations Command (USACIDC) is available to assist in planning and coordinating travel security for all high risk personnel (HRP). Personal security vulnerability assessments (PSVA) conducted by CID can be a valuable tool in gauging the thoroughness of HRP travel security planning procedures. A limited scope PSVA focused on travel security planning can help identify weaknesses and those measures to correct noted weaknesses, assist in determining levels of protection appropriate to the threat, and facilitate coordination of security resources while in a travel status.

3. COMMERCIAL AIR TRAVEL

A. Coach class. The primary mode of transportation used for official air travel will be commercial coach class.

B. Premium-class (less than First-class). There is no longer any blanket authorization to use premium-class (less than first-class) air travel for overseas travel for any DOD officials, military or civilian. All official travelers, regardless of rank or grade, must provide a written justification for each request for the use of premium-class (less than first-class) travel. The normal travel orders approving authority may authorize use of premium-class (less than first-class) commercial travel in accordance with the Joint Travel Regulations (JTR) or Joint Federal Travel Regulations (JFTR) when:

1. Regularly scheduled flights along the route provide only premium-class seats;
2. No space is available in coach, and travel is so urgent it cannot be postponed;
3. Necessary to accommodate a member's disability or other physical impairment substantiated in writing by a competent medical authority;
4. Travel on a foreign flag carrier has been approved by the normal orders approving official in accordance with the JTR/JFTR and the sanitation or health standards in coach are inadequate, as determined by Department of State or the Department of Defense;
5. Overall savings to the Government result by avoiding additional subsistence costs, overtime, or lost productive time that would be incurred while waiting for available coach seats;
6. Travel costs are paid by a non-federal source;
7. Obtained through the redemption of frequent traveler benefits (See section 4. Frequent Flyer Miles); or
8. Travel is direct between authorized origin and destination points (one of

which is OCONUS), which are separated by several time zones, and the scheduled flight time is in excess of 14 hours (including stopovers between flights). When this authority is exercised, an employee is not authorized a rest period upon arrival at the duty station. The traveler is, however, permitted a short, reasonable time to check into a hotel and freshen up if necessary. This justification shall not be used in lieu of scheduling coach-class accommodations that allow for authorized rest stops en route or at the destination. When returning from TDY, premium-class (less than first-class) travel will not be authorized simply because the total flight time (including stopover) is in excess of 14 hours.

9. Security concerns or exceptional circumstances exist that make such travel essential to the successful performance of the mission (e.g., unavoidably severe scheduling demands)

Example: During the workweek, a senior official's schedule requires him to attend official meetings on consecutive days, the later at an OCONUS destination. Due to the inflexible nature of the official's schedule, the official is required to travel overnight and will not receive adequate rest prior to conducting business the following day. Absent adequate rest, the official will be unable to effectively represent the U.S. Army. Accordingly, premium-class (less than first-class) travel may be authorized to allow for the successful performance of the mission.

NOTE: When an airline flight only has two classes of accommodations, the higher class, regardless of the term used for that class, is considered to be first-class.

C. The SA and the CSA, or their designees, are the approving authorities for requests for premium-class (less than first-class) travel for those officials within the Secretariat and ARSTAF, respectively. Requests by members of the Secretariat must be submitted through the AA to the SA for approval. All other requests to use premium-class (less than first-class) travel by senior Army officials will be processed through the individual's normal orders approving chain.

D. For the ARSTAF, the CSA has delegated the approval authority for business class, less than first class, to the Vice Chief of Staff, the Director of the Army Staff, and the Deputy Chiefs of Staff. Approval of business class travel must comply with the JTR/JFTR.

E. First-class. Within the DA, the SA is the sole approval authority for first-class travel paid by government funds or by a non-Federal source pursuant to 31 U.S.C. § 1353. All requests for the use of first-class travel in these instances must be fully justified under the appropriate provision of the JTR/J FTR and submitted through the AA to the SA.

F. The senior traveler must sign all requests for premium-class travel. Signature authority may not be delegated. Each request must reflect the difference in cost

between coach class and premium-class and that alternative travel plans—to include an earlier departure to allow for a rest period—have been considered. Approved requests must be maintained for one year for audit purposes.

4. FREQUENT FLYER MILES

A. General. Frequent flyer miles (FFM) earned from official travel are the property of the U.S. Government. Therefore, the first priority for the use of FFM will be to defray the Army's cost for other official travel requirements (e.g., other airline travel, rental cars, lodging, etc.).

1. DA personnel who desire to participate in FFM programs on a voluntary basis may accrue official FFM and related promotional mileage credits for official travel. However, official FFM accounts should be maintained separate from personal FFM accounts. Where government-earned FFM and personal FFM have been commingled into a single FFM account, all FFM within that account will be considered to be property of the U.S. Government absent a clear accounting of FFM to the contrary.

2. DA personnel may use FFM from their personal FFM accounts for premium-class upgrades while on official travel, but no member will travel premium-class while in uniform.

B. Premium-class (less than first-class). FFM earned from official travel may be redeemed for premium-class (less than first-class) travel upgrades in the following circumstances:

1. When the JTR or JFTR authorizes such travel independent of the authority to redeem FFM for an accommodation upgrade.

Example: Official travel is direct between authorized origin and destination points (one of which is OCONUS) which are separated by several time zones, and the scheduled flight time (including stopovers) is in excess of 14 hours. Because there is an independent basis for authorizing premium-class (less than first-class) travel, FFM may be redeemed to obtain the accommodation upgrade.

2. When FFM may only be redeemed for accommodation upgrades.

Example 1: The airline does not permit the redemption of FFM for any other travel requirement. FFM may be redeemed for accommodation upgrades.

Example 2: The airline permits the redemption of FFM for other travel requirements (to include the travel of others). Although the traveler has earned enough FFM to apply towards an accommodation upgrade, the traveler does not have enough FFM to obtain other travel benefits. The traveler may not redeem FFM for an accommodation upgrade in this instance. Instead, FFM must be allowed to accrue until there are enough FFM to apply towards other official travel requirements.

Example 3: Same circumstances as those presented in example 2, except absent redemption of FFM for an accommodation upgrade in this instance, the FFM will expire and go unused. FFM may be redeemed for an accommodation upgrade.

3. FFM earned from official travel may never be redeemed for use in personal travel, even if FFM will otherwise expire and go unused.

C. First-class. FFM earned from official travel may be redeemed for first-class travel upgrades only when authorized by the JTR or JFTR and approved by the SA.

5. GENERAL MILITARY AIRCRAFT TRAVEL

A. Official air travel is normally accomplished using commercial air transportation. Generally, when commercial air transportation is available to effectively fulfill the mission requirement and meet the traveler's departure and/or arrival requirements within a 24-hour period, military aircraft (MILAIR) shall not be used. Nonetheless, MILAIR may be authorized when:

1. The actual cost of using MILAIR is less than the cost of using commercial air service. Cost analysis for use of MILAIR will be based on the formula approved by the Army Audit Agency; or:

2. Commercial air service is unacceptable because

(a) highly unusual circumstances present a clear and present danger to the official traveler(s), or

(b) an emergency exists, or

(c) other compelling operational considerations make commercial transportation unacceptable; or

3. The aircraft was previously scheduled to perform a bona fide training mission, the minimum mission requirements are not exceeded, and there is no additional cost to the government. MILAIR will not be scheduled for training missions for the primary purpose of accommodating the travel of DA personnel, either military or civilian.

B. When scheduling MILAIR, every effort will be made to avoid:

1. Trips between major U.S. cities. It may be difficult to justify the use of MILAIR for travel along high-density travel routes (e.g., Washington, D.C. to New York City, Atlanta, Los Angeles or Chicago):

a) commercial travel is generally less expensive to major hub cities

- b) high density traffic may make it difficult to obtain desired arrival/departure times
- c) travelers must be cognizant of the public's perception of the use of military air resources

2. Trips where the aircraft appears to be filled with personal staff members to make the trip cost effective.

3. Trips requested because of the need to accommodate competing requirements, especially when either of the requirements are events of a social nature. Maximum advance planning should be employed to avoid scheduling conflicts dictating the use of MILAIR.

C. The particular aircraft used must be the least costly one capable of satisfying the transportation requirements. Larger aircraft will be used only for reasons of safety, security, or economic feasibility. At no time will a larger aircraft be scheduled in order to accommodate individuals traveling in a "non-interference" or unofficial status.

D. The OCONUS use of CONUS based military aircraft must be approved by the SA for all Secretariat officials. The CSA has designated the DAS as the approval authority for all members of the ARSTAF and MACOM commanders.

E. MACOM commanders are delegated approval authority for the OCONUS use of CONUS based MILAIR for individuals under their supervision. CONUS based MILAIR may only be used for OCONUS travel if the one of the criteria in paragraph 5.A. is satisfied.

F. The use of commercial airlift to OCONUS destinations does not preclude the use of MILAIR in an OCONUS theater of operation when:

- 1. MILAIR is reasonably available and does not require long deadhead flights to begin or end the mission, or
- 2. U.S. commercial carriers are not available and significant security concerns preclude the use of foreign flag carriers.

G. All requests for the administrative use of fixed-wing and rotary-wing MILAIR must be in writing. Requests for travel by other than DOD senior officials are processed for approval through existing standard procedures. Travel approval authorities may establish the specific format for requests and documentation of MILAIR travel. At a minimum, however, this documentation must meet the requirements of DoDD 4500.56.

1 Requesters must determine and document that the requirements of this section and/or section 6 have been met for each individual use.

2. The senior traveler must sign all requests for MILAIR travel. Signature

authority may not be delegated.

6. ROTARY-WING MILITARY AIR TRAVEL

A. Rotary wing MILAIR may be used for official travel only when it is cost favorable as compared to ground transportation, or when the use of ground transportation would have a significant adverse impact on the ability of the senior official to effectively accomplish the purpose of the travel.

B. This policy does not apply to "operational mission" use of rotary wing aircraft as defined in AR 95-1, Flight Regulations, or to mission required use such as: transport of troops and/or equipment; training; evacuation (including medical evacuation); intelligence and counter-narcotics activities; search and rescue, transportation of prisoners; use of defense attaché-controlled aircraft; aeronautical research and space and science applications; exercising command/supervisory authority at adjacent/local installations; and other such activities.

C. If commercial aircraft service is available between the general departure and destination locations, the criteria of paragraph 5.A. must also be satisfied.

D. Helicopter travel to events that can be accomplished by video teleconference, or combined with other events/activities, should not be approved.

E. Helicopter assets shall not be used for transportation between installations within the NCR except in unusual circumstances. The existence of unusual circumstances shall be determined by the SA or his designee for members of the Secretariat, and by the CSA or his designee for Army officials not assigned to the Secretariat.

F. The following guidance applies to the use of the Pentagon Helipad:

1. Eligibility for use of the Pentagon Helipad is restricted to Code 6 civilians, Brigadier Generals, and above.

2. The Pentagon Helipad is normally available Monday through Friday from 0730 to 1730 hours. The CSA has designated the DAS as the approval authority to grant exceptions for weekend and/or alternate travel times for Code 2 and 3 civilians and General Officers (four-star). Exceptions may be granted only under the most extraordinary circumstances for travel originating within the NCR.

G. Within the NCR, all approved requests for helicopter support are forwarded from the respective organizational airlift validator to the Operational Support Airlift Command. Normally, the use of this mode of transportation will be limited to those NCR intra-city trips that are within a 125 Nautical Mile (NM) radius and/or more than a 90-minute motor vehicle trip from the Pentagon. A chart

providing comparison mileage and time is included for reference at Enclosure 4.

1. Intra-city travel is travel that departs from and arrives at any location within the Greater Washington-Baltimore Metropolitan area.

2. Intra-city travel is limited to Code 1, 2, and 3 civilians and Code 2 and 3 General Officers.

3. Requests for exceptions must be approved by the AA for Secretariat officials, and by the DAS as designated by the CSA for the ARSTAF. Requests for exceptions to use of U.S. Army assets by officials other than Army officials will be coordinated with the Executive Secretary of the Department of Defense.

7. SPECIAL AIR MISSION (SAM) AIRCRAFT

A. Special Air Mission (SAM) aircraft are specially configured aircraft assigned to the United States Air Force 89th Airlift Wing used to support only the most important U.S. interest missions and DOD missions where other airlift do not provide the timeliness, security, or communications capability required. The costs associated with operating this limited inventory of aircraft range from approximately \$2,300/hour to nearly \$4,300/hour depending on the type of aircraft, thereby necessitating judicious use of this limited resource. All requests for SAM support require a cost analysis as a part of the justification.

B. Within the DA, only the following officials are eligible to use SAM aircraft. If one of these officials is not aboard, the SAM aircraft cannot be used for the mission:

Secretary of the Army
Chief of Staff
Under Secretary of the Army
Vice Chief of Staff
Assistant Secretaries of the Army
General Counsel
Four-star General Officers

C. SAM aircraft may be authorized in the following instances:

1. Travel is plainly in the national interest for official purposes;
2. Commercial transportation is clearly incapable of meeting the requirement for security; or
3. Other significant reasons as approved by the appropriate travel orders approving authority.

D. Approval Process

1. Requirements for both domestic and foreign SAM flights for personnel in the Secretariat will be submitted through the AA to the SA.

2. Requirements for both domestic and foreign SAM flights for personnel in the ARSTAF and MACOM Commanders including foreign counterpart visits will be submitted to the DAS.

E. All non-DOD requests for SAM aircraft, exclusive of Congressional travel, will be submitted through the AA for processing to OSD.

F. Congressional use will be coordinated by the Chief of Legislative Liaison in accordance with established procedures. The use of SAM aircraft is especially appropriate for Army sponsored trips by members of Congress or DOD officials when the trip has significant DOD interest.

G. The SAM Airlift validator in the Office of the Chief of Staff, Air Force, provides periodic reports on utilization of SAM aircraft through the AA for review by the SA and the CSA.

8. OPERATIONAL SUPPORT AIRLIFT (OSA)

A. The use of Operational Support Airlift (OSA), both fixed and rotary wing, assigned to DA should be restricted to flights where commercial transportation is inconsistent with security or other significant mission requirements. Requests for use of OSA will be processed in accordance with current directives and procedures.

1. Every effort will be made to pool requirements for maximum aircraft utilization. Minor differences of only a few hours in travel schedules seldom warrant the use of separate aircraft. (Flexibility in scheduling and passenger loads to accommodate the pooling of missions is encouraged.) All requests should include a comparison of the costs of travel by military air and commercial modes of transportation.

2. The United States Army Priority Air Transport Detachment can support longer missions, but its use must be fully justified through OSA policies and procedures and approved by AA for members of the Secretariat and by the DAS as designated by the CSA for members of the ARSTAF.

3. For Headquarters, Department of the Army (HQDA) and its Field Operating Agencies (FOAs) and Staff Support Agencies (SSAs), the officials listed below are designated as Authorizing Officials for operational support airlift (OSA) requests from senior officials within their commands or organizations.

- (1) Director of the Army Staff**
- (2) Deputy Chiefs of Staff**

- (3) Assistant Chief of Staff for Installation Management
- (4) Chief of Engineers
- (5) Surgeon General
- (6) Chief, National Guard Bureau
- (7) Chief, Army Reserve
- (8) The Judge Advocate General
- (9) Chief of Chaplains
- (10) Commanding General, U.S. Army Military District of Washington (MDW)
- (11) Heads of FOAs and SSAs (major general or equivalent and higher)

The Authorizing Official for those senior officials listed above is the Director of the Army Staff (DAS). The Vice Chief of Staff, Army is the authorizing official for the DAS. MilAir requests will be processed through the Aviation Staff Officer, Office of the Chief of Staff, Army (ATTN: DACS-DMC-A).

4. Major Army Command (MACOM) Commanders (major general or higher) and heads of FOAs and SSAs (major general or higher) are designated as Authorizing Officials for OSA requests from senior officials within their commands. MACOM Commanders may delegate this authority in writing, without further delegation to the Chief of Staff (no lower than Major General level). Except for four-star generals, and the three-star Commander of USARPAC, senior officials may not authorize their own MilAir travel.

5. The DAS is the Authorizing Official for MACOM commanders who are not 4-star general officers. Process MilAir requests for MACOM commanders, other than 4-star generals, through the Aviation Staff Officer, Office of the Chief of Staff, Army (ATTN: DACS-DMC-A).

6. MilAir requests for personnel (0-6 or equivalent and below) will be processed for approval as outlined in Chapter 3, AR 95-1, Flight Regulations, 1 September 1997 and the DoD Directive 4500.43, Operational Support Airlift, 28 October 1996.

B. The Commander, Operational Support Airlift Command, will provide a semi-annual report of the use of Operational Support Airlift by senior DA officials through the Director of the Army Staff and the AA for review prior to submission to the SA.

C. All MACOM commanders will ensure that they are kept informed of their command's OSA usage.

9. ACCOMPANYING SPOUSE TRAVEL

A. As a general rule, spouses or other family members may not accompany DA personnel, either military or civilian, on official business at government expense. Accompanying spouse travel on either military or commercial aircraft is accomplished as an exception to policy, pursuant to Appendix E, part I, paragraph A13 of the JTR.

Exceptions are normally limited to the spouses of senior officials. Other family members or dependents are not permitted to travel at government expense. (See Section 12, Non-interference (reimbursable) travel). (The Joint Travel Regulations can be accessed at <http://www.perdiem.osd.mil>)

1. Accompanying spouses traveling on commercial aircraft at government expense will fly coach-class, unless otherwise authorized in accordance with section 3, Commercial Air Travel.

2. Accompanying spouses traveling on MILAIR will travel in a noninterference (non-reimbursable) status. MILAIR must be independently authorized in accordance with section 5.

B. As an exception to policy, spouses may accompany their sponsors on military or commercial aircraft at government expense when at least one of the following conditions are met:

1. The spouse will actually **participate in an official capacity** at an unquestionably official function. A spouse's itinerary that details the specific official events of sufficient duration in which the spouse will participate (i.e. a conference or installation visit) may justify the spouse's travel on MilAir or ComAir at government expense. A spouse agenda/itinerary is required when using this provision as the basis for approval of the spouse's travel. A substantially complete draft itinerary is sufficient for long lead-time requests. An example of a substantive agenda is provided at enclosure 2. **Or**,

2. The spouse's presence at an official function is deemed to be in the national interest because of a **diplomatic benefit** to the United States. Simply stated, when the spouse and sponsor are meeting with high-level foreign dignitaries and their spouses, the spouse's travel may be justified on MilAir or ComAir at government expense. Documentation of foreign dignitary presence is required when using this provision as the basis for approval of the spouse's travel. **Or**,

3. The spouse's presence at an official function is deemed to be in the national interest because of a **public relations benefit** to the United States. Simply stated, when the spouse and sponsor are meeting with persons and their spouses from outside the Department of Defense, the spouse's travel may be justified on MilAir or ComAir at government expense. Under this provision, a statement from the requesting official, deeming the spouse's presence provides a public relations benefit to the United States, is sufficient when using this provision as the basis for approval of the spouse's travel.

C. Spouses may travel unaccompanied to an official function, provided **any or all of the above conditions** are met, **and** unusual circumstances exist on the part of the sponsor that may necessitate an exception to the general requirement that the spouse and sponsor travel together. Such unusual circumstances may include

unplanned or unanticipated schedule changes or compelling mission requirements on the part of the sponsor. Under those unusual circumstances the spouse shall travel in the most cost-effective manner available, which may include an already scheduled MilAir flight.

D. Once all supporting documentation is attained, the requestor must obtain a policy/fiscal review from the resource manager prior to submission to the approval authority. Each occurrence will be approved individually and documented by an MFR signed by the approval official. Blanket travel orders for spouses are not permitted.

E. Spouses traveling in an accompanying spouse status are not permitted per diem.

F. Approval Authorities.

1. Each occurrence of spouse travel is to be approved on a case-by-case basis. Blanket travel orders for spouses are not permitted. When the requesting official is not assigned to HQDA, the request for approval for spouse travel will also be reviewed by the requesting official's MACOM Chief of Staff, or equivalent, prior to submission. Each request will include the following supporting documentation and will be retained by the requesting organization for two years:

- a. Request signed by the sponsor;
- b. Name, grade, and position/title of sponsor;
- c. Purpose of spouse's travel;
- d. Travel date and destination;
- e. Type of conveyance, to include cost if commercial flight;
- f. Policy and/or fiscal determination by appropriate

MACOM official;

g. Agenda or itinerary for spouse that indicates either actual participation or a diplomatic or public relations benefit to the United States.

2. The SA is the approval authority for all accompanying spouse travel of Secretariat officials at government expense on commercial or MILAIR.

a. All requests for spouse travel that are to be approved by the SA will be forwarded to the AA for processing.

b. Requests should be submitted at least 15 working days prior to the travel.

3. The CSA is delegated the approval authority for all travel of spouses of DA officials not assigned to the Secretariat by military or commercial aircraft. For the ARSTAF, the CSA has delegated approval authority to the DAS for all spouse travel requests. Approval authority for accompanying spouse travel via commercial or military aircraft is delegated to four-star MACOM Commanders for their spouse and the spouses of individuals within their organizations. Further delegation is authorized in writing but may not be delegated below the two-star general officer Chief of Staff for a four-star commanded MACOM, or equivalent level.

4. All four-star general officers and the three-star commander of USARPAC are delegated the authority to approve accompanying travel of their own spouses, and spouses of those in their command on military and commercial air.

a. Each occurrence will be approved individually and documented by a Memorandum for Record that has been reviewed by policy and/or fiscal officials and signed by the principal. Blanket travel orders for the spouses are not permitted.

5. Joint or "dual hatted" DA commanders of Unified & Specified Commands follow their joint command approval process concerning accompanying spouse travel when traveling on behalf of their joint command. When traveling on DA business, the provisions of this policy memorandum will be followed (example: Army Four-Star Commanders Conference).

6. The Chief, National Guard Bureau is delegated, without further delegation, the authority to approve the travel of accompanying spouses of the 54 State and Territory Adjutants General by MILAIR when they are traveling for purposes of National Guard Bureau business. However, when the State and Territory Adjutants General are traveling on state or territory business, the state or territory guidance governing accompanying spouse travel will be used. In either case, the tests of unquestionable official function with actual participation, and/or significant diplomatic or public relations benefits must be met.

10. REQUIRED REPORTING FOR ACCOMPANYING SPOUSE TRAVEL

A. The CSA has designated the DAS to maintain a record of approved accompanying spouse travel (as authorized by section 9 above) on MILAIR and commercial aircraft. This documentation shall be subject to review by the Secretary of the Army, or the AA acting as his designee, when appropriate. The documentation will include spouse travel trips via MILAIR or commercial air for the spouses of all DA officials (not assigned to the Secretariat), including the following:

1. Commands delegated approval authority for spouse travel by the Chief of Staff of the Army;

2. Four-Star General Officers and the Three-Star Commander of

USARPAC;

3. Joint or "Dual Hatted" commanders when travel was on behalf of the DA; and

4. State and Territory Adjutants General of the National Guard when travel was on National Guard Bureau business.

B. Documentation of individual spouse travel trips will include:

1. Name of sponsor and spouse,

2. Justification (i.e., participation in an official capacity at an unquestionably official function, or diplomatic or public relations benefit),

3. Destination,

4. Duration, and

5. Any per diem or incidental expenses allowed to the spouse.

C. Documentation of each trip approved by the CSA or his designee will be maintained for at least two years from the date of travel to comply with audit and/or inspection requirements.

11. OTHER SPOUSE TRAVEL

A. Travel by spouses is usually accomplished in an accompanying status as provided in section 9 above. However, spouses may also travel independent of their sponsors when travel is authorized in accordance with the JTR/JFTR (other than Appendix E, Part I, paragraph A13 of the JTR). When traveling pursuant to an independent basis, spouses are authorized per diem. For example, travel and per diem for spouses is authorized when:

1. the spouse will attend a service-endorsed training course or briefing and provide subsequent volunteer service incident to such training, (e.g., Pre-Command Course, Brigadier General Training Course, anti-terrorist training course) as specified by HQDA.

a). **Course Approval Procedures.** Certain courses, such as the Pre-Command Course, have already been considered and approved as service-endorsed. For other Courses, the JTR requires approval through "the Secretarial Process." Consequently, requests should process through command channels and the Deputy Chief of Staff for Operations (DCSOPS) Training Division to the Office of the Administrative Assistant to the Secretary of the Army for staffing within the Secretariat and approval. Requests

should include, as a minimum, a detailed program of instruction and a memorandum explaining the primary and direct mission-related benefit that the Army will receive as a result of funding this training for family members.

b. Travel Approval. Once a course is approved, selected spouses may attend the training at government expense and receive the same travel allowances as a service member or employee who is on temporary duty (TDY). The normal order-issuing official for ITOs approves the travel on a case-by-case basis, ensuring that there is a primary and direct mission-related benefit to the Army by that particular family member attending the training.

2. the spouse will confer with DOD officials on DOD matters as a subject matter expert. In this instance, being a spouse is incidental to being a subject matter expert, and the circumstances of travel are not to be confused with accompanying spouse travel. Under this authority, the spouse may be issued invitational travel orders through normal procedures without obtaining special approval for spouse travel. It is generally DA policy that spouses traveling to participate in discussions on Army Family Programs and/or Quality of Life issues shall travel in an accompanying spouse status (per diem not authorized) in accordance with section 9, unless travel is for an excepted program in accordance with B. below.

B. Notwithstanding the restriction in paragraph 10.A.2 above, when the spouse or other qualified individual has been selected to serve as a member of the delegation to an official conference concerning Army Family Programs or Quality of Life issues, then the activity that is sponsoring the conference may authorize the sending command to issue an ITO (per diem authorized) for that spouse's travel if the following conditions apply:

1. The activity that is sponsoring the conference is commanded by an official in the rank of major general or above;
2. The conference has a substantive agenda aimed at affording the Army Secretariat or Army leaders guidance, advice, and testimony that is essential to the process of developing effective policies pertaining to family, education, health care, retention, and other issues related to the well-being of our soldiers and their families;
3. The conference's established objective is to render a discernable substantive product, such as a set of policies, a strategic plan, or an action plan;
4. The agenda requires full-time participation by each delegate to ensure that it completes its agenda and accomplishes its established objective;

5. The process for selecting delegates conforms to Army regulatory guidance and the slate of delegates has been approved, in writing, by the sponsoring commander.

In no case, however, will the spouse of a soldier or DA employee be entitled to separate reimbursement for the lodging portion of per diem if the soldier or employee is on TDY to the same conference, is concurrently on TDY in the same commuting area of the conference, or resides within commuting distance to the conference site.

C. Commanders of Major Commands will submit an annual report through the Director of the Army Staff to the Administrative Assistant to the Secretary of the Army no later than 15 October summarizing Army Family Program conference participation and delegate travel, along with a summary of cost to the Army for that travel.

12. UNOFFICIAL TRAVEL — NON-INTERFERENCE (REIMBURSABLE) TRAVEL

A. Non-interference (reimbursable) travel is travel by a spouse, dependent, or other non-Federal traveler not on official business in the company of a senior DOD official (normally Code 1, 2 and 3 civilians, and Code 2 and 3 General Officers) traveling on official business on MILAIR. This is not space available travel.

B. Non-interference travel is only authorized if the following conditions are met:

1. MILAIR is already scheduled for an official purpose;
2. The non-interference use does not require a larger aircraft than is needed for the official purpose;
3. Official travelers are not displaced;
4. The travel results in negligible additional cost to the government; and
5. The government is reimbursed at the full commercial coach- class fare rate or equivalent. The full coach-class fare is defined as any coach fare that is available to the general public between the day that the travel was planned and the day the travel occurred, including restricted fares, provided the traveler would otherwise be able to satisfy the restrictions associated with the particular fare if traveling via commercial air.

C. This travel will be approved in advance in writing. The senior DOD official will attach to his/her travel voucher a personal check made payable to the Treasurer of the United States and include a travel office printout that reflects the full commercial fare.

D. Approval will be through the senior traveler's normal approval chain.

13. MOTOR VEHICLE TRANSPORTATION

A. AR 58-1 governs the use of motor vehicle transportation to include the procurement and use of sport utility vehicles. This section highlights guidance found in that regulation pertaining to non-tactical vehicles and provides additional guidance where necessary.

B. Section 1344 of Title 31 of the United States Code specifies those officials who are authorized home-to-work transportation. Within the DA, only the SA and the CSA are authorized home-to-work transportation.

1. With certain limited exceptions prescribed by statute, home-to-work transportation is not transportation for an official purpose, and is prohibited. Normally, such transportation is a personal responsibility. Section 1344 establishes criteria for exceptions to this policy, and for reporting those exceptions to Congress. However, within the DA only the SA can approve those exceptions.

2. Individuals who are authorized home-to-work transportation may incur personal tax liability in connection with this government-furnished service regardless of the circumstances. The law provides that an individual who willfully violates Section 1344 may be suspended without pay for a minimum of 30 days, and when circumstances warrant, for a longer period, or may be summarily removed from office. Military personnel who willfully use or authorize the use of government vehicles for other than official purposes, can be disciplined under provisions of the UCMJ or other administrative procedures as appropriate.

C. Transportation to official after-hours functions will be treated as an exception to policy for which prior approval from the installation commander or his/her delegated authorizing official is required. All transportation to after-hours functions will begin and end at the individual's normal place of duty.

D. Official motor vehicle transportation requirements do not include: transportation to private social functions; personal errands or side trips for unofficial purposes; transportation of dependents or visitors without an accompanying official; or in support of non-DOD activities unless specifically approved under the provisions of Army Regulation(s).

E. The use of Army motor vehicles is restricted to official purposes only.

1. Military and civilian personnel of the DA may use DA motor vehicles when attending official ceremonies (e.g., changes of command, parades, promotions, retirements, unit activations/deactivations, field demonstrations, funerals, or other similar events) when attendance is in their official capacity. For purposes of these functions, the most senior military and civilian DA official designated to represent the DA organization concerned, as well as those DA officials who are actively participating, are attending in their official capacity. Mere attendance at an event does not justify the use

of government vehicles except in those rare occasions where the event achieves a significant public affairs objective to justify the official use of group transportation (e.g., buses).

Example 1: It would be appropriate for a corps commander who is presiding over a subordinate division change of command ceremony to use a DA motor vehicle for transportation to the ceremony.

Example 2: It would be appropriate for a National Guard division commander who is attending a subordinate battalion change of command as an invited guest and senior representative in the chain of command to use a DA motor vehicle for transportation to the ceremony

2. Army motor vehicle transportation is not authorized for officials attending such ceremonies or events only in a personal capacity. All DA officials attending simply as invited guests (other than the senior DA official in attendance) are deemed to be traveling in their personal capacity. This includes attendance based solely on friendship, family ties, or prior professional relationship with the honoree.

Example 1: Normally, it would be inappropriate for a general officer to use a DA motor vehicle to attend or preside over a promotion ceremony for a former subordinate who is no longer in the general officer's chain of command

Example 2: It would be inappropriate for the former commander of a unit to use a DA motor vehicle to travel to that unit's change of command as an invited guest.

3. Commanders or their principal staff officers will determine whether attendance at such ceremonies or events is in an official or personal capacity. When official travel is authorized for general attendance the mode of travel provided will normally be via mass transportation rather than via individual vehicles.

F. Spouses of DA officials may be authorized transportation in government vehicles only when:

1. Accompanying their DA sponsor, the use of the vehicle has already been authorized to accomplish official business, and there is space available. Such transportation must be provided at no additional cost to the government, and the spouse's presence may not require a larger vehicle than that already authorized to accomplish official business;

2. Proceeding independently to or from an official function when the spouse's presence at the function is in the best interest of the government and circumstances have made it impractical or impossible for the official to accompany the spouse en route; however, this authority applies only to the spouse of a DA employee who is authorized to receive home-to-work transportation.

G. Transportation support to other U. S. Government agencies, or non-U.S. Government entities, may be provided only under strict guidelines. Reimbursement by the requesting activity is normally required for transportation support to non-DOD activities. DA officials shall review established guidelines and obtain required approvals prior to inviting travel or committing Army support.

H. Sport utility vehicles (SUVs) are a relatively new class of vehicle with four-wheel drive and an off-road capability that make the vehicle ideal for police, range support, and other off-road duties that require physical abilities exceeding those of a sedan or truck. SUVs are also necessary to more safely handle certain types of road conditions in inclement weather. However, SUVs cost more to buy or lease. As a class, the SUVs have a poor miles per gallon rating, and the vehicles currently are not designed to use an alternative fuel. In addition, SUVs are generally considered a status symbol.

1. SUV's will not be acquired by purchase or lease to enhance the comfort or prestige of any individual, regardless of grade or rank.
2. Army activities are required to use the smallest, most fuel efficient vehicle capable of meeting agency needs. Specifically, where a Class II sedan or light duty pickup truck will meet mission requirements, a larger and more prestigious SUV will not be acquired, leased, or used.
3. Commanders of MACOMs are responsible for approving SUV requests by installations and activities for high-end SUVs or any SUV that has a maximum gross vehicle weight that is greater than or equal to 5,000 pounds. MACOMs and commanders should seek to limit the use of such high-end and costly SUVs. Criteria are found in the Federal Vehicle Standards 20XX at: <http://pub.fss.gsa.gov/pub/vehicle-standards.html>.

a. Exceptions to the MACOM approval requirement include

- (1) SUVs that are available as alternative fueled vehicles.
- (2) SUVs that are used directly and specifically for police, fire, rescue, criminal, investigative, and intelligence activities.
- (3) Recruiting and military entrance processing activities in areas where snow, sleet, and freezing rain would terminate the mission for lengthy periods.

b. Except for special requirements such as inclement weather conditions and off-road use, SUVs will not be used exclusively as passenger-carrying vehicles when a sedan, van, carryall, bus, taxi, privately owned vehicle (reimbursable), or public transportation would meet mission requirements.

14. ACCEPTANCE OF PAYMENT FROM A NON-FEDERAL SOURCE FOR OFFICIAL TRAVEL EXPENSES

A. Title 31 U.S.C. § 1353 is the primary authority for the acceptance of gifts of travel and related expenses. When that statute applies, it shall be used to the exclusion of other authorities. The definition of terms and policies under this statute is at 41 C.F.R. § 304.

B. Heads of component commands or organizations may delegate approval authority, in writing, to accept travel payments from a non-Federal source to a division chief under their supervision serving in the grade of colonel or the civilian equivalent. Prior to authorizing acceptance of an outside payment of official travel and related expenses, travel-approving authorities must consult with their own, or the traveler's, ethics counselor and obtain a written determination from that ethics counselor that acceptance is appropriate.

C. In addition to the criteria at 41 C.F.R. § 304, payment from a non-federal source for official travel expenses may be accepted when the following conditions are met:

1. The offer of travel expenses must be unsolicited and completely voluntary.
2. The gift may only be used for official travel.
3. The gift may only be used for conferences or similar functions. An offer of travel expenses to perform functions essential to an Army mission (such as inspections or oversight visits) or to attend sales presentations will not be accepted.
4. The gift of travel may not create a conflict of interest. The approval authority must determine that acceptance would not cause a reasonable person in possession of the relevant facts to question the integrity of Army programs or operations.

D. An offer of free travel for an accompanying spouse will be processed and approved in accordance with section 9 of this memorandum. Such requests will be evaluated on the basis of whether it is in the Army's interests to accept the offer.

E. The SA retains the authority to approve all first-class travel. Requests for first-class air travel, including those paid by a non-Federal source, must be fully justified under the applicable provisions of the JTR/JFTR. This requirement applies to the traveling official and accompanying spouse.

F. The following reporting requirements apply to the acceptance of travel payments from a non-Federal source.

1. In order to simplify the travel voucher process, travelers are encouraged to accept "in-kind" travel expenses (that is, prepaid tickets and hotels), rather than cash reimbursement. If reimbursement is in the form of a check, it will be made out to "Department of the Army" and deposited with the servicing travel office.

2. Travelers must report to their ethics counselors the acceptance of travel and related expenses exceeding \$250.00. The report must contain the traveler's certification that "the statements in this report are true, complete, and correct to the best of my knowledge and belief." The report must be submitted to the ethics counselor for review and signature within thirty days of completion of the travel. A suggested format for this report appears at enclosure 3.

3. Ethics counselors will use Standard Form 326, Semiannual Report of Payments Accepted From a Non-Federal Source, to consolidate reports from travelers in their jurisdiction. Standard Form 326 will be electronically submitted to the Office of the Judge Advocate General (OTJAG), Standards of Conduct Branch at soco@hqda.army.mil. Reports for gifts received during the period 1 April to 30 September must be received at OTJAG by 15 November. Reports of gifts received between 1 October and 31 March are due by 15 May. Ethics counselors will maintain the reports submitted by travelers for one year after submission. Standard Form 326 is available on the General Services Administration website at www.gsa.gov/forms.

15 USE OF EXECUTIVE CAR SERVICES

The use of executive car services, i.e. privately contracted limousines and non-government leased executive sedans is reimbursable only at the fair market rate of taxicabs and airport transportation services during periods of official temporary duty travel. Costs in excess of fair market rates for the services mentioned above are borne by the official and will not be reimbursed. Additional charges, such as "waiting time" fees associated with the use of executive car services are not authorized. Officials are encouraged to utilize local public transportation resources for travel to and from TDY locations. Reimbursement for commercial transportation from residence to permanent duty locations is not authorized.

Encl. 1

FOREIGN TRAVEL DATA SHEET

(SUBMIT TO THE OFFICE OF INTERNATIONAL CONFERENCES, DEPARTMENT
OF STATE, ROOM 1517,
FAX 202-647-1301 OR 202-647-5996; Phone 202-647-5875)

PRELIMINARY REPORT

(to be completed before foreign travel to an international conference)

NAME OF TRAVELER (last, first):

EMPLOYING DEPARTMENT OR AGENCY:

TITLE HOST OF INTERNATIONAL CONFERENCE ATTENDED:

WILL MORE THAN TWO FOREIGN GOVERNMENTS ATTEND? YES NO

NAME OF OFFICIAL AUTHORIZING TRAVEL:

PURPOSE OF TRAVEL: **(Select code: (1) member of delegation;
(2) technical/administrative support to delegation (3) meetings with foreign
officials outside the conference; (4) other (specify)**

DATE TRAVEL BEGINS:

DATE TRAVEL ENDS:

CONTACT TELEPHONE NUMBER

FINAL REPORT

(to be completed within 30 days of the conclusion of travel)

NAME OF TRAVELER (last, first)

CONFERENCE ATTENDED/HOST:

DATE TRAVEL BEGAN:

END DATE OF TRAVEL:

ACTUAL COST OF TRAVEL:

Complete the following only if there have been changes since the preliminary report:

EMPLOYING DEPARTMENT OR AGENCY:

NAME OF OFFICIAL WHO AUTHORIZED TRAVEL:

PURPOSE OF TRAVEL:

SAMPLE OF SPOUSE AGENDA

YOUR LETTERHEAD

SUBJECT: Itinerary for Visit of Mrs. John Doe, Spouse of LTG John D. Doe, Commander, U.S. Army Pacific
IN PARTY: TBD
PURPOSE: Orientation Visit

Monday, 8 February 1999

0900 Arrive New Toyko International Airport; met by Protocol
0900-1030 Airport procedures
1030-1100 En route Distinguished Visitors Quarters (DVQ);
Activities as desired
1100-1130 Orientation Briefing
1130-1230 Lunch hosted by Mrs. Smith with roundtable discussion
on quality of life issues having highest community
interest (Cathy Rogers, Spouse, CS; Robin White,
Spouse, DC; Dods Brown, Spouse, of Commander, 17TH
ASG; Barbara Carter, Spouse, Commander, USARPAC)
1230-1240 En route Army Community Services (ACS)
1240-1315 ACS Brief/open discussions with ACS staff -regarding
program needs and unique concerns, and tour of facility
1315-1320 En route Community Activities Center (CAC)
1320-1400 Sensing session with New Parent Support Program
Group to include active duty and spouse participants
1400-1405 En route Child Development Center (CDC)
1405-1445 Visit CDC/discussions with care givers, CDC staff
regarding needs and services provided
1445-1450 En route Youth Activities
1450-1530 Visit Youth Center/discussions with Youth Activities Staff
on Youth Programs
1530-1540 En route Library
1540-1615 Visit Library/check current available resources and
response times on ordered materials
1615-1630 En route DVQ
1630-1750 Activities as desired and prepare for reception
1750-1800 Walk to Community Club
1800-TBD Reception and Dinner

Tuesday, 9 February 1999

0755-0800 En route Quarters 1000
0800-0900 Breakfast hosted by Mrs. Smith
0900-0905 En route Elementary School
0905-1000 Visit Elementary School/discussions with the Principal
on standards for DODDS and where the school falls in

the large overall picture compared to the Elementary
Schools in the U S.1000-1005

En route Community Support Facilities

1005-1115

Tour and discussions with personnel of the Community
Support Facilities

1115-1120

En route Community Club

1120-1300

AFTB/Family Support Meeting/Working Luncheon and
discussions on quality of life issues with a cross-section
of Battalion spouses with opening and closing remarks
by Mrs. Smith

Encl 3

REPORT OF PAYMENT OF TRAVEL & RELATED EXPENSES
ACCEPTED FROM NON-FEDERAL SOURCES
(31 U.S.C. 1353)

Employee's Name:
Command Organization:
Employee's Position:
Spouse's Name (If applicable):

EVENT

(for which more than \$250 in travel and related expenses were donated)

Nature /Title of Event:

Sponsor:

Location:

Dates: From: To:

TYPE OF DONATION

Donating Organization:

Total Amount:

Amount of Payments In-Kind: For Employee: For Spouse:

(pre-paid conference fees, hotel costs, airline tickets, pre-paid meals, etc.)

Amount of Payments by Check For Employee: _____ For Spouse:.

(Check must be made to "Department of the Army". Submit to your travel office.)

Itemized Expense:

Hotel:

Airline:

Meals:

Other

"I certify that the statements on this report are true, complete, and correct to the best of my knowledge."

Signature of Traveler

Date of Signature

SUBMIT REPORT TO YOUR ETHICS COUNSELOR WITHIN 30 DAYS

Ethics Counselor Printed Name and Signature Date of Signature

(paid by non-Federal source)

**Comparison Chart
Estimated Times and Distances**

| Location | Ground | | | Air | |
|---------------------------------------|---------------|------------------|--------------|----------------|--------------|
| | Statute Miles | Non-Rush (Hours) | Rush (Hours) | Nautical Miles | Time (Hours) |
| Aberdeen Proving Ground | 75 | 1.50 | 3.00 | 55 | .80 |
| Andrews AFB | 15 | 0.25 | 0.83 | 9 | .40 |
| Antietam National Battleground | 80 | 2.00 | 3.00 | 36 | .40 |
| Baltimore City/vicinity | 45 | 1.00 | 1.50 | 30 | .40 |
| Carlisle Barracks | 115 | 3.00 | 4.00 | 80 | 1.00 |
| Charlottesville | 120 | 3.00 | 4.00 | 78 | 1.10 |
| Chancellorsville National Battlefield | 60 | 1.33 | 2.20 | 45 | .65 |
| Fredricksburg National Battlefield | 60 | 1.33 | 2.20 | 40 | .60 |
| Ft AP Hill | 70 | 2.00 | 3.00 | 49 | .65 |
| Ft Detrick | 55 | 1.00 | 2.00 | 36 | .50 |
| Ft Lee | 125 | 3.00 | 4.00 | 97 | 1.20 |
| Ft Meade | 30 | .75 | 1.25 | 20 | .40 |
| Gettysburg National Battlefield | 85 | 2.00 | 3.00 | 55 | .80 |
| Patuxent Naval Air Station | 78 | 2.00 | 2.50 | 46 | .65 |
| Quantico Marine Base | 35 | 1.00 | 1.50 | 24 | .40 |
| Xerox Training Center | 35 | 1.00 | 1.50 | 26 | .40 |