

CHAPTER 508

US EXPORT REQUIREMENTS

A. GENERAL

1. This chapter outlines CBP requirements for export shipments of DOD property and DOD-sponsored Security Cooperation Program (SCP) (Foreign Military Sales [FMS] and Pseudo-FMS Cooperative Programs) shipments exported from the CTUS as well as exit requirements for personnel on departing aircraft. This policy applies to DOD shipments from and to DOD activities and non-DOD activities (contractor or vendor) by both commercial and military carriers. It applies to shipments of US Munitions List (USML) items regulated by the Department of State, Directorate of Defense Trade Controls (DDTC) under the Arms Export Control Act and non-USML items regulated by the Department of Commerce, Bureau of Industry and Security (BIS). It applies to DOD personnel transported aboard both commercial and organic aircraft. Export shipments of non-government owned material are subject to the federal export licensing/permit requirements.
2. Most DOD shipments are exempt from export license requirements. The key to exporting DOD property is to properly document the shipment so that it is clearly identified as DOD property and not commercial or private sector owned.

B. POLICY

It is DOD policy to comply with US Export laws as they relate to DOD shipments and to SCP shipments that are exported via the DTS, in the most efficient manner possible without unnecessarily delaying the movement of DOD-sponsored shipments. US export requirements are generally outlined in 15 CFR, Commerce and Foreign Trade and 22 CFR, Foreign Relations. Sections of these regulations are referenced in the following Paras.

C. PRINCIPAL REGULATORY AGENCIES

1. The Department of Commerce, BIS. The Export Administration Act of 1979, as amended, controls “dual-use” items (commercial items, which could have military applications) and is administered by the Department of Commerce through 15 CFR. The BIS is the primary licensing agency for dual use exports. Agency information, telephone numbers, and basic commodities, which may require export licenses, are available on the US Department of Commerce, BIS web site, <http://www.bis.doc.gov> (*) **Non-DOD Website**.
 - a. Of those exports and re-exports subject to the Export Administration Regulation, a small percentage requires the submission of a license application to the Department of Commerce. Most DOD shipments are exempt from Department of Commerce export license requirements. License requirements are dependent upon an item’s technical characteristics, the destination, the end-use, and the activities of the end-user. For information on procedures for determining whether or not an export license is required and which agency has jurisdiction, refer to the BIS web page above. Documentation requirements for claiming export license exemptions are described in the following Paras.
 - b. In general, the Department of Commerce, Bureau of the Census, collects data on exports and maintains export statistics. These apply to both commercial exports and Security

Cooperation Program exports. The Census Bureau website is <http://www.census.gov/foreign-trade/www/index.html> (*).

2. The Department of State, DDTC. The Arms Export Control Act (AECA), controls munitions items and is administered by the Department of State, DDTC. The AECA governs most aspects of defense trade and security assistance. The AECA establishes parameters for the export of defense articles and defense services and the corresponding regulations are included in 22 CFR, 120-130, International Traffic in Arms Regulations (ITAR). The DDTC controls the permanent and temporary export and temporary import of defense articles and defense services by taking final action on license applications and other requests for approval for defense trade exports and re-transfers. The DDTC also handles matters related to defense trade compliance, enforcement and reporting.
 - a. USML. The USML consists of those articles, services and related technical data designated as “defense articles” and “defense services”. Designations of which articles will be deemed to be defense articles and defense services are made by the Department of State with concurrence of the DOD. Characteristics of USML items include:
 - (1) Is specifically designed, developed, configured, adapted, or modified for a military application, and
 - (2) Does not have performance equivalent (defined by form, fit and function) to those of an article or service used for civil applications; or
 - (3) Is specifically designed, developed, configured, adapted, or modified for a military application, and has significant military or intelligence applicability such that control under this subchapter is necessary.
 - b. As a result of these characteristics, most weapon systems and their components will be covered by the USML. The following categories of defense articles and services are outlined in 22 CFR Part 121.1, General, The United States Munitions List:
 - (1) Firearms, Close Assault Weapons, and Combat Shotguns
 - (2) Guns and Armament
 - (3) Ammunition/Ordnance
 - (4) Launch Vehicles, Guided Missiles, Ballistic Missiles, Rockets, Torpedoes, Bombs, and Mines
 - (5) Explosives and Energetic Materials, Propellants, Incendiary Agents, and their Constituents
 - (6) Vessels of War and Special Naval Equipment
 - (7) Tanks and Military Vehicles
 - (8) Aircraft and Associated Equipment
 - (9) Military Training Equipment and Training

- (10) Protective Personnel Equipment and Shelters
 - (11) Military Electronics
 - (12) Fire Control, Range Finder, Optical and Guidance and Control Equipment
 - (13) Auxiliary Military Equipment
 - (14) Toxicological Agents, Including Chemical Agents, Biological Agents and Associated Equipment
 - (15) Spacecraft Systems and Associated Equipment
 - (16) Nuclear Weapons, Design and Testing Related Items
 - (17) Classified Articles, Technical Data and Defense Services Not Otherwise Enumerated
 - (18) Directed Energy Weapons
 - (19) Reserved
 - (20) Submersible Vessels, Oceanographic and Associated Equipment
 - (21) Miscellaneous Articles.
- c. For the purposes of determining whether an item is on the USML or not, shippers will use the Demilitarization (DEMIL) codes:
<http://www.dtic.mil/whs/directives/corres/html/416021m1.htm> to make that determination. DEMIL codes of “B, C, D, E, F, G, and P” indicate that the item is a USML item. A DEMIL code of “A” means that the item is not controlled. A DEMIL code of “Q” means that the item is controlled by the Department of Commerce. If the status of an item to be shipped is uncertain, it will be handled as though it were on the USML.
 - d. Most DOD shipments of USML items are exempt from export license requirements, under the provisions of 22 CFR 126.4, Shipments by or for United States Government Agencies. Documentation requirements necessary to claim this exemption are included in the following Paras. For additional information on the ITAR and the USML, which details defense items requiring an export license, contact the DDTC, Bureau of Political-Military Affairs, Department of State (<http://www.state.gov/t/pm/>) (*).
3. Other Departments and Agencies have regulatory jurisdiction over certain types of exports and re-exports. Some of these Agencies, which license defense related material, include:
 - a. Department of Treasury, Office of Foreign Assets Control, which administers and enforces economic and trade sanctions.
 - b. Nuclear Regulatory Commission, Office of International Programs, which licenses the exportation of nuclear material and equipment.
 - c. Department of Energy, Office of Arms Control and Nonproliferation, Export Control Division, which licenses nuclear technology and technical data for nuclear power and special nuclear materials.

- d. Department of Energy, Office of Fossil Energy, which licenses natural gas and electric power.
- e. Defense Threat Reduction Agency (DTRA)-Technology Security. A DOD Agency responsible for the development and implementation of policies on international transfers of defense related technology. The DTRA also reviews certain dual use export license applications referred by the Department of Commerce.

D. EXPORT DOCUMENTATION REQUIREMENTS FOR DOD-OWNED PROPERTY

1. Responsibilities.

- a. The CBP is responsible for ensuring that all goods entering and exiting the US do so IAW all US laws and regulations.
- b. The BIS and the DDTC are responsible for commodity licensing requirements.
- c. DOD TOs are responsible for ensuring proper documentation is provided for export shipments. This includes information on the BL or carrier air waybill and completion of an Electronic Export Information (EEI) filing in the Automated Export System (AES).
- d. DOD and contractor/vendor TOs are responsible for assuring that all shipping documents, CBP forms, and markings on packaging are complete and free of abbreviations or acronyms. Also, they must show the Service or Defense Agency as the importer, exporter, and/or consignee on all shipping documents and CBP forms.
- e. DOD shippers are responsible for providing information to support TO completion of CBP documentation on the DD Form 1348-1A, Issue Release/Receipt Document, Figure 508-1, DD Form 1149, Requisition and Invoice/Shipping Document, Figure 508-2, or other shipping documents. DOD shippers are also responsible for identifying if the end user is other than a DOD activity outside the US.

2. EEI. EEIs are used for compiling official US Export Statistics and for export control purposes. Paper Shipper's Export Declarations, or SEDs, are no longer accepted. Requirements for EEIs are found in 15 CFR, Part 30, Foreign Trade Statistics, and in the ITAR, 22 CFR Part 120-130. Some shipments may not need an EEI to be filed. Specific requirements are identified in the following Paras. The EEI submission must be made using one of the following methods:

- a. Electronically through a direct interface between the DOD shipper system and the AES excluding contractor originated shipments.
- b. Through *AESDirect*, the US Census Bureau's free, internet based system for filing EEI in AES. Instructions for using *AESDirect* can be found at the following website: <http://www.aesdirect.gov/> (*). Commercial contractors/vendors will contact their local TO for direction.

3. Export Documentation Requirements for Non-USML DOD-Owned Property. For shipments originating in the US that are not on the USML, the following guidance applies:

- a. A CBL or carrier air waybill may be used for these shipments.

- b. IAW 15 CFR 30.39, Special Exemptions for Shipments to the US Armed Services, EEI is not required for the following types of shipments to the US Armed Services: All commodities, whether shipped commercially or through government channels, consigned to the US Armed Services for their exclusive use, including shipments to Armed Services Exchange Systems. However, the following statement must be cited on the shipping papers (or package label): “No EEI 15 CFR 30.39”.
4. Export Documentation Requirements for USML DOD-Owned Property. For shipments that are on the USML, the following guidance applies:
 - a. DOD USML shipments from a DOD shipper must follow the following procedures.
 - (1) Filing of the EEI either through the direct interface provided between DOD shippers or by using *AESDirect*.
 - (2) Annotate “AES” and the Internal Transaction Number (ITN) received from AES on the BL/Airway Bill or other commercial loading documents.
 - (3) Shipping document (BL or commercial invoice) will contain the following statement: “Property of (insert Service or Defense Agency). Property will not enter the trade of the country to which it is being shipped. No export license required – 22 CFR 126.4 Applicable” (If the shipment is going to Canada, use 22 CFR 126.5).
 - b. USML shipments from contractor/vendors require EEI filing by a US Principal Parties in Interest or DOD TO.
 - (1) Filing of the EEI through *AESDirect*.
 - (2) Annotation of the ITN on the transportation documents.
 - (3) Shipping document (BL or commercial invoice) will contain the following statement: “Property of (insert Service or Defense Agency). Property will not enter the trade of the country to which it is being shipped. No export license required - 22 CFR 126.4 Applicable.” (If the shipment is going to Canada, use 22 CFR 126.5.)
 - (4) If the shipment is going to a DOD contractor for repair and will remain DOD property, the owning Service or Defense Agency will be shown as the importer and/or exporter, and the consignee will be shown as the Service or Defense Agency, c/o (insert contractor’s name and address).
 - c. For shipments moving through a military controlled port, the EEI is not required.
 - d. For shipments that do not fit these criteria, refer to 22 CFR for additional guidance.

E. SCP (FMS AND PSEUDO-FMS) SHIPMENTS

1. SCP shipments exported from the US via the DTS are exempt from Export License requirements. However, certain statements must be made on BLs used by shipping activities to route cargo to CTUS POEs to fulfill CBP requirements. Also, some DTS exports of SCP materiel require EEIs to ensure that the exports are reported to the Department of Commerce and/or Department of State. FMS SCP shipments exported by FMS Customer Countries or their CTUS agents (usually

referred to as “freight forwarders”) follow specific export regulations. For further information regarding SCP procedures, see this Regulation, Part II, Cargo Movement, Appendix E and DOD 5105.38M, Security Assistance Management Manual. (SAMM), Chapter 5 that can be found at <http://www.dsca.osd.mil/samm/>.

2. DOD-Sponsored Transportation of FMS Material Directly to Customer Countries.

a. These are normally Delivery Term Codes (DTCs) 6, 7, 9, A, D, F, G, and J shipments, and this transportation is referred to as movement via the DTS. In most cases FMS shipments are exempt from export license requirements. USG/DOD has legal custody, but not title to or ownership of, the material.

b. An EEI must be filed in AES or AES*Direct*.

c. Annotation of Transportation Documents.

(1) An additional statement must be placed the shipping documentation that will accompany the shipment to the port. Information must be presented to the CBP officers at the port by the transportation provider as follows:

“This shipment for [select one of the following as applicable: Organic DTS, Commercial DTS, Freight Forwarder, or a combination] is being exported pursuant to a Letter of Offer and Acceptance authorizing such transfer which meets the criteria of 22 CFR 126.6(a). It covers FMS Case [insert case identification]. The US Government point of contact is [insert name], commercial telephone number [insert commercial telephone number]. The Letter of Offer and Acceptance authorizing this transfer is lodged at [insert name of primary port where the Letter of Offer and Acceptance was lodged].” Additional information may be found at the US Army Security Assistance Command (USASAC) website:

<http://www.army.mil/info/organization/unitsandcommands/commandstructure/usasac/>.

(2) The following must be annotated in CBLs, Commercial Invoices, and other transportation documents:

“(Applicable Military Department)-Sponsored Foreign Military Sales Shipment--No Export License Required. 22 CFR 126.6(a) applicable.”

d. Non-USG/DOD Use of These Exemptions. Under no circumstances will the exemptions discussed above be extended to shipments made by any foreign government or its agent (freight forwarder).

e. Report of DTS FMS Exports. All USG/DOD-sponsored FMS shipments falling into the categories discussed in Para E.2. above will be reported by SDDC, AMC, or MSC to the implementing agency (e.g., USASAC, Air Force Security Assistance Center). The implementing agency then forwards the data to the Foreign Trade Division, Bureau of Census, Department of Commerce, in the Foreign Trade Report to comply with the conditions under which the above-mentioned waiver was granted and to satisfy the export data requirements of the Department of Commerce.

f. DTC Changes. Circumstances may occur during the implementation of an FMS Case/Letter of Offer and Acceptance (LOA) that will require changes to DTCs after requisitions have

- been processed and assigned their Military Standard Requisition and Issue Procedures (MILSTRIP) document numbers. These MILSTRIP documents (e.g., requisitions or Material Release Orders) contain the DTC assigned in the original LOA in record position 34. Since TCNs are constructed directly from MILSTRIP document numbers, the fifth position of a TCN for a FMS shipment will contain the DTC. When a DTC is changed for moving cargo to a Customer Country, the authority for the change is documented in the FMS Case/LOA. MILSTRIP, however, prohibits changing a MILSTRIP document number (and therefore the related TCN) once it has been generated and entered into the DOD logistics system. For this reason, shipping activities must be advised in writing by their Materiel Managers that an FMS shipment must be processed under a DTC other than the one contained in the MILSTRIP document(s) and TCN.
3. Shipments of FMS Purchased Materiel Through Country Representatives or Freight Forwarders.
 - a. Either the purchaser or the freight forwarder may obtain the authorization to export and import SCP materiel furnished under a LOA. If the freight forwarder is assigned this responsibility, it must be registered with the Department of State, DDTC, as the purchaser's agent. Procedures for obtaining export approval are shown in DOD 5105.38M, Chapter 5 that can be found at <http://www.dsca.osd.mil/samm/>.
 - b. The country representative or their freight forwarder must file the following documents with CBP at the US port of exit prior to actual shipment.
 - (1) Department of State Form DSP-94, Authority to Export Defense Articles Sold Under the Foreign Military Sales Program, [Figure 508-3](#).
 - (2) A copy of the authenticated LOA.
 - (3) EEI.
 - c. FMS Shipments on Foreign-Owned Military Aircraft and Naval Vessels. A license from the DDTC is not required if the article or technical data is to be exported from the US on a military aircraft or naval vessel of that government or organization under the provisions of 22 CFR 126.6, Foreign-Owned Military Aircraft and Naval Vessels, and the FMS Program. Detailed procedures for this type of export can be found in DOD 5105.38M, Chapter 5, Section 50303.
 4. Overseas Customs Clearance. The FMS customer country is responsible for obtaining overseas customs clearance of all FMS materiel through its customs agencies for receipt of the materiel at the foreign port of discharge.

F. POV EXPORT REQUIREMENTS

1. Interpretation and application of 19 CFR 192, Export Control and 19 CFR 192.1 Definitions. The following are general definitions for the purposes of 19 CFR 192.2, Requirements for Exportation:
 - a. Certified. "Certified" when used with reference to a copy means a document issued by a government authority that includes on it a signed statement by the authority that the copy is an authentic copy of the original.

- b. Copy. “Copy” refers to a duplicate or photocopy of an original document. Where there is any writing on the backside of an original document, a “complete copy” means that both sides of the document are copied.
 - c. Export. “Export” refers to the transportation of merchandise out of the US for the purpose of being entered into the commerce of a foreign country.
 - d. Self-Propelled Vehicle. “Self-propelled” vehicle includes any automobile, truck, tractor, bus, motorcycle, motor home, self-propelled agricultural machinery, self-propelled construction equipment, self-propelled special use equipment, and any other self-propelled vehicle used or designed for running on land but not rail.
 - e. Ultimate Purchaser. “Ultimate Purchaser” means the first person, other than a dealer purchasing in his capacity as a dealer, who in good faith purchases a self-propelled vehicle for purposes other than resale.
 - f. Used. “Used” refers to any self-propelled vehicle, the equitable or legal title to which has been transferred by a manufacturer, distributor, or dealer to an ultimate purchaser.
 - g. Documentary Status. It is the responsibility of the reviewing CBP officer to ensure that the documents presented to CBP reflect the highest levels of trustworthiness to establish ownership as provided for in 19 CFR 192.2. A change to 19 CFR 192 focused on a single document: the original certificate of title. For CBP, this is the document that establishes legal ownership with the highest level of trustworthiness, because it is issued by a state Department of Motor Vehicles. It is a core requirement in the CBP export process, regardless of the vehicle’s economic value, physical condition, or operating order.
 - h. Structure of the Regulations. Procedurally, all exporters or their agents who present a document to CBP are to begin at 19 CFR 192.2 (b) (1) (i), Vehicles Issued an Original Certificate of Title and then progress through each subsection until the exporter arrives at the section and subsection(s) that apply to the vehicle that has been presented to CBP for export. This procedure ensures that no requirement is misinterpreted, misapplied, or circumvented by either the exporter or the reviewing CBP officer.
2. Section 192.2.
- a. Basic requirements. A person attempting to export a used self-propelled vehicle will present to CBP, at the port of exportation, both the vehicle and the required documentation describing the vehicle to include the VIN, or, if the vehicle does not have a VIN, the product identification number. Exportation of a vehicle will be permitted only upon compliance with these requirements, unless the vehicle was entered into the US under an in-bond procedure, a carnet, or a Temporary Importation Bond. A vehicle entered under an in-bond procedure, or under a carnet or Temporary Importation Bond is exempt from these requirements.
 - b. Documentation required.
 - (1) For US Titled Vehicles:
 - (a) Vehicles issued an original certificate of title. For used, self-propelled vehicles, issued by any jurisdiction in the US, a Certificate of Title or a Salvage Title that remains in force, the owner must provide to CBP at the time and place specified in

the regulations the original Certificate of Title or a Certified Copy of the Certificate of Title and two complete copies of the original Certificate of Title or the Certified Copy of the original.

- (b) Where title evidences third-party ownership/claims. If the used, self-propelled vehicle is leased or a recorded lien exists in the US, in addition to complying with Para F 2 b (1) (a) above, the provisional owner must provide to CBP a separate writing from the third-party-interest which expressly provides that the subject vehicle may be exported. This writing must be on the third-party's letterhead paper and contain a complete description of the vehicle including the VIN, the name of the owner or lienholder of the leased vehicle, and the telephone numbers at which that owner or lien-holder may be contacted. The writing must bear an original signature of the third-party and state the date it was signed.
 - (c) Where USG employees are involved. If the used self-propelled vehicle is owned by a USG employee and is being exported in conjunction with that employee's reassignment abroad pursuant to official travel orders, then, in lieu of complying with Para F.2.b. above, the employee may be required to establish that he/she has complied with the sponsoring agency's internal travel department procedures for vehicle export.
- (2) For Foreign-Titled Vehicles. For used, self-propelled vehicles that are registered or titled abroad, the owner must provide to CBP at the time and place specified in the regulations the original document that provides satisfactory proof of ownership (with an English translation of the text if the original language is not in English), and two complete copies of that document (and translation, if necessary).
- (3) For Untitled Vehicles.
- (a) Newly manufactured vehicles issued a Manufacturer's Statement of Origin (MSO). For newly manufactured, self-propelled vehicles that are purchased from a US manufacturer, distributor, or dealer that become used, as defined in the regulations, and are issued a MSO, but not issued a certificate of title by any jurisdiction of the US, the owner must provide to CBP at the time and place specified in the regulations, the original MSO and two complete copies of the original MSO.
 - (b) Newly manufactured vehicles not issued an MSO. For newly-manufactured, self-propelled vehicles purchased from a US manufacturer, distributor, or dealer that become used, as defined in the regulations, and not issued an MSO or a Certificate of Title by any jurisdiction of the US, the owner must establish that the jurisdiction from where the vehicle comes does not have any ownership documentation requirements regarding such vehicles and provide to CBP, at the time and place specified in the regulations, an original document that proves ownership, such as a dealer's invoice, and two complete copies of such original documentation.
 - (c) Vehicles issued a junk or scrap certificate. For used, self-propelled vehicles for which a junk or scrap certificate issued by any jurisdiction of the US, remains in force, the owner must provide to CBP, at the time and place specified in the regulations, the original certificate or a certified copy of the original document and two complete copies of the original document or certified copy of the original.

- (d) Vehicles issued a title or certificate that is not in force or are otherwise not registered. For vehicles that were issued, by any jurisdiction of the US, a title or certificate that is no longer in force, or that are not required to be titled or registered, and self-propelled vehicles for which an MSO was not issued, the owner must establish that the jurisdiction from where the vehicle comes does not have any ownership documentation requirements regarding such vehicles and provide to CBP the original document that shows the basis for ownership or right of possession, such as a bill of sale, and two complete copies of that original document. Further, the owner must certify in writing to CBP that the procurement of the vehicle was a bona fide transaction, and that the vehicle presented for export is not stolen.
- c. When presented:
 - (1) Exportation by vessel or aircraft. For those vehicles exported by vessel or aircraft, the required documentation and the vehicle must be presented to CBP at least 72 hours prior to export.
 - (2) Exportation at land border crossing points. For those vehicles exported by rail, highway, or under their own power.
 - (a) The required documentation must be submitted to CBP at least 72 hours prior to export; and
 - (b) The vehicle must be presented to CBP at the time of exportation.
- d. Where presented. Careful attention will be paid to 19 CFR 192.2 (d), Where Presented. CBP Port Directors will establish locations at which exporters must present the required documentation and the vehicles for inspection. CBP Port Directors will publicize these locations, including their hours of operation.
- e. Authentication of documentation. CBP will determine the authenticity of the documents submitted. Once the authenticity of the documents is determined, CBP will mark the documents. In most cases the original document(s) will be returned to the exporter. In those cases where the original title document was presented to and retained by CBP and cannot be found prior to the vehicle's export, the exporter's authenticated copy of the original documentation serves as evidence of compliance with the reporting requirements.

G. DEPARTING AIRCRAFT MANIFEST REQUIREMENTS

1. For all civilians exiting the US on commercial charter aircraft, IAW 19 CFR 122.75a or onboard DOD controlled aircraft, advance electronic passenger manifest data is required to be provided to CBPs Electronic Advance Passenger Information System (eAPIS) no later than 30 minutes prior to the securing of the aircraft. Active duty US military personnel are exempt. Data may be entered through direct interface between the Global Air Transportation Execution System and eAPIS or over the internet on the web based eAPIS (<https://eapis.cbp.dhs.gov>) (*).
2. Required data elements include:
 - a. Full name (last, first, and if available middle)
 - b. Date of birth

- c. Gender (F = female; M = male)
 - d. Citizenship
 - e. Status on board the aircraft
 - f. Travel document type (e.g., P = passport; A = alien registration card)
 - g. Passport number, if a passport is required
 - h. Passport country of issuance, if a passport is required
 - i. Passport expiration date, if a passport is required
 - j. Alien registration number, where applicable
 - k. International Air Transport Association (IATA) departure port code
 - l. IATA code of port/place of final arrival (foreign port code)
 - m. Airline carrier code
 - n. Flight number
 - o. Date of aircraft departure.
3. The flight crew will complete a CBP Form 7507, (See Figure 502-3).
 4. For specifics on General Entrance Requirements, Aircraft Entrance Requirements and Personnel Entrance Requirements for destination countries, see the DOD Foreign Clearance Guide for the appropriate country, (<https://www.fcg.pentagon.mil>).

DD FORM 1348-1A, JUL 91 (EG) ISSUE RELEASE/RECEIPT DOCUMENT

27. ADDITIONAL DATA		26. RIC (4-6) UI (23-24) QTY (25-29) CON CODE (71) DIST (55-56) UP (74-80)		25. NATIONAL STOCK NO. & ADD (6-22)		24. DOCUMENT NUMBER & SUFFIX (30-44)		1. TOTAL PRICE 2. SHIP FROM 3. SHIP TO	
								4. MARK FOR	
								5. DOC DATE 6. NAMFC 7. FRT RATE 8. TYPE CARGO 9. PS	
								10. QTY RECD 11. UP 12. UNIT WEIGHT 13. UNIT CUBE 14. UFC 15. SL	
								16. FREIGHT CLASSIFICATION NOMENCLATURE 17. ITEM NOMENCLATURE	
								18. TV CONT 19. NO CONT 20. TOTAL WEIGHT 21. TOTAL CUBE	
								22. RECEIVED BY 23. DATE RECEIVED	

PerFORM (DLA) PREVIOUS EDITION MAY BE USED

Figure 508-1. DD Form 1348-1A, Issue Release/Receipt Document

SHIPPING CONTAINER TALLY → 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50

REQUISITION AND INVOICE/SHIPPING DOCUMENT										OMB No. 0704-0246 OMB approval expires Apr 30, 2009			
The public reporting burden for this collection of information is estimated to average 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing the burden, to the Department of Defense, Executive Services Directorate (0704-0246). Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.													
PLEASE DO NOT RETURN YOUR FORM TO THE ABOVE ORGANIZATION. RETURN COMPLETED FORM TO THE ADDRESS IN ITEM 2.													
1. FROM: (Include ZIP Code)					SHEET NO.	NO. OF SHEETS	5. REQUISITION DATE		6. REQUISITION NUMBER				
					2. TO: (Include ZIP Code)					7. DATE MATERIAL REQUIRED (YYYYMMDD)			8. PRIORITY
3. SHIP TO - MARK FOR										9. AUTHORITY OR PURPOSE			10. SIGNATURE
					4. APPROPRIATIONS DATA					12. DATE SHIPPED (YYYYMMDD)			
13. MODE OF SHIPMENT			14. BILL OF LADING NUMBER										
15. AIR MOVEMENT DESIGNATOR OR PORT REFERENCE NO.													
ITEM NO.	FEDERAL STOCK NUMBER, DESCRIPTION, AND CODING OF MATERIEL AND/OR SERVICES						UNIT OF ISSUE (c)	QUANTITY REQUESTED (d)	SUPPLY ACTION (e)	TYPE CON-TAINER (f)	CON-TAINER NOS. (g)	UNIT PRICE (h)	TOTAL COST (i)
(a)	(b)												0.00
													0.00
													0.00
													0.00
													0.00
16. TRANSPORTATION VIA AMC OR MSC CHARGEABLE TO						17. SPECIAL HANDLING							
R E C E I V E R S H I P P I N G V O U C H E R N O. I T E M N O.	18. ISSUED BY		TOTAL CON-TAINERS	TYPE CON-TAINER	DESCRIPTION		TOTAL WEIGHT	TOTAL CUBE	19. CONTAINERS RECEIVED EXCEPT AS NOTED		DATE (YYYYMMDD)	BY	SHEET TOTAL
	CHECKED BY										DATE (YYYYMMDD)	BY	GRAND TOTAL
	PACKED BY								20. RECEIVER'S VOUCHER NO.		DATE (YYYYMMDD)	BY	
					← TOTAL →								

DD FORM 1149, JUL 2006

51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100
 PREVIOUS EDITION IS OBSOLETE.

Figure 508-2. DD Form 1149, Requisition and Invoice/Shipping Document



U.S. Department of State
**AUTHORITY TO EXPORT DEFENSE
 ARTICLES SOLD**

OMB APPROVAL NO. 1405 0051
 EXPIRATION DATE: 07-31-2005
 ESTIMATED BURDEN: 30 minutes

UNDER THE FOREIGN MILITARY SALES PROGRAM

This form, when properly executed and accompanied by an authenticated Letter of Offer and Acceptance, constitutes authority under section 126.6 of the International Traffic in Arms Regulations (ITAR) to export the defense articles listed thereon. This form may be used in lieu of a U.S. Department of State export license to export defense articles sold by the Department of Defense under the Foreign Military Sales (FMS) program. This export authority is valid for 2 years from the date shown in item 12 below.

The U.S. Department of State may, without prior notice to the exporter, deny, revoke, suspend, or amend this authority consistent with ITAR section 126.7.

Willful violation of the ITAR, making an untrue statement of a material fact, or omission of a material fact required to be stated on this form are subject to prosecution and, upon conviction, fines up to \$1,000,000 or up to 10 years' imprisonment, or both. (Section 38(c), Arms Export Control Act; section 127.3, ITAR.)

1. PM/DDTC Applicant Code	2. Country of Ultimate Destination/Purchaser	3. Port of Exit from U.S.
4. Applicant (Name, Address, ZIP Code, Tel. No.)	5. Foreign Military Sales Case Identifier	6. Date of FMS Case Implementation (mm-dd-yyyy)
	7. Total Value of Defense Articles of Original FMS Case	
8. Only the unshipped balance, valued at _____, of this FMS case is covered by this DSP-94. Previous shipments of this FMS case were covered by a Form DSP-94 dated _____ and/or U.S. Department of State license No. _____		

9. Form DSP-94 constitutes an amendment to the value and/or quantity of defense articles authorized under this FMS case as shown in the attached-amended Letter of Offer and Acceptance Yes No

10. If exporter is a freight forwarder acting on behalf of a foreign government or diplomatic mission, provide the name, address, and telephone number of the foreign official in the U.S. familiar with the FMS case.

11. U.S. Munitions List Categories (see section 121.1 of the ITAR). Please check the appropriate categories to indicate the types of defense articles included on this FMS case:

I. <input type="checkbox"/>	VI. <input type="checkbox"/>	XI. <input type="checkbox"/>	XVI. <input type="checkbox"/>	XXI. <input type="checkbox"/>
II. <input type="checkbox"/>	VII. <input type="checkbox"/>	XII. <input type="checkbox"/>	XVII. <input type="checkbox"/>	
III. <input type="checkbox"/>	VIII. <input type="checkbox"/>	XIII. <input type="checkbox"/>	XVIII. <input type="checkbox"/>	
IV. <input type="checkbox"/>	IX. <input type="checkbox"/>	XIV. <input type="checkbox"/>	XIX. <input type="checkbox"/>	
V. <input type="checkbox"/>	X. <input type="checkbox"/>	XV. <input type="checkbox"/>	XX. <input type="checkbox"/>	

12. Exporter's Statement

I, _____, hereby exercise the authority to effect the export described above; warrant the truth of all statements made herein; and acknowledge, understand, and will comply with the provisions of Title 22 CFR Parts 120-130 and any conditions and limitations imposed.

Signature _____ Date (mm-dd-yyyy) _____

(Authority valid for 24 months from above date.)

1 - AUTHORITY TO EXPORT

Figure 508-3. DSP-94, Authority to Export Defense Articles Sold Under the Foreign Military Sales Program

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