

## Military Airlift

# “BLUE BARK” PASSENGERS

*This regulation states policies, outlines services to be given “Blue Bark” passengers, and tells who is responsible for assuring that the services are received. Each echelon of command will implement it as necessary.*

**1. “Blue Bark” Passengers Explained.** “Blue Bark” is a nickname used to designate members of the DOD and their dependents who are traveling in connection with the death of a member or his dependent and who are otherwise authorized transportation under the Joint Travel Regulations (JTR) and implementing service directives. *This regulation does not authorize any transportation.* “Blue Bark” passengers comprise the following categories:

a. Dependents of deceased military members and of civilian employees of the DOD who are returning from overseas to the CONUS pursuant to their final PCS entitlement under JTRs (M7150, C5001).

b. Military members, US citizen employees of the DOD or the Coast Guard and dependents residing in the household of their sponsor when a deceased dependent of that sponsor is being interred in the United States and travel from the overseas area to the CONUS is under provisions of emergency leave travel. (Such travel must be authorized by the commander concerned.)

### 2. “Blue Bark” Procedures:

a. To help identify the circumstances of travel and so expedite movement of “Blue Bark” passengers, include the nickname “Blue Bark” in travel orders and in all communications concerning the passengers.

b. The overseas commander will determine the type of air transportation according to service policy and the routings that will meet

the requirements and expedite the movement of “Blue Bark” passengers. During the movement of these passengers:

(1) Give them every possible courtesy and comfort throughout their journey.

(2) Expedite their movement as much as possible. They must not be off-loaded from aircraft at en route stations except as a military necessity to accommodate priority 1 traffic.

### 3. En Route Notification Procedures:

a. When a “Blue Bark” passenger is traveling:

(1) *By aircraft under the control of MAC*, each responsible MAC activity must include the following in its departure message:

(a) The “Blue Bark” passenger’s name; grade, if applicable; accompanying dependents; escort, if applicable; CONUS destination; and mode of onward transportation desired, that is, commercial air, bus, or rail. Example: “Blue Bark Mrs. Jane Doe plus two, desires commercial air to Chicago.”

(b) If passenger desires to be met by a chaplain at the next loading point, the information in (a) above plus one of the following words to indicate the chaplain’s denomination: Charlie (Catholic), Juliet (Jewish), Papa (Protestant). Example: “Blue Bark Papa Mrs. Jane Doe plus two, desires commercial air to Chicago.”

(2) *By commercial aircraft*, the activity that makes the travel arrangements notifies

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Supersedes AFR 76-26/AR 59-120/OPNAV INST 4630.11C/MCO 4631.3A, 30 July 1965. (For summary of revised, deleted, or added material, see signature page.)

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the military installation nearest the en route or arrival point. Each en route installation apprises all later en route points and the arrival point of any change in itinerary. Include in this message the information in (1) above.

b. If initial travel arrangements for a "Blue Bark" passenger are changed from military air transportation to commercial transportation, or vice versa, add the pertinent additional information to the notification message dispatched under a above.

*NOTE:* Precedence for message transmission to action and information addressees must be consistent with the urgency of passenger's movement.

#### 4. Who Is Responsible:

a. **The activity that makes travel arrangements for a "Blue Bark" passenger** sends a "Blue Bark" message to each en route point and to the arrival point, giving the passenger's itinerary and stating any assistance he will require.

(1) Send the message to:

(a) The MAC passenger service officer or protocol representative, if passenger is traveling by military aircraft.

(b) The military installation nearest the commercial airport, if passenger is traveling by commercial aircraft.

(2) Include as information addressees on the message:

(a) *When travel is sponsored by the Army:*

Chief of Staff, USA  
Chief, Casualty Branch, DA (AGPB-CN)  
Chief, Support Division, DA-1  
Commanding General of each CONUS Army  
Commander of each major oversea com-

mand in whose area of responsibility the final destination and each intermediate landing point is located.

(b) *When travel is sponsored by the Navy:* Chief of Naval Personnel.

(c) *When travel is sponsored by the Air Force:*

Chief of Staff (CSAF/STPLA and CSAF/SSSKC).

(d) *When travel is sponsored by the Marine Corps:*

Commandant of the Marine Corps (Code DN).

b. **The military installation that receives a "Blue Bark" notification message**, provides the following services to the passenger:

(1) *If passenger is traveling by military aircraft:*

(a) *Billeting.* Notify the billeting section of the estimated arrival time and billeting requirements.

(b) *Transportation:*

1. Meet the aircraft with a staff car.

2. Arrange for onward commercial transportation, as required.

(c) *Customs and Immigration.* Insofar as possible, expedite customs and immigration clearance.

(d) *Baggage.* Deliver the "Blue Bark" passenger's baggage to him immediately.

(e) *Nursery Arrangements.* Provide nursery facilities and attendants, when required.

(f) *Spiritual Assistance.* Alert a chaplain if the departure message specifies a denomination.

(2) *If passenger is traveling by commercial aircraft*, arrange for a representative to meet him and help him in any way possible to fulfill the objectives of this regulation.

10 November 1970

AFR 76-26  
AR 59-120  
OPNAVINST 4630.11D  
MCO 4631.3B

BY ORDER OF THE SECRETARIES OF THE AIR FORCE, THE ARMY, AND THE NAVY

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**Summary of Revised, Deleted, or Added Material**

This revision emphasizes that this regulation does not authorize transportation (para 1); describes the general category of passengers classed as "Blue Bark" (para 1); substitutes "MAC" for "MATS" in each reference; adds OPR office symbols for Chief of Staff, Air Force distribution of "Blue Bark" communications (para 4a(2)(c)).