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**DOD USE OF COMMERCIAL AIR TRANSPORTATION UNDER THE WAR AIR
SERVICE PROGRAM (WASP)**

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**DEPARTMENTS OF THE ARMY, THE NAVY, THE AIR FORCE, AND THE
DEFENSE LOGISTICS AGENCY**

ARMY REGULATION
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 P4632.9B
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 No. 4500.18

DEPARTMENTS OF THE ARMY,
 THE NAVY, AND THE AIR FORCE
 AND THE DEFENSE LOGISTICS AGENCY

WASHINGTON, DC, 15 January 1981

AIR TRANSPORTATION

**DOD USE OF COMMERCIAL AIR TRANSPORTATION UNDER
 THE WAR AIR SERVICE PROGRAM (WASP)**

This revision makes editorial corrections, changes references to current applicable publications and organization names, and revises the office contacts in appendix B.

Local Army user limited supplementation of this regulation is permitted, but is not required. If supplements are issued, HQDA agencies and major Army commands will furnish one copy of each to Commander, MTMC, ATTN: MT-PLC, WASH. DC 20315. Other commands will furnish one copy of each to the next higher headquarters. Army users of this regulation will not implement interim changes unless they are authenticated by the Adjutant General. Army users will destroy interim changes on their expiration date unless sooner superseded or rescinded.

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*This regulation supersedes AR 59-10/OPNAVINST 4600.19A/AFR 75-22/MCO P4632.9A/DLAR 4500.18, 24 July 1972 and change 1, 10 September 1976.



CHAPTER 1

GENERAL

1-1. Purpose. This regulation—

a. Implements the Civil Aeronautics Board (CAB) War Air Service Program (WASP) Air Priorities Manual, April 1971. This manual authorizes the Secretary of Defense to administer the WASP Air Priorities System for the worldwide movement of DOD and DOD-sponsored traffic (passengers, mail, and cargo) over routes maintained as part of the WASP.

b. Assigns responsibilities and prescribes procedures for acceptance and movement of DOD passengers, mail, and cargo by commercial air carriers under WASP.

1-2. Applicability. This regulation applies to all DOD components. The DOD WASP Air Priorities System applies worldwide and provides for the control of all DOD air traffic moved on civil aircraft which are under CAB control, in the event of a national emergency.

1-3. Responsibilities. Under the policy guidance of the Assistant Secretary of Defense (Manpower, Reserve Affairs and Logistics) (ASD (MRA&L))—

a. The Commander, Military Traffic Management Command (MTMC), in coordination with concerned DOD Components,—

(1) Implements DOD administration of the WASP Air Priorities System over WASP routes within Continental United States (CONUS).

(2) Maintains this regulation.

b. The Commander, Military Airlift Command (MAC), in coordination with concerned DOD Components, is responsible for implementing the DOD administration of the WASP Air Priorities System over WASP routes to and from CONUS and within oversea areas.

c. DOD Components—

(1) Implement this regulation.

(2) Make their own weight/space arrangements with the carriers within their areas of responsibility.

1-4. Background. *a.* Executive Order 11490, "Assigning Emergency Preparedness Functions to Fed-

eral Departments and Agencies." Part 15 (CAB) provides for the—

(1) Preparation of national emergency plans, and

(2) Development of preparedness programs covering the establishment, administration, and control of the WASP. The WASP provides for the maintenance of essential civil air routes and services. It also provides for the distribution and redistribution of air carrier aircraft among civil air transport carriers after withdrawal of aircraft allocated to the Civil Reserve Air Fleet (CRAF).

b. National plans would implement the control and priority of passenger, mail, and cargo movements operating under WASP. These include an interim plan contained in Air Transport Mobilization Order ATM-2, "Interim Air Priorities Authorizations and Operations" (app A), and the successor CAB plan set forth in the CAB WASP Air Priorities Manual, which is supported by this regulation.

(1) Air Transport Mobilization Order ATM-2—

(a) Would become effective upon declaration of a national emergency by the President.

(b) Provides for administering the procedures for granting of preference and priority to traffic moving over the lines of each certificated air carrier during the initial emergency period. During this period preference and priority are granted over all other traffic to the transportation of Armed Forces personnel and cargo and accredited traffic supporting the national emergency effort. Travel orders and shipping documents issued for transporting priority passengers and cargo under the interim order must be annotated to read "Travel by air authorized" or "Shipment by air authorized," as appropriate. Passengers and shippers without such documents or certifications may apply for air priority (see certificate attachments to app A) to the air carrier concerned by attesting that priority preference for air transportation is in support of the national emergency.

(2) The CAB WASP Air Priorities System will

replace the interim system specified in ATM-2 when the CAB directs that the CAB WASP Air Priorities Manual procedures be implemented.

1-5. Organization. *a. Worldwide WASP Air Priorities System.* Organization will be as shown in the official WASP Air Priorities Organizational Chart (fig. 1-1). (This plan is subject to possible changes in Government organization for emergency transportation.)

b. DOD WASP Air Priorities System. Organization for the DOD WASP Air Priorities System will be as indicated in figure 1-2.

c. WASP Air Priorities Board.

(1) *Members.*

(a) Chairman, Civil Aeronautics Board.

(b) Member, Office of the Secretary of Transportation.

(c) Director, Transportation and Distribution Policy, ASD (MRA&L).

(d) Assistant Secretary of State for Transportation and Telecommunications.

The Chairman, CAB, is designated to serve as the chairman of this board.

(2) *Responsibilities.* The WASP Air Priorities Board will—

(a) Develop policies for the establishment and administration of the WASP Air Priorities System.

(b) Implement policy directives issued by the Secretary of Transportation for the movement of priority traffic on WASP air carrier aircraft.

(c) Resolve policy issues referred by the Administrator of Air Priorities in conflicting transportation claims for WASP priorities among the various national components.

(d) Provide information and recommendations to the Office of the Secretary of Transportation.

(e) Provide directives, instruction, advice, and guidance to the Administrator of Air Priorities as appropriate or required.

(3) *Meetings.* Meetings of the WASP Air Priorities Board will be held at times and locations it determines. The Administrator of Air Priorities will attend meetings as required.

d. Administrator of Air Priorities (Civil Aeronautics Board). The Administrator of Air Priorities will—

(1) Be appointed by the CAB from its staff.

(2) Be assigned such personnel necessary for the performance of his/her responsibilities.

(3) Implement and administer the WASP Air

Priorities System in accordance with policies and instructions of the WASP Air Priorities Board.

(4) Act as an advisor to the WASP Air Priorities Board.

(5) Provide advice and guidance on air priority matters relating to the WASP capability.

(6) Obtain information of unusual air traffic requirements and available WASP capabilities to assist in the board's assignment of aircraft capacity to those requirements of greatest urgency.

(7) Maintain liaison and coordination with all agencies concerned with civil air priority matters.

(8) Receive requests for and assign or deny WASP air priorities to traffic, in accordance with the policies of the WASP Air Priorities Board.

(9) Assure uniform interpretation of the compliance with all WASP air priorities regulations.

(10) (In coordination with the WASP Air Priorities Board) recommend changes to improve the WASP Air Priorities System to the CAB.

(11) Maintain liaison with and obtain information from the Federal Aviation Administration (FAA) of space available on civil aircraft normally operating outside of the WASP Air Priorities System (the State and Regional Defense Airlift, administered by the FAA).

e. WASP Air Priorities Control Offices. Because of the volume and/or specialized nature of certain categories of traffic, WASP Air Priorities Control Offices are planned to be established by the Department of Energy (DOE), the Department of State, and the Department of Defense. The administration of WASP air priorities by these agencies will conform to the policies of the WASP Air Priorities Board and be coordinated with the Administrator of Air Priorities.

1-6. Administration authorities. *a.* Department responsibility is as follows:

(1) Department of Defense. Worldwide (for DOD traffic).

(2) Department of Energy. Within CONUS (for DOE traffic).

(3) Department of State. International (other than DOD traffic).

b. Domestic WASP air priorities control.

(1) Domestic WASP air priorities will be controlled by and operated through DOD, DOE, and other departments and agencies of the Federal Government. (See the WASP Air Priorities Organizational Chart at fig. 1-1). The overall operation of

the system will be coordinated with and by the CAB Administrator of Air Priorities.

(2) The DOD WASP Air Priorities System for domestic operation is covered in paragraph 2-4.

c. WASP air priorities control outside the United States.

(1) The Secretary of State is authorized to administer the WASP Air Priorities System and the policies of the CAB and the WASP Air Priorities Board over air priorities for non-DOD traffic moving outside the territorial limits of the United States—

(a) By appointing area directors of WASP air priorities.

(b) By establishing WASP air priorities control offices as necessary.

The State Department will administer the system according to the policies of the WASP Air Priorities Board and in coordination with the Administrator of Air Priorities.

(2) DOD is authorized to administer its own WASP Air Priorities System for DOD and DOD-sponsored traffic. The DOD WASP Air Priorities System for operation outside of the United States is covered in paragraph 2-5.

WASP AIR PRIORITIES ORGANIZATIONAL CHART

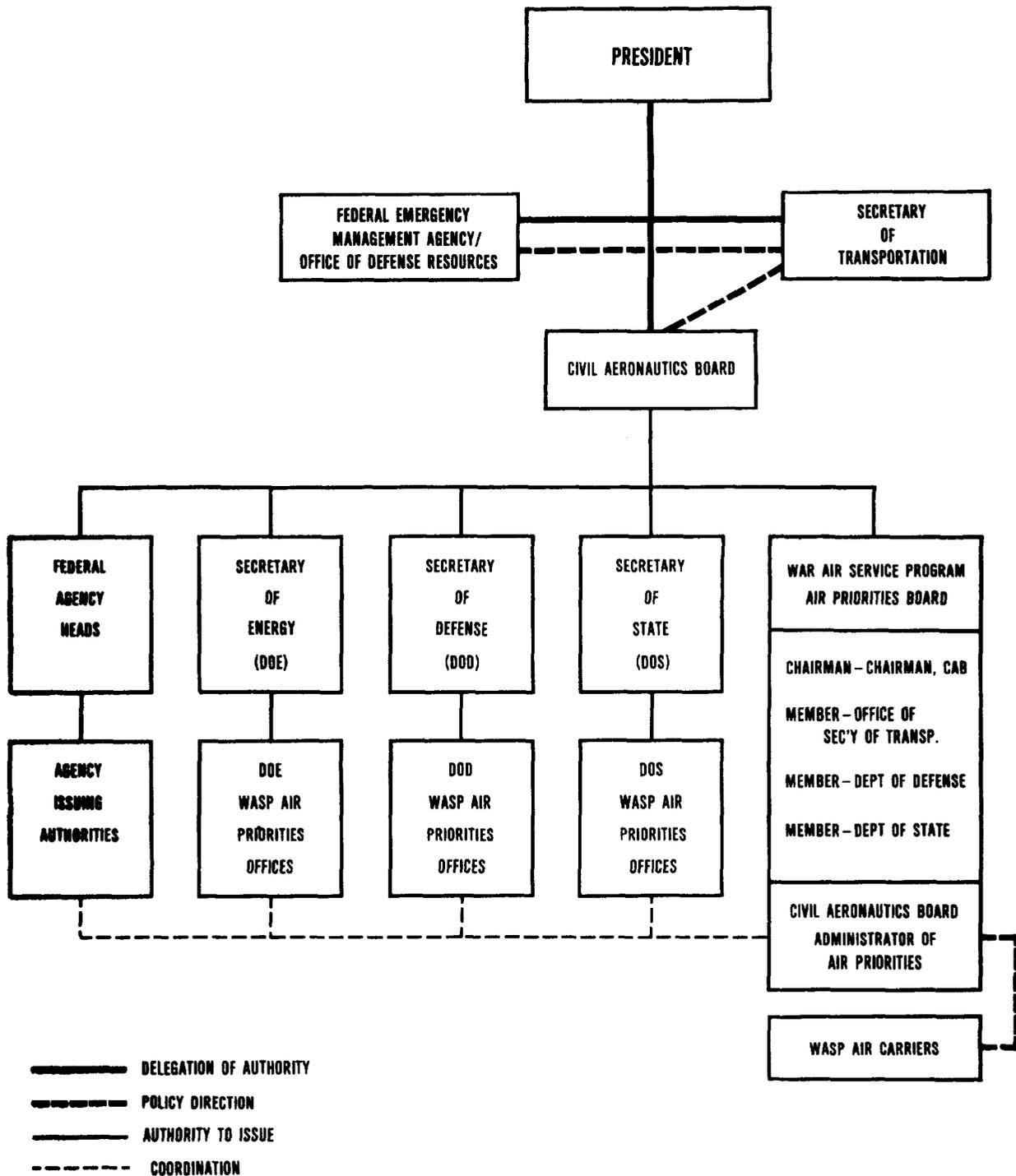


Figure 1-1

WASP AIR PRIORITIES ORGANIZATION

DEPARTMENT OF DEFENSE

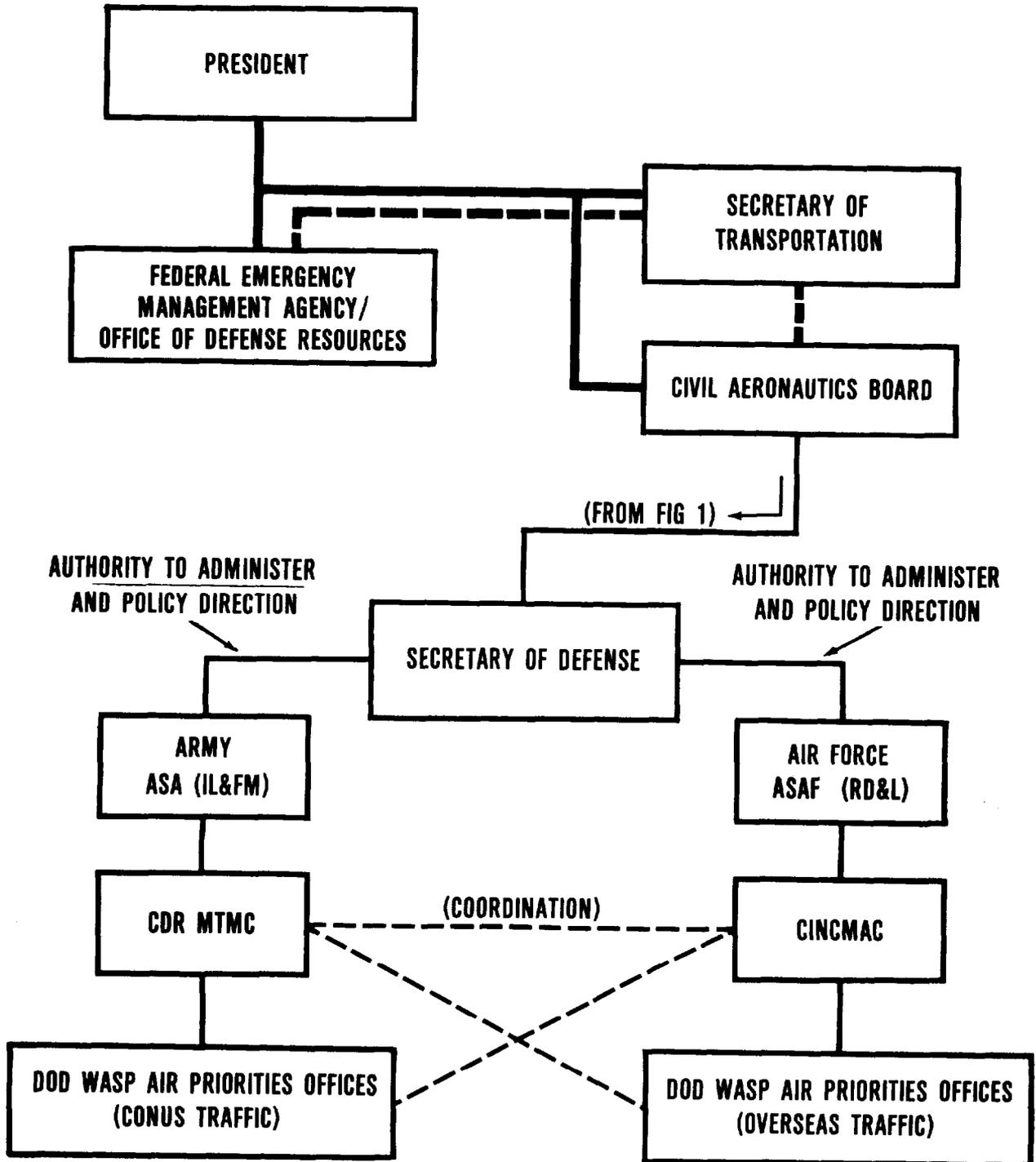


Figure 1-2

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CHAPTER 2

POLICIES AND PROCEDURES

2-1. National policy. *a.* A system for priorities control of WASP traffic—

(1) Is required in time of emergency because of the limitation of available civil airlift capacity, and

(2) Assures that such traffic moves in accordance with its degree of urgency.

Granting of priorities will be based strictly on urgency, as related to the national emergency, regardless of the Government agency sponsoring the traffic.

b. Traffic will be considered for air priority movement if it meets all of the conditions following. It must be—

(1) An essential activity considered vital for fulfilling support requirements of the national emergency.

(2) Needed to meet a travel or shipment requirement date at a final destination.

(3) The minimum priority required to carry out the mission.

(4) The only reasonable mode that will meet requirements, due to time and distance factors.

c. The WASP Air Priorities System (in order to be effective) will extend to all civil air transport traffic moving under WASP.

d. A WASP air priority authorization will not include special consideration for air movement on a specific air carrier scheduled flight, or charter flight. However, there may be cases where special consideration for air movement is essential to the national interest. In such cases, the issuing authority will first obtain approval from the CAB Administrator of Air Priorities.

e. Priority and nonpriority cargo traffic will not be forwarded to terminals of air carriers until—

(1) A WASP air priority authorization has been issued to or self-certified by the shipper, and

(2) Clearance for movement has been received by the shipper from the carrier.

2-2. WASP air priorities. *a.* Subject to paragraph 2-1*b*, the following WASP standards will be used to evaluate and determine priority of movement:

(1) *WASP Air Priority 1.*

(*a.*) Traffic which is required by an emergency so acute that precedence should be given over all other traffic. Under no circumstances should such traffic be delayed en route for other traffic.

(*b.*) This priority is reserved for requirements of utmost urgency and importance. This priority will be authorized only when the circumstances are carefully screened.

(*c.*) The authority to issue this priority is reserved exclusively to the CAB Administrator of Air Priorities (as authorized by the WASP Air Priorities Board).

(2) *WASP Air Priority 2.* Traffic which is required to meet a destination arrival time to accomplish an urgent objective.

(3) *WASP Air Priority 3.* Traffic of a less urgent nature required to meet a destination arrival time to accomplish an essential objective.

(4) *WASP Air Priority 4.* Traffic which is eligible for air but which does not meet the requirements for movement as specified in (1), (2), or (3) above.

b. Interpretations of terms *urgent*, *essential*, and *important* relating to WASP air priorities, as stated above, are made after onset of the national emergency. This evaluation of the air transportation traffic situation is made by the WASP Air Priorities Board and/or the CAB Administrator of Air Priorities. The board and/or administrator will provide all Federal departments and agencies with information and guidance to evaluate and determine the WASP air priorities to apply to traffic movements.

2-3. Relationship of DOD transportation priorities and WASP air priorities. *a. General.* WASP air priorities will be used to indicate the precedence of movement. Assignment of the proper WASP air priority is the responsibility of the DOD activity originating the traffic and is based upon the established DOD transportation priority. Transportation officers will assign WASP air priorities in accordance with paragraphs 2-4 and 2-5.

b. Freight priorities. The WASP air priority for a

freight movement will be assigned as shown in table 2-1.

c. *Passenger priorities.* The WASP air priority for a passenger movement will be assigned as follows:

DOD Transportation priority	WASP air priority
1	1
2	2
3	3
4	4

d. When the DOD transportation priority is not otherwise provided, it may be determined in accordance with the criteria listed in AR 55-36/OPNAVINST 4600.18B/AFR 75-39/MCO 4600.19C/DLAR 3005.4. This joint publication implements JCS Pub 15, chapter IV, on transportation requirements, allocations, and priorities.

2-4. DOD traffic within CONUS. a. General.

(1) Authority to assign WASP air priorities. Assignment authority for movement of DOD traffic by commercial air transportation between points within the CONUS is directly related to authority for routing of freight and passengers. (See chap. 202 and chap. 306 of the Military Traffic Management Regulation (MTMR), AR 55-355/NAV SUPINST 4600.70/AFM 75-2/MCO P4600.14A/DLAR 4500.3.)

(2) WASP Air Priorities 2, 3, and 4. Transportation officers are authorized to assign these priorities, as appropriate, for the traffic which they route.

(3) WASP Air Priority 1. Submit requests for Priority 1 to one of the primary DOD WASP Air Priorities offices (app B). These will be referred to the CAB Administrator of Air Priorities for decision.

(4) WASP Air Priority Application and Certificate. Parts I and II of the application and certificate will be completed by the transportation officer ((2) above). (See apps C and E for passengers and cargo, respectively.) Completed certificates will be presented to the air carrier when travel begins.

(5) Priorities for traffic requiring prior routing by MTMC. The Commander, MTMC and Commanders, MTMC Western Area and MTMC Eastern Area will assign WASP Air Priorities 2, 3, and 4 on the basis of the Service-established DOD transportation priority. Traffic meeting the criteria for assignment of a WASP Air Priority 1 will be referred to the CAB Administrator of Air Priorities for decision.

(6) Applications and certificates for routing and WASP air priority assignments received from MTMC. Transportation officers will complete parts I and II of the WASP Air Priority Application and Certificate. (See apps C and E for passengers and cargo, respectively.)

(7) Self-certification. If DOD passengers or shippers are unable to obtain WASP air priority authorization in accordance with the above guidance, they may self-certify for domestic priority movement. Complete and present to the air carrier agent the appropriate self-certification form (apps D and F). All applicants who self-certify will be provided no higher than WASP Air Priority 4 by air carrier agents. Air carrier agents may at their discretion require proof of identification of the applicant.

b. Passenger procedures.

(1) Travel order preparation. Order-writing/requesting authorities of DOD activities will establish the appropriate DOD transportation priority (para 2-3) at the time travel orders for individuals or groups are prepared and approved. If appropriate, commercial air transportation will be indicated as "directed when available." The DOD transportation priority will be entered on travel orders.

(2) Mode of commercial transportation. When individual travel orders do not indicate a specific mode of commercial transportation, the transportation officer may select commercial air transportation, if appropriate. The transportation officer assigns the WASP air priority in accordance with a above.

(3) *Certificate requirements.* Certificate requirements are shown below:

(a) *Air carrier documentation.* Priority travel status passengers will be required to present a copy of the WASP air priority certificate to the air carrier ticket agent for continuing priority transportation after each stopover. (A stopover is defined as a deliberate interruption of a journey for 4 or more hours for a purpose other than connecting between flights.)

(b) *Round trips and one-way trips.* The stopover points, as defined in (a) above, must be entered in remarks sections of parts I and II of the WASP air priority certificate (app C) or part I of the self-certification form (app D): e.g., via WASH DC, and Chicago, IL.

(c) *Certificate copies needed en route.* To assure that the passenger has sufficient copies of the

WASP air priority certificate use the following guidance:

One-way trip—no stopovers:	2 copies.
Round trip—no stopovers:	3 copies.
Round trip with stopovers:	3 copies, plus one additional copy for each stopover.
One-way trip with stopovers:	2 copies, plus one additional copy for each stopover.

c. Cargo procedures (air freight, air express, and air freight forwarder).

(1) Transportation officers will assign the appropriate WASP air priorities (para 2-2a) on the basis of the urgency of need expressed by the requisitioner or other recognized authority.

(2) Responsibility for routing will be as specified in chapter 202 of the MTMR. The governing provisions for shipments by commercial air transportation are contained in chapter 204 of the MTMR. Applications for routing by MTMC area commanders for commercial air movement will include the established DOD transportation priority.

(3) Authority for assignment of WASP air priorities is outlined in *a* above.

d. Mail. All mail tendered by the US Postal Service for air movement over WASP routes is accorded an automatic WASP Air Priority 3. Application and certification forms are not required. When a higher WASP air priority is desired, the postal representative may request approval from the Postmaster General or his/her designee.

2-5. DOD traffic outside CONUS. a. General.

(1) The employment of commercial air transportation outside the CONUS will not take precedence over the efficient and economical utilization of the military-controlled transportation resources of the Military Airlift Command (MAC) which have been approved by the Secretary of Defense as essential to national security.

(2) Except as otherwise directed by the ASD or the JCS, the movement of DOD traffic to, from, and within oversea areas by commercial air will be in accordance with appropriate Service regulations, unified commanders' directives, and the single manager operating agency joint regulations, policies, and procedures.

(3) The assignment of WASP air priorities for international traffic will be made in accordance

with the procedures in *b* below. A WASP air priority will apply from the point of origin to the final destination of the traffic. DOD international traffic requiring movement by a combination of domestic and international air carriers will be handled under the same policies and procedures governing international traffic.

(4) Parts I and II of the WASP Air Priority Application and Certificate will be completed and tendered to the air carrier agent when travel begins. (See apps C and E for passengers or cargo, respectively).

b. Priority assignment. Authority to assign WASP air priorities for movement of DOD traffic by commercial air transportation to, from, between, and within areas outside CONUS will be as follows:

(1) From CONUS to oversea areas. The Primary DOD WASP Air Priorities Office for each of the military services will be as listed in appendix B or as delegated by the military departments.

(2) From, between, and within oversea areas. MAC, the administrator of the DOD elements of the oversea WASP, will establish DOD WASP International Air Priorities Control Offices in coordination with the ASD/(MRA&L) and the appropriate unified commanders. Initially, the locations of the control offices will be as listed in *d*(2) below.

c. Requests from points within CONUS for oversea movements.

(1) *Passenger procedures.*

(a) Established Service/single manager/DOD guidance and procedures will be complied with by using US flag international scheduled air carrier service.

(b) Assignment of a WASP air priority for approved travel will be made in accordance with *b* above.

(c) The established DOD transportation priority will be entered on travel orders for movement by commercial air transportation. The assigned WASP air priority will be included in the port call, on the face of the SF 1169 form and, if possible, in the travel orders.

(d) Requests for reservations on scheduled flights of WASP air carriers will be made in accordance with regulations and official publications of the military services and DOD Components. Carrier representatives will be informed of the assigned WASP air priority.

(2) *Cargo procedures.*

(a) Mailable material may be forwarded in ac-

cordance with DOD Component and postal regulations by Fleet or Army post offices. (See paragraph 2-4d above.)

(b) Established Service/single manager/DOD guidance and procedures will be complied with by using a WASP international air carrier.

(c) Assignment of a WASP air priority for shipment by a WASP international air carrier will be made in accordance with *b* above.

(d) The assigned WASP air priority will be entered on Government bills of lading (GBL) governing movement by WASP air carriers in the "Traffic Control No." space.

d. Requests from points within oversea areas.

(1) *General.* Oversea theater command directives and operating instructions, in coordination with MAC regulations, establish policy and procedures for air traffic transport by MAC scheduled channel service or available theater airlift. The theater commander will coordinate the activities of the DOD WASP Air Priorities Control Offices with the theater airlift clearance authorities.

(2) *Procedures.* Air-eligible traffic that has been denied movement by military airlift may be referred to the appropriate MAC-managed DOD WASP International Air Priorities Control Office located in the respective theater area. The initial location and territorial assignments of these offices will be as indicated below. Additional offices will be activated as required to administer the oversea DOD WASP Air Priorities System.

Alaska—Elmendorf

United Kingdom—Mildenhall

Europe—Rhein-Main

Pacific:

Hickam—Wake Island, Kwajelein, Eniwetok, Midway, Johnston Island

Yokota—Kadena, Kimpo, Guam

(3) *Responsibilities.* Responsibilities of the DOD WASP International Air Priorities Control Offices include, but are not necessarily limited to, the following:

(a) Receiving requests for and assigning or

denying air priorities for traffic in accordance with its urgency in relation to the national emergency.

(b) Maintaining liaison with DOD and other US Government agencies, including State Department oversea agencies, for use of foreign flag civil air carriers.

(c) Informing shippers of known conditions which may impair the value of a WASP air priority.

(d) Maintaining records and submitting reports as required.

e. Annotation of DOD WASP air priority. Enter the DOD WASP priority assigned on the GBL in the "Traffic Control No." space or on the face of the transportation request.

f. Assignment of WASP air priorities. DOD WASP International Air Priorities Control Officers are authorized to assign all WASP air priorities.

2-6. Denial of applications. When applications for WASP air priorities have been denied, appeals may be made in the following order:

a. CONUS.

(1) Appeal to the headquarters transportation activity of the concerned DOD Component for resolution with the cognizant DOD WASP Air Priorities Office (app B).

(2) If the request is denied after appeal by the Service authority, the matter may be then referred to the Office of the Joint Chiefs of Staff (JCS), Joint Transportation Board, for adjudication.

b. Overseas.

(1) Appeal to the transportation activity of the Service components of the unified commanders.

(2) If the request is denied after appeal by the Service component, the matter may then be referred to the unified commander or such other activity as he/she may designate.

2-7. CAB forms. Forms contained in appendixes A, C, D, E, and F are replicas of approved CAB forms as they appear in official CAB publications. The CAB will manage and administer these forms in the event that the CAB WASP Air Priorities System is implemented.

Table 2-1

<i>UMMIPS</i> priority designator*	<i>MILSTAMP</i> transportation priority	<i>DOD</i> transportation priority	<i>WASP</i> air priority
01 to 03	1	1	1
04 to 08	2	2	2
09 to 15	3	3	3
		4	4

*Uniform Materiel Movement and Issue Priority System.

APPENDIX A
INTERIM AIR PRIORITIES AUTHORIZATIONS AND OPERATIONS
(AIR TRANSPORT MOBILIZATION ORDER ATM-2)

UNITED STATES OF AMERICA
CIVIL AERONAUTICS BOARD
WASHINGTON, D.C.

AIR TRANSPORT MOBILIZATION ORDER ATM-2
INTERIM AIR PRIORITIES AUTHORIZATIONS AND OPERATIONS

Executive Order 11090 dated February 26, 1963, (28 F.R. 1841), directs the Board to prepare emergency plans and to develop preparedness programs covering, *inter alia*, the establishment of a War Air Service Program (WASP) and the economic regulation of the domestic and international aspects of the United States air carrier operations in all conditions of national emergency. The Board has accordingly developed a comprehensive CAB-WASP Air Priorities System. In the event of a declared national emergency, it may not be possible to implement immediately that system and an interim emergency plan is needed.

Hence, the Board has concluded that at the onset and during the initial period of a declared national emergency each certificated air carrier should be directed to grant a priority to passengers, cargo and U.S. mail vital to the national interest.¹

In the formulation of this Order, consultations with national government representatives, and industry representatives have been held and consideration has been given to their recommendations.²

Under Section 6 of Executive Order 11090, the power to put emergency plans and programs into effect is reserved by the President. This document is a standby planning Order which will become effective by direction of the President or his designee in the exercise of such reserved power. Once this Order becomes effective, each certificated air carrier shall grant the following preferences and priorities until otherwise directed by the Civil Aeronautics Board:

Section 1—Applicability.

(a) In its transportation of persons, each certificated air carrier shall give preference and priority to the transportation of priority passengers over all other passengers, and where necessary to accord such preference and priority, shall limit or restrict the numbers of other passengers transported on a non-priority status; provided, however, that any such air carrier certificated for the carriage of United States mail in connection with its transportation of passengers shall likewise give preference and priority to such priority mail over all other non-priority cargo, except baggage of priority passengers.

¹ When the Board directs that the provisions of the CAB-WASP Air Priorities Manual be implemented, the CAB-WASP Priorities System will replace the interim system specified in this Order.

² The development of this Order has been coordinated with the Office of Emergency Planning, the Office of Emergency Transportation (Department of Transportation), and the CAB Industry Advisory Committee on Aviation Mobilization.

Note. Executive Order 11090 has been revoked by and provisions carried forward in Omnibus Executive Order 11490 dated 30 October 1969.

(b) In its transportation of cargo on any of its combination or all-cargo aircraft, each certificated air carrier shall give preference and priority over all other cargo traffic to the transportation of (1) United States priority mail, and (2) priority cargo. When necessary to accord such preference and priority each certificated air carrier shall limit, restrict or remove non-priority cargo.

Section 2—Authorized Priority Traffic.

(a) General.

Transportation of priority passengers and cargo provided by this Section is authorized under documents issued and/or signed by officials of a Federal, State, County, Municipal or US territory government agency who are designated to certify and issue travel and shipping documents. There is no significance in the order of the following listing as all are considered of equal priority and importance.

(b) Priority Passengers.

(1) Military personnel having transportation requests that state "travel by air authorized."

(2) Military personnel having military orders (these may be in the form of a telegram) that state "travel by air authorized."

(3) Federal, State, and other civil personnel having transportation requests or official orders that state "travel by air authorized."

(c) Priority Cargo.

(1) Cargo of the Armed Forces of the United States which is certified on its bill of lading as "shipment by air authorized."

(2) Cargo of government agencies which is certified on its bill of lading as "shipment by air authorized."

(3) Cargo of industry establishments which is certified by governmental authorities on its bill of lading as "shipment by air authorized."

(d) Priority Mail.

Mail which is presented by the US Post Office Department to air carriers for air movement in accordance with the appropriate emergency rules, regulations and/or orders issued by the U.S. Postmaster General.

Section 3—Self Certification for Priority Passenger Travel and Shipment of Priority Cargo.

(a) General.

Under the provisions of this Section, air carriers will grant priority preference to passengers and shippers presenting the certificates as provided by this Order. The carriers are not required to verify the entries made by the customers in Part I of the certificate. Carriers will be required to retain the original copy of each completed certificate for the submission of data to the Civil Aeronautics Board when requested.

(b) Procedure.

Passengers and shippers who do not possess or have the documents or certifications specified in Section 2 above, may execute a certificate attesting that priority preference for air transportation is in support of the national emergency. To assist such persons who certify requests for priority preference by the execution of the certificates shown in Attachments A and B to this Order, the following sub-paragraph (c) to this Section lists the priority activities essential to the national emergency. Passengers and shippers presenting a self certification for priority preference will indicate on the certificate

the priority activity or activities which the travel or shipment is supporting. Passengers and shippers executing the certificates shown in Attachments A and B will be granted priority preference. The certificates will be presented in duplicate by passengers to carrier ticket agents (Attachment A) and by shippers to carrier cargo agents (Attachment B). In executing the certificates, all required information will be entered in Part I by the passenger or shipper and Part II by the carrier ticket or cargo agent.

(c) Priority Activities Essential to the National Emergency.

Passengers and shippers will indicate the purpose(s) of travel or shipment supporting one or more of the following activities and shown on the reverse side of each certificate. There is no significance in the order of the listing as all are considered of equal priority and importance.

(1) Military personnel assigned or ordered to military units for immediate defense and retaliatory combat operations.

(2) Military materiel, equipment and supplies needed for immediate defense and retaliatory combat operations.

(3) Law enforcement/police protection.

(4) Firefighting, rescue and debris clearance.

(5) Restoration and repair of communications installations, systems networks, and equipment.

(6) Radiological detection, monitoring and decontamination.

(7) Shelter/building construction and repair.

(8) Production, distribution, processing and storage of food.

(9) Feeding, clothing, lodging and other welfare services.

(10) Emergency housing and community services.

(11) Emergency health services including medical care, public health and sanitation.

(12) Operation, repair or restoration of facilities essential to water, fuel and power supplies.

(13) Operation, repair and restoration of air, water, rail, pipeline and highway transportation systems, networks and services.

(14) Production, and distribution of supplies, equipment and repair parts to carry out the above activities.

ACCORDINGLY, it is ordered :

1. That each United States certificated air carrier be and it hereby is directed to provide air transportation of persons, property and US mail (as provided for in its certificate) on a priority basis.

2. That this Order shall become effective upon order of the President or his designee; and

3. That this Order may be revoked at any time without prior notice.

This Order will be published in the Federal Register and the Code of Emergency Federal Regulation (CEFR).

By the Civil Aeronautics Board :

MABEL McCart
Acting Secretary

(SEAL)

PASSENGER INTERIM AIR PRIORITY CERTIFICATE

PART I

TO AIR TICKET AGENT _____ (carrier)

ADDRESS _____ (city) _____ (state)

The following application for air priority is hereby made to

_____ at _____ (name of air carrier) (location)

for the support of Category _____ Activity which is essential to the national emergency. (enter category of the activity listed on reverse side)

Travel from _____ (origin) to _____ (destination)

Weight of Excess Baggage _____

I understand that the knowing and willful making of any false statement or representation in this certificate or the use of any false writing or document in connection therewith may subject me to a fine not in excess of \$10,000 or to imprisonment not longer than five years or both as provided in 18 U.S.C. §1001.

Applicant _____ Address _____ Date _____

PART II

Air Transportation provided by _____ (carrier) on flight no. _____

No. _____ (ticket number)

Issued by _____ (air ticket agent name)

Station _____ (location)

Date _____ (date of issue)

Distribution:

Original copy retained by issuing agent.

Duplicate copy retained by passenger.

ATTACHMENT A

<i>Category</i>	<i>Activity</i>
A	Military personnel assigned or ordered to military units for immediate defense and retaliatory combat operations.
B	Military material, equipment and supplies needed for immediate defense and retaliatory combat operations.
C	Law enforcement/police protection.
D	Firefighting, rescue and debris clearance.
E	Restoration and repair of communications installations, systems networks, and equipment.
F	Radiological detection, monitoring and decontamination.
G	Shelter/building construction and repair.
H	Production, distribution, processing and storage of food.
I	Feeding, clothing, lodging and other welfare services.
J	Emergency housing and community services.
K	Emergency health services including medical care, public health and sanitation.
L	Operation, repair or restoration of facilities essential to water, fuel and power supplies.
M	Operation, repair and restoration of air, water, rail, pipeline and highway transportation systems, networks and services.
N	Production and distribution of supplies, equipment, and repair parts to carry out the above activities.

CARGO INTERIM AIR PRIORITY CERTIFICATE

PART I

NO. _____
(bill of lading no.)

TO AIR FREIGHT AGENT _____
(carrier)

ADDRESS _____
(city) (state)

The following application for air priority is hereby made to

_____ at _____
(name of air carrier) (location)

for the support of Category _____ Activity which is essential to the
(enter category of the activity listed on reverse side)
national emergency.

Commodity _____

Shipper _____
(name) (address) (country)

Origin Airport _____

Consignee _____
(name) (address) (state or country)

I understand that the knowing and willful making of any false statement or representation in this certificate or the use of any false writing or document in connection therewith may subject me to a fine not in excess of \$10,000 or to imprisonment not longer than five years or both as provided in 18 U.S.C. § 1001.

Applicant _____
(signature)

Address _____

Date _____

PART II

Air Transportation provided by _____ on flight no. _____
(carrier)

Date _____

Miscellaneous Comments: _____

Issued by _____
(air freight agent name)

Distribution:

Original copy retained by
issuing agent.

Duplicate copy retained by
shipper.

Station _____
(location)

Date _____
(date of issue)

ATTACHMENT B

<i>Category</i>	<i>Activity</i>
A	Military personnel assigned or ordered to military units for immediate defense and retaliatory combat operations.
B	Military material, equipment and supplies needed for immediate defense and retaliatory combat operations.
C	Law enforcement/police protection.
D	Firefighting, rescue and debris clearance.
E	Restoration and repair of communications installations, systems networks, and equipment.
F	Radiological detection, monitoring and decontamination.
G	Shelter/building construction and repair.
H	Production, distribution, processing and storage of food.
I	Feeding, clothing, lodging and other welfare services.
J	Emergency housing and community services.
K	Emergency health services including medical care, public health and sanitation.
L	Operation, repair or restoration of facilities essential to water, fuel and power supplies.
M	Operation, repair and restoration of air, water, rail, pipeline and highway transportation systems, networks and services.
N	Production and distribution of supplies, equipment and repair parts to carry out the above activities.

APPENDIX B**PRIMARY DOD WASP AIR PRIORITIES OFFICES****Military Traffic Management Command**

Commander, MTMC, Washington, DC 20315

Commander, MTMC Eastern Area, Bayonne, NJ 07002

Commander, MTMC Western Area, Oakland Army Base, Oakland, CA 94626

Department of the Army

Deputy Chief of Staff for Logistics

ATTN: Director of Transportation, Energy and Troop Support

Department of the Army

WASH, DC 20310

Department of the Navy

Deputy Commander for Transportation

Naval Supply Systems Command Headquarters

Code SUP 05

Department of the Navy

WASH, DC 20376

Commander, Naval Military Personnel Command

ATTN: NMPC-07

Navy Passenger Transportation

Navy Department

WASH, DC 20370

Marine Corps

Commandant of the Marine Corps

HQ, US Marine Corps

ATTN: Head, Transportation Branch, Code LFT

WASH, DC 20380

Department of the Air Force

Director of Transportation

HQ USAF-LET

WASH, DC 20330

Defense Logistics Agency

Director

Defense Logistics Agency

ATTN: DLA-OT

Cameron Station

Alexandria, VA 22314

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APPENDIX C

WASP PASSENGER AIR PRIORITY APPLICATION AND CERTIFICATE

PART I—Application—Completed by Passenger (See Reverse Side)

1. Sponsored By: _____
(Name of Agency)
2. Name: _____
(Last) (First) (Initial)
3. Rank, Title or Occupation: _____
4. Name of Company or Affiliation: _____
5. Address of Company or Affiliation: _____
6. Travel From: _____ To: _____
7. Earliest Departure Date: _____
8. Latest Arrival Date: _____
9. Weight or Pieces of Excess Baggage: _____
10. Justification for Priority & Excess Baggage: _____
11. Remarks: _____

I certify that the statements contained herein are true and correct to the best of my knowledge and belief and are made in good faith.

I understand that if the foregoing statements made by me are knowingly and willfully false I may be subject to the penalty provided in U.S. Code, Title 18, Chapter 47 §1001; namely a fine of \$10,000 or imprisonment of not more than 5 years, or both.

12. Applicant: _____ Date: _____
(Signature)
13. Address: _____
(Street) (City) (State) (Zip Code)

PART II—Certificate or Denial—Completed by Issuing Agency

Air Priority Class _____ is issued/denied for the travel shown in Part I.

Priority Denied: _____
(Reason)

Issuing Agency: _____ Priority Control No.: _____
Approved: _____ Date: _____
(Name, Rank or Title)

Additional Remarks: _____

PART III—Trip Data—Completed by Air Carrier Agent

Priority Transportation Provided as authorized in Part II on Flight No. _____

Date: _____

Provided By: _____ At: _____
(Air Carrier) (Station)

Distribution: Original and one copy to passenger. Carrier retains the original copy.
One copy retained by issuing agency.

PART I—INSTRUCTIONS**Line Entry**

1. Enter name of federal government agency that is sponsoring the program or activity that requires an air priority for this travel.
2. Name of passenger.
3. Enter rank, title or occupation.
4. Enter name of company or organization that you are employed by or representing for purpose of this travel.
5. Enter address of company or organization.
6. Enter travel from origin to destination. If foreign travel, enter city and country.
7. Enter earliest departure date for this travel.
8. Enter latest arrival date at destination for this travel.
9. Enter weight or number of pieces of baggage.
10. Enter reason for requesting priority and justification for excess baggage required for this travel.
11. Enter additional remarks and/or trip itinerary if trip is to be interrupted for stopovers. Also indicate if trip is a one-way or round trip.
12. Passenger signature and date.
13. Passenger address with zip code.

Mail or present this form to the federal agency shown in Item 1.

APPENDIX D

WASP PASSENGER AIR PRIORITY SELF-CERTIFICATION FORM

CLASS 4 PASSENGER AIR PRIORITY—DOMESTIC TRAVEL ONLY

PART I—Completed by Passenger Prior to Airport Check-in (See Reverse Side)

1. Sponsored by: _____
(Name of agency)
2. Name: _____
(Last) (First) (Initial)
3. Rank & Title or Occupation: _____
4. Name of Company or Affiliation: _____
5. Address of Company or Affiliation: _____
6. Travel From: _____ To: _____
7. Earliest Departure Date: _____
8. Latest Arrival Date: _____
9. Weight or Pieces of Excess Baggage: _____
10. Justification for Priority & Excess Baggage: _____
11. Remarks: _____

I certify that the statements contained herein are true and correct to the best of my knowledge and belief and are made in good faith.

I understand that if the foregoing statements made by me are knowingly and willfully false I may be subject to the penalty provided in U.S. Code, Title 18, Chapter 47, §1001; namely a fine of \$10,000 or imprisonment of not more than 5 years or both.

12. Date: _____ Applicant: _____
(Signature)
- Address: _____
(No. Street)
- (City) (State) (Zip)

PART II—Trip Data—Completed by Air Carrier Agent

Priority Class 4 Transportation provided for travel shown in Part I on Flight No. _____

Date: _____ Priority Control No.: _____
(Ticket No.)

Provided By: _____ At: _____
(Name of Carrier) (Station)

Distribution: Original copy retained by the carrier
2nd copy retained by the applicant
3rd copy forwarded to sponsoring agency by the carrier

PART I--INSTRUCTIONSLine Entry

1. Enter name of federal agency that is sponsoring program or activity that requires the need for this priority travel.
2. Name of passenger.
3. Enter rank, title or occupation.
4. Enter name of company or organization that you are employed by or representing for the purpose of this travel.
5. Enter address of company or organization.
6. Enter city and state of departure and destination.
7. Enter earliest departure date.
8. Enter latest arrival date at destination.
9. Enter weight or number of pieces of excess baggage required for this travel.
10. Enter reason for this priority.
11. Enter any additional remarks relating to the purpose of travel.
12. Enter date, signature of passenger and address.

Present this form in 3 copies to air carrier ticket agent when arranging for travel.

INSTRUCTIONSPART I—ENTRIES

1. Check box to indicate type of shipment.
2. Name of federal government agency that will receive this request for priority and is sponsoring this shipment supporting a government program, contract or activity.
3. Full name of applicant requesting priority for this shipment.
4. Full name and address of applicant's company or affiliation having this shipping requirement.
5. Identity of commodity contained in this shipment and commodity code number.
6. Total numbers of boxes or containers in this shipment, total weight and total cubic feet.
7. Outside dimensions of largest box contained in this shipment measured in length, width and height inches.
8. Contact carrier who will be tendered the shipment to confirm that the shipment is air transportable. If shipment is known to be air transportable check box marked "Not Applicable".
9. If shipment consists of more than one container or box, indicate if shipment can be divided for transportation by the carrier.
10. Enter city, state and country of shipping origin and destination.
11. Enter earliest shipping date and latest arrival date.
12. Full name and address of the consignee of the shipment.
13. Enter justification for assigning a priority to this shipment.
14. Enter any additional clarifying remarks relating to this shipment and/or its requirement for air priority.
15. Signature of applicant shown in Line 3 and date.

Mail or present this form to agency entered in Line 2.

INSTRUCTIONSPART I—ENTRIES

1. Check box to indicate type of shipment.
2. Name of federal government agency that is sponsoring this shipment supporting a government program, contract or activity.
3. Full name of applicant requesting priority for this shipment.
4. Full name and address of applicant's company or affiliation having this shipping requirement.
5. Identity of commodity contained in this shipment and commodity code number.
6. Total numbers of boxes or containers in this shipment, total weight and total cubic feet.
7. Outside dimensions of largest box contained in this shipment measured in length, width and height inches.
8. Contract carrier who will be tendered the shipment to confirm that the shipment is air transportable. If shipment is known to be air transportable check box marked "Not Applicable".
9. If shipment consists of more than one container or box, indicate if shipment can be divided for transportation by the carrier.
10. Enter city, state and country of shipping origin and destination.
11. Enter earliest shipping date and latest arrival date.
12. Full name and address of the consignee of the shipment.
13. Enter justification for assigning a priority to this shipment.
14. Enter any additional clarifying remarks relating to this shipment and/or its requirement for air priority.
15. Signature of applicant shown in Line 3 and date.

Present this form in 3 copies to air carrier agent when arranging for shipment.

The agency of primary interest in this publication is the Military Traffic Management Command. Users are invited to send comments and suggested improvements to: Commander, Military Traffic Management Command, ATTN: MT-PL, Washington, DC 20315. Army users will use DA Form 2028 (Recommended Changes to Publications).

By Order of the Secretaries of the Army, the Navy, the Air Force, and the Director, Defense Logistics Agency:

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The Adjutant General

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General, United States Army
Chief of Staff

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15 January 1981

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