

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

1772-47
110.12

STATEMENT OF GREER A. BUSBEE, JR., DIRECTOR OF EMERGENCY
TRANSPORTATION, DEPARTMENT OF TRANSPORTATION, BEFORE THE
SPECIAL SUBCOMMITTEE ON MILITARY AIRLIFT OF THE HOUSE
COMMITTEE ON ARMED SERVICES, REGARDING THE CIVIL RESERVE
AIR FLEET PROGRAM, FEBRUARY 16, 1970

Mr. Chairman and Members of the Subcommittee:

I appreciate this opportunity to appear before you today to discuss the responsibilities and activities of the Department of Transportation respecting the Civil Reserve Air Fleet (CRAF) program. I have with me my associate, Mr. William Lettice, the Assistant Director of the Office of Emergency Transportation.

The CRAF program activities of the Department are a part of a broader responsibility of the Secretary of Transportation which I would like to review for a moment to help put this immediate program in its proper context.

The Secretary of Transportation is charged by statute and by executive order with certain emergency preparedness responsibilities. Section 4(a) of the Department of Transportation Act specifies that the Secretary shall exercise leadership under the direction of the President in transportation matters, including those affecting the national defense and those involving national or regional emergencies. Executive Order 11490, which assigns emergency preparedness functions to the Federal departments and agencies, requires the Secretary of Transportation, among other things, to prepare emergency plans and develop preparedness programs covering preparation and promulgation of overall national policies, plans, and procedures related to providing civil transportation of all forms -- air, ground, water, and

71-031245

pipelines. The order states, with respect to air transportation, that the Secretary of Transportation shall prepare emergency operational plans and programs for, and develop a capability to carry out, the transportation operating responsibilities assigned to the Department, including but not limited to allocating air carrier civil air transportation capacity and equipment to meet civil and military requirements.

The CRAF program is a plan to supplement the organic airlift of the Military Airlift Command during a declared national emergency. The program was formulated in recognition of the need to make available a significant part of the airlift capacity of the civil fleet for exclusive use by the Department of Defense during national crises. The program was initiated in December 1951, by agreement between the Secretaries of Defense and Commerce, when the responsibilities respecting emergency transportation were lodged in that Department. During periods when a national emergency is not in effect, air carriers, which are members of CRAF, make their equipment available to the Department of Defense through contractual arrangements.

The responsibility within the Department of Transportation for the preparation of plans for the allocation of air carrier transportation, domestic and international, during periods of a national emergency has been assigned to the Office of Emergency Transportation (OET). In carrying out this responsibility the total military and civil cargo and passenger movement requirements are obtained from the Department of Defense, the Civil Aeronautics Board, and other Federal

agencies. OET analyzes these requirements in light of existing and projected capabilities, and formulates plans for equipment allocations for both civil and military use.

The military CRAF equipment requirements, which are included in the planning procedure I have just discussed, are prepared semi-annually by the Air Force, and submitted to OET. These requirements for air carrier aircraft are projected up to one year in advance and are stated in terms of the numbers of aircraft, by type, required during two general time phases, usually by the close of the first six months, and by the close of the succeeding six months for the year projected. This statement is then analyzed in the light of forecasted civil emergency requirements, prepared by CAB, and in light of projected production. Following this analysis, the Air Force is informed of the degree to which its requirements can be met. This is stated in terms of numbers and types of civil air carrier aircraft. Based upon this planned commitment, the Air Force intermittently forwards to OET requests that specific aircraft be added to CRAF. Also, the Air Force notifies OET of those aircraft which should be removed from CRAF to keep the program in balance. OET then notifies the interested parties -- industry and government -- that specific aircraft, by tail number, have been added to, or removed from, the program.

Additionally, every three to four months, OET publishes an allocation notice which identifies by carrier, type of equipment, and tail number, the aircraft committed to the CRAF program. This similarly is

circulated to all interested parties. I will leave with the Subcommittee a copy of the latest OET allocation notice, dated January 1, 1970. You will note that there were 451 aircraft in the program as of that date. In April of 1963 when representatives of this office last appeared before your Subcommittee, there were 342 aircraft allocated to the CRAF system. Today's aircraft allocation breaks down into 369 for long range international use, 15 for short range international, 53 for domestic, and 14 for Alaska.

These allocations fulfill the military needs for passenger movement. There continues to be a deficit in international long range cargo allocations. I will not state the amount of this deficit because the figures are classified. I will be pleased to furnish this information to the Subcommittee if they so desire. We have recently received requirements of the Air Force as of June 30, 1970 and October 31, 1970. These are currently being analyzed, and we should be in a position shortly to advise them of their new allocation.

I would now like to discuss briefly our relationship with the CAB. Periodically, that agency prepares and forwards to the Department a War Air Service Program (WASP) resource report which contains estimated requirements for the movement of civil passengers and cargo under emergency conditions. These requirements include only those deemed essential during an emergency. These requirements are weighed with the military needs in order to determine a proper apportionment between the military and the civil economy. The air carrier aircraft remaining in the system after the withdrawal of the equipment provided

to the CRAF program become part of the program designated as WASP. This planned allocation to the CAB for WASP was published in the Federal Register of September 15, 1964. I will leave with the Subcommittee a reprint of this notification.

As for the number of aircraft needed in the CRAF fleet in the next 4 to 5 years, it is difficult for our Department to provide a forecast. As I have stated, the equipment requirements for the CRAF program are projected only one year in advance and originate with the Air Force. Thus, we are in no position to know whether the long-term military needs for civil support will increase or decrease. We do, however, receive from the Assistant Secretary of Defense for Systems Analysis, CRAF requirements statements which are termed "long-range". These requirements, stated in terms of ton-miles and passenger miles, apply to the six months subsequent to the one-year period for which the Air Force states specific equipment requirements. A comparison of these two military statements indicates an upward trend in military movement requirements for civil lift. However, because of the increasing capacity of new aircraft coming into the system, the actual number of aircraft in the CRAF program are expected to decrease over the next several years.

Mr. Chairman, that concludes my formal statement. Mr. Lettice and I will be pleased to answer any questions which you may have.