



# CHAIRMAN OF THE JOINT CHIEFS OF STAFF INSTRUCTION

J-4  
DISTRIBUTION: A, B, C, J

CJCSI 4120.02C  
22 December 2011

## ASSIGNMENT OF MOVEMENT AND MOBILITY PRIORITY

### References:

- a. JP 4-01, 19 March 2003, "Joint Doctrine for the Defense Transportation System (DTS)"
- b. CJCSI 4110.01D, 13 March 2009, "Uniform Materiel Movement and Issue Priority System-Force/Activity Designators"
- c. DODD 4500.09E, 11 September 2007, "Transportation and Traffic Management"

1. Purpose. This instruction establishes policy and provides guidance on the methods to be used to prioritize DOD transportation in support of the National Military Strategy in accordance with references b and c.

2. Cancellation. CJCSI 4120.02B, 1 June 2009, is canceled.

3. Applicability. This document applies to the Joint Chiefs of Staff, Services, combatant commands, and Defense agencies.

### 4. Policy

a. The effective use of DOD resources to move passengers and cargo and conduct air refueling (AR) operations requires movement and mobility priorities. These assigned priorities enable logistics managers and air refueling planners to best utilize mobility resources to support both peacetime and wartime requirements as described in reference b. The enclosures address the transportation priorities assigned for cargo, passenger, and AR requirements that require movement via common-user airlift, air-refueling, and sealift resources under the DOD Transportation Movement Priority System.

b. This instruction supersedes the guidance set forth in reference a to account for the importance of U.S. homeland-related security requirements. It

places deployment of assets in support of homeland defense and civil support in response to an actual attack or catastrophic incident, including assets for force protection and consequence management, under the 1A3 priority code that includes programs approved by the President for top national priority.

5. Definitions. See Glossary.

6. Responsibilities. Per reference c, subparagraph 5.4, the Chairman shall prescribe a transportation movement priority system to allocate transportation resources among the competing elements when requirements exceed transportation system capacity. The Chairman may adjust and direct priorities based on mission requirements, except where otherwise directed by higher authority.

7. Summary of Changes. Priority 1B1 is assigned to Critical Care/Medical Specialty Teams and Aeromedical Evacuation Crews returning to their assigned area of operations, to include associated medical equipment and supplies. Prioritization is provided for Secretary of Defense-directed deployments in support of the Global Response Force EXORD, and clarification is provided on the 1A3 deployment priority for humanitarian assistance/disaster relief (HA/DR) missions. Enclosure B clarifies fighter unit requests for movement as a Coronet.

8. Releasability. This instruction is approved for public release; distribution is unlimited. DOD components (to include the combatant commands), other federal agencies, and the public may obtain copies of this instruction through the Internet from the CJCS Directives Home Page--  
[http://www.dtic.mil/cjcs\\_directives](http://www.dtic.mil/cjcs_directives).

9. Effective Date. This instruction is effective upon receipt.



CRAIG A. FRANKLIN  
Major General, USAF  
Vice Director, Joint Staff

Enclosures:

A -- List of Priorities -- DOD Transportation Movement Priority System

B -- List of Priorities -- DOD Air Refueling Support Priority System

Glossary

Part I -- Abbreviations and Acronyms

Part II -- Terms and Definitions

ENCLOSURE A

LIST OF PRIORITIES -- DOD TRANSPORTATION MOVEMENT PRIORITY  
SYSTEM

1. This enclosure defines the relative criticality of cargo and passenger movement requirements to prioritize DOD common-user airlift and sealift resources. An urgency of need or the existence of valid circumstances to use a priority other than normal channel lift must be established by appropriate authority before these priorities can be used.
2. The following list of priorities is in descending order. When requirements for lift exceed capability, lift managers should apply available airlift and sealift resources to the highest priority category first. All movement requirements will be categorized into one of the following.
  - a. Priority 1A. Covers requirements in support of the following:
    - (1) 1A1 -- Presidentially-directed missions including support to the NAOC when operating in direct support of the President.
    - (2) 1A2 -- U.S. forces and/or foreign forces or activities in combat in accordance with applicable Secretary of Defense guidance.
    - (3) 1A3 -- Programs approved by the President for top national priority including:
      - (a) Real-world contingency deployment operations supporting special operations.
      - (b) Deployment of special category overseas law enforcement missions (this priority would also include redeployment of such missions, if the return of the aircraft to the United States were considered integral to mission accomplishment).
      - (c) Deployment of HA/DR capabilities, to include designated search and rescue teams, when directed by the Secretary of Defense. This priority shall only be assigned to missions when the immediate deployment could result in the saving of human lives. This is not intended to provide blanket 1A3 priority to all HA/DR missions.

(d) Deployment of assets in support of homeland defense and civil support in response to an actual attack, an anticipated imminent attack, or time-sensitive response to a catastrophic incident including assets required for force protection and consequence management.

(e) Special weapons.

(f) Movement of forces in support of national C2 capabilities.

(g) Time-sensitive deployments of Secretary of Defense-directed ISR GRF and TITAN airborne reconnaissance missions.

(h) Secretary of Defense-directed deployments in support of the GRF EXORD.

b. Priority 1B. Covers requirements in support of the following:

(1) 1B1-- Missions specially directed by the Secretary of Defense including:

(a) Urgent contingency deployments (this priority is intended for deployment of forces supporting contingency operations of a sudden, time-sensitive nature and is not intended for routine, planned rotations of forces into theater).

(b) Redeployment of forces conducting real-world operations in support of CONPLANS for special operations (this priority is assigned as a result of the stringent reconstitution requirements placed on these assets).

(c) Routine law enforcement deployment missions.

(d) NAOC operations when not in support of the President.

(e) Validated contingency channels.

(f) Patients requiring urgent or priority aeromedical evacuation; also Critical Care/Medical Specialty Teams and Aeromedical Evacuation Crews returning to in-theater point of origin after transporting patients to locations outside assigned area of operations (includes all associated medical equipment and supplies).

(g) Deployment of special operations forces for real-world counterdrug and joint combined exchange training (JCET) missions.

(2) 1B2 -- Units, projects, or plans specially approved for implementation by the Secretary of Defense or the Chairman including steady-

state contingency deployments. This priority is intended for deployment or rotation of forces supporting contingency operations of an enduring nature (including planned rotations of aircraft squadrons, air expeditionary forces, missile battery equipment and personnel, communications support, and security forces).

(3) 1B3 -- Covers requirements in support of the following:

(a) All contingency redeployments, regardless of whether the deployment was urgent or steady state (except for forces deployed for routine aeromedical evacuation missions).

(b) Redeployment of special operations forces from real-world counterdrug and JCET missions.

(c) Validated distribution channels.

c. Priority 2A. Covers requirements in support of the following:

(1) 2A1 -- U.S. and/or foreign forces or activities deploying or positioned and maintained in a state of readiness for immediate combat, combat support, or combat service support missions, including CONUS-based units for exercise and training events directly related to special operations.

(2) 2A2 -- Industrial production activities engaged in repair, modification, or manufacture of primary weapons, equipment, and supplies to prevent an impending work stoppage or to reinstitute production in the event a stoppage has already occurred or when the material is required to accomplish emergency or controlling jobs and movement of aircraft in support of Foreign Military Sales (FMS).

d. Priority 2B. Covers requirements (including redeployments from exercises, if the redeployment is considered integral to exercise accomplishment) in support of:

(1) 2B1 -- CJCS-sponsored exercises (under CJCS Exercise Program).

(2) 2B2 -- Combatant Commander-sponsored exercises (under CJCS Exercise Program).

e. Priority 3A. Covers requirements in support of the following:

(1) 3A1 -- Readiness or evaluation tests when airlift is required in support of the unit inspection or evaluation tests including deployment missions for major command (or equivalent)-directed exercises or operations (U.S. Navy: fleet commanders; U.S. Army: major Army commands; U.S. Air

Force: numbered Air Forces (NAF); and U.S. Marine Corps: Marine Forces commands).

**Note:** MAJCOM equivalent for the Navy is COMPACFLT or COMLANTFLT. MAJCOM equivalent for the Marines is MARFORPAC or MARFORLANT.

(2) 3A2 -- U.S. and/or foreign forces or activities that are maintained in a state of readiness to deploy for combat and other activities essential to combat forces.

f. Priority 3B. Covers requirements in support of joint airborne/air transportability training (JA/ATT), including:

(1) 3B1 -- Service training when airborne operations or air mobility support is integral to combat readiness (e.g., field training exercise, proficiency airdrop, and air assault).

(2) 3B2 -- Requirements in support of:

(a) Combat support training (e.g., flare drops and special operations missions).

(b) Counterdrug training missions other than JCET (deployment and redeployment).

(3) 3B3 -- Service schools requiring airborne, airdrop, or air transportability training as part of the program of instruction.

(4) 3B4 -- Airdrop and/or air transportability or aircraft certification of new or modified equipment.

g. Priority 4A. Covers requirements in support of the following:

(1) 4A1 -- U.S. and/or foreign forces or activities tasked for employment in support of approved war plans and support activities essential to such forces.

(2) 4A2 -- Static loading exercises for those units specifically tasked to perform air transportability missions.

h. Priority 4B. Covers requirements in support of the following:

(1) 4B1 -- Other U.S. and/or foreign forces or activities.

(2) 4B2 -- Other non-DOD activities that cannot be accommodated by commercial airlift.

(3) 4B3 -- Static display for public and military events.

3. As described in Appendix B of reference a, the Joint Transportation Board will convene when necessary to adjudicate competing requirements for intertheater mobility lift assets or to resolve other issues that impact the Defense Transportation System and which USTRANSCOM and the supported Combatant Commander(s) are unable to resolve.

(INTENTIONALLY BLANK)



ENCLOSURE B

LIST OF PRIORITIES -- DOD AIR REFUELING SUPPORT PRIORITY SYSTEM

1. This enclosure defines the relative criticality of air refueling (AR) requirements to prioritize DOD AR resources. USTRANSCOM is assigned AR validation and management of deployment, redeployment, employment, and sustainment of mobility forces through the Unified Command Plan (UCP). Priority 1 and 2 missions will be validated by USTRANSCOM J3-SR and will be supported to the limit of global capacity. Priority 3 and below will normally be validated, allocated, and supported at the appropriate component command. Air Mobility Command and 618 TACC may request USTRANSCOM validation of priority 3 missions. Submission timelines will be in accordance with AFI 11-221.
2. All requests for AR support must be submitted through the Air Refueling Management System for validation and allocation of support. Validated missions will be categorized for support predicated upon the following criteria.
3. AR assets without an AR mission or used only to move cargo and/or passengers will use the movement priority codes in Enclosure A. AR assets with a refueling mission will use the same priority as the receiver aircraft. See priorities below for AR missions that are not covered under Enclosure A.
4. Fighter units should request a Coronet movement when missions require extended over water legs outside of communication/navigation range (e.g., extended flights over water). Missions that do not meet this criterion will be evaluated by TCJ3-SR on a case-by-case basis prior to validation.
5. Coronet missions requesting dual role AR and cargo movement: Dual role cargo is not guaranteed movement in conjunction with an associated AR mission, and essential cargo should be secured movement via Special Assignment Airlift Mission (SAAM). Dual role requests that require an extra leg or an extra aircraft to secure cargo movement will not be approved without a waiver and may be charged a SAAM rate. Procedures for dual role requests and user guidelines can be found at:  
<https://tacc.scott.af.mil/?action=xoo&XOOpage=XOOKCoronet>.

6. Specific AR mission priority codes:

a. Priority 1A. Covers requirements in support of the following:

(1) 1A1 -- Presidentially-directed missions including support to the NAOC when operating in direct support of the President.

(2) 1A2 -- U.S. forces and/or foreign forces or activities in combat in accordance with applicable Secretary of Defense guidance.

(3) 1A3 -- Programs approved by the President for top national priority including:

(a) Real-world contingency deployment operations supporting special operations.

(b) Deployment of special category overseas law enforcement missions (this priority would also include redeployment of such missions, if the return of the aircraft to the United States were considered integral to mission accomplishment).

(c) Deployment of HA/DR capabilities, to include designated search and rescue teams, when directed by the Secretary of Defense. This priority shall only be assigned to missions when the immediate deployment could result in the saving of human lives. This is not intended to provide blanket 1A3 priority to all HA/DR missions.

(d) Deployment of assets in support of homeland defense and civil support in response to an actual attack, an anticipated imminent attack, or time-sensitive response to a catastrophic incident including assets required for force protection and consequence management.

(e) Special weapons.

(f) Movement of forces in support of national C2 capabilities.

(g) Time-sensitive deployments of Secretary of Defense-directed ISR GRF and TITAN airborne reconnaissance missions.

(h) Secretary of Defense-directed deployments in support of the GRF EXORD.

(4) Priority 1A AR missions are eligible for spare tanker aircraft or 24-hour slip capability. Eligibility does not guarantee a spare tanker will be allocated; mission risk assessment and cost efficiency will be considered.

b. Priority 1B. Covers requirements in support of the following:

(1) 1B1 -- Missions specially directed by the Secretary of Defense.

(a) AR support of directed Combatant Commander, Secretary of Defense, or CJCS missions.

(2) 1B2 -- Units, projects, or plans specially approved for implementation by the Secretary of Defense and/or Chairman including steady-state contingency deployments of an enduring nature.

(a) Planned deployment of aircraft, squadrons, and air expeditionary forces, including deploying Coronet rotations.

(b) Missile battery, communications and security force equipment, and/or personnel.

(3) 1B3 -- Covers requirements in support of redeploying Coronet missions.

c. Priority 2A. Covers requirements in support of 2A1 -- Coronets supporting deployments and redeployments of Unit Deployment Programs (UDPs) or AEF rotations to a theater not currently engaged in combat operations.

d. Priority 2B. Covers requirements (including redeployments from exercises, if the redeployment is considered integral to exercise accomplishment) in support of the following:

(1) 2B1 -- CJCS-sponsored exercises (under CJCS Exercise Program).

(a) Coronet movement deploying and redeploying to CJCS-sponsored exercises.

(b) Routine or non-time critical contract delivery of FMS (see priority 2A2 for emergency movement of FMS aircraft). All other FMS movement will be assigned a priority code commensurate with the exercise/operation in which it is participating or per the normal delivery schedule.

(2) 2B2 -- Combatant Commander-sponsored exercises (under the CJCS Exercise Program)

(a) Coronet movements deploying and redeploying to combatant commander sponsored exercises (under the CJCS Exercise Program).

(b) AR support of flight testing and evaluation and platform test operations.

e. Priority 2C. Covers requirements in support of the following:  
2C1 -- U.S. forces and/or foreign forces or activities that are maintained in a state of readiness to deploy for combat and are not required to maintain AR currency, to include predeployment qualification training.  
**Note:** Includes USN and USMC units that need AR currency to deploy but that have 11-series training requirements to maintain currency year-round, boat workups, and pre-UDP training.

f. Priority 3A. Covers requirements in support of the following:

(1) 3A1 -- Readiness or evaluation tests when airlift is required in support of the unit inspection or evaluation tests including deployment missions for major command (or equivalent)-directed exercises or operations (U.S. Navy: fleet commanders; U.S. Army: major Army commands; U.S. Air Force: numbered Air Forces (NAF); and U.S. Marine Corps: Marine Forces commands). **Note:** MAJCOM equivalent for the Navy is COMPACFLT or COMLANTFLT. MAJCOM equivalent for the Marines is MARFORPAC or MARFORLANT.

(2) 3A2 -- U.S. and/or foreign forces or activities that are maintained in a state of readiness to deploy for combat and other activities essential to combat forces.

g. Priority 3B. Covers requirements in support of joint airborne/air transportability training (JA/ATT) including the following:

(1) 3B1 -- Service training when airborne operations or air mobility support is integral to combat readiness (e.g., field training exercise, proficiency airdrop, and air assault).

(a) Formal Training Unit (FTU), Replacement Training Unit (RTU), requalification training, and upgrade training when AR training is accomplished during the mission.

(b) AR and Coronet support for movement of the USAF Thunderbirds and the USN Blue Angels.

(2) 3B2 -- Combat support training. Readiness or evaluation tests when AR is required in support of the unit inspection or evaluation tests including deployment missions for wing-directed exercises or operations and/or numbered Air Force (NAF)-directed exercises and inspections.

**Note:** Wing equivalent for the Navy is Carrier Air Wing. Wing equivalent for the Marines is Marine Expeditionary Brigade. NAF equivalent for the Navy is COMNAVAIRFOR. NAF equivalent for the Marines is Marine Expeditionary Force.

(3) 3B3 -- AR support to service schools requiring airborne, airdrop, or air transportability training as part of the program of instruction.

h. Priority 3C. Covers requirements in support of the following:

(1) Priority 3C1 -- AR support required to move aircraft to or from an airshow, to include Coronet movements of fighter aircraft in support of an airshow, not inclusive of USAF Thunderbirds and USN Blue Angels (see priority 3.b.1).

(a) AR in support of CAPSTONE missions.

i. Priority 4A. Covers requirements in support of the following:

(1) 4A1 -- Training support for U.S. forces and foreign forces or activities tasked for employment in support of approved war plans and support activities essential to such forces.

(a) Support of U.S. Air Force and other DOD agency training requirements.

(b) Missions launched to satisfy U.S. Air Force, U.S. Navy, and other DOD agency training requirements.

**Note:** Priority 4 sortie requests must show the number of tanker sorties needed to support training requirements specified by the appropriate training publication.

7. As described in Appendix B of reference a, the Joint Transportation Board will convene when necessary to adjudicate competing requirements for intertheater mobility lift assets or to resolve other issues that impact the Defense Transportation System and which U.S. Transportation Command and the supported Combatant Commander(s) are unable to resolve.

(INTENTIONALLY BLANK)

## GLOSSARY

### PART I -- ABBREVIATIONS AND ACRONYMS

|            |   |
|------------|---|
| APOD       | aerial port of debarkation                        |
| APOE       | aerial port of embarkation                        |
| AR         | air refueling                                     |
| ARMS       | Air Refueling Management System                   |
| CJCS       | Chairman of the Joint Chiefs of Staff             |
| CJCSI      | Chairman of the Joint Chiefs of Staff instruction |
| COCOM      | combatant command (command authority)             |
| CONPLAN    | operation plan in concept format                  |
| CONUS      | continental United States                         |
| CRAF       | civil reserve air fleet                           |
| DOD        | Department of Defense                             |
| FMS        | Foreign Military Sales                            |
| GTN        | Global Transportation Network                     |
| JA/ATT     | joint airborne/air transportability training      |
| JCET       | joint combined exchange training                  |
| JLOC       | Joint Logistics Operations Center                 |
| JP         | joint publication                                 |
| MAJCOM     | Major Command                                     |
| NAOC       | National Airborne Operations Center               |
| OSA        | operational support airlift                       |
| OPCON      | operational control                               |
| TCC        | transportation component command                  |
| UCP        | Unified Command Plan                              |
| USTRANSCOM | U.S. Transportation Command                       |

## PART II -- TERMS AND DEFINITIONS

air mobility -- The rapid movement of personnel, materiel, and forces to and from or within a theater by air. This includes both airlift and AR. (JP 1-02)

Air Mobility Command (AMC) -- The Air Force component command of the U.S. Transportation Command. (JP 3-17)

apportionment -- In the general sense, distribution for planning of limited resources among competing requirements. Specific apportionments (e.g., air sorties and forces for planning) are described as apportionment of air sorties and forces for planning, etc. (JP 1-02)

CAPSTONE -- Newly selected flag and general officers travel extensively visiting key U.S. military commands in the United States and abroad, where they meet with commanders, U.S. ambassadors and embassy personnel, and the senior political and military leaders of foreign governments. Usually done on KC-135s or KC-10s; occasionally done on C-17s. (AMCI 24-101)

catastrophic event -- Any natural or manmade incident, including terrorism, that results in extraordinary levels of mass casualties, damage, or disruption severely affecting the population, infrastructure, environment, economy, national morale, and/or governmental functions. (National Response Framework, January 2008)

channel airlift -- Provides regularly scheduled airlift for movement of sustainment cargo, depending upon volume of workload, between designated aerial ports of embarkation and seaports of debarkation over validated contingency or distribution channel routes. (JP 3-17)

Civil Reserve Air Fleet (CRAF) -- A program in which the Department of Defense contracts for the services of specific aircraft, owned by a U.S. entity or citizen, during national emergencies and defense-oriented situations when expanded civil augmentation of military airlift activity is required. These aircraft are allocated, in accordance with DOD requirements, to segments, according to their capabilities, such as international long- and short-range cargo and passenger sections, national (domestic and Alaskan sections,) and aeromedical evacuation and other segments as may be mutually agreed upon by the Department of Defense and the Department of Transportation. (JP 3-17)

civil transportation -- The movement of persons, property, or mail by civil facilities, and the resources (including storage, except for agricultural and petroleum products) necessary to accomplish the movement. (Excludes transportation operated or controlled by the military as well as petroleum and gas pipelines.) (JP 1-02)



combatant command (command authority) (COCOM) -- Nontransferable command authority established by Title 10 (“Armed Forces”), United States Code, Section 164, exercised only by commanders of unified or specified combatant commands unless otherwise directed by the President or the Secretary of Defense. Combatant command (command authority) cannot be delegated and is the authority of a Combatant Commander to perform those functions of command over assigned forces involving organizing and employing commands and forces, assigning tasks, designating objectives, and giving authoritative direction over all aspects of military operations, joint training, and logistics necessary to accomplish the missions assigned to the command. Combatant command (command authority) should be exercised through the commanders of subordinate organizations. Normally this authority is exercised through subordinate joint force commanders and Service and/or functional component commanders. Combatant command (command authority) provides full authority to organize and employ commands and forces as the Combatant Commander considers necessary to accomplish assigned missions. Operational control is inherent in combatant command (command authority). (JP 1)

common use -- Services, materiel, or facilities provided by a DOD agency or a Military Department on a common basis for two or more DOD agencies, elements, or other organizations as directed. (JP 1-02)

common-use container -- Any DOD-owned, -leased, or -controlled 20- or 40-foot International Organization for Standardization container managed by USTRANSCOM as an element of the DOD common-use container system. (JP 4-09)

common-user airlift service -- The airlift service provided on a common basis for all DOD agencies and, as authorized, for other agencies of the U.S. government. (JP 1-02)

common-user military land transportation -- Point-to-point land transportation service operated by a single Service for common use by two or more Services. (JP 1-02)

common-user transportation -- Transportation and transportation services provided on a common basis for two or more DOD agencies and, as authorized, non-DOD agencies. Common-user assets are under the combatant command (command authority) of CDRUSTRANSCOM, excluding Service organic or theater-assigned transportation assets. See also common use. (JP 4-01.2)

contingency channel -- Supports sustainment operations of a Joint Chiefs of Staff-designated contingency. Combatant commands or Service headquarters (in conjunction with the affected geographic combatant commands) identify contingency airlift channels for USTRANSCOM validation. Contingency

channels, once established, will be periodically reviewed to ensure priority codes are still warranted.

contingency response program -- Fast reaction transportation procedures intended to provide for priority use of land transportation assets by the Department of Defense when required. Also called CORE. (JP 4-01)

CONUS -- United States territory including the adjacent territorial waters located within North America between Canada and Mexico.

Coronet -- Movement of air assets, usually fighter aircraft in support of contingencies, rotations, and exercises, or aircraft movements for logistics purposes.

Critical Infrastructure Protection (CIP) -- Actions taken to prevent, remediate, or mitigate the risks resulting from vulnerabilities of critical infrastructure assets. Depending on the risk, these actions could include the following: changes in tactics, techniques, or procedures; added redundancy; selection of another asset; isolation or hardening; guarding, etc. (JP 3-28)

Defense Transportation System (DTS) -- That portion of the Nation's transportation infrastructure that supports DOD common-user transportation needs across the range of military operations. It consists of those common-user military and commercial assets, services, and systems organic to, contracted for, or controlled by the Department of Defense. (JP 4-01)

distribution -- 1. The arrangement of troops for any purpose, such as a battle, march, or maneuver. 2. A planned pattern of projectiles about a point. 3. A planned spread of fire to cover a desired frontage or depth. 4. An official delivery of anything, such as orders or supplies. 5. The operational process of synchronizing all elements of the logistics system to deliver the "right things" to the "right place" at the "right time" to support the geographic combatant commander. 6. The process of assigning military personnel to activities, units, or billets. (JP 4-0)

distribution channel -- A combatant command- or Service headquarters (in conjunction with the affected geographic combatant commands)-requested common-user channel route validated through USTRANSCOM, based on justification provided and transportation support feasibility.

distribution system -- That complex of facilities, installations, methods, and procedures designed to receive, store, maintain, distribute, and control the flow of military materiel between the point of receipt into the military system and the point of issue to using activities and units. (JP 4-09)

Dual Role -- Dual Role missions are where both AR and airlift are provided to the user. Primary mission role is normally AR. Missions where cargo movement is primary require a dedicated funded special assignment airlift mission (SAAM). (AMCI 11-208)

global transportation management (GTM) -- The integrated process of satisfying transportation requirements using the Defense Transportation System to meet national security objectives. The process begins with planning, programming, and budgeting for transportation assets, services, and associated systems and continues through delivery of the users' transportation movement requirements. (JP 4-01)

Global Transportation Network (GTN) -- The automated support necessary to enable USTRANSCOM and its components to provide global transportation management. The Global Transportation Network provides the integrated transportation data and systems necessary to accomplish global transportation planning, C2, and in-transit visibility across the range of military operations. The designated DOD in-transit visibility system provides customers with the ability to track the identity, status, and location of DOD units and non-unit cargo, passengers, patients, forces, and military and commercial airlift, sealift, and surface assets from origin to destination across the range of military operations. The Global Transportation Network collects, integrates, and distributes transportation information to Combatant Commanders, Services, and other DOD customers. Global Transportation Network provides USTRANSCOM with the ability to perform C2 operations, planning and analysis, and business operations in tailoring customer requirements throughout the requirements process. (JP 4-01)

intermodal systems -- Specialized transportation facilities, assets, and handling procedures designed to create a seamless transportation system by combining multimodal operations and facilities during the shipment of cargo. (JP 4-01)

intertheater airlift -- The common-user airlift linking theaters to CONUS and to other theaters as well as the airlift within CONUS. The majority of these air-mobility assets are assigned to CDRUSTRANSCOM. Because of the ranges usually involved, intertheater airlift is normally conducted by the heavy, longer-range, intercontinental airlift assets but may be augmented with shorter-range aircraft when required. Formerly referred to as "strategic airlift." (JP 3-17)

intertheater traffic -- Traffic between theaters exclusive of that between the CONUS and theaters. (JP 1-02)

Joint Logistics Operations Center (JLOC) -- The JLOC is the current operations division within the Logistics Directorate of the Joint Staff. It monitors crisis, exercises, and interagency actions. It also works acquisition and cross-

servicing agreements as well as international logistics. The JLOC reviews deployment orders produced by the Operations Directorate of the Joint Staff for logistics issues and ensures the correct airlift priority code is assigned. (JP 4-01)

Joint Transportation Board (JTB) -- Responsible to the Chairman of the Joint Chiefs of Staff, the Joint Transportation Board ensures that common-user transportation resources assigned or available to the Department of Defense are allocated to achieve maximum benefit in meeting DOD objectives. See also common-user transportation. (JP 4-01)

national emergency -- A condition declared by the President or the Congress by virtue of powers previously vested in them that authorize certain emergency actions to be undertaken in the national interest. Actions to be taken may include partial, full, or total mobilization of national resources. (JP 3-28)

operational control (OPCON) -- Command authority that may be exercised by commanders at any echelon at or below the level of combatant command. OPCON is inherent in combatant command (command authority) and may be delegated within the command. When forces are transferred between combatant commands, the command relationship the gaining commander will exercise (and the losing commander will relinquish) over these forces must be specified by the Secretary of Defense. OPCON is the authority to perform those functions of command over subordinate forces involving organizing and employing commands and forces, assigning tasks, designating objectives, and giving authoritative direction necessary to accomplish the mission. OPCON includes authoritative direction over all aspects of military operations and joint training necessary to accomplish missions assigned to the command. OPCON should be exercised through the commanders of subordinate organizations. Normally this authority is exercised through subordinate joint force commanders and Service and/or functional component commanders. OPCON normally provides full authority to organize commands and forces and to employ those forces as the commander in operational control considers necessary to accomplish assigned missions; it does not, in and of itself, include authoritative direction for logistics or matters of administration, discipline, internal organization, or unit training. (JP 1)

operational support airlift (OSA) -- Operational support airlift (OSA) missions are movements of high-priority passengers and cargo with time, place, or mission-sensitive requirements. OSA aircraft are those fixed-wing aircraft acquired and/or retained exclusively for OSA missions, as well as any other DOD-owned or controlled aircraft, fixed or rotary-wing, used for OSA purposes. (JP 3-17)

Service component command -- A command consisting of the Service component commander and all those Service forces, such as individuals, units, detachments, organizations, and installations under that command, including the support forces that have been assigned to a combatant command or further assigned to a subordinate unified command or joint task force. (JP 1)

theater -- The geographical area outside the continental United States for which a commander of a combatant command has been assigned responsibility. (JP 1)

theater-assigned transportation assets -- Transportation assets that are assigned under the combatant command (command authority) of a geographic combatant commander. (JP 4-01)

transportation component command (TCC) -- The three component commands of USTRANSCOM: Air Force Air Mobility Command, Navy Military Sealift Command, and Army Surface Deployment and Distribution Command. Each transportation component command remains a major command of its parent Service and continues to organize, train, and equip its forces as specified by law. Each transportation component command also continues to perform Service-unique missions. (JP 4-01.6)

transportation emergency -- A situation created by a shortage of normal transportation capability and of a magnitude sufficient to frustrate military movement requirements, and which requires extraordinary action by the President or other designated authority to ensure continued movement of essential DOD traffic. (JP 1-02)

transportation movement requirement -- The need for transport of units, personnel, or materiel from a specified origin to a specified destination within a specified timeframe. (JP 4-01)

transportation priorities -- Indicators assigned to eligible traffic that establish its movement precedence. Appropriate priority systems apply to the movement of traffic by sea and air. In times of emergency, priorities may be applicable to continental United States movements by land, water, or air. (JP 4-09)

transportation system -- All the land, water, and air routes and transportation assets engaged in the movement of U.S. forces and their supplies across the range of military operations, involving both mature and immature theaters and at the strategic, operational, and tactical levels of war. (JP 4-0)

U.S. Transportation Command (USTRANSCOM) -- The unified command with the mission to provide strategic air, land, and sea transportation and common-user port management for the Department of Defense across the range of military operations. (JP 4-01)

(INTENTIONALLY BLANK)