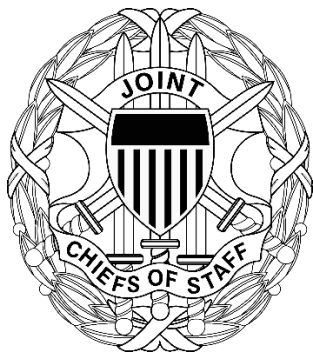


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## CHAIRMAN OF THE JOINT CHIEFS OF STAFF INSTRUCTION



J-4

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### LIST OF PRIORITIES – DEPARTMENT OF WAR TRANSPORTATION MOVEMENT PRIORITY SYSTEM

#### References:

See Enclosure C

1. Purpose. This instruction establishes policy and provides guidance on the methods to be used to prioritize Department of War (DoW) transportation in support of the *National Military Strategy* in accordance with (IAW) references (a) and (b).
2. Superseded/Cancellation. Chairman of the Joint Chiefs of Staff (CJCS) Instruction 4120.02F, “List of Priorities – Department of Defense Transportation Movement Priority System,” 19 September 2023 is hereby superseded.
3. Applicability. This document applies to the Joint Staff, Services, Combatant Commands (CCMDs), and DoW agencies.
4. Policy
  - a. The effective use of DoW 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 (a). The enclosures address the transportation priorities assigned for cargo, passenger, and AR requirements that require movement via common-user airlift, AR, and sealift, and domestic surface transportation resources under the DoW Transportation Movement Priority System.
  - b. This instruction supersedes the guidance set forth in reference (c) to account for the importance of U.S. homeland-related security requirements. It places deployment of assets in support of homeland defense (HD) and civil support in response to an actual attack or catastrophic incident—including assets for force

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protection and consequence management—under the 1A3 priority code, which includes programs approved by the President for top national priority.

5. Definitions. See Glossary.

6. Responsibilities

a. IAW subparagraph 2.6.b. of reference (a), the prescribes a transportation movement priority system to allocate transportation resources among the competing elements. CJCS may adjust and direct priorities based on Dynamic Force Employment (DFE) or other mission requirements, except where otherwise directed by higher authority.

b. Commander, U.S. Transportation Command (USTRANSCOM) will employ forces IAW Unified Command Plan-assigned missions to meet CCMD and Service requirements IAW the priorities of the Secretary of War (SecWar) and CJCS.

7. Summary of Changes

a. This instruction has been substantially revised and should be thoroughly reviewed.

b. Administrative changes to update references and change “Department of Defense” and “DoD” to “Department of War” and “DoW.”

c. Clarified 1A3 includes support to National Airborne Operations Center (NAOC) operations when not in support of the President.

d. Added paragraph (2) 2A2 to reserve for future use.

e. Added paragraph (2) 2C2 to account for Combatant Commander (CCDR)-directed operations, activities, and investments (OAI) and campaign events.

f. Clarified definitions.

g. Added Enclosure C, “List of Priorities – Land Transportation Support Priority System.”

8. Releasability. UNRESTRICTED. This directive is approved for public release; distribution is unlimited on the Non-classified Internet Protocol Router Network (NIPRNET). DoW Components (to include the CCMDs) and other

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Federal agencies may obtain copies of this directive through the Internet from the CJCS Directives Electronic Library at: <<https://dod365.sharepoint-mil.us/sites/JS-Matrix-DEL/SitePages/Home.aspx>>. Joint Staff activities may also obtain access via the SECRET Internet Protocol Router Network (SIPRNET) Directives Electronic Library web sites.

9. Effective Date. This INSTRUCTION is effective upon signature.

For the Chairman of the Joint Chiefs of Staff:



PAUL C. SPEDERO, Jr., RADM, USN  
Vice Director, Joint Staff

## Enclosures

- A – List of Priorities – DoW Transportation Movement Priority System
- B – List of Priorities – DoW Air Refueling Support Priority System
- C – List of Priorities – DoW Land Transportation Movement Priority System
- D – References

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## ENCLOSURE A

### LIST OF PRIORITIES — DOW TRANSPORTATION MOVEMENT PRIORITY SYSTEM

1. This enclosure defines the relative criticality of cargo and passenger movement requirements to prioritize DoW 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. Lift managers should apply available airlift and sealift resources to the highest priority category first. Additionally, CCDRs will prioritize their requirements within each priority category and provide USTRANSCOM this prioritized list. All movement requirements will be categorized into one of:

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

(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 IAW applicable SecWar guidance.

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

(a) Real-world contingency deployment operations supporting special operations, to include operational deployment and redeployment of Counterterrorist (CT) Joint Task Force (JTF) when those forces are required to sustain a posture for rapid deployment, readiness, and reconstitution.

(b) Deployment of special category overseas law enforcement missions. Redeployment of such missions, if the return of the aircraft to the United States were considered integral to mission accomplishment, is included.

(c) Deployment of humanitarian assistance/disaster relief (HA/DR) capabilities and/or designated search and rescue (SAR) assets when directed by the SecWar. 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 and SAR missions.

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(d) Deployment of assets in support of National Military Command System (NMCS)/CJCS continuity, HD, 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 NMCS/CJCS continuity, national command and control (C2), and cyber capabilities.

(g) Time-sensitive deployments of SecWar-directed intelligence, surveillance, and reconnaissance (ISR) and EXPRESS airborne reconnaissance missions.

(h) SecWar-directed deployments in support of the Immediate Response Force (IRF)/Contingency Response Force (CRF) execute order (EXORD). This may include subsequent deployments prior to redeploying to home station.

(i) Deployment of assets in support of National Aeronautics and Space Administration (NASA) human space flight missions and time-sensitive response to a catastrophic incident involving NASA-sponsored astronauts, including assets required for force protection.

(j) Movement of remains, family members, and units in support of state, official, and first lady funerals.

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

(1) 1B1. Missions specially directed by the SecWar, including:

(a) Urgent contingency deployments not involving the IRF/CRF. 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/out of theater.

(b) Redeployment of forces conducting contingency special operations and/or SAR operations (this priority is assigned as a result of the stringent reconstitution requirements placed on these assets).

(c) Routine law enforcement deployment missions.

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(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 counterdrug (CD) and joint combined exercise training (JCET) missions.

(h) CCDR-directed deployment and redeployment of theater assigned or allocated response forces IAW CCDR-signed Theater Campaign Order.

(2) 1B2. Deployment or rotation of forces supporting contingency operations of an enduring nature.

(a) Planned rotations of aircraft squadrons, air expeditionary forces (AEF), missile battery equipment and personnel, communications support, and security forces.

(b) DFE employment opportunities not involving the IRF/CRF and specially approved for implementation by the SecWar or CJCS, to include CCDR-directed deployment and redeployment of theater assigned or allocated forces to conduct a CCDR-designated DFE.

(3) 1B3. Covers requirements in support of:

(a) All contingency redeployments, regardless of whether the deployment was urgent or steady state (except for forces deployed for routine aeromedical evacuation missions). This includes redeployment of the IRF/CRF upon completion of assigned missions.

(b) Redeployment of special operations forces from CD and JCET missions.

(c) Validated distribution channels.

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

(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.

(a) Special operations forces aligned against National Plans that are directed to deploy and exercise on a recurring basis.

(b) CCDR-approved movement of theater assigned, allocated, or supporting forces to conduct designated activities that support campaigning to strengthen relationships with foreign allies and partners (to include foreign activities such as participation in foreign air and trade shows or fulfill obligations that have been agreed to and approved by the U.S. Government (USG)) subject to the requirements of globally integrated 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. CCDR-sponsored exercises (under CJCS Exercise Program).

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

(1) 3A1. Readiness or evaluation tests when airlift is required in support of unit inspection or evaluation tests including deployment missions for major command (MAJCOM) (or equivalent)-directed exercises or operations. For example: MAJCOM equivalent for the U.S. Navy (USN) is U.S. Pacific Fleet (USPACFLT) or U.S. Fleet Forces Command (USFF); for the U.S. Marine Corps (USMC), Marine Corps Forces Pacific (MARFORPAC) or Marine Forces Command (MARFORCOM); and for the U.S. Army (USA), U.S. Army Forces Command (FORSCOM).

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(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 missions for:

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

(b) CD 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:

(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:

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

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

(3) 4B3. Participation in public and military events.

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3. As described in Appendix B of reference (c), the Joint Transportation Board may be convened by the CJCS when necessary to adjudicate competing requirements for intertheater mobility lift assets or to resolve other issues that impact the Defense Transportation System and that USTRANSCOM and the supported CCDR(s) are unable to resolve during wartime or contingency operations.

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## ENCLOSURE B

### LIST OF PRIORITIES — DOW AIR REFUELING SUPPORT PRIORITY SYSTEM

1. This enclosure defines the relative criticality of AR requirements to prioritize DoW AR resources.

2. AR managers should apply available aerial refueling resources to the highest priority category first. Additionally, CCDRs will prioritize their requirements within each priority category and provide USTRANSCOM this prioritized list.

#### 3. Specific AR mission priorities

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

(1) 1A1. Presidentially directed missions, including support to the NAOC when operating in direct support of the President.<sup>1</sup>

(2) 1A2. U.S. forces and/or foreign forces or activities in combat IAW applicable SecWar guidance.<sup>2</sup>

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

(a) 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 SAR teams, when directed by the SecWar. 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.

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<sup>1</sup> When directed, would include support to Survivable Mobile Command Center and U.S. Strategic Command Survivable Command and Control System aircraft.

<sup>2</sup> When directed, would include tankers generated to support on-alert nuclear bomber operations.

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(d) Deployment of assets in support of HD 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, to include NAOC operations not in support of the President.

(g) Time-sensitive deployments of SecWar-directed ISR and EXPRESS airborne reconnaissance missions.

(h) SecWar-directed deployments in support of the IRF/CRF EXORD.

(i) Deployment of assets in support of NASA human space flight missions and time-sensitive response to a catastrophic incident involving NASA-sponsored astronauts including assets required for force protection.

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

(1) 1B1. Missions specially directed by the SecWar. AR support of directed CCDR, SecWar, or CJCS missions.

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

(a) Planned deployment of aircraft, squadrons, and AEF, 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 and other contingency redeployments (except for forces deployed for routine aeromedical evacuation missions), to include IRF/CRF redeployments upon completion of assigned missions.

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

(1) 2A1. Coronets supporting deployments and redeployments of Unit Deployment Programs (UDPs) or AEF rotations to a theater not currently engaged in combat operation.

(2) 2A2. Reserved for future use.

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).

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

(b) Routine or non-time-critical contract delivery of FMS where the foreign nation has a current, funded FMS case code and the USG will receive full reimbursement (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. CCDR-sponsored exercises (under the CJCS Exercise Program).

(a) Coronet movements deploying and redeploying to CCDR sponsored exercises.

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

e. Priority 2C. Covers requirements in support of:

(1) 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 pre-deployment qualification training. This includes USN and USMC units that need AR currency to deploy but that have training requirements to maintain currency year-round, boat workups, and pre-UDP training.

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(2) 2C2. CCDR-directed OAI and campaign events not covered in the Chairman Exercise Program or the Joint Exercise Program.

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

(1) 3A1. Readiness or evaluation tests when airlift is required in support of the unit inspection or evaluation tests including deployment missions for MAJCOM (or equivalent)-directed exercises or operations. For example: MAJCOM equivalent for the USN is USPACFLT or USFF; for the USMC, MARFORPAC or MARFORCOM; and for the USA, FORSCOM.

(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 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).

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

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

(2) 3B2. Combat Support Training. Readiness or evaluation tests when AR is required in support of unit inspection or evaluation tests, including deployment missions for wing-directed exercises or operations and/or Numbered Air Force (NAF)-directed exercises and inspections. NAF equivalent for the USN is a Carrier Air Wing and for the USMC is a Marine Aircraft Wing.

(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:

(1) 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 3B1). AR in support of CAPSTONE missions.

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(2) 3C2. Reserved for future use.

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

(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.

(2) 4A2. Support of USAF and other DoW agency training requirements.

(3) 4A3. Missions launched to satisfy USAF, USN, and other DoW agency training requirements.

4. As described in Appendix B of reference (c), the Joint Transportation Board may be convened by the CJCS when necessary to adjudicate competing requirements for intertheater mobility lift assets or to resolve other issues that impact the Defense Transportation System and that U.S. Transportation Command and the supported CCDR(s) are unable to resolve during wartime or contingency operations

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Enclosure B

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## ENCLOSURE C

### LIST OF PRIORITIES — DOW LAND TRANSPORTATION SUPPORT PRIORITY SYSTEM

1. This enclosure defines the relative criticality of land transportation requirements to prioritize DoW rail, trucking, and inland barge resources. An urgency of need or the existence of valid circumstances to use a priority other than normal scheduling must be established by appropriate authority before these priorities can be used.
2. The following list of priorities is in descending order. Land transportation managers should apply available resources to the highest priority category first. Additionally, CCDRs will prioritize their requirements within each priority category and provide USTRANSCOM this prioritized list.
3. Specific land transportation mission priorities:
  - a. Priority 1A. Covers requirements in support of:
    - (1) 1A1. Presidentially directed missions, including deployment of critical assets for HD and civil support in response to catastrophic incidents.
    - (2) 1A2. U.S. forces and/or foreign forces or activities in combat IAW applicable SecWar guidance.
    - (3) 1A3. Programs approved by the President for top national priority, including:
      - (a) Real-world contingency deployment operations supporting special operations, to include operational deployment and redeployment of CT JTF when those forces are required to sustain a posture for rapid deployment, readiness, and reconstitution.
      - (b) Deployment of HA/DR capabilities and designated SAR assets when directed by the SecWar. 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 and SAR missions.
      - (c) Deployment of assets in support of NMCS/CJCS continuity, HD, 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.

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(d) Special weapons.

(e) Movement of forces in support of NMCS/CJCS continuity, national C2, and cyber capabilities.

(f) SecWar-directed deployments in support of the IRF/CRF EXORD. This may include subsequent deployments prior to redeploying to home station.

(g) Movement of critical defense assets (e.g., Air Defense Artillery systems) required for immediate operational readiness.

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

(1) 1B1. Missions specially directed by the SecWar, including urgent contingency deployments not involving airlift or sealift.

(2) 1B2. Redeployment of forces conducting contingency operations, including movement of unit equipment via rail or trucking.

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

(1) 2A1. U.S. and/or foreign forces or activities deploying or positioned for immediate combat readiness.

(2) 2A2. Industrial production activities engaged in repair, modification, or manufacture of primary weapons and equipment to prevent work stoppages.

d. Priority 2B. Covers requirements in support of:

(1) 2B1. CJCS-sponsored exercises requiring land transportation for unit equipment.

(2) 2B2. CCDR-sponsored exercises requiring movement of forces and materiel.

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

(1) 3A1. Readiness or evaluation tests requiring land transportation for unit inspection or evaluation.

(2) 3A2. Movement of unit equipment for training and operational exercises.

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f. Priority 4A. Covers requirements in support of:

(1) 4A1. Routine movement of unit equipment for sustainment operations.

(2) 4A2. Support of public and military events requiring land transportation.

g. Priority 4B. Covers requirements in support of:

(1) 4B1. Other U.S. and/or foreign forces or activities not covered under higher priority categories.

(2) 4B2. Non-DoW activities requiring land transportation that cannot be accommodated by commercial services.

4. As described in Appendix B of reference (c), the Joint Transportation Board may be convened by the CJCS when necessary to adjudicate competing requirements for inter-theater mobility lift assets or to resolve other issues that impact the Defense Transportation System and that USTRANSCOM and the supported CCDR(s) are unable to resolve during wartime or contingency operations.

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## ENCLOSURE D

### REFERENCES

- a. JP 4-01, 18 July 2017, *The Defense Transportation System*
- b. *National Defense Strategy*, 23 January 2026
- c. *National Military Strategy*, 8 May 2023
- d. *Unified Command Plan Change 2*, 23 May 2025

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## GLOSSARY

### PART I – ABBREVIATIONS AND ACRONYMS

AEF	air expeditionary forces
AR	air refueling
C2	command and control
CCDR	Combatant Commander
CCMD	Combatant Command
CD	counterdrug
CJCS	Chairman of the Joint Chiefs of Staff
CRF	Contingency Response Force
CT	counterterrorist
DFE	Dynamic Force Employment
DoW	Department of War
DR	disaster relief
EXORD	execute order
FORSCOM	U.S. Army Forces Command
FMS	Foreign Military Sales
HA/DR	humanitarian assistance/disaster relief
IAW	in accordance with
IRF	Immediate Response Force
ISR	intelligence, surveillance, and reconnaissance
JA/ATT	joint airborne/air transportability training
JCET	joint combined exercise training
JTF	joint task force
MAJCOM	Major Command
MARFORCOM	Marine Forces Command
MARFORPAC	Marine Corps Forces Pacific
NAF	Numbered Air Force
NAOC	National Airborne Operations Center
NASA	National Aeronautics and Space Administration
NIPRNET	Non-classified Internet Protocol Router Network
NMCS	National Military Command System

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OAI	operations, activities, and investments
SAR	search and rescue
SecWar	Secretary of War
SIPRNET	SECRET Internet Protocol Router Network
UDP	Unit Deployment Program
USA	U.S. Army
USAF	U.S. Air Force
USFF	U.S. Fleet Forces Command
USG	U.S. Government
USMC	U.S. Marine Corps
USN	U.S. Navy
USPACFLT	U.S. Pacific Fleet
USTRANSCOM	U.S. Transportation Command

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## PART II – DEFINITIONS

*Unless otherwise referenced, terms and definitions are sourced to this document only*

Air Mobility. The rapid movement of personnel, materiel, and forces to and from or within a theater by air. (DoD Dictionary, Source: JP 3-36)

Air Mobility Command. The Air Force component command of the U.S. Transportation Command. (DoD Dictionary, Source: JP 3-36)

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 11-208)

catastrophic event. Any natural or man-made 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. Airlift provided for movement of sustainment cargo, scheduled either regularly or depending upon volume of workload, between designated ports of embarkation and ports of debarkation over validated contingency or distribution routes. Combatant Commands or Service headquarters (in conjunction with the Combatant Commands designated area of responsibility) identify contingency airlift channels for U.S. Transportation Command validation. These Transportation Working Capital Funded channels, once established, will be periodically reviewed to ensure priority codes are still warranted. (DoD Dictionary, Source: JP 3-36)

CJCS Exercise Program. Is designed to improve the readiness of U.S. Forces to conduct joint operations through the conduct of regularly scheduled strategic, national level exercises that examine plans, policies, and procedures under a variety of simulated crisis situations. Additionally, it is intended to improve overall U.S. Government readiness by maximizing the benefits of multi-agency collaboration and participation in the National Exercise Program, joint and Service training, exercises, and experiments to enhance unity of purpose and effort.

Common User Logistics. Materiel or service support shared with or provided by two or more Services, Department of War (DoW) agencies, or multinational

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partners to another Service, DoW agency, non-DoW agency, and/or multinational partner in an operation. Also called CUL. (Source: JP 4-09)

Common-User Airlift Service. The common-user transportation service provided by air mobility forces. (DoD Dictionary, Source: JP 3-17, JP 3-36)

contingency channel. Supports sustainment operations of a Joint Chiefs of Staff-designated contingency. These missions support specific operations and fly on an as needed schedule based on cargo and passenger movement requirements to/from the predesignated points of the channel. (Source: JP 3-36)

continental United States. United States territory including the adjacent territorial waters located within North America between Canada and Mexico. Also called CONUS. (JP 1-02)

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

Defense Transportation System. That portion of the worldwide transportation infrastructure that supports DoW transportation needs. (DoD Dictionary, Source: 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. (DoD Dictionary, Source: JP 4-0)

distribution channel. Common-user channel route based on justification provided and transportation support feasibility. These missions are volume driven, in which airlift is regularly scheduled against the volume of cargo moving through an aerial port of embarkation. (Source: JP 3-36)

distribution system. That complex of facilities, installations, methods, and procedures designed to receive, store, maintain, distribute, and control the flow

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of military materiel between the point of receipt into the military system and the point of issue to using activities and units. (DoD Dictionary, Source: JP 4-09)

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

Dynamic Force Employment. A concept to more flexibly use ready forces to proactively shape the strategic environment while maintaining the readiness required to both respond to contingencies and ensure the long-term viability of the Joint Force. This force management and employment concept enables operations across all layers of the National Defense Strategy's Global Operating Model by utilizing a mix of U.S.-based and theater-based ready forces.

Joint Transportation Board. The body that prioritizes common-user transportation resources assigned or available to the Department of War on behalf of the Chairman of the Joint Chiefs of Staff. (JP 4-01)

Major Command. U.S. Navy: Fleet Commanders; U. S. Army: Major Army commands (e.g., ACOM, ASCC, DRU); U.S. Air Force: Major Air Force commands (e. g., Air Mobility Command, United States Air Force Europe, Air Combat Command); U.S. Marine Corps: Marine Forces Command.

Special Assignment Airlift Mission. Airlift requirements for special pickup or delivery by the Air Mobility Command at points other than established Air Mobility Command routes, and which require special consideration because of the number of passengers involved, the weight or size of the cargo, the urgency or sensitivity of movement, or other special factors. (Defense Transportation Regulation. Definitions).

Theater. The geographical area for which a commander of a Combatant Command has been assigned responsibility. (DoD Dictionary, Source: JP 1)

Transportation Priorities. Indicators assigned to eligible traffic that establish its movement precedence. (DoD Dictionary, Source: JP 4-09)

Transportation System. All the land, water, and air routes and transportation assets conducting the movement of U.S. forces and their supplies during military operations. (DoD Dictionary, Source: JP 4-01)

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