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## NATIONAL AIRLIFT POLICY

The United States' national airlift capability is provided from military and commercial air carrier resources. The national defense airlift objective is to ensure that military and civil airlift resources will be able to meet defense mobilization and deployment requirements in support of US defense and foreign policies. Military and commercial resources are equally important and interdependent in the fulfillment of this national objective.

Our basic national security strategy recognizes the importance of strategic lift, and the need to reduce current shortfalls. The broad purpose of this directive is to provide a framework for implementing actions in both the private and public sectors that will enable the US efficiently and effectively to meet established requirements for airlift in both peacetime and in the event of crisis or war. Toward this end, the following policy guidelines are established:

1. United States policies shall be designed to strengthen and improve the organic airlift capability of the Department of Defense and, where appropriate, enhance the mobilization base of the U.S. commercial air carrier industry. A U.S. commercial air carrier is an air carrier holding a certificate issued pursuant to section 401 of the Federal Aviation Act of 1958, as amended.
2. The goal of the United States Government is to maintain in peacetime organic military airlift resources, manned, equipped, trained and operated to ensure the capability to meet approved requirements for military airlift in wartime, contingencies, and emergencies. Minimum utilization rates shall be established within the Department of Defense which will provide for levels of operation and training sufficient to realize this goal.
3. The Department of Defense shall determine which airlift requirements must move in military airlift manned and operated by military crews because of special military considerations, security, or because of limiting physical characteristics such as size, density, or dangerous properties; and which airlift requirements can be appropriately fulfilled by commercial air carriers.

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4. The commercial air carrier industry will be relied upon to provide the airlift capability required beyond that available in the organic military airlift fleet. It is therefore the policy of the United States to recognize the interdependence of military and civilian airlift capabilities in meeting wartime airlift requirements, and to protect those national security interests contained within the commercial air carrier industry.
5. During peacetime, Department of Defense requirements for passenger and/or cargo airlift augmentation shall be satisfied by the procurement of airlift from commercial air carriers participating in the Civil Reserve Air Fleet program, to the extent that the Department of Defense determines that such airlift is suitable and responsive to the military requirement. Consistent with the requirement to maintain the proficiency and operational readiness of organic military airlift, the Department of Defense shall establish appropriate levels for peacetime cargo airlift augmentation in order to promote the effectiveness of the Civil Reserve Air Fleet and provide training within the military airlift system.
6. Short-term airlift capability required to meet contingency requirements which might be considered minor surges shall be provided by increased utilization of aircraft in the organic sector, as well as by the increased utilization of the commercial air carriers regularly providing service to the Department of Defense.
7. United States Government policies should provide a framework for dialogue and cooperation with our national aviation industry. It is of particular importance that the aviation industry be apprised by the Department of Defense of long-term requirements for airlift in support of national defense. The Department of Defense and the Department of Transportation shall jointly develop policies and programs to increase participation in the Civil Reserve Air Fleet and promote the incorporation of national defense features in commercial aircraft. Government policies should also support research programs which promote the development of technologically advanced transport aircraft and related equipment.

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8. The Department of State and other appropriate agencies shall ensure that international agreements and federal policies and regulations governing foreign air carriers foster fair competition, safeguard important US economic rights, and protect US national security interests in commercial cargo capabilities. Such agencies should also promote among US friends and allies an appreciation of the importance of intercontinental airlift and other transportation capabilities, and work to obtain further commitments from such countries and foreign air carriers in support of our mutual security interests.
9. United States aviation policy, both international and domestic, shall be designed to strengthen the nation's airlift capability and where appropriate promote the global position of the United States aviation industry.

The Department of State, the Department of Defense, the Department of Commerce, the Department of Transportation, the Federal Emergency Management Agency, and the National Aeronautics and Space Administration shall provide leadership within the executive branch in implementing these objectives.

This directive replaces the Presidentially approved Courses of Action contained in the February 1960 Department of Defense study, The Role of Military Air Transport Service in Peace and War.

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