



# Department of Defense DIRECTIVE

NUMBER 4500.43

October 28, 1996

Certified Current as of November 21, 2003

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USD(A&T)

SUBJECT: Operational Support Airlift (OSA)

References: (a) DoD Directive 4500.43, subject as above, October 30, 1985(hereby canceled)

(b) Office of Management and Budget (OMB) Circular A-126, "Improving the Management and Use of Government Aircraft," May 22, 1992

(c) [DoD Directive 4500.9](#), "Transportation and Traffic Management," January 26, 1989

(d) [DoD 8320.1-M-1](#), "Data Elements Standardization Procedures," January 1993

(e) through (h), see enclosure 1

## 1. REISSUANCE AND PURPOSE

This Directive:

1.1. Reissues reference (a) and implements provisions of reference (b) as they apply to the Department of Defense.

1.2. Supplements reference (c) as it relates to transportation provided by OSA aircraft.

## 2. APPLICABILITY AND SCOPE

This Directive:

2.1. Applies to the Office of the Secretary of Defense, the Military Departments, the Chairman of the Joint Chiefs of Staff, the Combatant Commands, the Inspector General of the Department of Defense, the Defense Agencies, and the DoD Field Activities (hereafter referred to collectively as "the DoD Components").

2.2. Does not apply to aircraft assigned to HMX-1 and the 89th Airlift Wing, to aircraft assigned for attaché support missions and Security Assistance Organization activities, and to carrier on-board delivery aircraft assigned to fleet logistics support squadrons.

### 3. DEFINITIONS

3.1. Operational Support Airlift (OSA) Missions. OSA missions are movements of high-priority passengers and cargo with time, place, or mission-sensitive requirements.

3.2. OSA Aircraft. 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.

3.3. "Required Use." Presidential or Secretary of Defense-designated travelers that are required to use military aircraft due to one or more of the following: continuous requirement for secure communications; for security; or for responsive transportation to satisfy exceptional scheduling requirements dictated by frequent short-notice travel, which makes commercial transportation unacceptable.

### 4. POLICY

It is DoD policy that:

4.1. The inventory of OSA aircraft shall be based solely on the joint wartime readiness requirements of the Combatant Commands and the Military Departments, approved by the Secretary of Defense. The DoD Components shall dispose of those aircraft that cannot be fully justified on the basis of wartime requirements.

4.2. The DoD Components shall budget for the costs of operating their OSA aircraft, and shall assign and manage OSA aircraft as required to maximize wartime readiness, efficiency, cost-effectiveness and peacetime utilization. Aircraft shall not be assigned to an individual on the basis of grade, rank, or position; however, the

requirements for the direct support of Secretary of Defense-approved senior DoD personnel may require selective allocation of aircraft capable of satisfying specific performance and communications requirements.

4.3. OSA aircraft shall not be used for travel (other than those officials designated as "required use" travelers) if commercial airline or aircraft (including charter) service is reasonably available; i.e., able to meet the traveler's departure and/or arrival requirements in a 24-hour period, unless highly unusual circumstances present a clear and present danger, an emergency exists, use of military aircraft is more cost-effective than commercial air, or other compelling operational considerations make commercial transportation unacceptable. Specific policy guidance on the use of OSA aircraft is provided in enclosure 2.

## 5. RESPONSIBILITIES

5.1. The Under Secretary of Defense for Acquisition and Technology shall establish policies and provide guidance to the DoD Components concerning the efficient and effective use of DoD air transportation resources.

5.2. The Chairman of the Joint Chiefs of Staff shall annually review and validate the wartime requirements for OSA aircraft and forward a recommendation to the Secretary of Defense for approval.

5.3. The Heads of the DoD Components shall:

5.3.1. Submit validated standardized requests for CONUS transportation, which may be satisfied by OSA aircraft (other than missions exempted under subparagraph 5.4.1., below) to the USTRANSCOM's Joint Operational Support Airlift Center (JOSAC) for scheduling; and designate the specific offices to validate, assign priorities, and provide final approval of documented airlift requests.

5.3.2. Prepare and submit to the USTRANSCOM required reports for DoD consolidation, in accordance with OMB Circular A-126 (reference (b)), and, as directed by the Secretary of Defense, on military air transportation provided to DoD travelers.

5.3.3. Establish general and/or flag officer and/or Senior Executive Service-level and above accountability for OSA missions to comply with paragraph 4.3., above, through scheduling visibility and reporting. Priority and urgency codes shall be used in accordance with enclosure 2.

5.3.4. Maintain and enter into the Joint Air Logistics Information System (JALIS) data on the CONUS missions flown in direct support of Secretary of Defense-approved senior DoD executives so that the USTRANSCOM may comply with the requirement to submit DoD reports in accordance with reference (b), or as directed by the Secretary of Defense.

5.4. The Commander in Chief, United States Transportation Command, shall:

5.4.1. Schedule validated CONUS transportation requests for missions using fixed-wing OSA aircraft, except missions conducted exclusively for aircrew training that prevent the carrying of passengers or cargo or maintenance requirements that prevent the carrying of passengers or cargo, and missions flown in direct support of Secretary of Defense-approved senior DoD personnel. Scheduling shall be accomplished using an automated system that provides the Military Departments with data in compliance with DoD 8320.1-M-1 (reference (d)) and, when applicable, facilitates documenting:

5.4.1.1. The justification for using DoD aircraft instead of commercial aircraft, or using one DoD aircraft instead of another;

5.4.1.2. Recovery of costs to operate DoD aircraft when appropriate; and

5.4.1.3. Cost comparisons required by reference (b) to justify the use of Government aircraft instead of commercial aircraft services.

5.4.2. Establish internal management control procedures, as prescribed in DoD Directive 5010.38 (reference (e)) for scheduling of aircraft executing OSA missions.

5.4.3. Maintain data collection systems to satisfy the requirements of reference (b).

5.4.4. Prepare and submit the required reports to the General Services Administration in accordance with OMB Circular A-126 (reference (b)) and, as directed by the Secretary of Defense, on military air transportation provided to DoD travelers.

5.4.5. Budget for CONUS OSA scheduling costs.

5.5. The Commanders of the Combatant Commands shall:

5.5.1. Manage tasking and scheduling of theater OSA assets.

5.5.2. Maintain data collection systems on peacetime OCONUS transportation missions using fixed-wing OSA aircraft that will provide the Military Departments with data in compliance with DoD 8320.1-M-1 (reference (d)) and, when applicable, facilitate documenting:

5.5.2.1. The justification for using DoD aircraft instead of commercial aircraft, or using one DoD aircraft instead of another;

5.5.2.2. Recovery of costs to operate DoD aircraft, when appropriate; and

5.5.2.3. Cost comparisons required by reference (b) to justify use of Government aircraft instead of commercial aircraft.

5.5.3. Establish internal management control procedures, as prescribed in reference (e) for scheduling of aircraft executing OSA missions.

5.5.4. Maintain data collection systems to satisfy the requirements of reference (b).

5.6. The Secretaries of the Military Departments shall:

5.6.1. In coordination with the USTRANSCOM, maintain data collection systems in compliance with reference (e), where applicable, for their aircraft operations to document:

5.6.1.1. The justification for using DoD aircraft instead of commercial aircraft or using one DoD aircraft instead of another;

5.6.1.2. Recovery of costs to operate DoD aircraft when appropriate;

5.6.1.3. Aircraft operating cost per flying hour as in enclosure 2; and

5.6.1.4. Cost comparisons required by reference (b) to justify use of Government aircraft instead of commercial aircraft services.

5.6.2. Maintain data collection systems to satisfy the requirements of reference (b).

6. EFFECTIVE DATE

This Directive is effective immediately.

A handwritten signature in black ink, appearing to read "John P. White", written over a horizontal line.

John P. White  
Deputy Secretary of Defense

Enclosures - 2

- E1. References, continued
- E2. Policy Guidance on Use of OSA Aircraft

E1. ENCLOSURE 1

REFERENCES, continued

- (e) [DoD Directive 5010.38](#), "Internal Management Control Program," April 14, 1987
- (f) "Joint OMB and Treasury Guidelines to the DoD Covering Lease or Charter Arrangements for Aircraft or Naval Vessels," October 31, 1984
- (g) [DoD 4515.13-R](#), "Air Transportation Eligibility," November 1994
- (h) [DoD Instruction 4000.19](#), "Interservice and Intragovernmental Support," August 9, 1995

## E2. ENCLOSURE 2

### POLICY GUIDANCE ON USE OF OSA AIRCRAFT

#### E2.1. COMMERCIAL AIRCRAFT

Commercial aircraft to supplement the OSA aircraft fleet other than on a flight by flight basis shall not be acquired by lease, contract, charter, or any procurement technique for providing transportation, except when:

E2.1.1. A determination has been made by an appropriate authority designated by the DoD Component concerned that such service is essential to the accomplishment of the mission and is the most cost-effective method of satisfying the requirement; and,

E2.1.2 In the case of acquisition by lease or contract, the advance approval of the Secretaries of the Military Departments, or their designees, or the Under Secretary of Defense for Acquisition and Technology (USD(A&T)) has been obtained and notification of intent to procure aircraft for such purpose has been given to the USD(A&T) under the Joint OMB and Treasury Guidelines to the DoD Covering Lease or Charter Arrangements for Aircraft or Naval Vessels (reference (f)).

E2.1.3. The Air Force Air Mobility Command shall be the contracting source.

#### E2.2. RESOURCE UTILIZATION

E2.2.1. The USTRANSCOM's JOSAC shall schedule the Services' CONUS-based fixed-wing aircraft that perform CONUS OSA missions, including aircraft supporting the Reserve and National Guard (other than those aircraft excluded under subparagraph 5.4.1., above). In performing its scheduling role, JOSAC shall consider airlift available under Cooperative Military Airlift Agreements, when applicable, in accordance with DoD 8320.1-M-1 (reference (d)). Scheduling aircraft in peacetime shall consider cost-effectiveness and utility of allowable readiness training.

E2.2.2. Requests for CONUS military air transportation, which may be satisfied by OSA aircraft shall be submitted via a USTRANSCOM-developed standardized request format. Submission of requests via electronic means is encouraged. All requests shall be submitted by the senior traveler, validated by the appropriate authority, and include commercial cost estimate and a full justification for the use of military airlift. All requests shall be maintained for a minimum of 2 years by the requesting officials or office.

E2.2.3. The JALIS is the accepted medium of requesting, scheduling, executing, and auditing OSA aircraft missions. All CONUS OSA aircraft missions shall be entered in the JALIS.

### E2.3. PRIORITIES

Each DoD Component shall use the following priority and urgency codes when requesting OSA aircraft missions:

#### E2.3.1. Priority Codes

E2.3.1.1. Priority 1. Airlift in direct support of operational forces engaged in combat, contingency or peacekeeping operations directed by the National Command Authorities or for emergency lifesaving purposes.

E2.3.1.2. Priority 2. "Required use" airlift or airlift requests with compelling operational considerations making commercial transportation unacceptable. Considerations for making commercial transportation unacceptable may include time or delivery constraints, team travel restrictions, or security requirements. Mission cannot be satisfied by any other mode of travel.

E2.3.1.3. Priority 3. Official business airlift that is validated to be more cost-effective than commercial air travel when supported by military aircraft, or official business travel when consolidated with another request(s) on previously scheduled missions.

E2.3.2. Urgency Codes. These codes, which shall be used within the framework of the priority codes, relate to the amount of time allowable between identification of the requirement and execution of the flight.

E2.3.2.1. Urgency 1. Combat. Airlift of personnel or material in direct support of forces alerted for or engaged in general war or national contingency operations.

E2.3.2.2. Urgency 2. Lifesaving or Operational. Airlift of personnel or material in direct support of lifesaving operations or operational forces deployed or preparing for mobilization.

E2.3.2.3. Urgency 3. Humanitarian. Airlift of personnel or material in direct support of authorized and urgent humanitarian operations.

E2.3.2.4. Urgency 4. Critical. Airlift of personnel or materiel that, while not fulfilling a higher urgency, would critically impact the outcome of unit requirements if not immediately supported exactly as requested.

E2.3.2.5. Urgency 5. Priority. Airlift of personnel or materiel that, while not fulfilling a higher urgency, would have a serious impact on the outcome of unit requirements if not fulfilled. Changes or consolidation with other requests would not adversely affect unit requirements.

E2.3.2.6. Urgency 6. Routine. Airlift of personnel or material scheduled as part of an organization's daily and/or weekly routine or travel that is qualified on a cost-effective basis but does not meet the requirements of a higher urgency code. Changes or consolidation with other requests would not affect unit requirements.

E2.3.3. Justification and Category Codes. The Services shall use JOSAC-approved Justification and Category codes to further delineate, within the framework of priority and urgency codes, the purposes of OSA aircraft missions. These codes shall be maintained in a common set provided in the automated flight scheduling system.

#### E2.4. EMPLOYMENT

Except when operational demands dictate otherwise, requesters shall provide scheduling authorities with sufficient advance notice of flight requests (at least 3 days) and sufficient flexibility in departure or arrival times (at least 2 hours) to permit efficient employment of aircraft. The carrying of space-available passengers and/or cargo authorized by DoD 4515.13-R (reference (g)), is strongly encouraged and will be accommodated to the maximum extent possible.

## E2.5. COST-EFFECTIVENESS

The Military Departments shall, on an annual basis, provide the USTRANSCOM with a report that provides operating costs data for each type of OSA aircraft. The USTRANSCOM and the Combatant Commanders, with cooperation from each DoD Component, shall develop procedures that allow cost comparison between OSA and commercial air travel. Cost-effectiveness procedures or methodology shall include the following basic principles:

### E2.5.1. For determining military aircraft cost:

E2.5.1.1. Acquisition cost, military pay and allowances, civilian pay, and training costs (directly associated with aircrew training; i.e., emergency procedures training, which excludes the ability to carry passengers and cargo), shall not be included in determining the hourly cost comparison rate, since these costs are required to maintain military readiness and a wartime capability.

E2.5.1.2. The aircraft operating cost per flying hour for OSA aircraft missions shall include petroleum, oil and lubrication costs; unit, intermediate, and depot-level maintenance, including civilian and contract maintenance labor; spares; and crew per diem costs.

E2.5.1.3. Cost comparisons shall consider applicable military aircraft flying hour rates for positioning and repositioning flight legs.

E2.5.2. For determining commercial cost, requests (for other than "required use" travelers) shall:

E2.5.2.1. Use the cost of commercial air travel at available Government contract rate or the full-coach fare if a Government contract does not exist or is not applicable.

E2.5.2.2. Include, as appropriate, any associated increased costs associated in accordance with OMB Circular A-126 (reference (b)).

E2.5.2.3. Include only the costs associated with passengers traveling on official business.

E2.5.3. Cost-effectiveness may be expressed in terms of a break-even dollar value or the number of seats to be filled by official duty passengers on each mission.

**E2.6. REIMBURSEMENT**

DoD Instruction 4000.19 (reference (h)) prescribes DoD guidance regarding inter-Service reimbursement. Inter-Service support for OSA is reimbursable only when the receiver causes the supplier to incur an additional unbudgeted (incremental) cost.

**E2.7. IMPLEMENTING DOCUMENTS**

The USTRANSCOM, the Combatant Commanders, and the DoD Components shall ensure implementing documents provide for enforcement of this Directive.