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CHAIRMAN OF THE JOINT

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INSTRUCTION



Directive current as of 24 March 2022

J-4

DISTRIBUTION: A, B, C

CJCSI 4120.02E
12 February 2020

LIST OF PRIORITIES – DEPARTMENT OF DEFENSE TRANSPORTATION MOVEMENT PRIORITY SYSTEM

References:

- a. CJCSI 4110.01 Series, “Uniform Materiel Movement and Issue Priority System-Force/Activity Designators”
- b. DoDD 4500.09E, 11 September 2007, “Transportation and Traffic Management”
- c. JP 4-01, 18 July 2017, “The Defense Transportation System”

1. Purpose. This instruction establishes policy and provides guidance on the methods to be used to prioritize Department of Defense (DoD) transportation in support of the National Military Strategy in accordance with references a and b.

2. Superseded/Cancellation. CJCSI 4120.02D, “List of Priorities – Department of Defense Transportation Movement Priority System,” 22 July 2015, is hereby superseded.

3. Applicability. This document applies to the Joint Staff, the 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 a. The enclosures address the transportation priorities assigned for cargo, passenger, and AR requirements that require movement via common-user airlift, AR, and sealift resources under the DoD 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

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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, which includes programs approved by the President for top national priority.

5. Definitions. See Glossary.

6. Responsibilities

a. Per reference b, subparagraph 5.4, the Chairman of the Joint Chiefs of Staff (CJCS) shall prescribe a transportation movement priority system to allocate transportation resources among the competing elements when requirements exceed transportation system capacity. The 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 in accordance with Unified Command Plan-assigned missions to meet Combatant Command and Service requirements in accordance with the priorities of the Secretary of Defense (SecDef) and CJCS.

7. Summary of Changes

a. Administrative changes to Enclosure A to reflect terminology associated with DFE.

b. Enclosure B made administrative changes to reflect terminology associated with DFE and removed procedural paragraphs to ensure focus remained on the definition of the priorities for aerial refueling.

c. Updated abbreviations and acronyms in Glossary Part I.

d. Updated terms and definitions in Glossary Part II.

8. Releasability. UNRESTRICTED. This directive is approved for public release; distribution is unlimited on NIPRNET. DoD Components (to include the Combatant Commands), other Federal agencies, and the public, may obtain copies of this directive through the Internet from the CJCS Directives Electronic Library at: <<http://www.jcs.mil/library>>. JS activities may also obtain access via the SIPR Directives Electronic Library Websites.

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

For the Chairman of the Joint Chiefs of Staff:



WILLIAM D. BYRNE, JR., RADM, USN
Vice Director, Joint Staff

Enclosures

- A — List of Priorities — DoD Transportation Movement Priority System
- B — List of Priorities — DoD Air Refueling Support Priority System
- GL — Glossary

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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. Lift managers should apply available airlift and sealift resources to the highest priority category first. Additionally, Combatant Commanders will prioritize their requirements within each priority category and provide USTRANSCOM this prioritized list. 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 National Airborne Operations Center (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 SecDef 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. 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 SecDef. 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 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 command and control (C2) and cyber capabilities.

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

(h) SecDef-directed deployments in support of the Immediate Response Force/Contingency Response Force (IRF/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.

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

(1) 1B1. Missions specially directed by the SecDef, 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 real-world special operations and/or search and rescue 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.

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(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 exercise training (JCET) missions.

(2) 1B2. This priority is primarily intended for deployment or rotation of forces supporting contingency operations of an enduring nature (including planned rotations of aircraft squadrons, air expeditionary forces (AEF), missile battery equipment and personnel, communications support, and security forces). However, DFE employment opportunities not involving the IRF/CRF and specially approved for implementation by the SecDef or the CJCS are eligible as well.

(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). This includes redeployment of the IRF/CRF upon completion of assigned 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, to include special operations forces aligned against National Plans that are directed to deploy and exercise on a recurring basis.

(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).

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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 unit inspection or evaluation tests including deployment missions for major command (MAJCOM) (or equivalent)-directed exercises or operations. For example: MAJCOM equivalent for the Navy is U.S. Pacific Fleet or U.S. Fleet Forces Command; for the Marines, Marine Corps Forces Pacific or Marine Forces Command; and for the Army, U.S. Army Forces Command.

(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) 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.

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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. Participation in public and military events.

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 which USTRANSCOM and the supported Combatant Commander(s) are unable to resolve during wartime or contingency operations.

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ENCLOSURE B

LIST OF PRIORITIES — DOD AIR REFUELING SUPPORT PRIORITY SYSTEM

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

2. AR managers should apply available aerial refueling resources to the highest priority category first. Additionally, Combatant Commanders 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 the following:

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

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

(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 SecDef. 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.

¹ When directed, would include support to generated USSTRATCOM Nuclear Command and Control System (SCACS) aircraft.

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

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(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 SecDef-directed ISR and EXPRESS airborne reconnaissance missions.

(h) SecDef-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 the following:

(1) 1B1. Missions specially directed by the SecDef. AR support of directed Combatant Commander, SecDef, or CJCS missions.

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

(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 and other contingency redeployments (except for forces deployed for routine aeromedical evacuation missions), to include IRF/CRF redeployments upon completion of assigned 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 operation.

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

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

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

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

(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 training requirements to maintain currency year-round, boat workups, and pre-UDP training.

(2) 2C2. Reserved for future use.

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 MAJCOM (or equivalent)-directed exercises or operations. For example: MAJCOM equivalent for the Navy is COMPACFLT or

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COMUSFLTFORCOM; for the Marines, MARFORPAC or MARFORCOM; and for the Army, 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 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, 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 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 Navy is a Carrier Air Wing and for the Marine Corps, 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 the following:

(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.

(2) 3C2. Reserved for future use.

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

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(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 U.S. Air Force and other DoD agency training requirements.

(3) 4A3. Missions launched to satisfy USAF, USN, and other DoD 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 which U.S. Transportation Command and the supported Combatant Commander(s) are unable to resolve during wartime or contingency operations

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Enclosure B

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GLOSSARY

ABBREVIATIONS AND ACRONYMS

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
COMUSFLTFORCOM	Commander U.S. Fleet Forces Command
CRF	Contingency Response Force
CONUS	Continental United States
DFE	Dynamic Force Employment
DOD	Department of Defense
FMS	Foreign Military Sales
IRF	Immediate Response Force
JA/ATT	Joint Airborne/Air Transportability
JCET	Joint/Combined Exchange Training
JP	Joint Publication
MAJCOM	Major Command
MARFORCOM	U.S. Marine Corps Forces Command
MARFORPAC	U.S. Marines Forces Pacific
NAOC	National Airborne Operations Center
USTRANSCOM	U.S. Transportation Command

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Glossary

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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 3-17)

Air Mobility Command – The Air Force component command of the U.S. Transportation Command. (DoD Dictionary, Source: JP 3-17)

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 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. (DoD Dictionary, Source: JP 3-17)

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 US 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 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. (DoD Dictionary, Source: JP 4-01.5)

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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. (DoD Dictionary, Source: JP 3-17)

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 U.S. Transportation Command validation. Contingency channels, once established, will be periodically reviewed to ensure priority codes are still warranted.

CONUS – United States territory including the adjacent territorial waters located within North America between Canada and Mexico. (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 DoD 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 – A Combatant Command or Service headquarters (in conjunction with the affected geographic Combatant Commands) requested common-user channel route validated through U.S. Transportation Command, 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. (DoD Dictionary, Source: JP 4-09)

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Dual Role – Dual Role missions are where both air refueling (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. (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 Defense 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 – All domestic requirements and those requiring special pickup or delivery by the Air Mobility Command at points other than those within the established Air Mobility Command route pattern, or requirements for movement within this pattern that require special consideration because of the number of passengers involved, the weight or size of the cargo, or other special factor (Defense Transportation Regulation – Part VII).

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)

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 Defense across the range of military operations. (UCP)

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