

CODE OF EMERGENCY FEDERAL REGULATIONS

Change No. 8

1. Material transmitted. This Change No. 8 consists of a revised CEFR document, one new CEFR document, a redesignated CEFR document, one amendment to EFR Doc. 32-1, and a revised appendix containing lists of standby regulations appearing in the Code of Federal Regulations. Agencies are requested to check this appendix for any additions or deletions.

2. Filing instructions.

REMOVE
EFR Doc. 32-1, pages 32-1-1
through 32-1-6.

EFR Doc. 38-1, pages 38-1-1
through 38-1-47.

EFR Doc. 38-2, pages 38-2-1
through 38-2-10.

Appendix A as of Jan. 1, 1970,
pages A-1 through A-4.

INSERT
Amended EFR Doc. 32-1, pages 32-1-1
through 32-1-6.

EFR Doc. 38-1, pages 38-1-1 through
38-1-58.

EFR Doc. 38-2, pages 38-2-1 and
38-2-2.

EFR Doc. 38-3, pages 38-3-1 through
38-3-10.

Appendix A as of Jan. 1, 1971 pages
A-1 through A-4.

August 1, 1971.

[EFR Doc. 32-1]

EMERGENCY REGULATION NO. 1Operations of Federal Reserve Banks

- Section 1. Authority
- Section 2. Time of Taking Effect
- Section 3. Continuance of Operations
- Section 4. Curtailement of Operations
- Section 5. Change of Quarters
- Section 6. Performance of Functions of One Federal Reserve Bank by Another
- Section 7. Distribution of Currency and Coin
- Section 8. Collection of Cash Items and Noncash Items
- Section 9. Discounts and Advances
- Section 10. Purchases and Sales of Government Securities
- Section 11. Reserves
- Section 12. Fiscal Agency Operations
- Section 13. Temporary Appointments
- Section 14. Authorization to Directors, Officers, and Employees

Section 1. Authority. This Regulation is issued pursuant to authority conferred upon the Board of Governors of the Federal Reserve System by the Federal Reserve Act (38 Stat. 251), as amended, by Section 5(b) of the Trading with the Enemy Act of October 6, 1917, (40 Stat. 415), as amended, by Delegation Order, January 10, 1961, from the Secretary of the Treasury to the Board, and by Emergency Banking Regulation No. 1, January 10, 1961, issued by the Department of the Treasury.¹

Section 2. Time of Taking Effect. This Regulation shall be effective immediately after an attack on the United States.

Section 3. Continuance of Operations. Except as provided in Section 4, all Federal Reserve Banks and branches, without regard to whether or not the head office or any other branch or branches are functioning, shall remain open and continue their operations and functions and permit the transaction of business during their regularly established hours.

Section 4. Curtailment of Operations. Any Federal Reserve Bank or branch may temporarily curtail, limit, suspend, or delegate any or all of its operations and functions to such extent and for such period as it may deem necessary if located in an area which is unsafe because of enemy or defensive action, or if essential personnel or physical facilities become unavailable, or if the effective performance of its operations and functions has been impaired as a result of an attack; provided, that the Board of Governors shall be notified as soon as practicable of any action taken pursuant to this Section; provided further, that operations shall be resumed when the cause of curtailment, suspension, or delegation has been remedied, removed, or dissipated.

Section 5. Change of Quarters. In the event that the main office or any branch of any Federal Reserve Bank becomes wholly or partially unusable as a result of an attack, the Federal Reserve Bank or branch so affected is authorized to, and, if possible, shall establish temporary substitute quarters, offices, or facilities at any place within its own or any other district if the establishment of such quarters, offices, or facilities will, in the judgment of such Federal Reserve Bank or branch, facilitate the transaction or resumption of operations; provided, that the Board of Governors shall be notified as soon as practicable of any action taken pursuant to this Section; provided further, that the use of substitute quarters, offices, and facilities shall be terminated as soon as practicable.

¹

EFR Docs. 12-2 and 12-1.

Section 6. Performance of Functions of One Federal Reserve Bank by Another. Any Federal Reserve Bank or branch, either as agent or in its own right, is authorized to perform temporarily any or all operations and functions of any other Federal Reserve Bank or branch which is unable to perform its operations and functions effectively as a result of an attack; provided, that the Board of Governors shall be notified as soon as practicable of any action taken pursuant to this Section; provided further, that such temporary performance of operations and functions shall cease when the cause of disability has been removed.

Section 7. Distribution of Currency and Coin. Each Federal Reserve Bank is authorized and directed to impose such restrictions and to take such measures as it may deem necessary to assure the effective and equitable use in the public interest of all available supplies of currency and coin. Each Federal Reserve Bank is authorized to designate selected commercial banks to act as emergency Cash Agents for the distribution of currency and coin.

Section 8. Collection of Cash Items and Noncash Items.
(a) Each Federal Reserve Bank is authorized and directed to prescribe such emergency rules and instructions as it may deem necessary to facilitate the receipt and collection of checks, other cash items, and noncash items, including those which cannot be presented due to transportation difficulties and those drawn on destroyed or inoperable banks. Each Federal Reserve Bank is authorized to designate selected commercial banks, clearing house associations, or other facilities to act as emergency Check Agents for the receipt and collection of checks, other cash items, and noncash items.

(b) The provisions of the Board's Regulation J shall continue to apply to the receipt and collection of checks, other cash items, and noncash items received by or on behalf of any Federal Reserve Bank, except to the extent that any Federal Reserve Bank by such emergency rules and instructions may otherwise provide as necessary or desirable in the circumstances then existing.

Section 9. Discounts and Advances. (a) The provisions of the Board's Regulation A, Advances and Discounts by Federal Reserve Banks, shall continue to apply to the making of discounts or advances immediately following an attack; except to the extent and for the period that the results of an attack make necessary or desirable the use of the emergency measures described in this Section for the continuance of banking operations in the national interest.

(b) Federal Reserve Banks will make credit available to both member and nonmember banks; provided, that Federal Reserve Banks are authorized to restrict credit to any bank which willfully

violates the Emergency Banking Regulations of the Secretary of the Treasury. In making credit available as authorized in this Regulation, considerations of formality of contract, security, and maturity of advances should be regarded as secondary to the problem of meeting the obvious essential needs of banks operating in conformance with the Treasury's Emergency Banking Regulation. Federal Reserve Banks are authorized to make credit available to individuals, partnerships, and corporations when credit for essential purposes is not otherwise available on reasonable terms.

(c) Federal Reserve Banks are authorized to make advances to any member or nonmember bank and to nonbank customers for such period or periods as the Reserve Bank may deem appropriate, (1) on the secured or unsecured promissory note of the borrower, or (2) in accordance with the general terms (other than amount) of lines of credit established with the borrower either preattack or postattack, or (3) by honoring overdrafts on the reserve accounts of member banks, or (4) by honoring overdrafts on the clearing accounts of nonmember banks.

(d) Federal Reserve Banks are authorized to rely on the borrower's statement that it owns identified unencumbered assets acceptable for discount or as security for advances, that such assets are physically unavailable as a result of an attack, and that the borrower will hold such assets in trust for the Reserve Bank pending the physical delivery of such assets to the Reserve Bank.

(e) Credit extended by Reserve Banks to banks in the immediate postattack period should carry the same discount rate that prevailed preattack; credit extended to nonbank customers should be at rates deemed appropriate under the circumstances by Reserve Banks.

Section 10. Purchases and Sales of Government Securities.

Federal Reserve Banks are authorized, subject to the provisions of Section 12A of the Federal Reserve Act, and the provisions of Resolution of Federal Open Market Committee Authorizing Certain Actions by Federal Reserve Banks during an Emergency, to purchase, at prices slightly below those on comparable maturities of securities just prior to the attack, and to sell U. S. Government securities on their own account and to make such transactions with bank and nonbank customers.

Section 11. Reserves. Federal Reserve Banks are authorized (1) to raise or lower reserve requirements for member banks without regard for provisions of existing statutes and regulations, and requirements may be varied according to regions or types of banks in the light of changes in reserve balances; (2) to require reports from nonmember banks for the purpose of determining whether conditions warrant the extension of reserve requirements to nonmember banks; and (3) to extend reserve requirements when conditions warrant to nonmember banks: Provided, That authority under this section shall terminate as soon as postattack conditions permit the Board to resume such authority.

Section 12. Fiscal Agency Operations. Each Federal Reserve Bank is authorized to take such action as fiscal agent of the United States as authorized by the Secretary of the Treasury, and to take such action as fiscal agent of any other agency as may be authorized by such agency.

Section 13. Temporary Appointments. (a) The president or officer in charge of any Federal Reserve Bank is authorized to make temporary appointments of officers without regard to the standing policy on outside business connections, when necessary as a result of an attack, and to pay them salaries consistent with the established salary scale of such Reserve Bank.

(b) The Federal Reserve Agent or an Assistant Federal Reserve Agent is authorized to make temporary appointments of Acting Assistant Federal Reserve Agents when necessary as a result of an attack. In the event neither the Federal Reserve Agent nor an Assistant Federal Reserve Agent is available, the board of directors of the Reserve Bank is authorized to make such appointments, and, if the board is unavailable, the president or officer in charge of the Reserve Bank is authorized to make such appointments. Each Reserve Bank is authorized to pay such Acting Assistant Federal Reserve Agents salaries consistent with the salary scale for the Assistant Federal Reserve Agent and Alternate Assistant Federal Reserve Agent at that Reserve Bank.

Section 14. Authorization to Directors, Officers, and Employees. (a) Any action authorized or required to be taken by a

Federal Reserve Bank or other banking institution or its management pursuant to this Regulation may, in the absence of persons authorized by delegation or otherwise to take such action, be taken by any director, officer, or employee of such institution at the time conducting that part of the affairs of the institution to which such action relates.

(b) Notwithstanding any other provision of law, no banking institution, nor any director, officer, or employee thereof, nor any employee of the Board of Governors of the Federal Reserve System shall be subject to any liability on account of any action taken or omitted to be taken in good faith pursuant to this Regulation; provided, that this exculpation shall not apply to any liability on account of any contractual obligation undertaken pursuant to any provision of this Regulation.

BOARD OF GOVERNORS OF THE FEDERAL RESERVE SYSTEM

Secretary

[EFR Doc. 38-1]

CIVIL AERONAUTICS BOARD
WAR AIR SERVICE PROGRAM
AIR PRIORITIES MANUAL

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INTRODUCTION

This Manual establishes the policies, procedures and standards to provide methods for and guidance to accomplish the War Air Service Program air priorities functions.

The provisions of the Manual comprise the pre-emergency planning required for and post-emergency implementation of a controlled priorities system for the preferential air transportation of traffic essential to supporting national defense emergency activities and for the effective utilization of civil air transport aircraft and supporting resources assigned to the War Air Service Program.

This document, issued under the provisions of Executive Order 11490, has been reviewed by and coordinated with the Office of Emergency Preparedness and the Office of Emergency Transportation, Department of Transportation.

The distribution of this Manual and any subsequent changes thereto will be controlled by the Civil Aeronautics Board Defense Coordinator.

FOREWORD

1. Purpose

This Manual provides information to Federal Government agencies and all U. S. certificated route and supplemental air carriers in the peacetime planning for and the wartime implementation of the War Air Service Program (WASP) Air Priorities System.

2. Authority

The air priorities procedures as contained in this Manual have been developed in accordance with and pursuant to the emergency preparedness planning responsibilities assigned to the Civil Aeronautics Board under Part 15 of Executive Order 11490 assigning emergency preparedness functions to Federal Departments and Agencies.

3. Scope

This Manual includes the planning for operation of the WASP Air Priorities System upon activation of the WASP for both domestic and international routes maintained as part of the WASP.

4. Cancellation

This Manual supersedes the Civil Aeronautics Board War Air Service Program Air Priorities Manual dated April 1965.

SECTION IPLAN AND ORGANIZATION1000. GENERALa. Authority, Applicability and Effectiveness

(1) Executive Order 11490 assigns specific emergency preparedness functions to the Civil Aeronautics Board. Part 15, Section 1502(3) thereof orders the Board to develop plans and procedures under the coordinating authority of the Secretary of Transportation for the administration of controls and priorities of passenger and cargo movements in connection with the utilization of air carrier aircraft for WASP purposes in an emergency.

(2) The WASP Air Priorities System, in order to be effective, must extend to all civil air transport traffic moving under the War Air Service Program.

(3) This WASP Air Priorities System will become effective upon issuance of implementing directives by the Civil Aeronautics Board when authorized by the President (Executive Order 11490, Part I, Section 105).

b. Plan, Air Priorities

A system for priorities control of WASP traffic (passenger, mail, and cargo (express and freight)) is required in time of emergency because of the limitation of available civil airlift capacity and to assure that such traffic moves in accordance with its degree of urgency. Granting of priorities will be based strictly on urgency, as related to the national emergency, regardless of Government agency sponsoring the traffic.

c. Purpose

The purpose of this Manual is to set forth the total WASP air priorities plan, including the organization required for its administration.

d. Scope

The WASP Air Priorities System established by this Manual is world-wide in scope and provides for the control of all traffic moving on civil aircraft under Civil Aeronautics Board control which are within the WASP and on such other airlift as is made available through agreements covering foreign-flag air transport operations.

a. Organization

Organization for the world-wide WASP Air Priorities System, subject to possible changes in Government organization for emergency transportation, will be as indicated in the WASP Air Priorities Plan and Organization Chart shown on page 5.

1005. WASP AIR PRIORITIES BOARD

a. Organization

The WASP Air Priorities Board consists of the following members:

- (1) Chairman, Civil Aeronautics Board.
- (2) Member, Office of The Secretary of Transportation.
- (3) Director, Transportation & Warehousing Policy, Office of the Assistant Secretary of Defense (Installations & Logistics).
- (4) Assistant Secretary of State for Transportation and Telecommunications.

The Chairman, Civil Aeronautics Board, is designated to serve as the Chairman of the WASP Air Priorities Board.

b. Responsibilities

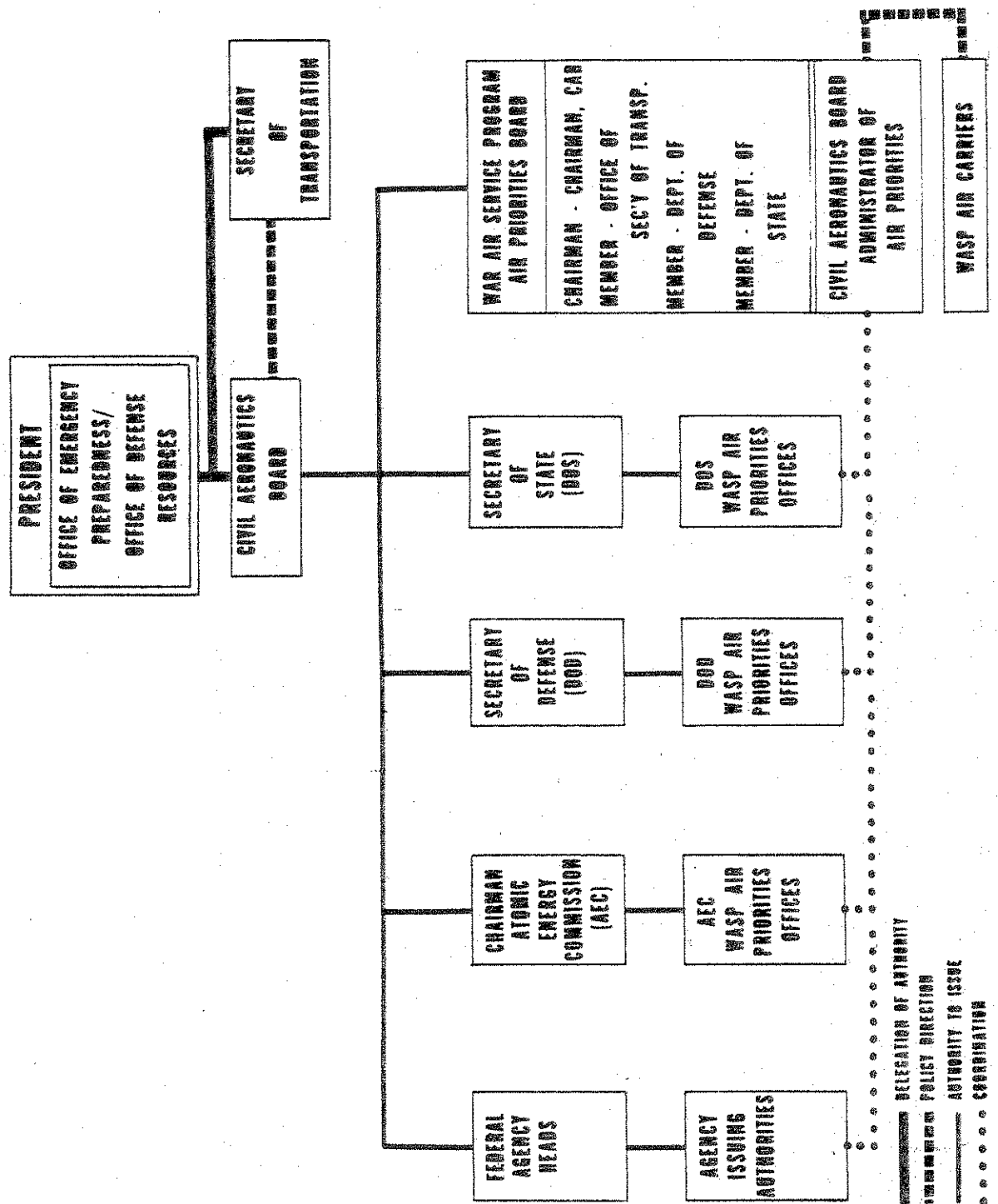
The WASP Air Priorities Board will:

- (1) Develop policies pertaining to the establishment and administration of the WASP Air Priorities System.
- (2) Implement policy directives as may be issued by the Secretary of Transportation relating to the movement of priority traffic on WASP air carrier aircraft.
- (3) Resolve any policy issues referred to it by the Administrator of Air Priorities relative to conflicting claims for priorities for WASP transportation between the various national components.
- (4) Provide information and recommendations to the Office of the Secretary of Transportation.
- (5) Provide such directives, instructions, advice and/or guidance to the Administrator of Air Priorities as it may deem to be appropriate or required.

c. Meetings

Meetings of the WASP Air Priorities Board will be held with such frequency, at such times, and at such locations as it may determine. The Administrator of Air Priorities will attend meetings required.

WAS AN PRIOR ORGANIZATIONAL CHAIR



1010. ADMINISTRATOR OF AIR PRIORITIES (CIVIL AERONAUTICS BOARD)a. Organization

The Administrator of Air Priorities will be appointed by the Civil Aeronautics Board and will be assigned such personnel as are deemed necessary to the performance of his responsibilities.

b. Responsibilities

The Administrator of Air Priorities will:

- (1) Implement and administer the WASP Air Priorities System in accordance with policies and instructions issued by the WASP Air Priorities Board.
- (2) Act in an advisory capacity to the WASP Air Priorities Board.
- (3) Provide advice and guidance on air priority matters relating to the WASP capability.
- (4) Obtain information as to unusual air traffic requirements and available WASP capabilities to assist in the Board's assignment of aircraft capacity to those areas of most urgent requirements.
- (5) Maintain liaison and coordination with all agencies that are concerned with civil air priority matters.
- (6) Receive requests for and assign or deny air priorities to traffic in accordance with the policies of the Air Priorities Board.
- (7) Assure uniform interpretation and compliance with all WASP Air Priorities regulations.
- (8) In coordination with the WASP Air Priorities Board recommend changes to the Civil Aeronautics Board to improve the WASP Air Priorities System.
- (9) Maintain liaison with and obtain information from the Federal Aviation Administration (FAA) with respect to space available on civil aircraft normally operating outside of the WASP Air Priorities System. (State and Regional Defense Airlift (SARDA) administered by the FAA).

1015. WASP AIR PRIORITIES CONTROL OFFICES

Because of the volume and/or specialized nature of certain categories of traffic, WASP Air Priorities Control Offices are planned to be established by the following agencies. The administration of air priorities by those agencies will be in conformity with the policies of the WASP Air Priorities Board and in coordination with the Administrator of Air Priorities.

a. Department of Defense WASP Air Priorities Offices

The Secretary of Defense is authorized to administer the WASP Air Priorities System for the world-wide movement of Department of Defense and Department of Defense-sponsored traffic (passengers, mail, and cargo) over routes maintained as part of the WASP.

b. Atomic Energy Commission WASP Air Priorities Offices

The Chairman of the Atomic Energy Commission is authorized to administer the WASP Air Priorities System for the Atomic Energy Commission and Atomic Energy Commission-sponsored cargo and passenger traffic moving over domestic routes as a part of the WASP.

c. Department of State WASP Air Priorities Offices

Except for the Department of Defense, the Secretary of State is authorized to administer the policies of the Civil Aeronautics Board and of the WASP Air Priorities Board with respect to air priorities for traffic moving over international routes maintained as part of the WASP by the appointment of Area Directors of Air Priorities and by the establishment of Air Priorities Control Offices as necessary.

1020. DOMESTIC AIR PRIORITIES CONTROLa. Federal Departments and Agencies

In addition to the Department of Defense and the Atomic Energy Commission, domestic air priorities will be controlled by and operated through the departments and agencies of the Federal Government as depicted in the Air Priorities Organizational Chart shown on page 5. The overall operation of the system will be coordinated with and by the CAB Administrator of Air Priorities.

b. Organization

Federal Departments and Agencies should be organized and be prepared to process requests for air priorities on a 24-hour basis. Departments and Agency heads may at their discretion, designate certain officials and/or field representatives to issue air priority authorizations.

c. Responsibilities

The responsibilities of Federal Departments and Agencies for air priorities matters include, but are not necessarily limited to the following:

- (1) Receive requests for and assign or deny air priorities to traffic in accordance with the provisions of the Manual.
- (2) Maintain liaison and coordination with the CAB Administrator of Air Priorities on all air priorities matters relating to policy, procedures and operation.
- (3) Inform shippers of known conditions which might impair the value of an air priority.
- (4) Maintain records and submit reports as may be required by the CAB Administrator of Air Priorities.

1025. SELF-CERTIFICATION

a. Domestic Traffic

Passengers and shippers who do not have a priority authorization issued by a sponsoring department or agency may self-certify to a domestic priority movement by completing and presenting to the air carrier agent the self-certification form shown in Attachments 2 and 4 for passengers and shippers, respectively. All applicants who self-certify for priority preference shall be provided priority air transportation no higher than Class 4 by air carrier agents. Air carrier agents, may at their discretion, require proof of identification of the applicant if in their opinion additional verification is needed to establish the validity for Class 4 priority transportation.

b. International Traffic

Self-certifications are not authorized for international traffic movements. All international priority traffic requirements shall be processed in accordance with Section V of this Manual.

SECTION IIAIR PRIORITIES PROCEDURES - GENERAL2000. CONCEPT

During a national emergency under which the provisions of this Manual would be implemented, most if not all priority passenger travel and cargo shipments will be directly or indirectly related to government activities in support of the war effort. The scope of such activities includes but is not necessarily limited to industrial production (products and supplies), movements of military personnel and equipment, movement of civilian and government personnel and equipment that are supporting programs relating to such areas as manpower, agriculture, power, health, transportation, etc. Under current emergency planning concepts, various agencies of government are to direct the emergency activities of the economy for which they normally have responsibility. The National Plan for Emergency Preparedness issued by the Office of Emergency Preparedness and Executive Order 11490 assigning Emergency Preparedness Functions to Federal Departments and Agencies outline and explain what these emergency activities and responsibilities are. Within this framework for ascertaining the priority air transportation needs of the Nation, each Federal Department and Agency is delegated the authority to evaluate and grant as appropriate or deny priority requests for air transportation in accordance with and subject to the provisions of this Manual. 1/

2005. GENERAL

Because of the volume and/or specialized nature of certain categories of traffic, the Department of Defense (DOD), Atomic Energy Commission (AEC), and the Department of State (DOS) plan to establish WASP Air Priorities Offices to administer the WASP Air Priorities System for traffic under their sponsorship and/or cognizance. Other agencies may establish similar offices if needed.

As depicted in the Air Priorities Organizational Chart shown on page 5, and explained in paragraph 1020, the heads of other Federal Departments and Agencies are to administer the WASP Air Priorities System for traffic moving under their sponsorship or cognizance. The department or agency that issues a WASP air priority travel or shipping authorization must determine the class

1/ Further, the Secretary of Transportation's Standby Order 1940.4, Emergency Procedures for the Control of Civil Transportation, as amended, outlines national basic policy guidance and procedures governing the establishment of priorities and allocations of civil air carrier capacity. This Air Priorities Manual provides the procedures for the administration of operational controls and priorities of passenger and cargo movements in connection with the utilization of air carrier aircraft for WASP purposes in an emergency.

of air priority that meets the minimum priority precedence to satisfy the transportation requirement. Careful selection and assignment of a priority is of the greatest importance because the degree of preferential consideration is signified solely by the precedence for the air priority classes. Since a priority class is directly related to the urgency of the transportation needed, its effectiveness rests largely with the correct determination on the part of the issuing agency. An air transportation requirement is not to be assigned a higher priority precedence than that authorized by and meeting the standards of eligibility and the criteria for the various priority classes.

2010. ELIGIBILITY

Traffic (passengers and their baggage, mail, and cargo (express and freight)), will be considered for air priority movement provided it meets all of the conditions of the following subparagraphs.

a. Essential activity considered vital for fulfilling requirements necessary in support of the national emergency.

b. To meet a date at final destination in support of the travel or shipment requirement.

c. Minimum priority required to accomplish the mission.

d. Only reasonable mode that will fulfill requirements due to time and distance factors.

2015. CLASSES OF AIR PRIORITIES

The WASP Air Priorities System is based on 4 classes of priority precedences ranging from Class 1 (highest) to Class 4 (lowest). The assignment of a priority class is the sole determinant by which the WASP air carriers are to accord preferential treatment to traffic presented for air movement over routes maintained as part of the WASP. Subject to and in consonance with the provisions of paragraph 2010 above, the following standards are established for evaluation and determination of priority of movement.

a. Class 1 Priority

Traffic which is required by an emergency so acute that precedence should be given over all other traffic and which should, under no circumstances, be delayed en route for other traffic. This priority is reserved for requirements of utmost urgency and importance. This priority shall be authorized only when the circumstances are carefully screened. The authority to issue Class 1 priorities is reserved exclusively to the CAB Administrator of Air Priorities as authorized by the WASP Air Priorities Board.

b. Class 2 Priority

Traffic to meet a destination arrival time for the accomplishment of an urgent objective.

c. Class 3 Priority

Traffic of a less urgent nature to meet a destination arrival time for the accomplishment of an essential objective.

d. Class 4 Priority

Traffic which is eligible for air movement but which does not meet the requirements for movement as specified in Classes 1, 2, and 3 Priorities above.

e. Non-Priority Traffic

Not eligible for priority, but acceptable for reservations, subject to displacement by priority traffic.

2020. GUIDELINES FOR EVALUATING PRIORITY CLASSES

Prior to implementation of the system, the specific definitive interpretations of the terms urgent, essential, and important relating to Classes 1, 2, and 3 priorities respectively, as stated above, cannot be ascertained. In this respect and based on a post emergency evaluation of the air transportation traffic situation, the WASP Air Priorities Board and/or the CAB Administrator of Air Priorities shall provide all Federal Departments and Agencies with information and guidance to evaluate and determine the appropriate classes of air priorities applicable to traffic movements.

2025. INDIVIDUAL PRIORITY REQUIREMENTS

Priorities will normally be granted on the basis of individual passenger or shipper requirements except for provisions covering certain aspects of U. S. mail movements that are set forth in Section IV. Priority classes apply equally to passengers and their baggage, mail, and cargo.

a. Specified Flights or Charters

The issuance of an air priority authorization shall not include special consideration for air movement on a specific air carrier or on a specific air carrier scheduled flight or charter flight. If such special consideration for the particular air movement is determined to be essential to the national interest the issuing authority will first obtain approval from the CAB Administrator of Air Priorities.

b. Specified Class of Service

Priorities will not be granted for a specified class of service (i.e., first class, coach).

c. Control of and Clearance for Air Movement of Cargo Traffic

At the discretion of the air carriers, priority and non-priority cargo traffic (parcel post (over 5 pounds per package), express and freight), will not be forwarded to terminals of air carriers until a priority authorization has been issued to or self-certified by the shipper and clearance for movement has been received by the shipper from the carrier.

2030. DEFINITIONS OF DOMESTIC AND INTERNATIONAL TRAFFIC

For air priority purposes, the following guidance is provided to assist in determining domestic and international traffic movements.

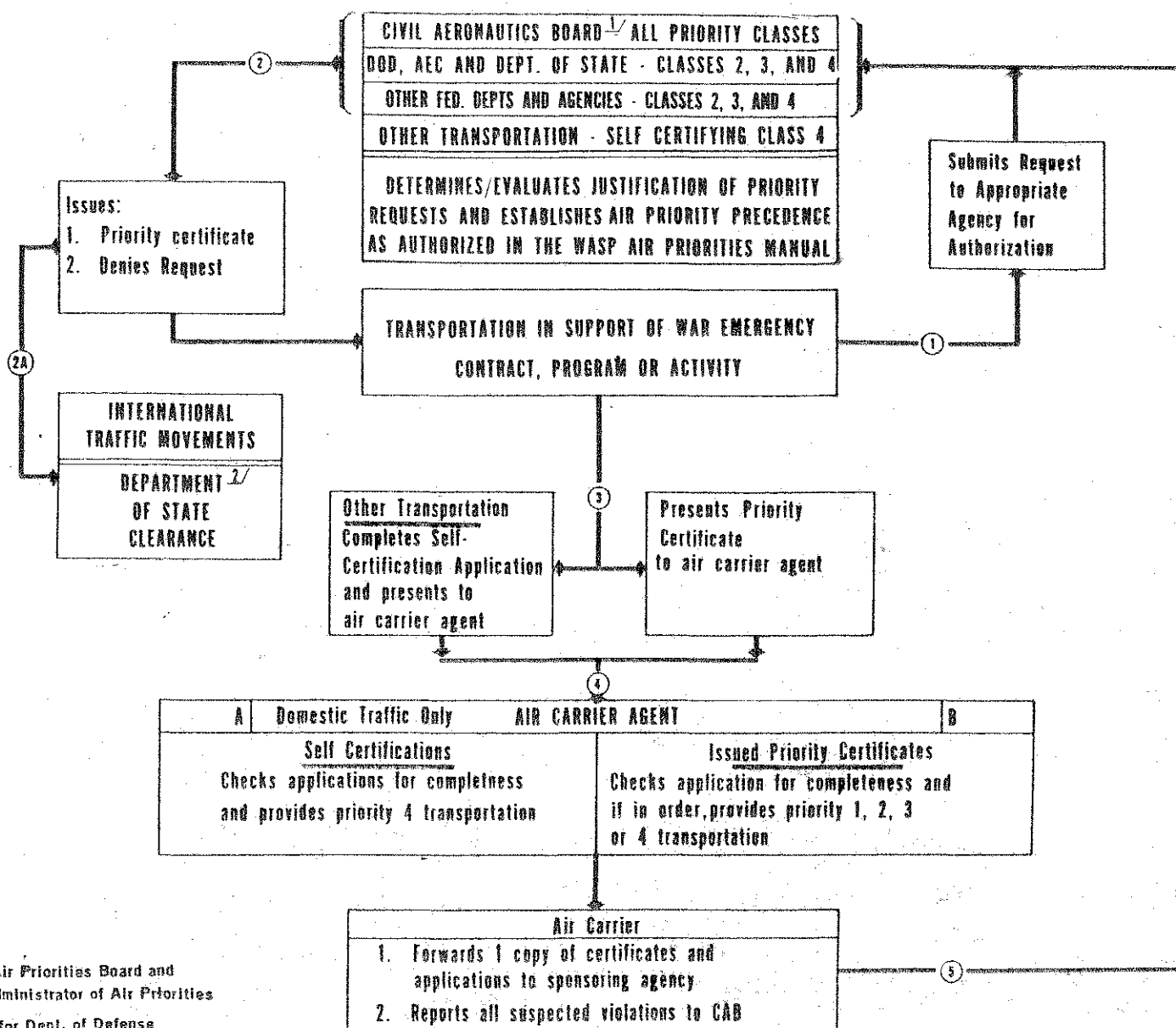
a. Domestic Traffic

All traffic moving through and between the 50 states, the District of Columbia and U. S. territories and its possessions.

b. International Traffic

All traffic destined for or departing from a point not included in a. above. This also includes domestic traffic movements that include a domestic stopover as shown in the itinerary for eventual and/or schedule movement to a foreign destination.

AIR PRIORITIES PROCEDURES FLOW CHART



LEGENDAIR PRIORITIES PROCEDURES FLOW CHART

1. The passenger or shipper submits a request for priority air transportation to the government agency that has cognizance of or sponsors, issues, or controls a contract, program, or activity relating to or supporting the transportation requirement on behalf of the traveller or shipper.

2. Within the guidelines and criteria established for air priorities, the agency receiving the request evaluates the justification for the request and issues or denies priority transportation requested by the passenger or shipper. All Class 1 priority requirements will be submitted to the CAB Administrator of Air Priorities. Except for the DOD, all foreign priority transportation authorizations will be cleared with the Department of State.

3. Passengers and shippers will arrange for priority travel or shipment directly with the air carrier agents. Passengers and shippers that self-certify to Class 4 priority transportation shall be provided transportation only on the domestic routes maintained as part of the War Air Service Program (WASP).

4. All certificates will be checked by the air carrier agent and provided priority 1, 2, 3, or 4 transportation based on the authorization granted by the sponsoring agency. Applicants presenting self-certifications will be provided domestic priority transportation no higher than Class 4 by the air carrier agent. The air carrier agent may also require proof of identification of self-certifying passengers or shippers if in his opinion, additional supporting evidence is needed.

5. Suspected or actual violations uncovered by or brought to the attention of the carriers will be communicated to the CAB Administrator of Air Priorities by the quickest means available. Also, air carriers will forward a copy of all certificates to the sponsoring agency shown in the certificate.

SECTION IIIAIR PRIORITIES OPERATING PROCEDURES3000. GENERAL

The air priorities procedures flow chart shown on page 13 and the chart legend shown on page 14 depict and explain the overall operational procedure for issuing and processing air priority applications.

3005. AUTHORIZING AGENCIES

The following are authorized to issue the classes of WASP air priorities indicated:

a. Agencies

WASP Air Priorities Board	All classes
CAB Administrator of Air Priorities	All classes
Department of Defense WASP Air Priorities Offices	2, 3, & 4
Department of State WASP Air Priorities Offices	2, 3, & 4
Atomic Energy Commission WASP Air Priorities Offices	2, 3, & 4
Other Federal Departments and Agencies	2, 3, & 4

b. Department of Defense WASP Air Priorities Offices

The Department of Defense is authorized to administer the WASP Air Priorities System for the world-wide movement of Department of Defense or Department of Defense-sponsored traffic over routes maintained as a part of the WASP. The WASP Air Priorities System as administered by the Department of Defense will be in conformity with the policies of the WASP Air Priorities Board and in coordination with the CAB Administrator of Air Priorities.

c. Department of State WASP Air Priorities Offices

Except for Department of Defense traffic (par. 3005b) the Department of State is authorized to administer the WASP Air Priorities System for United States international traffic moving over international routes maintained as a part of the WASP. The WASP Air Priorities System as administered by the Department of State will be in conformity with the policies of the WASP Air Priorities Board and in coordination with the Administrator of Air Priorities. The Department of State's responsibilities are set forth in Section V.

d. Atomic Energy Commission WASP Air Priorities Offices

The Atomic Energy Commission is authorized to administer the WASP Air Priorities System for the domestic movement of Atomic Energy Commission and Atomic Energy Commission-sponsored cargo and passenger traffic. The WASP Air Priorities System as administered by the Atomic Energy Commission will be in conformity with the policies of the WASP Air Priorities Board and in coordination with the Administrator of Air Priorities.

e. Other Federal Departments and Agencies

In addition to the Department of Defense and the Atomic Energy Commission, domestic authorizations for air priorities will be issued by the government agency that has cognizance of or sponsors, issues or controls a contract, program or activity relating to or supporting the priority air transportation requirement on behalf of the passenger and/or shipper. Priority traffic moving over the international routes maintained as part of the WASP shall be coordinated with and cleared by the Department of State.

3010. PRIORITY TRAFFIC UTILIZING BOTH U.S. INTERNATIONAL
AND DOMESTIC CARRIER ROUTES

WASP air priorities for traffic utilizing both U.S. international and domestic routes maintained as part of the WASP will be controlled by the Department of State's priority assignment for the foreign portion of the routing except for Department of Defense and Department of Defense-sponsored traffic.

a. Traffic Originating from a Domestic Point to a Foreign Point

Priority authorizations for air transportation from a domestic point in the United States to a foreign destination will be coordinated with the Department of State. The sponsoring agency will be responsible for obtaining the Department of State air priority covering the foreign portion of the routing.

b. Traffic Originating at a Foreign Point to a U. S. Domestic Point

Air priorities for all other traffic inbound to the United States from a foreign point will be controlled and issued by the appropriate overseas Department of State WASP Air Priorities Office.

c. Traffic Moving Between Foreign Points

Priority traffic moving between foreign points and not included under movements shown in subparagraphs a and b above shall be governed by the provisions of Section V to this Manual.

3015. PROCEDURES FOR FILING A COMPLAINT OF AN AIR PRIORITY OR A DENIED PRIORITY REQUEST

Passengers and shippers may file a written complaint regarding an issued priority or a denial of a priority request to the department or agency that issued the original priority authorization. In cases involving Class 1 priorities, departments and agencies will forward the complaint to the CAB Administrator of Air Priorities for further investigation and action as required.

3020. SYSTEM SURVEILLANCE

The CAB Administrator of Air Priorities shall establish the administration and investigating procedures to assure compliance of the provisions of this Manual. The Administrator shall resolve or refer to the WASP Air Priorities Board any matter pertaining to the misuse of air priorities brought to his attention and/or reported by the air carriers or a department or agency of the Government. In this respect all such matters shall be referred to the CAB Administrator of Air Priorities in the manner that he shall prescribe for possible investigation and prosecution under law as provided.

3025. DOCUMENTATION PROCEDURES AND INFORMATION REQUIREMENTS

Sections IV and V, contain specific guidance on applying for and issuing air priorities for domestic passenger travel, domestic mail and cargo shipments and international traffic movements, respectively.

a. Class 1 Air Priority

The authority to issue Class 1 air priorities is reserved to the CAB Administrator of Air Priorities as authorized by the WASP Air Priorities Board. Requests for Class 1 priorities shall be communicated to the Administrator together with such justification and/or evidence as may be deemed necessary by the Board or the Administrator. In most instances, Class 1 priorities will be requested by the departments and agencies directly to the CAB Administrator of Air Priorities.

b. Classes 2, 3, and 4 Air Priorities

(1) DOD, AEC and Department of State
WASP Air Priorities Offices

The above offices shall complete and issue to its applicants the appropriate air priority certificate shown in Attachments 1 and 3 for passengers and shippers respectively.

(2) Other Federal Departments and Agencies

Class 2, 3, and 4 priority transportation shall be provided by the air carriers to passengers and shippers who have been issued a Class 2, 3, or 4 priority authorization shown in Attachments 1 and 3 for passengers and shippers respectively.

c. Class 4 Air Priority - Self-Certification (Domestic Only)

Passengers and shippers who do not have an issued priority certificate (Attachments 1 or 3) may self-certify for priority air transportation by completing the appropriate self-certification form shown in Attachments 2 and 4. In all cases, such applicants shall be provided domestic air transportation no higher than Class 4 by air carrier agents.

SECTION IVDOMESTIC AIR PRIORITIES PROCEDURESPASSENGERS, CARGO AND U. S. MAIL4000. General

This section outlines the procedures for applying for and the issuance of air priorities for domestic movement of priority passengers and their baggage, cargo and U. S. mail. As explained in the preceding sections, air priorities will be issued by the government agency that has cognizance of or sponsors, issues or controls a contract, programs, or activity relating to or supporting the priority transportation requirement on behalf of the passenger or shipper. In addition, passengers and shippers may self-certify for Class 4 priority preference as provided under paragraph 1025.

4005. U. S. Mail

In consonance with the emergency preparedness programs of the United States Postal Service, the following policy is established covering the priority air movement of U. S. mail.

a. Air Mail

A Class 3 priority is assigned hereunder to all air mail (domestic, international, military and civilian) moving over WASP routes. Since this blanket priority assignment eliminates the need for the issuing of priorities on the basis of individual requirements, it will not be necessary to execute an application or certificate (Attachments 3 and 4) of claimed priority for the transportation of such mail. The air carrier agent or official will therefore honor a U. S. Postal Service request for priority movement of such air mail upon its presentation to the air carrier for movement. When a higher priority than Class 3 is desired, the postal representative can request a Class 2 Priority (Attachment 3) approval from the Postmaster General or his designee.

b. Air Parcel Post Packages Weighing Five Pounds or Under

A Class 3 Priority is assigned hereunder to all domestic and international military and civilian air parcel post weighing five pounds or less per piece, moving over WASP routes. Similar to the provision established for air mail described above, this blanket priority also eliminates the need for granting priorities on the basis of individual requirements. Therefore, it will not be necessary to execute a WASP application (Attachment 3) or certificate (Attachment 4) for the transportation of such essential air parcel post. Air carriers will likewise honor a U. S. Postal Service request for priority movement of such air parcel post upon its presentation to the air carrier for movement. When a higher priority than Class 3 is desired, the postal representative can request a Class 2 approval from the Postmaster General or his designee.

c. Air Parcel Post Packages Weighing over Five Pounds

The movement of air parcel post weighing over five pounds per package will require the execution by the shipper, of either a WASP Mail-Cargo Air Priority Application (Attachment 3) or a self-certifying Priority Certificate (Attachment 4) as provided in the following paragraphs.

d. First-Class Mail

A Class 4 Priority is assigned hereunder to all domestic first-class mail (FCM) and other non-priority mail (PAL) moving over WASP routes.

As provided for airmail and air parcel post packages weighing five pounds or under, this blanket priority eliminates the need for granting priorities on the basis of individual requirements. Therefore, it will not be necessary to execute a WASP application (Attachment 3) or certificate (Attachment 4) for the transportation of first-class mail by air. Air carriers will likewise honor a request by the United States Postal Service for priority movement of such first-class mail upon its presentation to the air carrier for movement. When a higher priority than Class 4 is desired, the postal representative can obtain Class 3 approval from the Postmaster General or his designee.

4010. METHODS OF APPLYING FOR DOMESTIC PASSENGER TRAVEL
AND CARGO SHIPMENTS

a. In Person

Applicants appearing in person for a domestic priority may be issued or denied a priority by execution of the appropriate priority certificate shown in the Attachments.

b. Mail

Priority requests received by mail shall be processed in the same manner as provided in subparagraph a. above and returned by air mail to the applicant.

c. By Telephone, Telegram or Other Communications Media

Verbal approvals and approvals issued by telegram may be issued; however, such approved requests require the execution of a self-certification form and are restricted to a domestic priority no higher than Class 4. (See paragraph 1025).

d. Issuance of Priority Higher Than Class 4 by Telegram or TWX

In some instances it may not be possible or time would not permit the issuance and mailing of a priority certificate to be received by the applicant in time to meet an arrival time at destination.

Under such circumstances, agencies may issue a Class 2 or 3 priority by telegram or TWX to the applicant with the approval of and in accordance with the control procedures established by the CAB Administrator of Air Priorities.

e. Self-Certification

Passengers and shippers may self-certify for domestic priority transportation by completing and presenting to the air carrier the appropriate form shown, Attachments 2 and 4. All persons who self-certify for priority air transportation shall be provided domestic priority transportation no higher than Class 4.

f. Certificate Requirements to Continue a Return Portion of a Round Trip or Journeys With Stopovers

(1) General

For air carrier documentation purposes, passengers in priority travel status will be required to present a copy of the priority certificate to the air carrier ticket agent for continuing priority transportation after each stopover. A stopover is defined as a deliberate interruption of a journey for four or more hours for a purpose other than connecting between flights.

(2) Stopover Certificate Entries

For round trips and one-way trips that require a priority passenger to stop over, as defined in (1) above, the stopover points must be entered in remarks sections of Part I and II of the certificate (Attachment A-1) or Part I of self-certification form (Attachment A-2) i.e., via Washington, D. C. and Chicago, Illinois.

(3) Copy Requirements

The priority passenger will be required to present a copy of the issued certificate to the air carrier ticket agent at each stopover point to continue the remainder of the journey. To assure that the passenger has sufficient copies of the priority certificate the following guidance is issued:

- One-way trip no stopovers: 2 copies
- Round trip no stopovers: 3 copies
- Round trip with stopovers: 3 copies, plus 1 additional copy for each stopover
- One-way trip with stopovers: 2 copies, plus 1 additional copy for each stopover

4015. PROVIDING PRIORITY AIR TRANSPORTATION BY AIR CARRIER AGENTS

Priority certificates that have been issued by an authorizing agency and applicants who have completed a self-certification form shall present such documents to the air carrier agent. Applications that are incomplete or not completed correctly will be returned by the air carrier agent to the applicant with advice as to correct or additional information required.

4020. INFORMATION REQUIRED ON PASSENGER APPLICATIONS

Regardless of the method of applying for a priority, the following information (subparagraphs a. through i.) must be included. Applications will be returned to the applicants if not fully answered or if inadequate justification is presented.

- a. The name of the sponsoring agency.
- b. Priority class authorized.*
- c. The name of the person who will use the priority.
- d. Travel "from" and "to".
- e. The earliest possible time of departure.
- f. The latest time of arrival to accomplish the objective.
- g. Weight or pieces of excess baggage with justification.
- h. Justification and purpose of travel.
- i. Authorized stopover points.

*Class 4 for self-certifications, domestic only.

4025. INFORMATION REQUIRED ON CARGO APPLICATIONS

Regardless of the method of applying for a priority, all of the following information (subparagraphs a. through n.) must be included. Applications will be returned if not fully answered or if inadequate justification is presented.

- a. Name of the sponsoring agency.
- b. Priority class authorized.*
- c. Complete description of the shipment, air transportability, commodity code, etc.
- d. Number of pieces.
- e. Total weight in pounds.
- f. Total cubic feet and dimensions of shipment.
- g. Name of shipper.
- h. Airport from which shipment will originate.
- i. Name of consignee.
- j. Name of airport to which shipment will be consigned.
- k. Earliest date of availability for shipment.
- l. Latest possible time of arrival at destination to accomplish the mission.
- m. Statement as to whether or not the shipment may be divided.
- n. Justification and purpose of shipment.

4030. SUBMISSION OF REQUEST FOR PASSENGER PRIORITIES

Submission of applications for passenger priorities will be in accordance with the following:

- a. Department of Defense Personnel

Personnel of the Department of Defense will submit requests for priority movement by air to their authorizing agency.

*Class 4 for self-certifications, domestic only.

b. Industrial Employees

Employees of industrial plants engaged in defense work and operating under cognizance of the Department of Defense will submit applications for air priority transportation to the cognizant Department of Defense authorizing agency. Employees of industrial plants not operating under cognizance of the Department of Defense will present applications to the cognizant Federal Department or agency.

c. Government Employees

Employees of other Government agencies will submit requests for air priority transportation to their parent agency.

d. Other Civilians

Other civilians will submit requests to the sponsoring or cognizant agency.

e. Class 1 Priority Requests

Requests meeting the basic requirements for Class 1 priority will be transmitted by the fastest means of communication available to the CAB Administrator of Air Priorities for decision.

f. Denial of Request

The applicant will be expeditiously notified if a priority request is denied and will be given the reasons therefor.

g. Disposition of Approved Applications and Self-Certifications

Copies of air priorities certificates shall be prepared for use as follows:

(1) In Person

The original and one copy shall be handed to the applicant. The applicant will present the original copy to the air carrier agent for priority travel. The second copy can be used if so indicated by the issuing

agency to cover the return portion of an itinerary for round trips. Additional copies of the certificate shall be provided the applicant for trips involving stopovers as indicated in paragraph 4010f.

(2) By Telephone, Mail or Other Communications Media

The process is the same as explained in (1) above. The completed application or authorization shall be mailed directly to the applicant.

(3) Other Copies

A copy of the application or authorization document may be retained by the issuing authority for reference and report purposes.

4035. RESERVATIONS AND TICKETING

a. Space Arrangements

Reservations will not be handled within the WASP Air Priorities System; nor will priorities be issued for a specific class of service as provided under paragraphs 2025a. and b. respectively.

Priority passengers must make their own space arrangements with the air carriers. The passenger shall advise the carrier at the time space reservations are made of the priority class issued or authorized and the priority identification number. When the passenger requests space reservations, the carriers will: (1) confirm class of service requested, if available, or (2) confirm alternate class of service, if available, or (3) if no space is available in any class on the flight, apply displacement rules and remove passenger(s) holding reservations, treating entire aircraft as single class.

b. Alternate Space Arrangements

To minimize off-loadings, air carriers may suggest or recommend to priority passengers, travel on other flights of its own or other carriers provided that such alternate arrangements are satisfactory to and meet the destination arrival time requirements of the priority passenger(s).

c. Surrender of Documents

Priority passengers will surrender to the air carrier agent the original of the air priority authorizing document (Attachment No. 1) or the self-certification form (Attachment No 2) at the time tickets are rendered for transportation. A duplicate of the document will be surrendered at each stopover point.

d. Recording Evidence of Priority

Air carriers will receive and record within their reservation systems, priority information from priority passengers or other air carriers.

e. Disposition of Completed Forms(1) Air Carriers

Mail completed form specified in (c) above to the sponsoring/issuing agency shown in Part I of the forms. Prior to mailing, the carrier shall extract the appropriate data from the forms to permit the completion of entries for the Flight System Report shown in Attachment 5.

(2) Issuing/Sponsoring Agencies

The completed forms received from the air carriers as indicated in (1) above shall be retained for a minimum period of 30 days. Such forms shall be made available to the CAB Administrator of Air Priorities as requested.

4040. PRIORITY MOVEMENT OF PASSENGERSa. Priority Precedence

Traffic will move in the order of priority precedence, that is, Class 1 priority traffic will move before Class 2 traffic, etc.

b. Traffic Within Priority Class

Traffic within priority class will move in the order of its acceptance by the carrier.

c. Displacing Reserved Traffic

When scheduled departure time is 3 hours or less, only Class 1 priority traffic will displace any other originating priority traffic of a lower precedence which has been provided a firm reservation. Non-priority traffic may be displaced at any time. To minimize displacements, alternate arrangements may be considered as provided under paragraph 4035b.

d. Through and Connecting Traffic

Normally, priorities will be exercised as between classes of priorities only at the point of origin shown on the priority certificate. Once passage has commenced, however, through or connecting priority passengers lacking through reservations will be considered for priority purposes, as originating at the point where the displacement or connection is made.

e. Air Carrier Liability

Air carriers shall not be legally liable for displacing passengers to make space available for higher priority passengers as authorized by the provisions of this Manual.

4045. DISPLACEMENT OF PASSENGERSa. Removing in Reverse Order

In displacing, priority passengers will be removed in the reverse order of their priority of placement.

b. General Rules Within Each Class

Within each priority class, passengers will be handled on an equitable basis, taking into consideration scheduled flight stops, connections, convenience, and speed in reaching destinations by alternate flights or other modes of transportation.

4050. PRIORITY MOVEMENT OF MAIL AND CARGOa. Priority Precedence

Traffic will move in the order of priority classification; that is, Class 1 Priority traffic will move before Class 2 Priority traffic, etc., with air mail taking precedence over air express which, in turn, takes precedence over air freight and first class mail. Thus, for example, a high priority air freight shipment would take precedence over a lower priority air mail or air express shipment.

b. Traffic Within Priority Class

Traffic within a priority class and of the same type of shipment (i.e., air mail, air express, air freight) will move in the order of its acceptance by the carrier, except that at the request of the postal representative one air mail shipment may be substituted for another of substantially like quantity. Traffic within a priority class but of a different type of shipment will move in the order: air mail, air express, air freight, and first class mail.

c. Displacing Reserved Traffic

Originating priority traffic that has been provided a firm reservation will not normally be displaced except by Class 1 Priority, when time of departure is three hours or less. Non-priority traffic may be displaced at any time.

d. Through Cargo, Mail and Express Traffic

Normally, priorities will be exercised as between classes of priorities only at point of origin, as shown on the priority certificate. However, once movement is commenced, displaced or connecting mail, express or freight traffic lacking through reservations will be considered for priority purposes as originating at the point where the displacement or connection is made.

4055. DISPLACEMENT OF CARGO AND MAIL

a. Removing in Reverse Order

Priority shipments will be removed in the reverse order of their priority of placement.

b. General Rules Within Each Class

Within each Class of Priorities, shipments will be handled on an equitable basis, taking into consideration scheduled flight stops, connections, convenience, and speed in reaching destinations by alternate flights or other modes of transportation.

4060. CARGO AND MAIL SPACE ARRANGEMENTS/DOCUMENTATION

a. Space Arrangements

Shippers must make their own weight/space arrangements with the carriers. Reservations will not be handled within the WASP Air Priority System. Shippers will advise the carrier, at the same time space reservations are made, of the priority classification granted and the priority certificate identification number.

b. Surrender of Documents

Shippers will surrender to the airline agent the original of either the WASP Mail-Cargo Air Priority Application and Certificate (Attachment 3) or execute a self-certification form (Attachment 4) at the time shipments are tendered for transportation.

c. Recording Evidence of Priority

Priority classification numbers and dates covering period of priority validity will be entered on the appropriate billing document (i.e., air mail dispatch document, airbill (airway bill), air express receipt, etc.).

d. Disposition of Completed Forms

(1) Air Carriers

Mail completed forms specified in (b) above to the sponsoring/issuing agency shown in Part I of the forms. Prior to mailing, the carrier shall extract the appropriate data from the forms to permit the completion of entries for the Flight System Report shown in Attachment 5.

(2) Issuing/Sponsoring Agencies

The completed forms received from the air carriers as indicated in (1) above shall be retained for a minimum period of 30 days. Such forms shall be made available to the CAB Administrator of Air Priorities as requested.

4065. PRIORITY ISSUING OFFICIALS AND CONTROL

All approved applications and authorizations shall be signed by officials designated to issue air priorities for the agency.

Each agency shall establish a recording system for the assignment of an identification number (code or serial) for each priority approved and issued.

4070. HOLDING FLIGHTS BEYOND SCHEDULED DEPARTURE TIME

Aircraft operating within the WASP Air Priorities System are not required to be held beyond scheduled departure time for any priority traffic except, in extreme urgency, upon specific instructions from the CAB Administrator of Air Priorities.

4075. AIR CARRIER FLIGHT REPORTS

The WASP Air Priorities System Flight Report (Attachment 5) will be prepared by all air transportation carriers operating under the WASP Air Priorities System. On every sixth day a separate form will be prepared for each flight leg operating on that day. Each carrier will collect and forward the original copies of this report to the Administrator of Air Priorities, Civil Aeronautics Board, Washington, D. C., 20428. A copy of the report will be retained by each carrier for a period of 30 days (then destroyed) for referral in case the original is lost in transmission.

SECTION VINTERNATIONAL AIR PRIORITIES PROCEDURES -PASSENGERS, CARGO AND U. S. MAIL5000. GENERAL

Air carrier flight operations under the WASP include providing air transportation service to foreign points over the international routes maintained as part of the WASP. Except for the Department of Defense, all other issuing authorities shall coordinate and clear with the Department of State the foreign portion of an air priority movement as provided under paragraph 3010.

5005. POLICY

The operation of the WASP Air Priorities System in overseas areas will be in conformance with the air priority procedures set forth in Section III and the procedures established by the Administrator of Air Priorities, by the Civil Aeronautics Board, and by the WASP Air Priorities Board.

5010. DEPARTMENT OF STATE OVERSEAS AREA DIRECTOR OF AIR PRIORITIES

The Department of State will establish an Area Director of Air Priorities in each overseas area with responsibilities as follows:

a. WASP Air Priorities Control Offices

Establish WASP Air Priorities Control Offices where required with responsibilities at each level to administer air priorities on international routes maintained as part of the WASP.

b. Administration

Establish and administer the WASP Air Priorities System, except as provided in paragraph 1015a for the Department of Defense, with the authority to redelegate within the Department of State, as appropriate.

c. Advising WASP Air Priorities Board

Advise the WASP Air Priorities Board and the Administrator of Air Priorities with regard to WASP air priorities matters.

d. Providing Guidance

Provide advice and guidance as appropriate on air priority matters.

e. Information on Requirements and Capabilities

Obtain information on requirements from appropriate authorities, and analyze and disseminate air priority information.

f. Liaison With Other Agencies

Maintain liaison with all agencies, military and civilian, that are concerned with WASP air priority matters.

g. Preparing Instructions

Prepare instructions to insure uniformity in authorizing, granting, and use of air priorities.

h. Establishing Uniform Controls

Establish such controls and operating techniques as may be required for uniformity in the application of the WASP Air Priorities System.

i. Maintaining System Records

Maintain such records as may be essential to the adequate control of the WASP Air Priorities System.

j. Liaison With Other Overseas Areas

Maintain liaison with the Area Director of Air Priorities in other overseas areas as necessary.

5015. DEPARTMENT OF STATE RESPONSIBILITIESa. Overseas Areas

In areas outside United States territory, the Department of State through its designated posts (WASP Air Priorities Control Offices) will:

(1) Screen all passenger and cargo requests from other than Department of Defense or Department of Defense-sponsored applicants, submitted at a foreign point for use of WASP transportation; and

(2) Issue priority authorization for use of WASP transportation to screened applicants other than Department of Defense or Department of Defense-sponsored applicants.

b. Neutral and Enemy Countries

The responsibilities of the Department of State under a. above include all WASP traffic moving to and from allied or neutral countries, and all traffic destined for enemy countries.

c. Unified Command Areas

The Department of State will, to the extent practical, facilitate the movement of traffic into unified command areas in conformity with the overall WASP Air Priorities System.

5020. DEPARTMENT OF DEFENSE RESPONSIBILITIES FOR THE WASP AIR PRIORITIES SYSTEM IN OVERSEAS AREAS

On civil air transportation available to it under the WASP Air Priorities System, each Department of Defense WASP Air Priorities Office will:

a. Evaluate Air Priority Applications

Evaluate air priority applications by screening all of its requests in accordance with established criteria set forth in Sections I through V.

b. Authorize Priorities

Authorize air priorities in consonance with established WASP Air Priorities System Procedures.

c. Obtain Clearance

Obtain clearance for movement of traffic under the WASP Air Priorities System from the Department of Defense Area Director of Air Priorities or his designee.

Aug. 1, 1971

CODE OF EMERGENCY FEDERAL REGULATIONS

38-17-T-98

- DISTRIBUTION: Original and one copy to passenger. Carrier retains the original copy.
One copy retained by issuing agency.

PART I - INSTRUCTIONSLine Entry

1. Enter name of federal government agency that is sponsoring the program or activity that requires an air priority for this travel.
2. Name of passenger.
3. Enter rank, title or occupation.
4. Enter name of company or organization that you are employed by or representing for purpose of this travel.
5. Enter address of company or organization.
6. Enter travel from origin to destination. If foreign travel, enter city and country.
7. Enter earliest departure date for this travel.
8. Enter latest arrival date at destination for this travel.
9. Enter weight or number of pieces of baggage.
10. Enter reason for requesting priority and justification for excess baggage required for this travel.
11. Enter additional remarks and/or trip itinerary if trip is to be interrupted for stopovers. Also indicate if trip is a one-way or round trip.
12. Passenger signature and date.
13. Passenger address with zip code.

Mail or present this form to the federal agency shown in Item 1.

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CODE OF EMERGENCY FEDERAL REGULATIONS

38-1-43

PART II - Certificate or Denial - Completed by Issuing Agency

Air Priority Class _____ is issued/denied for the travel shown in Part I.

Priority Denied: _____
(Reason)

Issuing Agency: _____ Priority Control No.: _____

Approved: _____ Date: _____
(Name, Rank or Title)

Additional Remarks: _____

PART III - Trip Data - Completed by Air Carrier Agent

Priority Transportation Provided as authorized in Part II on Flight No. _____

Date: _____

Provided By: _____ At: _____
(Air Carrier) (Station)

DISTRIBUTION: Original and one copy to passenger. Carrier retains the original copy.
One copy retained by issuing agency.

WASP PASSENGER AIR PRIORITY
SELF-CERTIFICATION FORM

CLASS 4 PASSENGER AIR PRIORITY - DOMESTIC TRAVEL ONLY

PART I - Completed by Passenger Prior to Airport Check-in (See Reverse Side)

1. Sponsored By: _____
(Name of Agency)
2. Name: _____
(Last) (First) (Initial)
3. Rank & Title or Occupation: _____
4. Name of Company or Affiliation: _____
5. Address of Company or Affiliation: _____
6. Travel From: _____ To: _____
7. Earliest Departure Date: _____
8. Latest Arrival Date: _____
9. Weight or Pieces of Excess Baggage: _____
10. Justification for Priority & Excess Baggage: _____

11. Remarks: _____

I certify that the statements contained herein are true and correct to the best of my knowledge and belief and are made in good faith.

I understand that if the foregoing statements made by me are knowingly and willfully false I may be subject to the penalty provided in U. S. Code, Title 18, Chapter 47, §1001; namely a fine of \$10,000 or imprisonment of not more than 5 years or both.

12. Date: _____ Applicant: _____
(Signature)
- Address: _____
(No. Street)

Original copy retained by the carrier

2nd copy retained by the applicant

3rd copy forwarded to sponsoring agency by the carrier

(City) (State) (Zip)

Aug. 1, 1971

CODE OF EMERGENCY FEDERAL REGULATIONS

38-1-45

PART I - INSTRUCTIONSLine Entry

1. Enter name of federal agency that is sponsoring program or activity that requires the need for this priority travel.
2. Name of passenger.
3. Enter rank, title or occupation.
4. Enter name of company or organization that you are employed by or representing for the purpose of this travel.
5. Enter address of company or organization.
6. Enter city and state of departure and destination.
7. Enter earliest departure date.
8. Enter latest arrival date at destination.
9. Enter weight or number of pieces of excess baggage required for this travel.
10. Enter reason for this priority.
11. Enter any additional remarks relating to the purpose of travel.
12. Enter date, signature of passenger and address.

Present this form in 3 copies to air carrier ticket agent when arranging for travel.

Aug. 1, 1971

CODE OF EMERGENCY FEDERAL REGULATIONS

38-1-47

PART II - Trip Data - Completed by Air Carrier Agent

Priority Class 4 Transportation provided for travel shown in Part I on Flight No. _____

Date: _____ Priority Control No.: _____
(Ticket No.)

Provided By: _____ At: _____
(Name of Carrier) (Station)

DISTRIBUTION: Original copy retained by the carrier
2nd copy retained by the applicant
3rd copy forwarded to sponsoring agency by the carrier.

WASP MAIL-CARGO AIR
PRIORITY APPLICATION
AND CERTIFICATE

PART I - Application - Completed by Shipper (See Reverse Side)

1. Type of Traffic: ☐ Mail ☐ Express ☐ Freight
2. Sponsoring Agency: _____
3. Name of Shipper: _____
(Last) (First) (Initial) (Title/Rank)
4. Name, Address of Company or Affiliation: _____
5. Commodity to be Shipped: _____ Commodity No.: _____
6. No. of Pieces in Shipment: _____, Total Wt. (Lbs.): _____, Total Cu. Ft.: _____
7. Outside Dimension (Largest Piece-Length, Width, Ht. (Inches): _____
8. Confirmed as Transportable by Air: ☐ Yes ☐ Not Applicable
9. Shipment May be Divided: ☐ Yes ☐ No
10. Ship: From: _____ To: _____
(Origin) (Destination)
11. Earliest Shipment Date: _____ Latest Arrival Date: _____
12. Consignee: _____
(Name and address of company or person)
13. Justification for Priority: _____
14. Remarks:
I certify that the statements contained herein are true and correct to the best of my knowledge and belief and are made in good faith.
I understand that if the foregoing statements made by me are knowingly and willfully false, I may be subject to the penalty provided in U. S. Code, Title 18, Chapter 47, §1001, namely a fine of \$10,000 or imprisonment of not more than 5 years, or both.
15. Applicant _____ Date _____
(Signature)

Original and one copy to shipper
One copy retained by issuing agency
Carrier retains the original copy.

Aug. 1, 1971

CODE OF EMERGENCY FEDERAL REGULATIONS

38-1-49

INSTRUCTIONSPART I - ENTRIES

1. Check box to indicate type of shipment.
2. Name of federal government agency that will receive this request for priority and is sponsoring this shipment supporting a government program, contract or activity.
3. Full name of applicant requesting priority for this shipment.
4. Full name and address of applicant's company or affiliation having this shipping requirement.
5. Identity of commodity contained in this shipment and commodity code number.
6. Total numbers of boxes or containers in this shipment, total weight and total cubic feet.
7. Outside dimensions of largest box contained in this shipment measured in length, width and height inches.
8. Contact carrier who will be tendered the shipment to confirm that the shipment is air transportable. If shipment is known to be air transportable check box marked "Not Applicable".
9. If shipment consists of more than one container or box, indicate if shipment can be divided for transportation by the carrier.
10. Enter city, state and country of shipping origin and destination.
11. Enter earliest shipping date and latest arrival date.
12. Full name and address of the consignee of the shipment.
13. Enter justification for assigning a priority to this shipment.
14. Enter any additional clarifying remarks relating to this shipment and/or its requirement for air priority.
15. Signature of applicant shown in Line 3 and date.

Mail or present this form to agency entered in Line 2.

Aug. 1, 1971

CODE OF EMERGENCY FEDERAL REGULATIONS

38-1-51

PART II - Certificate or Denial - Completed by Issuing Agency

Air Priority Class _____ is issued/denied for the shipment shown in Part I.

Priority Denied: _____

(Reason)

Issued By: _____

Priority Control No. _____

Approved: _____

Date: _____

(Name, Rank or Title)

Additional Remarks: _____

PART III - Movement Data - Completed by Air Carrier Agent

Priority Transportation provided as authorized in Part II on Flight No. _____

Date: _____

Provided By: _____

At: _____

(Air Carrier)

(Station)

DISTRIBUTION: Original and one copy to shipper. Carrier retains the original copy.
One copy retained by issuing agency.

AUG. 1, 1971

CODE OF EMERGENCY FEDERAL REGULATIONS

38-1-53

WASP MAIL-CARGO SELF-CERTIFICATION FORM

CLASS 4 - MAIL-CARGO AIR PRIORITY-DOMESTIC SHIPMENT ONLY

PART I - Completed by Applicant - (See instructions on reverse side)

1. Type of Traffic: ☒ Mail ☐ Express ☐ Freight
2. Sponsoring Agency: _____
3. Name of Shipper: _____
(Last) (First) (Initial) (Title/Rank)
4. Name and Address of Company or Affiliation: _____

5. Commodity to be Shipped: _____ Commodity No. _____
6. No. of Pieces in Shipment: _____, Total Wt. (Lbs.) _____, Total Cu. Ft. _____
7. Outside Dimension (Largest Piece-Length, Width, Ht. (Inches): _____
8. Confirmed as Transportable by Air: ☒ Yes ☐ Not Applicable
9. Shipment May be Divided: ☒ Yes ☐ No
10. Ship: From _____ To _____
(Origin) (Destination)
11. Earliest Shipment Date: _____ Latest Arrival Date: _____
12. Consignee: _____
(Name and address of company or person)
13. Justification for Priority: _____

14. Remarks: _____
I certify that the statements contained herein are true and correct to the best of my knowledge and belief and are made in good faith.
I understand that if the foregoing statements made by me are knowingly and willfully false I may be subject to the penalty provided in U. S. Code, Title 18, Chapter 47, §1001, namely a fine of \$10,000 or imprisonment of not more than 5 years, or both.
15. Applicant _____ Date _____
(Signature)

DISTRIBUTION:

Original - retained by carrier
2nd Copy - retained by applicant
3rd Copy - mail to sponsoring agency

INSTRUCTIONSPART I - ENTRIES

1. Check box to indicate type of shipment.
2. Name of federal government agency that is sponsoring this shipment supporting a government program, contract or activity.
3. Full name of applicant requesting priority for this shipment.
4. Full name and address of applicant's company or affiliation having this shipping requirement.
5. Identity of commodity contained in this shipment and commodity code number.
6. Total numbers of boxes or containers in this shipment, total weight and total cubic feet.
7. Outside dimensions of largest box contained in this shipment measured in length, width and height inches.
8. Contract carrier who will be tendered the shipment to confirm that the shipment is air transportable. If shipment is known to be air transportable check box marked "Not Applicable".
9. If shipment consists of more than one container or box, indicate if shipment can be divided for transportation by the carrier.
10. Enter city, state and country of shipping origin and destination.
11. Enter earliest shipping date and latest arrival date.
12. Full name and address of the consignee of the shipment.
13. Enter justification for assigning a priority to this shipment.
14. Enter any additional clarifying remarks relating to this shipment and/or its requirement for air priority.
15. Signature of applicant shown in Line 3 and date.

Present this form in 3 copies to air carrier agent when arranging for shipment.

Aug. 1, 1971

CODE OF EMERGENCY FEDERAL REGULATIONS

38-1-55

PART II - Movement Data - Completed by Air Carrier Agent

Class 4 Air Priority provided for shipment shown in Part I on Flight No. _____

Date: _____ Air Way Bill No. _____

Provided By: _____ At: _____
(Name of Carrier) (Station)

DISTRIBUTION: Original - retained by carrier
2nd Copy - retained by applicant
3rd Copy - mail to sponsoring agency

WASP AIR PRIORITIES SYSTEM FLIGHT REPORT

Aug. 1, 1971

CODE OF EMERGENCY FEDERAL REGULATIONS

38-1-57

PART I - Completed by Carrier

Carrier _____ Flight No. _____ Date _____
(Code)

Boarding Point _____
(Code)

En Route Stop _____
(Code)

Terminal Point of Priority Traffic _____
(Code)

TRAFFIC ON BOARD

PRIORITY

	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>Priority Total</u>	<u>Total</u>
No. of Passengers	_____	_____	_____	_____	_____	_____
Lbs. of Cargo*	_____	_____	_____	_____	_____	_____
Lbs. of Mail	_____	_____	_____	_____	_____	_____

AIRCRAFT CAPACITY

Type Aircraft _____ N# _____

No. of Seats Available: _____ Allowable Payload (Pounds): _____

Distribution: A. Original to CAB Administrator of Air Priorities.
B. Duplicate copy to be retained by reporting carrier.

PART II - FOR CAB USE**PRIORITY SUMMARY**

Priority-Passenger Load Factor _____

Priority Pass. Lbs. 1/ _____

Priority Cargo Lbs.* _____

Priority Mail Lbs. _____

Total Priority Lbs. _____

Priority-Total Payload Factor _____

*— Includes express, freight, and excess baggage.

1/ Priority passenger pounds: Domestic and International: 20 Lbs. x No. of
Passengers.

Distribution: A. Original to CAB Administrator of Air Priorities.
B. Duplicate copy to be retained by reporting carrier.

Aug. 1, 1971

CODE OF EMERGENCY FEDERAL REGULATIONS

38-2-1

[EPR Doc. 38-2]

This is a Standby Order Issued by the
Civil Aeronautics Board as Part of its
Emergency Planning Program.

Order No. ATM-1

UNITED STATES OF AMERICA
CIVIL AERONAUTICS BOARD
WASHINGTON, D. C.

Adopted by the Civil Aeronautics Board
at its office in Washington, D. C.
on the 26th day of March, 1965

Air Transport Mobilization :

CERTIFICATED ROUTE AIR CARRIER :

Emergency Operating Authorizations:

AIR TRANSPORT MOBILIZATION ORDER ATM-1
ROUTE AUTHORIZATIONS AND OPERATIONS

Executive Order 11090 dated February 26, 1963 (28 F.R. 1841) directs the Board to prepare emergency plans and to develop preparedness programs covering, inter alia, the establishment of a war air service program and the economic regulation of the domestic and international aspects of United States air carrier operations in all conditions of national emergency. While the order directs the Board to plan and develop such programs it expressly withholds power to put any of such plans into effect. Under Section 6 of the Executive Order that power is reserved by the President. This document is a standby planning order which will become effective by direction of the President or his designee in the exercise of such reserved power.

In its development of plans covering route authorizations and operations, the Board has concluded that during the initial period before an emergency air service pattern can be put into effect, each certificated air carrier should have authority to operate between any points on the same route for which it holds certificate authority regardless of the limitations

of its linear route description or specific certificate restrictions, in order that the air carrier may make the service it is able to provide available on the basis which will best meet the emergency air service demands.^{1/} Such authority should cover the temporary suspension of service to particular points and service to certificated points through any available nearby airport as circumstances may warrant without formal compliance with suspension of service and airport notice procedures. The carrier will also be expected to provide as full a pattern of service consonant with certificate obligations and limitations as is possible under prevailing conditions.

ACCORDINGLY, it is ordered:

1. That each United States certificated air carrier, irrespective of the limitations set forth in its certificate(s) and of the provisions of Sections 202.2, 202.3, 202.4, 202.5, 202.6, 203.3, 203.4, 203.5, and Parts 205 and 207 of the Board's Economic Regulations, be and it hereby is authorized to provide air transportation of persons, property and mail (as provided in their respective certificates) between any points on the same route, provided, however, that certificated all-cargo air carriers are not hereby authorized to transport passengers between any points on their certificated routes; ^{2/}
2. That this emergency planning order shall become effective upon order of the President or his designee; and
3. That this order may be revoked at any time without prior notice.

Secretary

(SEAL)

^{1/} The expanded authority contemplated herein need not be extended to supplemental air carriers or to air taxi operators because their relatively unrestricted present authorizations appear adequate to most emergency demands for their service.

^{2/} This authorization is not intended to permit an air carrier to provide a different type of service or carry a different category of traffic from that authorized in its certificate. For example, all-cargo carriers are not authorized to carry passengers, non-mail carriers to carry mail, exclusive international carriers to carry domestic traffic, etc.

[EFR Doc. 38-3]

AIR TRANSPORT MOBILIZATION ORDER ATM-2
INTERIM AIR PRIORITIES AUTHORIZATIONS AND OPERATIONS

Executive Order 11090 dated February 26, 1963, (28 F.R. 1841), directs the Board to prepare emergency plans and to develop preparedness programs covering, inter alia, the establishment of a War Air Service Program (WASP) and the economic regulation of the domestic and international aspects of United States air carrier operations in all conditions of national emergency. The Board has accordingly developed a comprehensive CAB-WASP Air Priorities System. In the event of a declared national emergency, it may not be possible to implement immediately that system and an interim emergency plan is needed.

Hence, the Board has concluded that at the onset and during the initial period of a declared national emergency each certificated air carrier should be directed to grant a priority to passengers, cargo and U. S. mail vital to the national interest.^{1/}

In the formulation of this Order, consultations with national government representatives, and industry representatives have been held and consideration has been given to their recommendations.^{2/}

^{1/} When the Board directs that the provisions of the CAB-WASP Air Priorities Manual be implemented, the CAB-WASP Priorities System will replace the interim system specified in this Order.

^{2/} The development of this Order has been coordinated with the Office of Emergency Planning, the Office of Emergency Transportation (Department of Transportation), and the CAB Industry Advisory Committee on Aviation Mobilization.

Under Section 6 of Executive Order 11090, the power to put emergency plans and programs into effect is reserved by the President. This document is a standby planning Order which will become effective by direction of the President or his designee in the exercise of such reserved power. Once this Order becomes effective, each certificated air carrier shall grant the following preferences and priorities until otherwise directed by the Civil Aeronautics Board:

Section 1 - Applicability

(a) In its transportation of persons, each certificated air carrier shall give preference and priority to the transportation of priority passengers over all other passengers, and where necessary to accord such preference and priority, shall limit or restrict the numbers of other passengers transported on a non-priority status; provided, however, that any such air carrier certificated for the carriage of United States mail in connection with its transportation of passengers shall likewise give preference and priority to such priority mail over all other non-priority cargo, except baggage of priority passengers.

(b) In its transportation of cargo on any of its combination or all-cargo aircraft, each certificated air carrier shall give preference and priority over all other cargo traffic to the transportation of (1) United States priority mail, and (2) priority cargo. When necessary to accord such preference and priority each certificated air carrier shall limit, restrict or remove non-priority cargo.

Section 2 - Authorized Priority Traffic(a) General

Transportation of priority passengers and cargo provided by this Section is authorized under documents issued and/or signed by officials of a Federal, State, County, Municipal or U. S. territory government agency who are designated to certify and issue travel and shipping documents. There is no significance in the order of the following listing as all are considered of equal priority and importance.

(b) Priority Passengers:

(1) Military personnel having transportation requests that state "travel by air authorized."

(2) Military personnel having military orders (these may be in the form of a telegram) that state "travel by air authorized."

(3) Federal, State, and other civil personnel having transportation requests or official orders that state "travel by air authorized."

(c) Priority Cargo:

(1) Cargo of the Armed Forces of the United States which is certified on its bill of lading as "shipment by air authorized."

(2) Cargo of government agencies which is certified on its bill of lading as "shipment by air authorized."

(3) Cargo of industry establishments which is certified by governmental authorities on its bill of lading as "shipment by air authorized."

(d) Priority Mail:

Mail which is presented by the U. S. Post Office Department to air carriers for air movement in accordance with the appropriate emergency rules, regulations and/or orders issued by the U. S. Postmaster General.

Section 3 - Self Certification for Priority Passenger Travel and Shipment of Priority Cargo

(a) General

Under the provisions of this Section, air carriers will grant priority preference to passengers and shippers presenting the certificates as provided by this Order. The carriers are not required to verify the entries made by the customers in Part I of the certificates. Carriers will be required to retain the original copy of each completed certificate for the submission of data to the Civil Aeronautics Board when requested.

(b) Procedure:

Passengers and shippers who do not possess or have the documents or certifications specified in Section 2 above, may execute a certificate attesting that priority preference for air transportation is in support of the national emergency. To assist such persons who certify requests for priority preference by the execution of the certificates shown in

Attachments A and B to this Order, the following sub-paragraph (c) to this Section lists the priority activities essential to the national emergency. Passengers and shippers presenting a self certification for priority preference will indicate on the certificate the priority activity or activities which the travel or shipment is supporting. Passengers and shippers executing the certificates shown in Attachments A and B will be granted priority preference. The certificates will be presented in duplicate by passengers to carrier ticket agents (Attachment A) and by shippers to carrier cargo agents (Attachment B). In executing the certificates, all required information will be entered in Part I by the passenger or shipper and Part II by the carrier ticket or cargo agent.

(c) Priority Activities Essential to the National Emergency

Passengers and shippers will indicate the purpose(s) of travel or shipment supporting one or more of the following activities and shown on the reverse side of each certificate. There is no significance in the order of the listing as all are considered of equal priority and importance.

(1) Military personnel assigned or ordered to military units for immediate defense and retaliatory combat operations.

(2) Military material, equipment and supplies needed for immediate defense and retaliatory combat operations.

(3) Law enforcement/police protection.

(4) Firefighting, rescue and debris clearance.

(5) Restoration and repair of communications installations, systems networks, and equipment.

(6) Radiological detection, monitoring and decontamination.

- (7) Shelter/building construction and repair.
- (8) Production, distribution, processing and storage of food.
- (9) Feeding, clothing, lodging and other welfare services.
- (10) Emergency housing and community services.
- (11) Emergency health services including medical care, public health and sanitation.
- (12) Operation, repair or restoration of facilities essential to water, fuel and power supplies.
- (13) Operation, repair and restoration of air, water, rail, pipeline and highway transportation systems, networks and services.
- (14) Production, and distribution of supplies, equipment and repair parts to carry out the above activities.

ACCORDINGLY, it is ordered:

1. That each United States certificated air carrier be and it hereby is directed to provide air transportation of persons, property and U. S. mail (as provided for in its certificate) on a priority basis.
2. That this Order shall become effective upon order of the President or his designee; and
3. That this Order may be revoked at any time without prior notice.

Acting Secretary

Aug. 1, 1971

CODE OF EMERGENCY FEDERAL REGULATIONS

38-3-7

PART I

ATTACHMENT A

TO AIR TICKET AGENT _____

(carrier)

ADDRESS _____

(city)

(state)

The following application for air priority is hereby made to

_____ at _____
(name of air carrier)

(location)

for the support of Category _____ Activity which is essential to the
(enter category of the activity listed on reverse side)

national emergency.

Travel from _____

(origin)

to _____

(destination)

Weight of Excess Baggage _____

I understand that the knowing and willful making of any false statement or representation in this certificate or the use of any false writing or document in connection therewith may subject me to a fine not in excess of \$10,000 or to imprisonment not longer than five years or both as provided in 18 U.S.C. § 1001.

Applicant _____

Address _____

Date _____

PART II

Air Transportation provided by _____

(carrier)

on flight no. _____

No. _____

(ticket number)

Issued by _____

(air ticket agent name)

Distribution:

Original copy retained by
issuing agent.

Duplicate copy retained by
passenger.

Station _____

(location)

Date _____

(date of issue)

ATTACHMENT ACATEGORYACTIVITY

- A ● Military personnel assigned or ordered to military units for immediate defense and retaliatory combat operations.
- B ● Military material, equipment and supplies needed for immediate defense and retaliatory combat operations.
- C ● Law enforcement/police protection.
- D ● Firefighting, rescue and debris clearance.
- E ● Restoration and repair of communications installations, systems networks, and equipment.
- F ● Radiological detection, monitoring and decontamination.
- G ● Shelter/building construction and repair.
- H ● Production, distribution, processing and storage of food.
- I ● Feeding, clothing, lodging and other welfare services.
- J ● Emergency housing and community services.
- K ● Emergency health services including medical care, public health and sanitation.
- L ● Operation, repair or restoration of facilities essential to water, fuel and power supplies.
- M ● Operation, repair and restoration of air, water, rail, pipeline and highway transportation systems, networks and services.
- N ● Production and distribution of supplies, equipment, and repair parts to carry out the above activities.

Aug. 1, 1971

CODE OF EMERGENCY FEDERAL REGULATIONS

38-3-9

PART I

NO. _____

ATTACHMENT B

(bill of lading no.)

TO AIR FREIGHT AGENT _____

(carrier)

ADDRESS _____

(city)

(state)

The following application for air priority is hereby made to

at _____

(name of air carrier)

(location)

for the support of Category Activity which is essential to the
(enter category of the activity listed on reverse side)
national emergency.

Commodity _____

Shipper _____

(name)

(address)

(country)

Origin Airport _____

Consignee _____

(name)

(address)

(state or country)

I understand that the knowing and willful making of any false statement or representation in this certificate or the use of any false writing or document in connection therewith may subject me to a fine not in excess of \$10,000 or to imprisonment not longer than five years or both as provided in 18 U.S.C. § 1001.

Applicant _____

(signature)

Address _____

Date _____

PART II

Air Transportation provided by _____ on flight no. _____
(carrier)

Date _____

Miscellaneous Comments: _____

Issued by _____

(air freight agent name)

Distribution:

Original copy retained by
issuing agent.

Station _____

(location)

Duplicate copy retained by
shipper.

Date _____

(date of issue)

ATTACHMENT B

CATEGORYACTIVITY

- A • Military personnel assigned or ordered to military units for immediate defense and retaliatory combat operations.
- B • Military material, equipment and supplies needed for immediate defense and retaliatory combat operations.
- C • Law enforcement/police protection.
- D • Firefighting, rescue and debris clearance.
- E • Restoration and repair of communications installations, systems networks, and equipment.
- F • Radiological detection, monitoring and decontamination.
- G • Shelter/building construction and repair.
- H • Production, distribution, processing and storage of food.
- I • Feeding, clothing, lodging and other welfare services.
- J • Emergency housing and community services.
- K • Emergency health services including medical care, public health and sanitation.
- L • Operation, repair or restoration of facilities essential to water, fuel and power supplies.
- M • Operation, repair and restoration of air, water, rail, pipeline and highway transportation systems, networks and services.
- N • Production and distribution of supplies, equipment and repair parts to carry out the above activities.

APPENDIX A - STANDBY EMERGENCY REGULATIONS
PUBLISHED IN THE CODE OF FEDERAL REGULATIONS
AS OF JAN. 1, 1971

Office of Emergency Preparedness:

- DMO 8500.1A - Guidance on priority use of resources in immediate postattack period, 32A CFR Ch. I.
- DMO 8540.1 - List of Health Manpower Occupations, 32A CFR Ch. I.
- DMO 8540.2 - Policy guidance for a National Emergency Blood Program, 32A CFR Ch. I.

Department of State:

- Travel control of citizens of the United States in time of war or national emergency, 22 CFR Part 53.

Department of Defense:

- Negotiation of purchases and contracts for property or services during a national emergency, 32 CFR 3.201.
- Emergency purchases of war materials abroad, 32 CFR 6.603.
- Department of Defense policy and guidance concerning emergency requirements, allocations, priorities, and permits for Department of Defense use of domestic civil transportation, 32 CFR Part 177.
- Military support of civil defense under a national emergency involving a nuclear attack or condition preceding a nuclear attack upon the United States, 32 CFR Part 185.
- Mobilization of Standby Reserve, 32 CFR 136.3(d).

Air Force Department:

- Duration of Reserve appointments in time of war or emergency, 32 CFR 881.2.
- Policy and procedures pertaining to war correspondents, escorts, and press camps in combat theatre in time of war, 32 CFR 835.3 - 835.4, and 835.7.
- Use of military forces in civil defense, 32 CFR Part 809a, Subpart B.
- Use of Civil Air Patrol in civil defense emergency, 32 CFR 832.4.

Army Department:

- Employment of troops in aid of civil authorities, 32 CFR 501.2.

Navy Department:

- Naval Reserve and Marine Reserve appointments, categories, service, and transfers during a national emergency, 32 CFR 713.322 - 713.333, 713.353, 713.362 - 713.363, 713.17000-713.17005.

Department of the Interior:

Bureau of Land Management:

Suspension of exploration and operations of outer Continental Shelf lands under lease during a war or national emergency, 43 CFR 3307.4-2.

Bureau of Mines:

Control of explosives and their ingredients in time of war or national emergency, 32 CFR Part 1301.

Department of Commerce:

Bureau of International Commerce:

Export control authority to be exercised by Department of Commerce field office directors in event of an enemy attack on the United States, 15 CFR 390.3.

Maritime Commission:

MA-TPM-1 - Restrictions upon the transfer, change in use, or terms governing utilization of port facilities, 32A CFR Ch. XIX.

MA-TPM-DEL-1 - Appointment of Federal Port Controllers, acting Federal Port Controllers and delegation of authority to perform the duties and exercise the powers of the Maritime Administrator during civil defense emergency, 32A CFR Ch. XIX.

Department of Health, Education and Welfare:

Temporary promotions of Public Health Service Officers in time of war or national emergency, 42 CFR 21.132.

Department of Housing and Urban Development:

Federal Housing Administration:

Designation of certifying officers, execution and submission of statements and schedules to the Treasury Department delegated to field officers in the event of enemy attack, 24 CFR 200.107.

Department of Transportation:

Bureau of Public Roads:

THM-1 - Regulation of motor vehicle traffic on highways during a civil defense emergency, 32A CFR Ch. IX.

Federal Aviation Agency:

Emergency exemptions from procedural rules, 14 CFR 11.15.

United States Coast Guard:

Orders to Reservists to active duty in time of war or during any period of national emergency, 33 CFR 8.1505.

Release of Reservists from active duty in time of war or during any period of national emergency, 33 CFR 8.1506.

Operation of drawbridges across navigable waters of the

United States during a civil defense emergency, 33 CFR 117.1(c).

Atomic Energy Commission:

Application of standards of conduct of employees in a national emergency, 10 CFR 0.735-6.

Suspension of licenses, recapture of special nuclear material, and operation of licensed facilities during war or national emergency, 10 CFR 50.103.

Civil Aeronautics Board:

Organization and operation during emergency conditions, 14 CFR Part 387.

Civil Service Commission:

Agency authority to take personnel actions in a national emergency, 5 CFR 230.401.

Federal Communications Commission:

Citizen's radio service; civil defense emergency, 47 CFR 95.121.

Construction permits and station licenses granted during national emergency, 47 CFR 1.511 (b).

Defense Commissioner; defense and emergency preparedness functions, 47 CFR 0.181.

Disaster Communication service, 47 CFR Part 99.

Emergency Action Notification System and Emergency Broadcast System, 47 CFR 73.901-73.962, and 73.981.

Emergency authorization to licensees of radio stations, 47 CFR 2.407.

Emergency provisions relating to aviation communications, 47 CFR 87.601-87.608.

Emergency Relocation Board, 47 CFR 0.186, 0.383.

FCC representatives assigned to Regional Preparedness Committees in Office of Emergency Planning during a wartime emergency period, 47 CFR 0.385.

Industrial radio service emergency operation, 47 CFR 91.161.

Land transportation radio services emergency operation, 47 CFR 93.161 - 93.163.

Petroleum radio service emergency operation, 47 CFR 91.306.

Public safety radio services; civil defense, 47 CFR 89.17.

Radio Amateur Civil Emergency Services (RACES), 47 CFR Part 97, Subpart F.

Taxicab radio service; civil defense communications, 47 CFR 93.405.

Federal Home Loan Bank Board:

Preparedness emergency amendments to bylaws, 12 CFR 544.6-1.

Federal Power Commission:

Commission organization and operation during emergency conditions, 18 CFR 3.7.

General Services Administration:

Emergency preparedness planning; policies and procedures relating to procurement and supply of personal property and nonpersonal services, 41 CFR Part 101-34.

Office of Telecommunications Policy:

Priority system for the use and restoration of leased intercity private line services during emergency conditions, 47 CFR Part 201.

Procedures for obtaining international telecommunication service for use during national emergency, 47 CFR Part 202.

Government and public correspondence telecommunications precedence system, 47 CFR Part 203.

Railroad Retirement Board:

Plan of operation in a national emergency, 20 CFR Part 395.

Security and Exchange Commission:

Plan of organization and operation effective during emergency conditions, 17 CFR Part 200, Subpart G.