

(2) U.S. air carriers with an active contract with the GSA under the domestic GSA City Pair Program.

i. Makes recommendations to the USD(A&S), regarding waivers to provisions on use of charter air transportation service for emergency situations.

2.4. COMMANDER, AIR MOBILITY COMMAND (AMC).

Acting in the capacity as commander of a component command of USTRANSCOM, the Commander, AMC:

a. Establishes the DoD Commercial Airlift Division as the central office to serve as the principal action office for referring matters to the CARB on air carrier quality and safety issues. See Sections 3 and 4 for functions of the DoD Commercial Airlift Division.

b. Coordinates with the USD(A&S) to draft and publish the DoD quality and safety review program requirements in accordance with Part 861 of Title 32, CFR to address unique DoD needs beyond the standards prescribed by the FAA in Title 14, CFR and the International Civil Aviation Organization (ICAO) in the ICAO standards.

c. Coordinates with the USD(A&S) to develop, implement, and publish procedures in accordance with Part 861 of Title 32, CFR, to specify actions that may be taken by the DoD against air carriers that violate ICAO standards, FAA regulations in Title 14, CFR, or DoD requirements in accordance with Section 2640 of Title 10, U.S.C.

2.5. GCCS.

In addition to the responsibilities in Paragraph 2.2., the GCCs:

a. Notify the Commander, USTRANSCOM, of air transportation quality and safety concerns regarding commercial air carriers that provide air transportation services to the DoD to their respective CCMD.

b. Assist the Commander, USTRANSCOM, by providing information to the CARB regarding air carriers from FAA International Aviation Safety Assessment (IASA) non-rated countries.

c. Issue exceptions to policy, as appropriate, for an individual to travel outside the continental United States on a foreign air carrier in a nonuse status in accordance with Paragraph 3.8.

d. Contract with non-CARB-approved foreign carriers for transportation of DoD personnel and cargo in foreign austere locations using the procedures in Section 4.

e. Notify the Defense Travel Management Office when issuing exceptions to policy for individual travel outside the continental United States on a foreign air carrier in a nonuse status in accordance with Paragraph 3.8.

SECTION 3: PROCEDURES

3.1. CARB.

The CARB:

- a. Executes responsibilities in accordance with Section 2640 of Title 10, U.S.C., and Part 861 of Title 32, CFR.
- b. Convenes, in person or electronically, as soon as possible but no longer than 72 hours following notification to the CARB chairman of a fatal accident or other serious incident involving an air carrier approved to provide charter air transportation service to the DoD.
- c. Considers other matters relating to commercial aviation safety when referred by the Commander, USTRANSCOM.
- d. Provides recommendations to the Commander, USTRANSCOM, on DoD use or nonuse of:
 - (1) Scheduled services performed by air carriers that do not have an active contract with the DoD.
 - (2) U.S. air carriers with an active contract with the GSA or under the domestic GSA City Pair Program.
- e. Provides recommendations regarding waiver requests upon request from the Commander, USTRANSCOM.
- f. Renders final decisions on DoD use or nonuse of:
 - (1) Air carriers providing or seeking to provide charter air transportation services to DoD pursuant to a contract with the DoD or another entity on behalf of the DoD.
 - (2) U.S. air carriers providing scheduled air transportation to DoD pursuant to a contract with the DoD or another entity on behalf of the DoD.

3.2. THE DOD COMMERCIAL AIRLIFT DIVISION.

The DoD Commercial Airlift Division:

- a. Functions as the central office for on-site capability surveys, data collection, analysis, and technical evaluation of the quality and safety of air transportation services provided to the DoD by air carriers described in Table 1.

Table 1. Air Carrier Categories and Description

Category	Description
I	<ul style="list-style-type: none"> • Civil Reserve Air Fleet air carriers that perform scheduled service or charter operations to transport DoD personnel.* • Non- Civil Reserve Air Fleet, U.S. air carriers providing scheduled service through the domestic GSA City Pair Program that transports DoD personnel.* • Foreign flag (international) air carriers under charter contract to transport DoD personnel.* • Nonscheduled air carriers, U.S. and foreign (non-international), under charter contract and utilizing aircrafts with 10 or more seats to transport DoD personnel.*
II	• Scheduled service foreign code-share air carriers that transport DoD passengers through the international GSA City Pair Program.
III	• Nonscheduled service air carriers, U.S. and foreign, that utilize aircrafts with nine or fewer seats and transport at least 3 percent of the annual DoD traffic in this type aircraft.*
IV	• U.S. air carriers under charter contract to the DoD that transports cargo only.
V	• U.S. and foreign air carriers not indicated in the above categories, and transporting DoD personnel or cargo, including carriers used under Paragraph 3.8 and Section 4.
VI	• U.S. and foreign air carriers not indicated in the above categories or providing commercial air services other than air transportation services.
* On-site capability surveys performed by the DoD Commercial Airlift Division.	

b. Conducts air carrier oversight based on the scope and frequency listed in Table 2 of the air carriers described in Table 1.

Table 2. Air Carrier Oversight Scope and Frequency

Air Carrier Categories	On-site Capability Survey	Performance Evaluation	Performance Assessment*	Preflight Safety Inspection	Operational Cockpit Observation
I	I, B, and D	I, S, and D		M and P	D
II	D	I, S, and D	I and B		
III	I, B+, and D	I, S, and D			
IV	I and D	I, A, and D			D
V	D or E	D or E			D or E
VI	D or E	D or E		D or E	D
* Performance Assessment oversight is conducted in accordance with the 1999 DoD/Air Transport Association of America for International Code MOU.					

Table 2. Air Carrier Oversight Scope and Frequency, Continued

Evaluation Frequency codes:
I – Initial evaluation.
S – Semiannual evaluation.
A – Annual evaluation.
B – Biennial evaluation.
+ – Evaluation performed to the greatest extent practical using the sources in Paragraph 3.6.
D – Evaluation as directed by the CARB.
E – Evaluation as directed by the DoD Component approval authority responsible for contracting or arranging for commercial air services other than air transportation services.
M – Evaluation of each international charter mission departing the U.S.
P – Evaluation of each domestic charter mission to the greatest extent practical.

c. Serves as the principal action office for referring matters to the CARB on air carrier quality and safety issues.

d. Develops, coordinates, and implements procedures used to conduct on-site capability surveys, performance evaluations, preflight safety inspections, and operational cockpit observations of air carriers used by the DoD.

e. Conducts, participates in, or oversees air carrier technical quality and safety oversight events listed in Table 2 to assess air carrier compliance with Part 861 of Title 32, CFR.

f. Assesses U.S. air carrier implementation of the November 10, 1982 MOU Between the Department of Defense and the Department of Transportation Concerning Commercial Aviation Programs.

g. Develops procedures for determining whether a single incident, multiple incidents, trends, or other indications of conditions affecting air carrier quality and safety warrant referral to the CARB.

h. Maintains and analyzes air carrier quality and safety information from the ICAO, the FAA, the National Transportation Safety Board, the DoD Component air transportation customers, Federal agencies, and other sources, including those in commercial industry.

i. Develops and maintains an automated historical analytical database capability such as the Air Carrier Analysis System to aggregate data for detecting negative safety trends and indicators in the commercial airline industry.

j. Shares DoD air carrier safety information with the Department of Transportation, the FAA, the National Transportation Safety Board, and other appropriate Federal agencies and U.S. Government organizations in accordance with:

(1) The 1999 DoD/Air Transport Association of America for International Code MOU, as appropriate.

(2) The 1982 DoD/Department of Transportation MOU, as appropriate.

k. Provides documentation of the nonuse and temporary nonuse decisions made by the CARB to the Department of State, the Department of Transportation, and the FAA regarding all U.S. and foreign air carriers, as soon as practical after the CARB decisions.

l. Provides orientation to new CARB members and alternates regarding responsibilities, functions, and procedures of the DoD Commercial Air Transportation Quality and Safety Review Program.

m. Notifies the Defense Travel Management Office of any changes in air carrier status resulting from a CARB or higher authority decision.

3.3. AIR CARRIER CERTIFICATION REQUIREMENTS.

a. DoD Components use air carriers that provide or seek to provide air transportation services or other commercial air services to the DoD with:

(1) FAA or the equivalent foreign civil aviation authority (CAA) air carrier or commercial operator certificates and authorizations,

(2) FAA or foreign CAA regulatory and safety oversight during performance of the services, and,

(3) When appropriate, FAA or foreign CAA approval of any special equipment installed pursuant to a DoD contract, or an appropriate waiver obtained.

b. DoD Components do not use air carriers that fail to meet the standards in Paragraph 3.3.a. and are therefore not eligible to perform either air transportation or other commercial air services for the DoD.

c. DoD Components do not use air carriers from a country rated as an IASA Category 2 country, as outlined on the FAA website <https://www.faa.gov/about/initiatives/iasa/>, for scheduled or charter air transportation services for or on behalf of the DoD.

3.4. SAFETY OVERSIGHT OF AIR CARRIERS PROVIDING AIR TRANSPORTATION SERVICES.

The CARB provides safety oversight of

a. Air carriers providing or seeking to provide air transportation services to the DoD:

(1) Services include routine aeromedical medical evacuation, charter airlift, and group travel.

(2) Carriers must be capable of meeting the requirements of Parts 121, 129, or 135 of Title 14, CFR or foreign CAA equivalent requirements.

b. Travel arranged by the Military Services academies, non-appropriated fund activities, and other DoD and non-DoD activities for DoD personnel.

c. The carrier's operations and maintenance of the aircraft in accordance with the applicable standards of Parts 121, 129, or 135 of Title 14, CFR or foreign CAA equivalent, when operating on behalf of DoD.

3.5. ADDITIONAL REQUIREMENTS FOR AIR CARRIERS PROVIDING CHARTER AIR TRANSPORTATION SERVICES.

In addition to the air carrier certifications in Paragraph 3.3., DoD Components:

a. When contracting or arranging for charter air transportation services to transport DoD personnel or cargo, use only an air carrier that meets all applicable requirements specified in Part 861 of Title 32, CFR.

b. When using air carriers operating fixed-wing aircraft, require that the aircraft have at least two engines and that the aircraft are operated by at least two qualified pilots.

(1) Submit a request to the CARB for a waiver when a single-engine aircraft or an aircraft with one qualified pilot is the only way to satisfy a DoD airlift requirement.

(2) When it is not possible to obtain a waiver ahead of time due to critical, time-sensitive emergency requirements:

(a) Submit an after-the-fact notification in writing to the CARB.

(b) Limit operations with single-engine aircraft and a single qualified pilot to visual flight rules (VFRs) only in accordance with Title 14, CFR or foreign CAA equivalent requirements.

c. Restrict operation of single-engine rotary-wing aircraft with less than 10 passenger seats with a single qualified pilot to daylight hours only under VFR in accordance with Title 14, CFR or foreign CAA equivalent requirements, for flights other than emergency medical evacuation. Emergency medical evacuation flights are not subject to this restriction.

3.6. REVIEW OF AIR CARRIERS.

a. The DoD Commercial Airlift Division reviews all air carriers that provide, or seek to provide, air transportation services for the DoD in accordance with Table 2 and applicable Sections of Part 861 of Title 32, CFR and the Chapter 1 of Title 14, CFR.

b. The CARB may direct alternative requirements for reviewing a foreign air carrier when international political needs preclude an on-site capability survey. The CARB may direct on site capability surveys of foreign carriers with the approval of the carriers involved.

c. The CARB may authorize a performance evaluation or an on-site capability survey:

(1) To be conducted by another U.S. Government agency or non-governmental entity, or any combination thereof, in lieu of a performance evaluation or an on-site capability survey by the DoD Commercial Airlift Division.

(2) To collect data regarding the safety and quality of an air carrier that may provide air transportation services to the DoD.

(3) To examine, at a minimum, safety measures, operations, maintenance areas, and other relevant matters as specified by the DoD Commercial Airlift Division.

(4) To provide information on any adverse findings to the DoD Commercial Airlift Division.

3.7. AIR CARRIERS PROVIDING OTHER COMMERCIAL AIR SERVICES.

When contracting or arranging for other commercial air services, DoD Components:

a. Confirm that air carriers providing other commercial air services are properly certified and authorized according to the requirements in Paragraph 3.3.

b. Confirm that the FAA, foreign CAA, or other appropriate authority is providing safety oversight of other commercial air services.

3.8. USE OF FOREIGN AIR CARRIERS FOR INDIVIDUAL TRAVEL ON SCHEDULED SERVICE ROUTES.

a. DoD official individual travelers may use foreign air carriers for travel on scheduled service routes in accordance with travel policies contained in the Joint Travel Regulations and the Defense Transportation Regulation 4500.9-R, provided that:

(1) The foreign air carrier is from a country that has either not been rated by the FAA under the IASA program or if rated by the FAA under the IASA program, has been rated as an IASA Category 1 country for meeting international standards under the FAA IASA program; and,

(2) DoD has not otherwise restricted the use the foreign air carrier.

b. If there are concerns regarding the quality and safety of the carrier, a GCC may request that the CARB review an air carrier from a country that has either not been rated or has been rated as IASA Category 1 country under the FAA IASA program.

(1) The Commander, USTRANSCOM, may request the air carrier's voluntary participation in a DoD on-site capability survey.

(2) Once the DoD on-site capability survey has been conducted, or if the air carrier does not consent to an on-site survey, the CARB:

- (a) Considers all available information to make a use or nonuse recommendation.
- (b) Determines whether a nonuse recommendation is appropriate.
- (c) Forwards any nonuse recommendation to the USD(A&S).

(3) When more than one carrier in a country is reviewed, the CARB ranks and orders the carriers based on available data and provides the information to the GCC to aid in determining the use of a particular air carrier.

c. For scheduled air passenger transportation services, DoD Components do not use air carriers from countries assessed as an IASA Category 2 country except:

(1) For passenger travel on the last leg into and the first leg out of the United States due to heightened FAA oversight of air carriers from IASA Category 2 countries that operate to and from the United States.

(2) When there is an expectation that the country will remain in IASA Category 2 status for an extended time and placement of the air carrier in nonuse will significantly impact the DoD mission:

- (a) A GCC may request an on-site survey to be performed.
- (b) The CARB, after reviewing the results of the survey and other pertinent information, determines whether the carrier may be used and under what circumstances.

(3) In extenuating circumstances, where no acceptable alternative exists to using a foreign air carrier placed in nonuse status solely because it is from an IASA Category 2 country, and:

- (a) The travel is mission essential.
- (b) Use of the foreign carrier is authorized by the GCC or Deputy GCC for the geographic area of travel with a written waiver of the prohibition in Paragraph 3.3.c and the waiver:
 - 1. Does not exceed 90 days in duration.
 - 2. Is specific to the airlines to be used.
 - 3. May be renewed for additional periods of up to 90 days by the GCC or Deputy GCC if warranted.

4. Is limited in all cases to individual, mission essential travel.
5. Does not apply to DoD charter operations or group travel.

3.9. RELEASE OF VOLUNTARILY PROVIDED AIR CARRIER INFORMATION.

DoD Components:

- a. May withhold information voluntarily provided by an air carrier from public disclosure in accordance with Section 2640 of Title 10, U.S.C.
- b. May provide information voluntarily provided by an air carrier to the head of another Federal Agency, upon request. If information is provided, other Federal agencies are restricted from further release in accordance with Section 2640 of Title 10, U.S.C.

3.10. SAFETY OF DOD PERSONNEL TRAVELING ON CHARTER AIR TRANSPORTATION SERVICES.

In accordance with Section 2640 of Title 10, U.S.C., the senior officer of the Military Services on board a chartered commercial aircraft may order members of the Military Services to leave the aircraft when, in the absence of a representative of the AMC or other contracting agency, that officer determines a condition exists on the aircraft that may endanger the safety of the members.

3.11. MEDICAL TRANSPORTATION SERVICES.

DoD Components:

- a. Apply the inspection and oversight requirements of this issuance to air carriers providing medical transport services under contract to the DoD.
- b. May use a non-CARB-approved air carriers providing medical transport services when:
 - (1) A CARB-approved carrier is not readily available, and airlift is procured under emergency conditions to save life, limb, or eyesight,
 - (2) A serious threat of significant deterioration in medical condition exists, or,
 - (3) The DoD is not involved in the procurement of the medical transportation services. This includes, for example, situations where the DoD, through TRICARE or otherwise, pays for such transportation as part of the costs of medical services provided.

SECTION 4: SPECIALIZED AIRLIFT FOR GCC'S AND THE COMMANDER, UNITED STATES SPECIAL OPERATIONS COMMAND (USSOCOM)

4.1. SPECIALIZED AIRLIFT REQUIREMENTS.

When mission-essential specialized airlifts are needed in an austere foreign location are identified and cannot be fulfilled by a CARB-approved air carrier in a timely manner, the GCC or the Commander, USSOCOM, subject to conditions and criteria specified in this section:

- a. May contract with a non-CARB-approved air carrier for transportation of DoD personnel and cargo in austere foreign locations when use of the non-CARB-approved air carrier is determined to be essential to the accomplishment of the mission.
- b. Must assess the non-CARB approved air carrier in accordance with the criteria of Paragraph 4.2.

4.2. USE OF NON-CARB APPROVED AIR CARRIERS.

The CCMDs may use a non-CARB-approved air carrier only when meeting all these conditions:

- a. Compliance with Sections 40118 and 41106 of Title 49, U.S.C., and Section 9516 of Title 10, U.S.C.
- b. U.S. or foreign-scheduled service is not readily available or does not meet mission requirements.
- c. Organic airlift is not reasonably available or does not meet mission requirements.
- d. Approval is limited to short-notice, short-term, small aircraft airlift needs in an austere location within the CCMD's area of responsibility.
- e. The maximum payload capacity weight for cargo-only aircraft does not exceed 7,500 pounds for fixed-wing aircraft and 10,000 pounds for rotary-wing aircraft. The maximum payload capacity for rotary or fixed-wing passenger aircraft is limited to 7,500 pounds and configured with 19 or less passenger seats.
- f. Two pilots are required for passenger missions.
- g. The CCMD's designated evaluators conduct an on-site carrier safety assessment using a USTRANSCOM-approved checklist before the carrier is used.

4.3. TRAINING.

a. The DoD Commercial Airlift Division:

- (1) Conducts initial and biennial recurring training for CCMD designated evaluators.
- (2) Provides the baseline USTRANSCOM inspection checklists for CCMD designated evaluators.
- (3) Provides consultation upon request.

b. CCMDs:

- (1) Appoint evaluators in writing with a date of appointment, initial training date, and recurring training due date identified.
- (2) Conduct the on-site evaluations of all the required programs using the USTRANSCOM-approved baseline checklist with no exclusions.
- (3) May add mission-specific requirements to the evaluations.

c. The initial and recurring training requirement for evaluators under this section cannot be waived or extended.

4.4. CCMD ON-SITE ASSESSMENTS.

a. CCMD-designated evaluators:

- (1) Conduct on-site assessments of potential commercial air carriers.
- (2) Brief assessment results to the CCMD approving official.

b. The CCMD:

- (1) Reviews the CCMD-designated evaluator's assessment results and approves or disapproves the use of the prospective air carrier at or above the two-star flag officer level in the CCMD.
- (2) Notifies and provides the results of the assessment and decision on air carrier use, in writing, to the USD(A&S) and the DoD Commercial Airlift Division.
- (3) Limits the approval of use of the air carrier to 6 months.
- (4) Notifies USTRANSCOM when requirements for use of an air carrier is extend beyond 6 months.

c. USTRANSCOM will make every effort to contract with a CARB-approved air carrier to fulfill the CCMD airlift requirement when the CCMD projects a requirement for use of an air carrier beyond 6 months.

4.5. CCMD FOLLOW-ON APPROVAL.

If a CARB-approved air carrier cannot be procured during the initial 6 months and the airlift requirement cannot be met with organic airlift assets, the CCMD:

a. Revalidates compliance with the conditions outlined in Paragraph 4.2 and assessment requirements in Paragraph 4.4 for each 6-month extension.

b. Notifies the USD(A&S) and the DoD Commercial Airlift Division of the CCMD's intent to extend the carrier for an additional 6-month period.

c. Limits each extension to 6 months.

SECTION 5: AIRDROP OPERATIONS

5.1. REQUIREMENTS FOR AIRDROP OPERATORS.

DoD Components:

- a. Only use inspected and approved air carriers for airdrop operations.
- b. Use CARB approved air carriers for all DoD interstate airdrop operations.
- c. Use CARB approved air carriers for intrastate or foreign airdrop operations, if reasonably priced and reasonably available.
- d. May use air carriers that have been approved by the United States Parachute Association for competitions, pre-competition training, and air show demonstrations.

5.2. USE OF NON-CARB APPROVED AIR CARRIERS FOR AIRDROP OPERATIONS.

- a. DoD Components may use non-CARB approved air carriers for airdrop operations if:
 - (1) CARB approved air carriers are not reasonably priced and are not reasonably available for intrastate or foreign operations.
 - (2) Trained Military Department representatives inspect the air carrier using the requirements provided by USTRANSCOM.
 - (3) The Military Department's designated approval authority reviews and approves the air carrier for use based on the inspection and any other pertinent information.
- b. USSOCOM may conduct its own inspection program and designate an approval authority.
- c. USTRANSCOM provides the minimum requirements that must be met by commercial airdrop operators inspected by Military Departments or USSOCOM representatives.
- d. In addition to requirements specified by USTRANSCOM, DoD Components conduct airdrop operations with a non-CARB approved air carrier only when:
 - (1) The air carrier regularly engages in air drops for hire to the general public.
 - (2) The air carrier is experienced in conducting air drops in the geographic area of the intended drop zone and is based in the same geographic area.
 - (3) The air drops occur only during VFR conditions.
 - (4) The air carrier does not engage in interstate air transportation during the mission.

5.3. MILITARY DEPARTMENT INSPECTIONS OF NON-CARB APPROVED AIR CARRIERS.

a. Military Departments conduct their own inspections of non-CARB approved air carriers performing airdrop operations using:

(1) Inspectors designated by the Military Departments that have been trained by the DoD Commercial Airlift Division; or

(2) Inspectors trained by Military Department personnel trained by the DoD Commercial Airlift Division.

b. Military Departments may use non-CARB approved air carriers inspected and approved for airdrop operations by another Military Department.

c. The Military Departments and USSOCOM:

(1) Provide other DoD Components a list of the operators inspected and approved for use in accordance with this section, upon request.

(2) Do not use for airdrop operations a non-CARB approved air carrier that has been involved in a major accident until the air carrier is re-inspected and approved for use according to the procedures outlined in this issuance.

(3) Develop user defined, aircraft specific jump guides that identify unique features and hazards associated with each contracted aircraft-type approved for military jump operations.

(4) Conduct biennial inspections of all non-CARB approved air carriers performing airdrop operations that have been approved by a Military Department inspector.

GLOSSARY

G.1. ACRONYMS.

AMC	Air Mobility Command
CAA	civil aviation authority
CARB	Commercial Airlift Review Board
CFR	Code of Federal Regulations
CCMD	Combatant Command
FAA	Federal Aviation Administration
GCC	geographic Combatant Commander
GSA	General Services Administration
IASA	International Aviation Safety Assessment
ICAO	International Civil Aviation Organization
MOU	memorandum of understanding
USD(A&S)	Under Secretary of Defense for Acquisition and Sustainment
U.S.C.	United States Code
USSOCOM	United States Special Operations Command
USTRANSCOM	United States Transportation Command
VFR	visual flight rules

G.2. DEFINITIONS.

Unless otherwise noted, these terms and their definitions are for the purpose of this issuance.

TERM	DEFINITION
air carrier	A U.S. or foreign entity authorized to provide air transportation or other commercial air services that operate commercial fixed- and rotary- wing aircraft in accordance with the Title 14, CFR or foreign CAA equivalent requirements.
air transportation services	Services acquired primarily for the transport of DoD personnel or cargo by fixed- or rotor-wing commercial aircraft through donation or any form of contract, charter, tender, blanket ordering agreement, government charge card, government or commercial transportation request, bill of lading, or

TERM	DEFINITION
	similar instruments. It does not include the transportation of DoD personnel or cargo when such transportation is: Incidental to the primary purpose of a contract, e.g., the occasional carriage of a DoD employee on a charter flight arranged by a contractor to transport its employees to and from a contractor-operated location. The number of DoD passengers or amount (by weight) of DoD cargo moved is not expected to exceed 10 percent of the total number of passengers moved or 10 percent of the total amount of cargo carried, over the life of the contract.
charter	Air transportation procured under an arrangement with a commercial air carrier for the exclusive use of one or more aircraft that includes charter air transportation services, operations, missions, aircraft, and flights.
cockpit observations	Operational check-rides to observe air crew during flight in accordance with Section 2640 of Title 10, U.S.C.
group travel	Twenty-one or more passengers on orders from the same organization traveling on the same date to the same destination to attend the same function.
GSA City Pair Program	A program managed by the GSA in which U.S. air carriers compete for annual contracts awarding U.S. Government business for specific domestic and international scheduled service city pair routes as described on the GSA website https://www.gsa.gov/travel/plan-book/transportation-airfare-pov-etc/city-pair-program-cpp .
IASA program	An FAA program that assesses the ability of another country's CAA to adhere to standards prescribed by the ICAO in its oversight of its air carriers. A description of the program may be found on the FAA website at https://www.faa.gov/about/initiatives/iasa/media/FAA_Initiatives_IASA.pdf . A current listing of countries by IASA Category may be found on the FAA website at http://www.faa.gov/about/initiatives/iasa/media/IASAWS.xlsx .
IASA category	Safety oversight category determinations of countries that are provided to the public, and used by the U.S. and foreign governments, the aviation industry and U.S. citizens traveling on international flights. IASA Category 1 country. The country's CAA meets international standards. Air carriers from IASA Category 1 countries are permitted to operate into the U.S. or codeshare with U.S. air carriers in accordance with Department of Transportation authorizations.

TERM	DEFINITION
	<p>IASA Category 2 country. The country’s CAA does not meet ICAO standards. Air Carriers from IASA Category 2 countries may operate into the United States or codeshare with U.S. air carriers, but such services are limited to levels that existed at the time of the assessment. Air Carriers from IASA Category 2 countries that seek to initiate commercial service into the United States or seek to codeshare with any U.S. air carrier are prohibited from initiating such services.</p> <p>IASA Non-rated country. The country’s CAA is labeled “non-rated” if it has not been assessed by the FAA.</p>
ICAO	A United Nation specialized agency that establishes international standards for safe and secure civil aviation operations as described in full on the ICAO website icao.int .
other commercial air services	Missions performed by commercial operators that use fixed- or rotary-winged aircraft to provide services other than air transportation services and conducted in accordance with applicable FAA or CAA regulations. Examples of other commercial air services include, but are not limited to, paratroop drops, range instrumentation and services, and sling loads. Only individuals performing functions in conjunction with such missions may be transported.
render	Inform affected organizations and take appropriate actions based on decisions made.
TRICARE	Government managed health insurance.
visual flight rules	FAA rules for flight in visual meteorological conditions contained in Sections 151-161 of Part 91, Title 14, CFR or CAA equivalent requirements.

REFERENCES

- Code of Federal Regulations, Title 14
- Code of Federal Regulations, Title 32
- Defense Transportation Regulation 4500.9-R, current edition
- DoD Directive 5135.02, “Under Secretary of Defense for Acquisition and Sustainment (USD(A&S)),” July 15, 2020
- DoD Manual 8910.01, Volume 1, “DoD Information Collections Manual: Procedures for DoD Internal Information Collections,” June 30, 2014 as amended
- International Civil Aviation Organization “International Standards and Recommended Practices”¹
- Joint Travel Regulations, “Uniformed Service Members and DoD Civilian Employees,” current edition
- Memorandum of Understanding Between the Department of Defense and the Air Transport Association of America for International Code-Share Airline Safety Reviews, August 5, 1999
- Memorandum of Understanding Between the Department of Defense and the Department of Transportation Concerning Commercial Aviation Programs, November 10, 1982
- United States Code, Title 10
- United States Code, Title 49

¹ Found on the ICAO website icao.int