

Craf

John Glaze

The Economic Viability of the Civil Reserve Air Fleet (CRAF) Program United States. Congress. House. Committee on Transportation and Infrastructure. Subcommittee on Aviation,2009

Civil Reserve Air Fleet (CRAF) Program United States. Congress. House. Committee on Armed Services. Readiness Subcommittee,1989

Civil Reserve Air Fleet (CRAF) Enhancement Program United States. Congress. Senate. Committee on Armed Services. Subcommittee on Procurement Policy and Reprograming,1979

Civil Reserve Air Fleet (CRAF) Enhancement Program United States. Congress. Senate. Committee on Armed Services. Subcommittee on Procurement Policy and Reprograming,1979

CRAF Cheryl A. Heimerman,1993 The Civil Reserve Air Fleet (CRAF) was created in 1951 to augment a military air fleet that did not have the capability to move the volume of personnel and equipment needed in an airlift emergency. In today's new world order, CRAF is still important to the U.S. for power projection to regional crises. Is CRAF ready to meet the demands of our new strategic environment? Even though CRAF was not activated until Desert Shield and Desert Storm, there have been several changes to the original structure in an effort to entice carrier participation in this voluntary program. CRAF was key to the successful deployment in Desert Shield but there were problems discovered with its activation. The military and industry have been working together since then to introduce new incentives to ease the burden for carriers and maintain CRAF's viability in the future. The number of carriers currently participating in program affirm the value of their efforts. In the volatile world environment, however, there are several changes that can still be made to make the CRAF even stronger, most importantly, the inclusion of logisticians in the early stages of the planning process. As the military and industry continue to strive to improve the program, CRAF is more than capable of contributing to increasing demands of our new strategic environment well into the future. Strategic Mobility, Civil Reserve Air Fleet.

A History of the Civil Reserve Air Fleet in Operations Desert Shield, Desert Storm, and Desert Sortie Ronald N. Priddy,1994

Civil Reserve Air Fleet (CRAF). ,2006

Air Force Contingency Plans Should Include Facilities of Civil Reserve Air Fleet United States. General Accounting Office,1977

Effectiveness of the U.S. Civil Reserve Air Fleet Program United States. Congress. House. Committee on Public Works and Transportation. Subcommittee on Investigations and Oversight,1991

The Mobilization Value Process John Glaze,1998-06-01 Air Mobility Command (AMC) attracts air carriers to commit aircraft to the Civil Reserve Air Fleet (CRAF) by linking participation in the CRAF to entitlement to Department of Defense airlift business. AMC uses the Mobilization Value (MV) Process to assign point values to CRAF aircraft based on their usefulness in meeting wartime requirements. Therefore, the MV Process has a significant impact on CRAF participation. AMC has modified the MV Process over time to keep pace with changing requirements. Further modifications may be warranted.

Civil Reserve Air Fleet (CRAF). ,2006 The Civil Reserve Air Fleet (CRAF) supports Department of Defense (DoD) airlift requirements in emergencies when the need for airlift exceeds the capability of the military aircraft fleet. All CRAF participants must be U.S. carriers fully certified by the Federal Aviation Administration, and they must meet the stringent standards of Federal Aviation Regulations pertaining to commercial airlines (Part 121). The CRAF has three main segments: international, national, and aeromedical evacuation. The international segment is further divided into the long-range and short-range sections and the national segment is divided into the domestic and Alaskan sections. Assignment of aircraft to a segment depends on the nature of the requirement and the performance characteristics needed. The commercial airlines contractually pledge aircraft to the various segments of CRAF, ready for activation when needed. To provide incentives for civil carriers to commit aircraft to the CRAF program and to assure the United States of adequate airlift reserves, the government makes peacetime airlift business available to civilian airlines that obligate aircraft to the CRAF. DoD offers business through the International Airlift Services. CRAF presents benefits and opportunities for both DoD and U.S. airlines. By all accounts it appears to be a symbiotic relationship. Yet, as circumstances change, pressures and diverging interests may emerge that could bring changes to CRAF. A number of factors may be considered when examining the future size, character, and role of CRAF. These factors include cost, other potential government/commercial arrangements, potential change in DoD requirement for CRAF, and industrial base or financial assistance to U.S. air carriers. This report will be updated as events warrant.

Civil Reserve Air Fleet Soren M. Jonsson,2013 This book provides background and analyses on the Civil Reserve Air Fleet (CRAF) which was created by executive order in 1951. As a result, the Departments of Commerce (DOC) and Defense (DOD) formulated a contingency plan to meet the nation's airlift needs in times of crisis. When the Department of Transportation (DOT) was created, it assumed DOC's role in the CRAF program, and today, DOD and DOT work together to manage the CRAF program. The CRAF supports DOD airlift requirements in emergencies when the need for airlift exceeds the capability of the military aircraft fleet. All CRAF participants must be U.S. carriers fully certified by the Federal Aviation Administration, and meet the stringent standards of Federal Aviation Regulations pertaining to commercial airlines. The CRAF has three main segments: international, national, and aeromedical evacuation. The international segment is further divided into the long-range and short-range sections and the national segment into the domestic and Alaskan sections. Assignment of aircraft to a segment depends on the nature of the requirement and the performance characteristics needed.

A History of the Civil Reserve Air Fleet (CRAF) - Reports on Edgar Gorrell, World War II, Pan Am, Airlines, MAC, Military and Emergency Airlift, Cargo, Management, Enhancement, and Desert Shield U. S. Military,Department of Defense,U. S. Air Force (USAF),U. S. Government,2017-09-26 This Air Force publication tells the story of the Civil Reserve Air Fleet (CRAF). Rooted in the late 1930s, the CRAF story revolved about two points: the military requirements and the economics of civil air transportation. Subsequently, the CRAF concept crept along for more than fifty years with little to show for the effort, except for a series of agreements and planning documents. The tortured route of defining and redefining of the concept forms the nucleus of the this history. Unremarkable as it appears, the process of

coordination with other governmental agencies, the Congress, aviation organizations, and individual airlines was both necessary and unavoidable; there are lessons to be learned from this experience. Although this story appears terribly short on action, it is worth studying to understand how, when, and why the concept failed and finally succeeded. The payoff came during the Persian Gulf War, over the period from August 1990 until January 1991, when the CRAF flew in support of Operation Desert Shield. The CRAF provided the greatest airlift in history, eclipsing in some aspects even the 1948-1949 Berlin Airlift. The statistics were staggering: during those 165 days the CRAF transported some 400,000 troops and 355,000 tons of cargo from the U.S. east coast to the Arabian Peninsula, an average distance of 7,000 miles. By May 1991 CRAF aircraft had transported 60 percent of the troops and 25 percent of the cargo.

Chapter I - The Roots of the Civil Reserve Air Fleet * The Army and Air Transport * Enter Edgar Gorrell * War Clouds, Air Transport, and Military Airlift Requirements * Chapter II - The Air Transport Industry in World War II * Pan Am and the British: Showing the Way * Organizing Air Transport for War * Across the Oceans * Summary and Analysis * Chapter III - Birth of the Civil Reserve Air Fleet, 1947-1951 * The Airlines and Strategic Military Airlift * CRAF: The Conception * CRAF: The Gestation * Summary and Analysis * Chapter IV - Shaping the Civil Reserve Air Fleet, 1952-1954 * Military Air Transport Service and the Airlines * Introducing the Civil Reserve Air Fleet * Organizing the Civil Reserve Air Fleet * Summary and Analysis * Chapter V - A Period of Redefinition, 1955-1962 * A Redefined Environment: MATS and the Airlines * Redefining CRAF: Structure and Strategy * Strategy Redefined * Summary and Analysis * Chapter VI - An Era of Modernization, 1963-1972 * Refining CRAF Management and Organization * New Contracts * Revisiting the Environment: The Airlines vs. MAC * MAC, the Airlines, and the Vietnam War * The Competition Issue Revisited * Summary and Analysis * Chapter VII - CRAF Enhancement, 1973-1979 * The Strategic and Economic Environment * Bonus Awards * CRAF Enhancement * Summary and Analysis * Chapter VIII - Management Challenges in a New Era, 1980-1987 * Airlift Shortfall--Strategic Demand and Economic Reality * Advancing CRAF Enhancement * CRAF Management--Looking Ahead * Summary and Analysis * Chapter IX - CRAF in Operation Desert Shield * Activation of CRAF Stage I * Quest for Additional Commercial Airlift * Conclusion: An Assessment of CRAF * Bibliographic Essay

Military Airlift United States Government Accountability Office, 2018-02-02 Military Airlift: DOD Should Take Steps to Strengthen Management of the Civil Reserve Air Fleet Program

Military Airlift United States. General Accounting Office, 1996

Civil Reserve Air Fleet (CRAF) Program United States. Congress. House. Committee on Armed Services. Readiness Subcommittee, 1989

A History of the Civil Reserve Air Fleet Office of Air Force History, U.S. Air Force, 2015-03-03 This is the second in a series of research studies-historical works that were not published for various reasons. Yet, the material contained therein was deemed to be of enduring value to Air Force members and scholars. These works were minimally edited and printed in a limited edition to reach a small audience that may find them useful. We invite readers to provide feedback to the Air Force History and Museums Program. Dr. Theodore Joseph Crackel, completed this history in 1993, under contract to the Military Airlift Command History Office. Contract management was under the purview of the Center for Air Force History (now the Air Force History Support Office). MAC historian Dr. John Leland researched and wrote Chapter IX, CRAF in Operation Desert Shield. Rooted in the late 1930s, the CRAF story revolved about two points: the military requirements and the economics of civil air transportation. Subsequently, the CRAF concept crept along for more than fifty years with little to show for the effort, except for a series of agreements and planning documents. The tortured route of defining and redefining of the concept forms the nucleus of this history. Unremarkable as it appears, the process of coordination with other governmental agencies, the Congress, aviation organizations, and individual airlines was both necessary and unavoidable; there are lessons to be learned from this experience. Although this story appears terribly short on action, it is worth studying to understand how, when, and why the concept failed and finally succeeded. The payoff came during the Persian Gulf War, over the period from August 1990 until January 1991, when the CRAF flew in support of Operation Desert Shield. The CRAF provided the greatest airlift in history, eclipsing in some aspects even the 1948-1949 Berlin Airlift. The statistics were staggering: during those 165 days the CRAF transported some 400,000 troops and 355,000 tons of cargo from the U.S. east coast to the Arabian Peninsula, an average distance of 7,000 miles. By May 1991 CRAF aircraft had transported 60 percent of the troops and 25 percent of the cargo.

A History of the Civil Reserve Air Fleet Theodore Joseph Crackel, 2016-02-15 This is the story of the Civil Reserve Air Fleet (CRAF) from its inception to 1991. In suggesting such a reserve airlift fleet in 1947, Admiral E. S. Land, President of the Air Transport Association, drew on the organization's experience with mobilization planning in the mid- to late-1930s and on the airlines' experience in the early months of World War II. As I see it, he said, we would have to face it along the same general lines as we did then, omitting as many of the mistakes as possible, of course. At the beginning of the last war, the air transport system had a detailed war plan. Given the necessary information from the military services as to their needs, we can develop this one. The Civil Reserve Air Fleet concept was formally approved on December 15, 1951-by a memorandum of understanding between the Departments of Commerce and Defense. It began to take shape in 1952, when it was allocated some 300 four-engine, airline aircraft for use in case of war or a national emergency. Planning for the use of these assets began almost immediately and interim arrangements were in place by mid-1953. Still, it was not until 1958 that a formal wartime organization was agreed to, and not until 1959 that the first major carrier signed the standby contract that obligated it to provide crews and aircraft in case of a major war or national emergency. Two factors clearly shape the Civil Reserve Air Fleet. The first, the nation's military strategies, dictated the airlift resources CRAF was asked to supply. As it happened, evolving strategies entailed an ever growing requirement for CRAF airlift. By the late 1950s, U.S. military strategy promised the ability to respond across the spectrum of aggression, and then, two decades later, it committed the nation to an increasingly rapid deployment of forces to NATO. The second factor was economic, the economics of the air transportation marketplace. Despite the efforts of the Military Air Transport Service (MATS) and, its successor, the Military Airlift Command (MAC) to influence the make-up of airline fleets-in particular attempts to encourage the airlines to increase their cargo capability-it was the circumstances of the commercial marketplace that drove the decisions. When the air freight business failed to grow as expected, and when the lower-lobe capacity of the airlines' widebody jets proved capable of handling what air freight there was, the scheduled airlines began to divest themselves of their freighter aircraft. MAC's efforts to halt or even to slow this process proved ineffectual. It was not until the development of the air express parcel business, that the industry began once again to add cargo aircraft. Again, it was the

economic forces that intervened, not MAC. This is the story of the evolution of the Civil Reserve Air Fleet-from its roots in the pre-World War II planning of the ATA and the Army Air Corps Staff, through its creation in 1951 and its evolution over the years, to a seemingly troubled existence in 1987.

The CRAF-E4 Family Engagement Model Iheoma Iruka, Stephanie Curenton, Winnie Eke, 2014-04-26 This book lays out how mental health practitioners can best engage parents in their children's education for the child's best educational outcome. The book presents several different engagement strategies, allowing for differences in socio-political, cultural, and parental beliefs and understandings. Topics include information from early childhood, family processes, efficacy, racial socialization, and social capital. While of interest to educators and parents, this book is written primarily for the clinician, in particular clinicians working with vulnerable child and parent populations, who may be struggling with learning or developmental disabilities. Concise, practical guide Useful to psychologists, educators, and parents

War Risk Insurance and the Civil Reserve Air Fleet Program United States. Congress. House. Committee on Public Works and Transportation. Subcommittee on Aviation, 1992

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stories he co created became major film productions lee made cameo appearances he
also went on to found stan lee media and pow entertainment in 2008 stan lee was
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