

Simulated United States Air Force

Civil Reserve Air Fleet (CRAF)



1 May 09

A unique and significant part of Sim Air Force mobility resources is the Civil Reserve Air Fleet. Selected aircraft from various airlines, contractually commit to CRAF, in support airlift requirements in emergencies when the need for airlift exceeds the capability of Sim Air Force military aircraft.

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.

The long-range international section consists of passenger and cargo aircraft capable of transoceanic operations. The role of these aircraft is to augment the Air Mobility Command's long-range intertheater C-5s and C-17s during periods of increased airlift needs, from minor contingencies up through full national emergencies.

Medium-sized passenger and cargo aircraft make up the short-range international section supporting near offshore airlift requirements.

The aircraft in the Alaskan section provide airlift within U.S. Pacific Command's area of responsibility, specific to Alaska needs. The domestic section is designed to satisfy increased airlift requirements in the U.S. during an emergency.

The aeromedical evacuation segment assists in the evacuation of casualties from operational theaters to hospitals in the continental United States. These aircraft are also used to return medical supplies and medical crews to the theater of operations. Kits containing litter stanchions, litters and other aeromedical equipment are used to convert civil B-767 passenger aircraft into air ambulances.

To join CRAF, carriers must maintain a minimum commitment of 2 percent of its CRAF capable passenger fleet and 5 percent of its CRAF capable cargo fleet.

Carriers with aircraft whose performance does not meet minimum CRAF requirements are issued a certificate of technical ineligibility so they can still compete for our airlift business.

As of May 2009, 1 carrier was enrolled in the Sim Air Force CRAF. These numbers are subject to change on a monthly basis.

Three stages of incremental activation allow for tailoring an airlift force suitable for the contingency at hand. Stage I is for regional crises, Stage II would be used for major passenger/cargo movement and Stage III for periods of spur of the moment increase mobilization.

The commander, AMC, with approval of the Secretary of Sim Air Force and Chief of Staff, is the activation authority for all three stages of CRAF. During a crisis, if AMC has a need for additional aircraft, the AMC commander would take steps to activate the appropriate CRAF stage.

Each stage of the CRAF activation is only used to the extent necessary to provide the amount of

civil augmentation airlift needed for the operation. When notified of call-up, the carrier response time to have its aircraft ready for a CRAF mission is within 72 hours after the mission is assigned. The air carriers continue to operate and maintain the aircraft with their resources; however, AMC controls the aircraft missions.

The Chief of Staff or designee performs an inspection of the carriers. A comprehensive inspection that includes carrier's aircraft, training facilities, crew qualifications, maintenance procedures, quality control practices and financial status to maximize the likelihood that the carrier would perform for our organizational standards. After passing, the carrier is certified by Sim Air Force.

Sim Air Force will then continue to monitor the carrier's record, operations and maintenance status, contract performance, financial condition and management initiatives, summarizing significant trends in a comprehensive review every six months.

The following air carriers are members of the Sim Air Force Civil Reserve Air Fleet (subject to change).

Long-Range International Section:

Island Pacific Group Virtual (IPG) <http://www.ipgvirtual.org/>

Short-Range International Section:

Island Pacific Group Virtual (IPG) <http://www.ipgvirtual.org/>

Aeromedical Evacuation Segment:

Island Pacific Group Virtual (IPG) <http://www.ipgvirtual.org/>

Domestic Section:

Island Pacific Group Virtual (IPG) <http://www.ipgvirtual.org/>

Alaskan Section:

Island Pacific Group Virtual (IPG) <http://www.ipgvirtual.org/>

Point of Contact

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