

airlift capacity; however, the trend over the past 2 years indicates that the Army is now the heaviest user.

The U.S. Air Force was designated to operate the Department of Defense Single Manager Airlift Agency. The operational control of this Agency was further vested in our Military Airlift Command. The objectives for the establishment of a single manager for airlift was to integrate, within a single agency all transport aircraft engaged in scheduled service or aircraft whose operations were susceptible to such scheduling. This Agency operates under the principles, policy and guidelines outlined in Department of Defense (DOD) directives and provides common user airlift service for all of the DOD.

All allocations of cargo airlift requirements are forecasted and submitted by each military department to the Single Manager Agency. These forecasts are used by the Agency for planning fiscal year operations in determining the airlift capability that can be applied to satisfy the requirements of each service. When a shortage of airlift exists, after allocations have been assigned, the Agency reduces each service's allocation on a pro rata basis, with each bearing a proportionate share of the shortage. All service disagreements, if any, are resolved by the Joint Chiefs of Staff.

The Military Traffic Management and Terminal Service (MTMTS) in coordination with the Agency, regulates the volume and rate of flow of traffic into the airlift system to assure efficient utilization of the airlift schedules. This joint organization is administered by the Department of the Army.

CARGO TONS MOVED CONUS OUTBOUND MAC CHANNEL AIRLIFT<sup>1</sup> (SOURCE DOCUMENT—RCS: MTC-J1  
"INDUSTRIAL FUND STATISTICS REPORT")

| Fiscal year             | Army    | Navy   | Air Force | Total   |
|-------------------------|---------|--------|-----------|---------|
| 1964.....               | 30,090  | 17,109 | 82,217    | 129,416 |
| 1965.....               | 37,697  | 24,373 | 109,172   | 171,242 |
| 1966.....               | 68,567  | 42,968 | 119,545   | 231,080 |
| 1967.....               | 174,314 | 92,915 | 145,034   | 412,263 |
| 1968 <sup>2</sup> ..... | 151,978 | 75,741 | 109,936   | 337,655 |

<sup>1</sup> Excludes special assignment airlift.

<sup>2</sup> July 1967–April 1968.

Mr. HOLIFIELD. As I understand it, all of those items were given priority that you listed.

General RIEMONDY. Yes. It is all air-eligible cargo.

Mr. HOLIFIELD. By the using agency.

General RIEMONDY. Yes, sir.

Mr. HOLIFIELD. Now to what extent is your increased load occurring as a result of getting in newer and bigger and better planes? Is that generating a lot of material into a high priority class that ordinarily would have been consigned to ship movement?

General RIEMONDY. Needless to say, as the airlift capability increases, we are able to move more high priority cargo by air than we were able to move before.

I think the requirement for more and more high priority movement, of course, is generated by the situation that we find ourselves in today, and as far as the Air Force is concerned, the increase in high priority requisitions or requirements for material is pretty much a result of our basic supply concept of closing out our overseas depots. There is a price to be paid for eliminating all these intermediary stockpiles. There is no doubt about it.

Mr. ROBACK. The chairman was asking whether the increasing capacity, airlift capacity, was degrading the priority designation, so to speak?

General RIEMONDY. I don't think so.

Mr. ROBACK. Moving lower priority?