

for a certificate under section 41102 of title 49 to provide airlift service.

(b) **TRANSPORTATION BETWEEN THE UNITED STATES AND FOREIGN LOCATIONS.**—Except as provided in subsection (d), the transportation of passengers or property by CRAF-eligible aircraft between a place in the United States and a place outside the United States obtained by the Secretary of Defense or the Secretary of a military department through a contract for airlift service shall be provided by an air carrier referred to in subsection (a).

(c) **TRANSPORTATION BETWEEN FOREIGN LOCATIONS.**—The transportation of passengers or property by CRAF-eligible aircraft between two places outside the United States obtained by the Secretary of Defense or the Secretary of a military department through a contract for airlift service shall be provided by an air carrier referred to in subsection (a) whenever transportation by such an air carrier is reasonably available.

(d) **EXCEPTION.**—Subject to subsection (e), when the Secretary of Defense decides that no air carrier holding a certificate under section 41102 of title 49 is capable of providing, and willing to provide, the airlift service, the Secretary of Defense may make a contract to provide the service with an air carrier not having a certificate.

(e) **ANNUAL REPORT.**—Not later than 60 days after the end of each fiscal year, the Secretary shall submit to the Committees on Armed Services of the Senate and the House of Representatives a report that—

(1) identifies each contract for airlift services awarded in the preceding fiscal year to a provider that does not meet the requirements set forth in subparagraphs (A) and (B) of subsection (a)(1); and

(2) for each such contract—

(A) specifies the dollar value of the award; and

(B) provides a detailed explanation of the reasons for the award.

(f) **CRAF-ELIGIBLE AIRCRAFT DEFINED.**—In this section, “CRAF-eligible aircraft” means aircraft of a type the Secretary of Defense has determined to be eligible to participate in the civil reserve air fleet.

(Added Pub. L. 113-291, div. A, title X, §1042(a), Dec. 19, 2014, 128 Stat. 3492; amended Pub. L. 117-81, div. A, title X, §1083(b), Dec. 27, 2021, 135 Stat. 1922.)

#### Editorial Notes

##### AMENDMENTS

2021—Subsec. (d). Pub. L. 117-81, §1083(b)(1), substituted “Subject to subsection (e), when the Secretary” for “When the Secretary”.

Subsecs. (e), (f). Pub. L. 117-81, §1083(b)(2), (3), added subsec. (e) and redesignated former subsec. (e) as (f).

#### § 9517. Level of readiness of Civil Reserve Air Fleet carriers

The Civil Reserve Air Fleet program is an important component of the military airlift system in support of United States defense and foreign policies, and it is the policy of the United

States to maintain the readiness and interoperability of Civil Reserve Air Fleet carriers by providing appropriate levels of peacetime airlift augmentation to maintain networks and infrastructure, exercise the system, and interface effectively within the military airlift system.

(Added Pub. L. 114-92, div. A, title X, §1085(b)(1), Nov. 25, 2015, 129 Stat. 1005.)

#### Statutory Notes and Related Subsidiaries

##### FINDINGS

Pub. L. 114-92, div. A, title X, §1085(a), Nov. 25, 2015, 129 Stat. 1004, provided that: “Congress finds the following:

“(1) The National Airlift Policy states that ‘[t]he national defense airlift objective is to ensure that military and civil airlift resources will be able to meet defense mobilization and deployment requirements in support of US defense and foreign policies.’.

“(2) The National Airlift Policy also emphasizes the need for ‘dialogue and cooperation with our national aviation industry,’ and it states that ‘[i]t is of particular importance that the aviation industry be apprised by the Department of Defense of long-term requirements for airlift in support of national defense.’.

“(3) The National Airlift Policy emphasizes the importance of both military and civil airlift resources and their interdependence in the fulfillment of the national defense airlift objective, and it states that the ‘Department of Defense shall establish appropriate levels for peacetime cargo airlift augmentation in order to promote the effectiveness of Civil Reserve Air Fleet and provide training within the military airlift system.’.

“(4) Civil Reserve Air Fleet carriers continue to be an important component of the military airlift system in support of United States defense and foreign policies.”

#### CHAPTER 963—PROCUREMENT

Sec. 9531.	Commercial Augmentation Space Reserve.
9532.	Factories, arsenals, and depots: manufacture at.
[9534, 9535. Repealed.]	
9536.	Equipment: bakeries, schools, kitchens, and mess halls.
[9537, 9538. Repealed.]	
9540.	Architectural and engineering services.
[9541. Repealed.]	

#### Editorial Notes

##### AMENDMENTS

2024—Pub. L. 118-159, div. A, title XVI, §1602(a), Dec. 23, 2024, 138 Stat. 2158, added item 9531. Amendment was made pursuant to operation of section 102 of this title.

2018—Pub. L. 115-232, div. A, title VIII, §806(d)(1), Aug. 13, 2018, 132 Stat. 1833, redesignated chapter 933 of this title as this chapter.

1993—Pub. L. 103-160, div. A, title VIII, §828(a)(9), Nov. 30, 1993, 107 Stat. 1713, struck out items 9531, “Authorization”, 9534, “Subsistence supplies: contract stipulations; place of delivery on inspection”, 9535, “Exceptional subsistence supplies: purchases without advertising”, 9537, “Military surveys and maps: assistance of United States mapping agencies”, 9538, “Unserviceable ammunition: exchange and reclamation”, and 9541, “Gratuitous services of officers of the Air Force Reserve”.

1982—Pub. L. 97-258, §2(b)(13)(A), Sept. 13, 1982, 96 Stat. 1058, added item 9541.

#### Statutory Notes and Related Subsidiaries

##### PILOT PROGRAM TO COMMERCIALIZE PROTOTYPES OF THE DEPARTMENT OF THE AIR FORCE

Pub. L. 118-31, div. A, title II, §230, Dec. 22, 2023, 137 Stat. 202, provided that: