This instruction provides general deployment guidance and capability standards for Air Mobility Command active duty forces, AMC gained Air National Guard and Air Force Reserve Component forces. This publication applies to the Air National Guard when published in the ANGIND-2. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with AFMAN 37-123 (will convert to AFMAN 33-363), Management of Records, and disposed of in accordance with the Air Force Records Disposition Schedule (RDS) located at https://afrims.amc.af.mil/. Refer recommended changes and questions about this publication to HQ AMC/A3XO, 402 Scott Drive, Unit 3A1, Scott AFB IL 62225-5302, or via E-mail to: amc.A3X@scott.af.mil using the AF IMT 847, Recommendation for Change of Publication; route AF IMT 847s from the field through the appropriate functional’s chain of command.

SUMMARY OF CHANGES

This document has been substantially revised and must be completely reviewed. Major changes include: Included in this revision are updates to AMC’s deployment guidance, and organizational updates. The AMC Post deployment Reintegration Program is introduced and amplifying guidance is included in Annex A and B. This further defines AMC’s focus on its people, and assigns responsibility for the Reintegration Program. Of note, in keeping pace with change, the HQ AMC office symbols have been updated. Aircrew mobility bag information is no longer an attachment to this publication, and aircrews must refer to AFI 11-301 Vol 1, Aircrew Life Support Programs for mobility bag contents. This document complements the AMC Supplement 1 to AFI 10-403, Deployment Planning.

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Attachment 2—ANNEX A, HEADQUARTERS AIR MOBILITY COMMAND (HQ AMC) DEPLOYMENT/REDEPLOYMENT/POST DEPLOYMENT REINTEGRATION PROCESS AMPLIFYING GUIDANCE TO AMCI 10-403, 30 NOVEMBER 2006  47

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1. Introduction to Mobility. (OPR: A3X)

1.1. Background Information. Air Mobility Command serves the Department of Defense in these roles:

1.1.1. Air Mobility Command (AMC) is the Air Force major command primarily responsible for providing airlift, air refueling, air mobility support, and aeromedical evacuation capability to support the United States national defense policy worldwide. AMC organizes trains, equips, and operates its assigned air mobility forces to meet worldwide air mobility requirements. As the air component to USTRANSCOM, AMC prepares those forces to meet the assigned intertheater air mobility taskings. Additionally, through established DOD procedures, AMC forces may be made available to fulfill intratheater air mobility requirements.

1.2. Command Relationships. (OPR: A55)

1.2.1. The Secretary of Defense, working directly under the President of the United States, issues strategic direction for AMC forces through the Chairman, Joint Chiefs of Staff to the Commander of the United States Transportation Command (USTRANSCOM).

1.2.2. The Commander of USTRANSCOM exercises Combatant Command (COCOM) of assigned air mobility forces through the AMC/CC. The AMC/CC exercises operational control (OPCON) through the Commander, Eighteenth Air Force (18 AF). The Tanker Airlift Control Center (TACC), a sub-organization of the 18 AF, serves as AMC’s Air and Space Operations Center (AOC), executing operational mission tasking.

1.2.3. AMC missions are accomplished under the total force integration directive. This directive provides for the integration of the Regular Air Force, and the Air Force Reserve Components units which includes the Air National Guard. Tasked units may be from any one of the several established integration models that may consist of a mix of equipment and personnel from the active duty and reserve forces.

1.2.3.1. Under routine operations the AMC missions are assigned to active duty units, with participation from the reserve components on a voluntary basis.

1.2.3.2. When determined necessary by the President of the United States, reserve components are subject to mobilization in accordance with public law. When, mobilization occurs, control of the Reserve forces are as follows:

1.2.3.3. After full mobilization, ARC forces’ OPCON and ADCON relationships are equal to active duty forces.

1.2.3.4. Until full mobilization, the Commander of AMC exercises OPCON over Air Force Reserve Command (AFRC) air mobility resources; however, ADCON responsibility still runs through the AFRC headquarters and the respective Reserve NAF for personnel, administrative support, and discipline. A local commander at a deployed location would still have specified ADCON. To clarify, until full mobilization, even though an AFRC unit or individual mobilization augmentee (IMA) may be activated, AFRC/CC exercises those ADCON authorities not specified to a forward commander.

1.2.4. At the direction of the SECDEF, the USTRANSCOM Commander transfers OPCON and/or TACON of AMC forces, or authorizes AMC forces to provide direct support to another Com-
batant Commander to meet temporary requirements within the Combatant Commander’s area of responsibility (AOR). USTRANSCOM Commander retains COCOM.

1.2.5. Command relationships between HQ AMC, the 18 AF, TACC, and subordinate units are illustrated in Figure 1. Command lines run from AMC/CC through the 18 AF/CC to the TACC and warfighting units. The forces are currently composed of Airlift Wings (AWs), Air Mobility Wings (AMWs), Air Refueling Wings (ARWs), Airlift Groups (AGs), and Air Refueling Groups (ARGs). Two Expeditionary Mobility Task Forces (EMTFs) and their subordinate units are also part of the warfighting forces. The fixed Air Mobility Operations Groups (AMOGs) and the Contingency Response Wings (CRWs), along with their subordinate units are aligned under the EMTFs.

Figure 1. Command Relationships.

1.3. Basic Operational Concepts.

1.3.1. Forces are ready to deploy when they are ready to load and be transported to a deployment location either via aircraft, ship, train, or other modes of transportation. Prior to arriving for loading, they have cleared deployment processing lines and are cleared to deploy for an extended period of time. All required support equipment, personnel, and supplies are operationally ready for transport in accordance with supporting war plans or contingency tasking. Units have met their response time when tasked Unit Type Codes (UTCs) are available to load on common user or organic lift (i.e. ready-to-load at origin).
1.3.2. Air Mobility Forces are able to effectively execute their mission by utilizing the airlift fleet of cargo and tanker aircraft, support equipment, and personnel to:

1.3.2.1. Deploy combat forces and equipment to a variety of locations in varying threat situations using airland and airdrop delivery modes as required by the supported commander.

1.3.2.2. Provide air logistics support.

1.3.2.3. Augment theater-assigned airlift and tanker forces in the performance of the intratheater mobility mission.

1.3.2.4. Employ resources effectively under austere environmental conditions.

1.3.2.5. Ensure accountability of personnel requirements and resources for deploying forces.

1.3.2.6. Provide Emergency Management(EM) contingency response capability.

1.3.2.7. Integrate AMC operations into theater host-base contingency response programs.

1.4. Capability Standards. Paragraphs 2. through 6. of this document contain specific mobility capability standards for airlift, air refueling, support, and technical service forces. Times in this instruction are for reference only. Unit Designed Operational Capability (DOC) statements should be referred to for unit specific response times. AFI 10-401, Air Force Operations Planning and Execution, describes resource requirements through the Manpower and Equipment Force Packaging (MEFPK) System.


1.5.1. A unit DOC statement reflects its capabilities and summarizes the mission for which the unit has been equipped, organized, or designed. To ensure deployment readiness, Status of Resources and Training System (SORTS) reporting will reflect standards used in documents to define unit readiness capability and training requirements. Inspection criteria will reflect these standards when aligned with a unit DOC statement. Unilateral exercises, as well as operational training exercises, are essential to maintain these standards. Operational readiness inspections as detailed in AFI 90-201, Inspector General Activities, and AMCI 90-201, The Inspection System (as supplemented) evaluate unit deployment capability.

1.5.1.1. AEF UTC Reporting Tool (ART) enables commanders to report the ability of a standard UTC to perform its Mission Capability Statement (MISCAP) anywhere in the world at the time of the assessment. It highlights missing resources and helps to quantify missing requirements for additional justification when submitting budgets. It also provides the ability to evaluate a UTC prior to tasking, picks the UTC with the best capability to meet the tasking, and helps to forecast shortfalls.

1.5.2. According to Air Force Policy Directive 16-8, Arming of Aircrew, Mobility, and Overseas Personnel, all personnel assigned to a deployment position will receive small arms training. In addition, all emergency essential (EE) civilians will receive all training required IAW AFI 36-507, Mobilization of the Civilian Work Force. Per HQ USAF/XO Sept 20, 2002 message "New Deployment Equipment/Supplies and Training" all personnel assigned to A/DWS, A/DWX, and A/DXS Air Force-Wide UTC Availability/Tasking System (AFWUS) coded positions must be maintained in the highest state of readiness and therefore must be trained on a scheduled recurring basis. These requirements supersede the AFI 10-403 requirements for personnel “identified to deploy” and “subject to deploy”.
1.5.3. Air mobility forces will receive Chemical, Biological, Radiological and Nuclear Defense Training (CBRNDT) according to AFI 10-2501, *Air Force Emergency Management Program Planning and Operations*, Table 6.4. HQ Air Mobility Command ensures the Civil Reserve Air Fleet (CRAF) and airlift contractors will have ground crew Individual Protection Equipment (IPE) when the Director of Air, Space and Information Operations (A3) deems it appropriate based on the chemical or biological threat in the deployment area. All contract carriers must provide annual Chemical, Biological, Radiological, Nuclear, and High Yield Explosives (CBRNE) defense training to their crews. AMC will provide just-in-time training for contract carriers at locations identified by HQ AMC/A3BC.”

1.5.4. Unit commanders will pre-identify UTC personnel requiring specialized Civil Engineer Readiness training, i.e., shelter management, contamination control (decontamination), etc., to the installation's civil engineering readiness flight for scheduling of initial and refresher training.

*NOTE:* Aircrew members will not be designated for specialized Civil Engineer Readiness teams.

1.5.5. To facilitate the command training needs, AMC established the Air Mobility Warfare Center (AMWC) and the Advanced Airlift Tactics Training Center (AATTC).

1.5.5.1. The Air Mobility Warfare Center is an AMC organization that was established to train and educate our forces in all aspects of air mobility. They have three organizations that support the AMC warfighters.

1.5.5.1.1. *The USAF Expeditionary Operations School (EOS):* Selectively manned Expeditionary Combat Support (ECS) Center of Excellence dedicated to educate, train and exercise USAF ECS personnel in deployed operations. Responsible for planning and executing EAGLE FLAG (EF) exercises for ECS personnel USAF-wide.

1.5.5.1.2. *The USAF Mobility Operations School (MOS):* Selectively manned Center of Excellence dedicated to preparing Department of Defense (DOD) personnel to perform their mission in the full range of mobility operations through education, training and exercise. The school provides both resident and web-based instruction in Mobility Air Forces (MAF) operations, aircrew tactics, intelligence, command and control, transportation, maintenance, and aircrew resource management. This school serves as the AMWC focal point for instructor and curriculum development and student logistical support.

1.5.5.1.3. *The Air Mobility Battlelab (AMB):* One of seven USAF Battlelabs. The AMB conceives and demonstrates advanced mobility technologies and innovative techniques. It partners with Joint, Active, Guard and Reserve warfighting users to enhance Rapid Global Mobility and Agile Combat Support. The lab can rapidly respond to needs identified by field units and the formal requirements process that can drive revisions to acquisition, doctrine, organization, training, and tactics.

1.5.5.2. The AATTC is a combined training center for active duty (AMC), reserve (AFRC), and guard (ANG) forces.

1.5.5.3. *The USAF Mobility Weapons School:* A selectively manned Center of Excellence. Produces Weapons Officers possessing "instructor-of-instructor" knowledge and flying skills providing graduate-level combat employment expertise. Trains qualified mobility experts on tactics principles, procedures, systems, and doctrine. This school also conducts the Combat Aircrew Tactics School (CATS), Senior Officer Tacticians Course (SOTC) and Intel Formal
Training Unit (IFTU) courses. NOTE: As of 1 Jul 06 the MWS was realigned under the Air Combat Command’s USAFWS at Nellis AFB, NV.

1.5.6. DoD Directive 2000.12, *DoD Antiterrorism (AT) Program, August 18, 2003*, applies to all service personnel both OCONUS and within the 50 United States. This directive establishes responsibility for Antiterrorism/Force Protection (AT/FP) training. The following direction is from DoD Directive 2000.12:

1.5.6.1. All personnel deploying OCONUS including dependents must comply with DoD Directive 4500.54, *Official Temporary Duty Travel Abroad*.

1.5.6.2. The Combatant Commanders that have geographic areas of responsibility (AOR) will establish an AT/FP program for their AOR. All personnel deploying OCONUS must complete antiterrorism training as dictated by the regional combatant commander of the AOR of deployment. Note: The geographic Combatant Commanders’ AT policies take precedence over all AT policies or programs of any DoD Component operating or existing in that command's area of responsibility (AOR).

1.5.6.3. DoD Instruction 2000.16, DoD Combating Terrorism Standards, is the reference for all AT/FP programs. The following direction is from DoD 2000.16:

1.5.6.3.1. Antiterrorism Officers (ATOs) shall be assigned in writing at each installation or base, as well as deploying organizations.

1.5.6.3.2. Commanders shall ensure all assigned personnel receive appropriate training to advance AT awareness. Individual records shall reflect AT training.

1.5.6.3.3. Commanders shall ensure that every military service member, DoD employee, regardless of rank receive Level I training, to include AOR specific threat brief, as specified in DoD 2000.16.

1.5.6.3.4. Commanders shall provide Level I AT training as follows:

1.5.6.3.4.1. Annually to all CONUS-based personnel who are eligible for OCONUS deployment.

1.5.6.3.4.2. To individuals traveling outside CONUS for either permanent or temporary duty shall have completed Level I Antiterrorism Training within 3 months prior to travel.

1.5.7. Immunizations. DoD requires at a minimum that all deploying personnel be current for tetanus-diphtheria, influenza, and hepatitis A, MR/MMR, and polio immunizations. Service-specific immunization requirements are summarized in AFJI 48-110. Deployment-specific medical countermeasures are based upon the geographical location. The supported combatant command or HQ AMC/SG will determine the need for additional immunizations. Base-level public health personnel maintain the knowledge base for all immunization requirements for all exercises and operations.

1.6. Air National Guard and Air Force Reserve Command. The organization of AMC gained ANG and AFRC units parallels comparable active units and meets mobility standards similar to those identified in the USAF War and Mobilization Plan (WMP) for active duty units.

2. The Military Airlift Mobility System. (OPR: A3O; OCR: 18 AF/TACC)
2.1. Air Mobility Command. All active duty operational units are tasked through the TACC (with the exception of some 89 AW missions) and are aligned under the 18 AF. TACC is responsible for consolidating all MAJCOM Functional Area Manager inputs into a centralized Air Mobility tasking (AMT) order and also serves as AMC’s Air and Space Operations Center. TACC reports directly to 18 AF/CC. The tasking process via the AMT is explained in AMC HOI 10-404 and AMC Supplement to AFI 10-403.

2.1.1. Under Full Mobilization, Air Reserve Component (ARC) airlift, AE, air refueling, and mobile C2 forces are placed under operational control of the 18 AF/TACC, and administrative control of the HQ AMC.

2.1.2. When Partial Mobilization is used, the ARC will retain administrative control of unit personnel and IMAs, while operational control of airlift and air refueling forces passes to 18 AF/TACC.

2.1.3. AMC Command and Control System (Fixed).

2.1.3.1. An AMC network of command and control (C2) centers, including Consolidated Command Posts (CP) and Air Mobility Control Centers (AMCC), provide worldwide command and control of USTRANSCOM assigned mobility forces. Although CPs and AMCCs do not exercise OPCON, they serve as a direct agent of the TACC or the commander exercising OPCON. However, mobility support relationships are varied and fluid. Table 1. serves as a general guideline to the type of mission and responsible CP or AMCC.

Table 1. AMC Command and Control System.

<table>
<thead>
<tr>
<th>Airlift/Air Refueling/Aeromedical Evacuation Airlift</th>
<th>Mission Assignment</th>
<th>Responsible C2</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>USTRANSCOM-assigned</td>
<td>TACC</td>
</tr>
<tr>
<td></td>
<td>Theater-assigned or attached and available for tasking (TACON)</td>
<td>Air Mobility Operations Control Center (AMOCC), or Air Mobility Division (AMD)</td>
</tr>
<tr>
<td>Civil Reserve Air Fleet</td>
<td>TACC (Mission Control)</td>
<td>Air Carriers’ Operations Center (Operational Control)</td>
</tr>
<tr>
<td>89th Airlift Wing/ Special Air Mission</td>
<td>Andrews AFB CP</td>
<td>As specified in OPORD or ATO</td>
</tr>
<tr>
<td>Exercise or contingency</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

2.1.3.2. Civil Reserve Air Fleet (CRAF) command and control is an essential element of the AMC command and control system. The CRAF is composed of US civil air carriers that have contracts with the government to provide operating and support personnel, facilities, and aircraft to the air mobility mission. During CRAF activation, the HQ AMC Crisis Action Team (CAT) directs large-scale commercial augmentation and the TACC schedulers coordinate with HQ AMC Civil Reserve Air Fleet (A3BC) and HQ AMC Contract Airlift (A3K) contracting officers for the purchase and scheduling of CRAF missions. At other times, to include crisis situations, TACC mission schedulers coordinate with HQ AMC A3K contracting officers for the purchase and setup of commercial augmentation airlift for channel, special assignment airlift missions (SAAM), and exercise missions. While CRAF carriers maintain operational con-
trol of their aircraft, AMC has mission control. The AMC C2 system monitors all commercial augmentation missions. During peacetime, AMC/CPs and AMCCs coordinate execution with airline operations centers, HQ AMC/A3K, and the TACC. During CRAF activation, the CSS/CRAF Cell (AMC/A3BC) is included in all coordination.

2.2. Air Mobility Support. Airlift, AE, and air refueling forces are enabled when they are supported by a robust global support system when conducting air mobility operations. Successful employment of the Mobility Air Force (MAF) is contingent upon establishing and maintaining a Global Air Mobility Support System that enables the deployment, employment, sustainment, and redeployment of air mobility forces. This system consists of an existing but limited set of permanent CONUS and en route locations, as well as deployable forces capable of augmenting these locations and establishing support at contingency locations.

2.2.1. The Global Air Mobility Support System (GAMSS). GAMSS provides air mobility command and control (C2), aircraft maintenance, aerial port services, and other air mobility contingency support elements. During contingencies and exercises, Air Mobility Command’s worldwide airlift capabilities are supported by the expansion of existing en route locations, the establishment of mobility airfields, and the rise in aircraft utilization rates.

2.2.2. The AMC En Route System (ERS):

2.2.2.1. Structure. The AMC ERS is a flexible network of airfield support systems, which can expand when necessary by quickly deploying CONUS and OCONUS based support forces in order to lay down additional infrastructure to meet surges in mobility operations. This requires deployment of manpower and resources capable of operating under various environmental conditions ranging from fully functioning, modern facilities to unimproved bare-bases.

2.2.2.2. Fixed ERS. The fixed ERS is the core infrastructure of the AMC rapid global mobility mission. It consists of five major CONUS based aerial ports, 13 key overseas locations, 24 smaller AMC sponsored commercial contractor terminals, and several Navy sponsored commercial contractor-terminals. The overseas locations are postured to support a peacetime flow of aircraft during day-to-day air mobility operations.

2.2.2.3. Global Mobility (GM) Concept of Operations (CONOPS) and base opening. During periods of increased military operational tempo, specified CONUS mobility organizations and resources are used to expand the fixed ERS, or establish infrastructure where none exists. Under GM CONOPS, CONUS based resources are teamed together to form deployable Rapid Global Mobility (RGM) elements which mainly reside in Contingency Response Groups. Base opening packages contain the personnel and equipment needed to support air mobility operations according to existing Unit Type Codes (UTC) and force modules tailored to meet the concept of operations of any contingency. The base opening modules may also contain essential base operating support (BOS) assets. A Contingency Response Group (CRG) provides a light, lean and rapidly-deployable capability to open an airbase, regardless of the follow-on mission or aircraft type. It is composed of multi-skilled individuals, equipped with state-of-the-art equipment to facilitate airfield assessment, command and control, limited force protection, reach-back communications, timely intelligence, initial airfield operations, limited mobility operations, and rapid redeployment. It operates in austere, permissive, and uncertain threat environments, as well as in low light conditions. A CRG bridges the gap between seizure forces and the follow-on combat support forces. A CRG presents tiered forces, right-sized
to meet operational requirements. Given that the CRG may be providing the initial deployment location leadership and be responsible for establishing preliminary operations tempo until arrival of the designated regional combatant commander or other designated sustainment force leadership, the CRG includes a senior field grade officer (O-6) to assume this critical role.

2.2.2.4. Director of Mobility Forces-Air (DIRMOBFOR). The DIRMOBFOR is designated by the Commander, Air Force Forces (COMAFFFOR) or the Joint Force Air Component Commander (JFACC) as the coordinating authority for air mobility with all commands and agencies. The DIRMOBFOR is under the administrative control (ADCON) of the Commander, Air Force Forces. Exception: Unless fully mobilized, ADCON for ANG members is retained within the ANG (201MSS). The DIRMOBFOR is normally a senior officer with an extensive background in air mobility operations and is familiar with the area of responsibility (AOR). In operations primarily involving air mobility, the theater may designate the DIRMOBFOR as the COMAFFFOR and/or JFACCC (dual hat role). The DIRMOBFOR provides direction and guidance to the Air Mobility Division in the theater air and space operations center (AOC). Reference AMCI10-202V7 for DIRMOBFOR’s responsibilities.

2.3. Eighteenth Air Force (18 AF)

2.3.1. The 18 AF is AMC’s numbered Air Force (NAF). The commander exercises OPCON of the air mobility wings and CRGs assigned to USTRANSCOM and delegated to AMC. The 18 AF/CC also exercises OPCON of the AMC GAMSS assets around the world through the two expeditionary mobility task forces (15 and 21 EMTF), their Contingency Response Wings and enroute air mobility operations groups (AMOGs). At the request of USTRANSCOM the 18 AF provides airlift, aerial refueling and aeromedical evacuation assets in support of the combatant commanders. Upon designation by the SECDEF, the 18 AF/CC acts as the Commander, Air Force Forces, and Joint Force Air Component Commander.

2.3.1.1. The 18 AF manages the execution of all Air Mobility Command missions world-wide. This is accomplished through its major subordinate organizations- the TACC and the warfighting forces (see Figure 1.). The TACC is charged with tasking all Air Mobility Command missions, with exception of the 89th Airlift Wing. TACC serves as the Air Mobility Command’s air operations hub, directing world-wide aircraft operations. The warfighting forces consist of all AMC wings and groups based in the continental US, as well as two Expeditionary Mobility Task Forces (EMTFs). The EMTF organizations are depicted in Figure 2. below.

2.3.1.2. An additional responsibility of the 18 AF/CC is Commander of USSTRATCOM’s Task Force (TF-294). TF-294 commander will monitor the generation of tanker forces and exercise OPCON of alert forces in support of Operations Plan 8044 (OPLAN 8044). TF-294 commander will act as an interface between AMC and USSTRATCOM and provide mobility functional expertise to Commander, USSTRATCOM.
2.4. Expeditionary Mobility Task Force (EMTF). The 18 AF commands two EMTFs, the 15 EMTF at Travis AFB, and the 21 EMTF at McGuire AFB. (See Figure 2.)

2.4.1. The EMTF’s mission is to provide rapid, tailored, world-wide, air mobility responses to support the combatant commanders’ requirements. The EMTF’s are the source for a variety of deployable Global Air Mobility Support System GAMSS units. The EMTF’s support Rapid Global Mobility operations via AMC infrastructure, through both enroute employment and rapid forward deployment capabilities. In order to project and sustain combat forces worldwide, the EMTF’s provide mission-ready Command and Control (C2) elements, Aerial Port operations, Aircraft Maintenance, Air Traffic Control, Security Forces, Civil Engineering, Weather, Finance, Supply, and Intelligence Personnel, as well as, Airlift, Air-refueling, and Aeromedical Evacuation expertise. An important function of the EMTF is the establishment of airlift operations in the planning, opening and execution of initial airfield operations.

2.4.2. Air Mobility Operations Group (AMOG)
2.4.2.1. Each EMTF is assigned an en route AMOG. The AMOG function is to formulate plans, establish procedures, and direct the administration of subordinate units in support of DoD sponsored aircraft, cargo, and passengers. It also manages budget and contracting, while providing logistics, intelligence, and air transportation planning to meet AMC mission requirements.

2.4.2.1.1. Air Mobility Squadron (AMS). Each AMOG contains multiple AMSs. The AMS operates air terminal facilities in support of DoD sponsored customers. In this role, it generates, launches, and recovers enroute aircraft and intratheater airlift missions. It also operates an air mobility control center (AMCC).

2.4.3. Air Mobility Operation Squadron (AMOS). Each EMTF contains an AMOS. The AMOS prepares personnel to operate in an Air Mobility Division to plan and execute intra-theater air mobility missions and integrate inter-theater air mobility operations within an Air Operations Center's area of operations.

2.4.3.1. Through the Air Mobility Operations Squadron (AMOS), the EMTF deploys the initial cadre to form, when requested, an AMD. The AMOS provides most of the cross-functional core expertise of the operations and operations support capabilities for the Air Mobility Control Team (AMCT), Airlift Control Team (ALCT), Air Refueling Control Team (ARCT), and Aeromedical Evacuation Control Team (AECT). The combination of all these teams forms an Air Mobility Division (AMD), in an air and space operations center to plan and execute intra-theater air mobility missions. In addition, the AMOS, when deployed in support of AMD operations, provides the capability to integrate and coordinate AMC inter-theater assets. The AMD ensures inter-theater and intra-theater airlift and air refueling missions are published in the theater’s air tasking order (ATO) or integrated tasking order (ITO), as required. Under some operations concepts, such as humanitarian efforts (CONUS or OCONUS), the AMOS can be deployed independently as the AMD or AOC. The AMD serves as the coordinating authority between the theater C2 nodes and the 18 AF/Tanker Airlift Control Center, as it is the AMC Air and Space Operations Center, and the Department of Defense’s Joint Air Movement Center.

2.4.4. Air Mobility Communications. (OPR: A6) AMOS communications flights provide two Deployable Initial Communication Element (DICE) communications teams to form or contribute to the formation of an air mobility division (AMD), to plan, coordinate, task, and execute the air mobility mission in an air and space operations center (AOC). Unit is capable of standing up an AMD independent of other AOC divisions or elements. Deploy AMD communications element establish communication for AMD expeditionary operations. Communications support includes long-haul, multi-band Super High Frequency (SHF) satellite communications, secure and non-secure data networks, commonly referred to as SIPRNET and NIPRNET, and switched telephone network services and messaging services.

2.4.4.1. OPLANs or OPORDs may call for communications teams to deploy from CONUS.

2.4.4.2. The Air Mobility Operations Squadrons must maintain capability to:

2.4.4.2.1. Deploy first initial communications team within 12 hours of notification

2.4.4.2.2. Provide worldwide, airborne INMARSAT-based voice and data services that provide high-level government, DoD leaders and Combatant Commanders with airborne
communications and airborne office space on C-17 and KC-10 airframes. Communication capabilities are provided via Silver Bullet and Viper airborne communication packages.

2.4.4.2.3. Provide communications resources described in unit Designated Operational Capability (DOC) statement, the AFWUS, or as tasked in OPLANs.

2.4.5. Contingency Response Wings (CRWs)

2.4.5.1. Each EMTF is assigned a CRW designed specifically to focus on Rapid Global Mobility (RGM) implementation. The CRWs, as organizations, do not deploy; however, they coordinate the deployment of assigned Contingency Response Groups (CRGs), and Rapid Global Mobility (RGM) forces ensuring personnel, equipment, training, and procedures are compatible with assigned missions. The CRW includes Operations, Command and Control, Communications, Maintenance, Intelligence, Security Forces, Air Traffic Control, Aerial Port, Contracting, Supply, Fuels, Weather, and Finance personnel.

2.4.5.1.1. CRWs have subordinate Contingency Response Groups that must be capable of deploying as a base opening module in support of the base opening concept. Additionally, CRW forces must be capable of deploying as part of a Contingency Response Element (CRE) or Contingency Response Team (CRT), or to deploy in augmentation of an existing operation. In either case, the deployment requirement will be dependent on the environment and magnitude of the airlift operation supported and home station workload. The CRW sub organizations (i.e. CRG) must conduct sustained operations under surge workload conditions and be capable of deploying all required personnel and equipment within 12 hours of notification, unless otherwise directed by a higher state of readiness.

2.4.5.1.2. The CRW is manned with an elite cadre of personnel that deploy and provide global capabilities of opening airfields and supporting surge airlift requirements (operationally organized as CRG, CRE, CRT, CSE) as tasked through the 18 AF/TACC. Unique mission requirements may dictate various derivatives or combinations of open the airbase, command and control, aircraft maintenance, and aerial port UTCs to be tasked. However, tasking these capabilities or UTCs may adversely affect the capability of the CRWs to deploy in their designed capability. Deployment of all UTCs must be coordinated for approval through the appropriate AMC Functional Area Manager and TACC.

2.4.5.1.3. Depending on the situation, any deployed mobile C2 team may be responsible for reporting directly to the National Military Command Center (NMCC), AMD, AMOCC, or the 18 AF/TACC.

2.4.5.2. Airlift Control Flight (ALCF). An Air Reserve Component (ARC) unit that organizes, trains, and equips mobile C2 personnel to deploy in conjunction with other contingency support elements (aerial port, maintenance, security, etc) to form CREs or CRTs. ALCFs establish or sustain command, control, and mission support for intertheater and intratheater air mobility forces and conduct on-load, off-load, and crew control management for operating locations in support of Rapid Global Mobility.

2.4.5.2.1. Personnel and equipment must be capable of deployment within 12 hours of notification (unless otherwise specified). ARC units ordered to active duty to support AMC mobility missions will be ready to deploy within 36 hours from unit notification of mobilization. The response time includes 24 hours for mobilization.
2.4.5.3. The following specific missions are accomplished by the CRW: Establish and operate CRGs to provide initial first-responder open the airbase capability. Provide integrated team of command and control, aerial port services, aircraft maintenance, air traffic control, security forces, intelligence, civil engineering, contracting and finance. A CRG is an organization designed to provide worldwide, austere, open the airbase capability in permissive or uncertain environments. CRGs are structured as a capability to open new airbases, but are organized as a collection of highly scalable UTCs that are manned and equipped to operate as stand alone self-sustained operation in a bare base environment.

2.4.5.3.1. Establish and operate Contingency Response Elements (CREs) to provide command and control, aerial port services, aircraft maintenance, and operational management of AMC assets at designated airfields. A CRE is a team designed to provide worldwide mission support at airfields where AMC’s existing command and control, mission reporting, and required support functions are inadequate or nonexistent. CREs are composed of Unit Type Codes (UTCs) consisting primarily of personnel and equipment maximized for self-sustained operations. A CRE contains an Operations Center, minimum essential on-load, and off-load, and maintenance capability. They may contain functional area contingency support elements such as intelligence, finance, contracting, logistics, weather, security, and medical forces.

2.4.5.3.2. Deploy Contingency Response Teams (CRTs) and Contingency Support Elements (CSEs) to manage air mobility operations and provide support to airlift users in moving cargo and passengers under circumstances when a larger CRE team is not required.

2.4.5.3.3. Provide properly trained and equipped aircraft maintenance personnel, ready to deploy to ensure the desired levels of aircraft operational reliability is achieved during extend and expanded operations. When deploying to bases with non-existing maintenance infrastructure, the senior maintenance person will serve as the focal point for logistics requirements at that base and will interface with host base agencies on logistics matters.

2.4.5.3.4. Train personnel for operations in an austere, permissive, or uncertain environment.

2.4.5.3.5. Conduct airfield surveys to assess the capability and limitations of specific airfields to support planned or anticipated air mobility operations.

2.4.5.3.5.1. Prior to deployment, the senior deploying commander will ensure a pre-deployment vulnerability assessment has been conducted (Reference AMCP 10-405, *AMC Deployment, Employment and Redeployment Guide for Base Operating Support*). These assessments will be accomplished by a team that includes a medical member qualified to evaluate the safety and vulnerability of local food and water sources, perform an epidemiological risk assessment, evaluate local medical capabilities, perform a vector/pest risk assessment, determine adequacy of hygiene of local billeting and public facilities, and perform an environmental risk assessment and initiate an Environmental Baseline Survey, IAW AFI 10-245, *Air Force Antiterrorism Standards*.

2.4.5.3.6. Provide training in air mobility planning and equipment preparation for airlift to all affiliated units which are identified as having a deployment mission.
2.4.5.3.7. Provide communications support to other AMC command and control agencies when AMC contingency communications cannot meet their requirements.

2.4.5.3.7.1. Both active duty and ARC units possess Mobility Air Reporting and Communications (MARC) Systems. The MARC is a modified bare-base expandable shelter equipped with necessary secure voice and data communications equipment to perform the CRG and CRE missions. To meet rapid global deployments, the module can be transported by air and is capable of being towed to its final destination if necessary.

2.4.5.3.8. Provide stage crew management at deployed CRE locations (four crews or less).

2.4.5.3.9. The CRW provides aerial port support with a cadre of properly trained and equipped aerial port personnel, able to deploy and capable of providing support for on-loading and off-loading aircraft, sustained air terminal services, in-transit visibility (ITV) data capture and transmission, and support of tactical unit moves.

2.4.5.4. Airlift Mobility Liaison Officers (AMLO) are highly qualified, rated Air Force officers with airlift expertise and assigned duties with ground combat units. AMLOs at AMC operating locations are assigned to a CRW and unit AMLOs are assigned to an AW or AMW for administrative purposes. The principal functions of the AMLO are to advise the ground force commander on the capabilities, limitations, best use of airlift resources, and to coordinate requested airlift missions. The AMLO coordinates with the 18 AF/TACC, Air Mobility Division, components of the Army air-ground system, and aircrews in the area, CRGs, CREs, other AMLOs, and any other agencies supporting these missions.

2.4.5.4.1. AMLOs deploy with their assigned Tactical Air Control Party (TACP) which usually deploys with their assigned Army unit. AMLOs are tasked to deploy through the AMT and are listed in the Air Force-Wide UTC Availability/Tasking System (AFWUS).

2.4.6. Combat Camera (COMCAM). (OPR: A6) The 1st Combat Camera (1COMCAM) unit resides in the 21 EMTF under the 18 AF. COMCAM will equip and train for deployment to perform both aerial and ground-based still and motion documentation of combined, joint, and Air Force missions. Missions include wartime operations, contingencies, exercises, airfield surveys, weapons testing, humanitarian operations, special public affairs, and historical requirements. COMCAM deployable teams are UTC-based, and consist primarily of UTCs that are composed of personnel and specialized job-specific electronic equipment. 1CTCS is equipped for maximized for self-sustained operations. Deployment tasking for AMC COMCAM assets flows from 805 CSPTS/SCTX through the TACC.

2.4.6.1. During wartime or contingencies, COMCAM teams support the National Command Authority, Secretary of Defense, all military departments, and the Office of Secretary of Defense Public Affairs by providing: 1) theater-level weapons system video (WSV) processing; 2) multimedia editing, processing, duplication, intermediate archiving and distribution; 3) management of multimedia assets; 4) documentation; 5) maintenance support; and 6) support to public affairs forward and rear activities. COMCAM teams must be capable of rapidly deploying these elements from CONUS and theater-assigned units to designated locations worldwide as tasked in operations and contingency plans.

2.4.6.2. OPLANS or OPORDs may call for deploying COMCAM teams from CONUS or theater-assigned units. Elements and teams must be properly organized and equipped, and must be logistically self-sufficient to carry out required photographic support tasks for 30 days.
They will receive image processing, duplication, and transmission support from existing in-theater facilities and CONUS-based units as available. COMCAM personnel participating in any contingency or operation are under the OPCON of the designated air force component commander. Senior deployed COMCAM personnel will immediately establish communications with the Joint Combat Camera Center (JCCC), 805 CSPTS/SCTX, 18 AF/TACC, the deployed public affairs Joint Information Bureau (JIB), and with each wing and squadron having deployed Base Multimedia Information Support (BMMSC UTCs) in theater. Unless otherwise directed by the operational commander, COMCAM personnel deploying to combat or potential combat situations will carry weapons.

2.4.6.3. Combat Camera must maintain the capability to:

2.4.6.3.1. Deploy teams within 24 hours of alert notification with two exceptions. One alert Contingency Response (CR) UTC at 1 CTCS must be ready to deploy within 6 hours of alert notification. A second CR UTC must be ready to deploy in 12 hours.

2.4.6.3.2. Carry out worldwide airborne and ground documentation of US Air Force operational activities, participation in significant events, and wartime or contingency missions, as required.

2.4.6.3.3. Provide combat camera teams and support elements described in the unit designed operational capability (DOC) statement, the Air Force Wide UTC Availability/Tasking System (AFWUS), or as tasked in OPLANs.

2.4.6.3.4. COMCAM UTCs tasked for deployment are exercised in mobility operations during US Air Force and joint exercises and other evaluations.

2.4.6.3.5. AFRC has the 4th Combat Camera Squadron (4CTCS) at March ARB. These elements are ready to deploy within DOC response time. The response time includes 24 hours for mobilization. They also have the same mobility requirements as active duty units after recall and mobilization notification.

2.4.6.4. AMC Communication Squadrons with Base Multimedia Service Centers (BMMSC) Flights that have UTCs will deploy as organic MM with their respective wings or squadrons. Deployed BMMSC must be able to provide graphic, still photographic, video support, and distribute products to local customers and higher headquarters.

2.5. Air Mobility Wing (AMW).

2.5.1. The AMW provides unique advantages to supplement and enhance the core airlift and air refueling wings that make up the bulk of AMC's force structure. It combines airlift and tanker aircraft on one base, under one commander, with one mobility mission. AMWs have a coordinated mobility staff, which can tailor force packages to ensure flexible and effective support for planning, staging, deployment, employment, and mission execution. AMWs maintain those capabilities as stated in their DOC statements. Each AMW must be able to:

2.5.1.1. Provide its full complement of aircraft to meet tasked operational requirements.

2.5.1.2. Conduct airlift, air refueling, and aeromedical evacuation missions to support operational requirements worldwide.

2.5.1.3. Provide stage crew management at designated en route or deployed locations, when the number of stage crews is greater than four.
2.5.2. Capability Standards. Each active AMW must have the capability to:

2.5.2.1. Meet rapid reaction mobility requirements necessary to support deployments of AMC, other commands, or services.

2.5.2.1.1. Active-duty units tasked to fly intertheater airlift missions will have a response time of 36 hours from notification.

2.5.2.1.2. Active-duty tanker units tasked to deploy from home station to provide theater support will have a response time of 48 hours from notification.

2.5.2.1.3. ARC units ordered to active duty to support AMC missions will be ready to deploy within 72 hours from unit notification of mobilization. The response time includes 24 hours for mobilization.

**NOTE:** Response time for units with mobility missions (i.e. non-alert, non-OPLAN 8044) is defined as the time that unit is ready to begin loading of common user or organic lift (i.e. ready-to-load date at origin).

2.5.2.2. Provide all UTCs listed in the AFWUS or ANG database equivalent.

2.5.2.3. Operate under adverse weather conditions.

2.5.2.4. On-load, transport, and off-load nuclear ordnance according to the related weapon and airlift aircraft standards.

2.5.2.5. Provide headquarters element support to deployed locations when required.

2.5.2.6. Provide intelligence, aircrew life support, and tactics support for mobility forces.

2.5.2.7. Provide AMD augmentation.

2.6. Airlift Wing (AW).

2.6.1. The core AW is the basic organization for providing intertheater and intratheater airlift resources worldwide. Intertheater and intratheater airlift operational concepts are not always based on complete unit deployment. Intertheater and intratheater airlift wings, and their supporting organizations (except the 89AW), must be able to deploy modular support units or augmentation assets as tasked to support or extend the worldwide airlift system during periods of increased activity. Designated AWs are able to deploy on-equipment maintenance, information management, supply, and transportation support for sustained deployed operations. Intertheater and intratheater airlift wings maintain the capability to deploy designated assets while simultaneously maintaining home base operating capability. AWs maintain those capabilities as stated in their DOC statement. Each active AW must be able to:

2.6.1.1. Provide its full complement of aircraft to meet tasked operational requirements.

2.6.1.2. Perform aerial delivery, airlift, and aeromedical missions, as stated in their DOC statements.

2.6.1.3. Provide stage crew management at designated en route or deployed locations.

2.6.2. Airlift forces supporting tactical operations in the AOR will normally be under the operational control of the unified commander.

2.6.3. Capability Standards. Each active AW must have the capability to:
2.6.3.1. Meet rapid reaction mobility requirements necessary to support deployments of AMC, other commands, or services.

2.6.3.1.1. Active-duty airlift units will have a response time of 36 hours from notification.

2.6.3.1.2. ARC units ordered to active duty to support AMC mobility missions will be ready to deploy within 72 hours from unit notification of mobilization. The response time includes 24 hours for mobilization.

**NOTE:** Response time for units with mobility missions (i.e. non-alert) is defined as the time that unit is ready to begin loading of common user or organic lift (i.e. ready-to-load date at origin). **NOTE:** AEF units’ response time varies according to AEF cycle and tasking.

2.6.3.2. Provide all UTCs listed in the AFWUS or ANG database equivalent (see section 3).

2.6.3.3. Operate under adverse weather conditions.

2.6.3.4. On-load, transport, and off-load nuclear ordnance (exception: C-5 squadrons) according to the related weapon and airlift aircraft standards.

2.6.3.5. Provide headquarters element support as required at deployed locations.

2.6.3.6. Provide intelligence, aircrew life support, and tactics support for airlift forces.

2.6.3.7. Provide AMD augmentation.

2.7. Air Refueling Wing (ARW).

2.7.1. The core ARW is the basic organization for providing intertheater and intratheater air refueling resources. Intertheater air refueling operational concepts may not be based on complete unit deployment. Air refueling wings and supporting organizations must be able to deploy support units or augmentation assets as tasked to support or extend the reach of US military forces during periods of increased activity. ARWs maintain those capabilities as stated in their DOC statement.

2.7.1.1. Deployment and Employment. Each active ARW must be able to:

2.7.1.1.1. Provide its full complement of aircraft to meet tasked operational requirements.

2.7.1.1.2. Deploy designated air-refueling forces to support intertheater operations worldwide. Air refueling forces supporting intratheater operations in the AOR are under the operational control of the unified commander.

2.7.2. Capability Standards. Each active ARW must have the capability to:

2.7.2.1. Meet rapid reaction mobility requirements necessary to support deployments of AMC, other commands, or services.

2.7.2.2. Active-duty tanker units tasked to deploy from home station to provide theater support will have a response time of 48 hours from notification.

2.7.2.3. AFRC/ANG units ordered to active duty to support AMC mobility missions will be ready to deploy within 72 hours from unit notification of mobilization. The response time includes 24 hours for mobilization.

**NOTE:** Response time for units with mobility missions (i.e. non-alert, non- OPLAN 8044) is defined as the time that unit is ready to begin loading of common user or organic lift (i.e. ready-to-load date at origin).
2.7.2.4. Provide all UTCs listed in the AFWUS or ANG database equivalent.

2.7.2.5. Operate under adverse weather conditions.

2.7.2.6. Provide AMD augmentation.

2.7.3. Tanker Task Force (TTF). TTFs form and deploy in response to peacetime or contingency activities when concentrated air refueling support is critical to the mission, such as fighter deployments, air mobility operations, intercontinental bomber operations, intratheater employment missions, or training and exercise requirements. They are designed and sourced to support specific mission requirements in areas without an established tanker presence.

2.7.3.1. TTFs may also form to supplement assigned theater tanker forces. Units tasked to augment intratheater operations will be supported as necessary by theater commanders in line with appropriate command-to-command agreements. This support includes, but is not limited to, operations, employment, logistics, intelligence, aircrew life support, maintenance, scheduling, reporting, transportation, and medical. If required, TTFs can also support non-theater air refueling missions. Most tanker deployments will occur under the Integral Tanker Unit Deployment (ITUD) concept, providing Wing and Operations Group staff, aviation, logistics, and aircrew life support. This concept supports units training together the way they deploy and operate. The TACC or functional area manager (FAM) will validate UTCs prior to deploying ITUD packages.

2.8. Civil Reserve Air Fleet (CRAF). (OPR: A3B)

2.8.1. The CRAF is a Department of Defense and Department of Transportation program designed to augment AMC organic airlift resources during time of contingency or national emergencies. CRAF aircraft are assigned to any of the three stages of CRAF activation that provides the flexibility to tailor the size of the force to meet the contingency.

2.8.2. CRAF Activation. All three stages of CRAF are activated by the Commander, USTRANSCOM with the approval of the Secretary of Defense or the Secretary’s designee. CRAF may be activated and deactivated by Segment(s) (International, Aeromedical Evacuation, and National), Section(s) (Long-Range, Short-Range, Domestic, or Alaskan), or Element(s) (passenger or cargo) within each stage, as required.

2.8.3. CRAF Employment. CRAF assets are activated based on stage assignment and the capability of each aircraft type.

2.8.3.1. Stage I is designed for lesser regional contingencies. It includes passenger and cargo capability from the Long-Range International section and is used to perform mobility services when the AMC organic airlift force cannot meet both deployment and other traffic requirements simultaneously.

2.8.3.2. Stage II is designed for a single major theater war, where complete national mobilization is not warranted. All three segments (International, Aeromedical Evacuation, and National) become available under this stage of activation.

2.8.3.3. Stage III is designed for national mobilization. It includes the total capability in all three CRAF Segments.

2.8.4. Capability Standards. Carriers must have their passenger and cargo aircraft available to perform airlift missions within 24 hours after mission assignment following activation of CRAF
Stage I or Stage II and within 48 hours of Craf Stage III activation. The response time after call-up for the aeromedical segment is 48 hours for Stages II or III activation. This is based on the required time for aircraft reconfiguration.

2.8.4.1. During the deployment phase, Civil Engineer Readiness personnel (AFSC 3E9X1) will ensure Craf crewmembers are properly fitted and trained in the use of ground crew Chemical Warfare Defense Equipment (CWDE) at Intermediate Staging Bases prior to crews entering a threat area.

2.8.4.1.1. Craf CWDE mobility bags are stored at and under the responsibility of the 436th Logistics Readiness Squadron (LRS) at Dover AFB. The 436th LRS reports Craf fill rates and shortfalls on a quarterly basis to HQ AMC/A4R. HQ AMC/A47 works with HQ AMC/A3B and A7 for shortfall funding. HQ AMC/A3B is the OPR for Craf mobility bag requirements.


2.9.1. ALS is a program to provide mission-ready aircraft installed Life Support Equipment (lse) and aircrews with fail-proof lse, and survival continuation training. At the base level, the Life Support Program is the lead function for executing ALS directives, coordinating planning and programming efforts concerning the Air Force Life Support System. See AFPC 11-3, Life Support; AFI 11-301 Vol 1, Aircrew Life Support Program; and AMCI 11-301 Aircrew Life Support Program. Planning is essential to ensure aircrew support during contingencies and wartime. The wing ALS staff must play an active role in operation planning. Their interface is critical to ensure flexible and effective support planning, staging, deployment, employment, and mission execution. ALS UTCs must be fully outlined in applicable AMC Operations Plans (OPLANs) in order to support the integration of tanker, aeromedical, operations support, and airlift ALS into AMC operations.

2.9.2. AMC ALS Mobility Objectives. The objectives of the AMC ALS program is to provide required support to sustain aeromedical and aircrew contingency operations at CONUS and OCONUS deployed tanker and airlift stage locations. This support includes but is not limited to providing:

2.9.2.1. Fail-proof Life-Support Equipment for flying operations.

2.9.2.2. Procedures for using Life Support Equipment in-flight, during escape from the aircraft and descent to ground level, and on the ground waiting for rescue or return to duty.

2.9.2.3. Aircrew equipment and survival continuation training.

2.9.2.4. Aircrew Chemical Defense Equipment (ACDE) maintenance and decontamination processing in Aircrew Contamination Control areas (ACCA) required for sustainment of assigned missions. Craf aircrew members are not issued ACDE, but are provided ground crew CWDE (GCWDE) in accordance with their contract. In accordance with the contract, military personnel may be deployed to ensure Craf crewmembers are properly fitted and trained in the use of GCWDE equipment, in accordance with paragraph 1.5.3.

2.9.2.5. Support the Air Force Aeromedical Evacuation (AE) system requirements through deployed ALS personnel.
2.9.2.6. When required, ensure aircrews deploy with mission essential ACDE as specified in this instruction.

2.9.3. AMC ALS CONOPS. Sustainability of the flying operation is the focus of the ALS CONOPS. Employment of ALS personnel within and to operational theaters will be accomplished to systematically support aircrew members, passengers, and aircraft generations. This will be done through a four-prong approach of:

2.9.3.1. Augmentation of OCONUS in-place resources. Due to limited OCONUS theater resources, augmentation of these in-place resources is essential.

2.9.3.2. Deployment to support flying units. ALS deploy as part of individual flying squadrons to theater operations (i.e., TTFs, ITUDs, etc.). This will provide the required support capability for the specific weapon system. ALS contingency operations are self-sufficient, autonomous, and capable of independent ACCA operations.

2.9.3.3. Maintain enroute support structures. ALS deploys to maintain centralized en route ALS support structures. Deployment of centralized ALS shops accommodate an en route support structure for airlift aircrews and aircraft staging and transiting in support of contingency operations. En route ALS responsibilities include but are not limited to scheduled and unscheduled LSE maintenance, supporting aircraft generations, storage and issue of individual aircrew LSE; and relief and backfill for chemical defense operations.

2.9.3.4. Deployed ALS capability to AE stage locations, to sustain intertheater AE crewmembers, their LSE, training, OCONUS, CONUS, and opportune AE airlift.

3. AMC Deployment Guidance. (OCRs: A4R, A3T, A7, HQ AFRC/A4, HQ ANG/A4)

3.1. Mobility Bag Requirements. (AFI 10-403 Deployment Planning and Execution; AMC Supplement to AFI 10-403 Deployment Planning).

**NOTE:** In order to ensure seamless integration of ARC forces upon full mobilization, ANG and AFRC units will need to match AMC mobility bag standards as stated in this document, as well as, the requirements listed in the AFI 10-403, and the AMC Supplement 1 to AFI 10-403.

3.1.1. Bag Authorizations: Mobility bags consist of protective equipment to enable Aircrews and Ground Support Personnel to execute the AMC mission under environmentally stressed conditions of war. The various components that make up the A, B, C, D, and E bags have been tailored to meet the needs of the user in a particular war scenario. All AMC personnel, including support and ground crews are authorized mobility bags as stated in the AFI 10-403, and the AMC Supplement 1 to AFI 10-403. In addition, Flight Crews are authorized the mobility bags as listed in this publication. Note: AMC personnel at en route positions (coded DXX) are not authorized mobility bags. Mobility bags, weapons and just in time training are all received prior to a deployment.

3.1.1.1. D-Bags: A D-bag is authorized for each deployable aircrew member.

3.1.2. Air Crews: All AMC aircrews will use AS 450 Part A as authorization for aircrew body armor to meet body armor protection requirements. Only aircrew body armor provides the proper integration with flight gear (e.g., aircrew chemical defense equipment, survival vest, and parachutes). Aircrew body armor (Level IIIA) may be used by aircrews in conjunction with the Kevlar helmet to meet body armor protection requirements during ground operations. Commanders may authorize the ground flak vest in addition to the aircrew body armor for ground operations.
3.1.2.1. KC-135 units will differentiate between OPLAN 8044 and conventional UTC taskings, as listed in the AFWUS (UMIS for the ANG), to compute total mobility bag requirements. Mobility A, B, and C-1 bags are only authorized for the most demanding of these two taskings, not both.

3.1.2.2. For deliberate planning, an A, B, and C-1 bag is authorized for each of the intertheater aircrew force not already in a deployment position. If tasked to enter a Chemical or Biological Threat Area, one complete operational ground crew ensemble will be issued to each intertheater aircrew member.

3.1.3. Mobility Bag Requirements Management.

3.1.3.1. A, B, C-1, and E bags: HQ AMC/A4RWS manages the required contents of standard AMC mobility (A, B, C-1, and E) bags. Additional information on these bags can be found in the AMC Supplement 1, to AFI 10-403.

3.1.3.2. Items that are required by the Supported Theater Commander or by AMC OPORD that are not in an A bag are considered organizational equipment. Organizational equipment is a unit responsibility. To expedite the issue of organizational equipment used by a large percentage of base deployers, i.e. permethrin uniform treatment, DEET insect repellent, and bed nets and poles, these items should be maintained at the Base Service Store. Units will reimburse the Base Service Store for supplies utilized.

3.1.3.3. D-bag: HQ AMC/A3TL manages the D bags requirements.

3.1.3.4. HQ AFRC/A4R manages standard mobility bag requirements for the Air Force Reserve.

3.1.3.5. HQ ANG/A4 manages standard mobility bag requirements for the Air National Guard.

3.1.3.6. CRAF C-Bags: HQ AMC/A3B manages the CRAF C-bag requirement and content.

3.1.4. Aircrew Mobility Bag Supply Management.

3.1.4.1. Individual operational units perform supply management for their assigned aircrew.

3.1.4.2. Whenever possible, items will not be issued for deployment if the planned deployment time will exceed the shelf life expiration date.

3.1.4.3. The supply mobility section and the life support flight will coordinate all C-1 and D-bag requirements with the base civil engineer readiness flight prior to submission to HQ AMC. HQ AMC/A7 will validate requirements before releasing O&M funding from PE 27593.

3.1.4.4. Where applicable, “Host and Tenant” support agreements must be in place to specifically outline the deployment requirements of the mobility bags for the tenant unit. The host must forecast for the appropriate number of mobility bags and weapons to support these tenant-deploying personnel. Support agreements will outline the mobility requirements and how often these requirements must be updated. Support agreements will include specific responsibilities of funding for mobility bags.

3.1.5. Individual Responsibility.
NOTE: Individuals assigned to travel via commercial transportation and who are carrying a CWDE mobility bag with them, may be required to open the mobility bag for security inspections along the route. These security checks should consist of a nondestructive visual inspection. This inspection does not affect the shelf life or usability of the CWDE equipment. If the bag is opened for inspection, it should be resealed as soon as practical, preferably on the spot, with 2 inch duct tape. The date of the sealing will be written across the tape with an indelible black or blue marker. If any material damage or destruction to CWDE occurs during the inspection, report the damage to the supervisor on duty at the security checkpoint. Upon arrival at your port or duty station, report the damage to your supervisor, and turn the damaged A, B, C, and E bag equipment into supply for reissue. Aircrew D bag equipment will be turned into Aircrew Life Support for reissue.

3.1.5.1. Serviceable non-returnable mobility bag items retained by an individual will NOT be duplicated in a mobility bag upon subsequent deployments. All individuals deploying will be briefed on their responsibility to maintain non-returnable items for future deployments. Supply mobility bag element will track the issue of all non-returnable assets to ensure duplicates are not issued upon subsequent deployments. Normal wear and tear may be reissued at the discretion of the Chief of Supply (COS).

3.1.5.2. In addition to items required in A, B, C-1, and D-bags, personnel must take a supply of personal items to cover the duration of the deployment as well as all items required IAW AFI 10-403. Refer to AFI 10-403, AMC Supplement 1 for a list of recommended personal items for deployments.

3.1.6. Mobility Bag Contents.


3.1.6.2. B-Bag. See AFI 10-403, AMC Supplement 1 for B-bag required contents.

3.1.6.3. C-1 Bag. See AFI 10-403, AMC Supplement 1 for C-1 bag required contents.

3.1.6.4. D-Bag. Refer to AFI 11-301, Vol 1 for D-bag required contents.

3.1.6.5. D-1 Bag (Mini D-Bag). Refer to AFI 11-301, Vol 1 for D-1 bag required contents.

3.1.6.5.1. As a minimum, issue to each individual crewmember one ACDE/Aircrew Eye Respiratory Protection (AERP) ensemble during contingencies. Store one ensemble in each individual’s D-bag in a mini-ACDE/AERP deployment bag (mini D-bag) prepared for rapid deployment contingencies. Store the balance of the ACDE/AERP IAW AMCI 11-301. Bulk store or ship the balance of ACDE/AERP (D-bag) to deployed locations. The Basis of Issue (BOI) for AERP equipment is three ensembles. One AERP ensemble (mini D-bag) consists of the items as listed in AFI 11-301, Vol 1.

NOTE: Issued personal equipment can contain a hazardous material and be carried in personal gear (mobility bags) when required for mission completeness as identified in AFMAN 24-204, Chapter 3 operations. Equipment above the personal issued amount must be packaged and certified IAW AFMAN 24-204(I). For a mobility deployment conducted IAW this instruction, AFI 10-403 and DoD 4500.9R, Part III not approved as a Chapter 3 operation, all hazardous material must be properly packaged and certified to AFMAN 24-204(I).

3.1.6.5.2. Quantities listed in Attachment 2 and Attachment 3 do not include training equipment per AMCI 11-301.
3.1.6.6. E-BAG: See AFI 10-403, AMC Supplement 1 for E-bag required contents.

3.2. Arming Requirements. (OPR: A7)

3.2.1. A Concept of Operations (CONOPS) or tasking message provides the arming requirements for deploying personnel. The CONOPS or tasking message describes the arming requirements, the anticipated tasks that armed members will perform, and the command and control elements.

3.2.2. One weapon will be available for each manpower requirement reflected in the deployable conventional Unit Type Codes (UTCs). This does not include OPLAN 8044 listed in the AFWUS (UMIS for ANG), except as otherwise stated in the medical ANGIs and chaplain AFIs. Security Forces weapons requirements (multiple weapons) are identified in appropriate logistics detail (LOGDETS). AF Catalog (AFCAT) 21-209 Volume 1, Ground Munitions, lists ammunition requirements.

3.2.2.1. Allowance Standard (AS) 538 determines the type of weapon assigned to each position. However, the MAJCOM UTC Functional Area Managers (FAMs) may determine the type of weapon(s) based on the UTC requirements. FAMs must ensure the table of allowance AS 538 is updated as soon as possible to identify any unit peculiar weapons their people are required to carry.

3.2.3. Everyone assigned to a deployment position as determined by the AFWUS (UMIS for ANG) will complete weapons qualification IAW the training priorities established in AFI 36-2226. Exceptions to this policy are stated in the medical and chaplain AFIs, and by HQ USAF/XO Sept 2002 message which directs an exception for arming D/AXX coded UTCs.

3.2.3.1. The person filling the deployment position have priority for Group “B” and Group “C” status, IAW AFI 31-207, Arming and Use of Force by Air Force Personnel, and AMC Pamphlet 31-1, The Air Mobility Command Arming Policy.

3.2.4. The wing commander will ensure each unit or squadron establishes an annual weapons familiarization program for personnel in Group “C” status. This familiarization is in addition to weapons qualification training provided by Combat Arms (CA) and is conducted by personnel within the unit as designated by the wing commander. Combat Arms Training and Maintenance personnel are available to train unit-training personnel to perform this task. As a minimum, this familiarization will consist of weapons safety, loading the weapon, clearing ammunition from the chamber and clearing barrel procedures, disassembly and assembly, functional check, care and cleaning, and a visual inspection. Weapons familiarization training will be documented on AF Form 797 or 1098 in the individual's On-the-Job Training (OJT) record.

3.2.4.1. The training objective is to increase weapons safety by refreshing the skills and knowledge of weapons-qualified personnel in handling weapons. Training events will not be annotated until unit trainers observe a HANDS-ON demonstration of this capability. Note: ARC associate units will be provided an approved lesson plan that covers all weapons familiarization-training requirements. AFRC weapons familiarization training will be documented on the AF Form 1098, Special Task Certification and Recurring Training.

3.3. Deployment Execution. See AFI 10-403 and AMC Supplement 1 to AFI 10-403. (OPR: A4X)

3.4. Passports. (OPR: A1Z)
3.4.1. AMCI 36-2102, *Passports and Visas*, gives guidance on passport eligibility and application process. If information contained in AMCI 36-2102 conflicts with this instruction, then the guidance in AMCI 36-2102 shall take precedence. Personnel who are authorized official passports are listed in the AMCI 36-2102.

3.5. Redeployment and Reintegration. (OPR: A1; OCR: Community Action Information Board-Integrated Delivery Systems (IDS) Team/ A3) AMC’s goal is to successfully reintegrate Airmen with families, friends, community, and work centers following a long term deployment.


3.5.1.1. Every commander should ensure that the personnel assigned to their unit are familiar with Annex A, *HQ AMC Deployment/Redeployment/Post Deployment Reintegration Process*, Annex B, *AMC Reintegration Program* and, as applicable, Annex B, Attachment 1, *AMC ‘Wingman Reintegration’ Checklist*.

3.5.2. Post deployment reintegration is comprised of decompression and reintegration phased events, as well as follow-up contact. The follow-up contact should occur after the post deployment downtime is completed (See paragraph 3.6.).

3.5.3. An essential component of post deployment reintegration is the early identification of individuals that may be at higher-risk for readjustment problems. Specifically, those individuals being deployed on Contingency, Exercise, Deployment (CED) orders, i.e. on an AEF rotation to the Southwest Asia area of responsibility (AOR), and those deployed on TDY or Aircrew orders, as is the case for many aircrew and support members. The reintegration process for individuals who are deployed on deployment orders is captured in a DoD directed Deployment Health Assessment program and is also included in AMC’s Reintegration Program (Annex B).

3.5.4. A significant number of AMC’s aircrews and support personnel accumulate particularly high numbers of days TDY that are not accounted for under the normal deployment processes. In order to assess and minimize the effects of accumulated days TDY on these airmen, the CAIB-IDS Team has developed a reintegration program that will be implemented at the squadron level. The basic requirements for this program follow, and is amplified in Annex A.

3.5.4.1. The squadron commander or designated representative will conduct a face-to-face support and reintegration briefing with individuals as they accumulate 120 days of TDY per a 365 days time period.

3.5.4.2. The Integrated Delivery Systems Team will provide post deployment support and reintegration training to members as they accumulate 165 days of TDY per a 365 days time period. The member will complete a post deployment assessment with the squadron commander or representative when they reach the 165 days of TDY per the 365 days milestone.

3.5.4.3. The Integrated Delivery Systems Team will provide redeployment support and reintegration training to members as they accumulate 200 days of TDY per a 365 days time period. The member will complete an additional post deployment assessment with the squadron commander when they reach the 200 days of TDY per the 365 days milestone.

3.5.5. When Air National Guard and Air Force Reserve Airmen are located on or near an AMC installation, it is preferable to employ a Total Force post deployment reintegration approach. Squadron commanders will ensure that Air Reserve Component Airmen are aware of post deploy-
3.6. Post Deployment Downtime. (OPR: A1X; OCR Aircrews: A3O) Post Deployment Downtime is a commander’s program designed to help maintain quality of life and retain valued Air Force members to keep our military strong and ready.

3.6.1. Aircrew members will have 1-hour compensatory time for each 3 hours off-station (1 day for every 3 days off-station) with a maximum of 4 days.

3.6.2. Following a deployment away from home station of 45 days or longer, all military members will be given not more than 7 days compensatory time (3-day special pass IAW AFI 36-3003 and 4 days unscheduled time). Following a deployment away from home station of 90 days or longer, authorized compensatory time is not more than 14 days (4-day special pass IAW AFI 36-3003 and 10 days unscheduled time). During compensatory time, members will not be assigned formal duties and will be given appropriate time to care for personal and professional matters deferred while TDY. The member will check in daily during any period of unscheduled time and must take leave if departing the local area IAW AFI 36-3003.

3.6.2.1. Compensatory time applies to active duty personnel, including Air Reserve Component personnel activated under a mobilization authority and personnel serving temporary tours of active duty on MPA days. FAMs must take into account compensatory time when calculating MPA day requests. (Note: MPA management is the responsibility of AMC/A1 and is operated and managed through MAJCOM Directorate functional managers by A1XM)

3.6.2.2. All personnel must in-process through Commander Support Staff (CSS) or Personnel Readiness Function prior to starting post deployment downtime. Failure to do so could adversely affect member's Duty Status.

3.6.3. Returning members must sign in with their unit’s Commander’s Support Staff the first duty day after return. Post-deployment downtime will start as soon as possible following return to home station, not to exceed 72 hours after return, and only after signing in with the CSS and completing an in-processing checklist.

3.6.4. If a member takes leave immediately following deployment, the commander has the discretion to allow compensatory time upon return.

3.6.5. Unit commanders should make liberal use of the special 4-day pass as provided in AFI 36-3003 during post deployment downtime, particularly for ARC members deployed away from their home unit of assignment.

4. Medical Operations. (OPR: SG)

4.1. Medical Support. (OPR: SGP/SGX) Medical support for AMC deploying airlift and tanker forces will be provided either by identifying organic AMC medical assets to deploy with airlift and tanker elements, Medical Global Reach Laydown Team or by arranging for the supported Air Force Component Command or other collocated medical element to provide medical and other base support. The HQ AMC/SGP Functional staff will decide the size of the medical support package by evaluating the number of forces deployed to an operational location, the safety and vulnerability local food and water sources, local medical capabilities, evaluate the threats of local infectious and vector-borne diseases, the hygiene of local billeting and public facilities, and local environmental and industrial threats.
4.2. Aeromedical Evacuation (AE) System. (OPR: A3XP) The Air Force AE system provides fixed-wing movement of patients requiring supervision by aeromedical evacuation crewmembers (AECMs) to locations offering appropriate levels of medical care. The AE system can operate as far forward as fixed-wing aircraft are able to conduct air/land operations. AE is conducted using organic and Civil Reserve Air Fleet airlift appropriate for the volume and clinical requirements of the patients to be moved and is selected by the airlift control agency. Aeromedical Evacuation is integral to Air Mobility and any mention of airlift assets in this instruction includes AE assets as well.

4.2.1. AE can significantly improve casualty recovery rates by providing timely and effective transportation of the sick and wounded to medical facilities offering appropriate levels of care. The AE system provides:

4.2.1.1. Integrated control of casualty movement by air transport;
4.2.1.2. Clinical and operational support personnel;
4.2.1.3. Equipment for in-flight supportive care and ground support operations;
4.2.1.4. Critical care air transport teams (CCATT) to monitor and manage specific patients requiring intensive care;
4.2.1.5. Staging facilities on or in the vicinity of airheads and air bases for the administrative processing and care of casualties entering, en route through, or leaving the AE system;
4.2.1.6. Command and control (C2) of all theater AE forces and AE operations; and
4.2.1.7. Support to the communication network between airlift C2 agencies.

4.2.2. C2 functions exercised over AE missions are consistent with those for all air mobility missions and are conducted in accordance with the C2 processes described in Joint Publication 3-17, Joint Tactics, Techniques, and Procedures for Air Mobility Operations; AFDD 2, Organization and Employment of Aerospace Power; and AFDD 2-6, Air Mobility Operations.

4.3. Medical Oversight (OPR: SG)

4.3.1. Joint Force Surgeon (JFS). Appointed by the JFC to serve as the theater or JTF special staff officer responsible for establishing, monitoring, or evaluating joint force health service support (JP 4-02). The JFS is responsible for coordinating and integrating health service support within the AOR as well as coordinating intratheater patient movement support to the Joint Task Force Commander (JTF/CC). The JFS establishes patient movement policies and should coordinate with the USTRANSCOM, supported combatant command, and other Component Commands. The JFS should appoint a theater Medical Director who is responsible for the quality of patient movement clinical care provided within the AOR. The Medical Director appoints the theater Validating Flight Surgeon(s) VFS(s) who will support a joint patient movement requirements center mobilized to their AOR. The theater VFS and patient movement requirements center (PMRC) provide clinical oversight of a theater’s AE operations.

4.4. Patient Movement Requirements Centers (PMRCs)

4.4.1. Global and theater patient movement is the responsibility of the PMRC. The PMRC manages and coordinates all patient movement. The PMRC validates patient movement requests, regulates patients to appropriate medical facilities for continued medical care, and determines the mode of transportation (air, sea, or ground) for the movement of patients. PMRCs should exist at
the joint level, as an element of the joint movement center, to ensure visibility of joint assets for PM lift options. PMRC staffing includes flight nurses (FN) as patient movement clinical coordinators (PMCC). One or more theater VFS are assigned or delegated by the theater Command Surgeon to work with the PMCC. Theater VFS provide physician medical direction and clinical oversight of PM validation, transfer, and en route care planning, and en route care, as needed, during AE. The PMCCs provide nursing care and administrative expertise during validation, and may be delegated validation authority by the VFS for routine patients using approved algorithms.

4.5. Aeromedical Evacuation Coordination.

4.5.1. The Tanker Airlift Control Center (TACC), Air Mobility Operations Control Center (AMOCC) or Aeromedical Evacuation Control Team (AECT), provides C2 for tasking and execution for air mobility assets used to accomplish AE missions within their respective areas of operation. These agencies provide the critical link between C2 of airlift operations and medical/joint interface. The theater VFS and PMRC provide operational clinical oversight of a theater’s AE operations. In coordination with the Global Patient Movement Requirements Center (GPMRC), the JPMRC/TPMRC receives, consolidates, and validates theater requests for patient movements. The TACC/AE Cell (TACC/XOCA), is the source of AE clinical and operational expertise and mission execution and oversees all strategic intertheater and CONUS AE missions. The AE Cell informs/reports mission progression and medical issues to the appropriate PMRC when applicable. GPMRC coordinates with regional lead agents for CONUS movement requirements, as required.

4.5.2. AMC intertheater AE operations may include the activated Aeromedical Evacuation segment of CRAF with Boeing 767 commercial aircraft, KC-135, and C-17, or nontraditional airlift aircraft and crews.

4.6. ARC Augmentation Requirements. Depending on the demand for airlift resources, AMC will depend on AMC-gained ARC assets to support its mission responsibilities. ANG/AFRC units ordered to active duty to support AMC missions shall be ready to deploy within 72 hours from unit notification of mobilization. The response time includes 24 hours for mobilization.

5. Austere Base Operations. (OPR: A3A/ A4X; TACC/XOP)

5.1. Austere Basing Concept. Certain operational situations and environments may require AMC forces to conduct operations at in an austere base environment. Therefore, AMC forces must be prepared to operate into and from established complexes with austere facilities. As a result, there is a need to organize, train, and equip forces able to deploy in minimum time and respond to immediate bare-base operational requirements.

5.2. Operations Concepts. Reducing the number of personnel and the quantity and weight of equipment that require deployment as mission support to the minimum necessary is a primary consideration for AMC operations. Support for AMC forces and the methods used to provide such support are dependent on location, the concept of operations, and the availability of local resources. The following basic concepts and standards provide general guidance for the mobility of AMC forces during deployment, employment, and redeployment, when using austere bases.

5.2.1. Operations Support Requirements. HQ AMC/A4X will develop and review the support requirements for AMC, CRG, CRE, Maintenance Recovery Team (MRT), aerial port, Tanker Task Force (TTF), and deployable technical services units; and, will specify detailed requirements such
as utilities, security, covered storage, open storage, and parking ramps for each AMC deployable unit listed above.

**NOTE:** During wartime or contingencies, 18 AF/ TACC/XOP will develop requirements in conjunction with the affected functional area manager.

5.2.2. AMC Unique Assets and Equipment. (OPR: A4X) Deployment and pre-positioning of HQ AMC required assets will be in accordance with guidelines specified in the logistics annex of applicable OPLANs. HQ AMC/A4X will fulfill the following actions:

5.2.2.1. Screen AMC assets scheduled for deployment or pre-positioning to avoid unnecessary duplication and exceeding the capabilities of allocated air mobility assets.

5.2.2.2. Determine the quantity of AMC unique assets to be deployed or pre-positioned based on maintenance concepts, required reaction time and flexibility, and peacetime authorizations of equipment for the using organizations.

5.2.2.3. HQ AMC retains control of AMC unique assets deployed or pre-positioned in support of a bare base operation at all times. These assets will not transfer to other units without concurrence of the senior AMC representative on site.

5.3. Maintenance Support. Units will deploy with equipment and personnel necessary to perform on-equipment flight line maintenance. The deployment duration and location will determine if other equipment and personnel are required to perform complete scheduled organizational maintenance. The host base or another designated supporting facility will satisfy the repair requirements in excess of on-equipment maintenance capabilities. Toward the goal of providing safe, reliable airframes in support of bare-base operations, the following maintenance concepts apply:

5.3.1. Limit maintenance support to preflight, through-flight, basic post-flight, and the troubleshooting and repair (within capabilities) of unscheduled safety-of-flight discrepancies. The projected maximum number of aircraft on the ground (by mission design series, requiring simultaneous servicing) determines the number and types of maintenance personnel and equipment deployed for bare-base CRG or CRE operations. Conduct heavy maintenance at designated recovery locations outside the contingency area.

5.3.2. Units that deploy must ensure personnel take the proper computers and software to update AMC’s Maintenance Management Information System, CAMS-FM/G081. (OPR: A4XI).

5.4. Support Requirements. US Air Force policy on theater-positioned war reserve materiel provides for support of deploying AMC mobility forces and technical services. A combination of the assets at the deployment base, home unit Mobility Readiness Spares Package (MRSP), mobility and contingency assets, and home station assets will provide initial supply support for AMC forces, other than war consumables. Resupply for intratheater units will be provided by the theater commander through established supply channels as outlined in the logistics annex of each OPLAN and supporting plans. Configure all mobility contingency equipment and aircraft spares on a modular concept to facilitate the deployment and support of varied force sizes. Provide war consumables, support equipment, and mobility contingency assets required to support deploying AMC forces as specified in the logistics annex of each OPLAN and supporting plan. AMC active duty supply units must be ready to deploy worldwide within 36 hours of notification. ANG and AFRC supply units ordered to active duty to support AMC mobility missions will be ready to deploy within 72 hours of initial notification (includes 24 hours for mobilization).
5.4.1. Primary Custodian Responsibilities (Home Station):

5.4.1.1. Retain responsibility for equipment deployed until either of the following is met: 1) the equipment is returned to the home base custodian; or 2) accountability is assumed by the gaining base.

5.4.1.2. Act as gaining and losing Chief of Supply (COS) single point of contact in the deploying organization regarding equipment matters.

5.4.1.3. Ensure the selection of items for deployment is coordinated with Equipment Management Element (EME) or Customer Service at local Base Supply.

5.4.1.4. Ensure all deployment listings or transfer documents are in primary custodian’s possession before the deployed custodian departs.

5.4.1.5. Record and document all equipment gains and losses that occur enroute to the deploying destination.

5.4.1.6. Record all equipment gains and losses on the appropriate document, which is the “Consolidated Deployment Listing” or “Custody Receipt Transfer Document.”

5.4.1.7. Prepare or obtain documentation to support the equipment gains and losses.

5.4.1.8. Upon return, both primary and deployed custodian should perform an inventory.

5.4.1.9. Once inventory is complete, primary custodian notifies EME/Customer Service of the deployed equipment return.

NOTE: When the custodian at the deployed base processes gains or losses in equipment, documentation must be returned with the Custody Receipt Transfer Document upon redeployment.

5.4.2. Deployment Custodian's Responsibilities:

5.4.2.1. Schedule a pre-deployment briefing with EME.

5.4.2.2. Obtain pre-deployment listing and accomplish the following actions:

5.4.2.2.1. Keep two copies of the review list.

5.4.2.2.2. Give one copy to the account custodian, who will file it with the custodian equipment listing (CA/CRL).

5.4.2.2.3. Annotate one copy to identify items deployed or scheduled to be deployed. Give this copy to EME/Customer Service at time of deployment.

5.4.2.3. Upon redeployment notification, the custodian performs an inventory.

5.5. Aerial Port Support. (OPR: A4T)

5.5.1. Aerial Port Squadrons (APS) form a network of aerial ports strategically located to permit rapid processing of airlift cargo and passenger requirements in order to meet worldwide mobility requirements. APSs are an integral part of the military airlift system. Aerial port units must be capable of providing support for on-loading and off-loading aircraft, sustained air terminal services, in-transit visibility (ITV) data capture and transmission, and support tactical unit. Units with a mobility mission must be capable of deploying as an element of a CRG or CRE, or independently to establish and operate one or more contingency air terminals, or to augment existing aerial port locations. The deployment requirement will be dependent on the mission needs consid-
5.5.1.1. HQ AMC and host locations must recognize the criticality of aerial port materials handling equipment (MHE), utilizing both military and commercial assets, as needed, to support the AMC mission. Platform loaders, staircase trucks, fleet service vehicles, conveyors, etc., not commonly distributed Air Force-wide, require special consideration in the form of uniquely trained operators and mechanics. The complete logistics support requirements of port operations must be considered to ensure timely support through locations particularly unfamiliar with the parts, petroleum, oil, and lubricants (POL), and resupply requirements of these assets.

5.5.2. Active Duty Aerial Port Squadrons shall be capable of:

5.5.2.1. Conducting sustained operations under surge workload conditions and deploying personnel and equipment within 12 hours of notification, unless directed by a higher state of readiness.

5.5.2.2. Providing all UTCs listed in the AFWUS.

5.5.2.3. Each authorized position on a UMD must be postured IAW AFI 10-401, AF Operations Planning and Execution. All 2T2XX positions that are “IN” the AEF construct will be postured in one of the standard deployable UTCs (D-UTCs). The UFBBS and UFBB1 represent the aerial port core UTCs, providing full scalable aerial port capability from the "Open the base" FM to a more robust operation. The following methodology (in order) is used to express each unit's UMD authorizations in the AFWUS by standard UTC:

5.5.2.3.1. Use the UFBBS or UFBB1 (most appropriate for unit mission) to account for the majority of a unit's manpower authorizations.

5.5.2.3.2. If authorizations are remaining fill with UTCs providing high skills such as UFBPL, UFBJA, UFBAT.

5.5.2.3.3. Posture remaining authorizations in associate UTCs, if the numbers do not fit in standard UTCs. This process provides the flexibility of our smaller and scalable UTCs with the capability to provide full spectrum aerial port services in our core UTCs and ensures authorizations are not double counted.

5.5.3. ANG and AFRC Aerial Port Squadrons shall be capable of:

5.5.3.1. Deploying personnel or equipment, as required, within 48 hours from unit notification of mobilization. The response time includes 24 hours for mobilization.

5.5.3.2. Performing fixed or contingency air terminal operations as an independent unit formed according to manpower force packaging guidance contained in AFI 10-401.

5.5.3.3. Providing sustained air terminal services and support of unit moves.

5.5.3.4. Providing peacetime support to airlift units for extraction, aerial delivery, and assault air landing operations, as tasked for each ANG and AFRC unit.

5.5.3.5. Aerial Port Squadrons and Flights (Active Duty and ARC) may not be available to support their home station host wings for home station mobility and unit deployments. Under the two major theater wars (MTWs) and smaller scale contingencies (SSCs) scenarios, APSs
and APFs are independently tasked from the collocated wing or group. Therefore, they may be required to deploy to another locations to support an OPLAN and may not be available for home station activities. Base deployment programs should either use host base support for deployment or have a program developed that uses the available wing or group resources. The APSs and APFs are not included as "available resources" in this context unless they are wartime tasked for home station. During peacetime, the APSs and APFs can certainly assist in the training of the base deployment and provide expertise as needed. They will not be "tasked" or "required" to support the base deployment and readiness program with personnel or assets.


6.1. Tenant Status. (OCR: TACC)

6.1.1. AMC forces must prepare to conduct operations at a bare base. For AMC units deploying to an established bare base (installation already activated by another command), HQ 18 AF/TACC coordinates logistics support requirements with appropriate unified and specified commands, other services, and geographic area commanders. Where AMC units use bare-base installations operated by other commands or services for staging, dispersing, or other operations, the command or service having jurisdiction over the base will provide logistics support to AMC tenant units as mutually agreed upon between the commands concerned. The base operating support (BOS) provided by host units or commands will normally include, but will not be limited to, the following:

6.1.1.1. Supply and spares storage, and requisitioning and issue under standard supply system procedures. AMC units should plan on using their Mobility Readiness Spares Package (MRSP) for the first 30 days.

6.1.1.2. Availability and dependability of POL stocks and refueling capability, as required.

6.1.1.3. Base transportation capability to include vehicle operations and vehicle maintenance.

6.1.1.4. Civil engineering support, including site layout, utilities, fire protection, crash rescue, passive defense, emergency management, and explosive ordnance disposal (EOD).

6.1.1.5. Services support including food service, lodging, organizational laundry, mortuary affairs, recreation, fitness support, and field exchanges.

6.1.1.6. Medical support and facilities.

6.1.1.7. Chaplain support and facilities.

6.1.1.8. Staff Judge Advocate support and facilities.

6.1.1.9. Off-equipment maintenance within host capability.

6.1.1.10. Aircrew intelligence briefing and debriefing support. However, if intelligence support programmed or offered by the host is inadequate, HQ AMC will provide organic augmentation to support mobility-oriented intelligence.

6.1.1.11. Security for deployed aircraft IAW standards established in AFPD 31-1, Physical Security and AFI 31-101, The Air Force Physical Security Program. If security or defense requirements at the deployment base(s) exceed host command and HQ AMC capabilities, US Air Force assistance may be required.
6.1.1.12. Common-user Communications management services. Support to include official and personal mail, enterprise information management (EIM) processes, client EIM support for diverse information management processes, content/portal management, functional area records management, web page development/web site management, internet/e-mail training policy education/oversight, and basic client support administration (CSA) duties.

6.1.1.13. Aircrew briefings and staff support. However, aircrew weather briefings for air mobility missions under OPCON of 18 AF/TACC will normally be provided by 18 AF/TACC Global Mobility Weather Ops directorate.

6.1.1.14. Airfield management and air traffic control as required based on existing capabilities at the deployed location.

6.1.1.15. Public Affairs (PA) support beyond the capabilities of the deployed public affairs team, as required.


6.2.1. AMC must maintain a security force capable of deploying worldwide to protect AMC aircraft and resources at airfields and forward operating locations during combat and contingency operations. Depending on the requirements of the contingency, this force could include elements of all three principal force protection functionals, including security forces, AFOSI, and AMC intelligence. These units must be ready to deploy worldwide within 24 hours of notification.

6.2.1.1. Security forces must be capable of establishing area security to protect deployed aircraft and resources immediately on arrival at deployed locations. When operating in locations of increased threat, PHOENIX RAVEN Security Teams will deploy with aircrews following guidance in AMCI 11-208, Tanker Airlift Operations, Chapter 11.

6.2.1.2. Air base defense elements must be able to immediately employ in a defensive mode (base perimeter protection) on arrival at deployed locations.

6.2.1.3. ANG and AFRC security forces units ordered to active duty to support AMC mobility missions will be ready to deploy within 72 hours from unit notification of mobilization. The response time includes 24 hours for mobilization.

6.2.1.4. Intelligence personnel will assist in the development of threat assessments to include criminal, terrorist, economic, political, military, and paramilitary threats to base personnel. Intelligence personnel will also maintain vigilance on the changing worldwide situation and assist in determining the possible effect on the threat to base personnel. (OPR: A2)

6.2.1.5. For deployments to high threat or unstable areas, the AMC TWG will make threat mitigation recommendations to reduce risk to OCONUS aircraft missions. AMC/A2 and the TWG will also post recommendations, briefings, and assessments on the AMC/A2 classified web page. HQ AMC/A7 may assign a Security Forces NCO to CREs/MSTs as a security coordinator for large or high threat operations. This NCO will coordinate security measures with host nation-assigned security personnel to ensure protection of aircraft and resources IAW AFI 31-101. Additionally, HQ AMC/A7 may assign personnel to accompany airfield survey teams and other deployments for the purpose of evaluating physical security of deployed locations, and HQ AMC/SG will assign personnel to accompany airfield survey teams and other deploy-
ments to evaluate and mitigate medical and environmental health threats at a deployed location.

6.2.1.6. CRE Commanders must ensure an antiterrorism/force protection (AT/FP) Officer or NCO is assigned to all OCONUS deployments as their subject matter expert and advisor on AT/FP matters. This individual must ensure each person within the unit is aware of the terrorism threat, and is trained to employ methods to reduce risk or mitigate the effects should an attack occur. Additionally, the AT/FP advisor will assist the commander in ensuring compliance with DoD Instruction O-2000.12, Antiterrorism/Force Protections Program, and AFI 10-245 and AMC Sup 1 to AFI 10-245, Air Force Antiterrorism Program. AT/FP advisors must be graduates of an approved Level II Antiterrorism Course from an Air Force training center, including the Air Mobility Warfare Center. Qualified AFOSI, A7, or Intelligence personnel may serve as an AT/FP advisor.

6.3. Civil Engineering. (OCR: A7)

6.3.1. AMC must maintain a Prime Base Engineer Emergency Force (BEEF) capable of deploying worldwide to provide initial bed down of Air Force personnel and equipment using expedient or existing facilities. AMC must conduct integration planning, execution, follow-on operations, and maintenance support of facilities and utilities to assess, recover, and restore mission capability during combat operations or contingencies. These personnel must be ready to deploy worldwide within 24 hours of notification. ANG and AFRC units ordered to active duty to support AMC mobility missions will be ready to deploy within DOC response time. The response time includes 24 hours for mobilization.

6.3.1.1. These forces will maintain a 24-hour essential fire-fighting capability for aircraft, structures, POL, and munitions supported by fire-fighting equipment and vehicles during combat operations and contingencies.

6.3.1.2. Air Force Civil Engineer Readiness D series UTCs will provide planning and execution capability to integrate AMC resources and to advise the deployed commander on preparing, reacting, and mitigating the effects of the enemies’ use of Chemical, Biological, Radiological, Nuclear, and High-yield Explosives (CBRNE) weapons. They will maintain major accident and natural disaster response capability during combat operations and contingencies.

6.3.1.3. AMC is responsible for providing at least a six-person explosive ordnance disposal (EOD) lead UTC, equipped to survey bed down locations for explosive hazards: to protect personnel, facilities, and resources from the effects of unexploded ordnance, hazardous components, and to clear booby traps and clandestine explosive devices from areas, enabling operations to begin or continue in a safe environment. The EOD team augments the US Secret Service and the US State Department in protection of the President, Vice President, and other dignitaries who might visit operational locations. AMC EOD teams must be ready to deploy worldwide within 22 hours of notification. Additional EOD personnel and equipment UTCs are available to support other requirements and are available through the AEFC EOD Enabler Library.

6.4. Services. (OCR: A1S)

6.4.1. AMC must maintain a force capable of deploying worldwide to provide food, lodging, organizational laundry, mortuary, fitness and recreation support, and field exchange to an initial
bed down population of up to 1200 people using expedient or existing facilities. This force consists of Prime Readiness In Base Services (RIBS) teams, ready to deploy within 22 hours of notification, and capable of providing listed services during combat operations or contingencies. ANG/AFRC units ordered to active duty to support AMC mobility missions will be ready to deploy within 28 hours from unit notification of mobilization. The response time includes 24 hours for mobilization.

6.4.2. If deployed to an established installation, coordinate with the host wing Services Squadron or equivalent to arrange any required support. If deploying to a bare-base environment, include Services personnel in the ADVON, or, as a minimum, on the first aircraft departing. It is critical for Services to establish, in conjunction with Civil Engineering, lodging and food operations locations prior to the reception of the main force. Additionally, Services personnel must be available to assign and track lodging arrangements (including Lodging locator—coordinated with PERSCO) for all personnel and ensure initial feeding requirements are met.

6.5. Aircraft Petroleum, Oil, and Lubricants (POL) Products. (OCR: A4)

6.5.1. Theater OPLANs and CONPLANs will determine whether airlift aircraft arrive in the contingency area with enough fuel for a departure flight to an en route or recovery base, or off-load cargo and refuel at the off-load location. Various factors such as Maximum on the Ground (MOG), operating hours, etc., will play a factor in refueling requirements.

6.5.2. The aircraft carries oils and lubricants aboard in a quantity sufficient to satisfy anticipated requirements.

6.6. Intelligence Support. (OCR: A2)

6.6.1. AMC intelligence personnel provide intelligence support for mission planning, force protection, deployed C2 assets, and ground personnel. They also provide aircrew intelligence briefing and debriefing support in bare-base environments according to paragraph 6.1.1.10. AMC forces will retain the capability for self-support of intelligence requirements in situations where such support cannot be satisfied by the host unit.

6.6.2. Air Force Office of Special Investigation (AFOSI) is responsible for identifying, investigating, and neutralizing espionage, terrorism, and major criminal activities targeted against AMC resources. Collecting threat information and providing deployed commanders threat assessments allows the commanders to develop defensive measures and tailor operations accordingly. It is essential these forces arrive with initial deployed elements to properly accomplish their part of the force protection mission.


6.7.1. Personnel Support teams for Contingency Operations (PERSCO) provide essential support to deployed forces including critical strength accountability for deployed commanders and owning MAJCOMs. Additionally, the utilization of these teams is basic to the planning of any operation, exercise, or contingency for employment as well as redeployment actions. Consider PERSCO teams as essential personnel who must be among the first in and the last out of employment locations to maintain accurate strength accountability. These personnel must be ready to deploy within 24 hours of initial notification and two members must be part of the advanced echelon (ADVON) team. AFRC units ordered to active duty to support AMC mobility missions will
be ready to deploy within 30 hours from unit notification of mobilization. The response time includes 24 hours for mobilization.

6.7.2. Manpower package UTC CSFAL should deploy and the manpower technician selected to deploy must be familiar and be able to assist in the establishment of the correct organization structure and identify the correct number of manpower requirements needed to support the mission. The manpower technician must be able to export and import data from the wartime system into standard spreadsheet, analyze data, prepare and brief senior leaders. In addition, the manpower technician must be familiar with database management system software, organization policies, organization change requests, deployment manning requirement documents, and unit type codes.


6.8.1. Chaplain Service teams provide essential religious support to deployed forces, including, but not limited to, worship opportunities, pastoral counseling, unit visitation, and advising the commander on religion, ethics, morals, morale, and quality of life issues. Include these teams in basic planning of any operation, exercise, or contingency. Deploy AMC-gained chaplain teams as required.

6.9. Staff Judge Advocate Support. (OCR: JA)

6.9.1. The Staff Judge Advocate office provides support and advice on all legal issues and disciplinary matters that may arise. These may include: military justice matters; claims; fiscal and contract law; international law, including status of forces, basing rights, international agreements, foreign criminal jurisdiction, and Rules of Engagement, Rules for the Use of Force, and the Law of Armed Conflict; personal legal assistance for deployed troops and, IAW with DoD Instruction 1400.32, DoD Civilian Work Force Contingency and Emergency Planning Guidelines and Procedures, DoD Instruction 3020.37, Continuation of Essential DoD Contractor Services During Crises, and AFI 51-504, Legal Assistance, Notary, and Preventive Law Programs, limited legal assistance for DoD civilians or contractors accompanying the force. Include judge advocate(s) and paralegal(s) in basic planning of any operation, exercise, or contingency. Deploy on a first-in and last-out basis.

6.10. Airfield Operations Support. (OCR: A3A)

6.10.1. AMC will maintain a force of airfield management and air traffic control personnel capable of deploying worldwide to serve airlift and air refueling operations or to augment intratheater operations. HQ AMC/A3A determines augmentation requirements as necessary. In the event CONUS operations must be limited to support contingency requirements, HQ AMC/A3A will coordinate authorization for AMC CONUS units to curtail services if required; i.e., reduce airfield and ATC facility operating hours.


6.11.1. AMC must maintain a force of weather personnel capable of deploying worldwide to provide weather services to airlift and air refueling operations or to augment theater weather teams. Personnel deploying in support of intertheater en route tanker and airlift forces will be under the OPCON of 18 AF/TACC, but will coordinate airbase weather support with the theater Operational Weather Squadron (OWS). HQ AMC/A3W will advise Contingency Response Wings and Air Mobility Operations Squadrons on the need for deploying these personnel as necessary or if requested.
These personnel must be ready to deploy worldwide within 72 hours of initial notification. Weather personnel may provide 24-hour weather support to include Mission Services (planning and executive forecasts and briefings) and Airfield Services (local area forecasting and observing). To maintain proficiency, weather personnel will adhere to training requirements IAW AMCI 15-101, *AMC Weather Operations*.

6.11.2. Weather Equipment. Weather units must identify equipment and maintenance requirements to the appropriate communications units. Adequate communication capabilities (including tactical) are essential for weather teams to provide meteorological services to deployed forces. When dedicated circuits cannot be provided, the appropriate communication units will give weather support personnel access to common-user or command and control communications with a priority dictated by operational considerations.


6.12.1. If deployed to an established installation, coordinate with the host wing Comptroller to arrange any required financial support. If deployed to a bare-base environment, include Financial Management technicians in the ADVON, or, as a minimum, on the first aircraft departing along with the contracting personnel. It is essential that financial management and contracting personnel deploy together to ensure logistics requirements for arriving personnel have been satisfied.


6.13.1. Contracting support is essential. Every effort must be made to include contracting support in the ADVON, or, as a minimum, on the first aircraft departing. This contingent is responsible for contracting for the initial arrival of personnel for any required contract quarters, subsistence, and transportation, as well as any other support required for material or parts. Ensure the accounting and finance function provides sufficient disbursing agents to allow timely contracting support for the contingency contracting officers.


6.14.1. Public Affairs may be deployed to support air mobility taskings within CONUS or overseas to fixed locations, along the en route system, or to a bare-base environment. PA provides trusted counsel to leaders; builds, maintains, and strengthens Airman morale and readiness; builds public trust and support; and promotes global influence and deterrence through campaigns communicating the Air Force’s air and space superiority and the capabilities of global attack and rapid global mobility. The PA mission in the deployed environment is maximum release of information to target audiences through internal information, media relations and civic outreach efforts, providing security review to ensure information and imagery are within national and operational security guidelines. PA integrates efforts with Information Operations (IO) consistent with policy or statutory limitations. Duties include, but are not limited to, working with the media and producing internal information products. PA is fully integrated into AEF and may be subject to other short-notice deployments. PA should be sourced during basic planning for all operations, exercises, or contingencies. When deployed, PA personnel will require full messing, lodging and sustainment support.

6.15. Historian Support. (OCR: HO)
6.15.1. A historian technician will normally be deployed to collect and preserve information and documents and provide historical coverage of the contingency in accordance with guidance in AFI 84-102, *Historical Operations in Contingency and War*.

6.16. Communications. (OCR: A6)

6.16.1. The mission of Theater Deployable Communications (TDC) teams is to support Air Force-directed activities by providing scalable C4 capabilities and services from initial employment phases of contingency and wartime operations through redeployment. The objective is to achieve connectivity between deployed forces and command and control centers and to communicate information rapidly, accurately, and securely. AMC’s contingency communications resources are organized as TDC Elements and aligned as work centers within AMC or AFRC communications squadrons.

6.16.2. Theater Deployable Communication elements provide full spectrum C4 support to include C2 and base information infrastructure. C2 support is point-to-point and ground-air-ground secure voice and data communications via UHF single channel SATCOM, HF/SSB, and UHF/VHF. Base information infrastructure support provides local networks (NIPRNET/SIPRNET/Telephone) and wide area network connectivity through multiplexer and satellite systems. It is facilitated through the AF Theater Deployable Communications program.

6.16.3. Communication squadron TDC elements will respond within 24 hours to support missions as directed. AMC-gained ARC units provide TDC UTCs to support AMC’s deployable communications missions. ARC units ordered to active duty to support AMC mobility missions will be ready to deploy within 36 hours from unit notification of mobilization. The response time includes 24 hours for mobilization. They have the same mobility requirements as active duty units after recall and mobilization notification. The supported theater commander is expected to provide en route and terminal navigational support, as well as ensure required common-user communications and adequate base operating support (BOS) structure (power, hygiene, housing, etc.) are in place at deployed locations for support of AMC forces.

6.16.4. AMC will maintain the ability to provide deployable information management services. These activities include, but are not limited to, client enterprise information management (EIM) support for diverse information management processes, content/portal management, functional area records management, web page development/web site management, internet/e-mail training and policy education/oversight, basic client support administration (CSA) and postal services. These resources are aligned with AMC's and AMC-gained forces and detailed in the AFWUS, unit DOC statements, and operational plans.


6.17.1. The DCS provides worldwide transportation and delivery of highly classified and sensitive national security material in support of U.S. forces. Deploying activities should consider the requirements for DCS support to, within, and from the deployment area.

6.17.1.1. DCS support can include, but is not limited to, movement of C3, COMSEC, CCI, SCI, or similar products essential to the war fighting effort.

6.17.1.2. For more detailed guidance and contact information, planners should refer to Appendix 5 to Annex K, or the current DCS Annex as listed, in the AMC Omnibus Plan.

6.18. Transportation. (OCR: A4)
6.18.1. AMC maintains a force of transportation personnel capable of deploying worldwide to provide transportation services to airlift, and air refueling operations, or to augment intratheater operations. This force consists of vehicle maintenance, vehicle operations, traffic management, supply, and administrative personnel. These units must be ready to deploy worldwide within the DOC response time after initial notification.

6.18.2. ANG and AFRC units ordered to active duty to support AMC mobility missions will be ready to deploy within DOC response time. The response time includes 24 hours for mobilization.

6.18.3. If deployed into a bare-base environment, equipment, vehicles and facilities will need to be secured upon the ADVON team arrival. To facilitate smooth follow-on of arriving forces, it is essential that an adequate number of transportation personnel deploy as part of the ADVON team. The vehicle maintainers will ensure material-handling equipment is operable to download subsequent arriving aircraft. The vehicle operators will control, direct, and manage transportation requirements and vehicle assets at the deployed location.

6.18.4. Each vehicle mechanic will deploy with a complete kit of standard and metric hand tools. Additionally, vehicle maintenance managers will develop shop tool and equipment kits to supplement individual tool kits as necessary.

6.18.5. If vehicles are being prepared for shipment, vehicle maintenance will assemble temporary mission support kits (TMSK) IAW AFMAN 24-307 Procedures for Vehicle Maintenance Management for each vehicle that is designated to deploy.


6.19.1. AMC Survival, Evasion, Resistance and Escape (SERE) specialists provide PR support for mission planning and theater specific High Risk of Capture (HRC) briefings. They also provide support to intelligence personnel providing briefing support in bare-base environments according to paragraph 6.1.1.10.

6.20. Manpower and Organizations. (OPR: A1M)

6.20.1. Utilization of manpower personnel is essential in basic planning of any operation, exercise, or contingency for employment as well as redeployment actions. They provide G-series unit orders, obtain Personnel Accounting Symbol (PAS) codes, flow levy taskings, manage UTCs, and review Designed Operational Capability (DOC) and Mission Capability (MISCAP) statements.

6.20.2. Expeditionary Unit (OPR: A1M; OCR: A3O). Expeditionary unit will be established in support of wartime or contingency operations. Units will be organized the same as regular units and at the organizational level required to meet mission requirements e.g. wing, group, squadron, detachment, or operating location. Once it is determined that AMC maintains OPCON of deploying forces, G-series unit orders must be established outlining command relationships and organization structure. G-series unit orders are coordinated through AMC/CC, 18 AF, TACC, JA and functional staffs prior to official publishing by A1M. G-series unit orders should be published at least 10 days prior to deploying, redeploying or moving forces to another location.

6.20.3. Provisional Personnel Accounting Symbol (PAS) (OPR: A1M; OCR: A1X). A manpower technician will obtain a provisional PAS code using AF Form 1726. PAS codes will be assigned to expeditionary units and registered in the PAS system.
6.20.4. DOC Statement (OPR: A1M; OCR: Functional Staff). Review DOC statements for correct UTC and Unit Identification Codes (UIC). Perform a requirement to resources match to ensure there are enough manpower resources on the Unit Manpower Document to fill requirements in the UTC. If discrepancies are found, work with the functional area manager to correct the DOC statement.

6.20.5. Perform as the tasking cell for all TRASCOM/AMC deployments. Review the AMT for accuracy. On call 24/7 to build and edit manpower requirements to reflect the tasked requirements for Air Mobility specific taskings ULNs (e.g. /T/H/A/X series) tasked by TACC and flow the taskings to the appropriate unit. After tasking is flowed, work any issues with tasked wings to ensure they have received tasking and can fill. If unit needs to shortfall, directs them to appropriate Functional Manager for resolution.

6.20.6. Work with Functional Managers in the establishment of any new UTCs that AMC will be Manpower and Equipment Force Packing System OPR. Review the AFSCs, grade mix, and number of manpower requirements to ensure accuracy. Review MISCAPs for correct substitution rules and accuracy. Ensure UTC data is properly entered in Deliberate Crisis Action Planning Execution Segment system (DCAPES) and coordinate in DCAPES to transmit to Air Force for coordination.

QUENTIN L. PETERSON, Major General, USAF
Director of Air, Space, and Information Operations
Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References
DoD Directive 4500.54, Official Temporary Duty Travel Abroad
DOD Instruction 1400.32, DoD Civilian Work Force Contingency and Emergency Planning Guidelines and Procedure
DoD Instruction 2000.16, DoD Antiterrorism Standards
DOD Instruction 3020.37, Continuation of Essential DoD Contractor Services During Crises
JP 3-17, Joint Tactics, Techniques, and Procedures for Air Mobility Operations
AFCAT 21-209, Volume 1, Ground Munitions
AFDD 2, Organization and Employment of Aerospace Power
AFDD 2-4.2, Medical- Glossary
AFDD 2-6, Air Mobility Operations
AFDD 2-6.1, Airlift Operations
AFDD 2-6.2, Air Refueling
AFDD 2-6.3, Air Mobility Support
AFPD 11-3, Life Support
AFPD 16-8, Arming of Aircrew, Mobility and Overseas Personnel
AFPD 31-1, Physical Security
AFI 10-401, Volume 1, Air Force Operations Planning and Execution
AFI 10-403, Deployment Planning
AFI 10-403, AMC Supplement 1 (I), Deployment Planning
AFI 10-404, Base Support & Expeditionary Site Planning
AFI 11-301, Volume 1, Aircrew Life Support Program
AFI 10-245, Air Force Antiterrorism Program
AFI 10-401, Air Force Operations Planning and Execution
AFI 10-2501, Full Spectrum Threat Response (FSTR) Planning & Operations
AFI 11-301, Vol 1, Aircrew Life Support Programs
AFI 23-226, Chemical Warfare Defense Equipment (CWDE) Consolidated Mobility Bag Management
AFI 31-207, Arming and Use of Force by Air Force Personnel
AFI 36-507, Mobilization of the Civilian Work Force
AFI 36-2226, Combat Arms Program
AFI 36-3003, Military Leave Program
AFI 51-504, Legal Assistance, Notary, and Preventive Law Programs
AFI 84-102, Historical Operations in Contingency and War
AFI 90-201, Inspector General – Activities
AFMAN 10-100, Airman’s’ Manual
AFMAN 24-204, Preparing Hazardous Materials for Military Air Shipments
AFMAN 24-307, Procedures for Vehicle Maintenance Management
AFPAM 65-110, Deployed Agent Operations
AMCI 10-202, Vol 7, Director of Mobility Forces (DIRMOBFOR) Policy and Procedures
AMCI 11-208, Tanker Airlift Operations
AMCI 11-301, Aircrew Life Support Program
AMCI 15-101, AMC Weather Operations
AMCP 10-405, AMC Deployment, Employment, and Redeployment Guide for Base Operating Support
AMCP 31-1, The Air Mobility Command Arming Policy
AMCI 31-301, Security Police Deployable Support Forces
AMCI 24-101, Vol 18, Military Airlift - AMC Mobilized Aerial Port Forces and Aerial Delivery Flights
AMCI 36-2102, Passports and Visas
AMCI 90-201, The Inspection System

Abbreviations and Acronyms

AATTC—Advanced Airlift Tactics and Training Center
ABO—Air Base Operability
ACCA—Aircrew Contamination Control Area
ACDE—Aircrew Chemical Defense Equipment
ADCON—Administrative Control
ADVON—Advanced Echelon
AE—Aeromedical Evacuation
AECT—Aeromedical Evacuation Control Team
AEF—Air Expeditionary Forces
AERP—Aircrew Eye Respiratory Protection
AFI—Air Force Instruction
AFOSI—Air Force Office of Special Investigations
AFPD—Air Force Policy Directive
AFRC—Air Force Reserve Command
AFWUS—Air Force-Wide UTC Availability/Tasking System
ALS—Aircrew Life Support
AMC—Air Mobility Command
AMC/CC—Commander, Air Mobility Command
AMCC—Air Mobility Control Center
AMCF—Air Mobility Control Flight
AMD—Air Mobility Division
AMLO—Air Mobility Liaison Officer
AMOCC—Air Mobility Operations Control Center
AMOG—Air Mobility Operations Group
AMOS—Air Mobility Operations Squadron
AMS—Air Mobility Squadron
AMT—Air Mobility Tasking
AMW—Air Mobility Wing
AMWC—Air Mobility Warfare Center
ANG—Air National Guard
ANG/AFRC—Air National Guard/Air Force Reserve Command
AOC—Air and Space Operations Center
AOR—Area of Responsibility
APOD—Aerial Port of Debarkation
APS—Aerial Port Squadrons
ARC—Air Reserve Component
ARW—Air Refueling Wing
AT/FP—Antiterrorism/Force Protection
ATO—Air Tasking Order
ATSO—Ability To Survive and Operate
AW—Airlift Wing
BEEF—Base Engineer Emergency Force
BMMSC—Base Multimedia Support
BOI—Basis of Issue
BOS—Base Operating Support
C2—Command & Control
C3—Command, Control & Communications
CBRNE—Chemical, Biological, Radiological, Nuclear, and High Yield Explosives
CCATT—Critical Care Air Transport Team
CINC—Commander In Chief (only used for the President of the United States)
CJTF—Commander Joint Task Force
COCOM—Combatant Command (command authority)
COMCAM—Combat Camera
COMAFFOR—Commander, Air Force Forces
CONUS—Continental United States
COS—Chief of Supply
CP—Consolidated Command Post
CRE—Contingency Response Element
CRG—Contingency Response Group
CRT—Contingency Response Team
CRW—Contingency Response Wing
CRAF—Civil Reserve Air Fleet
CSE—Contingency Support Element
CTCS—Combat Camera Squadron
CTF—294th Commander, Task Force - Tanker
CWDE—Chemical Warfare Defense Equipment
DIRMOBFOR—Director of Mobility Forces
DOC—Designed Operational Capability
DoD—Department of Defense
EE—Emergency Essential
EMTF—Expeditionary Mobility Task Force
EOD—Explosive Ordnance Disposal
ERS—En route Structure
ETCA—Education and Training Course Announcement
FAM—Functional Area Manager
FSTR—Full Spectrum Threat Response
GAMSS—Global Air Mobility Support System
GPMRC—Global Patient Movement Requirements Center
HF—High Frequency
HRC—High Risk of Capture
IDO—Installation Deployment Officer
IMA—Individual Mobilization Augmentee
ITUD—Integral Tanker Unit Deployment
ITV—In Transit Visibility
JFACC—Joint Force Air Component Commander
JFC—Joint Force Commander
JPMRC—Joint Patient Movement Requirements Center
JTF—Joint Task Force
LOGDETS—Logistics Detail
LOS—Line-Of-Sight
LSE—Life Support Equipment
MAJCOM—Major Command
MEFPAK—Manpower and Equipment Force Packaging System
MGRLT—Medical Global Reach Laydown Team
MRSP—Mobility Readiness Spares Package
MRT—Maintenance Response Team
NCA—National Command Authorities
NMCC—National Military Command Center
O&M—Operational and Maintenance
OCONUS—Outside the CONUS
OPCON—Operational Control
OPLAN—Operations Plan
OPORD—Operations Order
PA—Public Affairs
PERSCO—Personnel Support for Contingency Operations
POL—Petroleum, Oil, and Lubricants
PR—Personnel Recovery
RGM—Rapid Global Mobility
RIBS—Readiness in Base Services
SAAM—Special Assignment Airlift Mission
SATCOM—Satellite Communications
SECAF—Secretary of the Air Force
SECDEF—Secretary of Defense
SERE—Survival, Evasion, Resistance, and Escape
SIOP—Single Integrated Operational Plan
SORTS—Status of Resources and Training System
SSB—Single Side Band
T-Day—The first day of the month of an exercise/contingency
TACC—Tanker Airlift Control Center
TACON—Tactical Control
TDC—Theater Deployable Communications
TPFDD—Time Phased Force and Deployment Data
TPMRC—Theater Patient Movement Regulating Center
TTF—Tanker Task Force
UHF—Ultra High Frequency
UMIS—UTC Management Information System (ANG)
USTRANSCOM—US Transportation Command
UTC—Unit Type Code
VHF—Very High Frequency
WMP—War and Mobilization Plan
WSV—Weapons System Video
ANNEX A, HEADQUARTERS AIR MOBILITY COMMAND (HQ AMC) DEPLOYMENT/REDEPLOYMENT/POST DEPLOYMENT REINTEGRATION PROCESS AMPLIFYING GUIDANCE TO AMCI 10-403, 30 NOVEMBER 2006

A2.1. Community Action Information Board (CAIB) and Integrated Delivery Systems (IDS) Team.

A2.1.1. The consequences of deployments and other long term temporary duties (TDYs) are an Air Force community responsibility. The AMC Community Action Information Board (CAIB) and Integrated Delivery Systems (IDS) Team are responsible for recommending solutions to address resulting personnel issues. The goal of this annex is to ensure that AMC commanders address the needs of AMC personnel who are at high risk to experience interpersonal challenges as a result of a high operations tempo either from a single long term deployment or from cumulative short periods of TDY.

A2.2. High risk situations.

A2.2.1. An essential component of post deployment reintegration is the early identification of individuals that may be at higher-risk for readjustment problems. This group includes individuals who have been exposed to unusual levels of threat, experienced and witnessed traumatic loss of life and other disturbing events, have been injured, or who are dealing with predeployment or newly developed family problems.

A2.2.2. A significant numbers of AMC’s aircrews and support personnel accumulate particularly high numbers of days TDY that are not accounted for under the normal deployment processes. The cumulative effects of these numerous days TDY exert many of the same types of stress on personal well-being and interpersonal relationships as does a single long term deployment.

A2.3. Post Deployment Reintegration.

A2.3.1. Healthy readjustment to home station is important for all members, and we must ensure that readjustment issues are addressed for AMC members, including married and single members. Reintegration is a “process” not an “event.” The process takes into account the need to balance the member’s desire to take time off with family and AMC’s need to ensure every Airman has the tools to adapt to a changed environment in the quickest and safest way possible.

A2.3.2. The deployment/redeployment/post deployment reintegration process also has applicability to members who accumulate significant numbers of days TDY over an extended period of time. AMC’s goal is to successfully maintain Airmen integration with families, friends, community, and work centers during extended or numerous periods of TDY.

A2.3.3. The post deployment reintegration process begins on an individual’s return to home station. Post deployment reintegration is comprised of a decompression and reintegration phased events, as well as follow-up contact. The follow-up contact should occur after the post deployment downtime is completed (i.e. compensatory time off, leave, 4-day pass, etc; See AMCI 10-403 paragraph 3.6.).

A2.3.4. Successful redeployment and reintegration does not end when an Airman arrives home, it begins! Successful reintegration combines recognition and identification of stressors with proper
intervention and assistance to enable the returnees to eliminate the stressors, or to compensate and adjust to their unique situations.

A2.4. Unit level responsibilities in the reintegration process.

A2.4.1. Squadron commanders are responsible for establishing a method and tracking the total number of days TDY for their members. AMC’s assigned units, including theatre assigned units, will use a graduated approach to ensure our Airmen successfully reintegrate with family members, friends, and co-workers within their community.

A2.4.2. The critical points for commander’s intervention are set at 120 days, 165 days and 200 days of TDY per a 365 days period. (Note: This is cumulative days and not necessarily consecutive days per the 365 day period.) The number of days TDY total returns to zero and the 365 days period begins again after an individual exceeds 200 total days TDY.

NOTE: Upon implementation of this publication, the start date for the initial 365 days period will be set at 90 days prior to the effective date of this publication. This will ensure that individuals that are already at risk due to a high TDY rate will be captured by the first 120 day milestone.

A2.4.2.1. The squadron commander, or representative thereof, will conduct a face-to-face support and reintegration assessment with individuals as they accumulate 120 days total TDY per 365 days. The squadron commander will keep an informal record of the accomplishment of this event. If appropriate, the commander will note on record that the individual neither declares nor appears to have any issues that require an individual referral to a base support agency. If appropriate the commander will suggest, and if necessary, refer an individual to a base support agency for an additional assessment.

NOTE: If the squadron commander’s assessment is delegated to a squadron commander’s representative, the representative must be an individual in the position of an Assistant Director of Operations or higher and must be at least in the grade of Major or higher. This delegation must be made in writing for a stated period of time.

A2.4.2.2. The Integrated Delivery Systems Team will provide post deployment support and reintegration training to members as they accumulate 165 days total TDY. The squadron will need to contact and coordinate with the IDS Team to schedule this training. The member will complete a post deployment assessment with the squadron commander or representative when they reach the 165 days TDY per 365 days milestone.

A2.4.2.3. The Integrated Delivery Systems Team will provide redeployment support and reintegration training to members as they accumulate 200 days total TDY. The squadron will need to contact and coordinate with the IDS Team to schedule this training. The member will complete an additional post deployment assessment with the squadron commander when they reach the 200 days TDY per 365 days milestone.

A2.4.3. Successful execution of this plan is the responsibility of leadership. However, we must also recognize that the health of our force is every Wingman’s responsibility. Keep in mind, although not every Airman has operated under hostile conditions, time away from home station support systems can be disruptive to typical good adjustment and health. Program elements may be adjusted to meet a Wing, Group, or Squadron’s culture.
A2.5. Summary and Synopsis of the AMC Reintegration Program.

A2.5.1. The Air Force pre-deployment, deployment, redeployment, post deployment and reintegration processes are in place to support our Airmen and to maintain the war fighting skills for expeditionary combat operations while nurturing Airmen and their families during periods of extraordinary stress. Effective management of this critical program requires high visibility. Leaders must display flexibility and common sense in order to meet the needs of their installation and unit unique culture. The ultimate success in carrying out the intent of this guidance lies with every Airman, family member, and unit leadership.

A2.5.2. Every commander should ensure that the personnel assigned to their unit are familiar with Annex A, HQ AMC Deployment/Redeployment/Post Deployment Reintegration Process, Annex B, AMC Reintegration Program and, as applicable, Annex B, Attachment 1, AMC ‘Wingman Reintegration’ Checklist.
ANNEX B, THE AMC REINTEGRATION PROGRAM

A3.1. **AMC Commander directed program:** The AMC Commander directed the Community Action Information Board (CAIB) and Integrated Delivery Systems (IDS) Team in developing this program. The program consists of a five phased approach to assist airmen in resolving personnel issues that are the results of long term deployments and warfare. Commanders will ensure that every airman assigned to their unit is familiar with this program. Commanders can use this annex to assist them, the CAIB and the IDS in making the AMC Reintegration process a success.

A3.1.1. AMC’s goal is to successfully reintegrate Airmen with families, friends, community, and work centers following a long term deployment (30+ days). The deployment/redeployment/post deployment reintegration process covers approximately 30 days prior to member’s departure and 30 days prior to the redeployment homecoming, and continues well into the post deployment period.

A3.1.2. The post deployment reintegration process should begin within 7 days of an individual’s return to home station. Post deployment reintegration is comprised of decompression and reintegration phased events, as well as follow-up contact. The follow-up contact should occur after the post deployment downtime is completed (i.e. compensatory time off, leave, 4-day pass, etc; See AMCI 10-403 paragraph 3.6).

A3.2. **The Five-Phase Approach consists of the following phases:**

- **Phase I – Pre-deployment Training and Education** (paragraph A3.2.1.)
- **Phase II – Deployment** (paragraph A3.2.2.)
- **Phase III – Redeployment Screening-In-Theater** (paragraph A3.2.3.)
- **Phase IV – Post deployment and Reintegration-Home Station** (paragraph A3.2.4.)
- **Phase V – Evaluation** (paragraph A3.2.5.)

A3.2.1. **Phase I – Pre-Deployment Training and Education.**

A3.2.1.1. **Forum:** Phase I prepares Airmen and their families for deployment.

A3.2.1.2. **OPR:** Airman and Family Readiness Flight (A&FRF).

A3.2.1.2.1. Consults with leadership and sets up pre-deployment briefing schedules (minimum 30-days prior).

A3.2.1.2.2. Contacts required and recommended OCRs.

A3.2.1.2.3. Consults with leadership to ensure Airmen are notified of mandatory briefing (Unit Deployment Managers/UDMs).

A3.2.1.2.4. Encourages family participation.

A3.2.1.2.5. Ensures Phoenix Spouses are trained and ready to perform peer-to-peer duties.

A3.2.1.3. **Required OCR:** Life Skills Support Center, Chaplain Service, Legal, Family Support Center, Finance, Red Cross, Sexual Assault Response Coordinator (SARC).
A3.2.1.3.1. Prepares pre-deployment group/individual presentation.
A3.2.1.3.2. Coordinates on pre-deployment training and education schedules with OPR,
A3.2.1.3.3. Ensures representation at each scheduled group briefing.
A3.2.1.3.4. Ensures Airmen are provided a pre-deployment checklist available through A&FRF.

A3.2.1.4. **Recommended Additional OCR:** TRICARE, Family Member Support Flight, Housing.

A3.2.1.4.1. Prepares pre-deployment group/individual presentation.
A3.2.1.4.2. Coordinates on pre-deployment training and education schedules with OPR.
A3.2.1.4.3. Ensures representation at each scheduled group briefing.

A3.2.1.5. **Required OCR (Individual Deployer):** Completes pre-deployment requirements.

A3.2.1.6. **Structure:** Group Deployers, Individual Deployer.

A3.2.2. **Phase II – Deployment.**

A3.2.2.1. **Forum:** Airmen may deploy to overseas theater or CONUS locations. Phase II helps maintain stability of Airmen and their family members.

A3.2.2.2. **OPR:** CAIB/IDS Membership.

A3.2.2.2.1. Ensures adherence to policy guidance established by higher headquarters.
A3.2.2.2.2. Provides supplemental guidance.

A3.2.2.3. **Required OCR:** Installation Squadron Leadership.

A3.2.2.3.1. Airmen receive in-theater support.
A3.2.2.3.2. Contacts deployed leadership to maintain communication on welfare of deployed members.
A3.2.2.3.3. Maintains routine contact with squadron Phoenix Spouse(s) and families of deployed personnel.
A3.2.2.3.4. Refers to *Leaders Guide to Personnel in Distress* located at [http://afspp.afms.mil](http://afspp.afms.mil).

A3.2.2.4. **Recommended Additional OCR:** Airman and Family Readiness Center, Chaplain Service, Life Skills Support Center, Family Advocacy Program (FAP), Health and Wellness Center (HAWC), Family Member Support Flight.

A3.2.2.4.1. Offers wide variety of services and activities that help sustain families of deployed personnel.
A3.2.2.4.2. Maintains routine contact with families of deployed personnel.
A3.2.2.4.3. Maintains routine contact with other support networks on/off the installation.

A3.2.2.5. **Required OCR (Individual Deployer):** Support provided to Airmen in-theater and to families at home station.
A3.2.6. **Structure:** Group Deployers, Individual Deployer.

A3.2.3. **Phase III – Redeployment Screening (In-Theater).**

A3.2.3.1. **Forum:** Phase III prepares Airmen for return and highlights significant issues of concern that may require special attention. Additionally, emphasis needs to be placed on families, friends, co-workers, duty stations, and the community as integral partners in the reintegration process.

A3.2.3.2. **OPR:** Deployed Location Leadership, Home Station Leadership.

A3.2.3.2.1. Deployed Location Leadership:

A3.2.3.2.1.1. Informs home station leadership of significant events involving deployed member

A3.2.3.2.1.2. Refers to Leaders Guide to Personnel in Distress located at [http://afspp.afms.mil](http://afspp.afms.mil).

A3.2.3.2.1.3. Ensures DD Form 2796, Post-Deployment Health Assessment, is completed not earlier than 30 days prior to departure from deployed location (helps gain insights to deployed issues impacting member) or within 30 days of return to home station.

A3.2.3.2.2. Home Station Leadership:

A3.2.3.2.2.1. Refers to Leaders Guide to Personnel in Distress located at [http://afspp.afms.mil](http://afspp.afms.mil).

A3.2.3.2.2.2. Contacts deployed location squadron leadership for updates.

A3.2.3.2.2.3. Contacts families of deployed members and offers reintegration briefings to spouses and children.

A3.2.3.3. **Required OCR:** Life Skills Support Center, Chaplain Service, Legal, Airman and Family Readiness Flight, Finance, Red Cross, SARC.

A3.2.3.3.1. Remains vigilant of commander-referral issues in AOR and home station.

A3.2.3.3.2. Provides reintegration education in the AOR 30 days prior to redeployment (Life Skills Support Center and Chaplains).

A3.2.3.3.3. Ensures desired resources are available in the AOR (Airman and Family Readiness Flight).

A3.2.3.3.4. Partners with leadership and offers reintegration briefings to spouses and children.

A3.2.3.3.5. Coordinates with leadership to develop “Reintegration Wingman Checklist” (Airman and Family Readiness Center). Sample checklist at [Attachment 1](#).

A3.2.3.4. **Required OCR (Individual Deployer):** Follows established redeployment screening process.

A3.2.3.5. **Structure:** Group Deployers, Individual Deployer.

A3.2.4. **Phase IV – Post deployment and Reintegration (Home Station).**

A3.2.4.1. **Forum:** Phase IV welcomes and reintegrates Airmen back to the home station mission.

A3.2.4.2. **OPR:** Home Station Leadership.
A3.2.4.2.1. Meets returning Airmen at airport or returning airlift.

A3.2.4.2.2. Appoints a “Reintegration Wingman” where appropriate, to meet each returnee and assist him/her with reintegration activities/scheduling (See Wingman Checklist- Attachment 1 to this Annex).

A3.2.4.2.3. A reintegration Wingman is not mandatory for Airmen returning as part of a large group.

A3.2.4.2.4. Establishes contact with each returning Airmen during leadership interviews which allows opportunity for “Eyes-On” within 7 days of members’ return from AOR, and follow up thereafter in 30 and 60 days or until no longer required.

A3.2.4.2.5. Request feedback from Airmen on lessons learned from AOR.

A3.2.4.2.6. Provides cross-talk to CONUS agencies (higher headquarters, etc.).

A3.2.4.2.7. Reviews policies and procedures, programs, training requirements and ensures members are scheduled.

A3.2.4.2.8. Coordinates with Airman and Family Readiness Center to schedule base agencies to come into the squadron (or designated area) to conduct mandatory briefing/processing.

A3.2.4.2.9. Refers to Leaders Guide to Personnel in Distress located at http://afspp.afms.mil.


A3.2.4.3.1. Representation at group briefings.

A3.2.4.3.2. Finance - Travel voucher, LES, etc.

A3.2.4.3.3. MSS/MPF.

A3.2.4.3.4. Chaplains – provides briefing and confidential counseling for Airmen or couples.

A3.2.4.3.5. Life Skills Support Center – provides briefings and individual assessments as required; coordinates traumatic stress debriefings.

A3.2.4.3.6. Public Health – Ensures Post-Deployment Health Assessment and Post-Deployment Health Reassessment are completed.

A3.2.4.3.7. Airman and Family Readiness Center – consults with leadership and coordinates group briefings and provides Airman and Family Readiness Center briefing.

A3.2.4.4. Recommended Additional OCR : SARC, FAP, HAWC, Family Member Support Flight.

A3.2.4.4.1. Offers wide variety of services and activities that help during reintegration and reunion of deployed members/families.

A3.2.4.4.2. Provides crisis management and referral resources.

A3.2.4.5. Required OCR (Individual Deployer): Completes redeployment requirements.

A3.2.4.6. Structure: Group Deployers, Individual Deployer.

A3.2.5. Phase V – Evaluation.
A3.2.5.1. **Forum:** Phase V assists wing leaders with program evaluation.

A3.2.5.2. **OPR:** Wing Commander/CAIB Leadership.

A3.2.5.2.1. Ensures data tracking is in place for reporting to installation CAIB.

A3.2.5.2.2. Provides cross talk to higher headquarters on issues that cannot be resolved on a local level and on installation’s best practices.

A3.2.5.3. **Required OCR:** IDS Team Membership, UDMs, and others as required for data collection and reporting.

A3.2.5.3.1. UDM notifies member to complete DD FM 2900, Post Deployment Health Reassessment (PDHRA), at 90-180 days after return from a deployment.

A3.2.5.3.2. IDS develops system of reporting on deployments, redeployments, and post deployment and reintegration processes.

A3.2.5.3.3. IDS analyzes, tracks, and develops strategies to resolve issues and chronicles best practices to share with leadership.

A3.2.5.3.4. Provides post-deployment report to CAIB membership at least quarterly (Airman and Family Readiness Center).

A3.2.5.4. **Recommended Additional OCR:** As determined by CAIB/IDS membership.

A3.2.5.5. **Required OCR (Individual Deployer):** Completes DD FM 2900, PDHRA, at 90-180 days after return from a deployment.

A3.2.5.6. **Structure:** Group Deployers, Individual Deployer.
### Returning Airman Information:

Wingman Name/Rank: ___________________  Date Assigned: ______________

Duty Phone: ________________ Home Phone: ____________ Cell Phone________

Family Contact: _______________________________________________________

### Assigned Airman Information:

Squadron POC: ___________________________ Duty Phone: _________________

Expected Date of Return: _______________________________________________

“Congratulations on your selection as “Reintegration Wingman!” Your selection represents your leadership’s confidence in you to perform this important task. You are charged with distinct responsibilities to welcome the assigned Airmen and note any issues of concern that may require special attention. Your primary duties are to meet and greet the Airmen at the airport and assist him/her with coordinating and meeting scheduled appointments. Due to potential changes in timetables, you are expected to maintain contact with the Commander Support Staff (CSS) and Unit Deployment Manager (UDM) on return dates and times. Within 3 days after the member is released for downtime, please complete this form and return it to the CSS for leadership’s review. Thank you!”

1. Met deployed personnel at the airport.  
   (If your answer is no, please explain.)  
   Yes______ No______

2. Provided transportation as needed for returning Airman.  
   (If your answer is no, please explain.)  
   Yes______ No______

3. Coordinated reintegration appointments (please obtain list from squadron point of contact and attach to this form).  
   (If your answer is no, please explain.)  
   Yes______ No______

4. Notified returning member of appointment times and locations.  
   (If your answer is no, please explain.)  
   Yes_____  No______
   -- When necessary, accompanied member to appointments.  
   Yes_____  No______

5. Created a welcoming environment by providing information, resources and services based on member’s needs. Provide details:  
   Yes_____  No______

6. Reported any unusual circumstances or readjustment difficulties. (Heavy drinking, risk-taking behaviors, depressed mood, etc.)  
   Yes_____  No_____  N/A___

Who did you report this information to?