

**22 MAY 2002**

**Operations**

**AIR MOBILITY COMMAND (AMC) FORCE  
DEPLOYMENT**



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Supersedes AMCI 10-403, 1 May 1999

Pages: 45

Distribution: F

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This instruction implements Air Force Policy Directive 10-4, *Operations Planning*. It 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. Use AF Form 847, Recommendation for Change of Publication, to submit proposed changes to this publication. Forward the completed form to HQ AMC/DOXO, 402 Scott Drive, Unit 3A1, Scott AFB IL 62225-5302, or via E-mail to: <mailto:amc.dox@scott.af.mil>.

**SUMMARY OF REVISIONS**

This revision supersedes AMCI 10-403, *Air Mobility Command Force Deployment*, 1 May 1999. Included are updates to AMC's deployment guidance, organizational updates, and detailed D and Mini-D mobility bag requirements for Aircrew. The detailed lists of contents for other mobility bags (A, B, C, and E) have been relocated to the AMC Supplement 1, to AFI 10-403. The D and Mini-D bag contents have been organized as attachments. Offices of Primary Responsibility (OPR) have been assigned for major paragraphs and other key sections. This document complements the AMC Supplement 1 to AFI 10-403, *Deployment Planning*.

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## 1. Introduction to Mobility. (OPR: DOX)

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

1.1.1. As an Air Force major command (MAJCOM) under the direction of the Secretary of the Air Force (SECAF), the Commander AMC is responsible for training, organizing, equipping, and providing operationally ready forces to support the Unified Commands.

1.1.2. As an Air Force MAJCOM, AMC also provides Presidential and Aeromedical airlift services.

1.1.3. As currently organized, the AMC Commander is also the appointed Commander of US Transportation Command (USTRANSCOM). The AMC Commander executes airlift and air refueling missions in support of the USTRANSCOM mission.

## 1.2. Command Relationships. (OPR: XPD)

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, Tanker Airlift Control Center (TACC/CC).

1.2.2.1. Under full mobilization, ANG and AFRC forces are placed under operational and administrative control of gaining MAJCOMs or agencies.

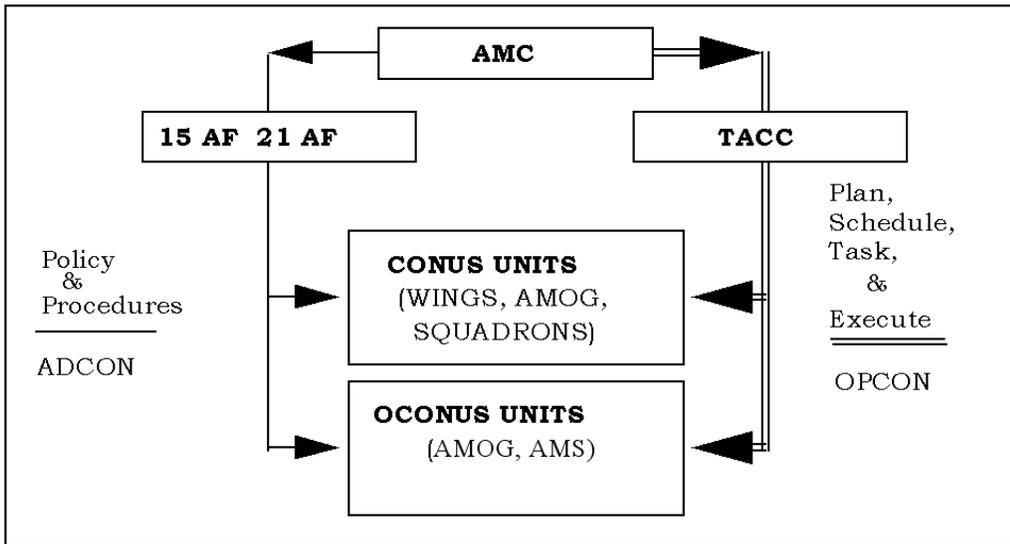
1.2.2.2. Only when partial or selective mobilization is used, the ANG and AFRC will retain administrative control (ADCON) of unit personnel and IMAs, while operational control passes to the supported MAJCOM.

1.2.3. At the direction of the SECDEF, the USTRANSCOM Commander transfers OPCON and TACON of forces to a Combatant Commander to meet temporary requirements within the Combatant Commander's area of responsibility (AOR). Forces transfer OPCON at a specific time or location, as mutually agreed upon, or as directed by higher authority. USTRANSCOM Commander retains COCOM.

1.2.4. Command relationships among the Numbered Air Forces (NAFs), subordinate units, and TACC are illustrated in **Figure 1**. Command lines run from AMC/CC through the NAF/CCs to the units. These units include the wing, Air Mobility Operations Group (AMOG), and Air Mobility Squadron (AMS).

Under this arrangement, NAFs maintain administrative control over these units, responsible for their preparation, administration, readiness, and support. AMC/CC exercises operational control, tasking, and Command & Control (C<sup>2</sup>) through the TACC/CC.

**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 some other ground vehicles. 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 UTCs are ready to deploy.

1.3.2. Mobility Forces are able to effectively execute their mission by:

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

1.3.2.2. Providing air logistics support.

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

1.3.2.4. Employing resources effectively under austere environmental conditions.

1.3.2.5. Ensuring accountability of personnel requirements and resources for deploying forces. Employing Air Base Operability (ABO) contingency response capability to support en route system stand-alone operations.

1.3.2.6. Integrating 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. AFMAN 10-401, *Operation Plan and Concert Plan Development and Implementation*, describes resource requirements through the Manpower and Equipment Force Packaging (MEFPAK) System.

### 1.5. Evaluation, Preparedness, and Training. (OCRs: DOT, DOV, IG, LG, SG)

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 - The Inspection System*, and AMCI 90-201, *The Inspection System* (as supplemented) evaluate unit deployment capability.

1.5.2. According to Air Force Policy Directive 16-8, *Arming of Aircrew, Mobility, and Overseas Personnel*, all aircrew 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*. According to AFI 10-403, all personnel subject to deployment or identified to deploy must complete appropriate deployment training. In addition, all members will complete arming and use of force training. Refer to AFI 10-403 for exceptions.

1.5.3. According to AFI 10-2501, *Full Spectrum Threat Response Planning and Operations*, all military personnel (except those specifically exempted) and EE civilians assigned to a deployment position as determined by the Air Force-Wide UTC Availability/Tasking System (AFWUS) will receive the Nuclear Biological Chemical Defense Training and Explosive Ordnance Reconnaissance Training. If activated, Civil Reserve Air Fleet (CRAF) carrier personnel will receive NBC Defense Training and equipment at designated Senior Lodger locations prior to entering a potential threat area. Some contingency operations may not require Stage I CRAF activation. Therefore, all contract carriers must provide annual NBC defense training to their crews. Chemical Warfare Defense Equipment (CWDE) will be provided to contract crews at pre-designated locations prior to entering a potential threat area.

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

**NOTE:** Aircrew members will not be designated for specialized DP teams.

1.5.5. To facilitate the command training needs, AMC established the Air Mobility Warfare Center (AMWC). This center consolidates the basic air mobility course with air transportation, tanker maintenance and tactics, mobile C<sup>3</sup>, and ground combat readiness training. AMC will also emphasize training units at their probable deployment en route locations. This will maximize corporate memory and maintain flexibility.

1.5.6. DoD Directive 2000.12, *DoD Antiterrorism/Force Protection (AT/FP) Program, April 13, 1999*, applies to all service personnel both OCONUS and within the 50 United States. This directive establishes responsibility for AT/FT training. The following direction is from DoDD 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 Commanders of Geographic Commands 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 Commander's AT/FP program takes precedence over the Combatant Commands AT/FP program for personnel deployed to the geographical CINC's location.

1.5.6.3. Commanders of Combatant Commands will establish an AT/FP program for their command.

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

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

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

1.5.6.4.3. Commanders shall ensure that every military service member, DoD employee, regardless of rank receive Level I training as specified in DoD 2000.16.

1.5.6.4.4. Commanders shall provide Level I AT training:

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

1.5.6.4.4.2. 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 deployers be current for tetanus-diphtheria, influenza, 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 Mobility System. (OPR: DOO; OCR TACC)**

**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 mission support elements. During contingencies and exercises, Global Reach Laydown (GRL) capabilities support the expansion of existing en route locations, the establishment of mobility airfields, and the rise in aircraft utilization rates.

**2.2. Air Mobility Command.** All active duty operational units, with the exception of some 89 AW units, are tasked by the TACC but are administratively aligned under the NAFs. This includes Air Mobility Wings (AMW), Airlift Wings (AW), Air Refueling Wings (ARW), Air Mobility Operations Groups (AMOG), and their associated units that are responsible for conducting and supporting the air

mobility mission. The tasking process via the Air Mobility Tasking (AMT) is explained in detail in AFI 10-404 *Base Support Planning* and the AMC Supplement to AFI 10-403.

2.2.1. Under Full Mobilization, Air Reserve Component (ARC) airlift and air refueling forces are placed under operational control of the AMC/TACC, and administrative control of the AMC.

2.2.2. When Partial Mobilization is used, the ARC will retain administrative control (ADCON) of unit personnel and IMAs, while operational control of airlift and air refueling forces passes to AMC/TACC.

2.2.3. AMC Command and Control System (Fixed).

2.2.3.1. An AMC network of command and control (C<sup>2</sup>) centers including Consolidated Command Posts (CP) and Air Mobility Control Centers (AMCC) provides worldwide command and control of USCINTRANS-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.**

<u><b>Airlift/Air Refueling/Aeromedical Evacuation Airlift</b></u>	
<u><b>Mission Assignment</b></u>	<u><b>Responsible C<sup>2</sup></b></u>
USCINTRANS-assigned	TACC
Theater-assigned or attached and available for tasking (TACON)	AMOCC or AMD
Civil Reserve Air Fleet	TACC (Mission Control) Air Carriers' Operations Center (Operational Control)
<u><b>89 Airlift Wing</b></u>	
<u><b>(89 AW) (C-12A/D):</b></u>	
Special Air Mission	Andrews AFB CP
Exercise or contingency	As specified in Operations Order (OPORD) or Air Tasking Order

2.2.3.2. 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 contract 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 (DOF) and HQ AMC Contract Airlift (DOY) contracting officers for the purchase and scheduling of CRAF missions. At other times, to include crisis situations, TACC mission schedulers coordinate with HQ AMC Contract Airlift (DOY) 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 control 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/DOY, and the TACC. During CRAF activation, the CSS/CRAF Cell (AMC/DOF) is included in all coordination.

#### 2.2.4. The AMC En Route System (ERS):

2.2.4.1. Structure. The AMC ERS is a fixed system, 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.

2.2.4.2. Fixed ERS. The fixed ERS is the core infrastructure of the AMC global reach 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.

2.2.4.3. Global Reach Laydown (GRL). 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 GRL, CONUS based resources are teamed together to form deployable global reach elements. Small global reach laydown packages (GRLP) 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. GRLPs may also contain essential base operating support (BOS) assets.

2.2.4.4. Director of Mobility Forces (DIRMOBFOR). The DIRMOBFOR is the Commander, Air Force Forces's (COMAFFOR) or Joint Force Air Component Commander's (JFACC) designated coordinating authority for air mobility with all commands and agencies, both internal and external to the JTF. The DIRMOBFOR provides direction to the Air Mobility Division (AMD) in the AOC and normally will be a senior Air Force officer familiar with the AOR. When inter-theater air mobility forces are employed in support of a JFC, the DIRMOBFOR should have experience in inter-theater air mobility operations. The DIRMOBFOR may be sourced by the theater US Air Force component commander or nominated by the AMC Commander. To ensure close coordination with the overall theater air effort, the DIRMOBFOR should work directly for the COMAFFOR/JFACC. For operations where the preponderance of forces are air mobility assets or, for air-mobility-only operations, the COMAFFOR/JFACC may also serve as the DIRMOBFOR. The DIRMOBFOR's specific authorities and responsibilities include: 1) Direct the integration of intertheater air mobility support provided by USTRANSCOM assigned mobility forces; 2) Coordinate the tasking of USTRANSCOM inter-theater air mobility forces (air and ground) attached (TACON) to the JFC; 3) Direct the tasking of intra-theater air mobility forces (air and ground) attached (either OPCON or TACON) to the JFC; 4) Coordinate with the AOC director to ensure all air mobility operations supporting the JFC are fully integrated with the ATO cycle and resolve conflicts with all other air operations; 5) Coordinate with the Tanker Airlift Control Center (TACC), through the AMD, all inter-theater air mobility missions to ensure the most effective use of these resources in accomplishing the JFC, theater, and USTRANSCOM missions. In operations primarily

involving air mobility, there may be insufficient combat activity to warrant the formation of a full AOC. In this case, the JFACC could be the senior air mobility commander and could be dual-hatted as the DIRMOBFOR.

### **2.3. Numbered Air Forces (NAF).**

2.3.1. AMC NAFs support global reach by assessing the combat readiness of assigned and gained forces. NAFs do not deploy, however, they are responsible for ensuring their personnel, equipment, training, and procedures are compatible with assigned missions. They are responsible for their respective AMOG's equipment and supplies. The NAFs will monitor AMOG core personnel and equipment status under SORTS reporting.

2.3.2. An additional responsibility of the 15 AF/CC is Commander, Task Force - Tanker (TF-294). TF-294 will monitor the generation of tanker forces and manage the continuity of the alert force as they apply to the Single Integrated Operational Plan (SIOP). TF-294 will act as an interface between AMC and USSTRATCOM during tanker generation and provide tanker functional expertise to USCINCSTRAT.

### **2.4. OCONUS Air Mobility Operations Groups.**

2.4.1. Air Mobility Operations Group (AMOG). En Route. Each NAF (15 AF and 21 AF) 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, contracting, and safety programs while providing logistics, intelligence, and air transportation planning to meet mission requirements.

2.4.2. Air Mobility Squadron (AMS). The AMS operates air terminal facilities in support of DoD sponsored customers. In this role, it generates, launches, and recovers AMC and intratheater airlift mission en route aircraft. It also operates a command and control (C<sup>2</sup>) center.

2.4.2.1. CONUS AMS units must be capable of deploying as an element of a Tanker Airlift Control Element (TALCE) or Mission Support Team (MST), independently, or to augment an existing operation. The deployment requirement will be dependent on the environment and magnitude of the airlift operation supported and home station workload. The AMS must conduct sustained operations under surge workload conditions and deploy personnel and equipment within 12 hours of notification.

2.4.3. Air Mobility Control Flight (AMCF). Organizes, trains, and equips personnel to deploy TALCEs and MSTs. Establishes or sustains command, control, and mission support for intertheater and intratheater air mobility forces and conducts on-load, off-load, and crew control management for operating locations in support of Global Reach.

### **2.5. CONUS Air Mobility Operations Group (AMOG) Deployable.**

2.5.1. Each NAF (15 AF and 21 AF) is assigned a CONUS AMOG designed specifically to focus on GRL implementation. The AMOGs as an organization do not deploy, however, they coordinate the deployment of assigned squadrons (AMS), ensuring personnel, equipment, training, and procedures are compatible with assigned missions. The AMOG includes Operations, Command and Control, Communications, Maintenance, Intelligence, and Aerial Port personnel; there is also a Combat Camera Squadron (CTCS) assigned (21 AF and AFRC).

2.5.2. The CONUS AMOG is manned with an elite cadre of personnel that deploy (augmented by other AMC personnel when necessary) and form operational organizations (AME, TALCE, MST, MSE) as directed by the TACC. 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.

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

2.5.3.1. TALOs deploy with their assigned Tactical Air Control Party (TACP) which usually deploys with their assigned Army unit. TALOs are tasked to deploy through the AMT and are listed in the AFWUS.

2.5.4. Air Mobility Support. Airlift and air refueling forces rely on 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.

2.5.5. The AMOGs are the source for a variety of deployable GAMSS units. Through the air mobility operations squadron (AMOS), the AMOG deploys the initial cadre to form, when requested, an air mobility division (AMD). The AMOS provides most of the cross-functional core of the operations and operations support capabilities for the AME, air mobility control team (AMCT), airlift control team (ALCT), and an air refueling control team (ARCT), Aeromedical Evacuation Control Team (AECT), all of which form an AMD, in a joint air operations center (JAOC). The AMOS provides the core capability of the AME to integrate and coordinate AMC inter-theater assets. The AME is an extension of the TACC and remains under their operational control (OPCON) to provide all the functionality of a deployed TACC. The AME ensures inter-theater airlift and air refueling are published in AMC's or 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 following AMOG specific missions must be accomplished:

2.5.5.1. Establish and operate Tanker Airlift Control Elements (TALCEs) to provide command and control, aerial port services, aircraft maintenance, and operational management of AMC assets at designated airfields. A TALCE is an organization designed to provide worldwide mission support at airfields ranging from fixed, en route, or deployed locations where command and control, mission reporting, and required support functions are required but are inadequate or nonexistent. TALCEs are composed of UTCs consisting primarily of personnel and equipment maximized for self-sustained operations. A TALCE contains an Operations Center, minimum essential on-load, and off-load, and maintenance capability. They may con-

tain functional area mission support elements such as intelligence, finance, contracting, logistics, weather, security, and medical forces. Additionally, they provide the capability to sustain operations under bare-base conditions.

2.5.5.2. Deploy Mission Support Teams (MST) and Mission Support Elements (MSE) to manage air mobility operations and provide support to airlift users in moving cargo and passengers under circumstances when a TALCE is not required.

2.5.5.3. Provide properly trained and equipped airlift aircraft maintenance personnel, ready to deploy to help ensure those levels of aircraft maintenance reliability achieved during peacetime extend to expanded operations as well. When deploying to bases with 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. When deploying to bases with an existing AMC maintenance infrastructure, deployed maintenance personnel fold into and report directly to the AMC organization.

2.5.5.4. Train personnel for operations in an austere environment.

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

2.5.5.5.1. Prior to deployment, the senior deploying commander will ensure a pre-deployment vulnerability assessment has been conducted. These assessments will include 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 31-210, *The Air Force Antiterrorism/Force Protection (AF/FP) Program Standards*, Para 3.22.2, 1 Aug 99.

2.5.5.6. Provide training in air mobility planning and equipment preparation for airlift to all affiliated units which are identified as having a deployment mission.

2.5.5.7. Provide communications support to other AMC command and control agencies when AMC contingency communications cannot meet their requirements.

2.5.5.8. Provide stage crew management at deployed TALCE locations (four crews or less).

2.5.5.9. Both active duty and ARC TALCEs 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 TALCE 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.

2.5.5.10. In addition to the AMOG's Air Mobility Squadrons, AMC utilizes Air Mobility Control Flights (AMCF), Airlift Control Squadrons (ALCS), and Airlift Control Flights (ALCF) to provide additional Command and Control capability to the GAMSS. These additional units and the AMSs are known generically as Air Mobility Control Units (AMCU). All AMCUs provide the same variety of Command and Control capabilities, but only AMSs possess organic Aerial Port and Maintenance capabilities.

2.5.6. Aerial Port. The AMS provides 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. Aerial port mobility flight (APMF) and AMOG aerial port personnel train for austere operations as directed in AMCI 24-101, Volume 18, *AMC Aerial Port Mobility Units and Aerial Delivery Flights*. This support function is a permanent element of the deployed global reach UTC capability.

2.5.7. Aircraft Maintenance. The AMS provides a cadre of properly trained and equipped aircraft maintenance personnel, able to deploy to help ensure aircraft maintenance reliability. This support function is a permanent element of the deployed global reach UTC capability.

2.5.8. The deployable AMOG must maintain the capability to deploy all required personnel and equipment within 12 hours of notification, unless directed by a higher state of readiness.

2.5.9. A possibility of derivative combinations of command and control, aircraft maintenance, and aerial port UTCs may be tasked. However, tasking these UTCs may adversely affect the capability of the AMSs to deploy in their designed capability. Deployment of derivative UTCs must be approved by TACC/XOP and the appropriate functional area manager.

2.5.10. Depending on the situation, a deployed TALCE may be responsible for reporting directly to the National Military Command Center (NMCC), AMD, AMOCC, or the TACC.

2.5.11. Air Mobility Communications. (OPR: SC) AMOS communications flights provide three deployable communications teams for up to three Global Reach Laydown locations supporting AMC deployed forces with initial and sustained command, control, communications and computer (C4) capabilities. Initial core communications support includes ultra high frequency (UHF) satellite communications (SATCOM) voice and data, nonsecure high frequency (HF) air-to-ground and point-to-point voice, UHF/very high frequency (VHF) line-of-sight (LOS) voice, land mobile radio (LMR), and international maritime satellite (INMARSAT) commercial satellite telephone services. Follow-on sustaining support consists of theater deployable communications (TDC) suites providing long-haul, multiband super high frequency (SHF) satellite communications, secure and nonsecure data networks, commonly referred to as SIPRNET and NIPRNET, and switched telephone network services and messaging services.

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

2.5.11.2. The AMOS must maintain capability to:

2.5.11.2.1. Deploy communications teams within 12 hours of notification.

2.5.11.2.2. Provide worldwide UHF SATCOM voice and data service for both airborne and ground forces.

2.5.11.2.3. Provide communications resources described in unit DOC statement, the AFWUS, or as tasked in OPLANs.

2.5.11.2.4. AMC-gained ARC units provide Global Reach Communications Elements (GRCE) 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.

2.5.12. Combat Camera (COMCAM) 1ST COMCAM Squadron (21 AF /1 CTCS). (OPR: SC) 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 tests, 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. CTCS is equipment maximized for self-sustained operations. Deployment tasking for AMC COMCAM assets flows from 805 CSS/SCBT through the TACC.

2.5.12.1. During wartime or contingencies, COMCAM teams support Air Force Component Commanders by providing: 1) theater-level weapons system video (WSV) processing; 2) audiovisual editing, processing, duplication, intermediate archiving and distribution; 3) management; 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.

2.5.12.2. 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 CSS/SCBT, HQ AMC TACC, the deployed public affairs Joint Information Bureau (JIB), and with each wing and squadron having deployed BVISC UTCs in theater. Unless otherwise directed by the operational commander, COMCAM personnel deploying to combat or potential combat situations will carry weapons.

2.5.12.3. Combat Camera must maintain the capability to:

2.5.12.3.1. 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.

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

2.5.12.3.3. Provide combat camera teams and support elements described in the unit designed operational capability (DOC) statement, the AFWUS, or as tasked in OPLANs.

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

2.5.12.5. Some AMC-gained ANG units have COMCAM support elements. AFRC has the 4th Combat Camera Squadron (4 CTCS) 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.

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

## **2.6. Air Mobility Wing (AMW).**

2.6.1. 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:

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

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

2.6.1.3. Provide stage crew management at designated en route or deployed locations, when the number of stage crews is greater than four.

2.6.2. Capability Standards. Each active AMW must have the capability to:

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

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

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

2.6.2.1.3. 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-SIOP) 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).

2.6.2.2. Provide all UTCs listed in the AFWUS or ANG and AFRC database equivalents.

2.6.2.3. Operate under adverse weather conditions.

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

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

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

## **2.7. Airlift Wing (AW).**

2.7.1. 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 89 AW), 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:

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

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

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

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

2.7.3. Capability Standards. Each active AW must have the capability to:

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

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

2.7.3.1.2. 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.

2.7.3.2. Provide all UTCs listed in the AFWUS or ANG and AFRC database equivalents (see section 3).

2.7.3.3. Operate under adverse weather conditions.

2.7.3.4. On-load, transport, and off-load nuclear ordnance (exception: C-5 squadrons) according to the related weapon and airlift aircraft standards. The ARC unit-equipped C-141 squadrons will be part of the emergency nuclear airlift force.

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

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

## **2.8. Air Refueling Wing (ARW).**

2.8.1. 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.

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

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

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

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

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

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

2.8.2.3. 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-SIOP) 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).

2.8.2.4. Provide all UTCs listed in the AFWUS or ANG and AFRC database equivalents.

2.8.2.5. Operate under adverse weather conditions.

2.8.3. 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.

2.8.3.1. 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 nontheater 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.

## **2.9. Civil Reserve Air Fleet (CRAF). (OPR: DOF)**

2.9.1. 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 that provide the flexibility to tailor the size of the force to meet the contingency.

2.9.2. CRAF Activation. All three stages of CRAF are activated by USCINCTRANS 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 that stage, as required.

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

2.9.3.1. 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.

2.9.3.2. 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 except for the Domestic Services Section of the National Segment. The Domestic Services Section will participate in Stage II, effective 1 Oct 02.

2.9.3.3. Stage III is designed for multiple major theater wars. It includes the total capability in all three CRAF Segments.

2.9.4. 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 and III. This is based on the required time for aircraft reconfiguration

2.9.4.1. During the deployment phase, military personnel (CE Readiness Full Spectrum Threat Response (FSTR) team) will ensure CRAF crewmembers are properly fitted and trained in the use of ground crew Chemical Warfare Defense Equipment (CWDE) equipment at Senior Lodger locations prior to crews entering a threat area.

2.9.4.1.1. CRAF mobility bags are stored at the Dover AFB mobility bag element base supply. The overall management and accountability of the CRAF mobility bags is the responsibility of the Dover AFB mobility bag element. Dover AFB mobility bag element will report on the CRAF fill rates and shortfalls. This report will be sent to HQ AMCI/LGSWE quarterly. HQ AMC/LGSWE will work with HQ AMC/DOF for the funding of the shortfalls. HQ AMC/DOF is the OPR for the CRAF mobility bag funding.

**2.10. Aircrew Life Support (ALS) Operations.** 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 AFPD 11-3, *Life Support*, AFI 11-301, *Aircrew Life Support Program*, and AMCI 11-301, *Aircrew Life Support Program*. Planning is essential to ensure aircrew support during contingencies and war-time. 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.

2.10.1. 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:

2.10.1.1. Fail-proof life-support equipment for flying operations.

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

2.10.1.3. Aircrew equipment and survival continuation training.

2.10.1.4. Aircrew chemical defense equipment (ACDE) maintenance and decontamination processing in aircrew contamination control areas (ACCA) required for sustainment of assigned missions. Military personnel will be deployed to ensure CRAF crewmembers are properly fitted and trained in the use of CWDE equipment, in accordance with paragraph **1.5.3**.

2.10.1.5. Support the Air Force Aeromedical Evacuation (AE) system requirements through deployed ALS personnel.

2.10.1.6. When required, ensure aircrews deploy with mission essential ACDE as specified in this instruction.

2.10.2. 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:

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

2.10.2.2. 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.

2.10.2.3. Maintain enroute support structures. ALS deploy 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.

2.10.2.4. 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: LGS, DOT, SF, HQ AFRC/LGS, HQ ANG/LGS)**

**3.1. Mobility Bag Requirements.** (Ref: AFI 67-2; AFI 10-403; AMC Supplement to AFI 10-403).

**NOTE:** In order to ensure seamless integration of ARC forces upon full mobilization, ANG and AFR 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 and 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.

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 016 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 SIOP and conventional UTC taskings, as listed in the AFWUS (UMIS/AFRC WMP-III for the ANG/AFRC), 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/LGSWS 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 Theatre 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. Initial supplies of these products will be funded by Wing WRM funds. Units will reimburse the Base Service Store for supplies utilized.

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

3.1.3.4. HQ AFRC/LGS manages standard mobility bag requirements for the Air Force Reserves.

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

#### 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. The CE readiness flight 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 agreement 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, preferable 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.

- 3.1.6.1. A-Bag. See AFI 10-403, AMC Supplement 1 for A-bag required 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. See [Attachment 2](#) for D-bag required contents. D-bag items outline aircrew

chemical defense requirements for AMC aircrews as specified in AMCI 11-301.

3.1.6.5. Mini D-Bag. See [Attachment 1](#) for Mini-D 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 [Attachment 1](#), Mini D-Bag Contents.

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: SF)

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 SIOP listed in the AFWUS (UMIS for ANG and WMP-III for AFRC), 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, *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 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/AFRC and WMP-III for AFRC) will complete weapons qualification IAW the training priorities established in AFI 36-2226, except as otherwise stated in the medical and chaplain AFIs.

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, *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 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 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. AFC 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: LGX)

**3.4. Passports.** (OPR: DP) 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. The following personnel are authorized official passports:

3.4.1. All aircrew members and flying crew chiefs.

3.4.2. All personnel assigned to air mobility operations groups and personnel assigned to mobility squadrons as designated by the commander.

3.4.3. All aeromedical evacuation crewmembers, including critical care air transport team (CCATT) members; all members of aeromedical evacuation command and control elements (aeromedical evacuation control teams, aeromedical evacuation liaison teams, and aeromedical evacuation support teams), and all Medical Global Reach Laydown Team (MGRLT) members.

3.4.4. Personnel supporting PHOENIX BANNER or PHOENIX SILVER missions.

3.4.5. All tanker airlift control element core personnel.

3.4.6. Maintenance personnel who perform frequent TDY overseas to perform en route maintenance support. Unit commanders determine which maintenance personnel are eligible for passports.

3.4.7. All aerial port squadron personnel: Not applicable to AMC gained ARC personnel, except those designated by unit commander for a specific mobility requirement. Also not applicable to AMC-gained ANG personnel. ANG/MPPUR will advise ANG units on passport policy.

3.4.8. Phoenix Raven teams.

3.4.9. All IG and PA personnel whose normal duties require frequent TDY overseas.

3.4.10. Intelligence and AFOSI personnel supporting a force protection mission and TALCE deployment requirement.

3.4.11. All other personnel will be issued passports only when they are scheduled for an actual TDY to an overseas location that requires a passport. Passports will not be issued solely for assignment to a deployment position.

3.4.12. Financial disbursing agents have been identified as urgent and vital by the Department of State, and as a result, are issued official passports based on their duties. (Reference USAF/DPL message 130730Z Dec 99)

**3.5. Post Deployment Downtime.** (OPR: DP; OCR Aircrews: D000) AMC is committed to taking care of its members after contingency and AEF deployments. As directed by the AMC/CC in message dated 282259Z December 00, the following policy is provided on compensatory time off. Senior leadership in the Air Force and in AMC recognize the continuing dedication and sacrifices made by our members. This policy is designed to help maintain quality of life and retain valued Air Force members to keep our military strong and ready.

3.5.1. All personnel must out process through Public Health prior to starting post deployment downtime. Public Health personnel will validate the member has completed a Post Deployment Health Assessment form and that they have received a post deployment medical debriefing. These DoD mandated requirements are necessary to protect the member and their family from significant health threats and highly contagious diseases the member might have been exposed to at the deployment location.

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

3.5.3. All military members will be given 4 days of compensatory time following an assignment away from home station of 42 days or longer (6 weeks). During the next 3 days, 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 should check in daily and must take leave if departing the local area IAW USAF regulations. Following an assignment away from the home station of 90 days or longer, members will be given 4 days of compensatory time. During the next 10 days, members will not be assigned any formal duties and will be given appropriate time to care for personal and professional matters deferred while TDY. The member should check in daily and must take leave if departing the local area IAW USAF regulations.

3.5.4. Post-deployment downtime will start as soon as possible following return to home station, not to exceed 72 hours after return. Normal unit-directed leave policy will apply for travel away from the member's duty station local area. This applies to active duty personnel only during AEF and non-AEF contingency deployments.

#### **4. Medical Operations.** (OPR: SG)

**4.1. Medical Support.** (OPR: SG) 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 teams 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) Squadron.** (OPR: DO) AE is a specialized airlift mission transporting patients by fixed-wing mobility aircraft, under the supervision of aeromedical evacuation crews, to and between medical facilities. The AE mission is supported on multiple mobility platforms, including the C-130, C-17, KC-135, KC-10, and C-9A. The AE squadron may be aligned under the operations group within the AW, ARW, or AMW.

4.2.1. The AE squadron provides the resources needed to operate the worldwide AE system. AE personnel train for contingency operations, including austere locations, as directed in AFI 41-312, Volume I - IV, *Aeromedical Evacuation Contingency Operations Training Standards and System Support*. AE Squadrons provide:

- 4.2.1.1. Specialized medical aircrew with augmentation through SG for critical care patient requirements.
- 4.2.1.2. En-route staging facilities on or near airstrips for the limited care of in-transit patients.
- 4.2.1.3. Liaison teams, linked to joint or civilian medical facilities, to support preparation of patients and equipment for flight.
- 4.2.1.4. In-flight and ground element equipment.
- 4.2.1.5. Communication with en-route medical facilities, AE command and control, and AE elements.
- 4.2.1.6. Patient tracking (in-transit visibility) in AE system.

4.2.2. Deployment Guidance. Intertheater and intratheater operational concepts are not always based on complete unit deployment. AE squadrons must be able to deploy modular UTCs or augmentation assets as tasked to support or extend the worldwide AE system during periods of increased activity and sustained deployed operations. Forces must be capable of deploying to a theater of operation within 72 hours of initial notification. AE Squadrons must maintain the capability to deploy designated assets while simultaneously maintaining home base operating capability. AE squadrons maintain those capabilities as stated in their DOC statement.

4.2.3. ARC Augmentation Requirements. AMC relies heavily on the availability of AMC-gained ANG and AFRC forces to meet AE mission requirements. ANG and AFRC units ordered to active duty to support AMC missions shall be ready to deploy within 72 hours from unit notification or mobilization. The response time includes 24 hours for mobilization.

### **4.3. Aeromedical Evacuation Coordination.**

4.3.1. The Theater Patient Movement Requirements Center (TPMRC), or the Joint Patient Movement Requirements Center (JPMRC) in those theaters without a TPMRC, has overall responsibility for the medical aspects of theater mission execution. Responsibility for aeromedical evacuation mission planning, tasking, and execution will be conducted by the aeromedical evacuation control team (AECT) when an air mobility division is deployed to support theater mobility assets. In coordination with the Global Patient Movement Requirements Center (GPMRC), the JPMRC/TPMRC receives, consolidates, and validates theater requests for patient movements. The TACC/Medical Cell (HQ AMC/SGXO), in response to TPMRC/GPMRC requirements, is responsible for tracking and reporting TPMRC/GPMRC intertheater mission progression. GPMRC coordinates with regional lead agents for CONUS movement requirements, as required.

4.3.2. GPMRC is responsible for CONUS AE operations. The C-9A missions are scheduled by the TACC/C-9A Flight Planners to meet intertheater and CONUS patient movement requirements as identified by the GPMRC. TACC/XOGA tracks and reports intertheater and CONUS aeromedical evacuation mission status to GPMRC.

4.3.3. AMC intertheater AE operations may include the activated Aeromedical Segment of CRAF with Boeing 767 Commercial aircraft, C-141, and C-17, or nontraditional airlift aircraft and crews.

**4.4. ARC Augmentation Requirements.** AMC's ability to support its mission responsibilities depends on the availability of AMC-gained ANG/AFRC forces. 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: DOA).

**5.1. Austere Basing Concept.** Certain operational situations and environments may require AMC forces to conduct operations at a bare-base environment. Therefore, AMC forces must be prepared to operate into and from established bare-base 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. Bare-Base 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 bare-base 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 established bare bases.

5.2.1. HQ AMC/LGX will develop and review the support requirements for AMC, TALCE, Maintenance Recovery Team (MRT), aerial port, Tanker Task Force (TTF), and deployable technical services units. 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, HQ AMC TACC/XOP will develop requirements in conjunction with the affected functional area manager.

**5.3. AMC Unique Assets and Equipment.** Deploy or preposition HQ AMC required assets in accordance with guidelines specified in the logistics annex of applicable OPLANs.

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

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

5.3.3. HQ AMC retains control of AMC unique assets deployed or prepositioned 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.

**5.4. Maintenance Support.** Units will deploy with equipment and personnel necessary to perform on-equipment flightline 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:

5.4.1. 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 TALCE operations. Conduct heavy maintenance at designated recovery locations outside the contingency area.

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

**5.5. Supply Support.** 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).

5.5.1. Primary Custodian Responsibilities (Home Station):

5.5.1.1. 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.

5.5.1.2. Act as gaining and losing COS single point of contact in the deploying organization regarding equipment matters

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

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

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

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

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

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

5.5.1.9. 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.

5.5.2. Deployment Custodian's Responsibilities:

5.5.2.1. Schedule a pre-deployment briefing with EME.

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

5.5.2.2.1. Keep two copies of the review list.

5.5.2.2.2. Give one copy to the account custodian, who will file it with the CA/CRL.

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

5.5.2.3. Upon redeployment notification perform an inventory.

**5.6. Aerial Port Support.** (OPR: DOZ; OPR: DON)

5.6.1. 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 TALCE, 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 considering the environment and magnitude of the airlift operation supported and home station workload.

5.6.1.1. 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, mechanics. The complete logistics tail 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.

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

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

5.6.2.2. Provide all UTCs listed in the AFWUS.

5.6.2.3. Since all possible smaller combinations of aerial port UTCs cannot be listed in the AFWUS, units will be able to provide smaller (child) UTCs not different in nature than those listed in the AFWUS (cargo UTCs of differing sizes). These will be a substitution for those listed in the AFWUS and not an additional requirement. Tasked substitutions will not result in requirements greater than, or of a different nature than, those provided in the original listed UTC.

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

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

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

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

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

5.6.3.5. 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) scenerios, 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 and readiness (READY) programs should either use host base support for deployment or have a program developed that uses the available wing or group resources. The READY program is the responsibility of the wing planning staff and ensures that the Installation Deployment Plan (IDP) is written and coordinated with all units at the base. 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. Base Operations Support (BOS). (OPR: DOX).**

### **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 AMC 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 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, Air Base Operability (ABO), disaster preparedness, and explosive ordnance disposal.

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 and information management services. Support to include official and personal mail, printing management support, administrative orders, locator service, records management, and document security guidance. Information Managers will provide Workgroup Management support when they are in the Staff Support role.

6.1.1.13. Aircrew weather brief and staff support. However, if weather support by the host is inadequate, HQ AMC will arrange additional weather support.

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.

6.1.1.16. Aircrew Life Support (ALS).

**6.2. Security and Force Protection.** (OPR: SF, OCR: IN) 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 12 hours of notification.

6.2.1. 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.

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

6.2.3. 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.

6.2.4. 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.

6.2.5. 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: IN)

6.2.6. All deploying teams must contact the AMC Threat Working Group Operations Center (TOC) upon receipt of an Air Mobility Tasking to any OCONUS location. This will ensure the AMC Threat Working Group (TWG) may evaluate potential risks posed to the mission from terrorist and criminal activity well in advance of deployment. For deployments to high threat or unstable areas, the AMC TWG will make recommendations to reduce risk and may coordinate with the deployment theater for security forces, AFOSI, or intelligence support to the deployment. The AMC TWG will also post recommendations, briefings, and assessments on the AMC/IN classified web page. HQ AMC/SF may assign a SF NCO to TALCEs/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/SF 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 deployments to evaluate and mitigate medical and environmental health threats at a deployed location.

6.2.7. TALCE 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 31-210, *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, SF, or Intelligence personnel may serve as an AT/FP advisor.

**6.3. Civil Engineering.** (OCR: CE) AMC must maintain a Prime Base Engineer Emergency Force (BEEF) capable of deploying worldwide to provide initial beddown of Air Force personnel and equipment using expedient or existing facilities. AMC must conduct ABO 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. 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.

6.3.2. Civil Engineer Readiness forces assigned to the Full Spectrum Threat Response (FSTR) and En-Route Support teams 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 nuclear, biological, chemical and conventional (NBCC) weapons. They will maintain major accident and natural disaster response capability during combat operations and contingencies.

6.3.3. AMC is responsible for providing at least a six-person explosive ordnance disposal (EOD) lead UTC, equipped to survey beddown 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 may be available to support other requirements.

**6.4. Services.** (OCR: SV) 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 beddown 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.

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

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: IN) AMC intelligence personnel provide intelligence support for mission planning, force protection, deployed C<sup>2</sup> 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.

**6.7. Personnel Support.** (OCR: DP) Personnel Support for Contingency Operations (PERSCO) teams provide essential support to deployed forces including critical strength accountability for deployed commanders and owning MAJCOMs. Additionally, factor utilization of these teams in basic 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.

**6.8. Chaplain Support.** (OCR: HC) 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) The Staff Judge Advocate office provides support and advice on all legal issues and disciplinary matters that may arise. These include: military justice matters; claims; fiscal and contract law; international law, including status of forces, basing rights, international agreements, foreign criminal jurisdiction, and Law of Armed Conflict; and personal legal assistance for deployed troops. 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: DOA) 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/DOA determines augmentation requirements as necessary. In the event CONUS operations must be limited to support contingency requirements, HQ AMC/DOA will coordinate authorization for AMC CONUS units to curtail services if required; i.e., reduce airfield and ATC facility operating hours.

**6.11. Weather Support.** (OCR: DOW) 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 control of the TACC, but will coordinate weather support with the theater Operational Weather Squadron (OWS). HQ AMC/DOW determines augmentation requirements as necessary. 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 15-102, *AMC Weather Mobility Training Requirements*.

6.11.1. 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.

6.11.2. Weather Individual Mobilization Augmentee (IMA). HQ AMC/DOW identifies weather IMA requirements and manages weather IMA program. The IMAs generally serve in wartime to backfill CONUS units, but deploy overseas as required.

**6.12. Financial Management Support.** (OCR: FM) 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. Contracting Support.** (OCR: LGC) 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. Public Affairs Support.** (OCR: PA) HQ AMC/PA will maintain Public Affairs teams of one to three people to support immediate air mobility taskings within CONUS or overseas to fixed locations, along the en route system, or to bare-base operations. PA's mission within the AOR will include, but not be limited to: 1) advising the deployed commander and staff on public affairs matters; 2) publicizing the mission, units, people, and their accomplishments to the American public; 3) setting the facts straight; 4) respond to media queries and assist news media in gaining command access; and 5) telling the AMC Global Reach story. Deployed public affairs specialists are responsible for providing internal information to troops at deployed location. That's usually done in the form of a newsletter or small (4-6 page) newspaper. These personnel must be ready to deploy worldwide within 12 hours of notification and will require full messing, lodging, and sustainment support from the host unit. PA should be considered as essential personnel who should be among the first in and last out, and sourced during basic planning for all operations, exercises, or contingencies.

**6.15. Historian Support.** (OCR: HO) 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 and Information.** (OCR: SC) The mission of the deployable communications teams is to provide initial and sustained C4 capabilities and services supporting AMC's Global Reach mission, including APOD and deployed flying operations from initial deployment through redeployment. The objective is to communicate information rapidly, accurately, securely, and achieve interoperability between deployed AMC and other Air Force elements, joint elements, and between CONUS and theater command and control centers. AMC contingency communications resources are organized as global reach communications elements (GRCE) and aligned as either communications flights within an AMOG, work centers within AMC units, or as AFRC communications squadrons. They are available to support AMC and USTRANSCOM-directed activities by providing scaleable global reach information infrastructure (GRII) connectivity from the initial employment phases of contingency and wartime operations through redeployment.

6.16.1. GRCEs provide full spectrum C4 support to include C2 and Base Information Infrastructure (BII). 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. BII support provides local networks (NIPRNET/SIPRNET/Telephone) and wide area network connectivity through multiplexer and satellite systems. The BII is facilitated through the AF Theater Deployable Communications program.

6.16.2. GRCEs in the AMOG are capable of deploying their first initial package within 12 hours of notification. Subsequently, the first full communications element is deployable in 24 hours, the second in 36 hours and the third in 48 hours from first notification. AFRC GRCEs are capable of deploying within 36 hours of notification. The supported theater commander is expected to provide en route and terminal navigational support, as well as ensure required common-user commu-

nications and adequate base operating support (BOS) structure (power, hygiene, housing, etc.) are in place at deployed locations for support of AMC forces.

6.16.3. AMC will also maintain the ability to provide deployable information management services. These activities include, but are not limited to, publications management, records management, processing official correspondence, and postal services. Information Managers will provide Workgroup Management support when they are in the Staff Support role. These resources are aligned with AMC's and AMC-gained forces and detailed in the AFWUS, unit DOC statements, and operational plans.

**6.17. Defense Courier Service. (OCR:DCS/J3)** 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. DCS support can include, but is not limited to, movement of C3, COMSEC, CCI, SCI, or similar products essential to the war fighting effort.

6.17.2. 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: LG)** 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.

6.18.1. 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.

6.18.2. 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.

6.18.3. 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.

6.18.4. 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. Personnel Recovery (PR) Support.** 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](#).

Roger A. Brady, Major General, USAF  
Director of Operations

**Attachment 1****GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

DoD Directive 2000.12, *DoD Antiterrorism/Force Protection (AT/FP) Program, April 13.1999*

DoD Handbook 2000.12H, *Protection of DoD Personnel and Activities Against Acts of Terrorism and Political Turbulence*

DoD Instruction 2000.16, *DoD Antiterrorism Standards*

AFDD 2, *Organization and Employment of Aerospace Power*

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 10-4, *Operations Planning*

AFPD 11-3, *Life Support*

AFPD 16-8, *Arming of Aircrew, Mobility and Overseas Personnel*

AFPD 31-1, *Physical Security*

AFMAN 10-401, *Operation Plan and Concert Plan Development and Implementation*

AFI 10-403, *Deployment Planning and AMC Supplement 1*

AFI 10-404, *Base Support Planning*

AFI 11-301, *Aircrew Life Support Program*

AFCAT 21-209, *Ground Munitions*

AFH 32-4014, Vol 4, *USAF Ability to Survive and Operate in a NBC Environment*

AFI 23-226, *Chemical Warfare Defense Equipment (CWDE) Consolidated Mobility Bag Management*

AFI 31-101, *The Air Force Physical Security Program*

AFI 31-207, *Arming and Use of Force by Air Force Personnel*

AFI 31-210, *Air Force Antiterrorism Program*

AFI 32-4001, *Disaster Preparedness Planning and Operations*

AFI 36-507, *Mobilization of the Civilian Work Force*

AFI 84-102, *Historical Operations in Contingency and War*

AFI 90-201, *Inspector General - The Inspection System*

AFMAN 10-100, *Airmans' Manual*

AFMAN 24-307, *Procedures for Vehicle Maintenance Management*

AFP 65-110, *Deployed Agent Operations*

AFPD 10-4, *Operations Planning*

AMCI 10-212, *Air Base Operability*

AMCI 11-208, *Tanker Airlift Operations*, Chapter 11

AMCI 11-301, *Aircrew Life Support Program*

AMCI 15-102, *AMC Weather Mobility Training Requirements*

AMCP 31-1, *Air Mobility Command Arming Policy*

AMCI 31-301, *Security Forces Deployable Support Forces.*

AMCI 24-101, Volume 18, *AMC Aerial Port Mobility Units and Aerial Delivery Flights*

AMCI 36-2102, *Passports and Visas*

AMCI 90-201, *The Inspection System*

### ***Abbreviations and Acronyms***

**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

**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

**AME**—Air Mobility Element

**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  
**ANG**—Air National Guard  
**ANG/AFRC**—Air National Guard/Air Force Reserve Command  
**AOR**—Area of Responsibility  
**APS**—Aerial Port Squadrons  
**ARC**—Air Reserve Component  
**ARW**—Air Refueling Wing  
**AT/FP**—Antiterrorism/Force Protection  
**ATSO**—Ability To Survive and Operate  
**AW**—Airlift Wing  
**BEEF**—Base Engineer Emergency Force  
**BOI**—Basis of Issue  
**BOS**—Base Operating Support  
**BVISC**—Base Visual Information Support  
**C2**—Command & Control  
**C3**—Command, Control & Communications  
**CCATT**—Critical Care Air Transport Team  
**CINC**—Commander In Chief  
**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  
**CR**—Contingency Response  
**CRAF**—Civil Reserve Air Fleet

**CTCS**—Combat Camera Squadron  
**CTF**—294Commander, Task Force - Tanker  
**CWDE**—Chemical Warfare Defense Equipment  
**DIRMOBFOR**—Director of Mobility Forces  
**DOC**—Designed Operational Capability  
**DoD**—Department of Defense  
**EE**—Emergency Essential  
**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  
**GRCE**—Global Reach Communication Elements  
**GPMRC**—Global Patient Movement Requirements Center  
**GRL**—Global Reach Laydown  
**GRLP**—Global Reach Laydown Packages  
**HF**—High Frequency  
**HRC**—High Risk of Capture  
**IDO**—Installation Deployment Officer  
**IMA**—Individual Mobilization Augmentee  
**ITUD**—Integral Tanker Unit Deployment  
**ITV**—InTransit Visibility  
**JFACC**—Joint Force Air Component Commander  
**JTF**—Joint Task Force  
**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

**MST**—Mission Support Team  
**NAF**—Numbered Air Force  
**NBC**—Nuclear, Biological and Chemical  
**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  
**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  
**TALCE**—Tanker Airlift Control Element  
**TALO**—Theater Airlift Liaison Officer  
**TPMRC**—Theater Patient Movement Regulating Center  
**TTF**—Tanker Task Force  
**UHF**—Ultra High Frequency  
**UMIS**—UTC Management Information System (ANG)

**USCINCTRANS**—Commander in Chief, USTRANSCOM

**USTRANSCOM**—US Transportation Command

**UTC**—Unit Type Code

**VHF**—Very High Frequency

**WMP**—War and Mobilization Plan

**WSV**—Weapons System Video

## Attachment 2

## MOBILITY BAG CONTENTS

## Part I

## MOBILITY REQUIREMENTS

## Mini D- BAG CONTENTS

## (ONE COMPLETE ENSEMBLE)

## AIRCREW EYE/RESPIRATORY PROTECTION (AERP) SYSTEM

<u>ITEM</u>	<u>NSN</u>	<u>QTY</u>
*#MBU-19/P HOOD/MASK ASSY (SEE NOTE ONE) (HELMETED VERSION)	8475-01-339-9782LS (SM)	1 EA
	8475-01-340-4779LS (MD)	1 EA
	8475-01-341-0124LS (LG)	1 EA
	8475-01-341-1985LS (XLG)	1 EA
OR (NON-HELMETED VERSION)	8475-01-343-7336 (SM)	1 EA
	8475-01-343-2930 (MD)	1 EA
	8475-01-343-2929 (LG)	1 EA
	8475-01-343-7337 (XLG)	1 EA
*CQU-7/P BLOWER ASSY (NO HOSE)	4240-01-343-3443LS	1 EA
*HOSE ASSEMBLY, 6' (SEE NOTE TWO)	4720-00-279-0093	1 EA
*SUSPENSION STRAP ASSEMBLY	1660-01-052-8861LS	3 EA
*CANISTER, C2A1 (NO SUB) (INCLUDES SPARE SET)	4240-01-361-1319	4 EA
*BATTERY, LITHIUM (INCLUDES SPARE SET)	6135-01-088-2708	2 SE
MXU-835/P INTERCOM ASSEMBLY	5830-01-357-6649LS	1 EA
9 VOLT BATTERY	LOCAL PURCHASE	2 EA
#CWU-66/P (SEE NOTE THREE)	8475-01-328-(3454-3475)	1 EA
	8475-01-328-(8249-8250)	
#WHITE COTTON DRAWERS (SEE NOTE FOUR)	8420-01-040-(3155-3168)	1 EA
#WHITE COTTON UNDERSHIRT (SEE NOTE FOUR)	8420-01-040-(3146-3149)	1 EA
#BUTYL GLOVES, 7 MIL	8415-01-138-(2501-2504)	2 PR
#WHITE COTTON GLOVE INSERTS, LONG GAUNTLET	8415-01-138-(2494-2496)	2 PR
OVERBOOT, DISPOSABLE	8430-00-580-1205	2 PR
OVERCAPE, PLASTIC	8415-01-040-9018	2 EA

TUBE SOCK, PLASTIC 8415-01-040-3169 2 PR

(\*) INDICATES UNTIL SUFFICIENT QUANTITIES OF AERP SYSTEMS ARE AVAILABLE, THE FIRST GENERATION EQUIPMENT MAY BE USED AS A SUBSTITUTE (EXCEPT AEROMEDICAL EVACUATION CREW MEMBERS [AECM]).

(#) SIZED ITEM. SIZE REFLECTED BY NSN.

## Part II

### FIRST GENERATION EQUIPMENT

<u>ITEM</u>	<u>NSN</u>	<u>QTY</u>
MBU-13/P CHEM-BIO MASK (SEE NOTE FIVE) (HELMETED)	1660-01-052-8859LS	1 EA
OR (NON-HELMETED)	1660-01-052-8860LS	1 EA
CRU-80/P FILTER PACK	4240-01-046-0877	1 EA
HGU-41/P HOOD	8475-01-050-6374LS	1 EA
SUSPENSION STRAP ASSEMBLY	1660-01-052-8861LS	2 EA
M13A2 FILTER ELEMENT SET (INCLUDES SPARE SET)	4240-00-165-5026	2 SE

**Note 1.** Aircrews will use the helmeted AERP version if flight helmets are required for MDS specific combat missions.

**Note 2.** Hose length is specific to each mission design series. Per AMCI 11-301, only C-21 aircrew will use the four-foot (4 ft) hose assembly, NSN: 4720-00-829-2761.

**Note 3.** The primary aircrew coveralls is the CWU-66/P Garment. The CWU-77/P can be used until the service life is reached.

**Note 4.** The wear of cotton drawers and undershirts is the wearer's option when using the CWU-66/P OR CWU-77/P. However, the cotton drawers and undershirts will be available for the aircrews' use.

**Note 5.** If available, the primary aircrew mask and filter is the AERP system (MBU-19/P MASK AND CQU-7/P BLOWER ASSEMBLY). AECMS will be issued the MBU-13/P Mask, CRU-80/P Filter pack, and the HGU-41/P Hood.

**Special Note 1:** The CWE-66 or 77/P (Aircrew Chemical Protective Garment) exterior bag can be opened and resealed with duct tape without starting the service life clock. The service life clock is started when the aircrew starts to wear the 66 or 77/P equipment. The shelf life can only be extended by article testing conducted by the 311 HSW at Brooks AFB.

**Warning:** The AERP lithium sulfur dioxide batteries cannot be carried aboard commercial airlines. Aircrews should not carry these batteries or equipment with these batteries aboard commercial airlines.

**Special Note 2:** 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, preferable 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 Aircrew D bag equipment into Life Support for reissue.

## Attachment 3

## MOBILITY REQUIREMENTS

## D- BAG CONTENTS

## (BALANCE OF THE COMPLETE BASIS OF ISSUE)

## AIRCREW EYE/RESPIRATORY PROTECTION (AERP) SYSTEM:

<u>ITEM</u>	<u>NSN</u>	<u>QTY</u>
CANISTER, C2A1 (NO SUB)	4240-01-361-1319	4 EA
BATTERY, LITHIUM	6135-01-088-2708	2 SE
#CWU-66/P (SEE NOTE THREE ABOVE)	8475-01-328-(3454-3475)	2 EA
	8475-01-328-(8249-8250)	
#WHITE COTTON DRAWERS (SEE NOTE FOUR ABOVE)	8420-01-040-(3155-3168)	2 EA
#WHITE COTTON UNDERSHIRT (SEE NOTE FOUR ABOVE)	8420-01-040-(3146-3149)	2 EA
#BUTYL GLOVES, 7 MIL	8415-01-138-(2501-2504)	4 PR
#WHITE COTTON GLOVE INSERTS, LONG GAUNTLET	8415-01-138-(2494-2496)	4 PR
OVERBOOT, DISPOSABLE	8430-00-580-1205	4 PR
OVERCAPE, PLASTIC	8415-01-040-9018	4 EA
TUBE SOCK, PLASTIC	8415-01-040-3169	4 PR

## FIRST GENERATION EQUIPMENT:

<u>ITEM</u>	<u>NSN</u>	<u>QTY</u>
HGU-41/P HOOD	8475-01-050-6374LS	2 EA
M13A2 FILTER ELEMENT SET	4240-00-165-5026	2 SE