



CURTIS E. LEMAY CENTER

FOR DOCTRINE DEVELOPMENT AND EDUCATION



AIR FORCE DOCTRINE PUBLICATION (AFDP) 3-36 AIR MOBILITY OPERATIONS

AIR MOBILITY SUPPORT AND CONTINGENCY RESPONSE

Last Updated: 28 June 2019

Within the range of combat support capabilities are three functional areas: air mobility command and control (C2), aerial port, and air mobility maintenance, which collectively comprise air mobility support. For additional information on combat support, see AFDP 4-0, Combat Support.

Air mobility support forces are divided between Air Mobility Command (AMC), which controls the majority of assets in support of US Transportation Command's (USTRANSCOM's) functional role, and the geographic combatant commanders (GCC) who control sufficient assets to meet their specific regional needs. These forces, combined with operating locations and the interrelated processes and systems that move information, cargo, and passengers, make up the Global Air Mobility Support System (GAMSS). This structure consists of a number of continental United States (CONUS) and en route locations, as well as deployable forces capable of augmenting the fixed en route locations or establishing operating locations where none exist.

Air mobility operations may dictate the use of contingency response (CR) forces, especially at austere locations or during a rapidly developing crisis. CR forces provide the three core air mobility support functions but also include additional combat support functions, enabling them to operate the airfield and to sustain themselves. These additional functions include weather, civil engineering, security forces, medical, contracting, finance, communications, logistics, air traffic control, public affairs, intelligence, legal, and airfield operations. They can be tailored to meet the specific requirements of the operation.

Air mobility support and CR forces are drawn from regular and air Reserve Component forces. Collectively, these components provide the forces which comprise the CONUS and overseas GAMSS organizations as well as deployable forces stationed primarily in CONUS. These components support operations across the range of military operations.

Joint entities requiring CR capability typically request a contingency response group, which may not necessarily be the requirement. Just as requesting agencies should refrain from asking for a specific airframe (e.g., C-5, C-17, or C-130), requests should state the requirement or desired effect.