



SOURCES OF MOBILITY AIR FORCES

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Air Mobility forces are drawn from regular and Air Reserve Components (ARC). Additionally, a significant portion of America's air mobility capability relies on the [Civil Reserve Air Fleet](#) (CRAF), Air Force civilians, civil air transportation partners, and contract aviation.

Regular Forces

Regular Air Force forces comprise approximately half of the air mobility force. Regular forces typically provide the initial immediate response to support any contingency or humanitarian assistance disaster relief operation.

Air Reserve Components

ARC forces are an integral part of the total air mobility force and conduct operations supporting daily taskings. Peacetime access to ARC forces is provided through the mechanism of volunteerism. Peacetime use of ARC forces, however, requires funding either through long-term manpower authorization (also known as man-days) or the Transportation Working Capital Fund in order to execute missions. ARC members volunteer to serve during contingencies and non-contingency operations to supplement regular component forces for a specified period of time. During crises, volunteers and activated ARC units augment the regular component, providing a major portion of the Air Force's airlift, air refueling (AR), air mobility support, and aeromedical evacuation (AE) forces. When air mobility requirements exceed regular component capability and ARC volunteerism, the Secretary of Defense (SecDef) may direct mobilization.

Control of ARC forces differs from that of regular forces depending on their activation status. Under volunteerism, control of the ARC units and individuals may be shared between the applicable major command (MAJCOM) or Service component and their home command (Air National Guard [ANG] Readiness Center or Air Force Reserve Command [AFRC]). During either selective or partial mobilization, control is exercised through the applicable Service component as described below. After full mobilization, ARC forces' command and control (C2) relationships are the same as regular component forces.

- ✦ **Air Force Reserve Command.** When AFRC air mobility resources are activated for US Transportation Command (USTRANSCOM) missions they come under the [combatant command](#) of the commander, USTRANSCOM (CDRUSTRANSCOM). CDRUSTRANSCOM delegates [operational control](#) (OPCON) over AFRC forces to

the assigned Air Force Service component commander, the commander, Air Mobility Command (AMC/CC). [Administrative control](#) (ADCON) for personnel and administrative support usually remains with AFRC. When AFRC forces are activated and allocated to a geographic combatant commander (GCC), the GCC gains OPCON and the regional [commander, Air Force forces](#) (COMAFFOR) exercises specified elements of ADCON.

- ✪ **Air National Guard/Air National Guard of the United States.** Special considerations exist in determining the command relationships for the ANG and the ANG of the United States when federalized. ANG units operating outside of the United States must be in Title 10 United States Code (USC) status. The COMAFFOR to CDRUSTRANSCOM exercises OPCON of applicable continental United States (CONUS)-based ARC forces when they are federalized under Title 10, USC. Outside the CONUS -based ARC forces are under OPCON of the GCC's theater COMAFFOR when federalized; and likewise, when CONUS-based ARC forces are formally transferred by the SecDef via orders or the Global Force Management Allocation Plan. ADCON for discipline, personnel support, and administration for these federalized units is retained by the ANG Readiness Center, or if full mobilization has occurred, is given to the gaining MAJCOM. ANG forces may be involved in training for the federal mission without being activated to Title 10 status. This is defined under Title 32, USC. Command of ANG forces operating in Title 32 status remains with the state authorities. Guard members fall under the command authority of the adjutant general (TAG) of their state and therefore their governor. When ANG members are involved in training for the federal mission (Title 32, USC status) the gaining MAJCOM/CC may exercise training and readiness oversight, but not command. If Guard members operate in Title 32, USC status outside of their state but within the US, command authority will remain with the TAG but will be subject to any coordinating authority, or state-to-state agreements. If no pre-negotiated agreement exists, responsibilities such as support and [force protection](#) should be coordinated between applicable commanders.

Contracted Airlift Operations Reserve Components

Supplemental air mobility capability may be obtained through the CRAF or through additional, selectively contracted options.

Civil Reserve Air Fleet

A significant part of the nation's mobility resources resides in the CRAF. Selected aircraft from US airlines, contractually committed to CRAF, may support Department of Defense (DOD) airlift requirements in emergencies when the need for airlift exceeds military capabilities.

The CRAF has two main segments: international and national. The international segment is further divided into the long-range and short-range sections and the national segment into domestic and Alaskan sections. Assignment of aircraft to a segment depends on the nature of the requirement and the performance characteristics needed. The long-range international section consists of passenger and cargo aircraft capable of transoceanic operations. The role of these aircraft is to

augment intertheater aircraft during periods of increased airlift needs, from minor contingencies up through full national defense emergencies. Medium-sized passenger and cargo aircraft make up the short-range international section supporting near offshore airlift requirements. The domestic section is designed to satisfy increased DOD airlift requirements in the United States during an emergency.

Three stages of incremental activation allow for tailoring an airlift force suitable for the contingency at hand. Stage I is for regional crises, Stage II would be used for major theater war, and Stage III for periods of national mobilization. CDRUSTRANSCOM, with approval of the SecDef, is the activation authority for all three stages of CRAF. During a crisis, if AMC has a need for additional aircraft, AMC/CC would request CDRUSTRANSCOM take steps to activate the appropriate CRAF stage. Each stage of the CRAF activation is only used to the extent necessary to provide the amount of civil augmentation airlift needed by DOD.

Throughout CRAF Stages I-III, organic AE capability is considered adequate. See Chapter 4 for more information on the CRAF.

Theater Express (THX)-Contract

Under this concept, regional commanders enlist commercial air cargo companies to move theater air cargo in single pallet increments. THX uses international air freight tenders to transport DOD freight. The THX program is advantageous since it uses civilian aircraft to facilitate expeditious force and logistics movement. Advantages of THX include relieved burden on organic airlift and faster cargo delivery. This type of airlift is usually hired in single pallet loads and small passenger movements versus hiring a whole aircraft. This gives commercial carriers the capability to blend their commercial and military freight, resulting in economies of scale and lower costs.

Additional Contracted Capabilities

AMC and the Surface Deployment and Distribution Command have standardized freight tenders for most modes of transportation. The tender structure allows for companies participating in CRAF the freedom to carry cargo internally or via subcontractors, a practice known as CRAF prime. Tenders offer many advantages. These include less than full-planeload movement flexibility, lower overall airlift costs, enhanced economic development (in line with national airlift policy), and swift redeployment. Companies cover beddown and aircrew issues. As opposed to military aircraft, carriers enjoy fast overflight clearance processing since they are not required to undergo extensive diplomatic clearance procedures. The use of civilian aircraft for military means usually lowers the overall theater profile of military aircraft.
