



[ANNEX 3-17 AIR MOBILITY OPERATIONS](#)

APPENDIX C: AIR MOBILITY SUPPORT AND CONTINGENCY RESPONSE ELEMENTS

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GLOBAL AIR MOBILITY SUPPORT SYSTEM (GAMSS) ELEMENTS

The GAMSS is organized into air mobility operations wings (AMOWs), groups (AMOGs), and air mobility squadrons (AMSs).

- ✦ **Air Mobility Operations Wing/Group.** The mission of the fixed en route system is to provide worldwide air mobility support for US Transportation Command (USTRANSCOM)-directed missions. This mission is executed by Air Mobility Command's (AMC) two AMOWs. Each AMOW consists of two AMOGs made up of several AMSs, detachments, and operating locations, that may include Air Force- or Navy-operated contracted terminals.
- ✦ **Air Mobility Squadron.** AMSs are overseas en route squadrons that receive, service, and launch air mobility missions at each location; the exact structure and mission of each unit is tailored for mission requirements.

Contingency Response (CR) Forces

- ✦ **Contingency Response Wing (CRW).** The CRW is a fixed unit that coordinates generating the resources for and deployment of subordinate units to provide mobile air mobility support capability.
- ✦ **Contingency Response Groups (CRG).** A CRG is the largest entity within the CRW that deploys as a unit. The CRG's primary mission is airbase opening for an Air Force component, another Service, or coalition partner. Each CRG is a standardized force module dedicated to the airfield opening task. CRGs are extremely flexible because they can be tailored into a number of smaller packages that can be tasked by USTRANSCOM to meet the requirements of any contingency.
- ✦ **Mobility Support Advisory Squadron (MSAS).** The MSAS employs teams of air mobility air advisors to build partnerships with partner air forces. These advisors help partner nations increase their mobility capability so they are better able to respond to internal threats, external threats, and humanitarian requirements.
- ✦ **Contingency Response Element (CRE).** The CRE is a deployed organization at forward locations where air mobility operational support is nonexistent or insufficient. The core capability sets of a CRE are command and control (C2), communications,

aerial port, and aircraft maintenance and can be tailored to support contingency requirements.

- ★ **Contingency Response Team (CRT).** A CRT performs the same functions as a CRE, but on a smaller scale.
- ★ **Contingency Support Element (CSE).** CSEs consist of personnel and equipment to make up a contingency support capability other than the core C2. They may be deployed as an element of a CRE or CRT or as a small-scale, stand-alone entity.
- ★ **Airfield Assessment Team (AAT).** An AAT is comprised of multi-skilled experts who verify airfield operations information, to include obtaining and evaluating additional details pertinent to safe operations. They provide commanders and planners with valuable information on suitability of airfield operations.
- ★ **Airfield Survey Team (AST).** An AST conducts airfield surveys and is led by a core member certified to conduct those surveys. They provide commanders and planners with needed information on suitability of airfield operations.
- ★ **In-Transit Visibility (ITV) Team.** Provides support personnel to set up and operate ITV equipment at passenger and cargo on/offload locations.
- ★ **Joint Inspector (JI) Team.** The JI provides the air component of the joint inspection team for airland contingency support.
- ★ **Affiliation Training Team (ATT).** An ATT provides instruction to airlift users in the areas of airlift planning, cargo load planning, and equipment preparation by instructing the equipment preparation course and the airlift planner's course to various airlift users.
- ★ **Contingency Load Planning Team (CLPT).** A CLPT helps an airlift user prepare and marshal the initial loads prior to the arrival of the first aircraft and provides on-the-spot training and quality control to the deploying organization.
- ★ **Communications Support Team (CST).** A CST is a team of CR forces, communications, and air ground equipment personnel deployed to support another unit's communications requirement.

Contingency Response Organizations

- ★ **Joint task force–port opening (JTF-PO).** Each CRG may be trained to partner with an Army rapid port opening element to generate a JTF-PO. JTF-PO is a USTRANSCOM-owned entity designed to not only offload air cargo and passengers, but to onward move them up to 10 kilometers from the airfield, and then establish an interface with the theater distribution system. When a JTF-PO is activated, the CRG commander is normally designated as the senior airfield authority. Refer to JP 4-09, [Distribution Operations](#), for a more thorough discussion on JTF-PO.

- ★ **Contingency Operations Support Group (COSG).** COSG provides in-garrison support that enables the rapid deployment capabilities of the CRGs, but also delivers other air mobility support capabilities of its own through its subordinate units.
 - ★★ **Air Mobility Operations Squadron (AMOS).** The AMOS trains and equips personnel specifically to deploy and perform air mobility division duties for a theater air operations center, either as a complete “plug-in” module or to fill individual requirements.
 - ★★ **Global Support Squadron (GSS).** The GSS contains sufficient forces to generate an independent CRE. The GSS is also responsible for managing equipment and contains sufficient forces to generate an independent CRE.
 - ★★ **Air Mobility Liaison Officer (AMLO).** An AMLO is a rated air mobility officer specifically trained to provide air mobility expertise and close, tactical-to-strategic level combat operations support to ground forces in garrison and while deployed to contingencies or exercises. AMLOs examine air mobility operations and voice concerns to air mobility leadership. AMLOs are organized and empowered to serve as the single authoritative voice representing and advising the ground commanders they support. AMLOs represent commander, [USTRANSCOM](#) to the organization to which they are acting in support and receive direction from the [director of mobility forces](#).
- ★ **AMC Operational Wings.** All of AMC’s various operational wings have embedded air mobility support forces. These forces contribute to GAMSS through both their home station operations and as a source of expertise that can attach to other geographic combatant commander’s theater organizations.
- ★ **Other Air Force Major Commands (MAJCOMs).** US Air Forces in Europe and Pacific Air Forces have CRGs which are usually the first source of CR forces for contingencies within their theaters. All MAJCOMs have small numbers of air mobility support forces assigned to their wings that contribute to GAMSS.
 - ★★ **Air Traffic Control (ATC) and Special Tactics Teams (STT).** Air Force Special Operations Command (AFSOC) provides ATC and STTs for communication at forward operating locations, to enable airdrop or airland operations. For operations within the continental United States, control of these forces remains with AFSOC. Theater assigned SOF are under the operational control of the theater special operations command or the joint force special operations component commander, when established.
- ★ **Air Reserve Components (ARC).** Air National Guard and Air Force Reserve Command have significant air mobility support forces within their organizations. There are several AMOS within the ARC. They provide the same C2 capabilities as their regular counterparts, supporting the air mobility division augmentation requirement.
 - ★★ **Aerial Port Squadron/Flight (APS/APF).** The units deployed from the APS and the APF provide the fixed structure, CRE, or CRT core aerial port functions.

✪✪ **Airlift Control Flight (ALCF)**. ALCFs are part of the GAMSS gained by AMC upon mobilization. The personnel deployed from the ALCFs perform the CRE or CRT core C2 functions.
