



APPENDIX B: REGIONAL AIR MOVEMENT CONTROL CENTER

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Used in Operations ALLIED FORCE, ENDURING FREEDOM, and IRAQI FREEDOM, the [regional air movement control center](#) (RAMCC) is typically established when significant military forces operate in an area with an inadequate air traffic control infrastructure. Under these circumstances, the ACA deconflicts aircraft directed by the [air operations center](#) (AOC) with other aircraft participating in the contingency (e.g., United Nations, Red Cross, nongovernmental organizations (NGO), and commercial operators). This becomes even more critical when joint force air operations are conducted in an International Civil Aviation Organization (ICAO) flight information region in a sovereign nation with limited airspace control capabilities. Additionally, the RAMCC may provide a useful aid in the transition of airspace back to civil authorities and may remain for a number of years after a conflict.

Safe operations in the [airspace control](#) area may require coordination among a multitude of users and air traffic facilities, beyond those the AOC normally directs or considers in an air tasking order, airspace control order, or [airspace control plan](#) (ACP). Non-AOC directed users may include some military airlift, special operations and other Services, along with United Nations or other peacekeepers, humanitarian relief organizations, host nation or coalition aircraft and scheduled commercial air services. Many of these operations are beyond the purview of air tasking order (ATO), airspace control order (ACO), and ACP deconfliction, yet frequently transit airfields in the airspace control area where conflicts are most prevalent.

Air traffic volume may increase dramatically after initial military strikes. Combat, combat sustainment, and non-AOC directed airlift missions might transit airspace or arrive at airfields simultaneously. Civil entities conducting humanitarian or commercial air operations may further congest airspace and airfields. This can lead to increased hazardous air traffic reports and increased on-ground problems, and undermine the operation unless integrated air traffic management measures are implemented.

The ACA may elect to establish airfield and airspace scheduling, granting authority to the RAMCC to issue or deny slot times at airfields and control points in order to deconflict aircraft in the airspace control area/ICAO flight information region. Slot times are normally based on an assessment of an airfield's limitations (onload/offload rate, parking capacity, etc.) and, as applicable, air traffic control separation capability. With

RAMCC scheduling in effect, all US military aircraft operating in the control area must participate and adhere to slot times to ensure adequate margins of safety. Slot times also aid in managing ramp capacity at theater airfields by ensuring the maximum capacity for parking aircraft at an airfield or that the maximum on ground capability for aircraft is not exceeded. The RAMCC issues Mode 3 IFF codes to civilian aircraft desiring to transit the airspace control area, and includes them in the daily ATO/SPINS if necessary. The coalition coordination cell provides Mode 3 IFF codes for non-AOC military aircraft. Thus RAMCC is the centralized information source providing the AADC with the identity of civil and other military aircraft operating in the control area. Despite gaining a certain level of procedural control through these advanced scheduling schemes, most aircraft movements are still conducted under visual flight rules (i.e., “see and avoid”), unless air traffic control separation is instituted.

Organization

The RAMCC is a separate specialty team, not necessarily collocated with the AOC, reporting directly to the CAOC director. It deals with a variety of civil organizations and matters of great political sensitivity, such as determining the priority of various military airlift missions in relation to civil relief or other high-visibility missions. The RAMCC director is normally a senior officer (O-6) because of the scope of responsibility and seasoned leadership expertise required. The RAMCC serves a function distinct from the [combat plans division](#) or the air mobility division by dealing with a wider range of users, deconflicting terminal operations and sometimes being involved in current operations (e.g., en route deconfliction). Its members work closely with divisions within the AOC but its members are not spread across them.

Ideally, the RAMCC should have a wide variety of specialties, along with Service and allied nation (coalition operation) representation to reflect the user-base of the organization. Specialties include, but are not limited to, rated aircrew, air traffic controllers, transportation and aerial port specialists, command and control specialists, communication/computer technicians, and administrative support. Diverse manning during coalition operations allows the RAMCC to execute its mission as an honest broker, given the broad range of RAMCC customers.

The RAMCC organization is typically subdivided into long-range plans, current operations, airfield operations, and a mission support section. The long-range planning cell manages activities beyond 24 hours of execution including military and civilian users’ arrivals and departures at airfields as well as aircraft transiting through the ACA controlled airspace. The current operations cell takes the long-range plan and makes short-notice changes, including adjusting the plan during execution in near-real time. The RAMCCs in Afghanistan and Iraq created a combined website for both military and civil users to contact them before transiting the country. Sites such as this have detailed procedures for filing airspace/slot requests and restrictions for flying in-country. During disaster relief operations the RAMCC can be used due to political considerations when deploying forces, such as was used during Operation Unified Response.
