



## INTEGRATION OF FUNCTIONAL AND GEOGRAPHIC MOBILITY STRUCTURES

Last Updated: 5 April 2016

Commander, [US Transportation Command](#) (CDRUSTRANSCOM) exercises [operational control](#) (OPCON) (delegated to the Commander, Air Mobility Command [AMC/CC]) over AMC-[assigned](#) and [attached](#) forces providing support to a geographic combatant commander (GCC). Frequently, specific forces may be established in direct support to a GCC or an organization subordinate to the GCC. When established in direct support, USTRANSCOM forces under the AMC/CC's operational control are normally authorized by USTRANSCOM to respond directly to the supported commander's operational mission requirements. Instead of receiving requirements validated by their owning command, these forces receive requirements validated by the supported command's deployment and distribution operations center (DDOC). High levels of integration and coordination are needed to ensure requirements are passed between [air operations centers](#) (AOCs) for planning, tasking, scheduling, and executing, as well as ensuring effective use of resources.

A number of coordination activities should occur for this relationship to succeed. Sufficient forces should be attached, assigned, or directed to support the supported GCC by the Secretary of Defense (SecDef). This maintains lines of authority and clearly identifies the base level of support to both GCCs. The [command relationships](#) should be explained and directed with an appropriate [operation order](#).

### Transferring Air Mobility Forces

Due to the global nature of intertheater air mobility operations, centralized control of intertheater mobility air forces (MAF) operations normally provides the most efficient and effective use of limited air mobility assets. Centralized control allows USTRANSCOM to maintain oversight of mobility forces, regardless of which theater of operations they are currently operating in.

Decentralized mission execution through AMC's fixed and deployed en route system provides flexibility and responsiveness. The following considerations should be used to assist in the decision whether to transfer MAF to a geographic commander:<sup>1</sup>

- ✦ The GCC will use the forces at or near 100 percent of their capability with

<sup>1</sup> Annex 3-30, [Command and Control](#).

little or no residual capability for other global missions.

- ✦ The forces will be used regularly and frequently over a period of time, not just for a single mission employment.
- ✦ The geographic commander has the ability to effectively command and control the forces.

Most intertheater MAF are assigned to CDRUSTRANSCOM. **The decision to transfer MAF from CDRUSTRANSCOM to a GCC should be balanced against competing needs across multiple AORs** and should meet the other criteria described in Annex 3-30, [Command and Control](#). See Annex 3-30 for guidance and considerations on transfer of forces.

### Direct Support Operations

*One form of direct support is the use of MAF airlift aircraft to deliver movement requirements that are either time-sensitive or critical for mission success for deployed Army brigades. The key objective is to assure that immediate, critical airlift needs of the Army are met in a responsive manner. To allow expanded control of these tactical assets, one of the command and control (C2) options was for the SecDef to delegate tactical control of a limited number of airlift assets to the Senior Army Aviation Authority, typically the combat aviation brigade commander (CAB/CC). OPCON and administrative control (ADCON) of these forces remains with the COMAFFOR.*

*Another C2 option used by the Air Force is to retain operational control (OPCON) of the airlift forces, make use of the common user airlift pool, and apportion a certain amount of that force to support the requirements of the Army. The term direct support-apportioned (DS-A) is commonly used to describe this use of airlift resources. Under this construct, a support relationship is established between the joint force air component commander (JFACC) and the Army combat aviation battalion requesting DS. C2 of airlift forces is retained by the JFACC. However, it compresses the standard AMD request processing time from 72 hours to 24-48 hours to provide improved responsiveness to the CAB/CC. It also provides expanded capacity to the CAB/CC if requirements grow beyond what the capacity of the previous C2 structure would provide. Conversely, if there are daily reductions in theater requirements, those airlift assets can be used to fulfill the standard airlift movement requests existing in the AOR. The DS-A provides effective, responsive airlift to the CAB/CC, while preserving efficient use of the airlift fleet for the JFACC.*