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FOR DOCTRINE DEVELOPMENT AND EDUCATION



ANNEX 3-17 AIR MOBILITY OPERATIONS

COMMAND AND CONTROL OF GAMSS FORCES

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Commander, US Transportation Command (USTRANSCOM) normally exercises [operational control](#) (OPCON) of USTRANSCOM-assigned air mobility support and contingency response (CR) forces to retain the flexibility to reallocate resources in response to shifting priorities. [Global air mobility support system](#) (GAMSS) forces assigned or attached to the geographic [combatant commanders](#) (GCC) are generally under the control of the theater commander, Air Force forces (COMAFFOR). [Command relationships](#) between higher authorities and the various air mobility support forces are critically important, and are normally formally established whenever they undertake a mission.

Air Mobility Command's (AMC) fixed en route system serves as the execution arm of GAMSS. The air mobility operations wings (AMOW) that comprise the en route system are considered "forward located." This structure is essential to providing a responsive fixed en route network because it ensures the AMOW/CC has the authority to shift assets internally to keep all nodes of the en route "theater" at a capacity commensurate with the operational demand. Furthermore, the AMOW's [command and control](#) (C2) elements serve as a forward branch of the [618th Air Operations Center \(AOC\) \(Tanker Airlift Control Center \[TACC\]\)](#); each air mobility squadron (AMS) responds to the direction of the 618 AOC (TACC) with respect to mission priorities and changes. Once the specified teams are placed on deployment orders, commander, 18 AF (Air Forces Transportation [AFTRANS]) normally exercises OPCON through the 618 AOC (TACC). Deployed C2 elements then serve as a forward branch of the 618 AOC (TACC), and the CR forces respond to 618 AOC (TACC) direction with respect to mission priorities and changes. Except for a full airbase opening package, the GAMSS is not self-sustaining over extended periods. Usually, fixed and mobile teams operating outside the continental United States (OCONUS) rely heavily on supported commanders or host nation for base operating support. GAMSS should clearly articulate their requirements and establish the proper support agreements.

Operation UNIFIED RESPONSE

Following the January 12, 2010, earthquake in Haiti, US military forces supported the international disaster relief effort. US Air Force contingency response forces were quickly tasked to manage airfields supporting the relief effort. A rapid port opening element from the Army joined an Air Force CRG to form USTRANSCOM's JTF-Port Opening (JTF-PO). An aerial port of debarkation was established at the Toussaint Louverture International Airport in Port-au-Prince. Additionally, the CRG was declared the senior airfield authority, assuming responsibility for parking every aircraft that transited the main ramp, offering cargo offloading services to every user, loading every evacuating American citizen, providing command and control for all fixed wing operations, and ensuring airfield/perimeter security. In total, the CRG worked over 6,000 sorties, downloaded 31,000,000 pounds of humanitarian cargo, and safely evacuated 15,500 American citizens.
