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PACIFIC AIR FORCES**

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PACAF COMBAT MOBILITY FLIGHTS

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This instruction implements AFPD 24-6, *Distribution and Traffic Management*. It outlines responsibilities and provides guidance for the operation of PACAF Combat Mobility Flights (CMF). It applies to personnel administratively assigned to base level Logistics Readiness Squadrons in support of theater airland/airdrop operations. See **Attachment 1** for a glossary of references and supporting information. This publication also applies to all USINDOPACOM assigned Air National Guard (ANG) personnel involved in airland/airdrop operations, but not to Air Force Reserve Command (AFRC). Ensure that all records created as a result of processes prescribed in this publication are maintained IAW Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of IAW Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS). Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Form 847, *Recommendation for Change of Publication*; route AF Form 847s from the field through the appropriate functional chain of command. This publication may be supplemented at any level, but all direct Supplements must be routed to the OPR of this publication for coordination prior to certification and approval. The authorities to waive wing/unit level requirements in this publication are identified with a Tier (T- 0, T-1, T-2, T-3) number following the compliance statement. See AFI 33-360, *Publications and Forms Management*, for a description of the authorities associated with the Tier numbers. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, to the Publication OPR for non-tiered compliance items.

SUMMARY OF CHANGES

This document is substantially revised and must be completely reviewed. Changes include re-numbering of this instruction, various administrative updates, exclusion of obsolete publications and redundant information; and applicable publication release date updates.

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1. Responsibilities. HQ PACAF has primary responsibility to support C-130/C-17 tactical/strategic airlift operations in the Pacific Theater. HQ PACAF exercises operational planning in conjunction with its Numbered Air Forces: 5th Air Force, Yokota AB, Japan; 7th Air Force, Osan AB, Korea; and 11th Air Force, Joint Base Elmendorf- Richardson, Alaska. HQ AMC is responsible for providing USTRANSCOM-assigned and attached common-user airlift forces to meet shortfall USINDOPACOM airland/airdrop requirements. IAW JP 3-30,

COMPACAF, as the Theater Joint Force Air Component Commander (TJFACC), prioritizes USINDOPACOM requirements via the TJFACC Air Operations Directive (AOD), and executes via USINDOPACOM-assigned and –attached organic forces. Competing geographical combatant commander (GCC) common-user requirements executed by USTRANSCOM-assigned and –attached common-user forces are prioritized IAW CJCSI 4120.02D.

1.1. Combat Mobility Flights (CMF) responsibilities include support of OPLAN taskings, real world contingencies, JCS/USINDOPACOM/PACAF exercises, PACAF C-130/C-17 Special Assignment Airlift Missions (SAAMs), and humanitarian assistance/disaster relief mission support.

1.2. At home station, when not otherwise tasked, CMFs are responsible to support PACAF C-130/C-17 unilateral airdrop and airland training.

1.2.1. CMFs will prepare, rig, and inspect Air Force supplies and equipment for PACAF airdrop missions and unilateral airdrop/airland training. Current Rigging T.O.s will be available and used in load rigging/buildup areas. **(T-2)**

1.2.2. CMFs will inspect and repack unit assigned cargo parachutes and rigging equipment. A Memorandum of Understanding (MOU) will be accomplished between the CMF and the respective base agency to repair cargo parachutes. A copy of the current MOU will be provided to PACAF/A4RD. **(T-2)**

1.2.3. CMFs will recover unilateral airdrop training loads, bundles, and associated equipment from the drop zone (DZ). Airdrop training loads must be recovered from the DZ as soon as possible following each training mission to reduce the risk of loss or damage. The safety of the recovery operations team shall be a primary factor in determining recovery timeframe. **(T-2) Note:** As a very last resort, CMFs can coordinate with the user to have bundles recovered by the Drop Zone Control Officer (DZCO)/Combat Control Team (CCT), or a designated representative.

2. Mission. Combat Mobility Flights are highly trained, self-sufficient, mobile teams that provide limited aerial port capability. One of the primary functions of the CMF is to establish and operate non-fixed air terminals at employment sites where no permanent air terminal organization exists. The limited amount of CMF personnel in the command does not allow the CMF to participate in long-term sustainment operations other than AEF rotations as required. If a situation exists where long-term sustainment appears imminent, HQ PACAF/A4RD looks to the Aerospace Expeditionary Force Center (AEFC) for relief.

2.1. CMFs are wartime tasked to provide rapid response capability within theater, upon Operational Plan (OPLAN) execution. CMF personnel will not be assigned home station duties such as Unit Deployment Monitor (UDM), Unit Training Monitor (UTM) or Cargo Deployment Facility (CDF) Augmentee roles that could interfere with OPLAN execution, as CMF personnel supplement contingency response forces. This includes, but is not limited to wing deployment or base augmentation duties and programs. CMF personnel may be utilized as Subject Matter Experts (SME) during exercises when coordinated and approved by the CMF Superintendent. **(T-2)**

2.2. Historical data about CMFs can be found in [Attachment 2](#).

3. Execution. PACAF CMFs provide CDRUSINDOPACOM limited rapid airfield opening capability IAW the Designed Operational Capability (DOC) statement. All are OPLAN tasked, responsible for initial air transportation reception (stand-up) at various Collocated Operating Bases (COBs) and Forward Operating Bases (FOBs) throughout the USINDOPACOM Theater.

3.1. CMFs are a theater resource and as such, sole tasking authority for specific missions remains with the 2T2X1 Functional Area Managers in HQ PACAF/A4RD. **(T-2)**

3.2. During peacetime, CMFs will provide PACAF C-130/C-17 unilateral airdrop/airland training as well as respond to theater short notice deployment requirements (contingency or other), at the direction of HQ PACAF/A4RD. **(T-2)**

3.3. CMFs provide Air Transportation capability (e.g. Joint Inspection (JI), MHE operations, etc.) throughout the USINDOPACOM AOR in support of a variety of non-ULN mission types (e.g., PACAF SAAMS, Foreign Military Sales (FMS), Aircraft Training Relocation (ATR), etc.). Funding for these requirements are provided via Defense Travel System (DTS) cross-org from the respective Wing (or flying squadron) tasked with the respective mission(s). PACAF A4RD coordinates between the CMF and the flying Wing, if necessary, to coordinate use of appropriate DTS funding labels/lines of accounting.

3.4. PACAF CMFs support strategic and tactical airlift operations, including PACAF C-130/C-17 unilateral airdrop/airland training as prioritized IAW CJCSI 4120.02D and/or TJFACC.

3.4.1. PACAF CMFs can operate with or without a Contingency Response Group (CRG). When deployed with a CRG, CMF personnel fall under the operational control of that CRG regardless of MAJCOM affiliation.

3.5. CMF personnel frequently deploy on short notice in support of exercises, contingencies, and humanitarian operations to foreign countries. In order to sustain rapid-response capability, to every extent possible, CMF personnel will attempt to obtain and maintain an official passport upon arrival to their units. **(T-2)**

4. Tasking Process. HQ PACAF/A4RD is the sole tasking authority for CMF personnel and equipment. PACAF installations will coordinate CMF requirements with respective NAFs, who in-turn will contact A4RD for validation and sourcing of the appropriate CMF(s). A4RD will coordinate with PACAF/A3, AEFC or AMC for augmentation if unable to support with PACAF CMF resources. **(T-2)**

4.1. HQ AMC may request use of PACAF CMFs for JCS exercises within the Pacific AOR when AMC and PACAF agree to do so based on mission effectiveness and cost. TACC/XOPM coordinates directly with PACAF/A4RD for availability planning. CMFs are sourced by HQ PACAF/A4RD after coordination.

4.2. CMF personnel at each location are AEF postured in P-bands and are subject to taskings. HQ PACAF/A4RD will determine a CMF's ability to effectively and efficiently support an AEF requirement. **(T-2)**

4.3. Personnel will complete a trip report (**Attachment 3, Figure A3.1**) within 5 days of their return and provide it to their Superintendent, whom will provide a copy to PACAF/A4RD. **(T-2)**

4.4. Tasked CMF personnel will contact their Superintendent as soon as feasible upon arrival at the temporary duty location and when mission is completed. Every effort must be made to make contact with CMF leadership NLT 6 hours after team arrival and/or prior to departure, when capability exists. **(T-2)**

4.4.1. PACAF/A4RD must be notified immediately by CMF leadership if there are any deviations, delays and/or changes to itineraries or mission purpose. **(T-2)**

5. Vehicles/Equipment. Equipment to support all taskings are, as a general rule, derived either from CMFs, theater and/or CONUS War Reserve Materials (WRM) stocks. During exercise planning, if use of WRM is determined necessary, approval is obtained as described in AFI 25-101, Chapter 6. If theater equipment is not available, requirements are requested through 618 AOC (TACC)/XOPM.

5.1. The CMF VCNCO will manage assigned vehicles. Due to the unique CMF mission, a close liaison between the wing vehicle control officer/vehicle control NCO (VCO/VCNCO) and squadron/group VCO/VCNCO are required to maintain a successful vehicle management program. **(T-3)**

5.2. PACAF/A4RD and PACAF/A4RE determine the requirement for a vehicle mechanic and Temporary Mission Support Kit (TMSK) based on the duration and nature of the mission and type of MHE deployed.

5.3. Tasked vehicles and MHE must receive a Limited Technical Inspection (LTI) from the host vehicle management flight prior to deployment. All tasked equipment must deploy with appropriate Technical Orders (T.O.) and TMSK IAW AFI 24-302, *Vehicle Management* as determined by PACAF/A4RD and PACAF/A4RE. Upon receipt of deployment tasking, TMSK w/30 day supply of parts will be built for deploying vehicle/MHE assets. Responsibility begins with unit VCO/VCNCO through close coordination with base transportation. Note: T.O.s and Logistics Detail (LOGDET) items will remain with deployed vehicles and MHE. Assets will be returned to the owning unit when the vehicle or equipment is returned to home station. **(T-3)**

5.4. CMF vehicles/equipment will not remain at deployed locations upon TDY completion unless coordinated through PACAF/A4RD and PACAF/A4RE. Note: Unless assigned to a specific equipment UTC, electronic, computer, and other unit equipment will be rotated with the assigned unit. Each deploying unit will furnish its own capability unless the original capability was theater-furnished. This will ensure the redeploying unit is properly equipped to handle subsequent deployment requirements. **(T-2)**

6. General. Assigned personnel who have completed the Fabrication of Aerial Delivery Loads Course or Parachute Rigger Course (Phase 1) are authorized to perform rigging duties, pack-in process inspections, and final rigger inspection (shop final) in accordance with applicable Technical Orders. When completing the final rigger inspection, units may use DD Forms 1748, *Airdrop Inspection Record, Joint (Platforms)/1748-1, Airdrop Inspection Record, Joint (Containers)*, or locally produced inspection record.

6.1. Personnel Utilization. Work schedules for deployed aerial port operations are based on individuals working 12-hour shifts. Adverse climatic conditions may dictate shorter work periods. After completion of a continuous duty period, commanders and supervisors must

ensure personnel are provided a rest period of sufficient duration to allow a minimum of 8 hours uninterrupted sleep. (T-3)

6.2. CMF personnel will use proper safety/professional equipment (hearing protection, gloves, reflective belts/vests, etc.) when loading/unloading aircraft or performing drop zone operations. (T-2)

7. In-transit Visibility. In-transit visibility (ITV) is an integral part of aerial port operations. UTCs have been created to ensure ITV capability for deployed aerial port forces is available to fully support Combatant Commanders. This capability will document all cargo and passengers moving in the air portion of the Defense Transportation System (DTS) IAW AFI 24-602V1, *Passenger Movement* and AFI 24-602V2, *Cargo Movement*. In situations where connectivity cannot be achieved, coordinate with HQ AMC/A4TI for approval to submit data to the AMC ITV cell. With AMC/A4TI concurrence, submit manual or automated cargo/passenger manifest to the AMC ITV cell. Manifests will be sent via telephonic voice or fax, along with verifying receipt of submission by the ITV cell. CMFs will be trained, equipped and qualified to capture In-transit Visibility (ITV) data for deployed cargo and passengers. (T-2)

8. Administration and Logistics. PACAF CMFs are administratively assigned to the 773rd Logistics Readiness Squadron, Joint Base Elmendorf-Richardson, Alaska; 647th Logistics Readiness Squadron, Joint Base Pearl Harbor-Hickam, Hawaii; and 374th Logistics Readiness Squadron, Yokota AB, Japan.

8.1. Though administratively assigned to a home station wing, CMF personnel will not be assigned/committed to any base deployment process or augmentee program. CMF personnel can be used as subject matter experts or technical advisors for the base deployment process. Additionally, CMF personnel may augment (not substitute) the installation Air Mobility Squadron (AMS) for specific UTC tasked roles, i.e. (Joint Inspection, MHE Operator, Load Planning, etc.) during installation deployment exercises as determined by HQ PACAF A4RD in coordination with 515 AMOW. Performing these Air Terminal functions will afford CMF personnel integral training and proficiency opportunities related to the deployed CMF mission. Performance of these duties will not interfere with any Wing unilateral airdrop training, theater exercise, contingency or real-world deployment initiatives supported by the CMF. (T-2)

8.1.1. During wing deployment exercises and if available, CMF personnel and equipment UTCs should be tasked to deploy. When not tasked to deploy, personnel can perform Wing Inspection Team (WIT) duties or technical advisors as long as the duties do not interfere with Wing unilateral airdrop training preparation or execution.

8.2. CMF Superintendents (or senior ranking enlisted member) monitor current and projected TDY requirements for impact on C-17/C-130 aircrew and CMF personnel training. Superintendents coordinate with Current Ops Schedulers to de-conflict projected training mission support with personnel/MHE availability.

8.3. CMF Superintendents will ensure the Installation Mission Support Center (IMSC) is provided with passenger/cargo workload data and personnel, equipment, and vehicle availability status. Units will upload monthly station workload data using the "station workload module", located on the AFIMSC/IZSL) air transportation SharePoint site: <https://eis.afimsc.us.af.mil/isd/izs/izsl/air/sitepages/home.aspx>. To decrease workload

impact, units will submit monthly data no later than the 15th of the month following the calendar month. (T-2)

8.3.1. CMF Superintendents will ensure the submission of a DD Form 1748-3, *Joint Airdrop Summary Report*, to the Aerial Delivery and Field Services Department (ADFSD) is accomplished NLT the 10th of every month. http://www.quartermaster.army.mil/adfsd/adfsd_main.html (T-2)

8.3.2. CMF Superintendents will provide a flight status slide to HQ PACAF/A4RD if AFIMSC sharepoint is unavailable or as requested by HQ PACAF/A4RD. (T-2)

8.4. CMF personnel, by virtue of the command-directed mission, are authorized access, upon coordination with the MAJCOM WRM monitor(s), and non-reimbursable use of WRM vehicles and MHE, as required, to comply with taskings.

9. Funding. All CMF requirements are submitted through the Wings annual execution plan. Funding levels are validated and approved through the Wing and MAJCOM Financial Management corporate process. ESP Code “CM” is used to track all CMF obligations.

10. Training. Each squadron commander exercising administrative command of CMF personnel ensures mission readiness by maintaining oversight of OJT and formal training.

10.1. Squadron leadership ensures local host base tenant support agreements are continually updated to incorporate 2T2X1 core tasks and critical wartime training requirements as identified in the Career Field Education and Training Plan (CFETP) with tenant Air Mobility Squadron (Aerial Port Flight) capabilities.

10.1.1. CMF Superintendents will ensure that the minimum qualification percentage of assigned positions is maintained to ensure core DOC statement (+10%) and local mission requirements are met. These minimum qualification percentages for each required skillset will be documented in an automated system or locally produced tracking mechanism (i.e TBA, GO81, Excel Spreadsheet, etc) and will be provided to PACAF/A4RD upon request. **Note:** Civilian personnel (if assigned/authorized) will maintain training proficiency based on their respective Air Force Core Personnel Document as required. (T-2)

10.1.1.1. All personnel shall be trained according to their respective UTC posturing, prior to completing other CMF training requirements. Newly arriving personnel have up to 6 months to fulfill their core UTC tasks as defined in their respective Master Task Listing. Technical school graduates (2T231) have a maximum of 12 months to fulfill core UTC training requirements due to CDCs/Core Task Training. Timelines for additional required training are established and documented by the CMF Superintendent. (T-2)

11. Deployed Survivability. The ability to deploy assets, establish airlift support operations, and minimally sustain those operations in any type of environment, involving a range of military operations (ROMO) or war itself, is critically important to the mission of all CMF units. Personnel selected to deploy to austere locations receive just-in-time survivability training based on theater reporting instructions.

11.1. Weapons:

11.1.1. Theater reporting instructions are the determinant as to whether personnel deploy with weapons. The standard weapon for all mobilized aerial port forces is the M-16/M-4.

11.1.2. All weapons qualification standards for active duty personnel groups A, B, and C are IAW AFI 36-2654, Combat Arms Program. Arming groups A, B, and C are defined IAW AFI 31-117, Arming and Use of Force By Air Force Personnel. All CMFs fall under arming group B.

11.1.3. If required, CMFs maintain weapons and report status IAW the unit DOC statements.

12. Communications. Mobile Land Mobile Radios. In order to carry out their wartime function, all CMF's will have land mobile radio sets in their deployment inventory. Although these radios will primarily be used for exercises and contingencies, they may also be used on a daily basis for training. **(T-2)**

12.1. Frequencies. Units coordinate with local frequency managers before operating any radio (UHF/VHF/FM/HF, etc.). For deployed operations, coordinate with deployed Communications personnel and/or the responsible CRG for proper frequency management.

12.2. Radios must be positively controlled (inventoried), continually maintained, and ready for deployment at all times. **(T-2)**

13. Physical Fitness Program.

13.1. CMF Superintendents will establish in-house physical fitness programs to be conducted at a minimum three times a week for all assigned personnel. **(T-3)**

14. Publication Maintenance

14.1. The publications listed in **Table 1** affect, to some degree, CMF operations. As a minimum, the most current version of the publications preceded by a number sign (#) will be contained in transportation documentation and publication (TDP) kits and made available for immediate deployment by the mobilized aerial port forces. All remaining publications are optional. CMF Superintendents will ensure currency of maintained publications. **(T-2)**

14.1.1. Units determine the need to deploy digital copy or paper copy publications based on the availability of power and the austerity of conditions at the deployed location.

14.1.2. Maintain 36-series dash one and two technical orders, as applicable, for each type of vehicle subject to deployment. Technical orders may be maintained in the publications library. Prior to deployment, they are withdrawn from the library for inclusion in TDY kits, as required. Unit supervisors may use their experience and judgment (DOC statements should be considered) in determining quantities of TOs required for mission accomplishment.

Table 1. CMF Publications.

DoD Publications	
#DoD 4500.9R, <i>Defense Transportation Regulation, Part I, Part II, Part III, Part IV.</i>	DoD 4515.13, <i>Air Transportation Eligibility.</i>
Air Force Standard Publications	
<i>Department of Defense Foreign Clearance Guide (FCG)</i>	AFMAN 33-363, <i>Management of Records</i>
AFI 11-218, <i>Aircraft Operation and Movement on the Ground</i>	AFI 90-201, <i>The Air Force Inspection System</i>
AFI 24-602 V1, <i>Passenger Movement</i>	#AFMAN 91-201, <i>Explosive Safety Standards</i>
AFI 24-602V2, <i>Cargo Movement</i>	AFI 91-202, <i>The US Air Force Mishap Prevention Program</i>
#AFMAN 24-204, <i>Preparing Hazardous Materials for Military Air Shipments</i>	AFI 91-204, <i>Safety Investigations and Reports</i>
AFI 31-117, <i>Arming and Use of Force By Air Force Personnel</i>	AFI 91-207, <i>The US Air Force Traffic Safety Program</i>
AFI 36-2654, <i>Combat Arms Program</i>	AFI 91-202, <i>The US Air Force Mishap Prevention Program</i>
Technical Orders	
#TO 1C-5A-9, <i>Loading Instructions USAF Series C-5A Airplanes</i>	TO 36-1-3, <i>Painting, Marking and Lighting Requirements for USAF Vehicles</i>
#TO 1C-10(K)A-9, <i>Cargo Loading Manual, KC-10A</i>	TO 36-1-191, <i>Technical and Managerial Reference for Motor Vehicle Maintenance</i>
#TO 1C-17A-9, <i>Technical Manual Cargo</i>	TO 36A-1-98, <i>Towing Procedures-Trucks,</i>

15. Adopted Forms

15.1. The forms listed in **Table 2** affect, to some degree, CMF operations. As a minimum, forms preceded with a dash (-) will be maintained within the mobility units. Forms preceded by a number sign (#) will be contained in TDP kits and made available for immediate deployment by mobilized aerial port forces. All remaining forms are optional. CMF Superintendents will ensure currency of maintained forms. **(T-2)**

15.1.1. Units determine the need to deploy electronic or paper copy forms based on the availability of power and the austerity of conditions at the deployed location.

15.1.2. Stock levels should be based on a 30-day requirement or expected deployment length.

15.1.3. Although not listed below, applicable vehicle operator inspection forms are also maintained at the unit level. Ensure adequate supplies of forms are deployed with the equipment.

Table 2. Adopted Forms.

- DD Form 518, Accident-Identification Card	- DD Forms 1748, Joint Airdrop Inspection Record, (Platforms)
- DD Form 1149, Requisition and Invoice/Shipping Document	- DD Forms 1748-1, Joint Airdrop Inspection Record (Containers)
- DD Form 1384, Transportation Control and Movement Document	- DD Form 1748-3, Joint Airdrop Summary Report
#DD Form 1385, Cargo Manifest	- DD Form 1839, Baggage Identification
#DD Form 1387, Military Shipment Label	DD Form 1854, Customs Accompanied Baggage Declaration, US
#DD Form 1387-2, Special Handling Data/Certification	#DD Form 2130-10, DC8-62CF Load Plan
#DD Form 2130-1, C-5B Load Plan	#DD Form 2130-12, Cargo Manifest B747-100F/200C/200F
#DD Form 2130-2, C-130 E/H/J Load Plan	#DD Form 2130-13, C-17 Load Plan
#DD Form 2130-6, KC-10A Load Plan (17 Pallets Configuration)	#DD Form 2130-14, KC-135 Load Plan
#DD Form 2130-7, KC-10A Load Plan (23 Pallets Configuration)	#DD Form 2130C, Aircraft Cargo Manifest Continuation
#DD Form 2130-8, DC8-50 Series F/CF Load Plan	#DD Form 2131, Passenger Manifest

#DD Form 2130-9, DC8-61/71-63/73F/CF Load Plan	#DD Form 2133, Joint Airlift Inspection Record
- DD Form 2775, Pallet Identifier/Placard	#AMC Form 68, Aerial Port Movement Log
#AF Form 457, USAF Hazard Report	#AMC Form 156, Terminating Cargo/Mail Manifest Control Log
AF Form 868, Request for Motor Vehicle Service	#AMC Form 302, Cargo/Passenger Envelope and Checklist
# AF Form 1297, Temporary Issue Receipt	#AMC Form 1015, Hazardous Material

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Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFI 24-602 V1, *Passenger Movement*, 28 Apr 2017
 AFI 24-602 V2, *Cargo Movement*, 12 Jun 2019
 AFI 24-302, *Vehicle Management*, 26 Jun 2012
 AFI 25-101, *Air Force War Reserve Material (WRM) Guidance and Procedures*, 14 Jan 2015
 AFI 31-117, *Arming and Use of Force By Air Force Personnel*, 2 Feb 2016
 AFI 36-2654, *Combat Arms Program*, 13 Jan 2016
 AFPD 24-6, *Distribution and Traffic Management*, 23 Mar 2018
 AFMAN 33-363, *Management of Records*, 1 Mar 2008
 CJCSI 4120.02D, *List of Priorities – DOD Transportation Movement Priority System*, 22 Jul 2015
 JP 3-30, *Joint Air Operations*, 25 Jul 2019

Adopted Forms

AF Form 847, *Recommendation for Change of Publication*
 AMC Form 148-1, *AMC – Boarding Pass/Ticket*
 DD Form 1748, *Air Drop Inspection Record (Platforms)*
 DD Form 1748-1, *Air Drop Inspection Record (Containers)*
 DD Form 1748-2, *Air Drop Summary Report*

Abbreviations and Acronyms

AEF—Air Expeditionary Force
ADFSD—Aerial Delivery and Field Services Department AEFC—Aerospace Expeditionary Force Center
AFPD—Air Force Policy Directive
AFRC—Air Force Reserve Command AMC—Air Mobility Command AMOW—Air Mobility Operations Wing AMS—Air Mobility Squadron
ANG—Air National Guard
AOR—Area Of Responsibility ATR—Aircraft Training Relocation CCT—Combat Control Team
CDRUSINDOPACOM—Commander United States Indo-Pacific Command
CFETP—Career Field Education Training Plan CMF—Combat Mobility Flight
COB—Collocated Operating Base

COCOM—Combatant Command **COMPACAF**—Commander Pacific Air Forces **CRG**—Contingency Response Group

DOC—Designed Operational Capability **DOD**—Department of Defense

DTS—Defense Travel System

DZ—Drop Zone

DZCO—Drop Zone Control Officer **FMS**—Foreign Military Sales **FOB**—Forward Operating Base **FY**—Fiscal Year

HQ—Headquarters

IAW—In Accordance With

IMSC—Installation Mission Support Center

ITV—In-transit Visibility

JCS—Joint Chief of Staff

JI—Joint Inspection

LOGDET—Logistics Detail **LTI**—Limited Technical Inspection

MHE—Material Handling Equipment **MOU**—Memorandum of Understanding **NCO**—Non-Commissioned Officer **OJT**—On the Job Training

OPCON—Operational Control **OPLAN**—Operation Plan

OPR—Office of Primary Responsibility **PACAF**—Pacific Air Forces

ROMO—Range of Military Operations **SAAM**—Special Assignment Airlift Mission **T.O.**—Technical Order

TACC—Tanker Airlift Control Center

TDP—Transportation Documentation and Publications **TMSK**—Temporary Mission Support Kit

UMD—Unit Manpower Document

USINDOPACOM—United States Indo-Pacific Command

USTRANSCOM—United States Transportation Command

UTC—Unit Type Code

VCNCO—Vehicle Control Non-Commissioned Officer

WIT—Wing Inspection Team

WRM—War Readiness Materials

Attachment 2

HISTORY OF THE COMBAT MOBILITY FLIGHT (CMF)

A2.1. Situation.

A2.1.1. Background.

A2.1.1.1. Theater force reductions in C-130 aircraft, aircrews, and ground support personnel have been ongoing since 1989. Yokota based C-130s were reduced by one airlift squadron (12 aircraft) in 1989 and another four aircraft in 1993 to a 16 aircraft squadron. The 8th Mobile Aerial Port Squadron was decommissioned in 1991 and AMC transferred control of CDRUSINDOPACOM-based C-130s to PACAF in 1992. AMC's Global Reach Laydown Plan changed theater en-route ground support capability by designating East and West coast Air Mobility Operations Groups (AMOG), designed to provide an on-call response for theater airlift support. Establishment of the AMOG resulted in elimination of deployment/mobility capability from the en-route system in INDOPACOM. Due to the geographical magnitude of the CDRUSINDOPACOM AOR, the time required to get ground support in-place often determines logistics feasibility of airlift operations.

A2.1.2. Implementation.

A2.1.2.1. PACAF/CC approved Combat Mobility Element (CME) manning and bed down locations on 1 April 1994.

A2.1.2.2. HQ PACAF XPM/DPR loaded manpower on Unit Manning Documents (UMD) and allocated personnel to authorizations.

A2.1.2.3. The first CME officially stood up at Yokota AB, Japan on 1 October 1994. Subsequent CMEs were activated at Osan AB, Korea, and Elmendorf AFB, Alaska.

A2.1.2.4. The CME at Osan AB was transferred to Kadena AB, Japan in 1996 and subsequently transferred to Hickam AFB, Hawaii in 2005.

A2.1.2.5. On 1 August 2008, as a part of the Air Force-wide Logistics Readiness Squadron restructuring, all Combat Mobility Elements became Combat Mobility Flights.

A2.1.3. General Information.

A2.1.3.1. PACAF aerial port ground support is an integral part of theater airlift readiness and capability. Assignment of these personnel and equipment resources represents a logical evolutionary shift in conventional thinking regarding PACAF OPCON of CDRUSINDOPACOM's theater C-130s. Previously, only the aircraft and aircrews came under CDRUSINDOPACOM's COCOM. Transfer of the C-130s to PACAF was accompanied by operations, aircraft maintenance, and aerial port ground support personnel. Assigning "back-end" support to the theater commander is now seen as an integral requirement to ensure effective employment of theater assigned C-130s.

Attachment 3
SAMPLE TRIP REPORT

Figure A3.1. Sample Trip Report.

MEMORANDUM FOR HQ PACAF A4RD

FROM (List all members on this trip):

SUBJECT:

1. PURPOSE OF TRIP (Joint Inspection, Load Team, Cargo Prep, MHE operations, etc):

2. DURATION:

3. KEY PERSON(S) CONTACTED ON TRIP:

4. LOCATION(S)/ UNIT(S)/ EXERCISE NAME:

5. COST SUMMARY:

- a. Airfare:
- b. Lodging:
- c. Rental Car (if approved):
- d. Per Diem:

6. NARRATIVE SUMMARY:

7. PROBLEMS ENCOUNTERED:

- a.
- b.
- c.

8. RECOMMENDED ACTION:

- a.
- b.
- c.

9. IMMEDIATE ACTIONS TAKEN (if any):

- a.
- b.

10. MISSION DATA:

- a. Tons:
- b. Load Breakdown: (#Pallets /# Rolling Stock) :

(Signature Block with Electronic Signature)