



CURTIS E. LEMAY CENTER

FOR DOCTRINE DEVELOPMENT AND EDUCATION



ANNEX 3-17 AIR MOBILITY OPERATIONS

GLOBAL MOBILITY ENTERPRISE

Last Updated: 5 April 2016

The global mobility enterprise is an integrated series of nodes that support air mobility operations. The four components of the enterprise consist of Airmen, equipment, infrastructure, and [command and control](#) (C2). In a dynamic, complex, or contested environment, the enterprise requires global situational awareness through collaboration, coordinated operations, and adherence to processes and support disciplines.

Specifically, the airfields or nodes that are part of this enterprise have the four components ([Airmen](#), equipment, infrastructure, and C2). When contingencies arise, planners identify key nodes and components. Mobility Airmen label these nodes as aerial ports of embarkation, [aerial ports of debarkation](#)/hubs, intermediate staging bases, and forward operating bases. Through mission analysis, planners adjust the nodes to drive greater velocity and thus effectiveness throughout the global mobility enterprise. Most importantly, restricting any component or failing to protect all lines of communication from physical or cyberspace attacks within the enterprise can jeopardize its ability to support air mobility operations.

Airmen are the first critical component of the global mobility enterprise. Due to their unique skill sets, Airmen should be positioned quickly to key nodes to ensure the success of the transportation flow throughout the system.

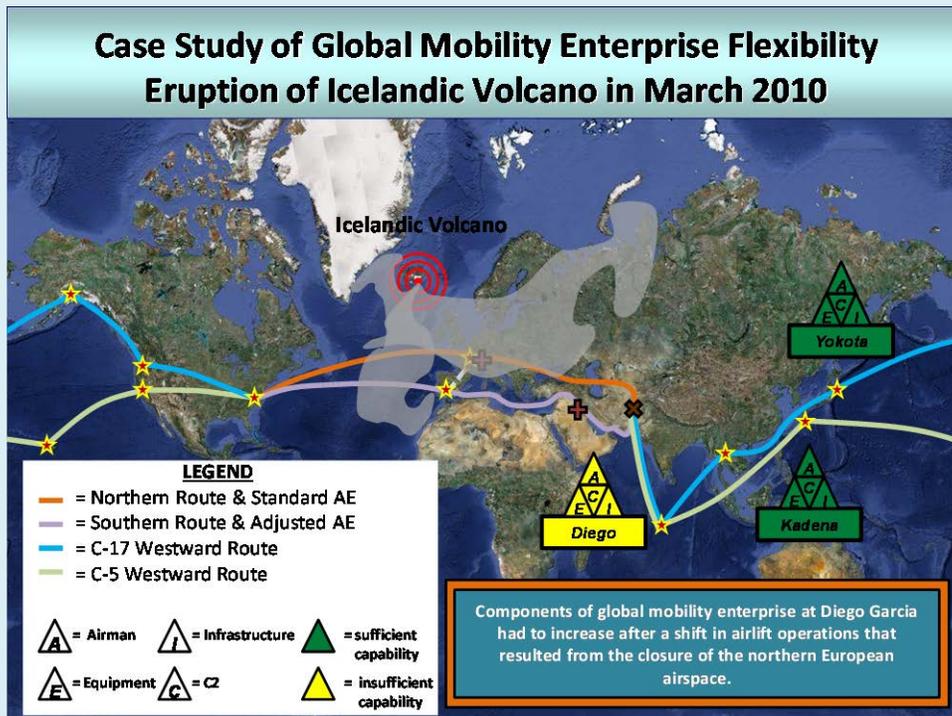
As the enterprise repositions Airmen, planners ensure each node has the right equipment. Tanker aircraft are pivotal to the United States' ability to influence and project power around the globe while airlift aircraft deliver the intended effects to warfighters worldwide. To ensure the precise operations required for mission effectiveness, all MAF aircraft require the most capable equipment. Although airborne assets represent a very visible aspect of the enterprise, equal importance lies in possessing the right equipment for ground support operations such as material handling equipment.

Without sufficient infrastructure to support the global mobility enterprise, there would be a considerable decline in operations. Once departing the continental United States, mobility aircraft typically pass through a fixed en route node. Presently, two [air mobility operations wings](#) have multiple geographically separated subordinate units that establish the fixed en route structure. These units are strategically placed across the globe and provide C2, aerial port, and aircraft maintenance services. When requirements drive the use of a location that is not established, mobility planners use

contingency response units to open airfields and provide the same core competencies as fixed en route locations, but for a limited time, until the event has concluded or longer term forces are properly tasked and deployed.

Global Mobility Enterprise Adjustment during Icelandic Volcano Eruption

In 2010, a volcanic eruption in Iceland severely disrupted the airways connecting North America and Europe. AMC aircraft were delivering mine-resistant, ambush-protected vehicles, transporting warfighters and providing humanitarian aid in the wake of disaster. Despite the eruption of Iceland's Eyjafjallajokull volcano on April 16th, nearly 400 airlift, tanker, and AE missions controlled by the 618 AOC (TACC) were rerouted around the ash cloud that closed much of Europe's airspace. In the first days of the eruption, the global mobility enterprise diverted its northern European destinations further south. Airmen and equipment were moved from the fixed en route structures at Ramstein and Spangdahlem Air Bases to staging locations in Spain. Planners mitigated the extra distance with air refueling assets, preventing the disruption of troop, patient, and cargo movements for surge operations in Afghanistan and Iraq. When the volcano sent more ash towards the southern European routes, the mobility enterprise flexed again and diverted the cargo flow westward through mobility units in the Pacific. In the end, the command rerouted over 600 missions and moved over 17,000 short tons and over 47,000 people.



C2 synchronizes Airmen, equipment, and infrastructure. Users submit movement or air refueling requirements to US Transportation Command (USTRANSCOM) where the fusion center validates the requirement and tasks its air component, Air Mobility

Command, through the [618th Air Operations Center \(AOC\) \(Tanker Airlift Control Center \[TACC\]\)](#). The 618 AOC (TACC) also conducts comprehensive C2 of intertheater airlift, air refueling, and [aeromedical evacuation](#) missions. TACC communicates directly with air mobility wing command posts, aircrews, en route C2 locations.

Geographic combatant commands play a vital role in the C2 functions of monitoring, assessing, planning, and executing the assets in the global mobility enterprise for their respective [areas of responsibility](#) while seeking opportunities to maximize capacity and velocity. Normally, USTRANSCOM is the supporting command while the geographic combatant commands are supported commands. Effective coordination across all commands is a requirement to enable the consistent delivery of capabilities to the warfighter.
