

AIR MOBILITY COMMAND



MISSION

Air Mobility Command's mission is to deliver maximum war-fighting and humanitarian effects for America through rapid and precise global air mobility. Air Mobility Command is the USAF component of the United States Transportation Command. The command also plays a crucial role in providing humanitarian support at home and around the world. AMC Airmen--active duty, Air National Guard, Air Force Reserve and civilians--provide airlift and aerial refueling for all of America's armed forces. Many special duty and operational support aircraft and stateside aeromedical evacuation missions are also assigned to AMC. HQ USAF established this command by combining the airlift assets of Military Airlift Command and most of the air refueling assets of Strategic Air Command to control and improve world-wide tanker/airlift operations. Air Mobility Command is the USAF component of the United States Transportation Command.

LINEAGE

Air Corps Ferrying Command established and activated, 29 May 1941

Redesignated Army Air Forces Ferry Command, 9 Mar 1942

Redesignated Army Air Forces Ferrying Command, 31 Mar 1942

Redesignated Air Transport Command, 1 Jul 1942

Discontinued and inactivated, 1 Jun 1948

Military Air Transport Service established and activated, 1 Jun 1948

Redesignated as Military Airlift Command, 1 Jan 1966

Designated a specified command of the Department of Defense (remained a major command of the Air Force), 1 Feb 1977

Air Transport Command and Military Airlift Command consolidated, 13 May 1982. Retained designation as Military Airlift Command

Lost specified command status, 1 Oct 1988

Inactivated, 1 Jun 1992

Air Mobility Command established and activated, 1 Jun 1992

Military Airlift Command and Air Mobility Command consolidated, 1 Oct 2016. Retained designation as Air Mobility Command.

STATIONS

Washington, DC, 29 May 1941

Gravelly Point, VA, 1 Jun 1948

Andrews AFB, MD, 1 Dec 1948

Scott AFB, IL, 15 Jan 1958

ASSIGNMENTS

General Headquarters, Air Force (later, Air Force Combat Command; Army Air Forces; United States Air Force), 29 Mar 1941

COMMANDERS

Maj Gen Robert M. Olds, 29 May 1941

Lt Gen Harold L. George, 1 Apr 1942

Maj Gen Robert M. Webster, 20 Sep 1946

Maj Gen Robert W. Harper, 1 Jul 1947

Lt Gen Laurence S. Kuter, 1 Jun 1948

Lt Gen Joseph Smith, 19 Nov 1951

Lt Gen William H. Tunner, 1 Jul 1958

Gen Joe W. Kelly, 1 Jun 1960

Gen Howell M. Estes Jr., 19 Jul 1964

Gen Jack J. Catton, 1 Aug 1969

Lt Gen Jay T. Robbins (interim), 12 Sep 1972

Gen Paul K. Carlton, 20 Sep 1972

Gen William G. Moore Jr., 1 Apr 1977

Gen Robert E. Huyser, 1 Jul 1979

Gen James R. Allen, 26 Jun 1981

Gen Thomas M. Ryan Jr., 30 Jun 1983

Gen Duane H. Cassidy, 20 Sep 1985

Gen Hansford T. Johnson, 22 Sep 1989

Gen Ronald R. Fogleman, 23 Aug 1992

Gen Robert L. Rutherford, 18 Oct 1994

Gen Walter Kross, 15 Jul 1996

Gen Charles T. Robertson, Jr., 3 Aug 1998

Gen John W. Handy, 5 Nov 2001

Lt Gen Christopher A. Kelly (acting), 7 Sep 2005

Gen Duncan J. McNabb, 14 Oct 2005

Gen Arthur J. Lichte, 7 Oct 2007

Gen Raymond E. Johns, 20 Nov 2009

Gen Paul J. Selva, 30 Nov 2012
Gen Darren W. McDew, 5 May 2014
Gen Carlton D. Everhart II, 11 Aug 2015

HONORS

Service Streamers

World War II American Theater
Global War on Terrorism: GWOT-S

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

Air Force Organizational Excellence Awards

1 Jan 1984-31 Dec 1985
1 Jan 1986-31 Dec 1987
1 Jan 1988-31 Dec 1989
1 Jun 1990-31 May 1992
1 Jun 1992-31 May 1994
1 Jun 1992-31 May 1994
1 Jun 1994-31 May 1996
1 Jun 1996-31 May 1998
1 Jun 1998-31 May 2000
1 Jun 2000-31 May 2002
1 Jun 2002-31 May 2004
1 Jun 2006-31 May 2008
1 Jan 2010-31 Dec 2011
1 Jan 2012-31 Dec 2013

EMBLEM



Air Corps Ferrying Command emblem



Military Air Transport Service emblem



Air Mobility Command emblem: Silver Gray a globe rotated counter clockwise through 27 degrees, grid lines White, charged with a pair of wings fesswise conjoined, surmounted by an arrow palewise and by two arrows in saltire, all Gold, and all within a diminished bordure of the last. Attached below the shield, a White scroll edged with a narrow Yellow border and inscribed "AIR MOBILITY COMMAND" in Blue letters. **SIGNIFICANCE:** Ultramarine blue and Air Force yellow are the Air Force colors. Blue alludes to the sky, the primary theater of Air Force operations. Yellow refers to the sun and the excellence required of Air Force personnel. The white depicts wisdom while the silver reflects faith. The globe signifies the Command's worldwide reach in sustaining global power and melds the airlift and aerial refueling traditions of the Military Airlift Command and the Strategic Air Command. The wings are indicative of victorious air operations. The three crossed arrows, taken from the seal of the Department of Defense, represent the three Armed Forces served by the Air Mobility Command. (Approved, 22 Jun 1948)

OPERATIONS

The organization that would become widely known as the Air Transport Command was established in May 1941 as the Air Corps Ferrying Command and was charged initially with flying aircraft overseas for delivery to the British. No real antecedents of this command are to be found, for until 1941 the Army's air arm had no pressing need for a major organization devoted primarily to ferrying aircraft and transporting troops and cargo by air. There were a few squadron echelon units involved in air transport from the late 1930s and a group from 1937, but most Air Corps units ferried their own aircraft and moved their own cargo.

Air transport grew in importance during World War II, as it provided the sole means of supply in many cases of crucial need. Both the Army Air Forces (AAF) and the Navy operated world-wide air transport systems that greatly aided the Allied war effort. During the war, air transport subsumed several different facets within it, including aircraft ferrying and delivery, airborne troop operations, and long and short-range transport of men and materiel. In the postwar period, the air transport mission came to mean primarily movement of personnel, materiel, mail, and strategic materials, while airborne assault troop carriers remained assigned to tactical

forces.

After the war, the Secretary of Defense Forrestal intended to establish a single air transport service for the Military Establishment in the interest of economy and efficiency and with no interruption of service. Emphasizing the central control over this air transport operation, Forrestal prohibited delay or diversion of aircraft or crews by theater, area, fleet, air force, or other commander unless such actions were necessary for the safety of the crew or aircraft.

In 1948 the Air Transport Command and the Navy Air Transport Service merged into a new organization, the Military Air Transport Service (MATS). The Military Air Transport Service was to be commanded by a Commander appointed by the Chief of Staff, United States Air Force, with the consent of the Secretary of Defense. Naval as well as Air Force officers were eligible for the office.

MATS was responsible for the transportation by air of personnel (including the evacuation of sick and wounded), materiel, mail, strategic materials and other cargoes for all agencies of the National Military Establishment and as authorized for other government agencies of the United States, subject to established priorities. The responsibility for air transportation for the National Military Establishment does not include responsibility for the tactical air transportation of airborne troops and their equipment, the initial supply and resupply of units in forward combat areas, or that required for the fulfillment of the mission by the Navy, or air transport over routes of sole interest to the Naval forces where the requirements cannot be met by the facilities of MATS. The mission also included the Navy or the Air Force using their equipment as a secondary function for the evacuation of sick and wounded when circumstances were required.

The establishment, control, operation and maintenance of facilities assigned to MATS within the United States and on air routes outside the United States which facilities were, or maybe made, the responsibility of the Chief of Staff, United States Air Force. In such areas outside the continental limits of the United States, where there were no other United States military authority charged with that responsibility, the Commander of MATS had all normal responsibilities and prerogatives of Commands of theaters of operation, area commands or base commands.

The first test of the newly created MATS was the Berlin Airlift--"OPERATION VITTLES". On June 26, 1948, the airlift began. MATS transports from around the globe began making their way to Germany, including 2 of the U.S. Navy's air transport squadrons assigned to MATS. This operation would continue for some 15 months until the Soviets lifted the blockade. MATS would provide numerous humanitarian airlifts of global proportions.

Within MATS there were other technical services such as Air Weather Service (AWS), Air Rescue Service (ARS), Special Airlift Mission (SAM), Air Photographic and Charting Service (APCS), and the Aeromedical Transport Wing (AMTW). The U.S. Navy was an integral part of MATS, providing 5 transport squadrons to the joint service effort.

As early as 1960, MATS was evolving into the role of combat airlift support rather than scheduled airlift support of overseas forces. The result was more money and effort spent on preparing for and practicing combat deployments, rather than on running a peacetime passenger and freight service. In 1961, the MATS Commander, Lt. Gen. Joe W. Kelly, wanted to redesignate his units to common descriptors since both troop carrier and air transport units performed the same mission. Yet, each operated under different restrictions regarding numbers of crews, unit equipment, and flying hours. Headquarters USAF had approved the redesignations in 1962, but reversed itself prior to implementation due to the expense and inconvenience involved.

In June 1962, Congressman L. Mendel Rivers had proposed redesignating MATS to MAC, making MAC a specified command under the Joint Chiefs of Staff (JCS), and consolidating all strategic airlift resources within the new command. Rivers' bill failed, and the issue lay dormant for three years. On 5 May 1965, the House of Representatives passed a bill changing MATS to MAC, and President Lyndon B. Johnson signed it into law on 11 June 1965. There was no mention of a change in status to a JCS specified command. As a result of the new law, Headquarters USAF issued an order, under the authority of the Secretary of the Air Force, directing the redesignation. At the same time, MATS was authorized to redesignate its transport air forces to numbered air forces and its air transport/troop carrier units to military airlift units, effective on 8 January 1966. The change marked the reorientation of air transport back to its combat role by providing the organizational structure to support it.

Military Airlift Command discharges its responsibilities according to directives and policies issued by the Joint Chiefs of Staff (JCS) and Headquarters USAF and performs other functions directed by competent authority.

As a specified command, MAC responds to the JCS for planning and performing airlift and special operations missions. The command provides airlift support as a specified command during exercises, crises, and wartime in support of other unified and specified commands. It provides airlift services in peacetime in such a manner as to promote the wartime capability.

Major Command

As a major command, the MAC forces operate the worldwide airlift system to move combat forces and materiel under situations ranging from movements over long distances to small combat operations. Military airlift aircraft perform a variety of airlift tasks: deployments, employments and redeployments by aerial delivery, resupply, air logistics support, and aeromedical airlift. Some MAC resources are better suited for a particular job; the type resources used depend on the assessment of the situation. The MAC airlift aircraft include the C-5, C-9, C-12, C-20, C-21, C-22, C-23, C-130, and C-141. The ANG, AFRES, CRAF, commercial airlift service, and SAC's KC-10s supplement these forces.

The following organizations manage MAC's forces: Twenty-First Air Force, McGuire AFB, New Jersey; Twenty-Second Air Force, Travis AFB, California; Twenty-Third Air Force, Scott AFB,

Illinois; Air Weather Service, Scott AFB, Illinois; and Aerospace Audiovisual Service, Norton AFB, California. The Twenty-First Air Force is responsible for airlift operations in that portion of the globe that lies east of the Mississippi River to the eastern border of Iran. The Twenty-Second Air Force is responsible for airlift operations in the adjacent hemisphere west of the Mississippi River to the eastern border of Iran, south along the eastern coasts of the Saudi Arabian peninsula and Africa, including the Indian Ocean. When MAC assumed responsibility for the US Air Force special operations mission on 1 March 1983, it formed the Twenty-Third Air Force by consolidating special operations units with those of the Aerospace Rescue and Recovery Service (ARRS). Twenty-Third Air Force has no geographic boundaries and is functionally responsible for assigned forces worldwide.

Systems and services assigned to MAC and under the direction of the chief of staff, US Air Force, include Air Weather Service (A WS), combat rescue, Aerospace Audiovisual Service (AA VS), operational support airlift, command support airlift, aeromedical airlift, and special aircrew training.

HQ USAF inactivated MAC in June 1992 merging its resources with tanker resources from Strategic Air Command and forming the Air Mobility Command.

AMC has undergone considerable change since its establishment. Focusing on the core mission of strategic air mobility, the command divested itself of infrastructure and forces not directly related to Global Reach. The Air Rescue Service, intratheater aeromedical airlift forces based overseas and much of the operational support airlift fleet were transferred to other commands. The KC-10 and most of the KC-135 air refueling aircraft initially assigned to Air Combat Command were transferred to AMC, along with Grand Forks AFB, McConnell AFB and Fairchild AFB.

On Oct. 1, 2003, AMC underwent a major restructuring, bringing a war fighting role to its numbered air force. AMC activated Eighteenth Air Force and redesignated its two former numbered air forces as the 15th EMTF, headquartered at Travis AFB, and the 21st EMTF, headquartered at McGuire AFB.

The Air Mobility Command originated on 29 May 1941 when the Army created the Air Corps Ferrying Command (ACFC) to fly American-built aircraft to Great Britain. Shortly after the United States entered World War II, ACFC was redesignated as Air Transport Command (ATC) on 20 June 1942, with responsibility for the movement of high-priority cargo and passengers as well as aircraft ferrying. At its peak in 1945, ATC operated more than 3,000 major transport aircraft and moved an average of nearly 200,000 tons of cargo and 80,000 passengers each month over a worldwide system. The Hump Airlift, which began in 1942 to fly supplies over the treacherous Himalayan Mountains from India to allied forces in China after the Japanese cut the Burma Road, was the most famous ATC operation during the war. Besides helping to defeat Japan, it proved the value of mass strategic airlift in support of military operations.

After World War II, rapid demobilization and meager funding reduced ATC to a fraction of its former size. All strategic airlift in the new Department of Defense (DoD) was consolidated under the Military Air Transport Service (MATS) effective 1 June 1948. Twenty-three days later Soviet forces severed the land routes into Berlin from the West. MATS played a major role in the Berlin Airlift that broke the blockade, furnishing airlift expertise, aircraft, and maintenance support.

The outbreak of the Korean War in 1950 found MATS initially unprepared to move large quantities of troops and equipment to the war zone. Starting with less than 60 aircraft in the Pacific when the war began, MATS was soon managing a long-distance airlift to Japan of 175 C-54s and 60 four-engine transports chartered from the commercial airlines. By the time of the truce on 27 July 1953, MATS had airlifted 214,000 passengers and 80,000 tons of cargo to Japan and transported 43,196 casualties to the United States for further treatment.

President John F. Kennedy's adoption of the military strategy of flexible response in 1960 gave great impetus to the development of airlift forces. So did the Vietnam War, which transformed what had been essentially a transportation service in the 1950s into a strategic combat airlift force by the 1970s. Reflecting these changes, MATS was redesignated the Military Airlift Command (MAC) on 1 January 1966. Strategic and tactical airlift was consolidated under MAC in 1974-1975, bringing nearly all DoD transport aircraft under a single manager for the first time. MAC also became responsible to the Joint Chiefs of Staff, first as a specified command in 1977, and then as the air component of the United States Transportation Command in 1988.

Through countless humanitarian and crisis airlifts, joint deployment exercises such as Reforger, Team Spirit, and Bright Star, and combat operations such as Urgent Fury in Grenada, Just Cause in Panama, and Desert Shield/Desert Storm in the Persian Gulf, the command lived up to its vision, "Proud MAC: Support America Can Always Count On."

A new era in air power history began on 1 June 1992, when the Air Force reorganized by inactivating MAC and the Strategic Air Command (SAC) and formed from the elements of these two historic organizations the Air Mobility Command (AMC). AMC melded a worldwide airlift system with a tanker force that had been freed from its strategic commitments by the collapse of the Soviet Union. While AMC does not possess all the Air Force's mobility aircraft, it is the lead command for airlift, air refueling, and aeromedical evacuation, and provides operational guidance to other commands.

The men and women of AMC successfully demonstrated their skills in both peace and war in the 1990s. On four occasions from November 1997 through December 1998, air mobility aircrews deployed additional troops and equipment to Southwest Asia in response to threats from Iraq's dictator Saddam Hussein. In 1999, AMC's Airmen helped end Serbian repression in the province of Kosovo.

Since the years following the 11 September 2001 terrorist attacks on America, AMC has completed more than 875,000 airlift sorties supporting overseas contingency operations such

as Iraqi Freedom, Enduring Freedom, Odyssey Dawn, Inherent Resolve and Freedom Sentinel. These organic aircraft and contracted commercial aircraft operating in the AMC system transported more than 25 million passengers and 15 million tons of cargo. During this same period, KC-135 and KC-10 air refuelers transferred approximately 19.78 billion pounds of fuel (2.95 billion gallons) while aeromedical evacuation crews conducted 50,000 sorties resulting in 235,000 patient movements. The command's aircrews have also responded to humanitarian needs in the former Soviet Union, Turkey, Honduras, Haiti and Afghanistan.

AMC has been able to achieve operational successes and implement national objectives quickly in part because of the responsiveness of its aircraft fleet while it is in the midst of major change. The Air Mobility Command accepted its first C-17 Globemaster III on 14 June 1993. The C-17 replaced the aging C-141 fleet, whose last aircraft was retired on 6 May 2006. The Globemaster III can deliver twice the cargo as a C-141 for the same operating cost. Meanwhile, AMC's largest airlifter, the C-5 Galaxy, is undergoing a Reliability Enhancement and Re-engining Program to make the aircraft more reliable. The first fully modernized Super Galaxy, designated the C-5M, was delivered into the command in February 2009. A new tanker aircraft to replace the command's aging fleet of KC-135s is AMC's "number one" acquisition priority. To this end, the Air Force announced the award of the tanker contract in February 2011 and projected the first fully equipped flight of the KC-46A, designated Pegasus, in 2017. Additionally, at the end of 2011, the C-130J had been added to the Air Force active-duty inventory, and each "J" model will provide a 40 percent increase in performance capability over the C-130H.

From the time the inactive SAC was redesignated and activated as the Air Force Global Strike Command (AFGSC) in 2009, the Air Force Historical Research Agency had periodically proposed consolidating AMC with MAC and Air Combat Command (ACC) with the Tactical Air Command (TAC). This consolidation would justify AMC's use of the MAC emblem and would give AMC an additional 51 years of honorable service. It would also align three of the Air Force's current operational commands (AMC, AFGSC and ACC) with three of its traditional operational commands (MAC, SAC, and TAC).

On 1 October 2016, upon approval of the Secretary of the Air Force, the Air Force consolidated AMC with MAC. This action allowed AMC members to trace the organization's genealogy back to 1941, instead of beginning in 1992. AMC also now shares in the honors and campaign streamers earned by MAC. All of this does not lessen the creation of AMC in 1992 which still highlights the merger of AMC's airlift and aeromedical evacuation with SAC's air refueling force creating the strong mobility team that has been so successful in meeting today's global peacetime, contingency, and humanitarian missions.

USAF Unit Histories

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Sources

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Major Command History. *Toward the Air Mobility Command; A Chronology of Tanker and Airlift Events*. Office of History, Air Mobility Command. Scott AFB, IL. 1993.

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