

## APPENDIX J

### FORECASTING PASSENGER AIR MOBILITY COMMAND (AMC) AIRLIFT REQUIREMENTS

#### A. AMC CHANNEL SERVICE

AMC channel service is provided to Department of Defense (DoD) activities worldwide. This service is performed between the Continental United States (CONUS) and overseas theaters, between overseas theaters, and within an overseas theater. Channels are established, suspended, or canceled based on the Combatant Commanders (CCDRs) and Service Headquarters (HQ) requirements (validated) to the United States Transportation Command (USTRANSCOM)/Deployment Distribution Operations Center (DDOC) for approval. Two types of channel service are available:

1. Distribution channel. By default, all channels will be considered common-user distribution channels and carry a “1B3” Joint Chiefs of Staff (JCS) priority.
2. Contingency channel. Supports ongoing JCS-approved contingency operations and will have a “1B1” JCS priority.

#### B. DOD COMPONENTS

DoD Components will coordinate projected workload of passenger forecast requirements with USTRANSCOM as follows:

1. USTRANSCOM will initiate the process of “historical-based” data query for passenger workload to project out-year estimates of transportation requirements once a year by 15 November. Data file will be forwarded to Service HQ and Components for review and comment not later than 15 January of each year. This data is used to accurately budget, contract and schedule commercial and organic airlift.
2. DoD Components are responsible for establishing procedures within their organizations in accordance with this regulation and Part II, Cargo Movement, Appendix F, Paragraph C, Submission Requirements. This includes identifying an office of primary responsibility for forecasting, assessing future operational or organizational adjustments that impact passenger movement, providing timely inputs, and updating inputs when significant changes occur.
3. Forecast review and validation of projected workloads are due back to USTRANSCOM not later than 15 February each year and will identify requirements for movement between locations served by approved AMC channels as listed in the Sequence Listing for Channel Traffic, <https://tacc.scott.af.mil/?action=xog&XOGpage=xogd>. USTRANSCOM will consolidate replies into an updated long-range international Air Passenger Forecast and provide workload projections each April for Presidential Budget Submission.
4. Projected requirements for the next Fiscal Year (FY) plus 2 extended out years (e.g., in February/March 2013, forecast for FYs 14 and 15). These forecasts are used primarily for financial programming purposes. Next FY plus 2 extended out years must be as accurate as possible as these forecasts are used for planning airlift requirements and identifying commercial augmentation levels for contracting processes of the commercial fixed buy program. Baseline data is provided by USTRANSCOM in format at [Table J-1](#). Forecast submission format is at [Table J-2](#).

**Table J-1. Baseline Data Set for Constructing the Submission of Forecasts**

Route	FY13 Actual	1stQtr Passengers	2ndQtr Passengers	3rdQtr Passengers	4thQtr Passengers
ADW-KWI					
KWI-ADW					

**Table J-2. Format for Submitting Long Range  
 Airlift Passenger Requirements**

Route	FY13 Forecast	FY14 Forecast	FY 15 Forecast
ADW-KWI			
KWI-ADW			