

APPENDIX K

ESTABLISHING, CHANGING, SUSPENDING, AND CANCELING AIR MOBILITY COMMAND (AMC) CHANNELS

A. ESTABLISH OR CHANGE AMC CHANNELS

1. Requests to establish or change AMC channels must include:
 - a. The type of channel service required:
 - (1) Distribution or Contingency channel. By default, all channels will be considered common-user distribution channels and carry a “1B3” Joint Chiefs of Staff (JCS) priority. Contingency channels support ongoing JCS-approved “contingency” operations and will have a “1B1” JCS priority.
 - (2) Passenger, Cargo, or Aeromedical.
 - b. The requested origin and destination location. Include any known host-nation restrictions at destination (e.g., no arrivals or departures permitted on certain days/hours).
 - c. The reason why AMC service is required, or why the existing transportation service will not satisfy the requirement. (For changes, the reason why the existing channel service requires change.)
 - d. Estimated movement (daily, weekly, or monthly) requirements (number of Department of Defense [DoD]-sponsored passengers and/or tons of cargo). Unless the channel is supporting a hard lift location with little or no commercial business options, 25 short tons is the minimum monthly volume (aerial port of embarkation [APOE] to aerial port of debarkation [APOD]) required to source organic or commercial airlift support.
 - e. Required date to start or change service.

B. COMBATANT COMMANDERS (CCDRS)/SERVICE HEADQUARTERS (HQ) RESPONSIBILITIES

1. The originator of the request (normally an Outside Continental United States [OCONUS] CCDR) will send the request:

TO: United States Transportation Command (USTRANSCOM)
ATTN: Operations and Plans Directorate (TCJ3)
INFO: 618th Air and Space Operations Center (AOC) Tanker Airlift Control Center (TACC)/XOG

Headquarters (HQ) of the Service(s) primarily affected by the new or changed channel

Other affected DoD agencies (e.g., Defense Logistics Agency for cargo channels).
2. If the channel request originates below OCONUS CCDR level, it will be sent to the CCDR before being routed to USTRANSCOM, AMC, and Services HQ. The CCDR will ensure prior coordination with other DoD component users of the channel.

C. USTRANSCOM RESPONSIBILITIES

1. For all channels, ensure:
 - a. New channels are formally coordinated with the Service HQ through the Combatant Command (COCOM) as the requester of the channel
 - b. Changes in existing channels are formally coordinated with the COCOM
 - c. Other modes of transportation are not available or recommended.

D. 618TH AOC (TACC) RESPONSIBILITIES

1. Provide air analysis to include air movement concept of operations.
2. Review adequacy of support resources at proposed ports of embarkation and debarkation.
3. Review diplomatic, political, and country clearance considerations.
4. Identify impacts on existing AMC channel structure.

E. VALIDATOR RESPONSIBILITIES

1. For all channels, review utilization data provided by AMC and propose changes in type of service.
2. Ensure channel changes are formally coordinated with all the Services with a significant presence in the overseas command or area affected.

F. SUSPEND OR CANCEL AN AMC CHANNEL

Requests to suspend or cancel an AMC channel normally will not require such formal or extensive coordination.

1. At a minimum, the request must originate from the OCONUS CCDR.
2. Contingency channels will be considered canceled/suspended when one or a combination of the following occurs:
 - a. JCS officially announces the end of contingency operations and/or operations move to peacekeeping/sustainment operations within the AOR.
 - b. The validator revalidates the channel as a distribution channel.
 - c. The validator cancels the channel because of reduced need to operational requirements.
 - d. USTRANSCOM and AMC request it because of lack of cargo or passengers.
3. Distribution channels will be considered canceled/suspended when one or a combination of the following occurs:
 - a. The validator cancels the channel because of reduced need to operational changes.
 - b. USTRANSCOM and AMC request it because of lack of cargo or passengers.

G. ACTION ON CHANNEL REQUEST

USTRANSCOM will respond to the requesting CCDR and all other interested parties (Service HQ, other affected CCDRs, other DoD agencies), indicating approval, disapproval, or modification of the channel request. If the request is approved, or modified, the USTRANSCOM response will include:

1. Proposed alternatives, with rationale.
2. Instruction to AMC 618th AOC (TACC)/XOG to “take for action” to start/change/cancel/suspend channel operation and make changes to the AMC Channel Sequence Listing.

H. CHANNEL MANAGEMENT

1. USTRANSCOM and AMC play an important role in channel management. Required actions include the following:
 - a. Upon approval of a channel, AMC/FM will identify and forward proposed tariff rates for the approved channel to the USTRANSCOM Program Analysis and Financial Management Directorate (TCJ8).
 - b. AMC 618th AOC (TACC)/XOG will prepare and distribute a channel sequence listing of all channels as changes occur. A copy of the listing can be obtained at <https://tacc.scott.af.mil/?action=xog&XOGpage=xogd>, with updates posted.
 - (1) Channel name (including identification of APOE and APOD).
 - (2) Channel International Civil Aviation Organization and Air Terminal Identifier.
 - (3) Type of traffic authorized for movement over the channels (i.e., cargo, passenger, or aeromedical evacuation patient).
 - (4) Tariff rates (Passenger, Cargo by Weight Breaks, TP4).
 - (5) Identification of the Unified Combatant Command Component or theater validator of the channel.
2. AMC 618th AOC (TACC)/XOG will ensure all channels are reviewed annually and advise USTRANSCOM of those that have not had significant movement for six consecutive months. AMC 618th AOC (TACC)/XOG will identify underutilized channels and report findings and recommendations to USTRANSCOM/J3.
3. USTRANSCOM will conduct an annual economic and readiness assessments for all passenger channel (Patriot Express) routes. The assessment will be based on several factors, including the following:
 - a. Efficiency review, focusing on customer demand and assessing capacity required to support
 - b. Civil Reserve Air Fleet (CRAF) readiness
 - c. Force protection considerations
 - d. Costing analysis, which includes estimated travel cost associated with Patriot Express passenger travel to include travel to APOE and from APOD to final destination.

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