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Organization and Mission—Field
MILITARY AIRLIFT COMMAND (MAC)

This regulation states the mission of the Military Airlift Command (MAC). MAC functions as a specified command, a major command, and the Single Manager Operating Agency for Airlift Service. It describes command relationships with civil agencies and other Air Force activities and implements DOD Directive 5160.2, 17 October 1973. This regulation applies to all MAC and MAC-gained organizations at all levels of command.

	Paragraph
Terms Explained	1
Background Information	2
Mission of the Military Airlift Command	3
Special Responsibilities and Instructions	4
Military Airlift Command Tasks	5
Civil Reserve Air Fleet (CRAF) Program	6
Relationships to Other Commands and Agencies	7
Direct Communication	8

1. Terms Explained:

a. Aerial Sampling. The use of specially configured aircraft to gather atmospheric and water samples, worldwide.

b. Aeromedical Evacuation. The movement of patients under medical supervision to or between medical treatment facilities by air transportation.

c. Aerospace Audiovisual Service (AAVS). A technical service organization responsible for documentation by motion pictures, television, and still photography; technical photography and television; audiovisual production by AAVS field units; special mission laboratories and functions; operation of regional audiovisual libraries; operation and management of base AAVS centers; and consultation and technical advice on application and use of AAVS technology.

d. Airborne Weather Reconnaissance. The use of specially instrumented or configured aircraft and trained aircrews to observe and report atmospheric conditions or to modify existing atmospheric conditions (AFR 105-7).

e. Airdrop. The unloading of personnel or material from aircraft in flight or supplies from an aircraft while it is airborne. (Provides the unique ability to employ or resupply forces by air without

landing the aircraft in the objective area. It includes all methods of delivery (except extraction) of people, equipment, or supplies from an aircraft while it is airborne.)

f. Air Force Rescue Coordination Center (AFRCC). A primary search and rescue facility staffed by supervisory personnel and equipped for coordinating and controlling search and rescue operations in the inland areas of the continental United States except navigable waters.

g. Airland. Moved by air and disembarked, or unloaded after the aircraft has landed or while a helicopter is hovering.

h. Airlift Service. The performance or procurement of air transportation and related services for the movement of persons, cargo, mail, or other goods.

i. Airlift Service Industrial Fund (ASIF). A financial tool used by MAC to pay for DOD airlift.

j. Air Weather Service (AWS). A technical service organization. They are responsible for scientific, technical, and advisory functions necessary to acquire, produce, and provide information on the past, present, and future state of the aerospace environment. They provide their service to military and civilian DOD decision makers and other specified federal agencies.

k. Channel Airlift. Common-user airlift service provided on a scheduled basis. (Provides routine airlift support to ensure the rapid and dependable movement of personnel, cargo, and mail.)

l. Civil Reserve Air Fleet (CRAF). A group of commercial aircraft with crews that is allocated in

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time of emergency for exclusive military use of both international and domestic service.

m. Combat Rescue (CR). Combat rescue and recovery of US Air Force aircrews in combat or denied or hostile territory, including the coordination of both dedicated CR forces, and other assets employed to effect such recovery, and the rescue of people in distress.

n. Extraction. Involves the use of devices such as parachutes or arresting hooks to extract equipment or cargo from the aircraft while it flies about 5 to 10 feet above the ground. The extracted items impact and slide to a stop on the ground. (Used to deliver equipment or cargo to destinations that prohibit airland due to lack of suitable landing area or threat. Survivability of cargo during delivery may require use of extraction rather than airdrop.)

o. Intertheater Airlift. The transport by air of units, personnel, and materiel between theaters or areas of operations in accordance with a strategic plan. Intertheater airlift provides air mobility and sustained logistics support for all DOD agencies for the projection of combat forces from the continental United States to and between oversea areas.

p. Intratheater Airlift. The transport by air of troops, weapons, equipment, and supplies within a theater or area of operations in accordance with a tactical plan. Intratheater airlift provides the capability for the direct insertion of fighting forces into objective areas through airland, airdrop, or extraction; the logistic resupply of deployed forces; and evacuation of casualties from forward areas. Provides battlefield mobility for fighting forces.

q. Operational Support Airlift (OSA). Airlift transportation of passengers or cargo using DOD-owned or controlled aircraft in support of command, installation, or management functions. It includes priority movements of personnel and cargo with time, place, or mission-sensitive constraints during wartime, contingencies, or peacetime. It excludes transportation provided through the ASIF, carrier on-board delivery aircraft assigned to fleet logistic support squadrons, aircraft assigned to support attache missions and military assistance advisory group activities, and by those aircraft assigned to the 89th Military Airlift Wing.

r. Rescue and Recovery. The use of aircraft, surface craft, specialized rescue teams, and equipment to search for, rescue, and recover people in distress on land or at sea.

s. Special Air Mission. Missions operated by aircraft assigned to the 89th Military Airlift Wing,

at the direction of HQ USAF.

t. Special Assignment Airlift Mission (SAAM). A mission operated by MAC (other than the 89th MAW) to satisfy a requirement needing special pickup and delivery at locations other than those established within the approved channel structure; or to satisfy a requirement needing special consideration because of the number of passengers, weight or size of the cargo, urgency or sensitivity of movement, or other special factors.

u. Specialized Aircrew Training. Command-administered upgrade training for MAC airlift, special operations, weather reconnaissance, and rescue aircrew members to qualify them in specific weapon systems and skills required to accomplish assigned missions.

v. Single Manager for Airlift Service. The Secretary of the Air Force (referred to as the Single Manager).

w. Special Operations. Operations conducted by specially trained, equipped, and organized DOD forces against strategic or tactical targets in pursuit of national military, political, economic, or psychological objectives. These operations may be conducted during periods of peace or hostilities. They may support conventional operations, or they may be prosecuted independently when the use of conventional forces is either inappropriate or infeasible.

2. Background Information. MAC is a JCS specified command and a major command (MAJCOM) of the Air Force. As a specified command, MAC receives operational direction from the National Command Authorities through the JCS. As a MAJCOM, MAC performs its mission under the supervision of the Chief of Staff, USAF (CSAF).

3. Mission of the Military Airlift Command:

a. MAC discharges its responsibilities according to directives and policies issued by the JCS and HQ USAF and performs other functions assigned by competent authority. These responsibilities include intertheater and intratheater airlift, aerospace rescue and recovery, air weather service, special operations, aerospace audiovisual service, aeromedical airlift and evacuation, special air missions, operational support airlift, airborne weather reconnaissance, and special aircrew training.

b. The Commander in Chief, MAC (CINCMAC), as a commander of a United States (US) specified command:

(1) Exercises operational command of MAC-

assigned airlift, special operations, and other forces made available to MAC by the JCS.

(2) Provides airlift support for all DOD agencies during time of crisis or war and during JCS directed and coordinated exercises.

(3) Performs special tasks as directed by the Secretary of Defense.

(4) Conducts airlift operations with assigned forces and other augmentation forces made available by the JCS.

(5) Conducts other operations, as JCS directs.

(6) Supports other specified and unified commanders in their missions, as directed by the JCS.

(7) Prepares plans to accomplish assigned missions.

c. CINCMAC, as commander of a major command:

(1) Exercises command, according to JCS Publication 2, over all assigned MAC forces, units, activities, systems, and installations, including forces assigned by competent authority to the operational command or operational control of supported commanders.

(2) Serves as Executive Director of the Single Manager Operating Agency for Airlift Service.

(3) Is responsible for organizing, training, equipping, sustaining, and providing operationally ready forces and their support element for the following missions, specialized tasks, and technical services:

(a) Airlift Operations.

(b) Special Operations.

(c) Aerospace Rescue and Recovery Service.

(d) Air Weather Service (AFR 23-31).

(e) Aerospace Audiovisual Service (AFR 23-37).

(f) Special air missions.

(g) Airborne weather reconnaissance.

(h) Air Force Rescue Coordination Center.

(i) Operational support airlift.

(j) Specialized aircrew training.

(k) USAF Airlift Center.

(l) USAF Special Operations School.

(m) Other operations as directed by CSAF.

4. Special Responsibilities and Instructions:

a. As Commander of a US Air Force major command, CINCMAC exercises command authority and responsibility for the organization and operation of assigned forces:

(1) Develops and submits to the CSAF, recommendations on doctrine, concepts, policies, procedures, and operational requirements for

weapons systems and supporting systems to maintain or improve MAC's capability for performing airlift and other assigned missions and functions. Serves as lead or designated command, in accordance with AFR 1-2, in the development and publication of related concepts, doctrine, and tactics.

(2) Establishes and maintains capability to accomplish Air Force-directed operational test and evaluation projects (AFR 80-14).

(3) Supports the Air Force Systems Management Program (AFRs 800-2 and 80-14), to include collaboration with the Air Force Systems Command on proposals for new systems and implementation of approved systems and programs.

(4) Manages the individual wartime augmentation program for US Air Force Reserve members assigned to MAC and supervises the training and inspections of Air Reserve Forces for which MAC is designated as the gaining command (AFRs 26-1 and 35-34).

(5) Mobilizes units of the Air National Guard and US Air Force Reserve earmarked for assignment to MAC (AFR 28-5).

(6) Determines the precedence rating of MAC units within an established precedence category and advises HQ USAF of those organizations, activities, or projects which should be raised or lowered as a result of changing mission requirements. The relative importance of each Air Force mission is established by section II of the USAF Programming Document, "Bases, Units, and Priorities."

(7) Coordinates MAC operations and activities with other Air Force major and component commands.

(8) Designates an executive agent for the CSAF for coordination of Search and Rescue (SAR) activities in the inland SAR region, in accordance with the National Search and Rescue Plan.

(9) Provides helicopter support for SAC missile wings, SAR Support for USAF global operations and US operations in space, and fulfills other DOD and USAF requirements, as directed.

(10) Conducts atmospheric and water sampling missions, as directed.

b. As Single Manager Operating Agency for Airlift Service, MAC:

(1) Provides airlift for peacetime logistics operations of DOD agencies to meet channel and special assignment airlift requirements. CINCMAC serves as Executive Director of the Single Manager Operating Agency for Airlift Service and is responsive to direction by or through the Secretary of the Air Force in accord-

ance with DOD Directive 5160.2.

(2) Finances the airlift service under the Airlift Services Industrial Fund (ASIF). The administrative practices and industrial funding procedures will be continued during wartime but not be permitted to interfere with MAC's wartime mission. Other Air Force commands are not authorized to duplicate airlift services provided by MAC.

(3) Will reflect long-range DOD requirements in commercial augmentation airlift contracting policies and practices required to maintain sufficient modern civil air capability to satisfy total civil mobilization requirements, to include:

(a) Procurement of commercial airlift from air carriers, as defined in the Federal Aviation Act of 1958, Section 101(3), at MAC uniform negotiated rates.

(b) Use of long-term contracts (90 days or longer) to the maximum extent practicable.

(c) Preference for those commercial carriers effectively committed to the Civil Reserve Air Fleet Program and who demonstrate willingness and ability to acquire modern aircraft adapted to the long-term and emergency needs of the DOD.

(d) Joint contracting program development with the CSAF, USAF, and the Office of the Single Manager.

(4) Prepares reports for the Single Manager as specified in AFR 76-15 and DOD Directive 5160.2. Transmits required reports through the CSAF to the Office of the Single Manager.

(5) Reports to the Single Manager through the CSAF. MAC summary presentations of airlift capability will be approved by the CSAF prior to presentation to non-Air Force agencies. Technical data, reports, studies, and recommendations involving matters of policy pertaining to Single Manager operations will be transmitted through the CSAF, whenever furnished to non-Air Force agencies. Copies will be provided to the Office of the Single Manager.

(6) Is designated the responsible DOD agency for all matters pertaining to the establishment or clarification of rules and regulations of regulatory bodies pertaining to air movement of explosives and other dangerous cargo pursuant to DOD Regulation 4500.32.

5. Military Airlift Command Tasks. MAC tasks include the following:

a. Establishing and maintaining with the US Army a joint office to determine intertheater and intratheater concepts, doctrines, and airlift requirements to support force movement.

b. Providing for survival, recovery, and recon-

stitution of all MAC resources in a nuclear attack environment.

c. Assigning appropriate airlift forces to support deployments, employments, and redeployments.

d. Developing detailed plans with appropriate agencies in support of JCS approved plans for deployment and employment of assigned and attached airlift, special operations, and search and rescue forces.

e. Participating in joint exercises and airborne and air transportability training including Air Reserve Forces for which MAC has responsibility as gaining command.

f. Operating bases and worldwide air lines of communication in support of MAC assigned missions and operations.

g. Maintaining and operating a global command and control system compatible with the HQ USAF Command and Control System to ensure optimum employment of all MAC forces wherein CINCMAC retains operational command. The MAC Command and Control System provides support to the National Military Command System as necessary.

h. Operating global airlift systems, to include commercial airlift, peacetime airlift capability generated by the flying training programs of MAC-gained Air Reserve Forces units, and augmentation airlift provided by other active duty military forces.

i. Providing for and maintaining equipment, manpower, explosive ordnance disposal (EOD) and supplies to ensure worldwide mobility for MAC.

j. Operating a single passenger reservation system for international travel of personnel through MAC aircraft or commercial airlift augmentation and maintaining reservations for such travel.

k. Operating or arranging for all terminal operations at:

(1) CONUS aerial ports and civil airports servicing MAC channels.

(2) Fixed air terminals in oversea theaters for all DOD components.

(3) Mobile air terminals from nonfixed locations during wartime, contingencies, and exercise operations, and in peacetime within the theater, as required.

l. Providing aeromedical airlift or evacuation for patients for whom the Armed Forces are responsible. Such airlift is provided within Continental United States (CONUS), from oversea areas to the CONUS, between oversea areas, and within theaters of operations to rearward casualty

staging facilities.

m. Operating squadrons and detachments at various offshore locations to service, maintain, and process MAC aircraft.

n. Representing the DOD before air regulatory and supervisory bodies in all matters of interest to DOD concerning air transportation to and from the CONUS, between points outside the CONUS, and between points within Hawaii and Alaska.

o. Providing for the peacetime and emergency air transportation of special weapons on a worldwide basis. Such airlift requires that aircrews and support personnel meet appropriate qualification requirements.

p. Providing for and maintaining an enroute supply support network for airlift aircraft.

q. Organizing, training, equipping and sustaining a security police air base ground defense force capable of rapid deployment worldwide in support of US Air Force bases threatened with ground attack.

r. Augmenting core special operations forces (SOF) with combat rescue, intratheater, and inter-theater airlift resources trained to perform the SOF mission.

6. Civil Reserve Air Fleet (CRAF) Program.

MAC is responsible for planning, coordinating, and managing the CRAF program and CRAF airlift resources to include:

a. Coordinating with civil air carriers participating in CRAF to develop plans and procedures for the employment of CRAF during airlift emergencies.

b. Developing and coordinating suitability criteria for aircraft to be allocated to CRAF.

c. Evaluating, coordinating, and arranging for modification and equipment support of CRAF aircraft to meet long-range, over-ocean, emergency military airlift requirements under the policies established by the Secretary of the Air Force.

d. Coordinating with the Office of Emergency Transportation, Department of Transportation, on the allocation and use of CRAF aircraft and other matters related to the administration of the CRAF Program as provided by pertinent directives and policies.

e. Activating CRAF on approval by competent authority.

f. Controlling and directing the operation and employment of CRAF aircraft (except those performing LOGAIR or QUICKTRANS missions) and other civil air transport resources made available to DOD when CRAF is activated. Upon full activation of CRAF, the control and direction of

the CRAF aircraft committed to LOGAIR, QUICKTRANS, or Alaskan missions at that time will be relinquished immediately to AFLC, the Navy, and the Alaskan Air Command, respectively, for the continuance of those missions. As additional aircraft are required by AFLC, the Navy, or the Alaskan Air Command to support the three systems, CINCMAC will transfer to them the control of aircraft allocated to CRAF specifically for LOGAIR, QUICKTRANS, and Alaskan operations in an emergency.

g. Functioning as systems support manager for CRAF.

7. Relationships to Other Commands and Agencies:

a. Command Relationship and Authority:

(1) As commander of a specified command, CINCMAC is responsible to the President and the Secretary of Defense, through the Joint Chiefs of Staff, for all military missions assigned by competent authority. CINCMAC exercises operational command of JCS-assigned airlift and special operations forces during wartime, periods of crisis, JCS exercises, and as necessary to ensure operational support to other unified and specified commands. CINCMAC:

(a) Maintains operational command of assigned forces and is responsive to directions of the JCS.

(b) Furnishes airlift forces for the direct support of US Air Force major commands, specified commands, and unified commands as directed by JCS. CINCMAC retains operational command of airlift forces for strategic deployment of forces. Operational command of theater-assigned forces is passed to the supported commander and will be exercised through the air component commander (ACC) and the MAC commander of airlift forces (COMALF). COMALF is responsible to ACC for management of theater-assigned airlift forces and to CINCMAC for monitoring and managing CINCMAC-assigned airlift forces.

(c) Augments theater airlift forces for the routine movement of personnel and cargo when such movement is restricted to approved MAC channels and does not involve joint operations or exercises. Such forces operate in support of—rather than under the operational command of—the theater commander.

(d) Augments theater, task force, and area airlift forces for participation in joint airborne, assault, special assignment airlift, or exercise operations, as directed by JCS. Command and op-

erational command of such forces will be exercised as set forth in (b) above.

(e) Furnishes special operations forces, including augmentation forces, to unified commands and joint task force (JTF) according to Joint Strategic Capabilities Plan (JSCP), Annex E, or as directed by the JCS. Operational command passes to the unified or JTF commander. During peacetime, the unified commander exercises operational command through the air component commander. During war, contingencies, and joint or combined exercises, the unified commander exercises operational command through the SOF forces commander and the commander of the Air Force SOF component.

(2) As commander of a US Air Force major command, CINCMAC is responsible to the Secretary of the Air Force and the Chief of Staff, USAF. In this capacity, CINCMAC exercises command, including the administration, discipline, internal organization, training, equipping, and sustaining of assigned forces. CINCMAC:

(a) Exercises command and operational control of weather reconnaissance and atmospheric sampling forces at all times.

(b) Furnishes search and rescue forces for the direct support of US Air Force major commands and US Air Force air component commands, and conducts search and rescue operations in the CONUS. The air component commander exercises operational control of such forces in a theater. Within Alaska, the Commander, Alaskan Air Command, exercises operational control of MAC rescue forces. CINCMAC exercises operational control of search and rescue forces within the CONUS. Provides trained and equipped rescue forces for the augmentation of special operations missions.

(c) Provides for necessary logistic support, to include maintenance, management of passenger and cargo movement, command control center, EOD and munitions, and forward supply.

(d) Maintains established liaison functions on the staffs of the unified, specified, major commands, and with other agencies, as required.

(e) Exercises command of assigned SOF.

b. Functions Assigned to Other Air Force Activities in Support of MAC. MAC tenant and at-

tached units are supported by other Air Force commands as outlined in AFR 11-4 and AFR 55-23.

8. Direct Communication:

a. Direct communication is authorized between CINCMAC and:

(1) The JCS on such matters as preparation of logistics plans; operational direction of assigned airlift and special operations forces; and other necessary functions of operational command required to accomplish the mission.

(2) Commanders of other unified, specified, major, and theater commands on matters concerning MAC supporting forces, including advisory, coordination, and liaison actions.

(3) The Secretary of Defense on matters related to specified command responsibilities.

(4) The Secretary of the Air Force in accordance with DOD Directive 5160.2.

(5) The Chiefs of the Services on uniservice matters, as appropriate.

(6) CSAF.

(7) Other agencies, as directed.

b. For agency functions, CINCMAC, as Executive Director, is authorized direct coordination and communication with the other major and area commands and with agencies outside the Air Force including appropriate Army and Navy commanders on matters relating to agency functions, mission, and responsibilities.

c. As to representation before regulatory and supervisory bodies, CINCMAC is authorized direct contact with the following:

(1) The Department of Defense Explosives Safety Board (DDESB) on matters pertaining to rules and regulations governing air movement of explosives and other dangerous and hazardous materials.

(2) Regulatory and supervisory bodies and agencies.

(3) Other military departments or government agencies to the extent necessary to obtain information, coordination, or development of a DOD position and development of evidence incident to representation before regulatory and supervisory bodies or agencies.

BY ORDER OF THE SECRETARY OF THE AIR FORCE

OFFICIAL

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Chief of Staff

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SUMMARY OF CHANGES

This revision adds MAC's role as a specified command (para 3b), the tactical airlift mission which was gained from TAC (para 3a), and the special operations mission gained from TAC, USAFE, and PACAF (para 3).