

TRAINER GUIDANCE

Line Item 1.2 *Organizational Structure*

Prerequisites:	A. Trainee has no prerequisites. B. Trainer will establish a timeline for completing the required training with the trainee.
Training References:	A. AFI 24-605, Vol 1, Air Transportation Organization and Structure B. CFETP 2T2X1, Air Transportation Specialty
Additional Supporting References:	N/A
Training Support Material:	N/A
Specific Techniques:	N/A
Criterion Objective:	<p>A. Upon completion of training, the trainee will:</p> <ol style="list-style-type: none"> 1. Know what Air Force air transportation units are organized to provide. 2. Know the various organizational structures found in the Air Transportation career field. 3. Know basic facts, terms, and principles about manpower as it relates to the Air Transportation career field. <p>A. Trainee will:</p> <ol style="list-style-type: none"> 1. Review the training objectives. 2. Review the training references. <p>A. Trainer will:</p> <ol style="list-style-type: none"> 1. Review the training objectives. 2. Review the training references. 3. Conduct the training using the attached lesson plan. 4. Perform remedial training if necessary. 5. Comply with the duties outlined in AFI 24-605, Vol 2, Air Transportation Operations 6. Complete the AMC TTG (EOS CRS Feedback) https://www.usafecsurvey.com/se/251137455E5A907801
NOTES to Trainer:	This training guide is knowledge based.

TASK STEPS

Line Item 1.2 *Organizational Structure*

Learning Objective 1: Organizational structures found in the Air Transportation Career Field:

- A. An Aerial Port Squadron (APS) is typically located in the Continental United States (CONUS) and consists mostly of air transportation and traffic management personnel.

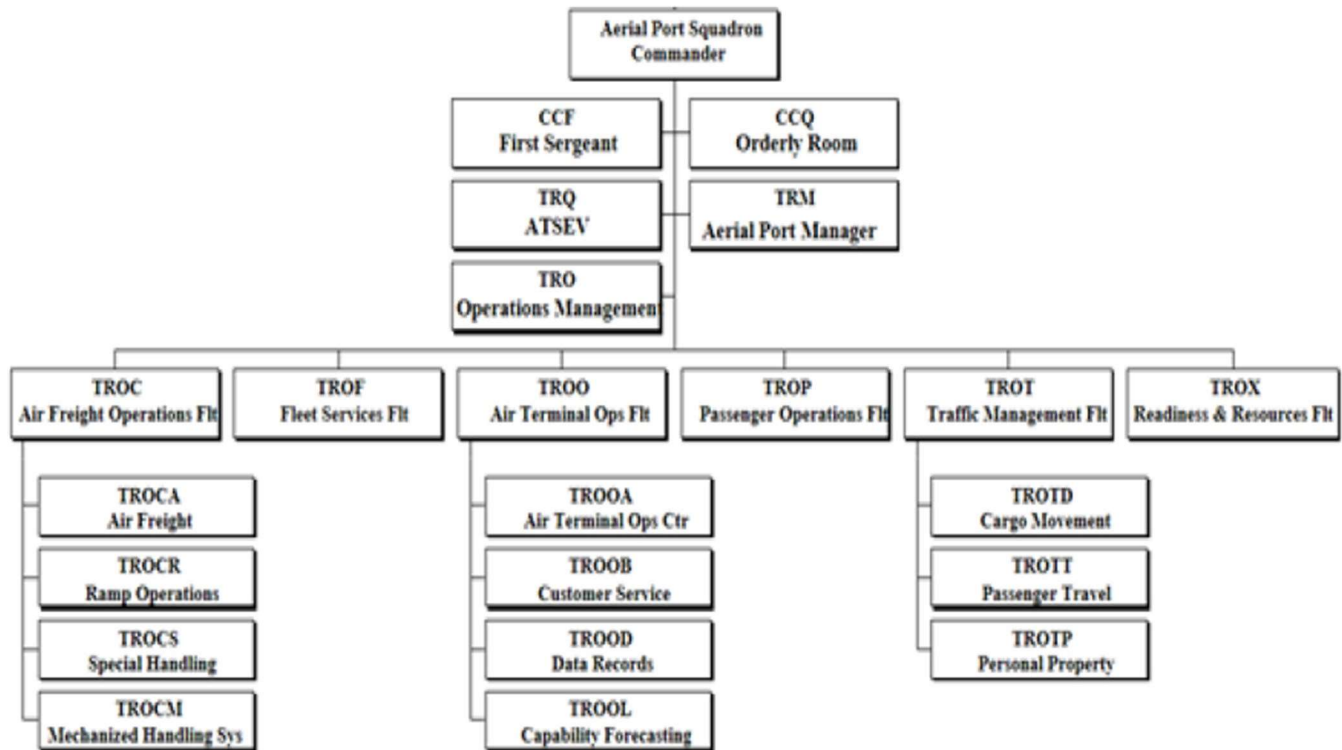


Figure 1: Visual representation of typical APS organizational structure

- B. An Air Mobility Squadron (AMS) is typically located outside the CONUS in various locations across the globe. An Air Mobility Squadron is typically composed of air transportation and aircraft maintenance personnel and serves as an en route station, or in transit hub for cargo and passenger movement between specified regions.

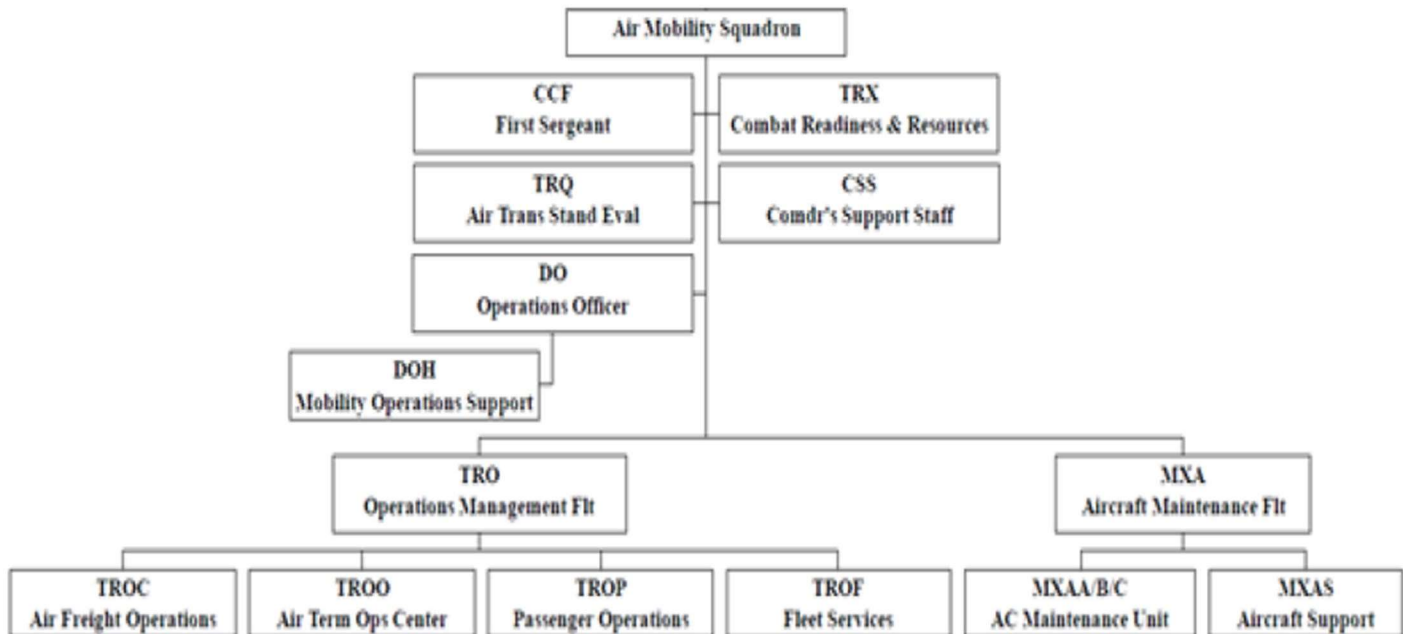


Figure 2: Visual representation of typical AMS organizational structure

- C. Contingency Response Units typically consist of air transportation, maintenance, command and control, security forces, and other personnel. The mission of these units is to deploy its personnel within 12 hours to open air bases or augment existing air bases worldwide. Air transportation personnel assigned to these units typically perform functions based on specific unit type codes (UTCs). Due to the unique and diverse nature of Contingency Response Units there is no “typical” or “best fit” organizational structure chart for visual representation.
- D. A Logistics Readiness Squadron (LRS) typically consists of fuels, logistics plans, material management, traffic management, ground transportation, air transportation, vehicle management, and other personnel. Air transportation personnel within an LRS are typically assigned to a Deployment and Distribution Flight.

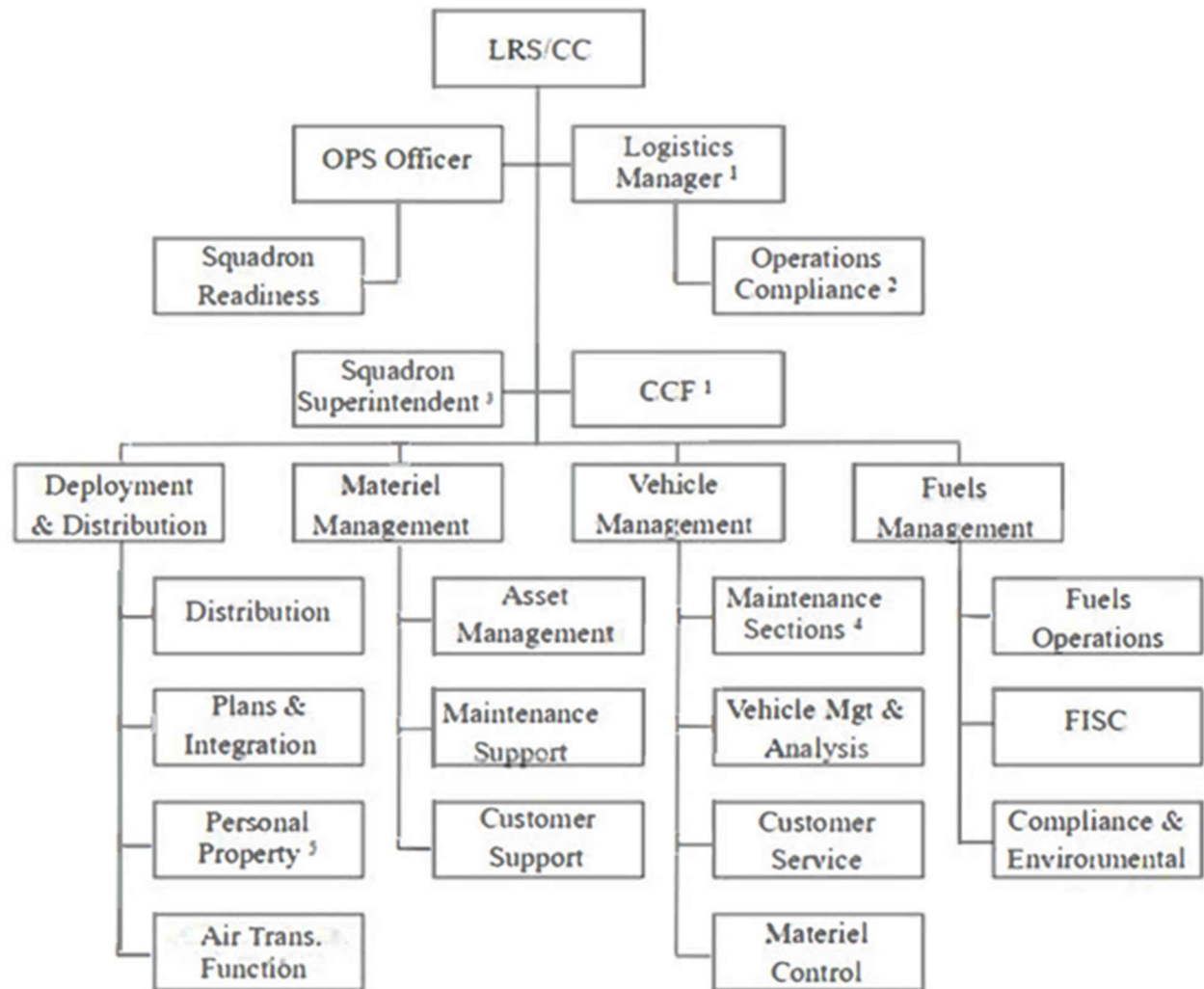


Figure 3: Visual representation of typical LRS organizational structure

- E. The Air Force Reserve Command organizes aerial port squadrons at a functional level as small, medium, and large. Structures facilitate the training and deployment of air transportation specialists and associated Air Force Specialty Codes in support of combatant commanders.

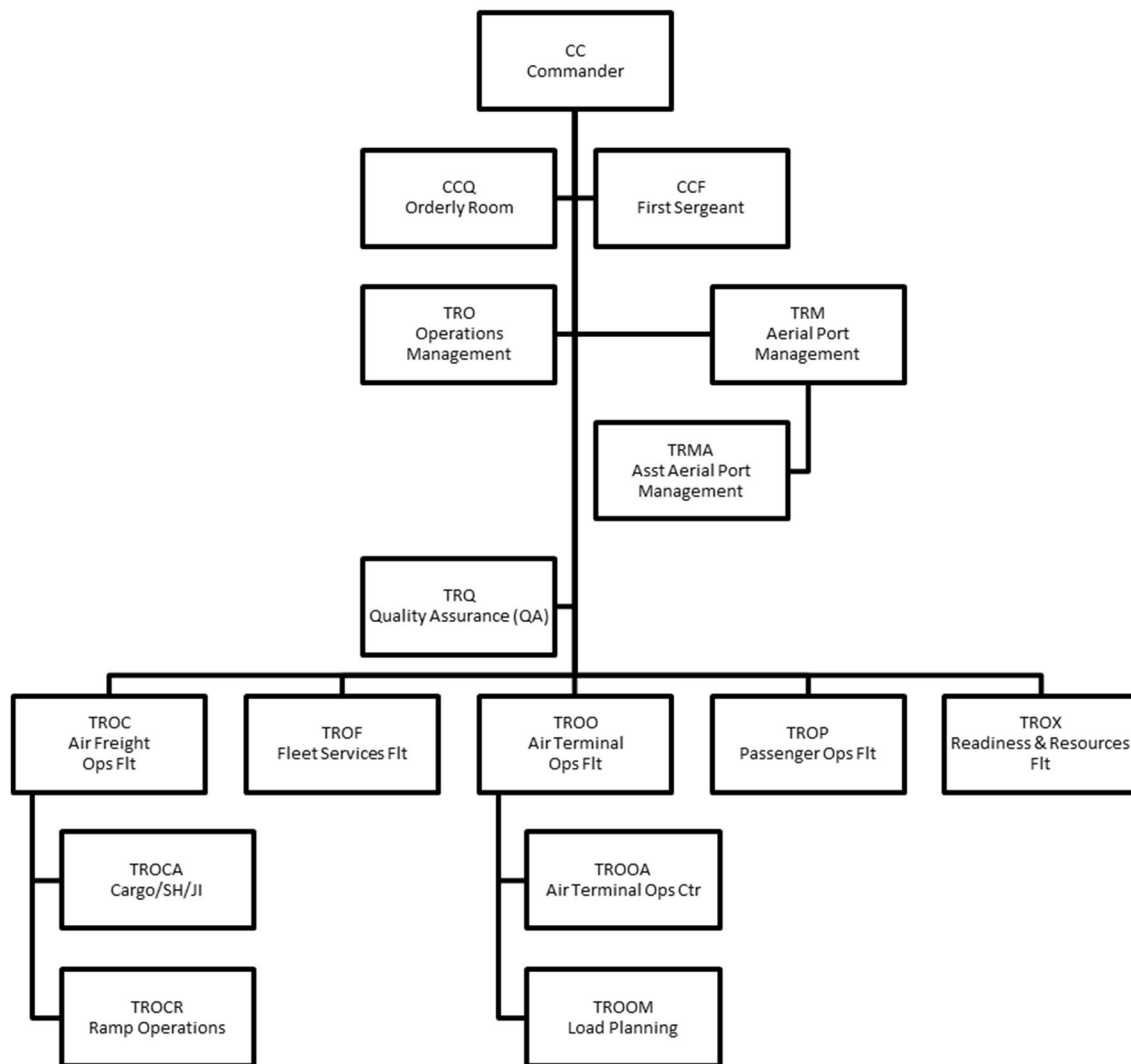


Figure 4: Visual representation of typical AFR Aerial Port Squadron organizational structure

Learning Objective 3: Air Transportation mission and manpower:

- A. The organization's mission is critical to determine the structure and manpower needed to accomplish a specific function, workload, or program. Manpower for non-contingency Active Duty locations are generally determined by an AFMS (Air Force Manpower Standard) or other management decision. The air transportation AFMS listed below provides insight into the specific functions performed and the manpower resources authorized. Note: Organizations should only perform functions necessary to accomplish the unit's assigned mission and supported by an appropriate AFMS. For example, an APS/AMS could earn manpower for Data Records section functions under the 42P3 AFMS listed below, however, an LRS does not perform this function and therefore, does not earn the associated manpower.

Current manpower standards are listed below in Figure 6, as well as Attachment 3 of AFI 24605, Vol 1, and available at the following link:

<https://cs2.eis.af.mil/sites/11190/AFMDandAFMS/default.aspx>

1. Air Force Manpower Determinant (AFMD) 42P1-42P7 quantifies manpower required to accomplish tasks to support air transportation operations within the APS and AMS (RegAF). Air transportation authorizations in this AFMD are earned to perform functions in one of the following sections:
 - a). Readiness and Resources
 - b). Passenger Operations
 - c). Air Terminal Operations Center (ATOC)
 - d). Air Freight
 - e). Air Transportation Standardization Evaluation
 - f). Operations Management
 - g). Fleet Services
2. AFMS 42P9 quantifies varying levels of manpower required to accomplish tasks of an air transportation function (ATF)—previously small air terminal—within the LRS based on location or installation population/workload:
 - a). Limited and/or non-standard airfield operation—installations specified within AFMS 42P9 receive constant air transportation manpower authorizations to perform infrequent functions and support wing deployment operations.
 - b). Collocated with an AMC APS/AMS—installations specified within AFMS 42P9 receive constant air transportation manpower authorizations to support installation deployment operations. An LRS does not earn air transportation manpower authorizations to perform aerial port functions at these installations.
 - c). Manpower authorizations earned for Core ATF Capability, Aircraft Passenger Operations, Aircraft Cargo Operations, and Aircraft Flights Supported are determined based on population and workload factors specified within AFMS 42P9 to support MAJCOM or service-specific authorized airlift requirements.
3. Workload data is used to validate and support manpower and equipment requirements. Aerial ports and air terminals capture monthly data in accordance with AFI 24-605, Vol 2, Air Transportation Operations, (e.g., Workload Reporting System, Workload Data Tool).
4. Current Air Force Manpower Standards are utilized to determine earned authorizations. Improvements in air transportation processes/functions lead to revised AFMS that more accurately reflect the associated manpower requirements. The Air Force Reserve and Air National Guard use applicable Manpower Standards.

Series Number	Title
42P0	Air Transportation (Applicable to AFR)
42P1	Readiness
42P2	Passenger Service
42P3	Air Terminal Operations Center (ATOC)
42P4	Air Freight
42P5	ATSEP/Quality Assurance
42P6	Operations Management
42P7	Fleet Services
42P8	Unilateral Aircrew Training (UAT)
42P9	Air Transportation Function (ATF)

- B. Manpower for non-contingency AFRC home station locations are driven through two factors: An AFRC Manpower Determinate (AFRCMD) for full-time personnel/requirements (Civilian/ART/AGR) and UTC posture requirements for Traditional Reservists. UTC posture requirements are determined by the AFRC MFM and AFRC FAM, utilizing historical Force Provider requirements, command mission priorities, funding constraints, and unit health/recruiting information. Current AFRC manpower determinates can be viewed here: <https://afrc.eim.us.af.mil/sites/A1/A1M/A1MM/Documents/Manpower%20Determinants%20and%20Guides>
- C. Manpower requirements for contingency locations are determined by the respective Combatant Commands and requested through Force Providers (e.g. AMC), driving UTC taskings for Total Force personnel.

Figure 4: Air Transportation Manpower Standard List