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From: Commandant of the Marine Corps
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Subj: PREPOSITIONING PROGRAMS TAILORING POLICY

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(b) NAVMC 2907
(c) TM 4790-14/2C
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(e) MCO 5311.1E
(f) MCO 5311.6
(g) MCWP 3-32
(h) MCO 4140.5A
(i) MCO 6700.5A
(j) OPNAVINST 8011.9B
(k) MCO 8000.7A
(l) MCO 4450.14
(m) MCO 5510.20B
(n) 5 U.S.C. 552a
(o) SECNAVINST 5211.5E
(p) SECNAV M-5210.1

Encl: (1) Tailoring Processes & Procedures

1. Situation. Marine Corps prepositioning programs consist of Maritime Prepositioning Force (MPF) and Marine Corps Prepositioning Program-Norway (MCPP-N). These programs provide our forces with modern equipment and supplies that are forward deployed, operationally ready, and support force stand-up and employment. Weapon systems, equipment, and supplies recommended for the prepositioning programs must go through a thorough review, validation, and vetting process known as Tailoring to ensure prepositioned capabilities support mission requirements and a seamless integration with the arriving forces.

a. Overarching program guidance is provided in reference (a) and directs the Deputy Commandant for Installations and Logistics (DC I&L) to lead, coordinate, and integrate all Marine

Corps and Navy tailoring efforts. Tailoring encompasses all Marine Corps ground classes of supply, aviation, and Navy equipment and supplies. References (b) through (m) are applicable.

b. Tailoring brings together all prepositioning stakeholders, operational planners, commodity experts, subject matter experts, and program managers to review, analyze and validate planning documents, requirements, and operational capabilities to establish a future Prepositioning Objective (PO) that best supports the forces that would employ it. The PO is a listing of the type and quantity of equipment and supplies that are planned to be prepositioned as a part of the MPF and MCPP-N programs, the result of Tailoring, and published in reference (b). Due to the changing nature of a planned PO, this order also addresses PO adjustments that occur after publication of reference (b) to account for changes in enterprise equipment strategies, operational requirements, and/or equipment availability.

2. Mission. This Order promulgates policy for the conduct of Tailoring that implements a methodical approach to modernizing our capabilities prepositioned in MPF and MCPP-N. Detailed tailoring processes and procedures are contained in enclosure (1) of this order.

3. Execution

a. Commander's Intent and Concept of Operations

(1) Commander's Intent. Marine Corps prepositioning programs provide Combatant Commanders the equipment and supplies to support scalable Marine Air-Ground Task Forces (MAGTFs) deployed for crises and contingencies across the full range of military operations (ROMO). These programs directly support our contribution to the National Military Strategy of the United States and provide forward deployed capabilities to support the ROMO.

(a) The intent of tailoring the equipment and supplies for the MPF and MCPP-N programs is to mirror the operating forces capabilities to enable a seamless integration during the arrival and assembly operations phase.

(b) Through Tailoring, program stakeholders review requirements, projected inventories, and tailoring plans to recommend a future PO that is attainable, affordable, and meets the storage/stowage constraints of the MPF ships and MCPP-N facilities while supporting operational concepts of employment.

(2) Concept of Operations. To assist with Tailoring, DC I&L convenes a series of Operational Planning Teams (OPTs) and Working Groups (WGs) to synchronize disparate program, enterprise, and operating force requirements. As DC I&L's lead for prepositioning, Assistant DC, Logistics Plans, Operations, and Strategic Mobility (ADC I&L (LP)) will orchestrate and coordinate Tailoring with all stakeholders through its Maritime and Geo-Prepositioning (LPO-2) section of LP and Operations (LPO), per this Order. The resulting product is an agreed upon tailoring plan that best supports enterprise strategies and operational requirements within the prepositioning program constraints.

(a) Upon release of Commandant of the Marine Corps (CMC) planning guidance, DC I&L will promulgate tailoring guidance and a Plan of Action and Milestone (POA&M) to Navy and Marine Corps stakeholders that establishes timelines, Tailoring OPT/WG, and conference schedules, identifies deliverables, and solicits operating force input.

(b) In coordination with prepositioning program stakeholders and the supporting establishment, DC I&L will develop comprehensive and integrated Navy and Marine Corps tailoring plans to optimize future capabilities through modernizing the type, quantity, and configuration of the prepositioned equipment and supplies published in reference (b).

b. Tailoring Responsibilities

(1) Deputy Commandant for Installations and Logistics (DC I&L)

(a) Leads, coordinates, and integrates all Marine Corps and Navy tailoring efforts.

(b) Conducts a deliberate tailoring process for MPF and MCPP-N per CMC Planning Guidance.

(c) Publishes tailoring guidance per this order and establishes a POA&M for Tailoring OPT and WG schedules.

(d) Identifies updates to notional prepositioning Force Lists (F/Ls) that have changed due to enterprise level force structure adjustments.

(e) Identifies changes to each prepositioning notional Table of Organization and Equipment (T/O&E).

(f) Maintains all supporting notional T/O&Es for approved notional F/Ls and ensures requirements and tailoring support tools are accurate to enable planning and deliberate tailoring.

(g) Validates the Logistics Combat Element (LCE) portion of notional F/Ls for prepositioning programs as a part of prepositioning force structure reviews per reference (f).

(h) Ensures ground equipment for prepositioning programs is integrated with Marine Corps enterprise modernization initiatives by conducting annual workshops with equipment advocates and prepositioning stakeholders.

(i) Facilitates the appropriate Tailoring OPT/WGs and provides initial tailoring materials (i.e., Table of Authorized Materiel Control Number (TAMCN) listings, PO, T/E, etc.) for review, validation, and/or analysis.

(j) Updates reference (b) as required.

(k) Reconciles time-sensitive changes to the approved PO and tailoring plans to ensure execution meets the intent of tailoring guidance.

(l) Recommends adjustments to the prepositioning elements of the Approved Acquisition Objectives (AAO).

(m) Manages MPF and MCPP-N PO change requests.

(2) Deputy Commandant for Plans, Policies and Operations (DC PP&O)

(a) As the advocate for ashore and afloat prepositioning per reference (f), identifies the strategic and operational requirements and capabilities required for prepositioning programs in the form of CMC Planning Guidance for MPF and MCPP-N to guide the deliberate Tailoring Cycle.

(b) Conducts annual reviews of CMC Planning Guidance to validate/reaffirm program guidance and direction.

(c) Conducts prepositioning force structure reviews to determine notional force requirements that impact Tailoring.

(d) Approves notional prepositioning F/L(s) to support deliberate tailoring timelines identified in this Order.

(e) Validates the Ground Combat Element (GCE) portion of notional F/Ls for prepositioning programs as a part of prepositioning force structure reviews per reference (f).

(f) Ensures program operational requirements and capabilities are appropriately accounted for in the tailoring plans and provides amplifying guidance and recommendations for compensatory reductions as required.

(g) Approves the PO per reference (a).

(3) Deputy Commandant for Aviation (DC AVN)

(a) Identifies aviation strategic and global operational requirements for the prepositioning programs.

(b) In coordination with Commander, Naval Air Systems Command (COMNAVAIRSYSCOM) and the appropriate Marine Corps Forces (MARFOR), develops aviation equipment requirements, POs, and capabilities for all prepositioning programs.

(c) Determines Expeditionary Airfield (EAF) 2000 capabilities, equipment requirements, PO, and capabilities for all prepositioning programs.

(d) Identifies fixed-wing/rotary-wing Type/Model/Series (T/M/S) aircraft requirements for the MPF and MCPP-N programs, and ensure T/M/S is accurately reflected within notional F/Ls in support of Tailoring.

(e) Validates the Aviation Combat Element (ACE) portion of notional F/Ls for prepositioning programs as a part of prepositioning force structure reviews per reference (f).

(f) Identifies and validates the methodology for determining the aviation munitions requirements for the notional prepositioning T/M/S aircraft.

(g) Ensures aviation capabilities are appropriately accounted for in the tailoring plans and develop amplifying guidance and recommendations for compensatory reductions as required.

(h) Ensures Class III (petroleum, oils, lubricants (POL)) requirements and secondary PO for aviation equipment meet prepositioning guidance.

(4) Deputy Commandant for Combat Development & Integration (DC CD&I)

(a) Provides updated Baseline Marine Expeditionary Brigade (MEB) construct in support of Tailoring and identifies Marine Corps enterprise force structure changes that will impact the notional MPF MEB F/L and supporting T/O&Es.

(b) Validates the Command Element (CE) portion of notional F/Ls for prepositioning programs as a part of prepositioning force structure reviews per reference (f).

(c) Ensures the Total Munitions Requirement (TMR) determination process uses the most current prepositioning notional F/L in determining munitions for MPF and MCPP-N.

(d) In coordination with DC PP&O and DC I&L, supports notional F/L updates as required.

(e) Identifies future ground equipment procurement plans and Marine Corps enterprise capabilities development, replacement, and/or termination strategies that may impact prepositioning programs.

(f) Reviews and approves/adjudicates all recommended changes to the prepositioning elements of the AAO (e.g., MPF and MCPP-N) per reference (e).

(g) Identifies and coordinates with DC I&L on potential prepositioning program equipment and capability adjustments, to include new equipment being fielded to the Marine Corps that could potentially support prepositioning program notional F/Ls (Planned ("PL") TAMCN status).

(5) Director Command, Control, Communications & Computers (Dir C4). Determines communication equipment requirements and integration strategies for the MPF and MCPP-N programs.

(6) Commander, Marine Corps Systems Command (MARCORSYSCOM)

(a) Coordinates with Program Executive Officer Land Systems and other affiliated PEOs (i.e., PEO Enterprise Information Systems, etc.,) on equipment fielding requirements for the prepositioning programs.

(b) Develops equipment fielding plans for prepositioning programs in coordination with DC I&L that supports prepositioning maintenance cycles.

(c) Identifies and coordinates potential prepositioning program equipment and capability adjustments in tailoring plans, to include current equipment that will be phased out of the prepositioning program (Disposal TAMCN status) and/or undergo platform modification or integration changes.

(d) Supports prepositioning AAO development in coordination with DC CD&I, advocates, and DC I&L.

(e) Coordinates foreign disclosure review for MCPP-N.

(f) Ensures transportability tests for new equipment are coordinated for testing aboard Maritime Prepositioning Ships (MPS), Improved Navy Lighterage System (INLS), and other displacement and non-displacement water craft as required.

(7) Commanding General, Marine Corps Logistics Command (MARCORLOGCOM)

(a) Advises Headquarters Marine Corps (HQMC) on supportability of proposed capabilities and POs and provides recommendations as required.

(b) Develops tailoring plans that support HQMC guidance and meet documented operational requirements in order to facilitate the tailoring process.

(c) Calculates Class III (POL) requirement and secondary PO using the Class III Model for ground equipment.

(d) Calculates Class IX (repair parts, batteries, etc.) requirement and secondary PO using the Class IX Model.

(e) Consolidates Tailoring WG data analysis and develops tailoring plans.

(f) Conducts feasibility of support (FOS) analysis of the PO with the host nation in direct support of MCPP-N.

(g) Conducts availability assessments in coordination with MARCORSYSCOM to determine if equipment is available to execute tailoring plans.

(h) Maintains Marine Corps Prepositioning Information Center (MCPIC) as the single source web based system for capturing all required information during the tailoring process.

(i) Provides cost estimates during Tailoring for attaining Stores Account Code 1 (SAC-1) Using Unit Responsibility Items (UURI) in support of the ground PO and identifies any fiscal shortfalls to DC I&L.

(j) Ensures MPF and MCPP-N inventory is in concert with the approved PO and in accordance with published load planning guidance and approved tailoring plans and reconciles discrepancies with HQMC I&L (LPO-2).

(8) Commander, U.S. Marine Corps Forces Pacific (MARFORPAC)

(a) Identifies operational requirements as lead MARFOR for the MPF program.

(b) Reviews notional prepositioning F/Ls and T/O&Es at unit level to ensure they accurately reflect force requirements to employ prepositioned equipment.

(c) Validates notional MPF MEB F/L and T/O&E in coordination with DC PP&O and DC I&L.

(d) Validates operational capabilities are reflected in the tailoring plans and serves as lead MARFOR for recommending MPF equipment and supplies compensatory reductions when required.

(9) Commander, U.S. Marine Corps Forces Europe & Africa (MARFOREUR/AF)

(a) Identifies operational requirements as lead MARFOR for MCPP-N.

(b) Conducts notional force list development for MCPP-N in coordination with DC PP&O and DC I&L.

(c) Coordinates the validation of MCPP-N notional T/O&Es with Marine Corps Forces Command (MARFORCOM) for all MCPP-N notional prepositioning F/L(s) in coordination with DC PP&O and DC I&L.

(d) Validates operational capabilities are reflected in tailoring plans and serves as lead MARFOR for recommending MCPP-N equipment and supplies compensatory reductions when required.

(10) Commander, U.S. Marine Corps Forces Command (MARFORCOM)

(a) Supports U.S. MARFORPAC force list review and validation for the notional MPF MEB and other F/Ls that may be directed for prepositioning programs.

(b) Supports U.S. MARFOREUR/AF in the refinement and validation of MCPP-N notional T/O&Es at unit level for the notional F/Ls and supports other prepositioning programs as required.

(11) Commander, U.S. Marine Corps Forces Central Command (MARCENT), Commander, U.S. Marine Corps Forces North, Commander, U.S. Marine Corps Forces South

(a) Supports F/L development for the notional MPF MEB and other F/Ls that may be directed for prepositioning programs.

(b) Reviews notional prepositioning F/Ls to ensure they accurately reflect required notional forces in support of Tailoring.

(c) Identifies operational capabilities are adequately reflected in tailoring plans to meet respective Geographical Combatant Commander requirements.

(12) Navy Commands. This Marine Corps Order identifies specific Navy organizations and their support to DC I&L in tailoring the Navy PO for the MPF program. Navy integration in Tailoring is critical to ensure both Navy and Marine Corps capabilities are complementary and support program and Service mission requirements. The Office of the Chief of Naval

Operations (OPNAV) Expeditionary Warfare Branch (N95) has been designated lead for Navy PO development. As such, request OPNAV (N95):

(a) Leads the Navy Tailoring WGs to determine the Navy Support Element (NSE), Naval Construction Element (NCE), and Expeditionary Medical Facility (EMF) requirements and to support PO development.

(b) Identifies Navy representatives to participate in all Tailoring OPTs and WGs that have Navy equities.

(c) Reviews notional prepositioning F/Ls to ensure they accurately reflect Navy notional forces in support of Tailoring.

(d) Validates that Navy capabilities for supported forces are appropriately accounted for in the tailoring plans and recommended POs, and supports MPF compensatory reductions as required.

(e) Ensures transportability tests for new Navy equipment are coordinated for testing aboard MPS, INLS, and other displacement and non-displacement water craft as required.

c. Coordinating Instructions

(1) Support DC I&L deliberate tailoring processes reflected within this Order.

(2) Participate in designated Tailoring OPTs and WGs as laid out in this Order.

(3) Review recommended changes to reference (b) in support of Tailoring.

4. Administration and Logistics. Recommendations concerning the contents of this Order may be forwarded to the CMC, attention HQMC I&L (LPO-2).

a. Privacy Act. Any misuse or unauthorized disclosure of Personally Identifiable Information (PII) may result in both civil and criminal penalties. The DON recognizes that the privacy of an individual is a personal and fundamental right that shall be respected and protected. The DON's need to collect, use, maintain, or disseminate PII about individuals for purposes of discharging its statutory responsibilities will be balanced against the individuals' right to be protected against unwarranted invasion of privacy. All collection, use, maintenance, or dissemination of PII will be in accordance with the Privacy Act of 1974, as amended (reference (n)) and implemented per reference o).

b. Records Management. Records created as a result of this Order shall be managed according to National Archives and Records Administration approved dispositions per reference (p) to ensure proper maintenance, use, accessibility and preservation, regardless of format or medium.

5. Command and Signal

a. Command. This Order is applicable to the Marine Corps Total Force and future prepositioning programs of record.

(1) DC I&L is the supported Service Headquarters department for Tailoring.

(2) All other commands are in support of Tailoring to ensure the prepositioning programs support the program guidance, objectives, and operating force requirements.

b. Signal. This Order is effective the date signed.

M. G. DANA
Deputy Commandant for
Installations and Logistics

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RECORD OF CHANGES

Log completed change action as indicated

Change Number	Date of Change	Date Entered	Signature of Person Entering Change

TABLE OF CONTENTS

Chapter 1

Tailoring Methodology

1. Introduction. The tailoring process follows a sequential, yet nonlinear, methodology to achieve its primary objective to develop a PO that supports operational requirements within the constraints of both enterprise and program capabilities. The operational requirement for equipment and supplies to support the notional force is greater than the prepositioning programs can accommodate aboard the MPF ships or the caves and facilities in Norway. During Tailoring, a series of plans and documents are developed to optimize what, when, how, and how much will be prepositioned to support the notional forces directed in CMC planning guidance. The portion of the equipment and supplies required for the notional force but not prepositioned aboard MPF or MCPP-N is described as Fly-In Echelon (FIE). The FIE is a quantifiable byproduct of the total requirement (i.e., notional T/E) minus the PO. The PO, once attained, is considered prepositioned War Reserve Materiel.

2. Purpose. To describe the methodology for tailoring the prepositioning programs.

3. Overview. HQMC will initiate the tailoring process from a program or commodity approach. The program approach is preceded by CMC planning guidance and conducted as a holistic and comprehensive review of all components of the program. The commodity approach is normally preceded by publication of the NAVMC 2907 and has a more narrow scope of Tailoring to address an individual PO issue. The type of approach used for tailoring will shape the framework for tailoring guidance and the POA&M timeline.

a. Program Approach. Tailoring MPF or MCPP-N PO at the program level requires a coordinated POA&M and significantly more time and effort/involvement from program stakeholders. The PO is only developed after a complete review of the program, strategic requirements, force lists/personnel, concept of operations, and operational requirements. Once the requirements are validated, the PO is determined from current inventories, future fielding plans, prepositioning criteria, and other constraints/restraints. Collectively, this information is then assimilated into tailoring plans that transform equipment and materiel into prepositioned operational capabilities. The Navy and Marine Corps Service Headquarters, operating forces, and supporting commands will review the tailoring plans and develop a recommended PO. Program Tailoring results in the publication of a new NAVMC 2907.

b. Commodity Approach. Tailoring MPF or MCPP-N PO from a commodity approach begins with the assumption that the notional F/Ls, T/Os, and T/Es, previously agreed to during the Program Tailoring approach, remains valid with limited or very minor adjustments. The main focus of tailoring a commodity is to assess the specific PO without revisiting the program requirements. This approach will normally be used to address issues that arise after publication of the NAVMC 2907. Commodity Tailoring results in the promulgation of a PO change message released from HQMC I&L (LPO-2).

4. Methodology. The processes described in Chapters 2 through 8 supports both program and commodity approaches to Tailoring, however, the methodologies are different. The program approach is conducted in a formal, sequential and integrated manner with stakeholders and a review of the requirements and POs throughout the process. The commodity approach is conducted with a narrower focus in an effort to develop workable solutions within established program requirements. While the methodologies for each approach to tailoring are similar, each has unique considerations.

a. MPF. The tailoring methodology for the MPF program considers both Marine Corps and Navy equipment and capabilities. The primary focus of tailoring the MPF program is to produce an optimized PO for two squadrons that best supports a notional MPF MEB. The notional MPF MEB includes a Naval Construction Element (NCE).

(1) Overarching Considerations. Each Maritime Prepositioning Ships Squadron (MPSRON), when combined with the operating forces FIE, provides sufficient equipment and supplies to support a notional MPF MEB for up to 30 days of operations in support of operation plans (OPLANs) or other missions as directed in CMC planning guidance. Tailoring will consider the following when developing the MPF PO:

(a) Ship loading and distribution of the maritime prepositioning equipment and supplies (MPE/S) to support operational employment options for designated units below an MPF MEB level.

(b) The Navy’s ability to offload the MPS pier-side or in-stream.

(c) Embarkation space to store an EMF.

(d) Navy and Marine Corps capability sets and/or modules loaded to enable arrival and assembly and limited operations.

(2) Marine Corps Considerations

(a) Notional Requirements. Marine Corps notional MPF MEB requirements are first established by validating the notional MPF MEB F/L. The notional MPF MEB F/L will identify the types and quantities of units, unit designations as a whole or detachment, and the aircraft T/M/S required. Once validated, the notional MPF MEB T/O&E is reviewed and validated. Marine Corps ground and aviation equipment requirements are determined as follows:

1. Ground equipment requirements are recommended by the MARFOR by establishing validated notional T/O&Es. Notional T/O&Es are established by mirroring active duty unit T/O&Es registered in Total Force Structure Management System (TFSMS). Notional T/Os will be identified to Billet Identification Code (BIC) level detail. Notional T/Es will be established for all Class II (i.e., tentage, tool sets, etc.), Class VII (major end items), and Class VIII (medical materiel) ground equipment requirements.

2. Aviation equipment requirements will be established by HQMC AVN (ASL/APX) in coordination with COMNAVAIRSYSCOM and the MARFORs to support the T/M/S of aircraft identified by the notional MPF MEB F/L. Aviation equipment described hereafter includes aviation Support Equipment (SE), Armament Weapons Support Equipment (AWSE), Mobile Maintenance Facility (MMF), and EAF. Aircraft are not prepositioned.

3. Notional personnel and equipment requirement determination are based on the notional unit’s designation.

a. Whole. Units designated as a whole unit in the F/L will have a notional T/O&E that mirrors its operational unit in TFSMS (minus the 5000 Series Training TAMCNs). Minimal review is necessary unless non-chargeable billets are required.

b. Detachment. Units designated as detachments (or partial units) will require more detailed development by MARFOR SMEs to ensure each detachment’s T/O&E

creates a capability that supports mission requirements. This requires significant effort early in the tailoring process.

(b) Primary PO (P/PO). The P/PO is determined for Marine Corps ground and aviation units using the notional T/O&Es as described above. P/POs are developed first during Tailoring to enable spatial analysis in support of initial plans development. P/POs are:

1. Established based on prepositioning criteria, suitability factors, attainability and spatial considerations.

2. Provided to HQMC I&L (LPO-2) and MARCORLOGCOM Blount Island Command (BIC) for assessment and tailoring plan development.

3. Refined to support execution and finalized by the CAR OPT.

4. Used to develop secondary requirements and POs.

(c) Secondary PO (S/PO). The S/PO is determined after the P/PO. The S/PO can be T/O&E and/or association driven TAMCNs that do not consume square feet, or can be sustainment type supplies where quantities are based on calculations. The supplies required for Marine Corps ground and aviation units are typically calculated based on operating independently for up to 30 days of operations, with deviations addressed in planning or tailoring guidance. MARCORLOGCOM will develop draft blocks in support of prepositioned Marine Corps ground equipment that will be reviewed by each of the Commodity Working Groups (CWGs). Recommended changes to the S/PO will be submitted to HQMC I&L (LPO-2) and MARCORLOGCOM (BIC) for a follow on assessment and development of tailoring plans. Navy and Aviation Tailoring Working Groups (TWGs) will conduct their own review and submit recommended changes through the appropriate channels. Sustainment S/POs are calculated as follows:

1. Class I requirements and PO are reviewed and recommended by the Food Service CWG using notional T/Os, the prescribed feeding plan, and projected force flow. The PO consists of Meals-Ready-to-Eat(MREs) based on a calculation to feed the MPF MEB for the first 30 days of operations.

2. Class III (P) requirements and PO are reviewed by the TWGs/CWGs. The Class III (P) PO supports prepositioned Marine Corps ground and aviation equipment.

3. Class IV requirements and PO are reviewed and recommended by the Engineering CWG. The PO consists of construction and fortification materials in support of Marine Corps and Navy engineering operations and limited force protection requirements.

4. Class V(W) ground requirements are determined by HQMC CD&I through the TMR process. The Class V(W) PO is derived from the TMR and funded through MARCORSYSCOM (PM Ammunition). The Class V(W) PO is reviewed by the Munitions TWG.

5. Class V(A) aviation requirements are established by DC AVN (ASL) primarily in support of (OPLANs). These requirements are considered within the Navy Munitions Requirement Process (NMRP). The Class V(A) PO is funded through the Navy. MPF Class V(A) PO is based on in-theater positioning for OPLANs as recommended by MARFORPAC to HQMC AVN (ASL-30). MCPP-N Class V(A) PO is allocated from additional global inventory as determined by HQMC AVN (ASL-30). The Class V(A) PO is reviewed by the Munitions TWG.

6. Class IX requirements and PO are reviewed by the TWGs/CWGs. The Class IX PO supports prepositioned ground equipment based on a replace vice repair maintenance concept.

(3) Navy Considerations. The primary Navy requirements and P/PO for the MPF program are developed for the NCE, NSE, and the EMF. The NCE is a part of the notional MPF MEB but developed by the Navy. The NSE, EMF, and shipboard equipment are prepositioned to support the MEB but are not considered a part of the MPF MEB. Navy requirements and POs are guided by the notional F/L, Required Operational Capability/Projected Operational Environment (ROC/POE), Table of Allowances (TOAs), ships assigned to each MPSRON, and arrival and assembly timelines. The S/PO are also considered consumables that support and/or sustain the NSE units to conduct the offload of the MPF. Navy requirements and PO are provided to HQMC I&L (LPO-2) and U.S. MARCORLOGCOM) and (BIC) for assessment and tailoring plan development. The Navy MPE/S are broken down as follows:

(a) Navy P/PO capabilities include Class II/VII/VIII (i.e., vehicles, heavy equipment, and Civil Engineering Support Equipment (CESE)).

(b) Navy S/PO is prepositioned consumables (Class I, III(P), IV, IX), tent camps, and tools.

(c) Navy shipboard equipment and consumables include lighterage/connectors, Amphibious Bulk Liquid Transfer System (ABLTS), bulk liquids, etc.

b. MCPP-N. Tailoring the PO for MCPP-N incorporates the flexibility and accessibility of ashore prepositioning, host nation facilities, workforce and infrastructure, and both regional and global operational requirements. MCPP-N Tailoring has historically involved fewer stakeholders than MPF, due to its geographic location, although the equipment is available for global usage. The tailoring plans for MCPP-N are less complex and not as numerous as required for each MPS. Nonetheless, the MCPP-N program is able to benefit and incorporate decisions made during MPF Tailoring.

(1) Overarching Considerations. The tailoring methodology for the MCPP-N program includes planning for equipment sets that enable smaller simultaneous engagements while still supporting the aggregation of a MEB. As a general rule, the notional MPF MEB T/E is used as the maximum quantity for geographic prepositioning equipment and supplies (GPE/S) when tailoring the MCPP-N PO. There are exceptions for MCPP-N unique capabilities such as cold weather items and sustainment. Aviation equipment and munitions requirements are based on supporting the Marine units of an MPF MEB. Navy equipment is not prepositioned with MCPP-N. Navy Fleet Hospital equipment (e.g., EMF) if prepositioned, would fall under a separate Fleet Hospital agreement with the host government and tailored separate from this Order. MCPP-N GPE/S are broken down as follows:

(a) Ground P/PO includes Class II/VII/VIII.

(b) Aviation P/PO includes aviation SE, AWSE, limited EAF equipment (no AM2 matting).

(c) Ground and Aviation S/PO (Consumables) includes Class I, III, IV (fortification only), V, IX.

(2) MCPP-N Planning Guidance Considerations. Similar to MPF, the MCPP-N Tailoring Cycle is initiated through the release of new planning guidance. Developing the strategic, operational, and/or capabilities driven program requirements will be determined by HQMC PP&O in close coordination with MARFOREUR/AF. The following conditions are considerations for determining when a review of the existing CMC Planning guidance is required.

(a) Significant changes in combat capabilities/weapons systems are required in the PO.

(b) Adjustment to the MCPP-N Force List(s).

(c) Adjustment to the concept of operations for the program or PO.

(d) Need to synchronize programmatic and equipment strategies between prepositioning programs.

(e) When planning guidance remains relevant and accurate, MCPP-N will continue to monitor and participate in MPF tailoring cycles while executing procedures discussed in Chapter 9 of this Order.

(3) Host Nation Considerations. MCPP-N provides greater flexibility than MPF in selective withdrawals that is supported by multiple transportation options for inter-theater and intra-theater lift. This flexibility comes with increased manpower requirements for maintaining and configuring equipment, a portion of which is supported by the host nation. When tailoring, foreign disclosure, training, and maintenance of equipment must be considered and evaluated. While Norway does not participate in determining notional requirements, Tailoring will include consultations and assessments with the host nation to ensure it can support the planned objective.

5. Tailoring Cycle. The tailoring cycle for MPF or MCPP-N begins with new CMC Planning Guidance directing a review and update of the program. Tailoring applies a systematic approach to review enterprise, program and operational requirements, identify current and future inventories, equipment configurations, and develop tailoring plans that meet program guidance, capacity, and budget constraints. The PO developed through the deliberate tailoring process is part of a tailoring cycle that leads to its implementation during the MPF

Maintenance Cycle (MMC) and/or through stock rotations to MCPP-N.

a. Tailoring Stages. There are three basic stages to the Tailoring Cycle: Guidance, Tailoring, and Execution. Operational and logistical guidance is promulgated by the DC PP&O and DC I&L respectively. HQMC I&L (LPO) will provide tailoring guidance that is shaped by operational guidance and a myriad of logistics planning factors influenced by current and future enterprise strategies, operational demands, workforce/facility capacity, budgets, and program demands to meet maintenance and operational timelines. Tailoring guidance will establish a POA&M and identify OPT and WG timelines, schedules, objectives and requirements. Tailoring will be orchestrated by HQMC I&L to bring program stakeholders together during multiple events, conducted over an extended period of time, to determine the future capabilities, equipment sets, and supplies for the prepositioning programs. Execution, conducted by MARCORLOGCOM (BIC), includes all actions required to implement the PO published in reference (b).

b. Tailoring Phases. Tailoring will be conducted in four phases: Requirements, Inventories, Optimization, and PO. Each phase shapes the PO through a process of reviewing, validating, and assessing guidance and planning information to develop a PO that is assimilated with future program requirements:

(1) Phase I (Requirements). During this phase, Marine Corps and Navy OPTs identify future strategies and determine the force requirements and concepts of employment that will shape the tailoring efforts. The first phase of the deliberate tailoring process must consider a myriad of requirements that influence the type, quantity, configuration, and ultimate storage location of the prepositioned equipment and supplies. The PFSR OPT is established to review and validate the notional MPF MEB F/L and identify other notional prepositioning F/Ls that support operational concepts and influence tailoring. Each F/L will require the operating forces to validate a notional T/O&E at billet and TAMCN level. Phase I (Requirements) establishes baseline notional force structures from which all follow-on tailoring efforts will build upon to optimize the PO. The PO is influenced by enterprise, operating forces, and specific program requirements.

(a) Enterprise. The prepositioned stocks are a subset of the total inventory purchased for Marine Corps and Navy based on enterprise requirements and budget constraints.

The results of these enterprise equipment procurement strategies can influence the type, quantity, configuration, and delivery date for prepositioning which has a direct impact on what the Marine Corps and Navy has available to provide to the prepositioning programs.

1. The Marine Corps equipment is determined through a TF Doctrine, Organization, Training/Education, Materiel, Leadership/Communication Synchronization, Personnel, Facilities, and Cost process and long-term equipment recapitalization strategies.

2. Munitions are determined through the MRP.

3. Aviation equipment is based on aviation requirements.

4. Navy equipment is determined by their Table of Allowance development process, etc.

(b) Operating Forces. All forces employing the MPF or MCPP-N have a responsibility to identify their operational requirements to make the prepositioning programs responsive and relevant to their operational concepts for employment. The tailoring process is the main forum for the operating forces to register their prepositioning program requirements. The MEB with NCE, along with NSE and EMF will employ capabilities from our prepositioning programs and have operational requirements that must be considered when determining future inventories to be prepositioned. The operating forces will need to prioritize their equipment and sustainment requirements when inventories exceed the available space aboard the MPF ships or MCPP-N storage facilities.

(c) Prepositioning Programs. The prepositioning programs are configured to support global demands, a ROMO, and strategic goals and objectives. Therefore, there are HQMC directed operational requirements and planning guidance the prepositioning programs will assess during Tailoring to ensure these objectives are met to the greatest extent possible. Program requirements are identified in the CMC planning guidance released by DC PP&O. In addition, Tailoring will consider and identify any Navy or Marine Corps support equipment required to conduct the offload and arrival and assembly operations (e.g., lighterage, container handling heavy equipment, floodlights, etc.). Tailoring will assess all planning guidance and requirements in order to translate it into equipment and supplies (e.g., type, quantity, configuration, etc.) that best support enterprise, operational, and program requirements.

(2) Phase II (Inventories). The second phase of the deliberate tailoring process incorporates the requirements from the first phase, equipment and supply procurement budgets, and current inventories to determine future PO availability. During this phase, Marine Corps and Navy OPTs and TWGs review the current PO published in reference (b), existing inventories (across the enterprise), and future equipment fielding plans and strategies to develop an initial PO. Marine Corps prepositioning program ground equipment requirements will be validated against the prepositioning program elements of the AAO. Fielding plans will be reviewed to ensure equipment delivery schedules align with MPF ship production schedules. Ground equipment configurations (i.e., integrated capabilities, supply and using unit responsibilities, associations, modifications, etc.) will be reviewed to ensure support to operational concepts. An annual GEIWS will provide an overarching forum to address GEI issues with PMs, CIOs, and equipment specialists. Phase II results in an initial Navy and Marine Corps PO that is attainable and supports the operational requirements. An integral part of Tailoring is forecasting the availability of current and future equipment and supplies to meet delivery schedules for the MMC and stock rotations to MCPP-N. Equipment attainability must be assessed against prepositioning criteria, suitability factors, and its availability to meet ship required delivery dates. Assessing inventories includes reviewing all associated equipment and their components (i.e., Supply System Responsibility Item (SSRI)/UURI such as software, computers, SKOT, etc.).

(3) Phase III (Optimization). The third phase of the deliberate tailoring process consists of optimizing the tailoring plans to support operational requirements and address a myriad of embarkation, stowage, equipment association, equipment spread load, shipping container and pallet loads, equipment sets, and commodity considerations that are essential to developing an optimum PO. The compilation of tailoring plans culminates into a series of logistics planning documents that optimize the PO for the MPF and MCPP-N programs. Tailoring plans reflect multiple levels of detail and are sub-divided into four levels: Program, Squadron, Sustainment, and Ship/Facility. Tailoring plans are developed to the lowest level of detail to ensure the PO is accounted for and packaged/configured to support the operational requirements and concepts of employment. The MCPP-N PO will be reviewed for feasibility to support (i.e.,

FOS) with our Norwegian partners. The FOS may be impacted by disassociation requirements, maintenance plans, foreign disclosure, treaty allocations, and space assessments.

(4) Phase IV (PO). During this phase, the tailoring plans are reviewed to ensure they meet program and operating force requirements, Tailoring Guidance, and CMC Planning Guidance. HQMC I&L (LPO) will conduct a CAR OPT to assist in reviewing the tailoring plans and program capabilities. The CAR OPT may recommend amplifying guidance and/or request compensatory reductions Courses of Action (COAs) to support alternative operational requirements. As the tailoring plans are developed, the CAR OPT will review, validate and provide recommended adjustments. When required, alternative COAs are reviewed and compensatory reductions are directed when warranted. The final PO is published in reference (b) after a thorough review of the tailoring plans and after being staffed with all Navy and Marine Corps program stakeholders. The published PO becomes the authoritative source to update systems of record (e.g., TFSMS AAO) and MCPIC.

c. Conduct of Tailoring

(1) Historical. Tailoring has historically been conducted on an annual basis. MPF Tailoring was conducted prior to each MPSRON entering its MMC and consisted of Initial, Main and Final Planning Conferences along with selected tailoring WGs to determine the PO requirements. The process took approximately 12-15 months depending on the level of complexity directed within the CMC Planning Guidance. MCPP-N Tailoring was conducted as required and focused on annual modernization updates and/or transformative changes.

(2) MPF. MPF Tailoring had to expand its scope to include the entire MPF PO (e.g., MPSRON-2 and MPSRON-3) in order to account for the alternating sequence of ships into the MMC and to solidify the force structure requirements before determining a new PO. As such, the planning timeline for Tailoring has increased to approximately 15-18 months between CMC Planning Guidance being released and the NAVMC being published. The goal of Tailoring is to be completed 6 months prior to the execution stage to allow sufficient time for MARCORLOGCOM (BIC) to develop detailed, Level IV (Ship) tailoring plans. However, the actual length is influenced by the complexity of Tailoring shaped by CMC Planning Guidance, equipment fielding plans, operational concepts, ship realignments, reconstitution post-offload/contingency, etc. The

greater the changes, the more time and effort will be required for planning, review and validation to ensure the PO, and how it is stowed, meets the guidance, objectives, and operational requirements.

(3) MCPP-N. MCPP-N Tailoring will be conducted in a similar fashion as MPF and the length of the tailoring process will be driven by the complexity of the changes directed in CMC planning guidance.

(4) Timeline. The Tailoring POA&M will be developed to allow sufficient time to accomplish its objectives. However, adjustments may be required, once initiated, to accommodate time to analyze the impacts of new concepts and recommendations. The Tailoring POA&M will be promulgated through Tailoring Guidance and released in the form of a single consolidated message or series of messages (Appendix E).

6. Tailoring Support. Throughout all four phases of Tailoring, a series of review groups, OPTs, and/or WGs will be required to ensure the PO is optimized to support the operating forces and program objectives. The level of participation in Tailoring is a program stakeholder priority. Maximum engagement is encouraged in the OPT/WG construct. The effectiveness of Tailoring is directly proportional to the level of knowledge and support each stakeholder brings to table. The following groups have been established to support Tailoring.

a. Planning Teams/Working Groups. Tailoring OPTs/WGs will be held in support of the POA&M promulgated in the Tailoring Guidance published by DC I&L. The construct and sequencing of the OPTs/WGs are used to solidify program requirements, identify current and planned inventory, and recommend initial PO to support the development of tailoring plans. All facets of the preposition program (i.e., F/L, notional T/O&E, supplies, ship/cave characteristics, operational storage requirements, etc.) that influence the type, quantity, configuration, and loading of prepositioned capabilities will be reviewed, refined, developed, and/or validated as a part of Tailoring.

(1) The OPT/WG is comprised of stakeholders from the supporting establishment, operating force staff planners (G-3/4/5), operators and commodity Subject Matter Experts (SMEs) to validate future modernization and capabilities planned for MPF or MCPP-N.

(2) The OPT/WG will review program guidance, identify operational requirements, review available and projected inventory, and develop solutions/recommendations for loading/storing and/or configuring capabilities to best support the operational requirements.

b. Tailoring OPTs. A series of Tailoring OPTs will be held to provide guidance, direction, and monitor the progress of the Tailoring POA&M. The Tailoring OPTs will be used as a means to update program stakeholders. HQMC I&L (LPO-2) will document all Tailoring OPTs and provide updates to the Prepositioning Oversight Working Group (POWG) as required.

(1) Prepositioning Force Structure Review (PFSR) OPT. The PFSR OPT is established to review and update the notional force structures in reference (b) used to develop the PO for MPF or MCPP-N. Future notional F/Ls and associated T/O&Es used to establish a requirement and PO should be reviewed and validated by the PFSR OPT. Additional details on the PFSR OPT are described in Chapter 2.

(2) Capabilities Assessment Review (CAR) OPT. The CAR OPT will review specific elements of the tailoring plans to ensure they meet the intent of the planning guidance and program requirements. The CAR OPT will recommend adjustments and compensatory reductions for MARCORLOGCOM (BIC) to assess supportability. CAR OPT recommendations may require specific additional supportability analysis.

c. Tailoring Working Groups (TWGs). Four main TWGs are established during Tailoring to assist HQMC I&L (LPO-2) in PO development and bring together SMEs from HQMC, OPNAV, supporting establishment, and operating forces to address issues that cut across the MAGTF, Navy elements, and/or impact the entire program. The main TWGs are as follows:

(1) Ground TWG. The Ground TWG supports development of the PO for Marine Corps ground equipment and supplies. The Ground TWG is described in Chapters 3 and 4.

(2) Munitions TWG. The Munitions TWG supports development of the PO for Marine Corps and Navy Class V(W) ground ammunition along with Class V(A) munitions for Marine Corps aviation. The Munitions TWG is described in Chapter 5.

(3) Aviation (AVN) TWG. The Aviation TWG supports development of the PO for aviation equipment and supplies in

support of Marine Corps aircraft. The Aviation TWG is described in Chapter 6.

(4) Navy (USN) TWG. The Navy TWG supports development of the PO for Navy equipment and supplies in support of MPF. The Navy TWG is described in Chapter 7.

d. Commodity Working Groups (CWG). CWGs are established to assist the Ground TWG address commodity issues at the program level. There are eight main CWGs to validate the collective MPF and MCPP-N program requirements, inventories, and review/assess the tailoring plans and initial PO recommendations. The eight CWGs are described in detail in Chapters 3 and 4 and identified as follows:

(1) Communications/Electronics (COMM/ELECT)
(2) Engineering/Explosive Ordnance Disposal (ENGR/EOD)
(3) Food Services (FS)
(4) Motor Transport (MT)
(5) Ordnance (ORD)
(6) Health Services (HS)
(7) Supply (SUP)
(8) Chemical, Biological, Radiological, and Nuclear Consequence Management (CBRN CM)

e. Ground Equipment Integration Workshop (GEIWS). Formally known as Equipment Fielding and Integration Symposium, the GEIWS will be an annual and/or Phase II (Inventories) conference to validate near and mid-term (1-5 yrs) new equipment fielding plans and equipment procurement strategies that may impact the prepositioning programs capabilities it provides to the operating forces. The GEIWS is described in more detail in Chapter 3.

f. Conference Support. The Tailoring Guidance and POA&M released by HQMC (I&L) will address conference schedules and/or OPTs/TWGs managed and orchestrated by DC I&L. Navy, Munitions, and Aviation TWGs are scheduled based on SME availability. DC I&L will provide program support funding (Centrally Managed Program (CMP) funding (1B1B)) to attend the OPTs/TWGs based on established quotas per command and pre-coordinated attendance requirements.

g. Oversight. Tailoring issues requiring GO/FO level decisions will be vetted through established prepositioning program organizations.

(1) Navy and Marine Corps MPF Program

(a) Program Oversight Working Group (POWG). The POWG combines Navy and Marine Corps O6-Level leadership in a forum that reviews, coordinates, and develops solution proposals for Navy and Marine Corps service level issues that impact prepositioning.

(b) Executive Steering Group (ESG). The POWG ESG is a decision making forum comprised of four General/Flag/Senior Executive Service Officers who meet as required to provide oversight and guidance and approve courses of action to implement Navy/Marine Corps policy changes developed during the POWG.

(2) Marine Corps Prepositioning Programs. Prepositioning Operational Advisory Group (PREPO OAG) has been established to validate the prepositioning programs operational requirements. The PREPO OAG provides operational and program recommendations to the Director, Operations Division (PO), PP&O for direction/guidance.

7. Capabilities Assessment Review (CAR) OPT. The CAR OPT is designated the gatekeeper for Tailoring.

a. Co-Chairs. HQMC I&L (LPO-2) co-chairs in coordination with HQMC PP&O (POE-40).

b. Members. Standing members are HQMC AVN (ASL-40), OPNAV (N95), MARFOR (G-3/4/5/ALD), and MARCORLOGCOM (BIC). TWGs leads and HQMC CD&I participate as needed.

c. Tasks

(1) Review, assess, and validate Level I - III Tailoring plans to ensure capabilities reflected meet HQMC guidance and support MARFOR operational concepts. Recommend adjustments for TWGs/CWGs to take for action.

(2) Validate an initial PO and subsets to the PO (e.g., CRFP) and proposed capabilities by ship and/or cave/facility prior to space assessments being conducted.

(3) Examine growth and reductions to space allocations for Navy and Marine Corps capabilities and submit any issues

requiring arbitration to the POWG.   (4) Authorize low density items with associated sustainment repair parts as proposed by the TWGs for the PO.

(5) Examine findings from affordability analysis that describe changes in value of S/POs for Class III, IV, VIII consumable, and IX. Propose changes as required.

(6) Identify optimal fit options and determine if all POs fit within spatial constraints and meet operational requirements.

(7) Provide amplifying guidance and recommendations for compensatory reductions based on global and strategic program requirements.

Chapter 2

Notional Prepositioning Force Structure

1. Introduction. The prepositioning programs have traditionally been shaped by the requirement to support the employment of a mechanized, reinforced MEB for up to 30 days of operations. As a result, HQMC will use a single notional MPF MEB for tailoring the prepositioning programs. Other defined MAGTFs identified in CMC planning guidance must be developed in sufficent detail and prioritization to adequately shape PO development or load plans. The foundation for developing an optimal mix of prepositioned equipment and supplies for a notional force begins with identifying force requirements. This includes a F/L, a notional T/O&E, Concept of Employment (COE), and operational parameters. Defining these force requirements is the first step to enable the remainder of the tailoring process.

2. Purpose. Promulgate the methodology for developing a notional F/L and T/O&E. Identify the tools and applications used to review, analyze, and update the MPF and MCPP-N program's T/O&E when enterprise level changes impact the notional force structure requirements.

3. Overview. A notional MPF MEB F/L has historically been used to support prepositioning program planning and PO development. In developing the F/L, particular attention is required to define unit detachments. The F/L identifies "whole" units and task-organized detachments sourced from their parent commands. The MPF MEB notional T/O&E is developed directly from the F/L organizational structure. The notional T/O&E shapes the prepositioning programs PO. The tailoring process ensures that the notional MPF MEB and other F/L T/O&Es used for developing the PO reflect the most recent enterprise structure changes reflected in TFSMS. A PFSR OPT will be convened to review and validate the F/Ls and T/O&E to be used in support of Tailoring.

a. Force List (F/L). A F/L is a listing of type units (i.e., Headquarters, Company, Squadron, or Detachment) task organized into a notional force structure to accomplish a mission. Listed notional units include personnel quantities as a quick reference to better understand the size of force to be supported by prepositioning.

(1) The MPF MEB is larger than the Baseline MEB or Amphibious MEB in order to define heavy combat capabilities that must be moved within OPLAN timeline requirements. Support to smaller forces and aggregating to a larger force are possible. In addition to the MPF MEB, other F/Ls required in support of Tailoring and validated by the PFSR OPT will go through the same process as described in this chapter. Previous CMC Planning Guidance has included:

(a) MCPP-N MAGTF. Directed in CMC Planning Guidance for MCPP-N of January 2012, this 4,500+ force is the priority of the MCPP-N PO. But note that MEB units remain in TFSMS for MCPP-N (e.g., "MN" Unit Identification Codes (UICs)) to account for this equipment set and other equipment sets rolled up and distributed during Tailoring.

(b) Crisis Response Force Packages (CRFP). CMC Planning Guidance for MMC-11 directed the implementation of the CRFP concept as subsets of the notional MPF MEB. The T/O&E for the notional CRFP enables PO and load planning optimization to support smaller force packages on individual MPF ships.

(2) The basic notional MPF MEB structure has remained consistent since first established in the 1990s following the deactivation of standing MEBs: a CE commanded by a Brigadier General; a GCE centered around a Reinforced Infantry Regiment (with Tank Battalion and Reinforced Artillery Battalion); an ACE with a Fixed and Rotary Marine Aircraft Group (MAG) and two full Marine Wing Support Squadrons; a LCE; and a NCE.

(3) Within this construct, subordinate units may change due to USMC/USN total force changes. These changes can have a direct impact to the notional MPF MEB T/O&E, Major Support Element (MSE) distribution of the PO for load planning and configuration actions, and assignment of the AAO within TFSMS. The following five types of changes are examples that would be incorporated during the PFSR OPT.

(a) PO Influenced Change. Mobile Assault Company (MAC) Combat Engineer Battalion (CEB) replaced a second Engineer Company CEB in FY12 within the MPF MEB F/L. This change was necessitated due to unique prepositioned equipment rated only by this unit.

(b) Unit Reorganization within MAGTF. Law Enforcement (LE) Battalion (BN) MEF Headquarters Group (MHG) established in FY12 under the Command Element pulled structure from deactivated Military Police (MP) Companies in the Division and Marine Logistics Group (MLG). A DET HQTRS CO LE BN and a whole MP CO LE BN were established to account for the loss of two DET MP COs within the notional MPF MEB.

(c) Deactivation of Unit. Headquarters, Marine Wing Support Group (MWSG) deactivation in FY13 resulted in DET HQTRS MWSG being removed from the MPF MEB F/L and the Marine Wing Support Squadron (MWSSs) rolled up under a MAG. Reverting back to previous structure may occur if the MWSG is reestablished.

(d) Unit Reorganization within MSE. After 13 years in the Marine Air Control Group (MACG), the Marine Unmanned Aerial Vehicle Squadrons (VMU) returned to the MAG in FY13. The VMU now falls under the MAG (FW) within the notional MPF MEB.

(e) Establishment of New Unit. Fire Support Team structure was pulled from the Artillery Battery into its own unit under the Artillery Battalion in FY15 and resulted in decreases to ARTY BTRY T/O&E with the addition of this new unit.

(4) The notional MPF MEB F/L provides the basic components (e.g., unit organizations, structure, and personnel quantities) needed to begin to shape the T/O&E. The F/L also:

(a) Identifies unit descriptions to include aircraft T/M/S for the ACE.

(b) Identifies a Naval Mobile Construction Battalion (NMCB) and Naval Construction Regiment (NCR).

(c) Establishes the prepositioning UIC assignments for the notional MPF MEB T/E in TFSMS.

(5) The notional MPF MEB F/L is a listing of “whole” units and “detachments” organized by MSE and other subordinate command structures. In addition, each unit/detachment identifies rollup quantities of personnel by Marine Officer (MO), Marine Enlisted (ME), Navy Officer (NO), Navy Enlisted (NE), and Other (i.e., Civilians or other Services).

b. Notional Table of Organization (T/O). The notional MPF MEB units are mapped with like units primarily from I MEF for the purposes of monitoring and managing personnel and equipment changes that occur in the operating forces. I MEF units are chosen to help maintain one notional MPF MEB F/L and T/O&E as a baseline for MPSRON-2, MPSRON-3, and MCPP-N. Mapping assignments are conducted in MCPIC 2.0 for linkages and visibility of actual unit information contained within TFSMS. Appendix F represents the notional MPF and MCPP-N units and their assigned, corresponding, operating force counterparts.

(1) Whole Units. Whole unit T/Os are used in their entirety. Billets identified in TFSMS as "Chargeable" make up the default T/O. Non-Chargeable billets are excluded with limited exceptions (e.g., Navy medical billets in SURG CO A 1ST MED BN are included).

(2) Detachments. Detachment T/Os must be defined and developed. Selected notional T/O billets and Military Occupational Specialties (MOSs) and the identified notional T/Es must complement each other in order to provide specific capabilities in support of defined roles and responsibilities for that detachment.

(3) Operating Force Comparison. Personnel billet changes for whole units are updated in MCPIC 2.0 through direct interface with TFSMS. Although TFSMS updates the T/Os twice annually, it can be very useful in comparison and decision making actions since TFSMS T/Os are sub-divided into platoons and sections providing easier analysis and greater options for selections.

c. Notional Table of Equipment (T/E). The notional MPF MEB T/E uses the same "mapping" method as the T/O for purposes of monitoring and managing operating force T/E changes. Whole unit and detachment T/Es are maintained in MCPIC 2.0. Equipment requirements are designated on an operating forces' T/E as individual, organizational, or split between both categories; only organizational T/E quantities are used for prepositioning requirements development.

(1) Whole Units. Units reflected in the F/L that represent complete units, as found in the operating forces, are used in their entirety to develop the MPF MEB's T/E (minus all training TAMCNs, defined as the 5000 series TAMCNs). This includes operating force unit detachments with their own UIC and T/O&E (e.g., UIC M00308 DET A MWCS-38 MACG-38 3D MAW). For example, MPF MEB's TANK CO (1) TANK BN is mapped directly to I MEF's UIC M21412 TANK CO A 1ST TANK BN 1ST MARDIV to determine the MPF MEB's Tank Company T/E. If TANK CO A 1ST TANK BN's T/E is changed in TFSMS, then the MPF MEB's TANK CO (1) will be adjusted to match.

(2) Detachments. Units reflected in the F/L that represent a detachment sourced from a whole unit are defined for development of the notional MPF MEB T/E. For example, MPF MEB's Explosive Ordnance Disposal (EOD) Company (CO) detachment (DET) from the Engineer Support Battalion (ESB), or DET EOD CO ESB, is linked directly to I MEF's UIC M21307 EOD CO 7TH ESB 1ST MLG to determine the MPF MEB's DET EOD CO ESB T/O&E. If EOD CO 7TH ESB T/E is adjusted in TFSMS, then the MPF MEB's DET EOD CO ESB equipment requirement may need to be adjusted depending on the significance of the changes.

(3) Operating Force Comparison. Equipment updates for whole units are reflected in MCPIC 2.0 daily through direct interface with TFSMS. Including a T/E from the operating forces as a reference for comparison supports development and maintenance of the MPF MEB notional T/E and other F/L T/Es.

d. MPF MEB Force Structure Playbook (MEB FSPB). The MEB FSPB was developed by HQMC I&L (LPO-2) to support the review, analysis, and optimization of the MPF MEB T/O&E. Future updates will support other F/Ls such as the MCPP-N MAGTF. The 2015 revised Prepositioning Handbook provides more details on the MEB FSPB. The MEB FSPB is available for review on the HQMC I&L (LPO-2) Sharepoint site at the following link:

https://eis.usmc.mil/sites/HQMCLP/LPO/MPF%20Shares%20Documents/MPF%20MEB%20Playbook/MEB Playbook.html

4. Tailoring. The first major task undertaken at the beginning of Tailoring is to validate the notional F/L and corresponding unit T/O&E to ensure it supports the prepositioning program missions, objectives, and operational requirements. In order to accomplish this task, a PFSR OPT is convened to review existing guidance, program requirements, F/Ls, concepts of organization and COE for each unit, and any planned enterprise force structure changes to be considered in the validation process.

a. Phase I (Requirements). During this phase, the PFSR OPT validates the notional F/L(s). Once completed, the MARFOR/MEF is tasked to validate the notional supporting T/O&E. The NCE validates their F/L and T/O&E through their Navy TWG.

(1) F/L validation. F/L validation is a critical first step that supports follow-on tailoring actions. Updates typically reflect actual operating force changes as previously described. Validation may then be made to mirror those changes;

this ensures updates the notional prepositioning F/Ls are applied.

(a) All operating force, baseline, and amphibious MEB structure changes that have occurred since the last approval of the notional prepositioning F/Ls, and have a direct impact on prepositioning F/L structures, are reviewed. Unit mission statements and concepts of employment may need to be examined and operational parameters defined. This includes roles for internal MSE service support and/or service support from the LCE or NCE.

(b) Future structure changes need to be reviewed to determine if they will be incorporated in the F/L or deferred until the next F/L review. MSE advocates are critical to understanding future structure changes and applicability to the MPF MEB.

(2) T/E Validation. Unit T/Es for operating forces do not remain static between tailoring cycles due to a myriad of Table of Organization & Equipment Change Requests (TOECRs) approved by HQMC CD&I Total Force Structure Division (TFSD) throughout the year. HQMC I&L (LPO-2) monitors enterprise changes and applies those changes that are relevant to working draft notional T/Es for presentation to the PFSR OPT. The MARFOR/MEF validates those changes and presents other proposed changes in order to develop a working draft notional MPF MEB T/E for P/PO development.

(a) A notional T/E is reviewed at the equipment UIC level. Whole unit notional T/Es are usually accepted in total. Detachments require a significant amount of review to ensure the detachment's mission and T/O&E are complementary. Nearly half the notional MPF MEB units (as depicted in Appendix F) are detachments thereby increasing the complexity of T/E validation.

(b) A review of required equipment must consider the personnel assigned to ensure an employable and maintainable capability is represented. While a TFSMS T/O is sub-divided into sections or platoons, the T/E portion of the T/O&E is not. Unit-level experts should be engaged for input on balancing the equipment mix with supporting personnel to create a realistic and employable plan.

(c) Defining the notional requirement of equipment for a detachment has proven to be the most challenging step in the tailoring process. Only analysis by unit planners can determine a realistic equipment requirement. MCPIC 2.0 provides the method and the means for individual unit reviews that, when tasked and completed, can be presented for validation to the PFSR OPT by the MARFOR/MEF.

(3) T/O Validation. HQMC I&L (LPO-2) monitors enterprise changes that affect the notional T/Os for MPF MEB type units and applies relevant changes to working draft T/Os for presentation to the PFSR OPT. The MARFOR/MEF validates those changes and presents other proposed changes to develop a working draft notional MPF MEB T/O for S/PO development.

(a) Like the notional T/E, the notional T/O is reviewed at the unit level. Whole units are reviewed when the T/O has changed; this may require a change to the summary quantities in the F/L. Non-Chargeable billets can be considered if they are defined as critical to a unit's mission in support of the MPF MEB.

(b) Similar to the notional T/E validation, the detachments in Appendix F contain thousands of notional billets in the aggregate. A review of required personnel must consider the assigned equipment to ensure an employable and maintainable capability is represented. Unit-level experts should be engaged for input on balancing the MOS distribution with the equipment mix in order to create a realistic and employable plan as the requirement.

(c) Many units have sections or platoons that can easily be selected as part of the detachment in MCPIC 2.0. These unit sub-divisions should be considered when reviewing previous tailoring efforts. Considerations include seniority of rank with higher headquarters and leadership distribution within a unit.

b. Phase II (Inventories). During this phase, the Tailoring OPTs and WGs utilize the notional MPF MEB T/O&E validated by the PFSR, the ground equipment AAOs reflected in TFSMS, the ground PO (at the TAMCN level) reflected in reference (b), current inventories, and future equipment fielding plans in order to recommend a new ground PO (detailed in Chapter 3). Other commodities use a similar approach.

c. Phase III (Optimization). During this phase, the recommended Navy and Marine Corps POs developed during Phase II (see Chapters 3 - 7) are being optimized and examined in various tailoring plans for supportability. Tailoring plans and documents are described in more detail in Chapter 8.

d. Phase IV (PO). During this phase and after the PO is finalized and approved, TOECRs are submitted for AAO updates based on PO distribution at the notional unit level and as supported by the requirements developed as discussed in this chapter.

5. Prepositioning Force Structure Review (PFSR) OPT. The PFSR is established under the cognizance of DC PP&O. It is a working group that reviews notional F/Ls for prepositioning and the supporting notional T/O&Es. This OPT can review both MPF and MCPP-N.

a. Organization

(1) Co-Chairs. HQMC PP&O (POE-40) co-chairs in coordination with HQMC CD&I (TFSD) and HQMC I&L (LPO-2).

(2) Members. Standing members are HQMC CD&I (CE Advocate), HQMC PP&O (GCE Advocate), HQMC AVN (ACE Advocate), HQMC I&L (LCE Advocate), MARFOR (G-3/5/4), OPNAV (N95), and Navy Expeditionary Combat Command (NECC) (NCE Advocate).

b. Tasks

(1) Review the current MPF MEB, Baseline MEB, Navy F/L, and other prepositioning F/L as required to identify impacts to prepositioning F/Ls.

(2) Recommend updates to F/L(s) in support of Tailoring.

(a) Review notional forces that will shape the POs and validate a task-organized list of units defined at the whole unit and detachment level and supporting concepts of organization.

(b) Propose operational concepts of employment for the force and ensure unit level concepts of employment are defined properly in support.

(c) Ensure detachments are sized to support concepts of employment.

(3) Review significant changes to prepositioning T/O&Es from previous tailoring cycles and propose additional staffing based on level of effort for updates and validation required.

(4) Support establishment of timelines for unit-level COE and T/O&E reviews and coordination of assignment, management, and training of organizational contacts down to the unit level.

(5) Validate that notional F/Ls and supporting T/O&Es are sufficiently accurate within MCPIC 2.0 to begin tailoring POs.

(6) PFSR results support Level I (Program) Tailoring plans and will be published by Naval message.

Chapter 3

Marine Corps Ground Equipment

1. Introduction. Once the notional prepositioning force structure and corresponding T/O&E has been established as the requirement, Tailoring will focus on reviewing, validating, and developing an initial PO for ground equipment to support the notional force requirements. Ground equipment represents the main capabilities the Marine Corps prepositions for MPF and MCPP-N. It is the main focus of effort during Tailoring and requires equipment experts, program managers, commodity managers, and operators from across the Marine Corps to assist HQMC in ensuring the equipment planned to be prepositioned in MPF and MCPP-N provide effective capabilities that enable MAGTF operations.

2. Purpose. This chapter focuses on the method and processes to validate prepositioning of Marine Corps ground equipment through the use of a Marine Corps Ground TWG and supporting CWGs in support of recommending the optimum PO for MPF and MCPP-N.

3. Overview. The tailoring process for MPF and MCPP-N is organized and managed by DC I&L (LP) through a series of OPTs to gain prepositioning program stakeholders consensus throughout the process. The Marine Corps Ground TWG brings together equipment experts, program managers, commodity managers, and operators. These members focus on their particular areas of expertise to review, validate, and recommend PO adjustments that bridge the gap between current program inventories and future concepts and strategies.

a. The Ground TWG assesses Marine Corps ground equipment with the assistance of eight primary CWGs that consist of the following:

(1) Communications/Electronics (COMM/ELECT)
(2) Engineering/Explosive Ordnance Disposal (ENGR/EOD)
(3) Food Services (FS)
(4) Motor Transport (MT)
(5) Ordnance (ORD)
(6) Health Services (HS)
(7) Supply (SUP)
(8) Chemical, Biological, Radiological, and Nuclear Consequence Management (CBRN CM)

b. Each CWG will review and assess the notional requirements for their commodity and develop initial PO recommendations that are consistent with their respective commodity operational concepts of support, planned system integration efforts, modernization strategies, prepositioning criteria and other program guidance, disposal plans, and support the approved force structure (e.g., MPF MEB and MCPP-N MAGTF) concepts of deployment and employment as MAGTFs.

4. Ground Equipment Integration Workshop (GEIWS). The GEIWS is conducted annually to ensure the prepositioning community remains cognizant of current and future Marine Corps enterprise equipment and force structure strategies that may impact the prepositioning programs. It will be scheduled to support the Tailoring Cycle timeline to maximize participation and benefit to tailoring objectives.

a. The GEIWS brings prepositioning program stakeholders together with equipment PMs, CIOs, weapon systems advocates, and equipment specialists to address equipment fielding, integration, and modernization plans and program challenges for the MPF and MCPP-N programs.

b. The main objective of the GEIWS is to review and assess equipment fielding plans, stock rotations, depot level system upgrades, capabilities, and disposal plans and how they impact MPF and MCPP-N. The workshop solicits input from its members to gain insight and make better informed decisions.

Command	**GEIWS Contribution**
I&L/PP&O	MPF and MCPP-N Program Requirements
CD&I	Enterprise Capabilities Development Strategies
MARCORSYSCOM	New Equipment Fielding Plans, Equipment Modification/Upgrade Plans, Equipment Configuration and Systems Integration, and Challenges
MARCORLOGCOM (BIC)	Prepositioned Equipment Configuration & Integration, Sourcing and Storage Challenges
MARFOR/MEF	MARFOR/MEF Operational Requirements

5. Prepositioning Criteria and Other Considerations. Common and commodity-specific prepositioning criteria and suitability factors will be considered during the tailoring process. The primary focus of PO development is to include items essential to

the conduct of operations within the first 30 days. The below considerations are common to all CWGs when considering the PO.

a. Prepositioning Criteria. Prepositioning criteria are common to all Marine Corps ground equipment. In conjunction with prepositioning criteria addressed in reference (a), the following prepositioning criteria clarification should be considered by all TWGs/CWGs when reviewing the P/PO recommendations.

(1) Heavy/Outsized military equipment that is difficult to move by strategic airlift (e.g., M1A1 Tanks, Amphibious Assault Vehicles (AAV), engineer and construction equipment) should be included in the PO.

(2) Marine Corps T/E and Navy TOA low-density items with associated sustainment repair parts will generally not be prepositioned.

(3) Maintenance equipment required within Field Level of Maintenance (LOM) should be included in the PO.

b. Suitability Factors. Suitability factors assist in prioritizing and determining whether an item should be prepositioned or remain part of the FIE even if it meets the prepositioning criteria above.

(1) Material Identification Code (MIC)-I (Individual Clothing [Bag Items], MIC-J (Cold Weather Clothing), MIC-P (Arctic Clothing and Equipment), MIC-Y (Jungle Clothing) and MIC-L (Desert Clothing) items are not normally prepositioned. Exceptions are authorized with MCPP-N for arctic/cold weather equipment (e.g., tents, stoves, skis, etc.).

(2) Tariff-sized and MIC-U items (Organizational Clothing/Individual Equipment Items) are generally not prepositioned. Current prepositioned items will not be replaced with the exception of safety/force stand up related items such as limited amounts of Combat Vehicle Crewman helmets and fire suits.

(3) MIC-V (Chemical Warfare Items) will continue to be prepositioned with MPF at (1) per individual based on the notional MPF MEB T/O. MCPP-N will preposition (1) per individual based on other notional T/O(s) as designated in

tailoring guidance. The understanding for both programs is each person will fly in with two sets.

(4) Items considered essential to be in place prior to the MPS or FIE arrival should deploy with the Survey, Liaison, and Reconnaissance Party or advance party or be contracted through Host Nation Support.

(5) Items requiring calibration, software updates, or other special considerations that cannot be conducted by the MAGTF in a timeline that meets operational requirements, significantly delaying force stand-up, should be considered for FIE and not part of the PO.

(6) Contract logistics support or warranty considerations associated with military equipment should be properly evaluated to determine its impacts on prepositioned equipment readiness and availability. If the lack of specific maintenance actions and upkeep while prepositioned renders an asset non-operational, the asset should be considered for FIE, and not part of the PO.

c. Planning Parameters. General planning parameters are applied to each Tailoring Cycle. Specific planning parameters will be included as a part of the Tailoring Guidance (Appendix E). The following are general planning parameters and are standard tailoring guidelines.

(1) SL-3 Associations. Prepositioned equipment will be tailored as SL-3 complete. Associated SL-3 TAMCN-based components are required as an element of the AAO and will therefore have a PO. Non-TAMCN components may also require a PO to communicate variations from the SL-3. Associations generate a portion of the ground PO but can create management challenges and risks to data integrity and information reliability. Standardized identification and categorization is required and synchronization between tailoring and execution plans is imperative. It must be noted that an item type can have a portion of its PO within multiple component categories as well as for standalone quantities.

(a) Supply System Responsibility Item (SSRI). These may also be identified as Components of End Items in Army technical manuals. SSRI components are issued with the end item and are to be turned in with it. End items are required to be prepositioned SL-3 complete with these components.

1. TAMCN Items. A PO will be established in reference (b). The full eight character SSRI TAMCN identifier from TFSMS will be used in tailoring plans and documents, whenever possible, for clarity and accuracy. Note: a phased approach to SSRI identification in prepositioning plans and documents has started with inclusion of square loaded SSRI.

2. Non-TAMCN Items. A PO will not be established for these items. These components are assumed as being included with the end item.

(b) Collateral Materiel (CM). Also identified as Basic Issue Items in Army technical manuals, these components were supplied during the initial issue of the end item that are required to be prepositioned SL-3 complete with it.

1. TAMCN Items. A PO will be established in reference (b) to synchronize with the AAO requirement. Use of an abbreviated first five characters of the seven character TAMCN is acceptable in all tailoring plans and documents for brevity.

2. Non-TAMCN Items. A PO will not be established. These components are assumed as included with the end item.

(c) Using Unit Responsibility Item (UURI). Also identified as Additional Authorization List (AAL) items in Army technical manuals, these items may have not been issued with the end item and may incur a prepositioning cost to attain. Default quantity for "AR" (as required) items is (0), unless indicated otherwise in reference (b).

1. TAMCN Items. A PO will be established in reference (b). The published PO reflects the aggregate quantity for a TAMCN that may include both UURI and standalone items. Tailoring plans will be organized by having parent end items identified next to the TAMCN child, and UURI ratios greater than one represented as (2Per), (3Per), etc. (e.g., C7915 TOOL KIT is UURI to B0685 AAFS at a ratio of 2 per, and written as "B0685 (2Per)" in reference (b) in a column labeled, "SL-3 End Items",

and next to where the PO for C7915 is listed.). Use of an abbreviated first five characters of the seven character TAMCN is used in reference (b) and is acceptable in all tailoring plans and documents for brevity.

2. Non-TAMCN Items. A PO will be established in reference (b) only when the quantity deviates from the SL-3 quantity, or differs between prepositioning programs. National Stock Number (NSN) is preferred over National Item Identification Number (NIIN) in all tailoring plans and documents for greater accuracy and sorting on the Federal Supply Classification Group code.

(2) SAC-1 Attainability. MARCORLOGCOM (BIC) is considered the using unit for prepositioning programs and is responsible for attaining UURI components to ground end items. Tailoring decisions must take the cost of attainment into consideration. Significant costs to obtain SAC-1 UURI with MARCORLOGCOM (BIC) provided prepositioning funds may warrant a tailoring decision to deviate from the SL-3 identified quantity (e.g., UURI listed quantity of (1) in SL-3 will result in a PO of one per the end item).

(3) Prepositioning-Unique Tailoring Associations. Equipment that does not have an SL-3 association may receive an "ASOC" categorization for Tailoring purposes. Associations that can be defined at a ratio will allow for improved PO development. When a PO item supports another item within the same notional unit and a ratio can be standardized for one or more prepositioning programs, an association should be identified in tailoring plans and documents.

(4) Prepositioning T/E Ceiling. As a general rule for PO determination, the overall PO for any item will not exceed the notional MPF MEB T/E and a notional unit T/E should not exceed an operating forces T/E for that type unit. Equipment and personnel equal a capability, and the notional F/L and T/O&E will be examined during tailoring to ensure an accurate and defendable requirement for the PO is defined. Marine Corps prepositioning programs will avoid "warehousing" of equipment without a specific identified force or mission to support. Instances have occurred where exceptions may be granted to support an increase to the PO and can be grouped as follows.

(a) Specific prepositioning missions warrant additional items to support arrival and assembly timelines (e.g., container handler heavy equipment to support offload of MPF ships).

(b) One item's capability is required vice a mix of similar types of items rated by the same unit, but overall quantities are maintained (e.g., 100% armoring of vehicles).

(c) A standard association rule applied across one or more prepositioning programs generates a PO and T/E that exceeds one unit's organic T/E but not others within the MAGTF.

d. MCPP-N Unique Considerations. Tailoring will ensure the POs are treaty compliant, meet foreign disclosure requirements, fit within agreed upon storage facilities, and are maintainable during long-term storage. FOS will be coordinated through existing bilateral prepositioning program management organizations.

e. Blount Island Command Organic Property. Prepositioned equipment such as tool kits are authorized for use in maintaining equipment while in storage. Required equipment not prepositioned but required to conduct maintenance must be examined during Tailoring for supportability of an item. When deemed necessary, the BIC organic property account may require change. TOECRs for TFSMS T/E updates to UIC M67500 BLOUNT ISLAND COM T/O&E are the responsibility of MARCORLOGCOM. MARCORLOGCOM (BIC) organic TOECRs will not normally be routed through HQMC I&L (LPO-2) (i.e., LPO2PP node).

6. Tailoring. The main objective of tailoring ground equipment is to determine the optimum mix of TAMCN and quantities to preposition for the MPF and MCPP-N programs. The OPTs/WGs assist DC I&L in this effort by reviewing and validating the notional T/O&E(s) and PO(s) from an equipment and commodity level perspective. The Tailoring WGs should ensure recommended changes support CMC Planning Guidance, Tailoring Guidance, operational requirements, and is supported by the prepositioning element of the AAO resident in TFSMS.

a. Phase I (Requirements). The notional T/O&E(s) as discussed in Chapter 2 represents the ground equipment requirement or upper limit quantities not to be exceeded for prepositioning. The notional T/E, aggregated at the MAGTF level, is the complete list of TAMCNS required to support the notional force list(s). HQMC I&L (LPO-2) provides the latest notional T/E and initial ground equipment's P/PO to the Tailoring OPTs/WGs for analysis. During this phase, the CWGs:

(1) Review and validate the notional T/O&E requirements from a MOS and equipment capability perspective.

(2) Review and validate any other requirements that may be brought forward based off of published guidance (e.g., MCPP-N MAGTF, CRFPs, etc.).

b. Phase II (Inventories). Inventories represent on-hand and planned future equipment that will be available to support the recommended PO. The GEIWS provides a forum to identify Marine Corps enterprise level changes to equipment at the TAMCN level that may impact what is prepositioned. The GEIWS and Ground TWG addresses ground equipment fielding and modernization plans, platform modification/integration considerations, and equipment issues that may need to be explored during Tailoring. HQMC I&L (LPO-2) provides GEIWS results and the Ground TWG may identify issues to CWGs for detailed examination during Tailoring. CWGs make recommendations to the Ground TWG for consolidation and presentation to the CAR OPT. During this phase the CWGs:

(1) Validate that the P/PO meets operational and CMC planning guidance requirements.

(2) Prioritize the P/POs within the commodity based on operational requirements, lift constraints, and attainability.

(3) Ensure the P/PO meets prepositioning criteria and suitability factors.

(4) Validate P/PO quantities.

(5) Validate spatial impacts in terms of square foot, TEU, and/or pallet space increases or decreases due to newly fielded items or increases to the PO.

(6) Provide recommendations on increases, decreases or realignment within the prepositioning elements of the AAO and

impacts to the other elements (formerly known as pillars) of the AAO.

(7) Validate component level TAMCN associations when considering P/PO requirements.

(8) Review targeted TAMCNs identified by the Marine Corps Ground TWG against prepositioning criteria and suitability factors, current and future inventories, operational priorities, and spatial constraints to determine the optimal PO.

(9) Recommend any prepositioning specific associations that would enable a more effective force stand-up in support of arrival and assembly operations.

c. Phase III (Optimization). The CWGs provide initial equipment PO recommendations, P/POs, and spatial impacts to MARCORLOGCOM (BIC) for tailoring plans development/adjustments.

d. Phase IV (PO). The CAR OPT reviews ground equipment, aviation, and Navy equipment tailoring plans to identify optimal fit options and determine if all POs fit within spatial constraints and meet operational requirements. As a result, compensatory reductions or additions may need to be coordinated through the Ground TWG, and subsequent CWGs, for P/PO adjustments.

7. Commodity Responsibilities. The CWGs will review their respective commodity requirements, inventory, and PO recommendations, assess the commodity space allocations, and provide initial PO recommendations in support of tailoring plans development. In addition, the CWGs will assess future equipment fielding plans, future force structure requirements, equipment associations, prepositioning criteria, and suitability factors. Items that fall under more than one CWG will require the CWG lead to coordinate with other CWG leads as required. The CWGs will complete the following tasks and submit recommended adjustments to notional T/O&E and POs to HQMC I&L (LPO-2) for consolidation.

a. Communications and Electronics (Comm/Elect). The Comm/Elect CWG focuses on tactical communications, data transfer, SATCOM and maintenance related Type I "mission essential" and Type II "as required" TAMCNs (Alpha & Hotel TAMCNs, respectively). Additional objectives and suitability factors are as follows:

(1) Validate Class III/IX requirements and S/POs provided by the Supply CWG to ensure they support the Comm/Elect P/PO.

(2) Identify specific NSN tracked items to the Supply CWG that are desired to be prepositioned to support the Comm/Elect specific needs.

b. Engineering and EOD (ENGR/EOD). The ENGR/EOD CWG focuses on combat engineering, heavy equipment, material handling, bulk fuel, bulk water, power generation/distribution, Environmental Control Units, construction and EOD equipment and maintenance related Type I & II TAMCNs (Bravo, Echo & Juliet TAMCNs, respectively). Additional objectives and suitability factors are as follows:

(1) Validate Class III/IX requirements and S/POs provided by the Supply CWG to ensure they support the Engineering and EOD P/POs.

(2) Determine Fortification (Class IV) requirements and S/PO per Chapter 4.

(3) Identify specific NSN tracked items to the Supply CWG that are desired to be prepositioned to support the Engineering and EOD specific needs.

c. Motor Transport (MT). The MT CWG focuses on light, medium and heavy tactical vehicle fleet equipment and maintenance related Type I & II TAMCNs (Delta & Mike TAMCNs, respectively). Additional objectives and suitability factors are as follows:

(1) Validate Class III/IX requirements and S/POs provided by the Supply CWG to ensure they support the motor transport P/POs.

(2) Identify specific NSN tracked items to the Supply CWG that are desired to be prepositioned to support the motor transport specific needs.

d. Health Services (HS). The HS CWG focuses on medical/dental requirements and supply related Type I TAMCNs (C8XXX TAMCNs). These TAMCNs are known as Authorized Medical Allowance List (AMAL) or Authorized Dental Allowance List (ADAL). Additional objectives and suitability factors are as follows:

(1) Validate AMAL/ADAL requirements with the MARCORSYSCOM (PM CSE) Class VIII Enterprise Management model. This model is based on medical personnel contained in the notional prepositioning force T/O.

(2) AMAL/ADAL are typically issued in complete blocks from the Medical Logistics Company (MEDLOG) within the MLG but are issued in partial blocks from MPF and MCPP-N since some components are not suitable for prepositioning. Using units and/or MEDLOG must plan for FIE requirements and transportation allocated to marry-up these items in an acceptable time frame to support operational requirements.

(3) The AMAL/ADAL blocks provide 15 Days of Supply (DOS) for consumable items. Some blocks are consumable only and the notional T/E and PO can be doubled in quantity to achieve 30 DOS to support the corresponding equipment block. When consumables line items are a component of the equipment block, the consumable requirement and S/POs must be calculated to provide for days 16-30 in accordance with Chapter 4 and provided to the Supply CWG.

(4) Identify specific NSN tracked items to the Supply CWG that are desired to be prepositioned to support the health service specific needs as described in Chapter 4.

(5) Medical items excluded from the PO due to prepositioning criteria and suitability factors are addressed in Chapter 4.

e. Ordnance (ORD). The ORD CWG focuses on weapon systems and maintenance related Type I & II TAMCNs (Echo & November TAMCNs, respectively). Additional objectives and suitability factors are as follows:

(1) Validate Class III/IX requirements and S/POs provided by the Supply CWG to ensure they support the weapon system P/POs.

(2) Identify specific NSN tracked items to the Supply CWG that are desired to be prepositioned to support the weapon system's specific needs.

f. Food Service (FS). The FS CWG focuses on food service equipment and their maintenance related Type I TAMCNs (Charlie TAMCNs) not covered by other CWGs. This CWG may require close coordination with other CWGs due to support items (e.g., generators, water and fuel items, etc.) reviewed within other CWGs. Additional objectives and suitability factors are as follows:

(1) Validate Class III/IX requirements and S/POs provided by the Supply CWG to ensure they support the food service P/POs.

(2) Identify specific NSN tracked items to the Supply CWG that are desired to be prepositioned to support food service system's specific needs.

(3) Determine Class I requirements and S/POs in accordance with Chapter 4.

g. Supply (SUP). The SUP CWG focuses on general supply equipment and their maintenance related Type I & II TAMCNs (Charlie & Kilo TAMCNs, respectively). Additional objectives and suitability considerations are as follows:

(1) Determine Class III/IX requirements and recommend S/POs for USMC ground equipment to Ground TWG.

(2) Validate Class III/IX requirements and S/POs to ensure they support supply P/POs.

(3) Identify and collect from other CWGs all specific NSN tracked items that are desired to be prepositioned. This collection of miscellaneous non-TAMCN items separate from other supplies is further discussed in Chapter 4.

(4) Validate Class III, IV, VIII & IX S/POs for affordability, attainability and spatial impacts in accordance with Chapter 4.

h. Chemical, Biological, Radiological, and Nuclear Consequence Management (CBRN CM). The CBRN CM CWG focuses on Class II/VII CBRN CM equipment and maintenance related to those CBRN CM TAMCNs. Additional objectives and suitability factors are as follows:

(1) Validate Class II/VII requirements and S/POs provided by the CBRN CM CWG to ensure they support the follow-on forces.

(2) Establish a replacement set of individual chemical protective suits, gloves and footwear for each MPSRON based on the validated MPF MEB T/O and the MCPP-N Adaptive Force Equipment Set requirements. This includes tariff-sized items that are typically avoided for prepositioning.

(3) Identify specific NSN tracked items to the Supply CWG that are desired to be prepositioned to support operating forces specific needs.

8. Ground TWG. The Ground TWG is led by HQMC I&L (LPO-2) in support of the POA&M published in Tailoring Guidance. It is a working group that assists DC I&L in preparing a PO for ground equipment and supplies. The Ground TWG should review both MPF and MCPP-N as needed to facilitate sharing of information between both programs.

a. Organization

(1) Lead. HQMC I&L (LPO-2).

(2) Members. Standing members are MARCORLOGCOM (BIC), MARCORSYSCOM, and MARFORs (G-4). As required members are HQMC CD&I and other equipment advocates.

b. Tasks

(1) Consolidate all ground requirements for the notional MPF MEB from CWGs.

(2) Consolidate and review the initial ground POs for spatial analysis assessment.

(3) Conduct attainability analysis for the ground PO.

(4) Assess consolidated ground PO for square load, TEU, and pallet allocations against initial space allocation.

(5) Consolidate initial, supportable ground PO and space recommendations and provide to MARCORLOGCOM (BIC) for tailoring plans development.

(6) Submit final recommended ground PO tables to HQMC I&L (LPO-2) for inclusion in reference (b).

(7) Establish CWGs as required. Primary CWGs will be organized and led as follows:

Standing CWG	**Lead**	**Members**
COMM/ELECT	Dir C4	LOGCOM, BIC, CD&I, MCSC, MARFOR/MEF
ENGR/EOD	I&L (LPE)	LOGCOM, BIC, CD&I, MCSC, MARFOR/MEF
FS	I&L (LF)	LOGCOM, BIC, CD&I, MCSC, MARFOR/MEF
MT	I&L (LPC)	LOGCOM, BIC, CD&I, MCSC, MARFOR/MEF
ORD	PP&O (POG)	LOGCOM, BIC, CD&I, MCSC, MARFOR/MEF
HS	I&L (LPC)	LOGCOM, BIC, CD&I, MCSC, MARFOR/MEF
SUP	LOGCOM	LOGCOM, BIC, CD&I, MCSC, MARFOR/MEF
CBRN CM	PP&O (PS)	LOGCOM, BIC, CD&I, MCSC, MARFOR/MEF

Chapter 4

Navy and Marine Corps Secondary PO

1. Introduction. The Secondary PO (S/PO) consists of subsistence (Class I), POLs (Class III), fortification (Class IV), munitions (Class V), and repair parts (Class IX) (to include batteries) that provide the initial supplies required to support the P/PO and sustain the MAGTF. The S/PO, combined with the supplies provided by the deploying forces in the FIE, provide the operating forces the initial supplies to support operations for a specified period of time directed by mission requirements. Sustainment beyond the initial supplies will be provided through established strategic and theater logistics supply networks to include Naval Logistics and/or Defense Logistics Agency (DLA).

2. Purpose. This chapter describes the method and processes for determining the S/PO in support of the prepositioning program requirements.

3. Overview. Rapid force standup includes supplying the MAGTF with its initial equipment and supplies to conduct operations ashore. Initial supplies are sourced from a combination of prepositioned and organic stocks. In order to determine the optimum amount of supplies to preposition on MPF or in MCPP-N, the notional F/L(s) and T/O&E(s) must be first approved for planning by the PFSR and the P/PO established. The S/PO is then calculated to support either the entire force (e.g., MREs, fortifications, and munitions) or only the ground equipment (e.g., POLs, repair parts, batteries) that is planned to be prepositioned. The S/PO is additionally constrained by funding, TEU allocations, attainability, shelf-life criteria and suitability factors.

a. The S/PO is validated by each respective CWGs, incorporated into tailoring plans, and reviewed by the CAR OPT to ensure it meets tailoring guidance, operating forces and program requirements, prepositioning criteria, operational priorities, and assigned space, TEU, or pallet allocations.

b. Initial operations begin on Offload Day (O-day) or the start of receiving prepositioning equipment and supplies. DOS/days of ammunition tailoring are based on this day forward. Reference (g) has general details on MPF operations, timelines, and sustainment of the MPF. Program planning and/or tailoring guidance will have specific guidance for MPF and MCPP-N.

4. Suitability. Common and commodity-specific prepositioning criteria and suitability factors will be considered during the tailoring process. The below considerations are common to all CWGs when considering the PO.

a. Prepositioning Criteria. The following prepositioning criteria should be considered by all TWGs/CWGs when reviewing S/PO recommendations.

(1) The material shelf-life code of “Q”, 36 month (type I non-extendable), or “6”, 24 month, (type II extendable) can be prepositioned. In accordance with reference (h), MARCORLOGCOM is responsible for shelf-life management of all classes of supply in prepositioning programs except Class I & Class V.

(a) Type I- non-extendable assets should have a shelf-life code of 36 months, but shelf life managers have the flexibility to load items with a minimum of 24 months remaining at time of sail.

(b) Type II- extendable assets will have a shelf-life code of 24 months with 18 months remaining at time of sail.

(c) MREs will have a minimum of 33 months of shelf-life remaining at time of sail.

(d) Medical materiel with Federal Supply Class Non-6505 and with remaining shelf-life of 36 months or less will not be prepositioned (exception managed).

(2) MCPP-N will generally follow the same criteria as MPF with exceptions allowed for in-theater replenishment.

b. Subsistence (Class I). Subsistence (rations) encompass Packaged Operational Rations (POR) and Unitized Group Rations (UGR). UGR includes Heat and Serve (UGR-H&S), and UGR-M. POR includes MRE. Class I (MRE) requirements for the specified DOS are calculated by determining the total amount of forces (MAGTF, to include NCE) and applying force flow criteria and consumption limits. NSE, EMF, or other personnel are currently not factored into the MRE feed plan prepositioned aboard MPF but may be fed based on availability and resupply, or through tailoring guidance and force flow requirements development.

(1) Class I Requirements and Concept of Support

(a) MREs are prepositioned based on the F/L, the feeding plan, and force flow. A Feed Plan and Troop Flow table is validated during tailoring and published in reference (b). MREs are designed for individual or small group feeding when the tactical situation and force flow do not support the establishment of a field mess. The Surgeon General has established a consumption limit of 21 consecutive days for MREs (as a sole diet) without supplements (fresh fruit/vegetables and bread). MREs are prepositioned into refrigerated containers aboard legacy vessels (T-AK and T-AKR), and in refrigerated lockers on the Dry Cargo/Ammunition Ship (T-AKE). A refrigerated TEU holds 768 cases (12 meals per case). MREs are loaded onto pallets aboard the T-AKE (48 cases per standard pallet).

(b) The primary rations for hot meals during field operations are the UGR-M and UGR-H&S and will be factored into the feed plan. UGR-H&S and UGR-Ms are candidates for FIE and require the establishment of FS equipment and personnel (MOS 3381) to prepare them for consumption.

(c) The force flow of the notional MPF MEB is used to develop a comprehensive feeding plan for the MPF MEB. The assumption is that the entire force will not be in place on O-day but will increase by approximately 10% each day. The feeding plan identifies the strategy for the introduction of standard ration mixes.

(d) Changes to the Class I PO will be coordinated through HQMC I&L (LF) to adjust the Marine Corps and DLA Performance Based Agreement (PBA).

(e) The MRE requirement for MCPP-N will be based on the MCPP-N MAGTF notional T/O with the assumption that 100% of the force will be fed 3 MREs a day for 15 consecutive days. The MCPP-N PO can be less than the requirement since host nation support and robust infrastructure and transportation hubs in the European theater allows for quick resupply. The MRE PO will be formalized through the PBA.

(2) Class I PO Suitability Factors

(a) MREs prepositioned for MPF should meet the minimum shelf-life requirements to preclude expiration within the MMC. The T-AKE allows for selective offload and replenishment if shelf-life limits require replenishment during the deployment period. DLA manages a rotation plan for MREs stored in Norway.

(b) MREs maintain a shelf-life of 36 months when stored at 80 degrees Fahrenheit/26.67 degrees Celsius, and 6 months when stored at 100 degrees Fahrenheit/37.78 degrees Celsius. MRE shelf-life degradation increases exponentially when succumbed to temperatures exceeding 100 degrees Fahrenheit/37.78 degrees Celsius, or at temperatures below freezing (32 degrees Fahrenheit/0 degrees Celsius). In efforts to mitigate the effects of increased MRE shelf-life degradation, MREs will be stored in controlled temperature storage areas at 50 degrees Fahrenheit/10 degrees Celsius or less but above freezing per the PBA.

c. Petroluem, Oil and Lubricants (POL) (Class III). POL consists of the following: petroleum fuels, lubricants, hydraulic and insulating oils, preservatives, liquid and compressed gases, bulk chemical products, coolants, and de-icing and antifreeze compound.

(1) Class III Requirements and Concept of Support

(a) POL, Packaged (Class III (P)) is prepositioned for MPF to support prepositioned Marine Corps ground equipment, aviation equipment, NCE, EMF, and NSE equipment. Limited quantities for Marine Corps ground and aviation equipment are prepositioned with MCPP-N.

(b) POL, Bulk (Class III (B)) is available for use on the legacy MPS (BOBO Class) and the T-AKE in support of forces operating ashore. Currently, only bulk JP-5 is stored on these vessels due to flash point restrictions identified by Military Sealift Command. For MCPP-N, bulk POL is not prepositioned but is available through host nation agreements.

(c) POL, Packaged (Class III (P)) for the Marine Corps ground, aviation and Navy equipment is developed independently by their respective TWGs. Results are provided to the CAR OPT for consolidation, to support tailoring plans development by MARCORLOGCOM (BIC), and will form separate PO tables in reference (b).

(d) The notional requirement is an estimate of all Class III(P) for the specified force and timeframe. The USMC requirement for MPF Class III(P) is based on the MPF MEB notional T/E for 30 DOS. The USMC requirement for MCPP-N Class III (P) is based on the MCPP-N MAGTF notional T/E for 15 DOS.

(e) The USMC Class III(P) PO is calculated based on the approved P/PO (Class II/VII) that supports the specified DOS within program planning and/or tailoring guidance. The final Class III(P) PO published in reference (b) may be less than the calculated PO due to fiscal and spatial constraints.

(f) In an effort to better facilitate the initial arrival and assembly process and stand up of forces, unit of issue for 5 gallons or less is preferred over the 55 gallon drums. Class III (P) designated to be loaded aboard the T-AKE should have units of issue that equal pints, quarts, or gallons whenever possible in support of lower spectrum operations. Exceptions may be made when needed by Maintenance Battalion for supporting tanks and other large equipment.

(g) The Supply CWG consolidates and reviews the Marine Corps Class III requirements and validates the Class III S/PO supports the P/PO.

(2) Class III (P) PO Suitability Factors

(a) Prepositioned Class III(P) must have a shelf-life per the criteria specified in para. 4.a. of this chapter.

(b) Prepositioned Class III(P) on the T-AKE should support operational concepts identified in CMC planning guidance.

(c) Aircraft specific POL generally has a shelf-life of 24 months or less and should be included in the aviation Fly-in Support Package and/or a Contingency Support Package as part of the Marine Aviation Logistics Support Program.

d. Fortification (Class IV). Prepositioned Class IV consists of lumber, plywood, barbed and concertina wire, culvert pipes, nails, sand bags, and fence posts.

(1) Class IV Requirements and Concept of Support

(a) Construction and fortification materials are prepositioned to support Marine Corps and Navy engineering operations and limited force protection requirements.

(b) Prepositioned construction materials are limited in quantity and are designed to support the following initial operations of the MPF MEB: hardback tents, portable latrines, shower facilities, limited barriers/bunkers, and limited construction of Ammunition Supply Points (ASP).

(c) Initial Class IV Requirements and S/POs for MPF and MCPP-N development can be supported by the HQMC I&L (LPE)-sponsored Class IV Requirements Model. Results will be validated by the TWGs. S/POs are balanced against available fiscal resources and space constraints to meet minimum operational requirements.

(2) Class IV PO Suitability Factors

(a) All lumber placed aboard MPF is preservation treated and sized by board feet (BF).

(b) Lumber is generally not prepositioned with MCPP-N due to robust in-theater support and prioritization of more critical items.

e. Munitions (Class V). Munitions requirements are developed per Chapter 5 of this order.

f. Medical/Dental (Class VIII). Medical and Dental supplies (consumable components of the AMAL/ADAL) can be prepositioned to provide additional DOS in support of MPF and MCPP-N. These consumables would be additive to the consumables contained in the Class VIII notional T/E and PO requirements identified in Chapter 3 of this order. Any additions to the PO would need to be identified in reference (b).

(1) Class VIII Requirements and Concept of Support

(a) There are equipment AMALs and supporting consumable AMALs, each with its own TAMCN. Consumable AMALs support 15 DOS, so the PO for these TAMCNs will be established at a 2:1 ratio to equipment TAMCNs to support 30 DOS. ADAL 662 FIELD DENTAL OPERATORY EQUIPMENT does not have a supporting consumable ADAL.

(b) For days 31-60, the MEB will be pushed medical materiel until a MEDLOG or Theater Lead Agent for Medical Materiel (TLAMM) is established within theater. If there is no MEDLOG forward, but the TLAMM is operational, using units will source solely through the TLAMM. It is assumed the TLAMM will be capable of supporting line item replenishment in theater at Day 60. See reference (i) for more detail.

(2) Class VIII PO Suitability Factors

(a) AMAL consumable blocks consist of line item components that combined make it complete. Some line items may be unsuitable for prepositioning requiring the operating forces to marry-up the partially complete prepositioned AMAL block with the remaining component line items. This creates a burden on medical personnel during arrival and assembly operations and risks delays in getting a fully operational asset to the end user. Consumable line items within an AMAL block will be examined against shelf-life criteria and those blocks with excessive FIE requirements exceeding 45% of line items should not be prepositioned.

(b) Components of the AMAL(s)/ADAL(s) that are not suitable for extended storage or require specialized storage, such as refrigeration or narcotics, are not to be prepositioned. The following components will not be prepositioned and should instead be part of the FIE.

1. Controlled substances/narcotics.

2. Medical materiel containing precious metals (e.g., silver).

3. Medical materiel requiring refrigeration or frozen items unless adequate refrigeration is available and requirements for periodic monitoring of temperature can be met.

4. Federal supply catalog 6505 materiel (pharmaceuticals) with a shelf-life classification of 36 months or less as indicated in the technical specifications of the federal catalog. Exception management will be made for Intravenous (IV) solutions and medical gases and will be embarked due to weight and handling requirements.

5. Other federal supply class items with a shelf-life classification of 36 Months or less as indicated in the technical specifications of the federal supply catalog.

(c) MARCORLOGCOM will provide to the MEF/MEDLOG a list of the SL-3 deficient assets at the completion of each ships maintenance cycle, or quarterly for MCPP-N, for inclusion as FIE by the deploying force.

g. Repair Parts (Class IX). Repair parts are prepositioned for MPF to support Marine Corps ground and Navy equipment while MCPP-N only supports Marine Corps ground equipment. The Class IX block is divided into secondary repairable (SECREP) items, consumables used in repair of Military Equipment(ME), and batteries.

(1) Class IX Requirements and Concept of Support

(a) Repair Parts, SECREPs and Batteries (Class IX) are prepositioned for MPF to support prepositioned Marine Corps ground equipment, NCE, EMF, and NSE equipment, and limited quantities for Marine Corps ground and aviation equipment prepositioned with MCPP-N.

(b) The notional requirement is an estimate of all Class IX for the specified force and timeframe. The USMC requirement for MPF Class IX is based on the MPF MEB notional T/E for 30 DOS. The USMC requirement for MCPP-N Class IX is based on the MCPP-N MAGTF notional T/E for 15 DOS.

(c) The USMC Class IX PO is based on a replace vice repair maintenance concept and is calculated based on the approved P/PO (Class II/VII) that supports the specified DOS within program planning and/or tailoring guidance. The final Class IX PO published in reference (b) may be less than the calculated PO due to fiscal and spatial constraints.

(d) All Marine Corps Commodity WGs review the Class IX block to validate it supports their respective ground equipment's PO.

(e) The Navy prepositions Class IX for their entire equipment set; requirements and S/POs are included within the NCE and NSE TOAs.

(f) The Navy TWG reviews, validates, and determines their repair parts PO to ensure it is supported by funding, is available for packaging/loading, and stays within space allocations.

(2) Class IX PO Suitability Factors

(a) Parts must have a Combat Essential Code of 5 or

(b) Parts must support within Field LOM.

(c) Consumables used in the repair of SMRC codes D, L, and H will not be prepositioned.

(d) No SECREP critical low-density items will be prepositioned.

(e) Items with a fixed requirement code per an intermediate-level activity managing the item as protected will be prepositioned in support of equipment requiring special consideration.

(f) MIC-N (Specially managed items), such as cannon tubes, cannon assemblies and breach rings, will not be prepositioned.

(g) MIC-S and MIC-T (SECREPS) will be prepositioned at levels adequate to support the maintenance concept for the specified DOS within program planning and/or tailoring guidance.

(h) Items must have a shelf-life code per the criteria specified in in para. 4.a. of this chapter.

(i) Large format lithium-ion and sealed lead acid batteries are not normally prepositioned aboard MPF.

h. Additional Supplies. Expendable supplies that do not fit within the above catagories but are required to support initial operations may be grouped and identified separately in reference (b) as miscellaneous materiel. These items have no enterprise-wide need for centralized management and may be unique for prepositioning missions. Other items, both expendable and non-expendable, may be grouped into blocks to support a prepositioning capability. The Offload Preparation Party (OPP) Block and the T-AKE Preservation, Packaging and Packing (PP&P) Block are two examples of a collection of items that will be loaded and packaged together on MPF to form a capability. In order to track and assign responsibility to tailor, these groupings of supplies have been categorized separately and will be considered part of the S/PO.

(1) Additional Supplies Requirement and Concept of Support

(a) Consumable supplies may be recommended during Tailoring for prepositioning in support of the notional F/Ls. These include items that had their TAMCN designation archived but may still be required by the operating forces. When tailoring, a concept of support becomes critical in determining requirements if an enterprise-wide centralized computation of requirements does not exist. These items do not need to be physically loaded together when prepositioned and may be employed separately, but the concept of support will be examined when developing Level IV Ship/Facility plans.

(b) Identifying OPP Block and PP&P Block requirements in reference (b) supports the PO and establishes intent for additional supplies those MPF enablers must carry with them.

(c) All Marine Corps Commodity WGs review these additional supplies requirement and submit any additions or changes as appropriate. MARFOR input through the TWGs/CWGs determine these other requirements.

(2) Additional Supplies PO Suitability Factors

(a) Items qualify under miscellaneous materiel if no TAMCN is assigned and must be tracked by NSN and/or Part Number.

(b) Items with a TAMCN that are packaged with the OPP or PP&P Blocks will have their PO established under the LCE and considered a subset and inclusive of the overall PO and prepositioning pillar of the AAO.

(c) Non-TAMCN square-loaded equipment (as loaded aboard ship) that receive a special embarkation Item ID assigned by MARCORLOGCOM (BIC) will be identified separately for prepositioning programs. These Item IDs are used by MPF and MCPP-N for embarkation data visibility only and are grouped separately in Appendix A of reference (b). Also, non-TAMCN UURI to a SL-3 Components List that tailoring determines should differ from the identified SL-3 quantity, or differ from the standard quantity of (0) for “As Required” items, will be identified separately in reference (b).

(d) Every effort should be made to establish a TAMCN for non-expendable equipment and supplies that are a valid requirement. A deliberate Universal Need Statement (UNS) request can be submitted to HQMC CD&I to validate, and

MARCORSYSCOM to accept responsibility of it. Once established via the TOECR or PO tailoring process, the item will then be tracked as a TAMCN.

5. Commodity Responsibilities. The S/PO is reviewed, analyzed, and validated through their designated Commodity WG. Tailoring Phase I (Requirements) and Phase II (Inventories) are conducted simultaneously, but concurrently, after the P/PO is developed. Therefore, the methodology for tailoring the S/PO is addressed at the Commodity WG level and then consolidated by the Supply CWG for final review and assessment.

a. Supply CWG. The SUP CWG provides oversight of all S/PO for Marine Corps ground equipment. As such, the Supply CWG is supported by all other commodity level TWGs to review and assess the S/PO defined in this chapter. The Supply CWG conducts the following during Tailoring:

(1) Coordinate verification and prioritization of modeling parameters with other TWGs and conduct model run/gen pack for determining Marine Corps ground Class III (P) and Class IX requirements based on the MPF MEB notional T/E.

(2) Coordinate verification and prioritization of modeling parameters with other TWGs and conduct model run/gen pack for determining Marine Corps ground Class III (P) and Class IX S/PO based on the P/PO.

(3) Determine value of S/POs for Class III, IV, VIII consumable, and IX and compare with current PO being loaded for affordability analysis. Report findings to HQMC I&L (LPO-2) and CAR OPT for review.

(4) Submit initial Marine Corps ground Class III (P), IV, VIII, IX S/PO supportability assessment (i.e., fiscal, TEU/pallet space changes) recommendations to HQMC I&L (LPO-2) and MARCORLOGCOM (BIC) for tailoring plans development.

(5) Submit the final recommended Class III (P) and IX requirements and S/PO data tables to HQMC I&L (LPO-2) for inclusion in reference (b).

b. Food Service CWG. The FS CWG determines all food service equipment requirements and S/PO for MPF and MCPP-N from a commodity SME perspective. The Food Service CWG conducts the following during Tailoring:

(1) Calculate the Class I MRE and UGR requirements based on the number of Navy and Marine Corps personnel in the MPF MEB, and by applying the approved force flows and feeding plans.

(2) Validate the food service equipment (Class II/VII) requirements to ensure the Force is supported for the specified DOS within program planning and/or tailoring guidance.

(3) Submit initial supportable Class I (MRE) and space recommendations to HQMC I&L (LPO-2) and MARCORLOGCOM (BIC/Plans) for tailoring plans development.

(4) Submit final recommended Class I Requirements (UGRs & MREs) and the S/PO (MRE) data table to HQMC I&L (LPO-2) for inclusion in reference (b).

c. Engineer and EOD CWG. The ENGR/EOD CWG determines all fortification (Class IV) requirements and S/PO for MPF and MCPP-N from a commodity SME perspective. The Engineer and EOD CWG conducts the following during Tailoring:

(1) Consolidate and validate the Class IV requirements based on the Navy and Marine Corps fortification and construction requirements for a MPF MEB up to the first 30 days of operations in an austere environment.

(2) Use the HQMC I&L (LPE)-sponsored Class IV Requirements Model to determine the Class IV requirements and S/PO and validate with appropriate SMEs from the Marine Corps Engineer School to develop an MPF specific Bill of Materials.

(3) Identify engineering and EOD specific NSN tracked items.

(4) Support the Supply CWG with SMEs to validate Class III (P) and Class IX requirements for Engineer and EOD equipment.

(5) Submit the consolidated Class IV S/PO recommendations and space allocations to HQMC I&L (LPO-2) for

inclusion in reference (b) and to MARCORLOGCOM (BIC/Plans) for tailoring plans development.

(6) Review final reference (b) data tables during staffing for Engineering and EOD equities.

d. Health Services CWG. The HS CWG determines all medical/dental equipment and supplies (Class VIII) requirements and S/PO for MPF and MCPP-N from a commodity SME perspective. The HS CWG conducts the following during Tailoring:

(1) Consolidate and validate the Class VIII requirements based on the Navy and Marine Corps medical and dental COE as defined in program planning and/or tailoring guidance.

(2) Examine AMAL block consumable line items for meeting shelf-life criteria and determine if those blocks with excessive (e.g., 50% or greater) FIE requirements should be prepositioned.

(3) Determine secondary requirements and PO, if any, for Class VIII consumables (NIIN or NSN level detail) to support the specified DOS within program planning and/or tailoring guidance not supported by the AMAL/ADAL PO.

(4) Support the Supply CWG with SMEs to validate Class III (P) and IX requirements for AMAL/ADAL equipment, as required.

(5) Submit the consolidated Class VIII S/PO recommendation and space allocations to HQMC I&L (LPO-2) for inclusion in reference (b) and to MARCORLOGCOM (BIC/Plans) for tailoring plans development.

(6) Review final reference (b) data tables during staffing for Medical and Dental equities.

e. Aviation TWG. The Aviation TWG reviews and validates the Class III (P) requirements and S/PO for aviation equipment.

(1) The Aviation TWG provides Class III (P) S/PO recommendations and space allocation requirements to MARCORLOGCOM (BIC) Aviation Support Management Branch (ASMB) (for MPF) and 2D MAW (for MCPP-N) for review and consolidation.

(2) The Aviation TWG provides their final Class III (P) requirements and S/PO to HQMC I&L (LPO-2) for inclusion in reference (b).

f. Navy TWG. The Navy TWG reviews and validates their Class III (P) requirements for NCE, NSE and EMF equipment. Class III (P) is included in the Navy TOAs.

(1) The Navy TWG provides their Class III (P) S/PO recommendations and space allocation requirements to the Supply CWG for review and consolidation.

(2) The Navy TWG provides their final Class III (P) requirements and S/PO to HQMC I&L (LPO-2) for inclusion in reference (b).

Chapter 5

Navy and Marine Corps Munitions

1. Introduction. The Marine Corps prepositions ground and aviation munitions for the MPF and MCPP-N programs to support weapons systems and individual weapons. The Navy prepositions munitions on MPF to support the Naval Construction Element (NCE), Navy Support Element (NSE), and EMF. Navy munitions are not prepositioned with MCPP-N.

2. Purpose. This chapter describes the method and processes for tailoring Marine Corps ground, aviation, and Navy munitions (Class V(W/A)) in support of the prepositioning programs.

3. Overview. MPF prepositions Marine Corps ground, Navy, and aviation munitions for units reflected in the F/L and for the NSE and EMF. MARCORSYSCOM Program Manager Ammunition (PM AMMO) and HQMC AVN (ASL-30) co-lead the Munitions TWG. The Munitions TWG consolidate and validate applicable Marine Corps ground, aviation and Navy munitions requirements and PO.

4. Tailoring. Munitions requirements and PO are independently developed between Marine Corps Ground, Navy, and Aviation Munitions WGs at Department of Defense Identification Code (DODIC) and Navy Ammunitions Logistics Code (NALC)level and then consolidated and reviewed by the Munitions TWG. The Munitions TWG will use the current published requirements at DODIC/NALC level to tailor a PO that meets combat capabilities, priorities, Net Explosive Weight (NEW) constraints and fits within the assigned space/TEU allocations laid out in the initial planning guidance.

a. Phase I (Requirements). Service munitions requirements are developed by the Navy and Marine Corps through their Munitions Requirements Process (MRP) outlined in reference (j) and (k).

(1) Marine Corps Class V(W) Requirements. The TMR submission letter from HQMC CD&I for the Program Objective Memorandum (POM) cycle is the Marine Corps' unconstrained ground munitions requirement document for War Reserve, Training and Testing. The MPF requirement is reflected in the Combat Requirement (CR) and the MCPP-N requirement reflected under the Strategic Readiness Requirement within the TMR. The MPF and MCPP-N munitions requirements identified in the TMR are based on the notional MPF MEB F/L.

(2) Marine Corps Class V(A) Requirements. The Marine Corps Aviation munitions requirement is published in the Navy TMR as part of the NMRP. The Aviation munitions requirement is based on the notional MPF MEB F/L, specifically aircraft T/M/S, and sortie requirements. Navy munitions inventory requirements are determined by the Chief of Naval Operations (CNO) through the NMRP. The NMRP does not compute inventory requirements for nuclear, chemical, or biological weapons; total small arms ammunition; non-kinetic weapons; or Marine Corps ground ammunition.

(3) Navy Class V(W) Requirements. The Navy munitions requirement is published in the Navy TMR.

b. Phase II (Inventories). The initial POs for Marine Corps ground, aviation, and Navy munition POs are independently developed in WGs and then consolidated by the Munitions TWG. The Munitions TWG assesses any additional limiting factors, such as Explosive Safety Quantity Distance (ESQD) arc, and ammunition compatibilities when recommending TEU or NEW adjustments based on planning guidance and prioritizations. MARFORs provide munitions priorities based on operational requirements and provide guidance on the spread of munitions PO across the squadron. The Munitions TWG ensures the POs meet operational priorities, compatibility storage limitations, and are sourceable within current service inventory levels. Service inventories are influenced by their requirements and limited by their munitions procurement POM and annual budgets. The Munitions TWG makes recommendations for adjustments based on space allocation, PO quantities, and capability spreads across ships to ensure it meets combat operational requirements and is executable within the MMC schedule. The Munitions TWG submits the initial, supportable POs and square load/TEU space impacts or changes to MARCORLOGCOM (BIC) for tailoring plans development. The following limiting factors influence the type and amount of Class V prepositioned, including how it is loaded.

(1) Class V prioritization from published planning guidance

(2) Mandated explosive arc of ports (e.g., 784k when loading at Blount Island)

(3) Load up to 65% Class Div 1.1 (high explosives) for MPF

(4) TEU and pallet space allocations

(5) Shipping container sizes per vessel

(6) Ammunition compatibilities

(7) Treaty limitations or DoD policy (e.g., cluster munitions, depleted uranium)

(8) Notice of Ammunition Reclassification (NAR)

(9) Low density munitions

(10) Munitions that require frequent maintenance or software upgrades

c. Phase III (Optimization). MARCORLOGCOM (BIC) develops tailoring plans based on the Class V(A/W) POs validated by the Munition TWG, capability spread recommendations, and initial POs validated by Marine Corps Ground, Navy, and Aviation TWGs. Tailoring plans and any recommendations to change POs or space allocation are submitted to the CAR OPT for collective review of all commodities. Refer to Chapter 8 for details on tailoring plans and documents development.

d. Phase IV (PO). The CAR OPT collectively reviews all draft POs to identify optimal fit options and to determine if all POs will fit within spatial constraints and meet operational requirements. As a result, compensatory reductions or additions may need to be coordinated with the Munitions TWG and the Class V(A/W) POs are adjusted accordingly. The Munitions TWG submits the final Class V(A/W) POs to HQMC I&L (LPO-2) for publication in reference (b).

5. Munitions TWG. The Munitions TWG is formed by MARCORSYSCOM (PM AMMO), in coordination with HQMC AVN (ASL-30) in support of the POA&M published in Tailoring Guidance. It is a working group that assists DC I&L in preparing a PO for munitions. This TWG can review both MPF and MCPP-N.

a. Organization

(1) Co-leads. MARCORSYSCOM (PM AMMO) leads for Class V(W), and HQMC AVN (ASL-30) leads for Class V(A).

(2) Members. Standing members are HQMC CD&I (LID), MARFOR (G-4 and ALD), MARCORLOGCOM (BIC), and OPNAV (N95). As required members are NAVEUR (N411) and NMC Unit Charleston.

b. Tasks

(1) Consolidate all munitions requirements for the notional MPF MEB from HQMC CD&I (LID), HQMC AVN (ASL-30) and the Navy (OPNAV N95) to determine the unconstrained munitions requirement.

(2) Consolidate and review the initial Class V POs for Marine Corps ground, aviation, and Navy for spatial analysis and ESQD arc assessment.

(3) Conduct attainability analysis for the Class V PO.

(4) Assess consolidated Class V PO for square load, TEU, and pallet allocations against initial space allocation.

(5) Submit initial, supportable Class V POs and space recommendations to MARCORLOGCOM (BIC) for tailoring plans development.

(6) Submit final recommended Class V PO tables to HQMC I&L (LPO-2) for inclusion in reference (b).

Chapter 6

Marine Corps Aviation Equipment

1. Introduction. The Marine Corps prepositions aviation equipment and consumables for MPF and MCPP-N to support the MAGTF's ACE. Marine Corps aviation prepositioned equipment includes aviation Support Equipment (SE), AWSE, MMF, EAF equipment, and packaged POL for SE/AWSE and EAF. Aviation Munitions (Class V(A)) are addressed as a part of the total munitions in Chapter 5. TAMCN-based equipment, much of which is assigned to the MWSS and identified as Aviation Ground Support Equipment (AGSE), is covered in Chapter 3 and not considered aviation equipment for the purposes of this Order.

2. Purpose. This chapter describes the method and processes for tailoring Marine Corps aviation equipment in support of the prepositioning programs.

3. Overview. Marine Corps aviation equipment is prepositioned in support of the T/M/S aircraft identified in the notional MPF MEB F/L. Weapon Systems Planning Documents (WSPDs) and Program Planning Documents (PPDs), published by COMNAVAIRSYSCOM, provide for the development, procurement, and operational and logistical support of SE/AWSE. HQMC AVN (ASL-40) leads the Aviation TWG. HQMC AVN coordinates with COMNAVAIRSYSCOM or Commander, Naval Air Force Atlantic (COMNAVAIRLANT) and the MARFORs to determine the aviation capabilities and equipment to be prepositioned for MPF and MCPP-N.

a. SE/AWSE. When combined with the operating forces FIE, the prepositioned SE/AWSE is designed to support each T/M/S aircraft during the first 30 days of operations. Aviation equipment prepositioned on MPF is primarily composed of larger SE assets meeting specific height and weight criteria (e.g., aircraft tow tractors, heavy maintenance cranes, etc.), MMF, AWSE, and other equipment for limited intermediate level maintenance.

b. EAF. The EAF equipment set facilitates the rapid construction of EAFs near battle areas to provide air support for MAGTF operations. EAF equipment includes airfield surfacing (AM-2), arresting gear (M-31), airfield lighting and visual landing aids (terminal guidance) to construct an airfield where none exists or improve an existing airfield that does not possess the required capabilities. Airfields can be modified and enhanced to meet the specific needs of the aircraft and mission. Under the EAF-2000 concept, an airfield can be designed and constructed using any combination of packages in a building block approach.

c. Packaged POL (Class III(P)). Packaged POLs prepositioned for aviation equipment consists of the following: petroleum fuels, lubricants, hydraulic and insulating oils, preservatives, liquid and compressed gases, bulk chemical products, coolants, and de-icing and antifreeze compounds.

4. Tailoring. Aviation requirements and PO are independently developed by Marine Corps Aviation WGs, then validated by the Aviation TWG to ensure it meets combat capabilities, priorities and fits within the assigned space allocations laid out in the initial planning guidance.

a. Phase I (Requirements)

(1) SE/AWSE Requirements. SE/AWSE requirements are based on the T/M/S aircraft, quantity, and number of detachments identified in the notional MPF MEB F/L and applicable WSPDs/PPDs. Once the notional MPF MEB F/L has been approved, DC AVN, in coordination with OPNAV and COMNAVAIRSYSCOM, updates applicable PPDs/WSPDs to reflect MPF MEB aircraft requirements. The requirements are entered in to the Support Equipment Resources Management Information System (SERMIS), which generates the Individual Material Readiness List (IMRL) for each T/M/S aircraft. The IMRL provides the quantities of SE/AWSE required for prepositioning, including a portion of the FIE.

(2) EAF Requirements. EAF requirements are based on the concept of employment found in the CMC Planning Guidance (i.e., capability to build a specific type of airfield). HQMC AVN (APX) identifies the EAF equipment required to support the MPF MEB by referencing the Table of Basic Allowance (TBA) and the EAF-2000 concept. The EAF-2000 concept lists the EAF equipment required to build various runway configurations based upon the aircraft being supported. The TBA lists the equipment that each Marine Aircraft Wing (MAW) is authorized.

(3) Packaged Class III Requirements. Class III(P) requirements for aviation equipment are calculated based on equipment requirements for the MPF MEB.

b. Phase II (Inventories). The initial POs for aviation equipment and Class III(P) are developed independently and then validated by the Aviation TWG. The Aviation TWG validates that the POs meet operational requirements, are affordable with known fiscal constraints, meet suitability factors, and that equipment inventory will be available to support the Execution Stage of the Tailoring Cycle. Aviation equipment inventories are influenced by the Marine Corps and Navy aviation requirements and limited by COMNAVAIRSYSCOM’s procurement POM and annual budgets. The Aviation TWG makes recommendations to adjust space allocations, PO quantities, and capability spreads across ships to ensure it meets combat capability priorities and is executable within the MMC schedule. The Aviation TWG submits the initial supportable POs and square load/TEU space impacts or changes to MARCORLOGCOM (BIC) Aviation Support Management Branch (ASMB) (for MPF) or 2D MAW (for MCPP-N) for tailoring plans development.

(1) SE/AWSE PO. The PPDs for MPF and MCPP-N provide supplemental guidance to the prepositioning criteria established in reference (a), this Order, and tailoring guidance. The supplemental guidance defines the criteria for which FIE is determined. The flight ferry (FF) is a subset of the FIE. The appropriate Support Equipment Controlling Authority (SECA), COMNAVIARSYSCOM, or Commander, Naval Air Force Atlantic (COMNAVAIRLANT) refines the notional requirement and develops the initial PO by removing MARFOR recommended FF/FIE from the IMRL through the tailoring of individual authorized allowances. If MARFOR tailoring recommendations are outside the scope of the PPDs, then the SECA refers them to DC AVN for adjudication. Once the FF/FIE is removed from the prepositioning requirement, the SECA, in coordination with MARCORLOGCOM (BIC/ASMB) (for MPF) or 2D MAW (for MCPP-N) reviews all existing Department of the Navy inventories, prepositioning space allocations, and projected SE/AWSE procurement in order to determine whether to redistribute assets in the fleet or if new acquisition is necessary for the attainment of SE/AWSE requirements. Initial supportable POs are developed once attainability is determined and square load/TEU space impacts are assessed.

(2) EAF PO. Once the required equipment to support an EAF is reconciled with the authorized allowances, the FIE is

removed. The MARFOR and HQMC AVN (APX) identifies FIE for EAF, such as airfield lighting that is not suitable for prepositioning. The majority of EAF equipment that is prepositioned for MPF is AM-2 matting, a heavy item that is not ideally suited for FIE. Limited amounts of EAF equipment are stored in MCPP-N, but no AM-2 matting.

(3) Packaged POLs PO. MARCORLOGCOM (BIC/ASMB) (for MPF) and 2D MAW (for MCPP-N) are the lead Aviation TWG members for developing the Class III(P) PO for aviation equipment based on the POs validated by the Aviation TWG. HQMC AVN (ASL-40 and APX) ensures guidance on the methodology for determining the POLs PO is aligned to the Class III(P) concept of support in Chapter 4 of this Order. The recommended Class III(P) PO is provided to the Aviation TWG for validation.

c. Phase III (Optimization). MARCORLOGCOM (BIC/ASMB) (for MPF) and 2D MAW (for MCPP-N) develops tailoring plans based on the aviation POs validated by the TWG, capability spread recommendations, and initial POs validated by Marine Corps Ground, Munitions and Navy TWGs. The tailoring plans and any recommendations to change POs or space allocation are submitted to the CAR OPT for collective review of all commodities. Refer to Chapter 8 for details on tailoring plans development.

d. Phase IV (PO). The CAR OPT collectively reviews all commodities to identify optimal fit options and to determine if all draft POs will fit within spatial constraints and meet operational requirements. As a result, compensatory reductions or additions may need to be coordinated with the Aviation TWG for P/PO adjustments. The Aviation TWG submits the final recommended SE/AWSE, EAF and Packaged Class III POs to HQMC I&L (LPO-2) for publication in reference (b).

5. Aviation TWG. The Aviation TWG is formed by HQMC AVN (ASL-40) in support of the POA&M published in Tailoring Guidance. It is a working group that assists DC I&L in preparing a PO for aviation MPE/S and GPE/S. This TWG can review both MPF and MCPP-N.

(1) Lead. HQMC AVN (ASL-40) leads the Aviation TWG.

(2) Members. Standing members are: HQMC AVN (APX); OPNAV (N95); COMNAVAIRSYSCOM: COMNAVAIRLANT; MARFORPAC (ALD) for MPF; MARFORCOM (ALD), NAVEUR (N411), and 2D MAW ALD for

MCPP-N; and MARCORLOGCOM (BIC/ASMB). As required, MARFOREUR/AF (G-4) also serves as a member.

b. Tasks

(1) Review approved notional MPF MEB F/L and ensure aviation requirements are reflected in applicable WSPDs, PPDs, and SERMIS in support of the MPF MEB.

(2) Develop initial aviation equipment POs to support MPF MEB F/L and MARFOR FF/FIE requirements.

(3) Determine aviation equipment initial PO attainability and develop the initial supportable PO.

(4) Assess aviation POs for square load/TEU allocation against the initial space allocation.

(5) Develop packaged Class III(P) PO for aviation equipment.

(6) Validate that aviation requirements and POs provide the necessary capabilities to support MPF and MCPP-N concept of operations.

(7) Provide initial supportable aviation POs and space recommendations to MARCORLOGCOM (BIC/ASMB) for MPF, or 2D MAW for MCPP-N, for tailoring plans development.

(8) Validate final recommended aviation PO and submit tables to HQMC I&L (LPO-2) for inclusion in reference (b).

Chapter 7

Navy Equipment

1. Introduction. The Navy prepositions equipment and supplies aboard the MPF to support force closure, concepts of employment, and Level III medical care for naval forces ashore. The Navy tailors equipment and supplies across Class I, II/VII, III, V, VIII and IX for the Naval Construction Element (NCE), Navy Support Element (NSE) and the EMF. Navy Subsistence (Class I) is addressed in Chapter 4. Navy Munitions (Class V) is addressed in Chapter 5. The Navy does not currently preposition equipment and supplies in MCPP-N. EMF capabilities previously stored in Norway are a distinct and separate process not connected with Marine Corps Tailoring or MCPP-N.

2. Purpose. This chapter describes the Navy and Marine Corps methods and processes for tailoring the Navy PO for the NCE, NSE and the EMF.

3. Overview. Navy requirements and PO, to include the watercraft assigned to each MPSRON, must be integrated with the Marine Corps to ensure complementary operational capabilities are loaded aboard each ship to maximize flexibility and interoperability. OPNAV (N95) leads a Navy TWG to consolidate and validate NCE, NSE and EMF equipment requirements and PO. The Navy provides the following capabilities in support of each MPSRON for MPF operations.

a. NCE. The NCE provides a standardized and interoperable construction capability using various packaged equipment modules that provide major vertical and horizontal construction and engineering capabilities. The NCE is comprised of the NMCB and the Naval Construction Regiment (NCR).

b. NSE. The NSE provides specific offload and backload capabilities to support the MPSRON (e.g., operate causeway ferries, deploy an ABLTS, etc.). The NSE is required to provide the capability to conduct pier-side or instream offload using MPSRON-embarked lighterage. The NSE is composed of the Naval Beach Group (NBG) Staff, Amphibious Construction Battalion (PHIBCB), Beachmaster Units (BMU), Assault Craft Units (ACU), and detachments of a Naval Cargo Handling Battalion (NCHB).

c. EMF. EMF provides in theater hospitalization for ground forces through a highly mobile modular platform that is rapidly expandable to a 150-bed medical treatment facility.

4. Tailoring. Navy requirements and POs are independently developed by multiple Navy organizations, validated by the Navy TWG, then collectively reviewed by Tailoring OPTs to ensure it meets combat capabilities, priorities and fits within the assigned space allocations laid out the in the initial planning guidance.

a. Phase I (Requirements). Navy requirements are based on Required Operational Capability/Projected Operational Environment (ROC/POE) and a unit's TOA. ROC/POEs are documents published by the CNO that provide the necessary details to describe the mission areas, environment, and operational capabilities for which a unit is structured. The TOA is a complete listing of CNO approved equipment and supplies authorized as allowance for a specific established unit required to provide capabilities listed in the ROC/POE. During the tailoring process, equipment requirements listed in Navy TOAs are refined based on capabilities requested by the MARFORs to align Navy equipment with MPF missions. Navy personnel requirements are developed based on ROC/POEs and capabilities required to support MPF operations. Navy personnel and equipment requirements are consolidated and validated by the Navy TWG and submitted to HQMC I&L (LPO-2).

(1) NCE Requirements

(a) NCE Equipment Requirements. NCE equipment requirements are influenced by required capabilities requested by the MARFOR in conjunction with the MPF MEB requirements development process discussed in Chapter 2. NECC refines and validates multiple TOAs (e.g., NMCB TOA, NCR TOA, Naval Construction Force Construction Capability Augment TOA, etc.) to develop equipment requirements that provide capabilities requested by the MARFORs. NCE equipment requirements are also aligned to the missions listed in the ROC/POEs.

(b) NCE Personnel Requirements. After NECC has developed the equipment requirement, personnel requirements are generated. Approved NCE personnel requirements are included in the notional MPF MEB F/L.

(c) NCE Secondary Requirements. NCE secondary requirements for Class III, Class VIII and Class IX are contained in the TOA for a unit and are refined based on equipment requirements. As a practical matter, NCE personnel would be fed from MPF MEB stocks if the situation dictated.

Refer to Chapter 4 for Class I requirements development.

(2) NSE Requirements

(a) NSE Equipment Requirements. NSE equipment requirements are influenced by required capabilities requested by the MARFOR. Equipment requirements for the NBG staff, PHIBCB, BMU and ACU are listed in the MPSRON TOA. To develop NSE equipment requirements, NBGs refine and validate the MPSRON TOA to ensure it meets tasks and missions requested by the MARFORs and listed in the ROC/POEs.

(b) NSE Personnel Requirements. After NBGs have developed the equipment requirement, personnel requirements are generated. NSE personnel requirements are not currently included in the notional MPF MEB F/L.

(c) NSE Secondary Requirements. NSE secondary requirements for Class III, Class VIII and Class IX are contained in the MPSRON and NCHB TOAs and are refined based on equipment requirements. Refer to Chapter 4 for Class I requirements development.

(3) EMF Requirements

(a) EMF Equipment Requirements. OPNAV (N0931) coordinates development of EMF equipment requirements with Navy Medical Logistics Command (NMLC). EMF equipment requirements are influenced by Combatant Commander's guidance. NMLC refines and validates the EMF TOA to determine equipment requirements.

(b) EMF Personnel Requirements. EMF personnel requirements are not determined during Tailoring.

(c) EMF Secondary Requirements. EMF secondary requirements for Class III, Class VIII and Class IX are contained in EMF TOA and are refined based on equipment requirements. Refer to Chapter 4 for Class I requirements development.

b. Phase II (Inventories). NECC develops and validates the initial PO for the NCE, the NBGs develop and validate the initial PO for the NSE, and NMLC develops and validates the PO for EMF. Each organization validates that the POs meet operational requirements, are affordable within fiscal constraints, meet suitability factors, and that inventory will be available to support the Execution Stage of the Tailoring

Cycle. The Navy TWG reviews the POs and makes recommendations to adjust space allocation, PO quantities, and capability spreads across ships to ensure the PO supports the MPF program requirements and concept of operations and is executable within the MMC schedule. The Navy TWG submits the initial supportable PO and square load/TEU space impacts or changes to MARCORLOGCOM (BIC) for tailoring plans development.

c. Phase III (Optimization). MARCORLOGCOM (BIC) develops tailoring plans based on the Navy POs validated by the Navy TWG, capability spread recommendations, and POs validated by Marine Corps Ground, Munitions and Aviation TWGs. The tailoring plans and any recommendations to change POs or space allocation are submitted to the CAR OPT for collective review of all commodities. Refer to Chapter 8 for details on tailoring plans and documents development.

d. Phase IV (PO). The CAR OPT collectively reviews all draft POs to identify optimal fit options and to determine if all POs will fit within spatial constraints and meet operational requirements. As a result, compensatory reductions or additions may need to be coordinated with the Navy TWG for P/PO adjustment. The Navy TWG submits the final NCE, NSE and EMF POs to HQMC I&L (LPO-2) for publication in reference (b).

5. Navy TWG. The Navy TWG is formed by OPNAV (N95) in support of the POA&M published in Tailoring Guidance. It is a working group that assists DC I&L in preparing a PO for Navy MPE/S. This TWG can review both MPF and MCPP-N.

a. Organization

(1) Lead. OPNAV (N95) leads the Navy TWG.

(2) Members. Standing members are NECC, OPNAV (N0931), NBGs, Naval Facilities (NAVFAC) Expeditionary Programs Office (NEPO), Expeditionary and Engineering Warfare Center (EXWC), NMLC, and MARCORLOGCOM (BIC/NSMB).

b. Tasks

(1) Consolidate and review all Navy requirements and PO recommendations.

(2) Assess Navy POs for attainability.

(3) Assess Navy POs for square load, TEU, and pallet allocations against initial space allocation.

(4) Validate Navy requirements and POs provide necessary capabilities to support MPF concept of operations as delineated in reference (a), ROC/POEs, and as provided in planning guidance.

(5) Submit initial supportable Navy PO and space recommendations to MARCORLOGCOM (BIC) for tailoring plans development.

(6) Submit final recommended Navy PO tables to HQMC I&L (LPO-2) for inclusion in reference (b).

Chapter 8

Tailoring Plans (Level I-IV)

1. Introduction. Tailoring plans are an agglomeration of guidance, requirements, and PO details from a myriad of sources (e.g., CMC Planning Guidance, Tailoring Guidance, operating forces guidance, OPTs, TWGs/CWGs, Operational Advisory Groups (OAGs), etc.) that informs the development and packaging of the PO into operational capabilities. Assessment of information/data received throughout the tailoring process, either published or retrieved from authoritative systems of record, helps shape the development of the tailoring plans. Tailoring plans are developed throughout all phases of Tailoring, but are consolidated, analyzed, and integrated during Phase III (Optimization). In essence, Tailoring plans are critical to developing and validating PO recommendations, equipment associations, and optimizing the operational capabilities provided by prepositioning programs. While Tailoring plans are primarily MPF centric, there is some cross-over applicability to MCPP-N.

2. Purpose. To promulgate the methodology and process for developing tailoring plans and integrating other significant assessments used to develop the PO during Tailoring.

3. Overview. Tailoring plans are a collection of planning documents sub-divided into four levels; Levels I (Program), Level II (Squadron), Level III (Sustainment), Level IV (Ship/Facility). Levels I-III plans are used to assist the OPT/WGs focus their review and validation efforts in concert with the tailoring methodology and processes. Level IV plans are developed after the PO has been finalized.

a. Level I (Program). Level I plans are program-level tailoring plans and documents developed at the highest level. Level I plans are used to identify operational requirements and the initial capabilities desired. Level I plans are reviewed and validated during the Tailoring OPTs by the TWGs. These plans include, but are not limited to, CMC Planning Guidance for Tailoring, the current MPF MEB notional T/E and P/PO, space allocations (i.e., sqft, TEU, pallets, etc.), squadron ship mix and ship connectors (i.e., INLS, utility boats, LCM-8), and operational requirements that must be considered while validating the PO.

Stages:	Guidance	Tailoring		Execution
Phases:	Requirements	Inventories	Optimization	PO
Plans:	Program	Squadron	Sustainment	Ship/Facility

Level I (Program) Tailoring Plans		
MPF and MCPP-N	***MPF Unique***	***MCPP-N Unique***
CMC Planning Guidance for MPF and/or MCPP-N	MMC Schedule and Sequence	MCPP-N MAGTF (TAMCN Level, MSE & Qty)
Tailoring Guidance for MPF and/or MCPP-N	Total Space Allocations Navy (NCE, NSE, EMF), Marine Corps, Aviation (w/total sqft, TEU & Pallets)	Adaptive Force Equipment Sets
MPF MEB F/L and T/O&E	CRFPs (TAMCN Level, MSE & Qty)	
Equipment Association / SL-3 Reference Tables	Capability Sets Composition (TAMCN, Qty and Defined Capability)	

b. Level II (Squadron). Level II plans are more focused on module, capability, and PO placement thereby expanding existing Level I plans into individual ship level details. Level II plans begin shaping the P/PO and capabilities that support both individual ship operational concepts and unit deployment/employment concepts. The TWG assists with shaping the PO by conducting commodity and weapon system analysis to optimize the capabilities aboard the various ships within the squadrons. Level II plans include equipment association rules, CESE, equipment associations, and container estimate by ship and an initial pallet estimate (T-AKE). MCPP-N Level II plans currently are developed for munitions and aviation storage sites, while ground equipment is typically administratively stored based on Norwegian workforce location and therefore not part of the tailoring process.

Stages:	Guidance	Tailoring		Execution
Phases:	Requirements	Inventories	Optimization	PO
Plans:	Program	Squadron	Sustainment	Ship/Facility

Level II (Squadron) Tailoring Plans	
MPF Unique	***MCPP-N Unique***
NCE Module Composition (ECC Level) and Distribution (SqFt/TEUs)	Aviation Fixed Wing/Rotary Wing Distribution
NSE Module Composition (ECC Level) and Distribution (SqFt/TEUs)	Ammunition TEU Cave Distribution
Aviation Modules and Distribution (SE, AWSE, EAF) (SqFt/TEUs)	
EMF Composition (ECC Level) and Distribution (SqFt/TEUs)	
CRFP Distribution (CRFP-1, CRFP-2, CRFP-Med) (Note 1)	
Capability Sets and Quick Access Container Distribution	
Ammunition TEU Ship Distribution	
Special Stow Requirements (# of AAVs by vessel required to splash, mandatory "Quick Access Capabilities" required to be at points of INGRESS/EGRESS, T-AKE Specific Capabilities) (Note 2)	

Note 1 - CRFP PO will be determined by CAR OPT prior to first ship spread assessment.

Note 2 - T-AKE designated capabilities will be defined by CAR OPT in relation to the number of pallet spaces.

c. Level III (Sustainment). Level III plans are developed at the NSN or part number level of detail for Class IX repair parts block and battery block, POL (P) blocks, and all other PO items not covered in Level II plans (e.g., OPP blocks, PP&P block, etc.). The Supply CWG will review and validate all Level III plans to ensure the items meet planning guidance and are within program funding levels.

Stages:	Guidance	Tailoring		Execution
Phases:	Requirements	Inventories	Optimization	PO
Plans:	Program	Squadron	Sustainment	Ship/Facility

Level III (Sustainment) Tailoring Plans	
MPF Unique	***MCPP-N Unique***
Class I MRE Ship Spread (TEU / Pallets) (Note 1)	Class III/IV/IX Blocks (Note 3)
Class III POL Ship Spread (TEU / Pallets)	
Class IV Lumber & Fortification Block (BF/Sheets/TAMCN)	
Class VIII Medical (TEU / Pallets)	
Class IX (to Include Battery Block) (TEU / Pallets) (Note 2)	
OPP Block	
PP&P Block	

Note 1 - Sustainment Blocks such as Class I (MREs), Class III (POLs), Class V(A/W) and Class IX (Batteries, Consumables and SECREPS) will be defined in terms of TEUs and pallets during initial ship spread assessments. The actual NSN Level Blocks will be developed throughout the tailoring process but must be completed prior to turnover of squadron level plans (approx. 190 days prior to offload of the first ship).

Note 2 - Due to the Class IX Block (Consumable/SECREP) only supporting the PO, its development can only be accomplished once a final PO has been established. This will include identifying all Initial Issue Provisioning projects slated to be loaded.

Note 3 – MCPP-N current inventory is examined against shelf-life driven replacements and draft PO changes impacting proposed future inventory.

d. Level IV (Ship/Facility). Level IV Tailoring plans are logistics plans developed to support the third stage of the Tailoring Cycle (Execution). These plans are developed to ensure the PO is appropriately assigned to each MPF ship and/or MCPP-N facility. Actual inventory “As loaded” or embark data, to include serialized equipment data as populated in MAGTF Deployment Support System II (MDSS II) and Global Combat Support System-Marine Corps (GCSS-MC), are grouped under this level of plans. These plans also include ship specific information that are designed to provide MDSS II Level VI cargo detail to the contractor who is tasked to perform the maintenance and packing of MPE/S and GPE/S. These plans are developed to ensure equipment and supplies are configured, associated, designated (labeled/marked) and are loaded as intended. Level IV plans apply to MCPP-N as well. Level IV plans are primarily the responsibility of MARCORLOGCOM (BIC) and are implemented following coordinating procedures with stakeholders as described in Chapter 9.

Stages:	Guidance	Tailoring		Execution
Phases:	Requirements	Inventories	Optimization	PO
Plans:	Program	Squadron	Sustainment	Ship/Facility

Level IV (Ship/Facility) Tailoring Plans	
MPF and MCPP-N	***MPF Unique***
Embark Data	Ship Master Plan
GCSS-MC Data	Ship MSE Plan
Ops Advisory message	Ship Container Plan
	Ship Square Load
	Ship Mobile Load Plan
	Ship Armory Plan
	Ship Association Plan
	Ship CMS Plan
	Ship LVSR Mix
	Ship MTVR Mix
	Ship ECV/HMMWV Mix

4. Tailoring. Throughout the deliberate tailoring process, the CAR OPT will review, assess, and validate Level I-III plans to ensure the capabilities planned for each MPF squadron and MCPP-N are in concert with HQMC requirements and support MARFOR operational concepts. Level IV plans are available for review by program stakeholders through the appropriate systems access 90 days prior to a ship’s production cycle (P-Day), which is generally designated as the last day of a vessel’s offload.

a. Phase I (Requirements). During this phase, HQMC I&L (LPO-2) will conduct a Tailoring OPT (#1) to level set TWGs and CAR OPT members, to review the results of the PFSR OPT, examine program, tailoring, and MARFOR guidance for feasibility, and review initial Level I (Program) tailoring plans.

(1) Level I plans address the following details:

(a) Employment concepts, operational requirements

(b) Prioritized capabilities

(c) Notional T/Es and P/POs (TAMCN detail) include:

1. Recommended Prepositioning AAO (if assigned) from TFSMS

2. PO adjustments requiring review by TWGs

3. Justification for PO adjustments

(d) Space allocations include:

1. Sqft consumed by deck height by MSE

2. TEU spaces by module or commodity

3. Pallet spaces by module or commodity

(e) Squadron ship mix and primary designations (i.e., Flag/AltFlag, CRFPs, Roll-On/Roll-Off Discharge Facility (RRDF), etc.)

(f) MPF Maintenance Cycle (MMC) Schedule

(2) All Commodity WGs will assess Level I plans based on current inventories, planning inventory/fielding plans, attainability, supportability of their P/PO and/or space allocations.

b. Phase II (Inventories). During this phase, HQMC I&L (LPO-2) will conduct a Tailoring OPT (#2) for the Commodity WG members to provide recommended changes to Level I and review Level II (Squadron) tailoring plans.

(1) Level II plans address the following details:

(a) Current/Future inventory availability (SAC-3/1)

(b) Maintenance and supportability issues

(c) Equipment Associations Reference Table includes the following:

1. End item (Parent) TAMCN

2. Component (Child) TAMCN

3. Association type (SSRI, UURI, ASOC)

4. Association ratio (1 per, 2 per, etc.)

(d) Space allocations include:

1. Square feet consumed by deck height by module includes:

a. Ground Primary PO (Class II/VII)

b. NSE Primary PO (CESE)

c. NCE Primary PO (CESE)

d. EMF Primary PO (CESE)

e. Aviation Primary PO (AAI)

f. Ships organic equipment placement

2. TEU/Pallets by Commodity/Module includes:

a. Ground Materiel

b. NSE/NCE/EMF Modules

c. Aviation AAI

d. Munitions

e. Class I/IV/IX

f. Class III (P)

g. Class VIII

h. Equipment Sets (Appendix B)

(e) Equipment set composition (TAMCN or other item identification, nomenclature, quantity)

(f) Capabilities spread includes:

1. Watercraft/INLS/RRDF

2. NSE Modules (BCM, BPM, CSM)

3. NCE Modules (P-29, SCM, EMM, CCM, SSM & CCA)

4. EMF Ship designation

5. Equipment Sets (Appendix B)

6. Aviation AAIs

7. Primary/secondary TEUs

(2) Upon review and validation of the P/PO and space allocations, TWG/CWGs will assess Level II plans based on current inventories, planning inventory/fielding plans, attainability, and supportability of their S/PO and/or space allocations. An initial S/PO supportability assessment will be provided to the Supply CWG for consolidation and presentation to the CAR OPT.

(3) MCPP-N may have Level II plans. Currently, there are plans for where certain munitions can be placed and availability of space. Aviation divides their PO into fixed wing and rotary wing items and prepositions at storage sites designated to support those sub-elements of the ACE. Ground equipment is administratively stored based on Norwegian workforce location, and therefore not part of the tailoring process, but has been loaded in the past to support operational plans and can do so in the future.

c. Phase III (Optimization). During this phase, HQMC I&L (LPO-2) will conduct a Tailoring OPT (#3) for the Commodity WG members to provide recommended changes to Level II Tailoring plans and review Level III plans.

(1) Level III plans address the following details:

(a) Container/Pallet level detail

(b) S/PO (NSN level detail)

(c) Equipment Blocks (e.g., OPP and PP&P Blocks)

(d) HazMat Kits

(e) Armor Kits

(2) All Commodity WGs will assess all tailoring plans (Level I-III), assess recommended compensatory reductions, space allocations adjustments, and/or PO adjustments and inform the Tailoring OPT.

d. Phase IV (PO). During this phase, HQMC I&L (LPO-2) will conduct a Tailoring OPT (#4) for the CAR OPT to review Level I - III Tailoring plans, identify potential compensatory reductions or execution plan changes. Once Level III plans are approved by CAR OPT, the NAVMC 2907 is developed, staffed, and approved for release by DC I&L (LP).

5. Tailoring Guidance. HQMC I&L (LPO) will provide tailoring guidance following release of CMC Planning Guidance for one or more prepositioning programs that initiated the Tailoring Cycle. Typically in the form of a naval message, the Tailoring Guidance message will provide a Tailoring Cycle POA&M, business rules, planning parameters, commodity guidance, suitability factors, and TAMCN-level guidance as needed (e.g., new trailers vice legacy trailers). This tailoring guidance may be in one message or be released via a series of messages or other methods as required. The information included in this guidance enables stakeholders to develop a notional T/O&E and to support PO development. Appendix E provides a sample message.

6. Supportability Assessment. A supportability assessment is a means by which a CWG communicates changes that will occur to the current PO based on deliberate tailoring. These assessments are consolidated by the Supply CWG, which may provide additional assistance in completing elements of the assessment. The assessment is provided to the CAR OPT for review and support to logistics plans development. A supportability assessment that summarizes impacts anticipated as a result of changes can be grouped into two main areas.

a. Space. Changes to the space that the current inventory consumes is communicated in terms of square loaded, TEU, and/or pallet space that will increase/decrease if the recommended PO is approved.

b. Cost. Changes to the overall inventory value can be provided, but more importantly is the cost of attainment to MARCORLOGCOM (BIC). This includes cost of attaining UURI items, and re-purchasing of shelf-life expired items. Other fiscal concerns such as transportation/shipping costs and maintenance/manpower may also be factored in to the overall cost of the new PO.

7. Feasibility of Support(FOS). A FOS is an assessment tasked by DC I&L to conduct an analysis on a draft PO or a portion of it. A FOS report is a result of the tasking and is a more formal means of determining impacts to a specific prepositioning program.

a. PO Aggregate. A complete draft PO can be tasked for analysis when significant changes have occurred to the proposed PO or to the ships or storage facilities it will be stored in. The analysis will determine impacts that may result from executing attainment, loading/storage, and maintaining the proposed PO over time.

(1) Space. The PO must be assessed in relation to space constraints. Templated equipment to deck diagrams (i.e., Integrated Computerized Deployment System or ICODES) is the preferred method for conducting space assessments and can be adopted for ashore sites. Ashore sites will calculate available square footage per reference (l). The results of a draft PO that exceeds the available space on ship or in ashore storage facilities must be submitted to the CAR OPT with enough flexibility for developing alternative courses of action by planners. Calculations based on comparison of overall available square feet with PO square feet requires accompanying data (e.g., TAMCN list of square-loaded items, draft PO quantity, dimensions used for each type of item, and the calculations used to state the PO exceeds the space). The ability to mix and match equipment and develop multiple options for commodity compensatory reductions is imperative for timely alternative PO development.

(2) Cost. The cost of implementing a PO should be assessed. This includes start-up and recurring costs for new equipment, Class IX support, programmatic costs for attaining care-in-stores equipment and UURI items, and any second destination transportation costs.

(3) Ship or Infrastructure constraints. Limitations to where types of items can be placed, special storage restrictions, net explosive weight restrictions, and other constraints must be assessed and identified.

(4) Equipment/Tools. This includes garrison property or care-in-stores assets that are required to prepare equipment and supplies for prepositioning and for maintaining it while it is prepositioned. These requirements must be identified and attainability assessed.

(5) Manpower. Ashore prepositioned equipment is maintained on-site and has separate manpower requirements that must be reviewed for supportability and affordability. Calculating the total labor hour requirement for the proposed PO and comparing against current workforce maintenance capacity supports manpower impact assessments. The assessment will identify shortages or overages for overall workforce and for individual work groups. This includes U.S. and foreign labor requirements. Source data must be provided to allow for the total labor hour requirement to be reproduced.

b. New Equipment Fielding. Introduction of new equipment may require an assessment to determine supportability. Many of the same elements used for an aggregate PO can be used for new equipment. For example, space assessments may consider the new item, its ability to be stored, and its impact to the overall PO.

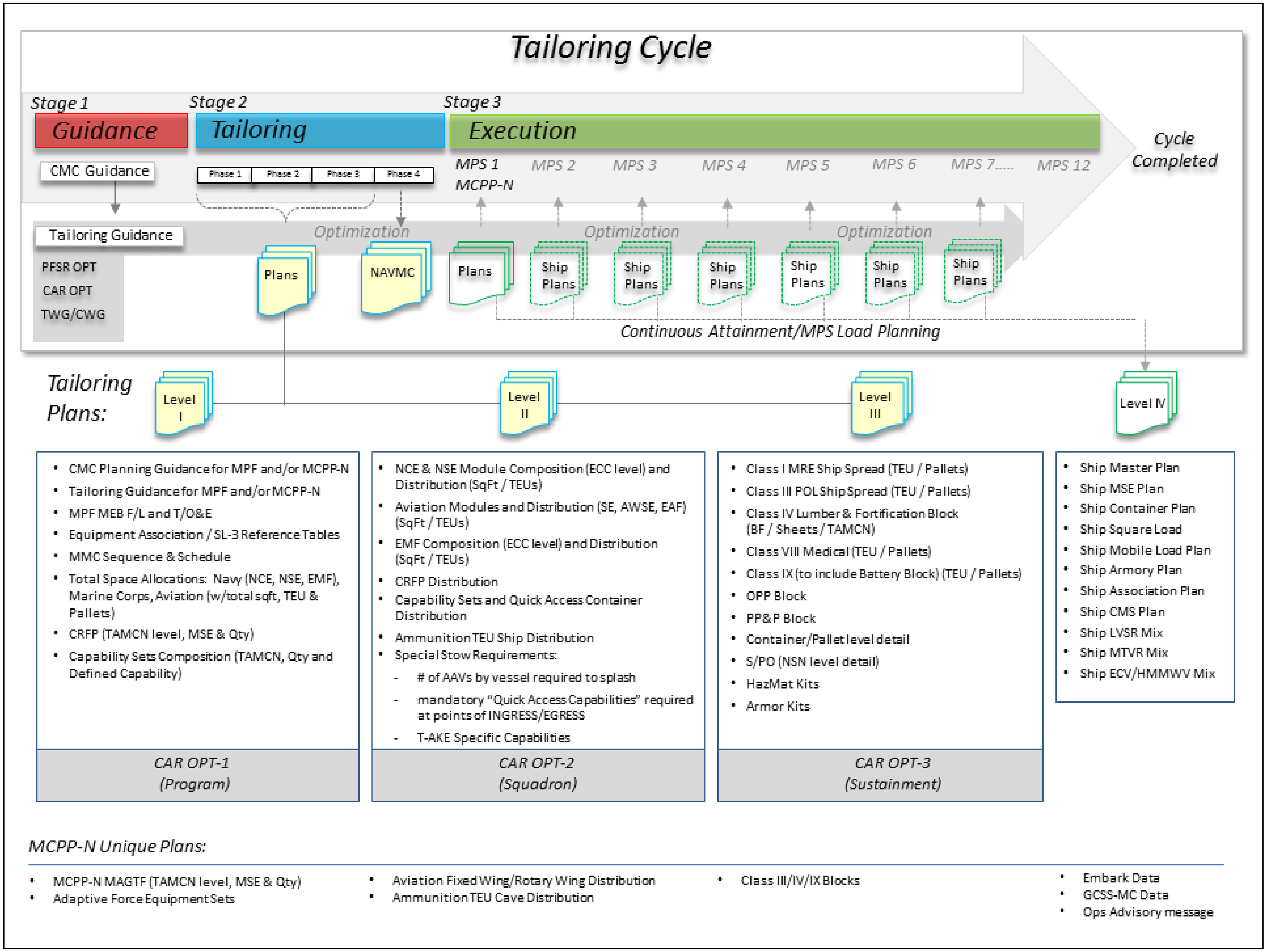
8. Foreign Disclosure. New equipment intended for prepositioning that will require storage and maintenance by a foreign government (e.g., Norwegian storage and support for MCPP-N) will require review and approval for foreign disclosure per reference (m). In coordination with HQMC PP&O (PLU) who oversees all foreign disclosure requests, MARCORSYSCOM International Programs (IP) serves as the Designated Disclosure Authority (DDA) and will issue a Delegation of Disclosure Authority Letter (DDL) for new equipment to HQMC I&L (LPO-2). The DDL explains classification levels, categories, scope, and limitations of information that may be disclosed to a foreign recipient. The DDL is not to be provided to the foreign government, and must clearly identify restrictions and limitations in order to develop detailed instructions for our foreign partners. Foreign disclosure is granted for one nation, and any third country nationals hired by that nation must be considered separately. In order to allow a Foreign Disclosure Determination to be made, and a DDL to be issued, MARCORSYSCOM shall be notified as soon as possible after identification of equipment is made for any intended prepositioning effort.

9. System Updates. Once the PO is published, MARCORLOGCOM (BIC) will finalize each of the ship’s load plans, populate PPS database with all items, and develop Level IV plans for the first ship of the cycle. These plans are posted to the web-based application called MCPIC, which serves as a central location for prepositioning programs information and data. The following three features support tailoring plans and documents.

a. Prepositioning Planning System (PPS). PPS features plans for MPF and MCPP-N (with breakdowns available for MPSRON, individual ship, and ashore sites); associated reference data; POs; SL-3 identified TAMCNs; and, parent/child association requirements.

b. Knowledge Management Explorer (KME). KME is the central depository for MCPIC document control and prepositioning documents. This includes tailoring plans and documents.

c. Prepositioned Equipment and Supplies Viewer (PES-V). PES-V provides users with the ability to query data for MPE/S actually loaded on MPF ships, as well as GPE/S stored in caves/facilities with MCPP-N.


Tailoring Cycle
Stage 1
Guidance
Stage 2
Tailoring
Stage 3
Execution
Cycle Completed
CMC Guidance
Phase 1
Phase 2
Phase 3
Phase 4
MPS 1 MCPP-N
MPS 2
MPS 3
MPS 4
MPS 5
MPS 6
MPS 7.....
MPS 12
Tailoring Guidance
PFSR OPT
CAR OPT
TWG/CWG
Optimization
Optimization
Optimization
Plans
NAVMC
Plans
Ship Plans
Ship Plans
Ship Plans
Ship Plans
Ship Plans
Ship Plans
Continuous Attainment/MPS Load Planning
Tailoring Plans:
Level I
Level II
Level III
Level IV
• CMC Planning Guidance for MPF and/or MCPP-N
• Tailoring Guidance for MPF and/or MCPP-N
• MPF MEB F/L and T/O&E
• Equipment Association / SL-3 Reference Tables
• MMC Sequence & Schedule
• Total Space Allocations: Navy (NCE, NSE, EMF), Marine Corps, Aviation (w/total sqft, TEU & Pallets)
• CRFP (TAMCN level, MSE & Qty)
• Capability Sets Composition (TAMCN, Qty and Defined Capability)
CAR OPT-1 (Program)
• NCE & NSE Module Composition (ECC level) and Distribution (SqFt / TEUs)
• Aviation Modules and Distribution (SE, AWSE, EAF) (SqFt / TEUs)
• EMF Composition (ECC level) and Distribution (SqFt / TEUs)
• CRFP Distribution
• Capability Sets and Quick Access Container Distribution
• Ammunition TEU Ship Distribution
• Special Stow Requirements:
- # of AAVs by vessel required to splash
- mandatory "Quick Access Capabilities" required at points of INGRESS/EGRESS
- T-AKE Specific Capabilities
CAR OPT-2 (Squadron)
• Class I MRE Ship Spread (TEU / Pallets)
• Class III POL Ship Spread (TEU / Pallets)
• Class IV Lumber & Fortification Block (BF / Sheets / TAMCN)
• Class VIII Medical (TEU / Pallets)
• Class IX (to include Battery Block) (TEU / Pallets)
• OPP Block
• PP&P Block
• Container/Pallet level detail
• S/PO (NSN level detail)
• HazMat Kits
• Armor Kits
CAR OPT-3 (Sustainment)
• Ship Master Plan
• Ship MSE Plan
• Ship Container Plan
• Ship Square Load
• Ship Mobile Load Plan
• Ship Armory Plan
• Ship Association Plan
• Ship CMS Plan
• Ship LVSR Mix
• Ship MTVR Mix
• Ship ECV/HMMWV Mix
MCPP-N Unique Plans:
• MCPP-N MAGTF (TAMCN level, MSE & Qty)
• Adaptive Force Equipment Sets
• Aviation Fixed Wing/Rotary Wing Distribution
• Ammunition TEU Cave Distribution
• Class III/IV/IX Blocks
• Embark Data
• GCSS-MC Data
• Ops Advisory message

Chapter 9

Execution

1. Introduction. Execution is the final stage of the Tailoring Cycle. Using the NAVMC 2907 as the authoritative source for establishing the PO as a result of Tailoring, MARCORLOGCOM (BIC) begins refining load plans in preparation for the upcoming MPF MMC) and attaining new inventory requirements for both MPF and MCPP-N. The NAVMC 2907 provides MARCORLOGCOM (BIC) the inventory objectives to reconstitute the prepositioning programs to support future operations across the ROMO. The PO was developed based on a myriad of factors and decisions resulting from CMC Planning Guidance, Tailoring OPTs, and working within the limitations of the MPF and MCPP-N program configurations and characteristics. The requirements and PO are determined based on operational requirements, current and projected inventories and the best information available at the time Tailoring occurs. If any of that information changes that affects the approved PO, HQMC (LPO/POE) will conduct a limited review process to determine if a particular tailored PO item warrants a change.

2. Purpose. Identify program actions to implement the Tailored PO and identify the methodology to reassess the Tailored PO if new information becomes available.

3. Overview. Upon release of the NAVMC 2907, a myriad of actions will need to occur to ensure the results of Tailoring are implementable and the Level IV Tailoring plans are refined to support the MMC and MCPP-N. During execution, due to the inherent nature of forecasting a PO, as new information becomes available, HQMC will reassess its Tailoring Plans (Levels I, II or III) to determine if adjustments are warranted. HQMC (LPO/POE) will assess proposed changes and identify the lowest level plan impacted, determine supportability and coordinate the appropriate implementation timeline with stakeholders.

4. Program Actions. The following program actions are required to implement the Tailored PO:

a. TFSMS Updates. TFSMS is updated through the TOECR process for TAMCN-based PO items. HQMC I&L (LPO-2) is the primary TOECR initiator for prepositioning program updates in TFSMS as a result of Tailoring. Alignment of the TFSMS AAO to the PO, when required, is critical for the MARCORLOGCOM (BIC) attainment process to function as intended.

(1) TOECRs will be submitted to update quantities in TFSMS at the equipment UIC level (per Appendix F). Prepositioning elements of the AAO and the PO serve two different purposes: TFSMS AAO quantities reflect the acquisition objective; the PO reflects the planned attainment that supports program embark and storage limitations.

(2) The TFSMS AAO quantities support sourcing and attainment. TOECR updates are not always timely. Sourcing and attainment managers must refer to both TFSMS and the NAVMC 2907 for future planned objectives. HQMC I&L (LPO-2) should be notified when differences between the two quantities negatively impacts the prepositioning programs.

(3) In addition to programmatic TOECR updates submitted by HQMC I&L (LPO-2) as a result of Tailored PO changes per reference (b), TOECRs can be submitted by equipment managers as a result of enterprise changes. All TOECRs that impact “MP” or “MN” UICs will be routed through the “LPO2PP” node for LPO-2 review and action. Impact is defined as changing quantities to the TFSMS T/E for prepositioning elements of the AAO.

b. <u>Attainment</u>

(1) <u>Planning</u>. MARCORLOGCOM (BIC) will finalize ship load plans, populate the Prepositioning Planning System (PPS) database with remaining PO items distributed down to the MSE level, and develop Level IV Tailoring plans for the first ship beginning the new MMC. For MPF, MARCORLOGCOM (BIC) conducts an availability assessment for each ship to determine if equipment will be available when needed according to the MMC schedule. If equipment is not available, MARCORLOGCOM (BIC) identifies shortfalls to the MARCORLOGCOM (Inventory Manager), who will in turn, in coordination with HQMC (POE/LPO) and the MARFORs, identify alternative sourcing options. These activities are repeated for each ship in the MMC schedule according to each individual ship load plan. MCPP-N equipment is planned for shipment as it is made available. Logistics procedures conducted by MARCORLOGCOM (BIC) during the Execution Stage are provided in reference (c) and (d).

(2) <u>Sourcing</u>. Marine Corps ground equipment is sourced and shipped to MARCORLOGCOM (BIC) per the ship’s MMC production schedule. MARCORLOGCOM (BIC) inspects and maintains Marine Corps ground equipment and prepares equipment for loading or shipment. New equipment being added to an MPF ship’s load is typically sourced 30-90 days prior to the start date of a ship's

production cycle as identified in the MMC Schedule. Swapping equipment between squadrons and prepositioning programs to meet MPS sail dates can be considered to mitigate attainment shortfalls.

(a) Class II/VII. Initial equipment and supplies for Class II/VII are sourced from MARCORLOGCOM (BIC) on-hand quantities. If unavailable, MARCORLOGCOM (BIC) will request shortfalls from MARCORLOGCOM. All SAC 3 Items will be provided by MARCORLOGCOM or MARCORSYSCOM. SAC 1 Items will be sourced from MARCORLOGCOM if available, or procured within the constraints of budget controls for prepositioning program's 1B1B CMP funds. For newly fielded equipment, MARCORSYSCOM is responsible to provide initial SAC 1 and SAC-3 items. MARCORLOGCOM sourcing options include managed stocks (either Depot Maintenance Float Allowance (DMFA), or War Reserve Materiel Requirement-In Store (WRMR-I)). As a last resort, stocks could be sourced from the Reserves (MARFORRES) Training Allowance (TA) or from the operating forces if directed by PP&O.

(b) Class VIII. Equipment and supplies for AMAL/ADAL blocks are sourced from Class VIII supplies held as part of the Class VIII enterprise inventory. MARCORSYSCOM (Program Manager, Combat Support Systems (PM CSS)) procures the materiel, consumables, and reparables for initial issue (15 DOS) and modernization of Class VIII items. MARCORLOGCOM (BIC) is responsible for funding the requisitioning, maintenance, and management control to sustain Class VIII materiel readiness after initial issues.

(c) Aviation. Aviation equipment is sourced and shipped to MCSF-BI for MPF embarkation or shipped from 2D MAW facilities to Norway for MCPP-N. MARCORLOGCOM (BIC) Aviation Support Management Branch (ASMB) inspects and maintains MPF aviation equipment and prepares it for loading. COMNAVAIRSYSCOM/COMNAVAIRLANT sources Marine Corps aviation equipment for MPF and MCPP-N.

(d) Navy. Navy equipment is sourced and shipped to MCSF-BI. Naval Support Management Branch (NSMB) of MARCORLOGCOM (BIC) inspects and maintains NCE and NSE equipment and prepares equipment for loading. For MPF, sourcing and production activities are repeated for each ship in the squadron in accordance with the MMC ship schedule and ship plans. MARCORLOGCOM (BIC/NSMB) manages Navy inventory, monitors Navy equipment changes, identifies ship plans changes, and initiates PO changes as necessary. MARCORLOGCOM (BIC/NSMB) determines Navy equipment shortfalls. NAVFAC EXWC coordinates NCE and NSE equipment shipments to MCSF-BI. Navy Expeditionary Medical Support Command (NEMSCOM) sources EMF equipment.

(e) Munitions. Munitions are requisitioned and containers and pallets are prepared at Navy Munitions Command (NMC) Unit Charleston. Munitions are either loaded on ships (T-AKE class) at Charleston or shipped to MCSF-BI for all other MPF class ships, or to Norway for MCPP-N. For MPF, these activities are repeated for each ship in the MMC schedule according to each individual ship load plan.

1. MPF Requisitions. Approximately 180 days prior to a ship's MMC offload at MCSF-BI for an MMC, NMC Unit Charleston requisitions all Class V.

2. MCPP-N Requisitions. MARCORSYSCOM (PM AMMO) requisitions Class V(W) for MCPP-N. NAVEUR (N411) requisitions Class V(A) munitions to support shortfalls.

(f) Secondary PO. MARCORLOGCOM (BIC) will purchase Marine Corps S/PO (to include non-TAMCN NSNs) quantities not already part of the inventory using 1B1B funding identified in their POM budget estimates. MARCORLOGCOM (BIC) will requisition Class I (MREs) from DLA. NAVFAC EXWC will source the S/PO for NCE and NSE equipment for MARCORLOGCOM (BIC). The Fleet Readiness Center Aviation Support Equipment (FRC ASE) will source the Aviation S/PO. MARCORLOGCOM (BIC) sources aviation Class III(P) for MPF and 2D MAW sources it for MCPP-N.

(3) Preparation. MARCORLOGCOM (BIC) receives USMC ground equipment and conducts production activities (e.g., inventory management, inspection, maintenance, configuration, quality assurance, Automatic Information Technology labeling to include RFID, barcodes, etc., and mobile load or containerization). The P/PO is prepared for loading based on tailoring/ship load plans and shipment schedules to MCPP-N. The S/PO is containerized, palletized or boxed as appropriate and prepared for embarkation.

(a) Aviation

1. MARCORLOGCOM (BIC) receives MPF aviation equipment and conducts production activities (i.e., inspection,

maintenance, quality assurance, and containerization). Aviation equipment and Class III(P) for SE/AWSE, MMF, and EAF are prepared for loading based on ship plans.

2. MARCORLOGCOM (BIC/ASMB) manages MPF aviation equipment inventory while 2D MAW manages the same for MCPP-N.

(b) Navy

1. MARCORLOGCOM (BIC/NSMB) receives Navy equipment and conducts production activities for NCE and NSE equipment (i.e., inspection, maintenance, quality assurance, containerization). NCE and NSE equipment are prepared for loading based on ship plans.

2. NEMSCOM prepares EMF rolling stock and containers and ships to MCSF-BI.

(c) Munitions

1. NMC Unit Charleston loads munitions containers and transports via rail to MCSF-BI to arrive on the weekend for loading onto most MPF ships. Due to the explosive arc limit and no storage facility to store palletized loads of munitions at BIC, NMC Unit Charleston palletizes munitions and loads the T-AKE class ship (e.g., USNS Lewis & Clark, USNS Sacagawea) at Joint Base Charleston.

2. NMC Unit Charleston sends the Ammunition Data File to MARCORLOGCOM (BIC) prior to the backload. MCPP-N ammunition can be shipped directly to Norway from the ammunition depots after it is requisitioned, but typically are consolidated for opportune lift shipments.

3. MARCORSYSCOM (PM AMMO) manages Class V(A/W) inventory within prepositioning programs.

c. Coordination. Implementing the PO may require additional coordination with HQMC I&L (LPO-2) when the PO, AAO, and the ability to attain are not aligned. The staffing of the NAVMC 2907 is a lengthy process that is intended to ensure clarity, accuracy, and readability. However, at times, the PO may require further interpretation/clarification to ensure the operational intent is met. Not every situation can be accounted for in reference (b) and a certain amount of management and coordination to ensure the intent is applied correctly will be necessary.

d. Information Systems. Accurate asset visibility facilitates planning, attainment, readiness, and optimization of the future PO. The following systems are used to facilitate the development, reassessment and implementation of the PO.

(1) Planning Systems. MCPIC 2.0 hosts online tools used by HQMC I&L (LPO-2) and prepositioning stakeholders to help manage the notional MPF MEB T/O&E, PO and tailoring plans.

(a) Mission Framework (MF). MF is used in the development and management of the MPF and MCPP-N notional force structure with operational unit mapping and notional T/O&Es. HQMC I&L (LPO-2) establishes plans in the Mission Framework module that are aligned with operational units in TFSMS. To align, plans are mapped to fiscal year-driven operating forces TFSMS T/O&Es. The Mission Framework module will mirror operational units or tailored detachments of those whole units in order to monitor and align with enterprise changes. HQMC (LPO-2), in coordination HQMC (POE-40) and the MARFORS, will maintain and manage changes in MF. Reassessment and changes are discussed later in this chapter.

(b) PO Management Module (POMM). POMM uses approved notional T/O&E plans from MF to help derive and distribute the PO to the unit level. Proposed PO changes for ground equipment are justified and supported through the validated notional requirements in POMM. HQMC (LPO-2), in coordination with MARCORLOGCOM (BIC) and the MARFORS, will maintain and manage changes to POMM. Reassessment and changes are discussed later in this chapter. Upon future development of a work flow capability and addition of Navy and aviation equipment, new procedures may be developed for greater use by the CWGs and TWGs.

(c) Prepositioning Planning System (PPS). PPS uses the Tailored PO in POMM to document and manage changes to Level II-IV detail tailoring plans. It is managed by MARCORLOGCOM (BIC). PPS includes tailoring plans with ship spreadload adjustments impacting how equipment is distributed across the MPSRON aboard each MPS for the MAGTF. Equipment configurations are another example of Level IV Tailoring plan adjustments that may only require availability of information for stakeholders. An Operational Advisory message released by MARCORLOGCOM (BIC) is the typical means for capturing many of the deviations from

Level I-III Tailoring plans. However, changes that deviate from reference (b) or other published guidance will be coordinated through HQMC I&L (LPO-2) for further disposition and resolution as necessary. This includes changes to standard or agreed upon associations and configurations. Change updates to reference (b) via Naval message may be necessary.

(d) Prepositioning Execution System (PES-V). PES-V provides as loaded/stored embark data that identifies inventory for all commodities (e.g., ground, aviation, Navy, etc.), associations, and configurations. Embark data is posted on MCPIC (PES-V) approximately 30 days after each MPF ship departs MCSF-BI. MCPP-N data is also posted on MCPIC (PES-V) but refreshed monthly. PES-V should be aligned to GCSS-MC as closely as possible.

(e) Plan Management. Plans are developed in MF and POMM for each MPSRON and MCPP-N. This allows for archiving old plans and developing future plans and capture changes that are occurring to the notional T/O&Es.

(2) Accountable Property Systems of Record (APSR)

(a) GCSS-MC. GCSS-MC receives a feed of the T/E quantity from TFSMS. When the TFSMS T/E does not match the published PO, attainment actions by MARCORLOGCOM (BIC) for the requisite assets/PO will be adversely affected. Inaccuracies result in improper distribution of assets throughout the Marine Corps when the MARCORLOGCOM equipment sourcing model is fed incorrect information and GCSS-MC is incorrectly reporting excesses and/or deficiencies with the prepositioning programs. Inaccuracies will also have a negative impact on readiness reporting for SAC 3 reportable assets. Supply accounts within GCSS-MC for ground equipment and supplies provide visibility of on-hand inventory under Activity Address Codes (AACs) MMV222 (MPSRON-2), MMV333 (MPSRON-3), and MMV420 (MCPP-N). GCSS-MC Retail Item module will be used to account for all S/PO items not covered by the following systems.

(b) Support Equipment Resources Management Information System (SERMIS). Reports and accounts for all aviation equipment and supplies.

(c) Expeditionary Management Information System (EXMIS). Reports and accounts for all Navy equipment and supplies.

(d) Ordnance Information System (OIS). Reports and accounts for all Class V(A/W). Retail Ordnance Logistics Management System (ROLMS) is currently in use for MCPP-N but efforts are on-going to replace with OIS.

(e) Defense Medical Logistics Standard Support (DMLSS). Reports and accounts for all Class VIII not reported in GCSS-MC.

(3) Total Life Cycle Management Operational Support Tool (TLCM-OST). TLCM-OST is an online tool that pulls and synthesizes data from TFSMS and GCSS-MC. Prepositioning data can be searched under UICs M38222 (MPSRON-2), M38333 (MPSRON-3), and M38420 (MCPP-N).

(4) Other Systems. Non-TAMCN PO items may require updates in other systems. These systems may include aviation, munitions, and Navy equipment and supplies. It is the responsibility of MARCORLOGCOM (BIC) to notify HQMC I&L (LPO-2) if these system updates are impacting attainment of non-TAMCN PO items.

5. Updating Tailoring Plans. If new information is identified that has the potential to change the Tailored PO, HQMC will conduct an assessment to determine if and when the PO change will occur using the following methods:

a. Methodology. The HQMC lead will identify the review processes, forums, and establish a POA&M if required. Once the initial assessments have been conducted and options developed, the appropriate forum will review the assessment and provide recommendations. The HQMC lead will coordinate with the appropriate OPT, Working Group, PM or CIO for any additional information or clarification to assist with developing the final recommendation.

(1) TWG Review. Each TWG is responsible for meeting and/or scheduling a telephonic meeting when required. TWGs meet outside the deliberate tailoring process when changes have been proposed and support is requested by HQMC I&L (LPO-2). Procedures are followed as discussed in Chapter’s 3 through 7 of this Order. When commodity experts are required, the proposed change can be passed to an appropriate CWG for review.

(2) CWG Review. CWGs will review proposed changes received from the TWG. CWG leads will schedule meetings and/or telephonic meetings when required and provide feedback to the TWG. Procedures for the CWG are followed as discussed in Chapter’s 3 through 7 of this Order.

(3) Validated Change. TWGs will provide validated change proposals to HQMC I&L (LPO-2) for collection, additional staffing, and to seek approval. Documentation with rationale for recommended changes will be included with the validated change.

b. Assessment. Initial assessments will focus on validating the information and assessing the impact on the ability for MARCORLOGCOM (BIC) to incorporate into the Execution Stage of Tailoring. New information and proposed changes must be examined in terms of significance, complexity, and time constraints as part of a change management process.

(1) Determining Significance. The Tailored PO is a forecasted objective for attainment to be achieved at a specified time. While a plan is bound to change, an objective should change only when necessary. Adjusting the Tailored PO (equipment and/or supply) quantities and/or configuration that would require multiple Level II/III Tailoring plans changes across all MPF ships are considered significant for the MPF program. Increasing or decreasing multiple TAMCNs that impact the square foot laydown in the caves are considered significant for the MCPP-N program. Significant changes to the PO may cause negative impacts on attainment, readiness reporting, MSE distribution and or ability to execute, and may require the proper staffing, adjudication, and approval process of the deliberate tailoring process.

(2) Determining Complexity. Program adjustments to the Tailored PO is defined as a recommended change to (equipment or supply) quantities and/or configurations that would only require Level IV Tailoring plans changes. Program adjustments normally affect a single TAMCN or NSN and the resulting change does not alter the MPF or MCPP-N capabilities it provides the MARFOR.

(3) Time Constraints. Time-sensitive information can require immediate or near-term resolution. MPF (due to alternating ships) and MCPP-N are not constrained by a cyclic timeline and “mini-tailoring” decisions can be made as required. But MPF does have ship timelines to meet, and MCSF-BI has a

finite amount of storage capacity along with environmental considerations for short-term storage outdoors.

(4) Assessment Tool. The Prepositioning Equipment Playbook was created as a decision support tool for prepositioning stakeholders and senior leaders. A key function is to provide a collection of TAMCN level information within one view. This includes identifying the item's suitability for prepositioning through a "suitability score" that is based on a myriad of suitability factors. It is also the primary means for tracking Tailoring issues, and reconciles data from several sources into an easy-to-use and dynamic database. Data sources are MCPIC 2.0, TFSMS, ItemApps and TLCM-OST. By identifying inconsistencies between systems of record and authoritative data sources, the Equipment Playbook provides an effective means for PO validation and refinement.

c. Type of Change. The type and reason for change will determine the assessment and approval process. The planning factors, parameters and criteria outlined in Chapters 2 through 8 of this order continue to guide all assessments. As a general rule, the type of change can be caused by either a change to the enterprise (systems of record) or by an operational desire from a stakeholder. When available, change recommendations must include supporting documentation (Fielding Plans, SL-3s and/or Technical Manuals, and other documents and/or Naval message traffic) as justification for review and assessment. In order to minimize the quantity of changes and impacts to the programs, enterprise driven changes would be implemented as the change occurred (during execution), whereas operational changes should be introduced at the beginning of the deliberate tailoring process. The following are typical types of change requests:

(1) Program Level. Program level changes include recommendations to alter published CMC planning guidance, ship assignments, employment concepts, and/or capability distributions program platforms. Program level changes will be directed to HQMC PP&O for assessment and approval. Program level changes will normally follow the deliberate tailoring process described in Chapters 1 through 8 of this order. Approved changes will be documented by updating CMC planning guidance.

(2) Force List. This is defined as the addition/removal of a specific unit, or change in type unit designation (Whole or Detachment) reflected in reference (b). Recommendations will be directed to the PFSR Lead (HQMC PP&O POE) for assessment and

approval. Changes in F/L can have a significant impact on notional T/O&E requirements and will likely cause notional T/O&E changes. Approved force structure changes will be managed by HQMC I&L (LPO-2) in MF plans, and published in the next release of reference (b).

(3) Notional T/O&E. This is defined as the addition/removal or change in quantity of TAMCN based items or the addition/removal or change to BIC for a specific unit contained in the PFSR approved notional F/L. Recommendations will be directed to HQMC I&L (LPO-2) for assessment, and routed to the PFSR for approval. Changes to notional T/O&E that drive PO changes will require additional assessment actions. Notional T/O&E changes that impact the aggregate PO (e.g., an item is reduced or no longer rated, or the T/O change impacts personnel-driven PO quantities) will be presented to the CAR OPT for validation. Changes to notional T/O&Es are managed in MF plans by MARFORPAC and HQMC I&L (LPO-2) and documented in the next release of reference (b). MCPP-N unique notional T/O&E(s) are managed by HQMC I&L (LPO-2) in coordination with HQMC PP&O (POE-40) and MARFOREUR/AF.

(4) Configuration. Defined as changes to association types (SSRI, UURI, ASOC) or ratio’s. Recommendations will be directed to HQMC I&L (LPO-2) and MARCORLOGCOM (BIC) for assessment and routed to the CAR OPT for approval. Changes in configuration that change the aggregate PO will follow the PO Change process below. All configuration changes will be managed by MARCORLOGCOM (BIC) in MCPIC, and published in the next release of reference (b).

(5) Ground PO. Defined as any change to the aggregate PO for MPSRON-2, MPSRON-3, or MCPP-N as published in reference (b). Recommendations to change the PO outside the deliberate and integrated tailoring process are normally initiated by MARCORLOGCOM (BIC) or HQMC I&L (LPO-2) but can be proposed by any stakeholder. Internal factors that drive changes include PO corrections, tailoring plans adjustments, and guidance clarification. External factors that may drive changes include adjusted delivery schedules, fielding plans, operational requirements, and funding shortfalls. All recommendations will be directed to HQMC I&L (LPO-2) for assessment and approved by the CAR OPT. Changes must be assessed in terms of criticality to the OPFOR capability, impacts to the load plans, and whether the change represents an immediate or future implementation challenge. Whatever the causal factor, if the end result is that the previously approved PO quantity, type/configuration,

and tailoring plans are not implementable, the CAR OPT will need to determine an appropriate execution change management action. Changes to the PO are managed in PO Management, documented via naval message, and incorporated in the next release of reference (b).

(6) Munitions PO. Class V PO changes will typically be collected and released via the next publication of reference (b). A Naval message is normally not required unless MPSRON space allocations must change. All Marine Corps munitions PO changes impacting space allocations are initiated through MARCORSYSCOM (PM AMMO) and approved through the CAR OPT. PO changes involving changes to Navy munitions space allocations are reviewed and approved by the POWG.

(7) Aviation PO. Aviation PO changes will typically be collected and released via the next publication of reference (b). A Naval message is normally not required unless MPSRON space allocations must change. MPF Aviation space allocation changes will be initiated by MARCORLOGCOM (BIC/ASMB) in coordination with HQMC AVN (ASL-40) and approved by the CAR OPT. MCPP-N PO changes can be initiated by 2D MAW.

(8) Navy PO. Navy PO changes will typically be collected and released via the next publication of reference (b). A Naval message is normally not required unless MPSRON space allocations must change. MPF Navy space allocation changes are initiated by MARCORLOGCOM (BIC) in coordination with HQMC I&L (LPO-2) and OPNAV N95 and approved through the CAR OPT and POWG.

(9) Plans. Defined as any change to Level III/IV plans that does not change the aggregate PO. MARCORLOGCOM (BIC) has a standardized process in place for modifying "posted" MPS Ship Plans on MCPIC. An established Work Instruction provides steps for processing plans changes internally within MARCORLOGCOM (BIC). A Change Request Form (OPSPLANS-F-001) is used for consistency, traceability, and visibility of all changes. If a plans change drives a PO change, this form will be forwarded by MARCORLOGCOM (BIC/Plans) to HQMC I&L (LPO-2) for staffing and coordination in accordance with the PO Change process above.

d. Implementation. All changes and supporting justifications must be logged and maintained within MCPIC 2.0. Approved PO changes are formally published while Level IV plans are managed by MARCORLOGCOM (BIC).

(1) Approved PO Changes. There are two means of formally identifying and/or notifying stakeholders of approved PO changes.

(a) Publication. Reference (b) is the source documents for the F/L and PO. Updates to this reference will occur as a result of the deliberate tailoring process.

(b) Naval message. DC I&L will release Naval messages directing changes to reference (b) once PO changes are approved. Published updates to reference (b) will include a summary rationale of the changes, but avoid other related actions that may confuse the intent of the purpose of the message, which is primarily communicating to MARCORLOGCOM (BIC) a change to the PO. Multiple messages over time may require an attached PO update for an entire reference (b) table (e.g., Table A-1 as an insert change to the NAVMC 2907 will be attached to the Naval message).

(2) MCPIC 2.0 Workflow Process. The intent for managing Tailoring Plan and PO changes is to develop an automated workflow process in MCPIC 2.0 in MF, POMM and PPS that will provide visibility to all stakeholders and provide a means of collecting concurrence/non-concurrence and approval/disapproval from the appropriate organizations.

(3) Load Plan Changes. Load plan changes, to include equipment subset(s) distribution, may be deemed necessary during execution. MARCORLOGCOM (BIC) is primarily responsible for coordinating through HQMC I&L (LPO-2) any adjustments to Level IV plans that deviate from Level I-III Tailoring plans. Upon coordination and concurrence from the CAR OPT, MARCORLOGCOM (BIC) will make available updated Level IV plans on MCPIC 2.0 for visibility by planners and stakeholders, and publish updates in Operational Advisory messages as necessary.

(4) Changes in PES-V Data. As loaded/stored embark data is managed in MCPIC’s PES-V database by MARCORLOGCOM (BIC). Identification of equipment in PES-V should remain consistent between reference (b), PPS, and APSRs. Every effort should be made to include all P/PO and S/PO items identified in reference (b) within PES-V.

Appendix A

Terms and Definitions

1. Adaptive Force Equipment Sets (AFES). This is a MCPP-N only collective group listing of equipment in support of a core plus capability that exceeds the notional MCPP-N MAGTF primary mission. AFES are additive to the MCPP-N PO and are defined for Tailoring to support future missions (i.e., force standup, force protection, consequence management, etc.) and extreme environments (i.e., arctic conditions). Packaging during storage in Norway need not differ from other assets, and may be stored as efficiently and effectively as possible based on the overall defined timelines for withdrawal.

2. Approved Acquisition Objective (AAO). AAO are categorized into the following elements: Operating Forces (active component or AC, and reserve component or RC), Supporting Establishment, DMFA, MPF, MCPP-N, Marine Expeditionary Unit Augmentation Program - Kuwait (MAP-K), and WRMR-I. The aggregate total of all seven elements produces a total Marine Corps materiel requirement (AAO) for a particular ME. Within the Marine Corps, the AAO is the quantity of an item authorized for peacetime and wartime requirements to equip and sustain the Marine Corps per current DOD policies and plans.

3. Capability Sets. These sets are equipment packaged together to perform a specific capability. These assets are not in addition to the PO but rather are part of it. Every attempt is made to construct the capability set from assets belonging to the same MSE. Capability sets are designed to support arrival and assembly, humanitarian or disaster relief missions, or other such capabilities identified in planning guidance.

4. Compensatory Reductions. Equipment and/or supplies are identified during spatial analysis to assist in recommending/determining PO adjustments. Types and quantities of items, preferably forming a definable capability, are nominated and approved as compensatory reductions when allotted spaces are exceeded per tailoring plans.

5. Feasibility of Support (FOS). A FOS is an assessment tasked by DC I&L to conduct an analysis on a PO or a portion of it prior to its approval. A FOS report is a result of the tasking and is a more formal means of determining impacts to a specific prepositioning program. The FOS may include identification of space, cost, infrastructure, equipment/tools (i.e., garrison

property or care-in-stores assets), and manpower requirements to determine supportability for a PO.

6. Fielding Plans. Fielding Plans serve as the MPF and MCPP-N source documents for detailed plans, actions and responsibilities of the fielding, gaining and supporting commands to successfully field and deploy a materiel system with an objective of a fully manned, trained, and supported system.

7. Fly-In Echelon. FIE is airlifted forces and equipment of the Marine air-ground task force and Navy support element plus aircraft and personnel arriving in the flight ferry of the ACE. Quantifying the FIE supports prepositioning metrics and analysis. For the purposes of Tailoring, the equipment and supplies required by the force but not prepositioned is identified as FIE. The FIE is a byproduct resulting from tailoring actions and derived from the formula, Requirement - PO = FIE. A notional quantity, the FIE would change in support of actual missions and may be sub-divided into surface movements sometimes referred to as Flow-In Echelon.

8. Force List (F/L). The notional MPF MEB force list has historically been identified in the MCBul 3501. Future publication of MPF and MCPP-N program F/L(s) will be included in the NAVMC 2907. The F/L only includes the units and number of personnel assigned to each unit, identified by Marine and Navy Officer and Enlisted. Any variances in the F/L used for determining the PO, or additional force list(s) will be identified in the NAVMC 2907. The F/Ls do not identify equipment type/quantity or MOS.

9. Foreign Disclosure. This is the disclosure of Classified Military Information or Controlled Unclassified Information to an authorized representative of a foreign government or international organization. For the purposes of this Order, new equipment intended for prepositioning that will require storage and maintenance by foreign nationals (e.g., Norwegian support for MCPP-N) will require review and approval for foreign disclosure by a DDA.

10. Geographic Prepositioning Equipment and Supplies (GPE/S). Unit equipment and sustaining supplies associated with a Marine air-ground task force that are deployed in forward locations outside the continental U.S.

11. Maritime Prepositioning Equipment and Supplies (MPE/S). Unit equipment and sustaining supplies associated with a Marine

air-ground task force and a Navy support element that are deployed on MPS.

12. Miscellaneous Materiel. Expendable supplies that have no TAMCN assigned and are not grouped under other S/PO categories may receive a PO as miscellaneous materiel. Usually NSN-tracked, expendable supplies are MARCORLOGCOM (BIC) supply system managed items that have been identified through tailoring as required by the operating forces in support of the notional F/Ls. Items that had their TAMCN designation archived may still be included in the PO if needed for missions that prepositioning supports. Standalone miscellaneous items are not considered a "block", need not be physically loaded together when prepositioned, and may be employed separately. Other miscellaneous materiel may be formed into a block for specific purposes that are identified through tailoring plans and their own tables in reference (b).

13. Navy Marine Corps (NAVMC) 2907. A comprehensive, authoritative document that establishes the requirements and modernization plan for the MPF and MCPP-N program. The NAVMC 2907 includes the F/Ls (as required), requirements, PO, and documented history of all Tailoring OPTs, WGs, and GO-Level decisions made that led to the PO.

14. Navy PO. All Navy equipment prepositioned in support of the notional MPF MEB, but not a part of the MEB (e.g., NSE and Shipboard equipment to support ship-to-shore transfer/movement, and EMF).

15. Notional Table of Equipment (T/E). The notional T/E is a notional list of organizational designated equipment by type and quantity that is assigned to the force list(s). The notional MPF MEB T/E is published in the NAVMC 2907 and maintained in an online database (MCPIC). Other notional T/Es, to include the MCPP-N MAGTF, is also maintained on MCPIC.

16. Notional Table of Organization (T/O). The notional T/O is a notional list of personnel down to the BIC level. This notional T/O supports the quantities of personnel assigned to the force list(s). The notional T/O also supports PO development and analysis and is maintained in an online database (MCPIC).

17. Prepositioning Criteria. General guidance established in reference (a) used to describe equipment and/or supplies that should, or should not, be prepositioned.

18. Prepositioning Objective (PO). A list of type and quantity of equipment and supplies to be prepositioned with the MPF and MCPP-N programs. This includes Marine Corps ground, aviation, and Navy equipment, and supplies such as Class I, III (P), Class IV, and Class IX. The PO is developed throughout Tailoring as a planned objective. The PO is published in the NAVMC 2907 and provides MARCORLOGCOM (BIC) the authority to purchase or attain its inventory to preposition.

19. PO Attainability. Used to describe the ability to source or procure the PO. The PO is considered attainable when current on hand inventories within the enterprise are available, or when projected inventories are funded to meet prepositioning requirements.

20. PO Availability. Used to describe the ability to have the attainable PO on hand in order to meet the loading requirements. For example the total PO of 58 Tanks are on-hand in the program (attained), but the 10 tanks required to load on a specific ship are not available, because the 58 tanks are spread on other ships.

21. Primary PO (P/PO). The P/PO is all Navy and Marine Corps (e.g., TAMCN/Item ID) end items that consume square foot space in order to support Level II Tailoring plans development. TEU-equivalent and T-AKE pallet space allocations are also included for planning purposes. The P/PO is developed before the S/PO can be determined.

22. Production. Production is the preparation of equipment and supplies that must go through maintenance, transportation, supply, regeneration and reconstitution in order to provide combat ready equipment and supplies in a ready for prepositioning state.

23. Production Day ("P" Day). "P" Day is the last day of the offload of the first ship entering a MPF Maintenance Cycle (MMC). It is the start of the Execution Stage of the Tailoring Cycle. For MPF, the deliberate tailoring process is backward planned from this date.

24. Secondary PO (S/PO). All Navy and Marine Corps military equipment and consumables (Class I, III, IV, V, IX) not identified as the primary PO will be considered an S/PO. The S/PO is determined after the force list and primary PO are approved for planning.

25. Space Allocation. Space Allocation is used for spatial analysis and assigned to each element of the MAGTF (e.g., MEB, NCE), Navy units (e.g., EMF, NSE), and commodities. Tailoring guidance will identify past utilization of square feet (sqft)/cubic feet (cuft), TEU and/or pallets. In addition, Space Allocation will include identification of ship deck heights due to the size and weight of rolling stock requiring maximum height for stowage.

26. Spatial Analysis. The tailoring plans are developed using a three dimensional spatial analysis of the equipment (i.e., height, length, width, PSI, etc.,), its maneuverability (i.e., turning radius, under carriage clearance, etc.) and ship configurations (i.e., stanchions, fire lanes, overhead clearance, ramp weights, deck strength, etc.) to determine optimal storage location of all equipment while still enabling the offload of equipment either in-stream or while pier-side.

27. Special Stow Cargo. Consists of assets requiring either special handling or special access due to the nature of the mission they support.

28. Suitability Factor. Suitability factors assist in prioritizing and determining whether an item should be prepositioned or remain part of the FIE even if it meets the prepositioning criteria. Suitability factors are identified in this Order, in prepositioning guidance, and incorporated within tailoring tools such as the Prepositioning Equipment Playbook.

29. Suitability Score. A suitability score is a number (0 to 100) assigned to each TAMCN based on a myriad of factors (i.e., lithium battery requirements, calibration intervals, shelf-life codes, etc.) that will be considered during Tailoring when determining whether an item should be prepositioned or remain part of the FIE regardless if it meets prepositioning criteria. The higher the number, the more suitable the item is to be prepositioned. These suitability scores are located in the Prepositioning Equipment Playbook.

30. Tailoring. The process of bringing program stakeholders together during multiple events, conducted over an extended period of time, to determine the future equipment and supplies that will be prepositioned on MPF ships or MCPP-N storage facilities. Tailoring reviews program guidance, identifies operational requirements, reviews on-hand and projected inventories, develops options for loading/storing and

configuring the equipment and supplies, and ultimately determines a PO that is executable within the constraints of the prepositioning programs.

31. Tailoring Cycle. The Tailoring Cycle consists of three distinct stages: Guidance, Tailoring, and Execution. Each stage is supported by its preceding stage and each stage must account for a myriad of factors, variables, process and procedures, reviews, analysis, and implementation timelines.

32. Tailoring Plans. Tailoring plans are formed from an agglomeration of guidance, requirements, and PO details from a myriad of sources (i.e., Tailoring Guidance, OPTs, TWGs, OAGs, etc.) and packaged into operational capabilities. Tailoring plans are critical to validating PO recommendations and optimizing the operational capabilities provided by the MPF squadron and ship level. There are four levels of tailoring plans: Level I (Program); Level II (Squadron); Level III (Sustainment); and the subset logistics plans, Level IV (Ship/ Facility).

33. Tailoring Stage. The Tailoring Stage consists of four main phases: Requirements, Inventory, Optimization, and PO. The first three phases will directly or indirectly influence the future PO for MPF or MCPP-N. Each phase of Tailoring will consist of collecting stakeholder inputs/equities, validating the requirements, and conducting follow-on analysis if required.

34. Total Munitions Requirement (TMR). An unconstrained munitions requirement document for the Navy, Marine Corps and Aviation munitions used to influence the total munitions PO for the prepositioning programs.

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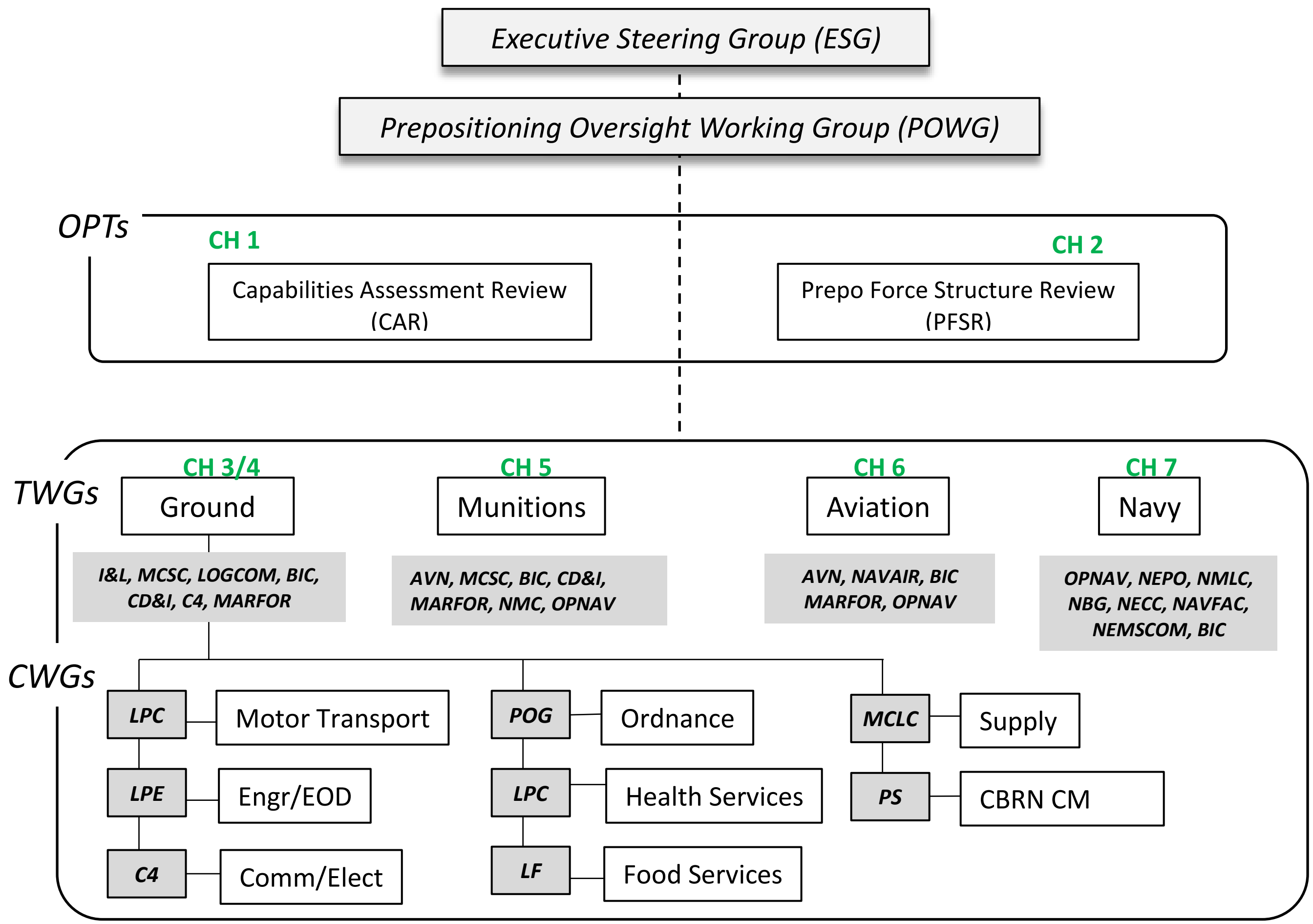
Appendix B

OPT/TWG/CWG Construct



Tailoring Working Group Roles:

TWG	Primary PO Focus	Related Equipment	Secondary PO Focus	TWG/CWG Role
Ground TWG	System/Equip Integration	Fielding Plans, Future Strategies	AAO, TFSMS	-Identifies Marine Corps ground equipment (Class II/VII/VIII) integration challenges for the prepositioning programs in support of approved prepositioning force list(s).
Comm/Elect CWG	Comm Equipment (A TAMCNs)	Sets/Kits/ Chests TMDE Calibration Associations Ratios		-Determines Comm/Elect Class II/VII and associated equipment requirements and PO from a commodity SME and MPF MEB perspective. -Ensure the requirements and POs support Comm/Elect missions for approved prepo F/L(s).
Engineer & EOD CWG	Engineer & EOD Equipment (B & E TAMCNs)	Sets/Kits/ Chests TMDE Calibration Associations Ratios	Class IV materiels	-Determines Engr/EOD Class II/VII and Class IV equipment requirements and PO from a commodity SME and MPF MEB perspective. -Ensure the requirements and POs support engineering missions for approved prepo F/L(s).
CBRN CM CWG	CBRN CM Equipment (A, B, C, K TAMCNs)	Calibration Associations Ratios		-Determines CBRN CM Class II/VII equipment requirements and PO from a commodity SME and MPF MEB perspective. -Ensure the requirements and POs support consequence management and survivability of the force for approved prepo F/L(s).

TWG	Primary PO Focus	Related Equipment	Secondary PO Focus	TWG/CWG Role
Motor Transport CWG	MT (D TAMCNs)	Sets/Kits/ Chests TMDE Calibration Associations Ratios		-Determines MT Class II/VII and associated MT equipment requirements and PO from a commodity SME and MPF MEB perspective. -Ensures the requirements and POs support transportation missions for approved prepo F/L(s).
Food Services CWG	Food Service Equipment (C TAMCNs)		Class I (POR)	-Determines Class I and Class II/VII food service equipment requirements and PO from a commodity SME and MPF MEB perspective. -Ensures the requirements and POs support a consolidated feeding plan based on approved prepo F/L(s).
Ordnance CWG	Ordnance (E TAMCNs)	Sets/Kits/ Chests TMDE Calibration Associations Ratios		-Determines Ordnance Class II/VII equipment requirements and PO from a commodity SME and MPF MEB perspective. -Ensures the requirements and POs support kinetic missions for approved prepo F/L(s).
Health Services CWG	Medical/ Dental Equipment (C TAMCNs)		Class VIII consum-ables	-Determines Class VIII medical equipment and consumable requirements and PO from a commodity SME and MPF MEB perspective.
Supply CWG	MPF MEB Ground Equipment	Sets/Kits/ Chests TMDE Calibration Associations Ratios	Class III/IX materiels	-Supply reps from Commodity WGs review Class III/IX requirements and PO from a commodity SME and MPF MEB perspective. Ensures the Class III/IX POs support their respective Class II/VII PO.

TWG	Primary PO Focus	Related Equipment	Secondary PO Focus	TWG/CWG Role
Munitions TWG	Ground, Aviation, Navy (DODIC/NALC)		Class V	-Collects, reviews and consolidates all Munitions requirements, PO, and S/PO.
Navy TWG	NCE, NSE, EMF		Class III, IX	-Collects, reviews and consolidates all Navy requirements, P/PO, and S/PO.
Aviation TWG	SE/AWSE, MMF, EAF		Class III	-Collects, reviews and consolidates all Aviation requirements, P/PO, and S/PO.

Appendix C

Sample Tailoring Events & Milestones Checklist

PRI	TASK	LEAD	SUPPORT
1	Release Prepositioning Program Guidance	PP&O	
2	Release Tailoring Guidance & POA&M	I&L	PP&O
3	Conduct Tailoring PFSR OPT	PP&O	I&L/CD&I
4	Approve for Tailoring the notional F/L(s)	PP&O/' CD&I	PFSR
5	Validate notional F/L(s) CONOPS/Planning Parameters	PP&O	PFSR
6	Validate T/M/S for F/L(s)	AVN	PFSR
7	Identify Navy missions and Force requirements	OPNAV	PFSR
8	Approve notional F/L(s)	PP&O	I&L
9	Approve for Tailoring the notional T/O&E(s)	PP&O	PFSR
10	Approve notional T/O&E(s)	PP&O	I&L
11	Develop MMC Schedule	LOGCOM (BIC)	MSC
12	Validate MMC Schedule	I&L	CAR
13	Approve MMC ships schedule	PP&O	
14	Tailoring OPT #1/Review Tailoring Plans	I&L	CAR
15	Develop initial Capability Spread	I&L	CAR
16	Develop initial sqft and TEU space allocations	I&L	CAR
17	Develop initial Primary PO	I&L	CAR
18	Tailoring OPT #2/ Review Tailoring Plans	I&L	CAR
19	Develop initial Secondary PO, to include Capability Sets	I&L	CAR
20	Tailoring OPT #3/ Review Tailoring Plans	I&L	CAR
21	Select Level I/II Plans/COAs	I&L	LOGCOM (BIC)
22	Identify PO adjustments	I&L	CAR
23	Tailoring OPT #4/ Review Tailoring Plans	I&L	CAR
24	Validate Final PO	I&L	CAR
25	Approve Final Level I/II Plans	I&L	CAR
26	Update the PO in NAVMC 2907	I&L	All
27	Update prepo elements of the AAO in TFSMS	I&L	CD&I/ MCSC/ LOGCOM

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Appendix D

Sample Tailoring Guidance Message

UNCLASSIFIED/
MSGID/GENADMIN,USMC,2015/CMC WASHINGTON DC IL LPO//

SUBJ/TAILORING GUIDANCE FOR MARITIME PREPOSITIONING FORCE (MPF) MAINTENANCE CYCLE XX (MMC-XX)//

REF/A/MSGID:DOC/MCO 3000.17/YMD:2013//
REF/B/MSGID:DOC/MCO 4000.58/YMD:2016//
REF/C/MSGID:DOC/DC PPO/XXXXXX//
REF/D/MSGID:DOC/BIC/YMD:2012//
REF/E/MSGID:DOC/NAVMC 2907/YMD:2015//

NARR/REF A IS MARINE CORPS PREPOSITIONING PROGRAMS ORDER. REF B IS PREPOSITIONING PROGRAMS TAILORING POLICY. REF C IS CMC PLANNING GUIDANCE FOR MPF. REF D IS MMC SCHEDULE. REF E IS MPF AND MCPP-N PO.//
POC/
GENTEXT/REMARKS
1. SITUATION. IAW REF A AND B, DC I&L IS RESPONSIBLE TO LEAD, COORDINATE, AND INTEGRATE ALL MARINE CORPS AND NAVY TAILORING EFFORTS REQUIRED TO DEVELOP THE TAILORING PLANS THAT SUPPORT THE DEVELOPMENT OF THE PREPOSITIONING OBJECTIVE (PO). CMC PLANNING GUIDANCE PROVIDED IN REF C ESTABLISHES MMC-XX AS BEGINNING IN XXX XXXX AND ENDING APPROXIMATELY XXX XXXX. THIS MESSAGE PROMULGATES TAILORING GUIDANCE ISO MMC-XX WITH A PLAN OF ACTION AND MILESTONES (POA&M) TO INTEGRATE NAVY AND MARINE CORPS EFFORTS IN DEVELOPING A PO FOR MARITIME PREPOSITIONING SHIPS SQUADRONS (MPSRON) TWO AND THREE AS THEY ALTERNATE SHIPS THROUGH MMC-XX. THE POA&M ESTABLISHES TIMELINES, OPERATIONAL PLANNING TEAM (OPT), TAILORING WORKING GROUP (TWG), TAILORING OBJECTIVES AND DELIVERABLES.
2. MISSION. CONDUCT TAILORING ACTIONS FOR MMC-XX IOT DEVELOP A MPSRON-2 AND MPSRON-3 PO AND PUBLISH THE RESULTS IN THE NAVMC 2907 NLT XXX XXXX.
3. EXECUTION
3.A. COMMANDER’S INTENT AND CONCEPT OF OPERATIONS.
3.A.1. COMMANDER’S INTENT. THE MPF PROGRAM PROVIDES EQUIPMENT AND SUPPLIES TO SUPPORT THE MARINE AIR GROUND TASK FORCE (MAGTF) DEPLOYED FOR CRISIS AND CONTINGENCIES ACROSS THE FULL RANGE OF MILITARY OPERATIONS (ROMO) AND PROVIDES THE EQUIPMENT AND SUPPLIES TO SUPPORT THE MAGTF ENABLERS (I.E., NAVY SUPPORT ELEMENT (NSE), ARRIVAL ASSEMBLY ELEMENTS, ETC.) AND THE EXPEDITIONARY MEDICAL FACILITY (EMF). THE INTENT OF TAILORING

IS TO PROVIDE THE OPERATING FORCES PREPOSITIONED CAPABILITIES THAT ENABLE SEAMLESS INTEGRATION WITH ARRIVING FORCES.

3.A.2. CONCEPT OF OPERATIONS. TO ASSIST I&L WITH TAILORING, THE ADC I&L (LP) WILL CONVENE, CO-LEAD, AND/OR COORDINATE NUMEROUS INTERRELATED OPTS AND TWGS TO INTEGRATE A PO FROM ENTERPRISE PROGRAM AND OPERATING FORCES REQUIREMENTS. PER REF B, TAILORING FOR MMC-XX WILL BE CONDUCTED IN FOUR PHASES:

3.A.2.A. PHASE I - REQUIREMENTS

3.A.2.B. PHASE II - INVENTORIES

3.A.2.C. PHASE III - OPTIMIZATION

3.A.2.D. PHASE IV – PO

3.B. OPT/TWG CONSTRUCT. ACTUAL MEETING DATES WILL BE ANNOUNCED VIA SEPARATE CORRESPONDENCE AND MAY BE COMBINED TO REDUCE TRAVEL. DESIGNATED OPTS AND WORKING GROUPS LEADS WILL MEET AND COORDINATE WITH THEIR TEAM MEMBERS TO COMPLETE TASKS ASSIGNED. A TAILORING IPR WILL BE USED TO LEVEL SET MPF PROGRAM STAKEHOLDERS ON THE TAILORING ORDER (REF B), REVIEW OPT/TWG CONSTRUCT AND MEMBERS, GUIDANCE MESSAGES, T/O&E DEVELOPMENT, SPACE ALLOCATIONS, SPECIAL INSTRUCTIONS, AND REVIEW TAILORING OBJECTIVES AND ACTIONS REQUIRED. THE OPT/TWG CONSTRUCT IS PROVIDED AS FOLLOWS TO ASSIST WITH THE INTEGRATION OF TAILORING ACTIONS:

3.B.1. PFSR OPT. THE PFSR OPT MEETS TO REVIEW NOTIONAL FORCE LISTS AND THEIR T/O&ES. THE RESULTS THE PFSR OPT IS A METHOD/MEANS TO UPDATE REF D.

3.B.2. CAR OPT. THE CAR OPTS MEET TO PROVIDE GUIDANCE TO THE TWGS, REVIEW RECOMMENDATIONS FROM TWGS, AND ASSESS AND APPROVE LEVEL I & II PLANS AND PO RECOMMENDATIONS.

3.B.3. TWG. MAIN COMPONENT TWGS WILL MEET AT THE CONCLUSION OF A CAR OPT TO DEVELOP SPECIFIC GUIDANCE AND WAY AHEADS FOR THEIR RESPECTIVE CWGS.

3.C. PLAN OF ACTION & MILESTONES (POA&M). THE POA&M BELOW REFLECTS KEY DATES AND MILESTONES (M/S) ESTABLISHED TO ENSURE A SYNCHRONIZED AND INTEGRATED APPROACH TO TAILORING. DATES ARE BASED ON ESTIMATED DAYS FOR ACCOMPLISHING THE TASKS IOT MEET THE OBJECTIVE TO PUBLISH AN UPDATED NAVMC 2907 NLT OCT 2016. THE FOLLOWING PFSR OPT, CAR OPT AND TWGS/CWGS SCHEDULE AND MILESTONES IS PROVIDED AS FOLLOWS:

3.D. GENERAL PLANNING PARAMETERS AND/OR FUTURE PLANNING CONSIDERATIONS

3.E. TASKS

3.E.1. DC I&L

3.E.2. DC PP&O

3.E.3. DC AVN

3.E.4. DC CD&I

3.E.5. C4

3.E.6. COMMARCORSYSCOM

3.E.7. CG MARCORLOGCOM
3.E.8. COMMARFORPAC
3.E.9. MARINE COMPONENT COMMANDERS
3.E.10. NAVY COMMANDS/AGENCIES IN SUPPORT OF MMC-XX TAILORING. CMC REQUESTS THE FOLLOWING ACTIONS IN SUPPORT OF MMC.
3.E.10.A. OPNAV N95
3.E.10.B. OPNAV N0931
3.E.10.C. COMMANDER MILITARY SEALIFT COMMAND (MSC)
3.F. COORDINATING INSTRUCTIONS
3.F.1. DESIGNATED OPT/TWG/CWG LEADS AND MEMBERS.
3.F.2. TERMS OF REFERENCE.
4. ADMIN AND LOGISTICS
4.A. TAD FUNDING TO ATTEND MMC-12 TAILORING CONFERENCES IS A UNIT/ ORGANIZATION RESPONSIBILITY. PREPOSITIONING 1B1B FUNDS ALLOCATED FROM HQMC (I&L/LPO-2) IS AUTHORIZED FOR USE IN CONDUCTING TAILORING.
4.B. MCPIC 2.0 (HTTPS://MCPIC.BIC.USMC.MIL) WILL BE THE SINGLE SOURCE FOR TAILORING PLANS AND DOCUMENTS.
5. COMMAND AND SIGNAL
5.A. COMMAND
5.A.1. DC PP&O IS CMC'S EXECUTIVE AGENT AND ADVOCATE FOR PREPOSITIONING PROGRAMS.
5.A.2. DC I&L IS SUPPORTED FOR ALL TAILORING ACTIONS.
5.B. SIGNAL. THIS GUIDANCE IS EFFECTIVE UPON RELEASE DATE OF MSG AND WILL BE INCORPORATED INTO A FUTURE REVISION OF REF E.
6. RELEASE AUTHORIZED BY ASSISTANT DEPUTY COMMANDANT FOR INSTALLATIONS AND LOGISTICS (LP).//
BT//

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Appendix E

Notional MPF MEB Unit Equipment Mapping Matrix

NOTIONAL MPF MEB				OPERATING FORCES MAPPED UNITS	
MPSRON-2 UIC	**MPSRON-3 UIC**	**MCPP-N UIC**	**UNIT DESCRIPTION**	**UIC**	**UNIT DESCRIPTION**
MP4202	MP4402	MN4602	CE MEB	M20146	CE I MEF
MP4203	MP4403	MN4603	DET H&S CO MHG	M20371	CE MHG I MEF
MP4208	MP4408	MN4606	DET RADIO BN	M21571	1ST RAD BN I MEF
MP4210	MP4410	MN4609	DET CIV AFF GRP MHG	M20193	4TH CIV AFF GRP FHG MARFORRES
MP4211	MP4411	MN4607	DET ANGLICO MHG	M21610	1ST ANGLICO MHG I MEF
MP4275	MP4475	MN4605	DET FORCE RECON CO	M11007	FORCE RECON CO 1ST RECON BN 1ST MARDIV I MEF
MP4212	MP4412	MN4723	DET HQTRS INTEL BN	M20734	1ST INTEL BN I MEF
MP4213	MP4413	MN4724	DET HQTRS CO INTEL BN	M20735	HQTRS CO 1ST INTEL BN I MEF
MP4214	MP4414	MN4725	DET PROD & ANALYS CO INTEL BN	M20736	PROD & ANALYS CO 1ST INTEL BN I MEF
MP4215	MP4415	MN4726	DET PROD & ANALYS SPT CO INTEL BN	M20732	PROD & ANALYS SPT CO 1ST INTEL BN I MEF
MP4216	MP4416	MN4727	DET CI CO INTEL BN	M20737	CI/ HUMINT CO 1ST INTEL BN I MEF
MP4217	MP4417	MN4728	DET CI SPT CO INTEL BN	M20733	CI/HUMINT SPT CO 1ST INTEL BN I MEF
MP4223	MP4423	MN4653	DET HQTRS CO LAW ENF BN MHG	M20151	HQTRS CO 1ST LAW ENF BN MHG I MEF
MP4285	MP4485	MN4671	MP CO LAW ENF BN MHG	M20152	MP CO A 1ST LAW ENF BN MHG I MEF
MP4276	MP4476	MN4745	DET HQTRS CO COMM BN	M21672	HQTRS CO 9TH COMM BN I MEF
MP4277	MP4477	MN4746	DET SVC CO COMM BN	M21673	SVC CO 9TH COMM BN I MEF
MP4278	MP4478	MN4747	DET GS COMM CO COMM BN	M21674	GS COMM CO 9TH COMM BN I MEF
MP4279	MP4479	MN4748	DET DS COMM CO COMM BN	M21675	DS COMM CO A 9TH COMM BN I MEF
MP4222	MP4422	MN4652	DET HQTRS CO HQTRS BN	M11002	HQTRS CO HQTRS BN 1ST MARDIV
MP4224	MP4424	MN4654	DET COMM CO HQTRS BN	M11006	COMM CO HQTRS BN 1ST MARDIV
MP4225	MP4425	MN4655	TRUCK CO HQTRS BN	M11008	TRUCK CO A HQTRS BN 1ST MARDIV
MP4273	MP4473	MN4650	DET H&S CO RECON BN	M11010	H&S CO 1ST RECON BN 1ST MARDIV
MP4274	MP4474	MN4651	DET RECON CO RECON BN	M11011	RECON CO A 1ST RECON BN 1ST MARDIV

NOTIONAL MPF MEB				OPERATING FORCES MAPPED UNITS	
MPSRON-2 UIC	**MPSRON-3 UIC**	**MCPP-N UIC**	**UNIT DESCRIPTION**	**UIC**	**UNIT DESCRIPTION**
MP4227	MP4427	MN4623	HQTRS CO INF REGT	M11204	HQTRS CO 7TH MAR REGT 1ST MARDIV
MP4229	MP4429	MN4625	H&S CO INF BN (1)	M11211	H&S CO 1/7 1ST MARDIV
MP4230	MP4430	MN4626	WPNS CO INF BN (1)	M11212	WPNS CO 1/7 1ST MARDIV
MP4231	MP4431	MN4627	RFL CO (1) INF BN (1)	M11213	RFL CO A 1/7 1ST MARDIV
MP4232	MP4432	MN4628	RFL CO (2) INF BN (1)	M11214	RFL CO B 1/7 1ST MARDIV
MP4233	MP4433	MN4629	RFL CO (3) INF BN (1)	M11215	RFL CO C 1/7 1ST MARDIV
MP4235	MP4435	MN4631	H&S CO INF BN (2)	M11221	H&S CO 2/7 1ST MARDIV
MP4236	MP4436	MN4632	WPNS CO INF BN (2)	M11222	WPNS CO 2/7 1ST MARDIV
MP4237	MP4437	MN4633	RFL CO (1) INF BN (2)	M11224	RFL CO E 2/7 1ST MARDIV
MP4238	MP4438	MN4634	RFL CO (2) INF BN (2)	M11225	RFL CO F 2/7 1ST MARDIV
MP4239	MP4439	MN4635	RFL CO (3) INF BN (2)	M11226	RFL CO G 2/7 1ST MARDIV
MP4241	MP4441	MN4637	H&S CO INF BN (3)	M13161	H&S CO 3/7 1ST MARDIV
MP4242	MP4442	MN4638	WPNS CO INF BN (3)	M13162	WPNS CO 3/7 1ST MARDIV
MP4243	MP4443	MN4639	RFL CO (1) INF BN (3)	M13163	RFL CO I 3/7 1ST MARDIV
MP4244	MP4444	MN4640	RFL CO (2) INF BN (3)	M13164	RFL CO K 3/7 1ST MARDIV
MP4245	MP4445	MN4641	RFL CO (3) INF BN (3)	M13165	RFL CO L 3/7 1ST MARDIV
MP4267	MP4466	MN4645	DET HQTRS BTRY ARTY REGT	M11303	HQTRS BTRY 1/11 1ST MARDIV
MP4266	MP4472	MN4649	HQTRS BTRY ARTY BN	M11316	HQTRS BTRY 11TH MAR REGT 1ST MARDIV
MP4373	MP4572	MN4781	FIRE SPT TM ARTY BN	M11317	FIRE SPT TM 1/11 1ST MARDIV
MP4268	MP4467	MN4646	ARTY BTRY (1) ARTY BN	M11314	ARTY BTRY B 1/11 1ST MARDIV
MP4269	MP4468	MN4647	ARTY BTRY (2) ARTY BN	M11315	ARTY BTRY C 1/11 1ST MARDIV
MP4270	MP4469	MN4648	ARTY BTRY (3) ARTY BN	M11323	ARTY BTRY E 2/11 1ST MARDIV
MP4271	MP4470	MN4743	ARTY BTRY (4) ARTY BN	M11324	ARTY BTRY F 2/11 1ST MARDIV
MP4272	MP4471	MN4744	ARTY BTRY (5) ARTY BN	M11325	ARTY BTRY G 2/11 1ST MARDIV
MP4259	MP4459	MN4737	DET H&S CO AAV BN	M21821	H&S CO 3D AAV BN 1ST MARDIV
MP4260	MP4460	MN4738	AAV CO (1) AAV BN	M21822	AAV CO A 3D AAV BN 1ST MARDIV
MP4261	MP4461	MN4739	AAV CO (2) AAV BN	M21823	AAV CO B 3D AAV BN 1ST MARDIV
MP4247	MP4447	MN4656	DET H&S CO CEB	M11401	H&S CO 1ST CEB 1ST MARDIV
MP4248	MP4448	MN4657	DET ENGR SPT CO CEB	M11407	ENGR SPT CO 1ST CEB 1ST MARDIV
MP4249	MP4449	MN4658	ENGR CO CEB	M11403	COMBAT ENGR CO A 1ST CEB 1ST MARDIV

NOTIONAL MPF MEB				OPERATING FORCES MAPPED UNITS	
MPSRON-2 UIC	**MPSRON-3 UIC**	**MCPP-N UIC**	**UNIT DESCRIPTION**	**UIC**	**UNIT DESCRIPTION**
MP4250	MP4450	MN4659	MOB ASLT CO (MAC) CEB	M11406	MOB ASLT CO (MAC) 1ST CEB 1ST MARDIV
MP4263	MP4463	MN4741	DET H&S CO LAR BN	M11701	H&S CO 1ST LAR BN 1ST MARDIV
MP4264	MP4464	MN4742	LAR CO LAR BN	M11702	LAR CO A 1ST LAR BN 1ST MARDIV
MP4253	MP4453	MN4731	H&S CO TANK BN	M21411	H&S CO 1ST TANK BN 1ST MARDIV
MP4254	MP4454	MN4732	TANK CO (1) TANK BN	M21412	TANK CO A 1ST TANK BN 1ST MARDIV
MP4255	MP4455	MN4733	TANK CO (2) TANK BN	M21413	TANK CO B 1ST TANK BN 1ST MARDIV
MP4256	MP4456	MN4734	TANK CO (3) TANK BN	M21414	TANK CO C 1ST TANK BN 1ST MARDIV
MP4257	MP4457	MN4735	TANK CO (4) TANK BN	M21415	TANK CO D 1ST TANK BN 1ST MARDIV
MP4317	MP4517	MN4718	DET ACE HQTRS	M00319	HQTRS 3D MAW
MP4322	MP4522	MN4682	DET HQTRS MWHS	M01079	MWHS-3 HQTRS 3D MAW
MP4323	MP4523	MN4719	DS TM HQTRS	M11017	DS TM 1 HQTRS BN 1ST MARDIV
MP4324	MP4524	MN4720	SP SEC COMM TM HQTRS	M00326	4TH SP SEC COMM TM HQTRS 3D MAW
MP4318	MP4518	MN4721	DET MTACS MACG	M01144	MTACS-38 MACG-38 3D MAW
MP4326	MP4526	MN4722	DET HQTRS MACG	M00638	HQTRS MACG-38 3D MAW
MP4333	MP4533	MN4690	DET MASS MACG	M00830	MASS-3 MACG-38 3D MAW
MP4328	MP4528	MN4684	DET HQTRS MACS MACG	M00885	HQTRS MACS-1 MACG-38 3D MAW
MP4329	MP4529	MN4686	DET TAOC MACS MACG	M00881	DET TAOC MACS-1 MACG-38 3D MAW
MP4330	MP4530	MN4687	DET A ATC MACS MACG	M00882	DET A ATC MACS-1 MACG-38 3D MAW
MP4331	MP4531	MN4688	DET B ATC MACS MACG	M00883	DET B ATC MACS-1 MACG-38 3D MAW
MP4332	MP4532	MN4751	DET HQTRS MWCS MACG	M00310	HQTRS MWCS-38 MACG-38 3D MAW
MP4356	MP4357	MN4752	DET A MWCS MACG	M00308	DET A MWCS-38 MACG-38 3D MAW
MP4334	MP4534	MN4691	DET H&S BTRY LAAD BN	M00932	DET H&S BTRY 3D LAAD BN MACG-38 3D MAW
MP4335	MP4535	MN4692	FIRING BTRY LAAD BN	M00933	FIRING BTRY A 3D LAAD BN MACG-38 3D MAW
MP4342	MP4542	MN4698	HQTRS MAG (FW)	M00230	HQTRS MAG-11 3D MAW
MP4345	MP4545	MN4701	DET MALS (FW) MAG (FW)	M01065	MALS-11 MAG-11 3D MAW
MP4343	MP4543	MN4699	VMAQ (6 EA-6B) MAG (FW)	M01238	VMAQ-2 MAG-14 2D MAW
MP4344	MP4544	MN4700	VMGR (15 KC-130J) MAG (FW)	M01352	VMGR-352 MAG-11 3D MAW
MP4347	MP4547	MN4705	VMA (14 AV-8B) MAG (FW)	M01214	VMA-214 MAG-13 3D MAW

NOTIONAL MPF MEB				OPERATING FORCES MAPPED UNITS	
MPSRON-2 UIC	**MPSRON-3 UIC**	**MCPP-N UIC**	**UNIT DESCRIPTION**	**UIC**	**UNIT DESCRIPTION**
MP4363	MP4561	MN4703	VMFA 1 (12 F/A-18A) MAG (FW)	M01232	VMFA-232 MAG-11 3D MAW
MP4364	MP4562	MN4704	VMFA 2 (12 F/A-18C) MAG (FW)	M01314	VMFA-314 MAG-11 3D MAW
MP4346	MP4546	MN4702	VMFA(AW) (12 F/A-18D) MAG (FW)	M01225	VMFA (AW)-225 MAG-11 3D MAW
MP4337	MP4537	MN4693	VMU (8 UAV W/2 GRD ST) MAG	M01480	VMU-1 MAG-13 3D MAW
MP4339	MP4539	MN4695	MWSS 1 MAG (FW)	M05371	MWSS-371 MAG-13 3D MAW
MP4349	MP4549	MN4709	DET HQTRS MAG (RW)	M00232	HQTRS MAG-16 3D MAW
MP4350	MP4550	MN4710	DET, MALS (RW) MAG (RW)	M01020	MALS-16 MAG-16 3D MAW
MP4351	MP4551	MN4711	VMM 1 (12 MV-22) MAG (RW)	M05161	VMM-161 MAG-16 3D MAW
MP4352	MP4552	MN4712	VMM 2 (12 MV-22) MAG (RW)	M05163	VMM-163 MAG-16 3D MAW
MP4367	MP4565	MN4713	VMM 3 (12 MV-22) MAG (RW)	M05166	VMM-166 MAG-16 3D MAW
MP4353	MP4553	MN4714	HMH (16 CH-53E) MAG (RW)	M01361	HMH-361 MAG-16 3D MAW
MP4355	MP4555	MN4715	HMLA (15 AH-1/12 UH-1) MAG (RW)	M01173	HMLA-169 MAG-39 3D MAW
MP4340	MP4540	MN4696	MWSS 2 MAG (RW)	M05372	MWSS-372 MAG-39 3D MAW
MP4365	MP4563	MN4667	LCE HQTRS	M28315	MLG HQTRS 1ST MLG
MP4282	MP4482	MN4668	DET HQTRS CO HQTRS REGT	M28302	HQTRS CO CLR 17 1ST MLG
MP4283	MP4483	MN4669	DET SVC CO HQTRS REGT	M28304	SVC CO HQTRS REGT 1ST MLG
MP4284	MP4484	MN4670	DET COMM CO HQTRS REGT	M28303	COMM CO HQTRS REGT 1ST MLG
MP4301	MP4501	MN4672	DET FD SVC CO HQTRS REGT	M28308	FD SVC CO HQTRS REGT 1ST MLG
MP4369	MP4567	MN4761	DET H&S CO TRANS SPT BN	M28411	H&SCO 1ST TRANS SPTBN CLR 1 1ST MLG
MP4302	MP4502	MN4673	DET LNDG SPT CO TRANS SPT BN	M28336	LNDG SPT CO 1ST TRANS SPTBN CLR 1 1ST MLG
MP4303	MP4503	MN4677	MT CO TRANS SPT BN	M28412	MTCO A 1ST TRANS SPTBN CLR 1 1ST MLG
MP4379	MP4577	MN4785	DET SPT CO TRANS SPT BN	M28418	SPT CO 1ST TRANS SPTBN CLR1 1ST MLG
MP4299	MP4499	MN4674	H&S CO DS CLB	M28361	H&S CO CLB 1 CLR 1 1ST MLG
MP4304	MP4504	MN4678	TRANS SVCS CO DS CLB	M28338	TRANS SVCS CO CLB 1 CLR 1 1ST MLG

NOTIONAL MPF MEB				OPERATING FORCES MAPPED UNITS	
MPSRON-2 UIC	MPSRON-3 UIC	MCPP-N UIC	UNIT DESCRIPTION	UIC	UNIT DESCRIPTION
MP4292	MP4492	MN4762	DET H&S CO MAINT BN	M28322	H&S CO 1ST MAINT BN CLR 15 1ST MLG
MP4293	MP4493	MN4763	DET ELMACO MAINT BN	M28324	ELMACO 1ST MAINT BN CLR 15 1ST MLG
MP4294	MP4494	MN4764	DET ENGR MAINT CO MAINT BN	M28325	ENGR MAINT CO 1ST MAINT BN CLR 15 1ST MLG
MP4295	MP4495	MN4765	DET ORD MAINT CO MAINT BN	M28327	ORD MAINT CO 1ST MAINT BN CLR 15 1ST MLG
MP4296	MP4496	MN4766	DET MTM CO MAINT BN	M28326	MTM CO 1ST MAINT BN CLR 15 1ST MLG
MP4370	MP4568	MN4749	DET GSM CO MAINT BN	M28328	GSM CO 1ST MAINT BN CLR 15 1ST MLG
MP4287	MP4487	MN4767	DET H&S CO SUP BN	M28311	H&S CO 1ST SUP BN CLR 15 1ST MLG
MP4288	MP4488	MN4768	DET AMMO CO SUP BN	M28313	AMMO CO 1ST SUP BN CLR 15 1ST MLG
MP4289	MP4489	MN4769	DET SUP CO SUP BN	M28312	SUP CO 1ST SUP BN CLR 15 1ST MLG
MP4290	MP4490	MN4770	DET MEDLOG CO SUP BN	M28333	MEDLOG CO 1ST SUP BN CLR 15 1ST MLG
MP4312	MP4512	MN4771	DET H&S CO MED BN	M11021	H&S CO 1ST MED BN 1ST MLG
MP4313	MP4513	MN4772	SURG CO MED BN	M11022	SURG CO A 1ST MED BN 1ST MLG
MP4316	MP4516	MN4773	DET DEN CO DEN BN	M28382	1ST DEN CO 1ST DEN BN 1ST MLG
MP4306	MP4506	MN4774	DET H&S CO ESB	M21301	H&S CO 7TH ESB 1ST MLG
MP4307	MP4507	MN4775	DET ENGR SPT CO ESB	M21302	ENGR SPT CO 7TH ESB 1ST MLG
MP4309	MP4509	MN4776	BULK FUEL CO ESB	M28314	BULK FUEL CO 7TH ESB 1ST MLG
MP4310	MP4510	MN4777	ENGR CO ESB	M21303	ENGR CO A 7TH ESB 1ST MLG
MP4366	MP4564	MN4778	BRIDGE CO ESB	M21306	BRIDGE CO 7TH ESB 1ST MLG
MP4371	MP4571	MN4750	DET EOD CO ESB	M21307	EOD CO 7TH ESB 1ST MLG

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