



DEPARTMENT OF THE NAVY
HEADQUARTERS UNITED STATES MARINE CORPS
3000 MARINE CORPS PENTAGON
WASHINGTON, DC 20350-3000

MCO 3500.18A
APP-31
20 Sep 12

MARINE CORPS ORDER 3500.18A

From: Commandant of the Marine Corps
To: Distribution List

Subj: PREPARATION AND DEPLOYMENT OF FIXED WING MARINE CORPS AVIATION UNITS
ON AIRCRAFT CARRIERS

Ref: (a) Memorandum of Agreement (MOA) between Commander, Naval Air Forces
and Deputy Commandant for Aviation, United States Marine Corps, 11
May 2011 (NOTAL)
(b) COMNAVAIRFORINST 3500.20C
(c) JAG Manual
(d) Landing Signal Officer (LSO) NATOPS Manual
(e) OPNAVINST 4790.2J
(f) MCO P3500.50A W/CH 1
(g) MCO P3000.2J
(h) MCBUL 3120
(i) MCO P3500.15B
(j) OPNAVINST 3750.6R CH-4
(k) COMNAVAIRFORINST 5040.1C
(l) DOD 7000.14-R Volume 7A, "Military Pay Policy and Procedures-
Active Duty and Reserve Pay"
(m) COMNAVAIRFORINST 4790.46A

Encl: (1) Guidance for Fixed-wing Squadrons
(2) Sample Integration Message
(3) Definitions

1. Situation. Marine Corps tactical (TACAIR) fixed-wing aircraft have historically been, and will continue to be, deployed aboard USN aircraft carriers (CVNs). This Order promulgates information, guidance and policy for deployment of fixed-wing aircraft squadrons and detachments aboard CVNs in accordance with references (a) through (n).

2. Cancellation. MCO 3500.18 w/CH 1.

3. Mission. Under the staff cognizance of the Deputy Commandant for Aviation (DC AVN), implement, execute and manage the integration of Marine Corps TACAIR Integration squadrons and detachments aboard CVNs.

4. Execution

a. Commander's Intent and Concept of Operations

(1) Commander's Intent. This order outlines specific policies and guidance that will result in the safe, efficient and effective integration of USMC squadrons scheduled to deploy aboard CVNs.

(a) The focus of Headquarters Marine Corps and the operating forces shall be toward preparing TACAIR squadrons for successful integration into Navy Carrier Air Wings (CVWs).

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Concept of Operations. The process of integrating a TACAIR squadron into a CVW requires a concerted and focused effort across multiple agencies within the Marine Corps. This order defines roles and responsibilities within the affected agencies.

b. Subordinate Element Missions

(1) Deputy Commandant, for Aviation (DC, AVN) shall:

(a) Ensure implementation of this Order and execution of the policy set forth herein.

(b) In conjunction with the Deputy Commandant for Plans, Policy, and Operations (DC PP&O), identify TACAIR fixed-wing squadrons to be deployed aboard CVN's sufficiently in advance of their next deployment to permit thorough unit preparation and manning for deployment.

(2) Deputy Commandant, Plans, Policy, and Operations (DC, PP&O) shall:

(a) In conjunction with DC, AVN, identify fixed-wing squadrons to be deployed aboard CVN's sufficiently in advance of their next deployment to permit thorough unit preparation and manning for deployment.

(3) Deputy Commandant, Manpower and Reserve Affairs (DC, M&RA) shall:

(a) Ensure LtCol Command Board precept includes the following language, "Prior CVN experience shall be prioritized by the board when slating command of fixed-wing carrier based squadrons."

(b) Develop, institute and track carrier based deployment metrics for both officer and enlisted Marines to provide visibility on carrier based deployment experience to assist in the assignment process.

(c) Ensure the staffing of carrier based fixed-wing squadrons in accordance with reference (i).

(4) MAG Commanders shall:

(a) Schedule planning conferences with the appropriate CVW Commander in order to ensure compliance with references (a) through (m).

(b) Ensure MALS augments are attached to the squadron prior to the first Fleet Readiness Training Program (FRTF) event and remain attached through the deployment in order to allow time for flight deck and operational training prior to deployment.

(c) When necessary due to Global Force Management (GFM) decisions that affect TACAIR Integration (TAI) squadrons, request adjustments to the Lieutenant Colonel Command Slate Board results.

(d) Ensure the MAG Maintenance Chief coordinates with MMEA to ensure TAI squadrons are manned fully to include the proper mixture of senior ranks.

(5) TACAIR Integration Squadron Commanders shall:

(a) Within 90 days following the end of the cruise, ensure the submission of a post-deployment report to the Commandant of the Marine Corps

(APP), via the chain of command, summarizing significant problems encountered, actions taken to resolve the problems, and recommendations. Additionally, a copy of this post-deployment report will be sent to all other Marine TACAIR Integrated Squadrons.

(b) Establish a "CVN Lessons Learned" folder that catalogs squadron post deployment reports. The folder will help ensure retention of corporate knowledge of CVN operations in each TACAIR Integration squadron.

(c) Ensure that all E-7 and above enlisted Marines are in critical communication billets in order to ensure close coordination with ships personnel.

5. Administration and Logistics

a. Directives issued by the Commandant of the Marine Corps are published electronically and can be accessed via the Marine Corps homepage at: <http://www.usmc.mil>.

b. Access to on-line medium shall suffice for directives that can be obtained from the internet, CD-ROM or other sources. For the purpose of inspection, electronic files shall suffice and need not be printed. Hard copy and CD-ROM versions of Marine Corps directives can be obtained through the Marine Corps Publications Distribution System.

6. Command and Signal

a. Command. This Order is applicable to the Marine Corps Total Force.

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



R. E. SCHMIDLE
Deputy Commandant
For Aviation

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Guidance for Fixed-wing Squadrons

1. Background. In accordance with reference (a), the TACAIR Integration (TAI) sourcing objective is to fill all operational and training requirements with the most appropriate unit while balancing unit operational tempo across the force, and remaining consistent with joint policies governing Global Force Management. This may create scenarios where Marine TACAIR units are re-assigned from land-based operating environments to the integration into a Navy Carrier Air Wing (CVW) for sea-based operations. In this scenario, the squadron in transition may have little in the way of carrier experienced pilots or carrier experienced Maintenance Marines in the unit. Building a sea-based squadron from the ground up will cause challenges for the deploying unit commander. During the complex and intense training period prior to a carrier deployment, timely and coordinated actions must be completed to ensure unit readiness to deploy.

2. General Information.

a. The transition from a land-based operating environment to the Navy shipboard environment creates unique tasks and comes with a significant amount of risk. Mission requirements for embarked squadrons differ considerably from those of units ashore. Often no intrinsic carrier related experience exists in the squadron at the time of the transition. Marine Corps fixed-wing squadrons transitioning to the carrier have encountered a myriad of problems while preparing for deployment. These problems have reduced the ability of the assigned squadron to accomplish an orderly, complete, and safe assimilation into the structure of the CVWs. This Order provides general guidance to squadron Commanders involved in preparing fixed-wing units for carrier deployments. Because of requirements which are unique to the type of embarkation and the command to which assigned, the inclusion of general rather than specific information is considered appropriate for the many requirements discussed herein. A concerted effort has been made to address all requirements which are pertinent to pre-deployment planning.

b. Most carrier deployment preparation cycles include 4-5 separate training deployments which greatly increase the operational tempo (OPTEMPO) of the squadron and the aggregate personnel tempo (PERSTEMPO) of the Marines and Sailors in and attached to the unit. The integrating Marine squadron may also schedule and execute an additional in-CONUS deployment to gain and maintain its "service specific" core competency in offensive air support which will also add to the high OPTEMPO/PERSTEMPO of the unit.

c. HQMC, and in particular MMEA and MMOA, must account for the inherent and sometimes hidden risks associated with building a carrier-based squadron from the ground up. Consideration should be given to stabilizing sea-based Marine Corps squadrons in the carrier rotation for as long as possible to minimize the Marine Corps' exposure to risk over time by building a cadre of carrier experienced pilots and maintainers. The stabilization period should also include the post deployment surge window for the CVW.

3. Guidance

a. Integration timeline

(1) Integration planning. Reference (a) makes clear the concept that the majority of planning and execution related to squadron integration takes place at the MAG and CVW level. Reference (a) provides guidance for conflict resolution in the planning process. The most effective process for

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integration provides for an initial planning conference with the MAG, CVW, and squadron staffs that will produce a 90 percent solution for the integration process and timeline; follow-on conflict resolution and a mid-cycle planning conference to confirm or work through conflict resolution (attended by staff from higher headquarters staff above the MAG/CVW as required); a confirmation brief to the MAG and CVW Commanders; and the final release of the approved Integration Message through the respective Navy and Marine Corps endorsing chain of commands. The following provides amplifying information:

(a) Initial Planning Conference (IPC). (180 days prior to the first formal event in the Fleet Readiness Training Program (FRTTP) work-up cycle based on the unique FRTTP cycle.) This conference will typically address the training schedule, aircraft readiness and availability, NCEA, funding, and transportation issues. While the Integration Message template is a good tool for laying out the itinerary for the IPC, some of the most important issues to cover is the experience level of the squadron, potential requirement for additional carrier qualification periods (both maintenance and pilot experience), and the potential requirement for a Training Qualified LSO to support. The IPC should also address scheduling and de-confliction of Marine Corps specific OAS training to include: squadron participation in professional schools such as MAWTS-1 Weapons and Tactics Instructor Course or the Navy Fighter Weapons School, Marine Corps required force protection combat training such as the rifle range and USN required ship specific training should also be addressed. USN milestones should be covered in detail as well as the location, storage, maintenance, and accountability of Marine T/O weapons and combat field gear. Finally, it is critical that during the IPC, the Marine squadron presents its initial logistics plan for movement and sustainment of the squadron in the event of deployment off of the CVN during deployment to conduct operations from a forward operating base (FOB). Paragraph 3e of this order delineates recommended planning considerations. Attendees for the IPC should include but not be limited to: MAG, CVW and squadron Operations officers; MALs, CVW, CVN AIMD, and squadron Maintenance Officers and Maintenance Chiefs; the squadron Sergeant Major, CVW Command Master Chief; the squadron Logistics Officer and Chief; and MMEA. The critical presence of MMEA is discussed below.

(b) Middle Planning Conference (MPC). (Approximately 90 days prior to the first formal event in the carrier work-up cycle.) Squadrons with extensive carrier experience may not require an MPC. The MPC will focus on confirmation of agreed upon items and conflict resolution as required. Command relationships and the effective dates of these relationships should be confirmed by the end of the MPC.

(c) Final Planning Conference (FPC). (Approximately 60 days prior to the first formal event in the carrier work-up cycle.) The goal of the FPC is the confirmation of all agreed upon items and resolution of any remaining issues. This event can be either a conference attended by MAG, CVW and squadron staffs or a confirmation brief given to the MAG and CVW Commanders. At the conclusion of this event, the Integration Message should be released IAW reference (a) with the concurrence of the endorsing chains of command.

(2) Implementation Message. An Implementation Message that describes the authorized staffing target for a particular deployment will normally be released by HQMC M&RA (MMEA) 360 days prior to the deployment based upon MCBUL 3120. This message should include staffing by MOS for I-level Marines from the supporting MALs, and support personnel from the appropriate MWSS, MAG and H&HS. If the release date of the Implementation Message will occur

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before the Initial Planning Conference, a dedicated meeting to address manning for the Marine squadron should be convened.

(3) Integration Message. An integration message will be developed and published IAW reference (a). The message should be developed through the process of conferences listed above. A sample Integration Message is provided as enclosure (2).

b. Administrative

(1) Directives Library. Deploying squadrons shall obtain a directives library of pertinent Navy publications and a Navy reports required by the CSG, CVW, and CVN.

(2) Administrative Support

(a) Deploying squadrons must embark with sufficient Marine Corps peculiar administrative directives, materials and forms to meet requirements for the entire deployment period. Prior to deployment, the deploying unit should ensure procedures are arranged to effect timely replacement of additional materials and forms as needed.

(b) Internet connectivity aboard the carrier must be arranged to provide the use of Marine Corps' standard business practices (fitrep reporting via MOL, Pro/Con reporting via MOL, etc.). Secondary methods of information gathering/passage should also be developed prior to embarking.

(3) Unit Diary Submission. The squadron Administrative Department will use the Marine Corps' web based tools to the maximum extent possible to manage all MCTFS entries and changes. Given the realities of internet connectivity while at sea, the squadron will leverage the home Station MAG and Integrated Personnel Administration Center (IPAC) via e-mail, fax, and telephone to process MCTFS entries as required.

(4) Personal Finances. Mail service to and from deployed CVN's is sporadic due to operational requirements, and combined with the fact that Marines and sailors will be required to transition to CVN cashless systems, units should discourage mailing of checks and/or money orders to CONUS. Unit diary submission requirements and lack of timely feed-back tend to create extreme problems for any military member with unstable pay. The recommended method for dependents' monetary support is the dependent allotment.

(5) Legal Program. Squadron COs should communicate with the CAG and Ship's Captain regarding NJP authority while underway. Squadron legal officers must conduct liaison with the CVN and CSG Legal Departments to become familiar with embarked legal procedures and guidance promulgated by the CVN Commanding Officer. The endorsing chain for JAGMAN Investigations will be published in enclosure (2).

(6) Flight Deck Duty Pay. Reference (1) regarding eligibility and authority for issuance of orders to flight deck duty pay should be reviewed. Landing Signal Officer's (LSO's) will not be counted against the total allowable number of Maintenance personnel receiving flight deck duty pay.

(7) Career Sea Pay. Ensure that all personnel records are screened to ensure that prior sea service has been recorded prior to deployment.

(8) Meritorious Promotion. The squadron Sergeant Major will coordinate with the MAG Sergeant Major to establish procedures to allocate meritorious promotion quotas on a fair share basis.

c. Personnel

(1) Carrier Experienced Critical Personnel. While there is no perfect formula for assessing the experience level of a Marine squadron preparing to integrate or re-integrate into a Navy CVW, a squadron Commander may make a fair assessment based on the degree to which the following critical billets are filled with carrier-experienced Marines. (It is important to say that the term "carrier-experienced" is best defined as a Marine who has done at least one work-up and one cruise.) The nucleus begins with locating experienced LSOs. Without experienced LSOs the squadron pilot cadre will be unable to adequately train for landing aboard the carrier. History has shown that the pilot corps should have a minimum of 11 cruises worth of experience spread amongst at least six pilots. The following is only a guide for assessing a squadron recruiting personnel with whom the Commander can begin to create a foundation of solid leadership and management in the carrier operating environment.

(a) Officers

1. Commanding Officer
2. Operations Officer
3. Aircraft Maintenance Officer
4. Landing Signals Officer
5. Senior Captain
6. Maintenance Material Control Officer
7. Ordnance Officer (if Ordnance Chief not cruise

experienced.

(b) Enlisted

1. Maintenance Chief
2. Maintenance Control Chief
3. Ordnance Chief or Ordnance SNCOIC
4. Powerline Chief
5. A majority of Powerline Marines
6. A majority of Ordnance Marines

(2) Enlisted Personnel Structure

(a) The unit Table of Organization (T/O) for a Marine F/A-18 squadron maintenance department is broken down between squadron O-level maintainers and I-level MALS Augments. Currently, there are 59 MALS Augments attached to the squadron prior to the squadron's first FRTF event that will remain through the deployment. Some of these Marines, between 15-20, will be attached to the ship's Aircraft Intermediate Maintenance Department (AIMD), while the remaining Marines will remain in the squadron for tasking as the squadron Commander directs. Carrier operations also come with a manpower tax in the form of Ships Integrated Services (Mess duty, Master at Arms, Hazmat, and other duties) that is shared by adjacent units aboard the carrier. The approximate cost to a squadron is 20 personnel. A thorough review of a TAI squadron's T/O including the MALS Augment package will be conducted during the Force Optimization Review Group (FORG), and any changes will be included in a future revision.

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(b) While the quantity of manpower has been the primary discussion up to this point, qualifications, or the quality of the Marine is equally important. The squadron's Maintenance Chief and AMO must account for the loss of personnel throughout the work-up cycle and develop a comprehensive qualification development program within the Maintenance Department. Deploying without the requisite qualifications is a recipe for disaster.

(3) Intermediate Maintenance Activity (IMA) Personnel. The IMA personnel that are needed to support ships AIMD will be assigned in accordance with reference (a). Detailed staffing will be agreed upon by the supporting MALS, squadron CO, squadron AMO, and the ship's AIMD. Emphasis should be placed on the ship's requirement to ensure proper support and qualification of those personnel assigned.

(4) Experience is critical to safe and successful CVN operations. Early determination that a unit does not have enough shipboard experience should result in an effort to augment the first work up with experienced personnel in leadership positions. Upon completion of this work those personnel will return to their parent command.

d. Intelligence

(1) Augmentation. Deploying squadrons are tasked to provide personnel to the CVN Intelligence Center (CVIC). An officer, MOS 0202 or 0205 fills this requirement. The responsibilities required of an officer in a CVIC billet are not compatible with pilot duties.

(2) Recognition Training. A comprehensive aircraft and naval vessel recognition training program should be implemented and coordinated through the CVW Intelligence Officer.

e. Operations. Introduction of a Marine Corps fixed-wing squadron to the carrier environment requires a reorientation of operational priorities. During the 6-month period preceding the beginning of the FRTP, emphasis should be placed upon carrier landing techniques and preparation of pilots for day and night CVN operations. Such emphasis may result in a reduction of other tactical training.

(1) Dedicated Carrier Qualification Training. Based on the experience level of the integrating Marine squadron, the integrating squadron Commander will be supported to the maximum extent possible in their request for carrier qualification deck time. The Commander may request separate carrier qualification periods if he is building the squadron from the ground up with little to no carrier experience. Based on the timing and criticality of this training, it may be necessary for the gaining Air Wing Commander and his staff to ensure that the Marine squadron not only gets deck time on the carrier, but that the squadron gets the appropriate priority and funding for flight operations with other competing interests, to include Fleet Replacement Squadrons. Squadron Commanders should give consideration for the execution of a full squadron carrier qualification prior to the commencement of the work-up cycle. When executing a period of dedicated carrier qualification training, the following precepts have led to success for Marine squadrons in the past:

(a) Focus all of the initial training for basic admin shipboard operations, and excelling in the carrier cyclic operating environment. Focus on nothing else. Do not attempt to execute a tactical training sortie and

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merely "save gas" at the end of the sortie for Field Carrier Landing Practice (FCLP).

(b) Ensure that a Training Qualified LSO is present for all pilots who fall into the Initial Qualification requirements category.

(c) "CQ simulators" need to focus on basic day and night shipboard operations, and more specifically carrier based emergency procedures not inherent with land based operations. CATTC and Tower Reps need to be trained as well for emergency situations that will arise, with supervision of previous cruise experienced pilots to achieve these two qualifications.

(d) Front load FCLP periods and simulators; don't fall behind. The safe for Carrier Qualification (CQ) letter to the CVN is required prior to the first aircraft arriving for each at sea workup period.

(e) Focus on disciplined professionalism around the ship by ensuring complete mastery by the pilots of the applicable chapters of the F/A-18, CV, and LSO NATOPS.

(2) Backup Pilots. The stringent carrier operating environment presents the possibility for the attrition of pilots during the work-up phase. Consideration should be given for the assignment to the squadron of one or two additional pilots who will carrier qualify and remain with the squadron through work-ups until such time that the squadron Commander is convinced of the carrier suitability of all of his pilots. The specific detachment date for backup pilots will be determined by the squadron Commander with concurrence of the parent MAG Commander. Working-up an additional pilot or two gives the Commander some margin in the event something prevents a pilot from deploying with the squadron (FFPB, medical, etc.). Deploying with fewer than 17 pilots will place a greater burden on the operations of the squadron and may limit the squadron's capacity.

(3) Navy Tactical Task List (NTTP)/Navy Mission Essential Task List (NMETL). Ensure that a good training program is put into place to provide the pilots a working understanding of the Navy's NTTP's and NMETL's.

(4) MOS Qualification. All deploying pilots shall be MOS qualified and NATOPS current prior to commencement of training for the initial carrier qualification.

(5) Specific CVN Training Requirements. The appropriate squadron personnel must complete the following CVN specific training and administrative requirements:

- (a) Shipboard firefighting training
- (b) Damage control training
- (c) 3-M Personal Qualifications Standards (PQS)
- (d) Flight deck familiarization training
- (e) Safety training
- (f) Flight deck physicals
- (g) Food Service Attendant (FSA) physicals
- (h) Shipboard Ordnance Handling Certification (SHOC) (per ref (m))
- (i) CNAF 5040.1 inspections (AMI, AMCI, (per ref (m)), NAVOSH, CMS, and NATOPS)

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e. Logistics

(1) Squadron S-4 Responsibilities

(a) Embarkation/Debarcation. The priority for embarkation and debarkation for airwing squadrons is determined by the CAGMO and is related to the distance of travel to the embark port and transportation timeline considerations. Awareness of this system and early contact with the CAGMO will eliminate most problems.

(b) Billeting. Aboard ship, E-6 and below are normally billeted together. E-7 and above are billeted separately. Arrangements should be made for Marine Staff Sergeants to bunk together to preclude a perceived loss of privilege. Such arrangements are best accomplished through the squadron Executive Officer (XO) and referred to the ship's XO via DCAG if the problems aren't resolved.

(c) Space Turnover. Early contact must be made with all hosting shops' space supervisors to ensure an effective and efficient space turnover. Key accountability throughout this evolution is essential.

(d) Uniform Requirements. Uniform requirements may change from one deployment to another and should be promulgated in the squadron's deployment LOI. S-4 should acquire Woodland TAP gear for Marines working on the flight deck.

(e) Supply Chain. The response by the supply system while embarked does not mirror the response while onshore. For example, it is imperative that enough printer toner to last the length of the deployment is brought during the on-load.

(f) USMC T/O Weapons, Individual Combat Equipment and Forward Operating Base Operations. Marine Corps squadrons deploying aboard aircraft carriers will need to coordinate for shipboard space and storage in order to take their T/O weapons to include service rifles. The deploying squadron will also need to take a full complement of individual combat equipment to include body armor, Kevlar helmets, and gas masks. The intent is to provide the necessary force protection gear that any Marine deploys with into a potential combat environment. This will ensure the inherent force protection capabilities of a Marine Corps squadron are in place in the event of a forward deployed situation off of the carrier. This is fully in accordance with the precepts and concepts of TACAIR Integration. It must also be stressed that the capability that the squadron brings is a self-protect capability only and that any offensive ground action or proactive defensive ground action (such a patrolling) will limit the squadron's ability to generate sorties. It must be stressed that the Marine squadron is not a MarDet from days past and the Marine squadron will not be used to provide routine force protection measures for the carrier while in port.

1. Arrange for T/O weapon and individual combat equipment storage and preventative maintenance aboard CVN. This should be coordinated through the squadron armorer.

2. Develop load plans for movement of squadron personnel and equipment from ship to shore; and for movement by truck once ashore.

3. Develop movement timetable for the squadron to include location of the chain of command and responsible officers for various phases of movement. Create a POC list for ammo/chow/water pickup points.

4. Task MAG Operations and the squadron S-3 department to prepare POC list of Defense Attaches at applicable US embassies in order to facilitate diplomatic clearances for over-flight and/or stopovers during movement depending on the location of the CVN during fly-off.

5. Obtain from MAG S-4 a POC list for expected theater movement control coordinators/centers in expected theaters of operation.

6. Ensure there exists an understanding with the CVW and the CVN that MALS Marines will need to accompany the squadron to the FOB.

7. Develop combat site survey plan.

(2) MALS Supply Augment(s). Ensure early assignment of two supply Marines and one supply officer to the squadron to ensure timely liaison between the squadron and the CVN concerning supply matters. These Marines must remain with the squadron throughout the entire work-up cycle and deployment. Specifically, the following requirements must be met:

(a) Integration of supply requirements into the deployment milestone plan.

(b) Determination of specific AVCAL requirements for the type aircraft to ensure CVN is equipped.

(c) MALS supply personnel should be integrated into CVN Supply Department.

(d) To be prepared for possible FOB operations, develop letters of agreement (LOA) for use in establishing contracts for Intermediate level (I-Level) maintenance between (I-Level) maintenance organizations located at the FOB, the squadron and the CVN AIMD. A FOB support equipment plan also needs to be developed.

(3) Aircraft Maintenance

(a) General. Reference (e) contains instructions for the conduct of aircraft maintenance however; conditions and techniques aboard ships vary significantly from those ashore. Early liaison between squadron maintenance personnel, CVW maintenance personnel, and ship/counterpart Navy squadrons is essential to a successful deployment. Where possible, key personnel should visit the ship while underway to observe the shipboard maintenance effort. All supervisory personnel should accomplish a liaison visit prior to embarkation to familiarize themselves with the location of assigned spaces. Reorganization of work centers to meet shipboard requirements should be accomplished at the earliest possible date.

(b) Intermediate Maintenance. The IMA augment portion of Marine Corps T/O's is not always compatible with the requirements of a specific CVN AIMD. Personnel requirements should be negotiated and resolved with the ship's AIMD officer prior to deployment. MALS Marines will be assigned to the deploying squadron and then augmented as required to the ship's AIMD.

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(c) Aircraft Readiness. Reference (m) mandates to each CVN, CVW, and squadron, the Aviation Support Phased Milestone Program that will guide the preparation of aircraft, aircraft systems, and support activities for flight operations. The Commander Naval Air Forces (CNAF) goal is to have full organic support in place and operational prior to the start of the Composite Training Unit Exercise at-sea period. The respective CVN and CVW are the milestone managers. Adherence to these milestones is mandatory. All technical directives should be incorporated/accomplished. Scheduled maintenance that can be done before deployment (such as 728 day special inspections) should be performed prior to deployment.

(d) ATFLIR Pod Technicians. In addition to the ATFLIR pod technicians provided to AIMD, one intermediate and two squadron avionic technicians should be sent to ATFLIR training.

f. Family Readiness. Each deploying squadron should integrate into their Family Readiness Program those unique aspects of carrier work-ups and deployments in order to prepare the families for the demanding challenges. The Family Readiness Officer (FRO) should make liaison with the CVW Ombudsman in order to facilitate family readiness information dissemination and unit allocation of Navy MWR funds. Support personnel assigned to the squadron from other units such as MWSS, H&HS, MALS, and MAG shall receive support from the Family Readiness Officers of both the squadron and host unit. Squadron Family Readiness officers shall coordinate with host units to collect individual information upon assignment and disseminate information upon deployment.

4. Command Relationships

a. During preparation for deployment, the parent MAG and prospective CVW must coordinate to ensure completion of all pre-deployment plans of action and milestones which affect the readiness of the deploying unit. Close liaison and clear lines of responsibility must be established to prevent the issuance of conflicting instructions and resultant confusion, specifically in cases involving safety and legal endorsing chains of command. The parent MAG possesses both OPCON and Administrative Control (ADCON) of the deploying unit throughout workups while the deploying unit is in Direct Support (DS) of the CVW. Operational Control (OPCON) is not transferred to the CVW until the date of deployment.

b. While deployed, the squadron Commander will provide a weekly SITREP to the parent MAG/MAW as required. The Commander must also provide SITREPs to CMC IAW reference (g).

c. After OPCON is transferred the CVW/CSG, ADCON responsibilities remain with the MAG/MAW.

d. Increased flying hour requirements (OP-20) will be coordinated with the appropriate type commander.

e. Deploying units are required to submit a communication guard shift. Additionally, units should coordinate with the CVN on procedures for the release and receipt of naval messages.

5. Conclusion. The process of integrating a squadron into the carrier rotation certainly brings a list of challenges. With the right mix of experience, talent, and hard work, integration can be accomplished safely and effectively.

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Sample Integration Message

ZNR UUUUU
R XXXXXXXZ JUL 12
FM MAG XXX
TO COMNAVAIRFOR SAN DIEGO CA//00/N3//
CG XXX MAW//G3//
COMCARSTRKGRU XXX
INFO CMC WASHINGTON DC//APP//
COMMARFORXXX//G3 AIR//
COMPACFLT PEARL HARBOR HI//00/N3//
CG X MEF//G3 AIR//
COMXXXFLT//J3//J7//
USS CARRIER
COMCARAIRWING XXX
COMSTRKFIGHTWINGXXX LEMOORE CA//00/N3//
VMFA XXX
MAIS XXX
BT
UNCLAS
MSGID/GENADMIN/MAGXX S-3//
SUBJ/VMFA-XXX INTEGRATION WITH CVW-XX CY12 - CY13//
REF/A/MOA/DCA-CNAF/-/11 MAY 11/-/-//
AMPN/REF A IS CURRENT MEMO OF AGREEMENT BTWN DCA AND CNAF TO
INTEGRATE DON TACTICAL AIRCRAFT.//
POC/I. M. MARINE/RANK/MAG-XX OPS/-/TEL: XXX-XXX-XXX/
EMAIL: XXXXXXXX(AT)USMC.MIL//
POC/X. X. XXXXX/CDR/CVW-XX OPSO/-/TEL: XXX-XXX-XXXX/
EMAIL: XXXXXXXX(AT)USN.MIL
POC/X. X. XXXXX/CDR/CVN-XX OPSO/-/TEL: XXX-XXX-XXXX/
EMAIL: XXXXXXXX(AT)USN.MIL
RMKS/1. THIS IS A COORDINATED MAG-XX/CVW-XX/USS CARRIER MSG.
2. SITUATION. VMFA-XXX IS SCHEDULED TO PARTICIPATE IN CVW-XX FRTP TRAINING
EVENTS IN CY12-CY13 WITH THE INTENT OF DEPLOYING WITH/OPCON TO CVW-XX
EMBARKED ON USS CARRIER IN CY13.
3. PURPOSE. THIS MSG PROVIDES THE DETAILS AND FIDELITY NOT PROVIDED IN THE
REFERENCE FOR VMFA-XXX'S FRTP EVENTS AND OPERATIONAL DEPLOYMENT WITH CVW-XX
AND USS CARRIER.
4. MISSION. ON ORDER, VMFA-XXX WILL INTEGRATE WITH CVW-XX IOT PROVIDE
FIGHTER ATTACK ASSETS ISO CVW-XX AND CARRIER STRIKE GROUP XX TRAINING AND
OPERATIONS.
5. CONCEPT OF OPERATIONS.
A. COMMAND RELATIONSHIPS. VMFA-XXX WILL DEPLOY AS AN INTEGRAL PART OF CVW-
XX FOR FRTP EVENTS ASHORE AND AFLOAT, AND FOR OPERATIONAL DEPLOYMENT. XX MAW
WILL ASSIGN VMFA-XXX DIRECT SUPPORT TO CVW-XX FOR EACH FORMAL FRTP TRAINING
EVENT PRIOR TO AND AFTER DEPLOYMENT. XX MAW WILL TRANSFER OPCON OF VMFA-XXX
TO CVW-XX AT DEPLOYMENT ON-LOAD DATE FOR OPERATIONAL DEPLOYMENT. CVW-XX WILL
TRANSFER OPCON OF VMFA-XXX BACK TO XX MAW AT DEPLOYMENT OFF-LOAD DATE UPON
RETURN FROM OPERATIONAL DEPLOYMENT.
B. FRTP EVENTS. PER THE REFERENCE, VMFA-XXX WILL PARTICIPATE IN THE
FOLLOWING FRTP EVENTS: STRIKE FIGHTER ADVANCE READINESS PROGRAM (SFARP),
TAILORED SHIP'S TRAINING AVAILABILITY (TSTA) I/II/II, COMPOSITE TRAINING UNIT
EXERCISE (COMPTUEX), CVW FALLON, JOINT TASK FORCE EXERCISE (JTTFEX), AND XX
FLEET DESIGNATED SUSTAINMENT PERIODS. ANY ADDITIONAL EVENTS FALL OUTSIDE THE
SCOPE OF PLANNED INTEGRATION AND WILL BE COORDINATED SEPARATELY BETWEEN MAG-
XX, CVW-XX, AND/OR USS CARRIER.
C. THE SCHEDULE OF CVW-XX/USS CARRIER FRTP EVENTS IS CLASSIFIED AND
PUBLISHED SEPCOR. CVW-XX WILL INFORM MAG-XX WHEN THE FRTP SCHEDULE IS
CHANGED.

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D. DURING THE FRTP CYCLE WHEN VMFA-XXX IS NOT DEPLOYED OPERATIONALLY, MAG-XX IS RESPONSIBLE FOR VMFA-XXX'S TRAINING AND READINESS.

(1) MAG-XX IS RESPONSIBLE FOR VMFA-XXX'S ABILITY TO SUPPORT EACH FRTP EVENT WITH THE MINIMUM NUMBER OF PERSONNEL, AIRCRAFT, AND EQUIPMENT TO MEET CNAF FLIGHTLINE AND READY FOR TASKING (RFT) STANDARDS. SPECIFICALLY, MINIMUM FLIGHTLINE AND RFT AIRCRAFT STANDARDS ARE (READ IN 3 COLUMNS):

EVENT	FLIGHTLINE	RFT
SFARP:	8	6
TSTA:	8	6
COMPTUEX:	9	7
CVW FALLON:	9	7
JTFEX:	9	7
SUSTAINMENT:	8	6
DEPLOYMENT:	10	8

CVW-XX AND USS CARRIER WILL ALLOW VMFA-XXX TO DEPLOY 10 AIRCRAFT TO EACH FRTP EVENT.

(2) DURING JUL-SEP 12, VMFA-XXX WILL HAVE ONE PILOT UNDER INSTRUCTION AT STRIKE FIGHTER TACTICS INSTRUCTOR (SFTI) COURSE (TOPGUN). MAG-XX WILL ENSURE VMFA-XXX'S INVOLVEMENT IN SFTI WILL NOT IMPEDE THEIR ABILITY TO MEET SFARP TRAINING REQUIREMENTS.

(3) DURING SEP-OCT 06, VMFA-XXX WILL HAVE ONE PILOT UNDER INSTRUCTION AT WEAPONS AND TACTICS INSTRUCTOR (WTI) COURSE. MAG-XX WILL ENSURE VMFA-XXX'S INVOLVEMENT IN WTI WILL NOT IMPEDE THEIR ABILITY TO MEET SFARP AND TSTA TRAINING REQUIREMENTS.

(4) THERE IS NO REQUIREMENT FOR VMFA-XXX TO MAINTAIN PILOT CARRIER QUALIFICATION CURRENCY PRIOR TO THE FIRST EMBARKED FRTP EVENT.

E. DURING THE OPERATIONAL DEPLOYMENT, CVW-XX IS RESPONSIBLE FOR VMFA-XXX'S TRAINING, READINESS, SAFETY, FORCE PROTECTION, AND OPERATIONAL EMPLOYMENT TO INCLUDE TASKING AUTHORITY.

F. DURING THE FRTP CYCLE AND OPERATIONAL DEPLOYMENT, FA-18A-D QUALIFIED CVW-XX STAFF AND SQUADRON PILOTS ARE AUTHORIZED TO FLY VMFA-XXX AIRCRAFT; AND VMFA-XXX PILOTS ARE AUTHORIZED TO FLY CVW-XX FA-18A-D SQUADRON AIRCRAFT. PARENT COMMAND OF THE AIRCRAFT FLOWN WILL CONTINUE TO FUND THE FLIGHT HOURS FOR THAT AIRCRAFT REGARDLESS OF THE PILOT.

6. ADMINISTRATIVE ACTIONS.

A. COMMANDER, CVW-XX WILL NOT ALTER VMFA-XXX'S STRUCTURE OR ORGANIZATION WITHOUT CONCURRENCE OF COMMANDING OFFICER, MAG-XX.

B. FOR COMMANDER, CVW-XX:

(1) A MINIMUM OF 60 DAYS PRIOR TO EACH FRTP EVENT, PROVIDE MAG-XX WITH MISSION REQUIREMENTS AND PLANNING MILESTONES TO GUIDE MAG-XX/VMFA-XXX PREPARATION.

(2) DURING OPERATIONAL DEPLOYMENT, ENSURE SECURE STORAGE OF VMFA-XXX AND AUGMENT PERSONNEL T/O WEAPONS AND COMBAT GEAR.

C. FOR CO, MAG-XX:

(1) COORDINATE STAFFING OF VMFA-XXX AND AUGMENT PERSONNEL IAW STAFFING PROCEDURES AND PERSONNEL ASSIGNMENT MONITORING POLICIES. PERSONNEL SHORTAGES WILL BE IDENTIFIED PER MCO P3000.15B, INFO CVW-XX.

(2) ESTABLISH QUOTA PROCEDURES TO ALLOCATE MERITORIOUS PROMOTIONS TO VMFA-XXX ON A FAIR SHARE BASIS.

(3) RETAIN MARINE CORPS SUPPLY ACCOUNTS (O&M, MC).

(4) PROVIDE VMFA-XXX AND AUGMENT PERSONNEL WITH REQUIRED MARINE CORPS PROPERTY (INDIVIDUAL EQUIPMENT) AND TRAINING AND ALLOWANCE POOL (TAP) GEAR TO INCLUDE WOODLAND AND DESERT MARINE CORPS COMBAT UTILITY UNIFORMS.

(5) DURING FRTP EVENTS ASHORE, PROVIDE NECESSARY IMA/SUPPLY SUPPORT TO ENSURE VMFA-XXX MEETS CNAF RFT REQUIREMENTS.

(6) RETAIN VMFA-XXX SERVICE RECORD BOOKS/OFFICER QUALIFICATION RECORDS AT IPAC. PROVIDE SELECTED DIGITALIZED PERSONNEL INFORMATION TO VMFA-XXX FOR USE DURING DEPLOYMENT. RESPONSIBLE FOR VMFA-XXX ADMIN SUPPORT THROUGH IPAC.

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- (7) ENSURE MAG-XX ELECTRONIC KEY MANAGEMENT SYSTEM (EKMS) MANAGER RETAINS ADMINISTRATIVE CONTROL OF ALL KEY LOADING AND FILL DEVICES. MAINTAIN EKMS SUPPORT DURING THE OPERATIONAL DEPLOYMENT.
- (8) ENSURE THE MAG-XX EKMS MANAGER PROVIDES THE COMMUNICATIONS SECURITY (CMS) CUSTODIAN WITH A MINIMUM OF FIVE DATA TRANSFER DEVICES FOR EMBARKED FRTP EVENTS AND OPERATIONAL DEPLOYMENT.
- (9) ENSURE CLASSIFIED CRYPTOGRAPHIC ITEMS (CCI) ARE TRANSFERRED TO USS SHIPFOR OPERATIONAL DEPLOYMENT.
- D. FOR CO, USS CARRIER:
- (1) WHEN EMBARKED, PROVIDE VMFA-XXX NECESSARY IMA/SUPPLY SUPPORT TO MEET CNAF RFT REQUIREMENTS.
- E. FOR CO, VMFA-XXX:
- (1) ENSURE COMPLIANCE WITH PREDEPLOYMENT MILESTONES.
- (2) BE ASSIGNED ALL 3D MAW MARINES AND SAILORS DEPLOYED ISO FRTP EVENTS INCLUDING OPERATIONAL DEPLOYMENT. CO, VMFA-XXX WILL REASSIGN PERSONNEL TAD TO CSG-XX, CVW-XX, AND USS CARRIER AS REQUIRED.
- (3) INITIATE COMMUNICATIONS SHIFTS AS REQUIRED.
- (4) CHANGE MAILING/SHIPPING ADDRESS PER MCO P5600.31G W/CH 3 AS REQUIRED.
- (5) PROVIDE DRRS REPORTS PER MCO P3000.13 TO MAG-XX, INFO CVW-XX, VIA CLASSIFIED CORRESPONDENCE.
- (6) PROVIDE FLIGHT HOUR REPORTING PER (XX MAW) WGO XXXX.XX AND (MAG-XX) GRUO XXXX.XX TO MAG-XX VIA CLASSIFIED CORRESPONDENCE, INFO CVW-XX.
- (7) PROVIDE GROUND TRAINING REPORTING PER MCO 1553.3A AND GRUO XXXX.XX TO MAG-XX.
- (8) CONDUCT CLASSIFIED INFORMATION AND PERSONNEL SECURITY BRIEFS PER SECNAVINST 5510.30B AND APPLICABLE CVW-XX AND CVN-XX INSTRUCTIONS.
- (9) RETAIN TRAINING RECORDS FOR ALL VMFA-XXX AND AUGMENT PERSONNEL.
- (10) RETAIN MEDICAL AND DENTAL RECORDS FOR ALL VMFA-XXX AND AUGMENT PERSONNEL.
- (11) COORDINATE PERSONNEL ADMIN SUPPORT THROUGH MAG-XX IPAC.
- (12) REPORT CASUALTIES PER MCO P3040.4, INFO CVW-XX DURING THE FRTP CYCLE.
- (13) CONDUCT PUBLIC AFFAIRS PER MARFORXXXO XXXX.XX, AND AS DIRECTED BY COMMANDER, CVW-XX DURING FRTP EVENTS AND OPERATIONAL DEPLOYMENT.
- (14) RETAIN PROMOTION AUTHORITY PER MCO P1400.32D W/CH1.
- (15) DURING FRTP EVENTS AND OPERATIONAL DEPLOYMENT, PROVIDE A WEEKLY SITREP TO CO, MAG-XX.
- (16) REMAIN AS AIRCRAFT REPORTING CUSTODIAN.
- (17) REPORT AIRCRAFT MATERIAL READINESS (AMRR) PER MAG-XX/XX MAW DIRECTIVES. INFO CVW-XX ON AMRR DURING FRTP CYCLE. FOURTEEN DAYS PRIOR TO, AND DURING OPERATIONAL DEPLOYMENT, REPORT AMRR IAW CNAL/CNAP INST 5442.5D, INFO MAG-XX.
- F. FINANCE/ACCOUNTING. FUNDING/ACCOUNTING WILL BE AS FOLLOWS:
- (1) MAG-XX WILL PROVIDE VMFA-XXX FLIGHT HOUR FUNDING BASED ON THE OP-20 SCHEDULE "A" RATE FOR USMC FA-18S. FLIGHT HOURS WILL ACCRUE TO THE MARFORPAC FLIGHT HOUR PROGRAM. COMMANDER, CVW-XX WILL MAKE EVERY EFFORT FOR VMFA-XXX TO MEET USMC FLIGHT HOUR FUNDING. SHOULD ADDITIONAL USMC FUNDING BE REQUIRED, COMMANDER, CVW-XX WILL COORDINATE WITH CO, MAG-XX.
- (2) OFC-01. MAG-XX WILL PROVIDE 7F FUNDS BASED ON THE OP-20 FUNDING LEVEL. MAG-XX WILL PROVIDE VMFA-XXX WITH IMPAC/GPC CAPABILITY FOR 7F FUNDS THROUGHOUT OPERATIONAL DEPLOYMENT.
- (3) OFC-50. (AVDLR/AFM). CVN-XX ASSUMES RESPONSIBILITY FOR AVIATION MAINTENANCE EFFORT AND AVDLR/AFM.
- (4) OFC-21 (TAD/TOP) AND OFC-23 (TOT). CVW-XX ASSUMES RESPONSIBILITY FOR ALL FRTP EVENTS AND OPERATIONAL DEPLOYMENT, INCLUDING EMERGENCY LEAVE TO U.S. PORT OF ENTRY. MAG-XX RETAINS RESPONSIBILITY FOR USMC DIRECTED REQUIREMENTS.
- (5) OFC-20. CVW-XX WILL PROVIDE FUNDING FOR CLEANING GEAR WHILE EMBARKED.
- (6) VMFA-XXX WILL DEPLOY WITH SUFFICIENT USMC SPECIFIC ADMINISTRATIVE SUPPLIES TO COVER ITEMS NOT NORMALLY FOUND IN SHIP'S STORES. MAG-XX PROVIDED 7F WILL BE USED TO REPLENISH SUPPLIES.

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(7) ADDITIONAL FUNDING ISSUES WILL BE RESOLVED BETWEEN CO, MAG-XX AND COMMANDER, CVW-XX.

G. FOR FRTP EVENTS, VMFA-XXX WILL BE ALLOCATED ORDNANCE FROM CVW-XX NCEA ON A FAIR SHARE BASIS WITH OTHER CVW-XX FA-18 SQUADRONS.

H. MISHAPS. VMFA-XXX RETAINS MISHAP ACCOUNTABILITY PER OPNAVINST 3750.6R. DURING FRTP EVENTS AND OPERATIONAL DEPLOYMENT, ROUTINE MISHAP REPORTING ENDORSEMENT CHAIN FOR VMFA-XXX IS AS FOLLOWS:

- (1) VMFA-XXX.
- (2) CVW-XX.
- (3) MAG-XX.
- (4) CVN-XX (WHEN EMBARKED AND APPLICABLE).
- (5) CSG-XX (WHEN OPERATIONALLY DEPLOYED).
- (6) XX MAW.
- (7) CNAF (DURING FRTP EVENTS AND OPERATIONAL DEPLOYMENT).
- (8) COMMARFORXXX.
- (9) NAVSAFECEN.

I. AIRCREW PERFORMANCE. FIELD FLIGHT PERFORMANCE BOARDS (FFPB) FOR USMC AVIATORS WILL BE CONDUCTED PER THE ACTS MANUAL AND (XX MAW) WGO XXXX.XX. DURING OPERATIONAL DEPLOYMENT, ROUTINE REVIEW CHAIN IS AS FOLLOWS:

- (1) VMFA-XXX.
- (2) CVW-XX.
- (3) CSG-XX.
- (5) XX MAW.
- (6) COMMARFORXXX.
- (7) CMC.

J. LEGAL.

(1) JAG INVESTIGATIONS REVIEW CHAIN SHALL BE IAW SECTION 0209H OF JAGINST 5800.7E (JAGMAN).

(2) CO, VMFA-XXX RETAINS NJP AUTHORITY FOR ALL MARINES AND SAILORS ASSIGNED. DURING OPERATIONAL DEPLOYMENT, WHEN PERSONNEL MISCONDUCT SPANS MULTIPLE COMMANDS, NJP AUTHORITY WILL BE EITHER CO, CVN-XX OR COMMANDER, CVW-XX AS APPROPRIATE. NJP APPEALS SHALL BE IAW CHAPTER 4 SECTION 8 OF JAGINST 5800.7E (JAGMAN).

K. PERFORMANCE EVALUATIONS. DURING FRTP EVENTS, MAG-XX AND VMFA-XXX MAINTAIN REPORTING REQUIREMENTS ON ALL ASSIGNED PERSONNEL. DURING OPERATIONAL DEPLOYMENT, PERFORMANCE EVALUATIONS WILL BE COMPLETED AS FOLLOWS:

(1) FITREPS FOR USMC OFFICERS ASSIGNED OUTSIDE VMFA-XXX: USN IMMEDIATE SUPERVISOR WILL ASSUME REPORTING SENIOR (RS) RESPONSIBILITY, AND CO, VMFA-XXX ASSUMES REVIEWING OFFICER (RO) RESPONSIBILITY.

(2) FITREPS FOR USMC OFFICERS WITHIN VMFA-XXX: IMMEDIATE SUPERVISOR WILL MAINTAIN RS RESPONSIBILITY, AND CO, VMFA-XXX MAINTAINS RO RESPONSIBILITY. IF CO, VMFA-XXX IS THE IMMEDIATE SUPERVISOR, CO, VMFA-XXX REMAINS THE RS AND COMMANDER, CVW-XX ASSUMES RO RESPONSIBILITY.

(3) FITREPS FOR CO, VMFA-XXX: COMMANDER, CVW-XX WILL ASSUME RS RESPONSIBILITY AND CG, 3D MAW WILL RETAIN RO RESPONSIBILITY.

(4) FITREPS FOR USMC ENLISTED ASSIGNED OUTSIDE VMFA-XXX: USN IMMEDIATE SUPERVISOR WILL ASSUME RS RESPONSIBILITY, AND CO OR XO, VMFA-XXX WILL ASSUME RO RESPONSIBILITY.

(5) FITREPS FOR USMC ENLISTED WITHIN VMFA-XXX: VMFA-XXX WILL RETAIN RS AND RO RESPONSIBILITY. THE ONLY EXCEPTION IS FOR THE SGTMAJ, VMFA-XXX WHEN COMMANDER, CVW-XX ASSUMES RO RESPONSIBILITY.

(6) PROFICIENCY/CONDUCT MARKS FOR USMC ENLISTED OUTSIDE VMFA-XXX: USN IMMEDIATE SUPERVISOR WILL MAKE RECOMMENDED MARKS TO CO, VMFA-XXX VIA SGTMAJ, VMFA-XXX.

(7) PROFICIENCY/CONDUCT MARKS FOR ENLISTED WITHIN VMFA-XXX: VMFA-XXX WILL RETAIN PROFICIENCY/CONDUCT MARK RESPONSIBILITY.

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(8) PERFORMANCE EVALUATIONS FOR NAVY ENLISTED ASSIGNED TO VMFA-XXX: WRITTEN IAW BUPERSINST 1610.10C BY THE IMMEDIATE SUPERVISOR AND FORWARDED TO THE CVW-XX CMC FOR ADMINISTRATIVE REVIEW.

9. COORDINATING INSTRUCTIONS. THIS MESSAGE IS EFFECTIVE IMMEDIATELY. THIS MESSAGE IS RESCINDED UPON CVW-XX /USS CARRIER REMOVAL FROM FRP SURGE CAPABLE STATUS POST-DEPLOYMENT.//

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Definitions

AIMD	Advanced Intermediate Maintenance Department
AMI	Aviation Maintenance Inspection
AMO	Aviation Maintenance Officer
APP	Aviation Plans Policy
ASM	Manpower and Support Branch
ATFLIR	Advanced Targeting Forward Looking Infrared
AVCAL	Aviation Consolidated Allowance List
AVDLR/AFM	Aviation Depot Level Repairable/Aviation Fleet Maintenance
BUPERS	Bureau of Naval Personnel
CAG	Carrier Air Group
CATTC	Carrier Air Traffic Control Center
CMC	Commandant of the Marine Corps
CNAF	Commander, Naval Air Forces
CNAL/CNAP	Commander, Naval Air Forces - Atlantic/Pacific
CONUS	Continental United States
CSG	Carrier Strike Group
CWTPI	Conventional Weapons Technical Proficiency Inspection
DRRS	Defense Readiness Reporting System
FITREP	Fitness Report
FRTF	Fleet Readiness Training Plan
FRO	Family Readiness Officer
H&HS	Headquarters and Headquarters Squadron
HAZMAT	Hazardous material
HQMC	Headquarters, Marine Corps
JAG	Judge Advocate General
JAGMAN	Judge Advocate General Manual
LOI	letter of instruction
MAG	Marine Air Group
MALS	Marine Aviation Logistics Squadron
MARDET	Marine Detachment
MAWTS-1	Marine Aviation Weapons and Tactics Squadron One
MCO	Marine Corps Order
MCTFS	Marine Corps Total Force System
MMEA	Manpower Management Enlisted Assignments
MMOA	Manpower Management Officer Assignment
MOL	Marine On Line
MOS	Military occupational specialty
MWR	Morale Welfare and Recreation
MWSS	Marine Wing Support Squadron

NATOPS	Naval Air Training and Operating Procedures Standardization
NAVOSH	Navy Occupational Safety & Health
NCEA	Non-Combat Expenditure Allocation
NJP	Non-Judicial Punishment
OCONUS	Outside the Continental United States
OPNAV	Office of the Chief of Naval Operations
POC	Point of Contact
SITREP	Situation Report Tactical Air
TACAIR	Tactical Aircraft