



USMC

**MCTP 13-10D**  
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**NTTP 3-02.3M**

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# **Maritime Prepositioning Force Operations**

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**US Marine Corps**

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ERRATUM

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MCWP 3-32

MARTIME PREPOSITIONING FORCE OPERATIONS

1. Change all instances of MCWP 3-32, *Maritime Prepositioning Force Operations*, to MCTP 13-10D, *Maritime Prepositioning Force Operations*.
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FOREWORD

21 Nov 2011

A maritime prepositioning force (MPF) operation is the rapid deployment and assembly of a Marine air-ground task force (MAGTF) in a secure area using intertheater airlift and forward-deployed maritime prepositioning ships.

An MPF operation is a mission-tailored, strategic deployment option that is global in nature, naval in character, and suitable for various employment scenarios. Maritime prepositioning provides a combatant commander with deployment flexibility and an increased capability to respond rapidly to a crisis or contingency with a credible force. The essential purpose of an MPF operation is to establish a MAGTF that is fully prepared to execute an employment mission.

Marine Corps Warfighting Publication (MCWP) 3-32/Navy Tactics, Techniques, and Procedures (NTTP) 3-02.3M, *Maritime Prepositioning Force Operations*, provides doctrine, tactics, techniques, and procedures to plan and execute an MPF operation. It is intended for Marine Corps and Navy commanders, their staffs, and other Service commanders and staffs. This publication supersedes MCWP 3-32/NTTP 3-02.3M, *Maritime Prepositioning Force Operations*, dated February 2004.

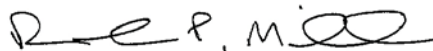
Reviewed and approved this date.

BY DIRECTION OF THE CHIEF OF NAVAL OPERATIONS

A handwritten signature in black ink, appearing to read 'C.K. Carodine', enclosed within a light yellow rectangular box.

C.K. CARODINE  
Rear Admiral, U.S. Navy  
Commander, Navy Warfare Development Command

BY DIRECTION OF THE COMMANDANT OF THE MARINE CORPS

A handwritten signature in black ink, appearing to read 'R. P. Mills', enclosed within a light yellow rectangular box.

RICHARD P. MILLS  
Lieutenant General, U.S. Marine Corps  
Deputy Commandant for Combat Development and Integration

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# SUMMARY OF CHANGES

- Chapter 5, Planning, provides additional detail on deliberate planning.
- Chapter 10, Force Protection, incorporates Navy organizational and functional changes; e.g., maritime expeditionary security force (MESF)/squadron.
- Chapter 14, Automated Information Systems/Automatic Identification Technology Support, provides updates on automated information systems/automated identification technology support (AIS/AIT):
  - ◆ Ordnance Information System-Marine Corps (OIS-MC) replaced the retail ordnance logistics management system (ROLMS).
  - ◆ Joint force requirements generator II (JFRG II) replaced Marine air-ground task force II (MAGTF II) for force planning and execution.
  - ◆ Integrated computerized deployment system (ICODES) replaced computer-aided embarkation management system for ship load planning.
  - ◆ Detail added for barcode and radio frequency identification marking and scanning.
- Chapter 15, Transformation, removed substantive changes to MPF (future) program and transition concepts.
- Unit names/types:
  - ◆ Logistics combat element (LCE) and combat logistics company (CLC) replaced combat service support element (CSSE) and combat service support detachment (CSSD), as appropriate.
  - ◆ Expeditionary medical facility (EMF) replaced fleet hospital (FH).
  - ◆ Navy cargo handling battalion (NCHB) replaced Navy cargo handling and port group (NAVCHAPGRU).
  - ◆ Marine logistics group (MLG) replaced force service support group (FSSG).
  - ◆ Changed force movement control center (FMCC) to MAGTF deployment and distribution operations center (MDDOC).
  - ◆ Changed logistics and movement control center (LMCC) to MAGTF movement control center (MMCC).
- Acronyms:
  - ◆ Dropped all uses of C4I and C3, and deconstructed the use to describe the specific component being discussed, per JP 6-0, *Joint Communications System*.
  - ◆ Aligned the use of concept plan (CONPLAN), contingency, and crisis action planning (CAP) in accordance with JP 5-0, *Joint Operation Planning*.
- Appendix N, MPSRON Capabilities and Characteristics:
  - ◆ Deleted all data related to Maersk class vessels
  - ◆ Added data for Watson class large, medium speed, roll-on/roll-off (LMSR) ships—USNS *Sisler* and USNS *Dahl*.
- Updated the notional table of organization and table of equipment located in the various appendices to reflect current Marine Corps structure.

# MCWP 3-32/NTTP3-02.3M, MARITIME PREPOSITIONING FORCE OPERATIONS

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## Glossary

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# CHAPTER 1

## FUNDAMENTALS OF THE MARITIME PREPOSITIONING FORCE

A maritime prepositioning force (MPF) operation includes the airlift of Marine air-ground task force (MAGTF) and Navy elements, the Navy support element (NSE), and maritime expeditionary security force (MESF) units with selected equipment into an arrival and assembly area (AAA) to join with equipment and supplies that are carried aboard maritime prepositioning ships (MPSs). Maritime prepositioning provides a combatant commander (CCDR) with deployment flexibility and an increased capability to respond rapidly to a crisis or contingency with a credible force. An MPF operation may consist of one ship interacting with a forward-deployed Marine expeditionary unit (MEU) or a maritime prepositioning ships squadron (MPSRON) and a Marine expeditionary brigade (MEB) fly-in echelon (FIE). An MPF operation may also consist of a Marine expeditionary force (MEF) interacting with all three MPSRONS.

The MPF is one component of the rapid response capability triad, which also includes the global response force and forward-deployed amphibious forces. Each triad component can be used separately or integrated to further enhance a CCDR's options. An MPF operation is an economy of force measure that allows deployment of an appropriate force if a crisis arises. The MPF offers an augmentation capability for amphibious operations, but it is not a substitute due to an inherent lack of forcible entry capability. An MPF operation provides a method to rapidly augment a forward-deployed MAGTF; an ongoing amphibious operation; or another joint, multinational, or combined force operation.

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### Maritime Prepositioning Force Concept

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An MPF operation extends from marshalling through arrival and assembly of the MAGTF to reconstitution of the MPF. The geographic reach of the operation may vary, but the MPF is inherently a strategic or intertheater capability. The execution of an MPF operation involves the following entities:

- Supporting forces, such as the United States Transportation Command (USTRANSCOM), specifically, the Surface Deployment and Distribution Command (SDDC) or the Air Mobility Command (AMC).
- The host nation and supported/supporting CCDR's organizations.
- Other deployment support agencies that the situation may demand.

While an MPF operation is conceptually simple, strategic dimensions, number of major commands involved as the force transits between theaters and CCDRs, and intricacies of the Joint Operation Planning and Execution System (JOPES) make the operation extremely complex. The overlap of phases and geographic separations places heavy demands on command elements.

The scope of the operation may require activating Navy Reserve Component forces to conduct the offload and Marine Corps Reserve Component forces to conduct civil affairs and MAGTF operations. Conflicting demands of deployment and employment will dictate a dynamic planning process that must remain responsive to the current situation. Operational planning must begin

with a risk/threat assessment to determine if an MPF operation is the appropriate force deployment option. Some planning factors are determined late in the decisionmaking process because of the remoteness of the deployment area and uncertainty of the situation. Subsequent operations will impact significantly on execution planning. Commanders must visualize their concept of operations (CONOPS) ashore to determine their arrival and assembly plans, which then determine their deployment plans.

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## The Initiating Directive

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An MPF operation begins with the decision to employ the MPF MAGTF. Typically, a CCDR—as directed by the President or Secretary of Defense (SecDef) and in coordination with the Chairman of the Joint Chiefs of Staff (CJCS) and the subordinate component commanders—initiates an MPF operation and subsequent MAGTF operations. An initiating directive (see app. A for a sample format) provides essential information. It is issued by and at the discretion of the establishing authority, a common superior commander of the commander, maritime prepositioning force (CMPF), and MPF MAGTF commander.

The CMPF, MPF MAGTF commander, and the commander, Navy support element (CNSE) must quickly determine the requirements and work with higher headquarters (HHQ) to ensure sufficient information and guidance is provided for rapid and efficient execution. If an MPF operation augments an amphibious operation, then the MPF mission and appropriate command relationship guidance is included in the amphibious operation initiating directive.

Planning is continuous, but the execution phase actually begins with the assignment of a specific mission. The arrival and assembly phase terminates when all prerequisites in the initiating directive are met and the MAGTF is established ashore. The MAGTF is established ashore when adequate equipment and supplies are offloaded

and issued to arriving units, the MAGTF's command and control capabilities are established, and the MAGTF commander is ready to execute the mission.

The MAGTF commander will report mission readiness to the establishing authority upon termination of the arrival and assembly phase. Subsequent MAGTF operations ashore are separate from an MPF operation. After the MAGTF mission is completed, the MPF's focus shifts to the reconstitution of maritime prepositioning equipment and supplies (MPE/S) aboard the affected MPSRON.

If a separate initiating directive is not published, such as during crisis situations or if issued late in the planning process, naval commanders involved in MPF operations will have to act upon information given in alert, warning, or execution orders. From this information, an initiating directive may be formulated and recommended to the establishing authority for approval and promulgation. These orders often do not contain detailed information specific to the MPF.

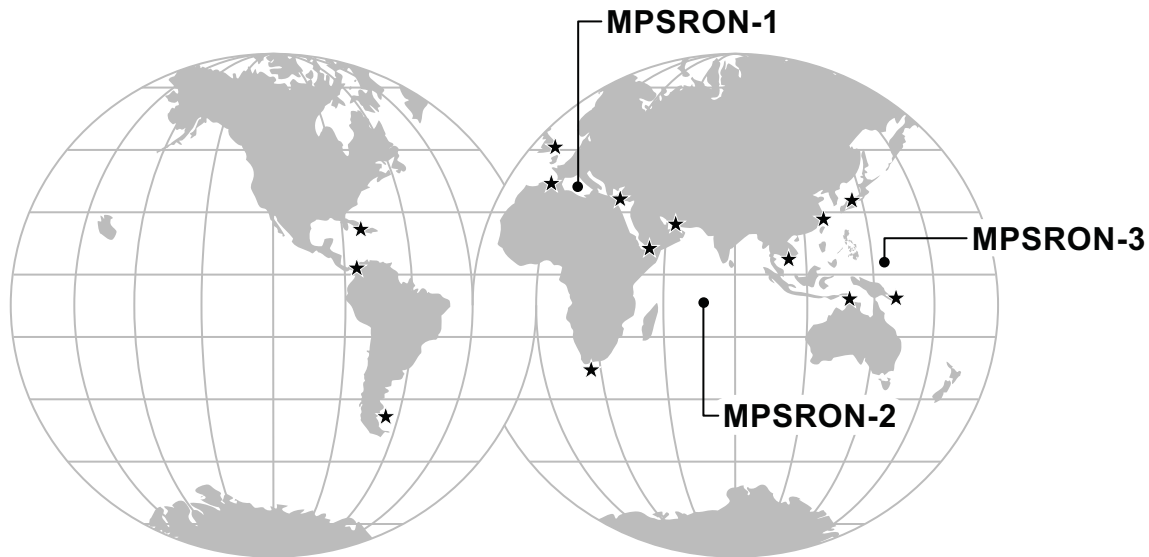
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## Forward Presence and Crisis Response

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The naval force structure is developed from the National Military Strategy (NMS). Two essential tenets of the NMS are forward presence and crisis response. Forward presence is the reinforcement of US forward-deployed forces and multinational partners, while crisis response is the projection of combat power across the range of military operations. Both are essential ingredients of the NMS.

Strategically based around the globe (see fig. 1-1), Navy forces (NAVFOR) can link-up with MPSRONS in an operational area in a matter of days. This capability demonstrates commitment, reinforces alliances, enhances regional stability, promotes US influence and access, and is especially responsive to regional crises or natural disasters. The MPF is designed to respond independently or with other forces to a variety of



★ **Strategic Chokepoints**

Note: Composition of the MPSRONS are forecasted to change pending programmatic considerations and decisions.

**Figure 1-1. Maritime Prepositioning Ship Squadron Operational Locations.**

regional crises. It provides a quick and credible response to deter an escalation in hostilities or engage decisively if deterrence fails.

The two types of MPF operations are independent and augmentation. Independent operations are those in which the MPF MAGTF becomes part of a joint task force (JTF) that either involves no other Marine Corps forces (MARFOR) or supports allies that are part of the JTF. The key identifier is that the MPF MAGTF remains an independent entity that is not subsumed into another MARFOR, although the MPF MAGTF commander may also be designated as the MARFOR commander in the area of operations. See chapter 3 for more discussion on independent operations.

Augmentation forces, as defined in Joint Publication (JP) 1-02, *Department of Defense Dictionary of Military and Associated Terms*, are forces to be transferred from a supporting CCDR to the operational control (OPCON) or the combatant command (command authority) (COCOM) or of a supported CCDR during the execution of an operation order (OPORD) approved by the President and SecDef. Augmentation operations of the MPF are those during which the MPF

MAGTF supports an existing MARFOR or amphibious force.

The essential contribution of an MPF operation is mobility and flexibility, allowing a quick concentration of forces in a specific area. It permits rapid deployment into secure areas where force introduction is unopposed and is expected to remain so throughout the arrival and assembly phase. The MPF enables MAGTF employment by—

- Augmenting an amphibious deployment or operation.
- Occupying or augmenting an advanced base.
- Defending key chokepoints along the sea line of communications (SLOC).
- Establishing a blocking position for offensive and defensive operations.
- Reinforcing multinational partners with a credible force before hostilities.
- Sustaining relations with multinational partners by conducting routine exercises and operations.
- Establishing a sizable force ashore to enable closure of additional forces.

- Deterring potential adversaries by positioning MPSs and alerting MARFOR and NAVFOR.
- Providing a rapid peacetime response in support of foreign humanitarian assistance and civil support.
- Providing economy of force through the reduction of intertheater airlift requirements and the reduction or elimination of the need to employ amphibious forces capable of forcible entry to a contingency that does not require such force.
- Augmenting fleet defense by providing tactical air support from ashore.

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### Establishment of the Maritime Prepositioning Force MAGTF Ashore

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The essential requirement for an MPF operation is a secure environment that allows for the arrival and offload of ships, aircraft, joining personnel, and materials. To establish the MPF MAGTF ashore, the following conditions are required:

- A secure environment from the initiation of strategic deployment through the completion of arrival and assembly.
- Adequate intertheater airlift and aerial tanker support.
- Adequate offload forces, such as MAGTF and NSE.
- Sufficient airfield space for Marine Corps tactical aircraft, operational support airlift, AMC aircraft, and Civil Reserve Air Fleet (CRAF) operations and throughput capability to support the intended airflow.
- An ample port/beach area for timely offload and throughput. The port must have sufficient water depth, overhead clearance, and maneuver room to admit MPSs. Beaches and ship-to-shore (STS) approaches must be evaluated for hydrographic support and swept for mines and other hazards.
- A suitable transportation network between the port/beach, airfields, and assembly areas to permit timely arrival and assembly of airlifted units with sealifted equipment and supplies.

These networks may include railroads, barge traffic, and pipelines.

- Adequate force protection capabilities to meet any potential threat in the AAA.

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### National Military Strategy

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The MPF plays a key role in the NMS by providing regional focus, force presence options, and an adaptive planning capability that allows it to tailor forces for a particular circumstance. Through regional focus, each MPSRON and the forces from the associated MEF can respond worldwide; however, they remain especially responsive to the theaters that are designated as possible major operations and campaigns, crisis response and limited contingency operations, or those supported by operation plans (OPLANs) or contingency plans.

The purpose of this adaptive planning process is to provide leaders with a range of preplanned options to clearly demonstrate US resolve, deter potential adversaries, and deploy and employ forces to fight and win quickly and decisively. As a military component of these options, the MPF provides a CDR with a wide range of capabilities to determine the size of the force for a particular mission.

Force presence options exist because the MPSROns are forward deployed and serve as an ever-present reminder of US capability and resolve. When teamed with amphibious or other forward-deployed NAVFOR, the MPF can enhance a force presence with potent, complementary capabilities easily recognized by a potential adversary.

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### Rapid Response

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The goal of an MPF operation is to establish a MAGTF ashore as rapidly as possible and for it to be fully operational within 10 days following

the initial offload. Achieving this goal requires positioning the MPF in areas of concern so that the chief constraint on force deployment is air-lift, not sealift closure.

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## Flexible Command Relationships

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The establishing authority will promulgate command and supporting/supported relationships. Relationships should be as consistent as possible to ensure continuity and reduce potential confusion, but flexible enough to support all MPF phases and respond to new requirements.

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## Sustainment of the Maritime Prepositioning Force

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Sustainment of the MAGTF comes from a combination of prepositioned and airlifted materiel. An MPF MEB is a capable force of Marines, Navy, and naval support personnel that, using a full MPSRON, can be sustained for 30 days. The MAGTF may be sustained ashore for a longer or shorter duration depending on the—

- Size of the force.
- Number of MPSRONS supporting that force.
- Inclusion of an aviation logistics support ship (T-AVB).
- Follow-up shipping.
- Length of the SLOCs.
- Host nation support (HNS).

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## Phases of Maritime Prepositioning Force Operations

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The five phases of MPF operations are planning, marshalling, movement, arrival and assembly, and reconstitution (see fig. 1-2, on page 1-6). The phases are introduced in the following paragraphs and are amplified in chapters 5 through 8.

### Planning

The planning phase begins upon receipt of the alert/warning order and is characterized by two planning methodologies: deliberate planning and crisis action planning (CAP). See chapter 5 for planning information. Deliberate planning is ongoing, preparing for future, hypothetical military operations, while CAP is conducted to respond to present situations that might require a US military response.

### Marshalling

The marshalling phase (see chap. 6) begins with the arrival of the first unit at a designated marshalling point and ends with the departure of the last unit from a departure airfield. Units organize and complete final preparations to deploy, including preparing personnel and equipment, moving to an aerial port of embarkation (APOE), staging, and loading aboard aircraft.

### Movement

The movement phase (see chap. 6) entails moving forces by air and sea to the AAA. It begins upon lift off of the first aircraft from the departure airfield or when the first MPF ship transits to the AAA. This phase ends when the last FIE aircraft arrives in the AAA and the last ship arrives at the offload point.

### Arrival and Assembly

The arrival and assembly phase (see chap. 7) begins with the arrival of the first MPF ship or first aircraft of the main body at the designated AAA. This phase ends when adequate MPE/S are offloaded and issued to awaiting units, command and control is established, and the MAGTF commander reports that all essential MAGTF elements of the MPF are combat ready. The arrival and assembly phase includes the following steps:

- Prepare the AAA.
- Receive MAGTF, Navy, and Coast Guard personnel and equipment at nearby airfields.

- Coordinate the arrival and offload of equipment and supplies from MPSs.
- Issue MPE/S to arriving units.
- Provide local force protection for arrival and assembly.
- Establish the MAGTF's combat capability (force standup).
- Prepare the MAGTF mission; for example, move the MAGTF to the tactical assembly area (TAA) or the line of departure.

### Reconstitution

During reconstitution, the MPSRON is methodically restored to its original strength or properties and to full mission capability. Reconstitution is conducted as rapidly as possible after the MAGTF completes its mission (see chap. 8). Reconstitution also includes regeneration and reorganization operations.

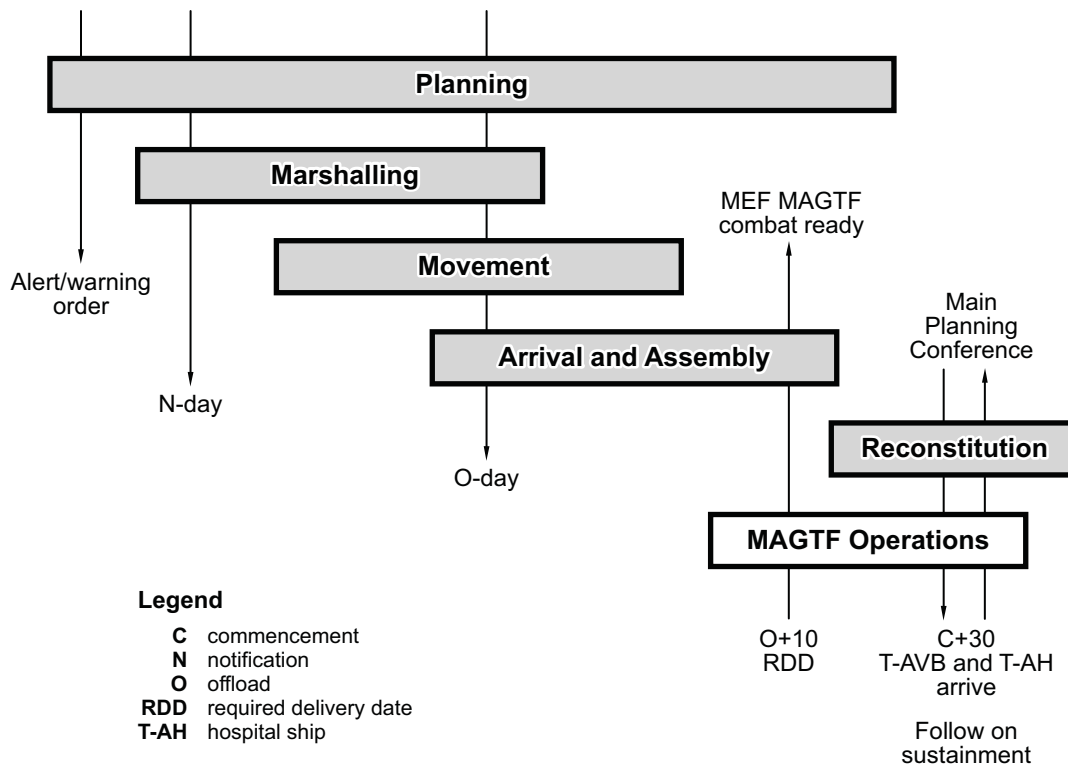


Figure 1-2. Phases of MPF Operations.

# CHAPTER 2

## MARITIME PREPOSITIONING FORCE AUTHORITIES

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### The President or Secretary of Defense

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The President of the United States or the SecDef provides guidance for MPF missions, which—

- Provides a mission statement to the joint staff.
- Directs augmentation of an amphibious deployment or operation.
- Provides general guidance/approval of rules of engagement (ROE).
- Considers requests for mobilization and activation of Reserve Components after consulting with the joint staff and Service Chiefs.
- Directs support from other departments and agencies.
- Provides an initial decision to deploy or employ forces.

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### Chairman of the Joint Chiefs of Staff

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As the principal military advisor to the President and SecDef, the CJCS provides comments and recommendations on military options and forces available, including MPF employment, as recommended by a CCDR. The CJCS—

- Issues appropriate orders to CCDRs in accordance with the crisis action system/JOPES.
- Tasks and coordinates Services, subordinate Department of Defense (DOD) agencies, and appropriate unified commands, such as USTRANSCOM.
- Recommends interdepartmental linkages between operational forces and support agencies.
- Coordinates and provides ROE advice to the President or SecDef.

- Recommends the activation of Reserve Components to the President or SecDef as required, such as to augment MAGTF, NSE, and MESF.
- Supervises unified command coordination.

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### Military Services

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The Services are subject to the authority, direction, and control of the SecDef and the provisions of United States Code, Title 10, *Armed Forces*. The Army, Marine Corps, Navy, and Air Force, under their respective Secretaries, are responsible for the functions prescribed in detail in DOD Directive 5100.1, *Functions of the Department of Defense and Its Major Components*. Specific Service functions are also delineated in that directive. The following list provides common authorities for the Military Services:

- Administers, equips, trains, and supports forces provided to the unified commands.
- Supports Service components.
- Activates Reserves as directed by the President or SecDef.
- Exercises administrative control (ADCON) over forces through Service components.

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### Combatant Commanders

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Combatant command of the MPF is exercised by geographic combatant commanders (GCCs). The OPCON is inherent in COCOM and may be transferred from one GCC to another only by SecDef order. It is normally delegated through the Navy component commander to the numbered fleet commander; authority may be further delegated to a subordinate task force



commander, including the Military Sealift Command's (MSC's) sealift logistic commands acting with numbered fleet task force designations. Tactical control (TACON) over MPF ships is normally delegated to MPSRONS.

### Supported Combatant Commander

A supported CCDR is the commander in whose area of responsibility (AOR) the operation will take place. The supported CCDR—

- Determines military options and force requirements.
- Executes the President- or SecDef-issued orders.
- Coordinates and facilitates HNS.
- Issues specific ROE within the AOR.
- Coordinates overall security and protection of assigned forces.
- Allocates resources.
- Determines a general location for the MPF operation.

### Supporting Combatant Commander

A supporting CCDR provides personnel, equipment, supplies, and services to a supported CCDR. The supporting CCDR—

- Provides employment options input to the supported CCDR.
- Provides forces/support as directed.
- Passes HNS requirements of the MPF to a supported CCDR, if appropriate.
- Issues specific ROE within the assigned AOR.
- Provides and coordinates force protection for the MPF and supporting forces in the assigned AOR.
- Coordinates the allocation of resources with the supported CCDR and the Commander, United States Transportation Command (CDRUSTRANSCOM).
- Provides for exchange and support of liaison linkages with the supported CCDR.

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## Joint Force Commander

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Joint force commander (JFC) is a general term applied to a CCDR, subunified commander, or JTF commander authorized to exercise COCOM or OPCON over a joint force. All JFCs are responsible for unified actions that are planned and conducted in accordance with the guidance and direction received from the President and SecDef, alliance or coalition leadership, and military commanders. The JFCs integrate and synchronize the actions of military forces and capabilities to achieve strategic and operational objectives through joint campaigns and operations. They also ensure that their joint operations are, as much as possible, integrated and synchronized in time, space, and purpose with the actions of appropriate other government agencies, allied/coalition forces, intergovernmental organizations, nongovernmental organizations, and private sector entities, if necessary. Activities and operations involving such nonmilitary entities can be complex and may require considerable coordination by JFCs, their staffs, and subordinate commanders. This effort is essential to successfully integrate the instruments of national power and leverage the capabilities of all participants to achieve national strategic objectives.

The JFCs also may support a civilian chief, such as an ambassador, or may themselves employ the resources of a civilian organization. For example, in some foreign humanitarian assistance operations, the United States Agency for International Development, through its Office of US Foreign Disaster Assistance, may be designated as the federal agency with lead responsibility with the CCDR in a supporting role. Under such circumstances, commanders must establish procedures for coordination, liaison, and information and intelligence sharing. Further, it is important that all levels of command understand the formal and informal military-civilian relationships to avoid unnecessary and counterproductive friction. In such cases where the military does not exercise

command over outside agencies, it is extremely important to establish good working relationships where mission accomplishment can be achieved through effective coordination.

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### Commander, United States Fleet Forces Command

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The Commander, United States Fleet Forces Command (COMUSFF) is responsible for the following functions and tasks:

- Support the Chief of Naval Operations (CNO) in collaboration with the Commander, US Pacific Fleet by organizing, staffing, training, maintaining, and equipping NAVFOR.
- Integrate and articulate Fleet warfighting, readiness, and personnel capability requirements to the CNO.
- Serve as Navy Global Force Manager.
- Prepare forces for employment by CCDRs.
- Provide planning and operational support to assigned/supported CCDRs.

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### Commanders, Marine Corps Forces

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The Commander, United States Marine Corps Forces Command (COMMARFORCOM) and Commander, United States Marine Corps Forces, Pacific (COMMARFORPAC) provide administrative support to train and deploy their MEFs. The COMMARFORCOM normally leads the initial reconstitution effort, which is typically outside the continental United States (OCONUS).

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### Commander, Military Sealift Command

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The MSC is the naval component of the USTRANSCOM. It provides administrative direction and support of MPSRONS through close coordination with civilian companies to satisfy any extraordinary requirements generated

by operational considerations. The Commander, Military Sealift Command (COMSC) reports operationally to the CDRUSTRANSCOM and administratively to the COMUSFF. The MSC and all subordinate commands and activities are part of the operating forces of the Navy. With its headquarters located in the Washington Navy Yard, Washington, DC, MSC provides mission-ready, permanently forward-deployed MPSRONS and afloat, active-duty staffs for operational tasking.

The COMSC administratively manages all MSC forces and, in that role, performs the duties similar to that of a type commander (TYCOM). He exercises ADCON over assigned ships for COMUSFF through its subordinate field activities at all times. The MSC's subordinate organization, Military Sealift Fleet Support Command, and its subordinate ship support units provide deployment, direct logistics, and administrative support to MPSRONS, such as personnel training, material readiness, doctrine, ship characteristics, and budget.

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### Joint Force Maritime Component Commander

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Joint maritime operations are performed with capabilities/forces in support of the JFC's operation or campaign objectives or in support of other components of the joint force. The JFC normally designates a joint force maritime component commander (JFMCC) to command and control joint maritime operations. As a functional component commander, the JFMCC has authority over assigned and attached forces and forces/assets made available for tasking to perform operational missions.

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### Navy Expeditionary Combat Command

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Navy Expeditionary Combat Command (NECC) is commanded by a Navy line rear admiral that

reports to COMUSFF and is headquartered at Naval Amphibious Base, Little Creek, VA. In January 2006, the CNO established NECC to provide oversight of subordinate Navy expeditionary combat forces and to develop the capabilities required to address emerging missions in the rapidly evolving maritime security environment. The NECC is responsible for staffing, training, equipping, and organizing the Navy's expeditionary forces.

With the NECC, the Navy can better balance its force across the blue water (open ocean), green water (littoral), and brown water (riverine) maritime environments, ensuring effective Navy expeditionary warfighting and closure of capability gaps in global maritime security operations (MSO). The NECC combines the Navy's expeditionary forces under one commander to provide JFC/JFMCC/joint force land component commander (JFLCC) capability across expeditionary operations. The NECC's capabilities include—

- Explosive ordnance disposal (EOD).
- Theater security cooperation support.
- MSO.
- Riverine operations.
- Combat engineering and construction.
- Expeditionary training.
- Expeditionary logistics.
- Expeditionary diving and salvage.
- Expeditionary intelligence.
- Maritime civil affairs.
- Expeditionary medical services.
- Combat photography/videography.

Based on operational requirements, NECC provides combat-ready forces of mission-specific units or multimission, integrated adaptive force packages (AFPs) to fulfill JFC/JFMCC/JFLCC demands. Navy force readiness and responsiveness increases to support evolving warfare missions in major operations, MSO, and maritime homeland security/maritime homeland defense.

The NECC provides forces in support of MPF operations through its subordinate organizations—the First Naval Construction Division (1NCD), naval construction regiment (NCR), naval mobile construction battalions (NMCBs), and the naval expeditionary logistics support group.

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## Navy Expeditionary Medical Support Command

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The Navy Expeditionary Medical Support Command (NEMSCOM) constructs and deploys expeditionary medical facilities (EMFs) worldwide. The NEMSCOM is responsible for preparing and fielding the prepositioned EMFs from its headquarters at the Naval Weapons Station Yorktown, Cheatham Annex in Williamsburg, VA.

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## Operational Commanders

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Operational commanders include the MEF's commanding general and numbered fleet commanders.

### Commanding General, Marine Expeditionary Force

The responsibilities of the MEF's commanding general are as follows:

- Plan, execute, and support MAGTF operations.
- Establish postures of units and elements for MPF deployment. Readiness, preparation, and support of units and elements are the responsibility of the parent division, wing, Marine logistics group (MLG), or other major subordinate commands as the MEF commander may designate.
- Provide liaison with CDRUSTRANSCOM and other supporting commanders.
- Determine and assign the appropriate MAGTF.
- Shift OPCON over assigned forces to the MAGTF upon receipt of a warning or alert order.

- Review the MAGTF commander's proposed course of action (COA), commander's estimate, CONOPS, and employment and deployment plans.
- Activate the MAGTF deployment and distribution operations center (MDDOC).
- Direct activation of the MMCCs and other movement control organizations.
- Coordinate force deployment and sustainment provided to the MAGTF commander by external MEF commands and agencies. This coordination includes the airlift requirements of naval elements supporting the MAGTF, such as NSE or MESF. Sequencing naval support units must be phased into the AAA to support the force standup of the MAGTF. The MAGTF commander must decide the appropriate deployment window for these units. Normally, NSE and MESF units are part of the advance party.
- Provide liaison to external commands and agencies.
- Provide public affairs guidance.
- Evaluate existing plans to determine if they can serve as a base point.
- Identify units available for deployment tasking.
- Assist the MAGTF commander with the review of applicable deployment database development guidance provided by HHQ.
- Respond to direction from HHQ to plan task organization and establish or revise the deployment database.
- Assist the MAGTF commander in analyzing time-phased force and deployment data (TPFDD) plans for COA development.
- Participate in the COA development process of a supported CCDR as directed.
- Direct/coordinate deployment database development to include TPFDD and prioritization of forces/sustainment.
- Determine mode and source of transportation for all movement segments in the TPFDD—that is, origin to port of embarkation (POE), POE to port of debarkation (POD), and POD to destination—for each COA.
- Direct and coordinate preliminary determination of quantities of basic prescribed loads and accompanying supplies and initiate preparations for release of war reserve material through the war reserve system (WRS).
- Coordinate Marine Corps base and Marine Corps air station support to deploying MPF elements.

### Numbered Fleet Commanders

Numbered fleet commanders (2d, 3d, 4th, 5th, 6th, and 7th fleets) perform the following tasks at the direction of the JFC, Service or functional component commander, or other appropriate authority:

- Designate the CMPF.
- Exercise OPCON over assigned NAVFOR.
- Identify additional support requirements to higher authority.
- Task-organize NAVFOR.
- Request, coordinate, and direct support forces.
- Provide force protection for NAVFOR and the MPSRON.
- Serve as the JFMCC for the JTF when directed.

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### Supporting Organizations

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There are a variety of organizations that support MPF operations. They include the following:

- USTRANSCOM, which coordinates strategic deployment of forces assigned to or in support of the unified commander. This coordination includes en route aerial refueling of MAGTF self-deploying aircraft and intertheater airlift.
- AMC, which may provide en route aerial refueling for the MAGTF's fixed-wing, self-deploying aircraft. The Marine aircraft wing self-deploying aircraft control center coordinates en route aerial refueling with the AMC and Air Force's Air Combat Command.
- MSC, which is responsible for ADCON and support of MPSRONS.

- SDDC, which coordinates common user surface transportation within the continental United States (CONUS) and common user ports worldwide.
- Marine Corps and Navy supporting and shore establishments, which support deployment of forces as directed/coordinated by appropriate authority.

Headquartered in Albany, GA, the Marine Corps Logistics Command (MARCORLOGCOM), has

primary responsibility for the material readiness of maritime prepositioned material before its commitment to an MPF operation. This responsibility includes maintaining the contracts for and supporting the logistics of MPE/S aboard the MPSRON and providing a technical assistance and advisory team (TAAT) for transitional assistance to employing forces. The MARCORLOGCOM has delegated Blount Island Command (BICmd) as the executive agent for MPF maintenance operations.

# CHAPTER 3

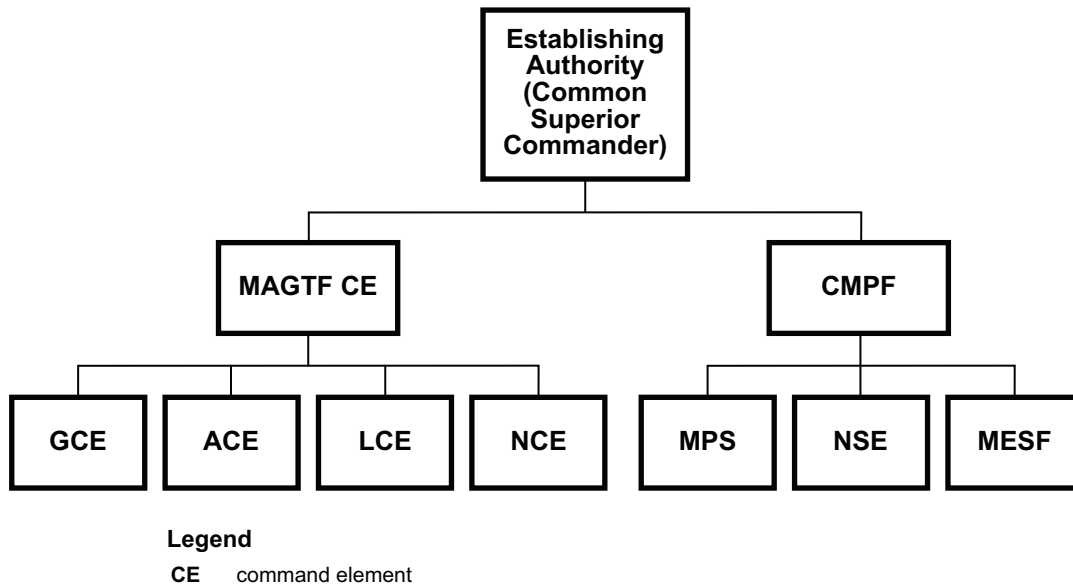
## COMMAND RELATIONSHIPS

An MPF is a temporary organization set forth by an establishing authority. At a minimum, it consists of a MAGTF with assigned NAVFOR under the MAGTF command element, an MPSRON, and NAVFOR under the command of the CMPF. Any MAGTF can employ the MPE/S in the MPSRON. Figure 3-1 represents a typical organization for independent operations.

The establishing authority may be a CCDR, an existing JTF commander, a subordinate unified commander, or a JFMCC. The establishing authority deploys and employs the MPF. As the establishing authority delegates its responsibility for the MPF operation and the MAGTF employment mission, it normally has OPCON over all assigned forces and the authority to exercise general direction of the supporting effort.

Some responsibilities of the establishing authority are to—

- Issue the initiating directive.
- Establish command relationships within the MPF.
- Designate the time to start moving the MPSRON and the FIE.
- Approve arrival and assembly and reconstitution plans.
- Coordinate intelligence collection, processing, and dissemination.
- Establish the force protection operations center (FPOC) and designate a force protection officer (FPO) to coordinate and integrate all force protection functions and activities.
- Designate force protection functions to appropriate subordinates. Air force protection



**Figure 3-1. MPF Organization (Independent Operation).**

responsibilities may be delegated, retained, or subsumed by HHQ, depending on forces available.

- Approve terminating the MPF operation.
- Coordinate force disposition instructions when the MPF operation is complete.

There are four command relationships—COCOM, OPCON, TACON, and support. The COCOM can only be exercised by CCDRs and cannot be delegated. The OPCON, which is inherent in COCOM, can be delegated, as can TACON and support. In MPF operations, the establishing authority may be delegated with OPCON or TACON over the MAGTF commander and CMPF by the CCDR. The establishing authority is responsible for establishing command relationships and the command and control structure for the MPF operation.

The command relationship established between the MAGTF commander and the CMPF is a key decision. It should provide for unity of effort, simplicity, and flexibility across the MPF operation phases. It should be clearly defined and based upon the establishing authority's assessment of mission requirements. While the establishing authority normally has OPCON or TACON over subordinate forces, the relationship between the CMPF and MAGTF commander is normally supported/supporting. It reflects the same relationship between the commander, amphibious task force and the commander, landing force described in JP 3-02, *Amphibious Operations*. Where possible, the MAGTF and CMPF should work closely with the establishing authority to ensure the initiating directive reflects the MAGTF/CMPF command relationships best suited for all phases of the operation. The establishing authority is responsible for ensuring that both the supported and supporting commanders understand the degree of authority the supported commander is granted as directed in JP 1, *Doctrine for the Armed Forces of the United States*.

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## Maritime Prepositioning Force MAGTF

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An MPF MAGTF consists of four core elements—command element, ground combat element (GCE), aviation combat element (ACE), and logistics combat element (LCE). The MPF MAGTF may also contain a naval construction element (NCE). The NCE is a task-organized Navy engineering force, also known as Navy construction engineers (SEABEEs), which reports to one commander and comprises a command element, a construction operations element, and a logistic element. Typically, an NMCB is used for MPF operations and conducts deliberate engineering support to the MAGTF, including major horizontal and vertical construction, facilities repair, water well drilling, and other general engineering support.

### MAGTF Elements

The command element is the MAGTF headquarters, consisting of the MAGTF commander and staff. The command element provides command and control and coordination to effectively plan and execute operations by the other three MAGTF elements. The GCE is built around an infantry unit and it includes combat support units, such as artillery and armor. The ACE is task-organized to provide all or part of the functions of Marine Corps aviation based on the MAGTF's mission and size. The expeditionary airfield (EAF) is controlled by the ACE. The EAF's primary function is to provide a tactical airfield for Marine Corps aircraft. Secondary missions are to increase the sortie generation rate for carrier naval aviation and provide a terminal for strategic and intratheater airlift sustainment. The LCE is task-organized to provide the full range of combat service support (CSS).

### Naval Construction Element

The NCE provides a standardized and interoperable construction capability using various

packaged equipment modules that are collectively called T/A-57 MPSRON SEABEE battalion table of allowance. The T/A-57 contains civil engineering support equipment (CESE), tool assemblies, and critical support gear, plus an FIE for both an NMCB and a NCR. This modular support gear and equipment contain major vertical and horizontal construction capabilities. The NMCB can also serve as the forward echelon for a larger NCR deployment.

### Naval Construction Regiment

An NCR is an operational unit exercising command and control over multiple subordinate engineer units or other expeditionary units. It also performs construction program management, coordinates CAP, and validates and allocates resources to subordinate units on behalf of the INCD.

### Naval Mobile Construction Battalion

An NMCB is the primary operational naval construction division (NCD) unit for conducting construction and engineer operations. It provides command and control, a full range of contingency engineering capabilities, and limited combat engineering capabilities for a supported unit. These combat engineering capabilities include battle damage repair; construction and maintenance of advanced base facilities; power generation and distribution; vertical and horizontal construction; and water well drilling, distribution, and storage. An NMCB may also serve as the forward echelon for a larger NCR deployment.

### Underwater Construction Team

The underwater construction team (UCT) is an operational unit providing underwater engineering, construction, repair, and inspection. Before an MPS offload, the UCT deploys an element that includes 16 persons and the equipment needed to inspect piers, beaches, and

anchorage for suitability, battle damage, and obstructions before arrival and assembly operations. The UCT gear is not contained on MPSs and nonorganic transportation is required. Some UCT tools include—

- Underwater weight-handling equipment.
- Underwater construction tools.
- SCUBA [self-contained underwater breathing apparatus] and surface-supplied diving equipment.
- Bathymetric survey equipment.
- Safety equipment.

For additional information, refer to Navy Warfare Publication (NWP) 4-04, *Naval Civil Engineering Operations*, and Marine Corps Warfighting Publication (MCWP) 4-11.5, *SEABEE Operations in the MAGTF*.

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### MAGTF Commander

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The MAGTF commander has OPCON over MARFOR and OPCON or TACON over attached NAVFOR. Responsibilities of the MAGTF commander are to—

- Prepare an arrival and assembly plan in coordination with the CMPF.
- Prepare an arrival assembly plan in coordination with the CMPF and establish the arrival and assembly operations group (AAOG).
- Coordinate with the CMPF on the time-phased arrival of MPF elements and control measures within the AAA.
- Plan and coordinate intertheater airlift of the FIE including the NSE.
- Designate the landward security officer (LSO) or assign LSO tasks to a subordinate commander, as required.
- Recommend, in coordination with the CMPF, termination of the MPF operation to the establishing authority.



- Establish the MMCC.
- Assign liaison personnel to the movement control agencies.
- Coordinate embarkation of forces aboard ships, intertheater airlift, and intratheater lift.

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### Commander, Maritime Prepositioning Force

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The CMPF is identified in the initiating directive and has OPCON over all MSC and NAVFOR assigned to the MPF, except those NAVFOR attached to the MAGTF. The CMPF and staff originate from a standing Navy organization complete with command and control capabilities, such as naval beach groups (NBGs) or amphibious squadrons. Responsibilities of the CMPF include—

- Coordinate the establishment of an EMF with the EMF program manager (PM) if the MPF mission so requires.
- Coordinate airlift of NSEs with the MAGTF commander.
- Coordinate time-phased arrival of MPF elements and control measures within the AAA with the MAGTF commander.
- Designate the seaward security officer (SSO).
- Coordinate termination of the MPF operation with the MAGTF commander.

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### Naval Beach Group

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The NBG is a permanently organized naval command within an amphibious force comprising a commander and staff, one beachmaster unit, two assault craft units (ACUs), and one amphibious construction battalion (PHIBCB). The NBG conducts offload operations in support of Marine Corps, joint, or combined forces ashore. The NBG and its subordinate commands work closely with the JFMCC and JFLCC, as well as the owners and users of offloaded equipment and material to facilitate the offload and to coordinate force protection, medical services, camp services,

and other support. It possesses the communications assets for command and control up and down the chain of command. For additional information, refer to Navy Tactical Reference Publication 3-02.1.2, *Navy Beach Group Support Element*, and Navy Tactics, Techniques, and Procedures (NTTP) 3-02.14, *Naval Beach Group*.

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### Commander, Maritime Prepositioning Ships Squadron

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An MPSRON consists of a group of civilian-owned and civilian-crewed ships chartered by the MSC and loaded with prepositioned equipment and up to 30 days of supplies to support a MAGTF. The commander, maritime prepositioning ships squadron (COMPSRON) is the principal advisor to the CMPF. Responsibilities of the COMPSRON are to—

- Provide technical assistance for operations involving the MPSRON.
- Evaluate readiness of assigned ships.
- Conduct MPF planning and operations as directed.
- Conduct command and control training.
- Develop and improve operational procedures for MPSRON support.
- Monitor contractor arrangements for support of assigned ships.
- Develop self-defense/internal ship security and request support.
- Act as the MSC executive agent in base support matters.
- Serve as a consular representative for merchant marine matters.
- Coordinate port service requirements for the MPSRON.
- Support security in the AAA as directed by the CMPF/SSO.
- Arrange refueling of the MPSRON.
- Provide billeting and messing for the offload preparation party (OPP) and offload control unit (OCU).

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## Commander, Navy Support Element

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The CNSE commands elements of the NBG, naval cargo-handling battalion (NCHB), and others as assigned. The CNSE and associated staff originate from the NBG complete with organic command and control capabilities. Responsibilities of the CNSE are to—

- Participate in the planning and conduct of the offload with the MAGTF commander and COMPSRON.
- Coordinate activities between the landing force support party (LFSP) and the beach party team (BPT).
- Exercise OPCON over Marine OPPs and debarkation teams provided by the MAGTF.
- Recommend Navy Reserve Component augmentation requirements to the numbered fleet commander/JFMCC through the CMPF.

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## Commander, Maritime Expeditionary Security Force

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The MESF is responsible for protecting and defending the green water operating area for NECC in support of amphibious, seabasing, and MPF operations. Its units are adaptive to mission requirements, scalable, and agile. The MESF's primary mission is force protection. Its units conduct force protection of strategic shipping and naval ships operating in the inshore and coastal areas, anchorages and harbors, from bare beach to sophisticated port facilities. Specialized units work with maritime expeditionary security squadron (MSRON) staffs to provide intelligence and communications. The MESF units deploy worldwide to detect, deter, and defend an area, unit, or high-value asset (HVA).

The MSRON is a subordinate command of NECC. It is under the OPCON of the numbered fleets and control is transferred to the JFMCC

during an operation. The MSRONs are multi-Service (Navy/Coast Guard), hardware-equipped, deployable assets that provide centralized planning, control, coordination, and integration of MESF assets for protection of strategic shipping and naval ships worldwide.

A maritime expeditionary security group (MESG) consists of a headquarters staff and subordinate MSRON. The MESG headquarters staff is able to deploy as a battlestaff when required. The MESG has a multi-Service (Navy/Coast Guard) staff that provides operational planning, training, and administrative support for subordinate commands. It has the overall responsibility to ensure that MESF forces are trained, organized, and prepared to meet MESF mission requirements worldwide.

The MSRON is normally the largest MESF unit to deploy and may operate independently or in support of other security forces. Two or more MSRONs may combine under a single commander if mission scope requires. Each MSRON consists of a headquarters staff; command and control division; boat division; security division; and a helicopters, visit, board, search and seizure detachment. The divisions can break down into smaller detachments or elements, which make up the AFP, tailored for a specific MPF, assault follow-on echelon (AFOE), or logistics over-the-shore (LOTS) mission. This construct augments and relieves the NSE of most of its defensive roles, permitting it to focus on its primary mission.

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## Commanding Officer, Expeditionary Medical Facility

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The EMF aboard the MPF is a Navy asset. If off-loaded and established in the area of operations, the EMF commanding officer will report to that theater's Navy component commander (NCC). It provides in theater hospitalization for ground forces through a highly mobile modular platform that is rapidly expandable to a 273-bed medical facility.

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## Establishing Supported and Supporting Roles

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In a broad sense, the CMPF supports the MAGTF. Supporting relationships typically vary by phase of the operation according to the initiating directive, in which the establishing authority must clarify the requirements for the supported and supporting mission and the parameters for transitioning this command relationship. If possible, the CMPF and MAGTF should work with the establishing authority to ensure CMPF/MAGTF relationships reflect those that best support each phase of the MPF operation. The initiating directive also includes the following:

- Forces and other resources allocated to the supporting effort.
- Time, place, level, and duration of the supporting effort.
- Relative priority of the supporting effort.
- Authority, if any, of the supporting commander to modify the supporting effort in an exceptional opportunity or an emergency.
- The degree of authority granted to the supported commander over the supporting effort.

Likely MPF command relationships, responsibilities, and actions by phase are discussed in the following subparagraphs.

### Planning Phase

The MAGTF commander and the CMPF report to the establishing authority for planning in the following manner:

- MAGTF commander is OPCON to the MARFOR.
- CMPF is OPCON to the NAVFOR/JFMCC.
- NCE is OPCON to the MAGTF commander.
- COMPSRON, CNSE, EMF commander, and commander, MESF report to the CMPF as follows:
  - ◆ COMPSRON is OPCON to the numbered fleet commander/JFMCC and ADCON to

the COMSC through the MSC area commander.

- ◆ CNSE is OPCON/ADCON to the numbered fleet commander/JFMCC.
- ◆ MESF unit is OPCON/ADCON to the numbered fleet commander.
- ◆ EMF commander is OPCON to the numbered fleet commander/JFMCC.
- MAGTF commander publishes the OPORD, arrival and assembly plan, and the deployment letter of instruction (LOI). (See app. B for a sample OPORD format and app. C for a sample arrival and assembly format, which is prepared by the MAGTF with the CMPF.)
- MAGTF commander and the CMPF coordinate departure of the survey, liaison, and reconnaissance party (SLRP) and the OPP.

### Marshalling Phase

During the marshalling phase, commanders report to the establishing authority in the following ways:

- CMPF and the MAGTF commander are change of operational control (CHOP) or TACON to the establishing authority.
- COMPSRON, CNSE, and the MESF and EMF commanders are CHOP to the CMPF.
- CMPF coordinates marshalling of the NSE, the MESF unit, and other naval elements that may be attached to the MAGTF.
- CNSE assigns personnel to the SLRP and OPP and coordinates with the MAGTF commander for marshalling and movement.
- MAGTF commander has OPCON over all assigned MAGTF elements and assembles the SLRP and OPP for movement. The MAGTF commander coordinates, assembles, and supports airlift of the MPF FIE with AMC and the contingency response group (CRG) through the supporting MDDOC departure airfield control group (DACG) at the APOE.
- COMPSRON continues coordination with the MAGTF commander and the CMPF.

## Movement Phase

During the movement phase, the—

- CMPF coordinates movement of the MPSRON.
- MAGTF commander coordinates movement of all FIE elements.

## Arrival and Assembly Phase

During the arrival and assembly phase, the—

- MAGTF commander retains OPCON over all MAGTF elements and provides forces TACON to or in support of the CMPF for the offload.
- CMPF retains OPCON over assigned Navy elements and the MPSRON and conducts offload operations according to the MAGTF commander's priorities.
- EMF commander, upon offload and staffing, becomes OPCON to the numbered fleet commander/JFMCC responsible for its movement, set up, and support.
- CNSE conducts the STS movement of MPE/S.
- MAGTF commander is responsible for the throughput of MPE/S from the beach and port to the unit assembly areas (UAAs) and prepares for the employment mission.

The arrival and assembly phase ends when the MAGTF commander is prepared to undertake the MAGTF employment mission. The MPF operation resumes—although reconstitution planning

continues—when the MAGTF employment mission concludes and the establishing authority authorizes the MAGTF commander and CMPF to begin the reconstitution phase.

## Reconstitution Phase

The MAGTF commander and the CMPF coordinate the reconstitution of the MPSRON. Reconstitution must be accomplished as efficiently and effectively as possible. The MAGTF commander and the CMPF coordinate and support the redeployment of the MPF.

All MPF-related command relationships depend on whom the CJCS tasks to execute the reconstitution and where it takes place. Reconstitution may occur in the AOR, outside the AOR, or at an interim maintenance site. The command and control structure in reconstitution is unique because of the participation of personnel in the AOR from the operation and Navy and Marine Corps supporting establishments from CONUS. Key participants during reconstitution in the AOR will normally be—

- The supported MARFOR responsible for the reconstitution.
- The MEF MPF cell.
- The designated CMPF.
- The reconstitution special purpose Marine air-ground task force (SPMAGTF)/LCE assigned to execute.
- The TAAT, which is provided by MARCOR-LOGCOM (BICmd) to assist (see chap. 8).

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# CHAPTER 4

## MARITIME PREPOSITIONING FORCE READINESS

Maritime prepositioned stores are maintained by contract maintenance teams (CMTs) aboard the MPSRON. All MPSs have dehumidified, temperature-controlled storage and built-in maintenance shops and spaces. During ship recertification for inspection, MPE/S are offloaded for testing, maintenance, modification, and rotation.

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### Responsibilities of Headquarters, Marine Corps

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In coordination with the Office of the Chief of Naval Operations (OPNAV), Headquarters, Marine Corps (HQMC) exercises overall supervision of MPE/S readiness. The Commandant of the Marine Corps exercises these responsibilities through the Commander, Marine Corps Logistics Command (COMMARCORLOGCOM) (BICmd) and operating forces commanders. Specific HQMC responsibilities are to—

- Establish policies for administration, control, and use of MPE/S.
- Establish and maintain MPE/S equipment lists and implement all required changes.
- Provide a single point of contact (POC) to resolve problems that require decisions at the Service or DOD level.
- Establish and conduct periodic inspections of embarked assets.

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### Responsibilities of the Commander, Marine Corps Logistics Command

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The COMMARCORLOGCOM (BICmd) has primary responsibility for the material readiness of MPE/S before an exercise or contingency

operation. This responsibility includes ADCON, asset maintenance, and logistic support of MPE/S. Responsibilities of the COMMARCORLOGCOM are to—

- Administer the maintenance contract for Navy (based on inter-Service support agreements [ISSAs]) and Marine Corps equipment aboard MPSs. Civilian personnel, provided by the Marine Corps maintenance contractor (MCMC), comprise the CMT. Control of the CMT is exercised through the contracting officer's representative (COR), who works directly for COMMARCORLOGCOM. Each MPSRON has a COR embarked.
- Account for all prepositioned MPE/S and maintain custodial responsibility for all other embarked assets to include aviation ground support equipment (AGSE) and ISSA NSE equipment.
- Coordinate the replacement of unserviceable assets, stock rotation, addition of new items, or deletion of assets.
- Provide quality assurance teams for contract compliance.
- Coordinate equipment issue and return from units employing MPE/S during exercises or operations.
- Assign designated equipment and personnel to support offload and onload during all scheduled maintenance, exercises, and ship recertification cycles. Applicable force commanders determine the specific requirements.
- Ensure applicable force commanders have ready access to the status of assets, readiness reports are accurate and timely, and supply and maintenance files are updated quarterly as equipment/maritime prepositioning force maintenance cycles (MMCs) occur.

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## Shipboard Maintenance

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The MARCORLOGCOM is responsible for contract administration and coordination of shipboard maintenance activities. The MARCORLOGCOM (BICmd) has overall responsibility for quality control and quality assurance. Quality assurance is the inspection and monitoring of the contractor's efforts by MARCORLOGCOM (BICmd). The quality control program is conducted aboard ship. It is the contractor's responsibility to ensure efforts meet established standards.

All CMTs have maintenance and supply skills in commodity areas for maintenance of ground equipment. With shipboard maintenance shops and spaces, complete tool kit test sets, and spare parts, CMTs can perform fourth echelon maintenance on most equipment.

*Note: Fourth echelon maintenance can include diagnosing, isolating, adjusting, calibrating, aligning, and repairing malfunctions to internal piece/part levels; replacing defective modular components not authorized at lower echelons; repairing major modular components by grinding and adjusting items, such as valves, tappets, and seats; replacing internal and external piece parts to include solid-state integrated circuits and printed circuit boards/cards; and performing heavy body, hull turret, and frame repair.*

Space aboard ship, embarkation configuration, personnel skill deficiencies, and spare parts availability may impose some limitations, but CMTs will have a special operational stock of spare parts. Under normal conditions, Class IX repair parts (less Class VIII) embarked for contingency operation use will not be used. All supply support for CMTs comes from MARCORLOGCOM.

When maintenance is required beyond the capabilities of CMTs, MARCORLOGCOM will decide on the disposition of the item. Other tasks assigned to CMTs include—

- Inventory and surveillance of equipment and supplies.
- Modification of equipment.
- Preventive maintenance.
- Exercise of equipment within space limitations.
- Maintenance of technical libraries.
- Maintenance of the applicable supply and maintenance data systems.
- Maintenance of applicable equipment manual record.
- Conducting the joint limited technical inspections (JLTIs) before accepting the equipment back aboard the MPSs.

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## Responsibilities of the Commander, Marine Corps Forces

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The commander, Marine Corps forces (COMMARFOR) monitors material readiness of MPE/S through reports received from COM-MARCORLOGCOM (BICmd) and through access to supply and maintenance files. Other responsibilities of the COMMARFOR are to—

- Ensure that COMMARCORLOGCOM (BICmd) and HQMC are included in all plans that affect MPE/S.
- Establish liaison with the COMMARCORLOGCOM (BICmd) for withdrawal of specified MPE/S as required.
- Review applicable equipment lists for MPE/S and recommend changes.
- Make recommendations for modernization of embarked assets.
- Assume responsibility for withdrawn MPE/S and associated maintenance of assets while employed for exercises or operations.

- Perform the required inspections before turn-over and accept responsibility for designated MPE/S for use during training exercises or when a concept plan (CONPLAN) is executed.
- Return MPE/S to full mission-capable condition or provide funds to restore equipment to full mission-capable condition after training exercises or contingency operations.
- Provide readiness acceptance check (RAC) teams to periodically inspect MPE/S.
- Provide personnel and equipment to debark/embark MPE/S during periodic maintenance periods and RAC teams to assess equipment reloaded. The COMMARFOR may provide augmentation for MARCORLOGCOM maintenance personnel on a “by exception” basis.

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## Embarkation

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The MPSRON is loaded to facilitate timely off-load, support some variation in troop lists, and provide an operational capability even when one ship is off station. Load reconfiguration during forward deployment is not feasible, so ships must be loaded at the outset for maximum operational flexibility within design limitations. The ship’s master must approve load plans before embarkation. The commander responsible for embarkation provides the ship’s master with the weights of vehicles, equipment, containers, fuel, and water being embarked and the calculations for trim, stress, and stability (TSS) using the format provided in the TSS pamphlets for each ship. Ship TSS must be considered during offload.

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## Maritime Prepositioning Equipment and Supplies Property Control Procedures

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The key to rapid issue of unit equipment is a flexible, automated issue control system. Lists of equipment are prepared for each unit and

detachment responsible for MPE/S in the objective area. The MPE/S are not tactically marked. Embarked materiel is marked only for location, marshalling, and embarkation for reconstitution. Marking codes are established by and coordinated between MARFOR commanders.

To adjust equipment issue to the requirements of the objective area, such as cold weather or desert, and to variations in the deploying force list, MEFs maintain baseline issue lists predicated on the notional organization of an MPF MEB. These lists serve as a starting point for modification during execution and are passed to the MAGTF commander on appointment. They also identify equipment shortfalls and reapportion materiel when a ship within the MPSRON is off station. Additional equipment requirements must be transported in the FIE or separately with a follow-on force.

The MEFs must ensure that all equipment and some containers are assigned to specific battalions and squadrons in the Marine air-ground task force Deployment Support System II (MDSS II) or the current automated information system (AIS), which is discussed in greater detail in chapter 14. The FIE should equal the table of equipment minus the embarked equipment list. The MDSS II was adopted to be used as the standard issue control system.

The MDSS II is the unit-level (battalion/squadron/separate company) deployment planning and execution system that provides a single source automated deployment database. For MPF, MDSS II is the main database that captures and stores all MPE/S that are loaded on each ship. The BICmd is responsible for ensuring that the data in MDSS II accounts for all MPE/S at the nested cargo (content) level detail of all items loaded. The MDSS II provides the information and functionality to do the following:

- Assigns level VI and nested cargo level of detail of loaded MPE/S to each MPS at major subordinate element (MSE) level.



- Supports the force deployment planning and execution (FDP&E) process by providing MPS level IV detail to the joint force requirements generator II (JFRG II).
- Provides MPS-level embarkation data to Automated Air Load Planning System (AALPS) and to integrated computerized deployment system (ICODES) to prepare ship/air movement load plans.
- Supports the use of the automated identification technology (AIT) hardware to facilitate accountability and visibility.
- Produces two-dimensional barcode AIT labels in PDF 417 format for the requirements for logistics applications of automated marking and reading symbols (LOGMARS) and military shipping label (MSL).
- Generates the unit identification code- or unit line number (ULN)-based transportation control numbers (TCNs) to support in-transit visibility (ITV).
- Supports the assignment of active radio frequency identification (RFID) tags to MPE/S and generates a file transfer (the file extension is “.tip,” which is also called a “TIP” file) to the national radio frequency in-transit visibility (RF-ITV) server and the Integrated Data Environment/Global Transportation Network Convergence (IGC) in support of ITV/joint total asset visibility (JTAV).
- Provides an export/import of MPE/S issued to a unit during its arrival and assembly operations to the Asset Tracking Logistics and Supply System (ATLASS).
- Provides advance movement data to Worldwide Port System (WPS) and consolidated aerial port system.
- Receives reference data updates from the Marine air-ground task force data library (MDL).

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## Unit Readiness

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Unit readiness encompasses those peacetime postures and preparations adopted for timely employment of forces. They include the assignment, rotation, and modification of unit deployment postures; development of appropriate standing operating procedures (SOPs); and conduct of individual/unit training exercises to prepare forces for short notice expeditionary service. Standing operating procedures should be written at the group and regimental (O-6) level to the Service component level (O-9/10). For detailed information on unit embarkation readiness see Marine Corps Reference Publications (MCRP) 4-11.3G, *Unit Embarkation Handbook*, and NTTP 4-01.5, *Strategic Mobility and Unit Movement Operations*.

## Deployment Postures

The various deployment postures are defined by the Joint Chiefs of Staff (JCS). The *Joint Strategic Capabilities Plan* levies requirements on specified commanders for short notice deployment of certain force levels and contains planning estimates of time needed to marshal MAGTFs for sea or air movement. The deployment guidelines apply to general military capabilities and not any specific force or contingency until execution planning begins.

### *Normal Deployment Posture*

A unit conducts normal activities while commanders monitor the situation and review plans. No visible overt action is taken to increase a deployment posture. Units not at a home station report their scheduled closure time, the time required to return to the home station if ordered to do so before a scheduled time, and their desired mode of transportation.

### *Increased Deployment Posture*

A unit is relieved from commitments that do not pertain to the mission and personnel are recalled from training areas, liberty, and leave as required to meet the deployment schedule. Preparation for deployment of equipment and supplies is initiated, predeployment personnel actions completed, and essential equipment and supplies located in CONUS or OCONUS installations are identified.

### *Advanced Deployment Posture*

All essential personnel, mobility equipment, and accompanying supplies are checked, packed, rigged for deployment, and positioned with the unit at its home station. Commander, USTRANSCOM confirms movement requirements; identifies airlift, sealift, and intra-CONUS transportation resources; and completes initial movement plans are completed by .

### *Marshalled Deployment Posture*

The first increment of deploying personnel, mobility equipment, and accompanying supplies are marshalled at designated APOEs, but not loaded. Sufficient aircraft/sealift assets are positioned at or en route to the APOE/seaport of embarkation (SPOE) to load the first increment or to sustain a flow as required by the plan or directive considered for execution. Also positioned are adequate CRG, stage crews, and support personnel to sustain the airlift/sealift flow at onload or en route locations.

### *Loaded Deployment Posture*

All first-increment equipment and accompanying supplies are loaded aboard ships and prepared for departure to a designated objective area. Personnel are prepared to load with minimal notice. Follow-on increments of cargo/personnel are en

route or available to meet projected ship loading schedules. Sufficient lift is positioned and loaded at the POE to move the first increment or to initiate and sustain a flow as required by the plan or directive considered for execution.

Planning for the actual event at all levels takes time. The executing force should receive alerts and warning orders on when to start preparations for deployment and employment as soon as possible. Circumstances in a developing situation may impede the early issue of warning orders. The actual time available for planning and preparation may be greatly condensed. Regardless of how much time is available, planning must be continuous, concurrent, and eventually directed toward the particular circumstances associated with the actual scenario. The level of unit readiness and deployment posture of the executing force will influence the time required for planning and preparation.

## Standing Operating Procedures

Numerous MPF operation aspects are expedited by promulgating SOPs. Many are also necessary for other requirements, such as embarkation or air movement. Unit readiness SOPs should identify the following:

- Responsibilities and procedures before and after receipt of an alert order.
- Actions and responsibilities for the unit, including attachments, elements, and individuals.
- Responsibilities during normal deployment posture and any increases in that posture that are directed before issuance of an alert order.
- Standby requirements, responsibilities, and procedures to assign and rotate those requirements.
- Personnel standards for deployment, such as medical, inoculations, time remaining in service, sole surviving son restrictions, power of

attorney, will, provisions for dependant support, nondeploying baggage, and amount and condition of individual equipment and clothing.

- Unit recall and alert responsibilities and procedures.
- Unit equipment, including publications, to deploy.
- Unit responsibilities and procedures for turn-in and disposition of remain-behind equipment (RBE) in accordance with policies established by higher authority.
- Unit responsibilities and procedures for turn-in and disposition of personal vehicles and possessions.
- Unit responsibilities and procedures to prepare unit equipment for deployment including boxing, palletizing, mobile loading, marking vehicles for movement, updating embarkation data, and disassembling equipment, such as helicopters.
- Unit responsibilities and procedures for disposition of unclassified and classified records and files not required for deployment.
- Unit responsibilities and procedures for providing assistance to families of deployed or deploying personnel.
- Unit responsibilities for movement support.
- Unit authorities and procedures for the return of personnel who are assigned to the fleet assistance program (FAP) or to temporary additional duty (TAD).
- Procedures for transfer of unit responsibilities for operating and supporting dining facilities.
- Relationship between the operating force and supporting establishment organizations for coordination and support as established by higher authority.
- Unit reporting responsibilities regarding any changes in deployment postures.
- Unit responsibilities for the assurance of operations security (OPSEC).

#### *On Receipt of an Alert Order*

At the initial receipt of an alert order, the unit executes an SOP recall to assemble the commander and staff to make an initial assessment of

what is known about the developing requirements, identify any additional information required, and determine what must be done to prepare and how much time is available. Based on this assessment, the commander provides guidance to the staff and subordinate commanders regarding the division of work, priority of effort, and OPSEC.

#### *Assembling, Preparing, and Inspecting Deploying Personnel*

During assembly, preparation, and inspection of deploying personnel, the following actions occur:

- Assembly and initial briefs for deploying personnel.
- Administration of area-orientated inoculations.
- Checking individual readiness for deployment, including family support, power of attorney, will, or identification tags/card.
- Disposition of personal vehicles and possessions.
- Preparation of individual equipment and seabags.
- Issuance of individual and team weapons and equipment.
- Disposition of nondeployable personnel and equipment.

#### *Preparing and Inspecting Equipment and Vehicles*

Equipment and vehicles to deploy are brought to full mission capability and prepared for the objective area and transit. Unit equipment and supplies are palletized and vehicles are prepared for air shipment. Organizational RBE and garrison property is inventoried and disposed of as noted in the SOP and the necessary maps, cryptographic software, and consumable supplies are acquired.

#### **Exercises and Training**

Efficient execution of MPF operations requires exercise and training with the associated procedures. It is seldom possible, because of fiscal and airlift constraints, to exercise the entire process at one time; however, the process can be taught and

exercised incrementally to develop the requisite individual and unit skills as discussed in the following sections.

### *Individual Training*

Organizations, such as the Expeditionary Warfare Training Groups and other unit schools, offer FDP&E courses for officers and staff noncommissioned officers (SNCOs). Other training includes—

- Air movement load planning.
- Depreservation training.
- Flight ferry planning for fixed-wing, self-deploying aircraft.

### *Unit Training*

Unit training can include—

- FDP&E courses and programmed texts.
- Arrival airfield control group (AACG) and DACG operations.
- Disassembly and assembly of rotary-wing aircraft to be airlifted to the objective areas.
- Preparing RBE for turnover to parent organizations.
- Preparing unit equipment and supplies for air movement.
- Affiliation program training for AMC.
- NSE basic and intermediate training.
- MESF training.

### *Exercises*

Some examples of unit exercises include—

- MPF deployment planning exercises.
- Short notice alert, preparation, and marshaling exercises for alert units, such as the air contingency MAGTF.
- SLRP/OPP deployment training.
- Offload and MPE/S issue/recovery exercises for LCEs and other MSEs.
- Air movement exercises for operating forces and NSE units.

- Port/beach operation exercises for landing support companies with associated NSE personnel. While actual ship offload training is preferred, considerable training can be done without it.
- DACG and AACG exercises for landing support companies' supporting establishment personnel associated with unit air movement exercises.
- Embarkation and use of T-AVBs for aviation maintenance afloat.

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## Readiness Reporting

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Units assigned to MPF duty will report unit readiness in accordance with the Defense Readiness Reporting System (DRRS) procedures. Equipment readiness is based on the unit's table of equipment and will not consider MPE/S.

The MARCORLOGCOM (BICmd) consolidates equipment readiness information from each MPSRON CMT and provides reports to the MARFOR. The MARFOR or designated subordinate commanders report DRRS data as directed. The MPE/S are additive equipment and supplies and do not count as allowance items or prepositioned war reserve. When the MPF MAGTF deploys with their FIE, the RBE may be used to round out the Reserve Component table of equipment.

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## Force Requirements

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Closure of the MPSRON to the arrival port/beach is crucial to the deployment schedule of the advance party and main body. The main body should arrive after the port/beach arrival of the MPSRON. Otherwise, time and consumable supplies are wasted, the deploying force becomes a burden on the host nation/supported command, and sustaining support requirements interfere with throughput efforts. Specific force requirements

cannot be accurately defined until execution planning for the deployment starts. While this process complicates establishing responsive deployment standards, commanders should consider several consistent factors:

- The SLRP and OPP should deploy as soon as the international situation, national decisionmaking process, and OPSEC requirements permit.
- The MAGTF command element, LCE, and NSE deploy first to establish command and control and CSS capabilities in the objective area to prepare for deployment of combat forces.

- Day-to-day airlift capacity depends on many factors that change from operation to operation. Unit readiness to deploy must be flexible to meet airlift availability.

The length of time necessary to deploy the MPF will vary. An inability to deploy the OPP to the MPSRON or the SLRP in advance of MPS closure may extend arrival and assembly time. In-stream offload of ships across a beach will take longer than at pierside. While goals and estimates are established, the actual closure time is situational.

# CHAPTER 5

## MARITIME PREPOSITIONING FORCE PLANNING

Planning for the MPF is unique in that an MPF operation depends on extensive support from the AMC of USTRANSCOM. Deployment planning requires the use of JOPES, which also supports contingency and CAP. Planning references include the following publications:

- JP 5-0, *Joint Operation Planning*.
- JP 3-35, *Deployment and Redeployment Operations*.
- Chairman of the Joint Chiefs of Staff Manual (CJCSM) 3122.01, *Joint Operation Planning and Execution System (JOPES), Volume I, (Planning Policies and Procedures)*.
- CJCSM 3122.03, *Joint Operation Planning and Execution System (JOPES), Volume II, (Planning Formats and Guidance)*.
- CJCSM 3122.02, *Joint Operation Planning and Execution System (JOPES), Volume III, (Crisis Action Time-Phased Force and Deployment Data Development and Deployment Execution)*.
- Naval Doctrine Publication 5, *Naval Planning*.
- NWP 5-01, *Navy Planning*.
- Marine Corps Doctrinal Publication 5, *Planning*.
- MCWP 5-1, *Marine Corps Planning Process*.

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### Concurrent and Continuous Planning

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While the thrust of MPF JOPES-related planning concerns deployment, planners must understand that quality deployment plans are the result of detailed MAGTF employment, arrival and assembly, reconstitution, redeployment, and logistic plans. All MPF commanders must plan for the five phases of MPF operations concurrently. Figure 5-1, on page 5-2, illustrates the

many planning and execution actions involved across the continuum of an MPF operation. (See apps. D through M for checklists to assist the commander and his staff in planning and preparing MPF operations.)

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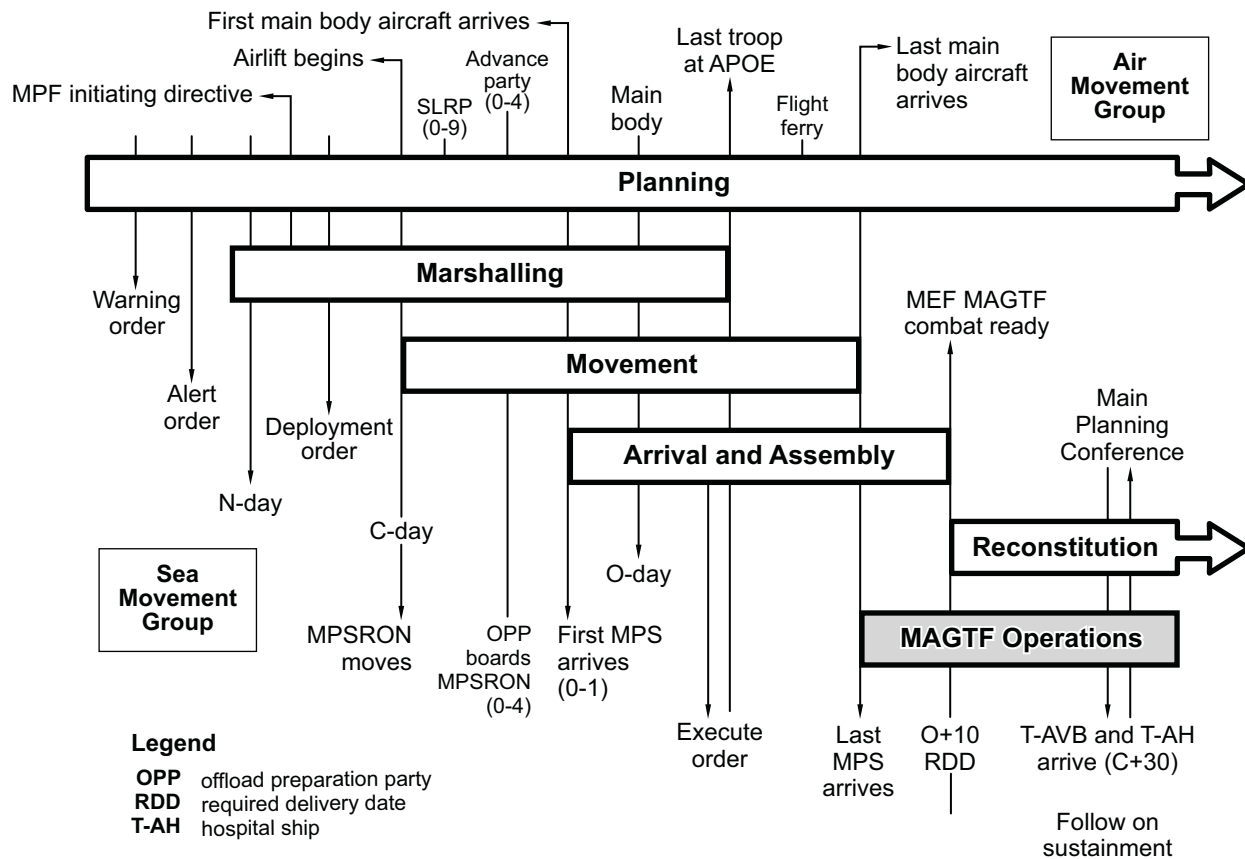
### Development of Time-Phased Force Deployment Data

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The general formats and content requirements of OPLANs and CONPLANs are contained in CJCSM 3122.03. The MAGTF commander develops TPFDD that reflects MAGTF movement requirements in accordance with CJCSM 3122.02.

The CMPF provides TPFDD for the Navy FIE to the appropriate fleet commander. The MAGTF commander integrates the CMPF TPFDD with the MAGTF TPFDD to ensure coordinated arrival and assembly operations. Notional delivery timelines determine notional TPFDD. Notional destinations are included pending execution planning. Execution planning completes the process through updates of the notional TPFDD using standard JOPES procedures. The updated TPFDD is a means to register the MPF overland, airlift (to include FIE), and follow-up shipping requirements with CDRUS-TRANSCOM. The updated TPFDD also provide the MPF's task organization to military commanders at all levels.

Planning requires the participation of the primary MPF subordinate commanders. Based on the MAGTF commander's requirement for establishing operational capabilities in the objective area, various element commanders recommend TPFDD updates during deliberate planning and CAP. Build up of CSS, including NSE, and command



**Figure 5-1. Phases of MPF Operations Through MAGTF Employment.**

and control must precede the introduction of combat elements to conduct the offload. The MPE/S should be issued before the MAGTF prepares for subsequent operations ashore.

A deployment plan is developed as a flexible, easily modified plan that introduces the MPF into the AAA. The completed plan is incorporated into an OPOD during execution planning. Execution planning features reverse planning based on how the MAGTF will be employed. A specific mission and the force required to achieve objectives may require modifications to the TPFDD. Those modifications and the available port, beach, and airfield facilities in the AAA influence the deployment and arrival and assembly plans.

## Assessment of Prospective Arrival and Assembly Areas

With Service commanders providing forces, CCDRs should develop information on the following for prospective AAAs:

- Port, beach, and airfield facilities.
- Availability of hardstand and warehousing for assembly, staging, and storage areas.
- Water, power, and local communications.
- Prospective HNS.

This long-term collection effort has continuous file maintenance requirements.

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## Refinement of Load Plans

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The MEF/MEB commanders must periodically assess load plans with results provided to the coordinating authorities. Load plans and TPFDD change as new equipment is introduced. Adjustments can be made during MMCs or following MPF exercises and should be based on MEF/MPF MAGTF commander’s warfighting priorities.

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## Plan Transition

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Once a CONPLAN is prepared and approved, it is the basis for developing real-world execution plans as the situation is assessed. Intelligence planning and collection efforts focus on priority intelligence requirements (PIRs) to verify or refute assumptions. Major changes in a situation require review of the mission and re-examination of the commander’s concepts of organization, employment, and deployment. As appropriate, the plan is revised or dismissed and a new planning sequence is initiated.

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## Execution Planning

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Execution planning prepares for the commitment of forces. At the national and combatant command levels, this includes CAP procedures established in JOPES. At theater and task force levels, it includes preparing for deployment and initial employment. Execution planning provides the transition from peacetime posture to the conduct of military operations. Time available for execution planning is generally very compressed and may require abbreviated steps and procedures throughout the planning process. Availability of current CONPLANS and unit SOPs is essential.

**Table 5-1. Example of a Basic Decisions Matrix for MPF Operations.**

Basic Decision	MAGTF Commander	CMPF
Mission	P	S
Command relationships	C	C
Concept of MAGTF operations ashore	P	
Concept of arrival and assembly operations	P	S
Concept of deployment	P	S
Special considerations and control measures	C	C
Force protection	C	C

Legend  
 C coequal for making decision  
 P primary for making decision  
 S secondary for making decision

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## Basic Decisions

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A supported CCDR or designated representative will make, promulgate, and refine basic decisions to begin the planning process (see table 5-1). Other basic decisions with respect to the mission, operational concepts, and other considerations are also made and refined. Operational considerations, such as force protection in the area of operations, throughput constraints at the arrival airfield or port/beach area, and possible strategic lift shortfalls, may require refinement and modification of basic decisions. Ultimate responsibility and authority to modify basic decisions rests with the supported CCDR or establishing authority.

### Mission

When initiating an MPF operation, the establishing authority determines the MAGTF and EMF missions. The mission ashore is the basis for all



further planning of the MPF operation. The MPF mission focuses on the expeditious deployment and assembly of forces to meet the requirements of the MAGTF commander and EMF commander. The initiating directive usually delineates the following:

- General area of operations.
- Required tasks of the MAGTF.
- General time period for the deployment.
- Time constraints on deployment operations, such as the availability of aircraft.
- Required time to achieve operational capability.
- Estimated duration of tactical operations.

### Command Relationships

Command relationships should be established that minimize disruption of command and control of MPF operations during the transition from planning to the deployment and execution phases. Supported and supporting CDRs normally include command relationships in their operations directives.

### Concept of MAGTF Operations Ashore

Derived from the MAGTF mission, the concept of MAGTF operations ashore determines the conduct of the MPF operation. When the MAGTF commander receives a mission, he coordinates with the CMPF to conduct a mission analysis or problem framing and establish a basic CONOPS. The concept of MAGTF operations ashore provides the following:

- Objectives.
- The scheme of maneuver ashore.
- The general fire support plan.
- The concept for logistic support.
- The concept for aviation operations.
- Warfighting priorities.
- The force list and preferred arrival sequence.

### Concept of Arrival and Assembly Operations

This concept consists of the basic sequence for arrival and assembly, selecting offload sites, procedures for command and control, and a proposal for the offload of supplies and equipment, including bulk liquids. Developing this concept is dictated by the mission, geography, topography, available facilities, and the concept of MAGTF operations ashore. The MAGTF commander develops the arrival and assembly plan in coordination with the CMPF and submits it to the establishing authority for approval. The AAA is established in the initiating directive and must be supportable by CMPF and CDRUS-TRANSCOM. Components of the AAA include the offload location, arrival airfield, MAGTF element unit assembly areas, and anchorages.

#### *Offload Location*

The CMPF coordinates with the MAGTF commander to determine the beaches and ports for offload. Primary consideration of the CMPF in selecting beaches and ports will be the MAGTF commander's CONOPS ashore.

#### *Arrival Airfield*

The establishing authority, based on the recommendation of the MAGTF commander, selects the arrival airfield. This choice is approved by USTRANSCOM based on supportability. The arrival airfield must be identified when selecting ports and beaches.

#### *MAGTF Element Unit Assembly Areas*

Identified by the MAGTF commander, UAAs support the rapid assembly of forces. At this point in the process, MAGTF elements receive and prepare their designated MPE/S for the employment mission.

### *Anchorage*s

Anchorage assignments are made for every MPS. For each of these assignments, explosive safety quantity distance (ESQD) arcs, anchorage depth, bottom type (sandy or rocky), currents, and distance to shore must be considered.

### Concept of Deployment

After the basic plans for operations and arrival and assembly are formulated, a deployment plan is developed. This plan includes the following information:

- Marshalling concept.
- Overland movement concept.
- Air movement.
- Sea movement.
- Flight ferry.
- SLRP and OPP considerations.

### Special Considerations and Control Measures

Special considerations and control measures are required for expeditious arrival and assembly of deploying forces: assigning areas of operations ashore and designating coordinating authorities, main supply routes (MSRs), or intermediate staging areas. The MAGTF commander normally determines these measures once basic decisions have been made to establish the AAA. The AAA must be approved by the establishing authority with the host nation. It is administrative in nature and does not denote command of a geographic land area, although it may be inside an area of operations or a joint operations area. Within the AAA, the MAGTF commander has the following responsibilities:

- Prioritization and use of airfields, port and beach facilities, and transportation networks.
- Air traffic control (ATC).
- Logistic/host nation activities.

Special considerations and control measures also include establishing responsibilities for emergency defense of the MPF during movement and within the AAA and ROE. Both are ultimately the responsibility of the CCDR—in coordination with the joint/host nation team—who is responsible for the area of operations. Security measures range from establishing various security or exclusion zones under international law—as in the case of an independent MPF operation—to a more traditional area of operations for an augmentation operation. These measures result in clearly defined mission responsibilities for the following:

- Air space control.
- Area air defense.
- Ground security.
- Sea security areas.
- Fire support coordination.

### Force Protection

Force protection impacts employment, CONOPS, planning, movement of forces, and all activities in the AAA. Force protection responsibilities vary according to the phases of an operation. They are passed down from the establishing authority to the MPF MAGTF/CMPF as applicable and are often shared by the host nation in the AAA (see chapter 10 for detailed information). Initial planning considerations to protect the force include—

- Ships en route and in the AAA area.
- En route support bases/facilities.
- Arrival airfields.
- MAGTF UAAs.
- Port and beach facilities.

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### Crisis Action and Deliberate Planning

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Detailed responsibilities and actions included in the CAP process are provided in CJCSM 3122.01.

The following excerpt from enclosure E of that document provides some of those details:

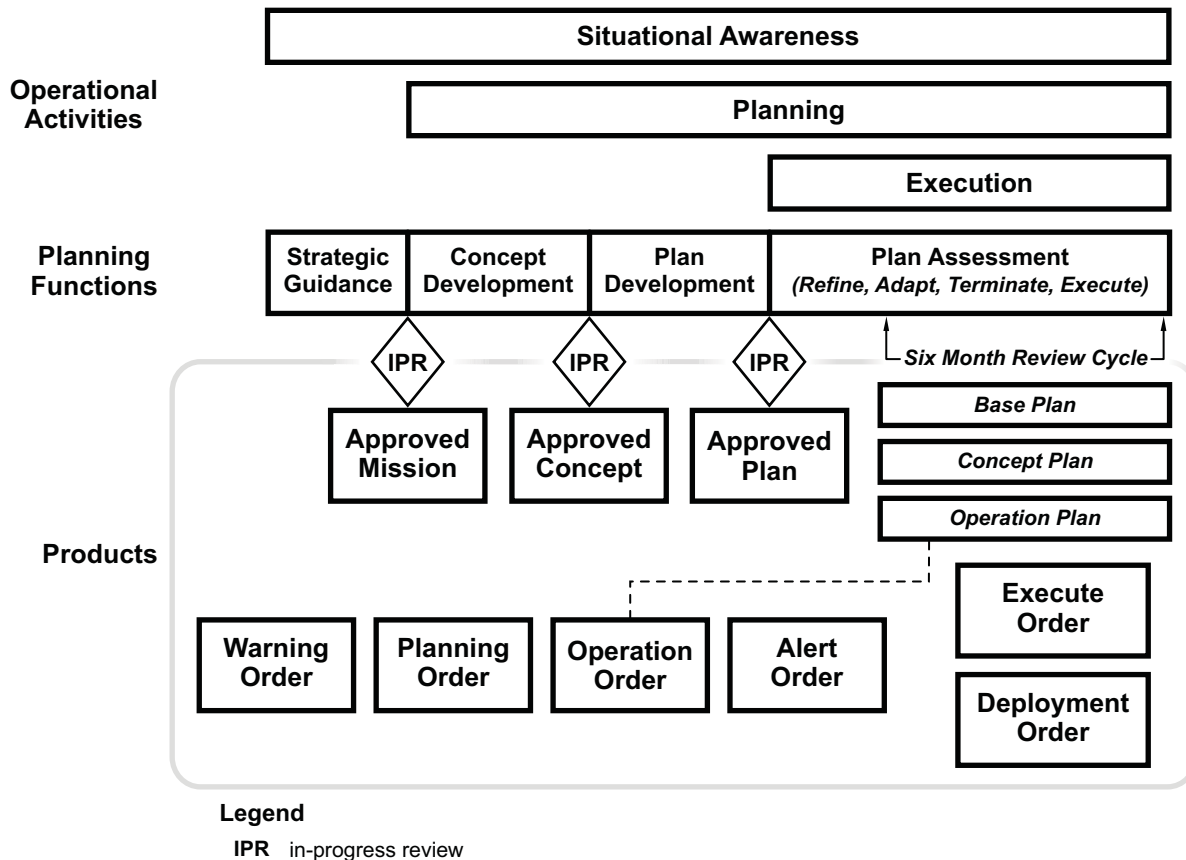
Crisis is defined, within the context of joint operation planning and execution, as an incident or situation involving a threat to the United States, its territories, citizens, military forces, and possessions or vital interests that develops rapidly and creates a condition of such diplomatic, economic, political, or military importance that commitment of US military forces and resources is contemplated to achieve national objectives.

Operational activities and functions in CAP are the same as in deliberate planning. Procedures

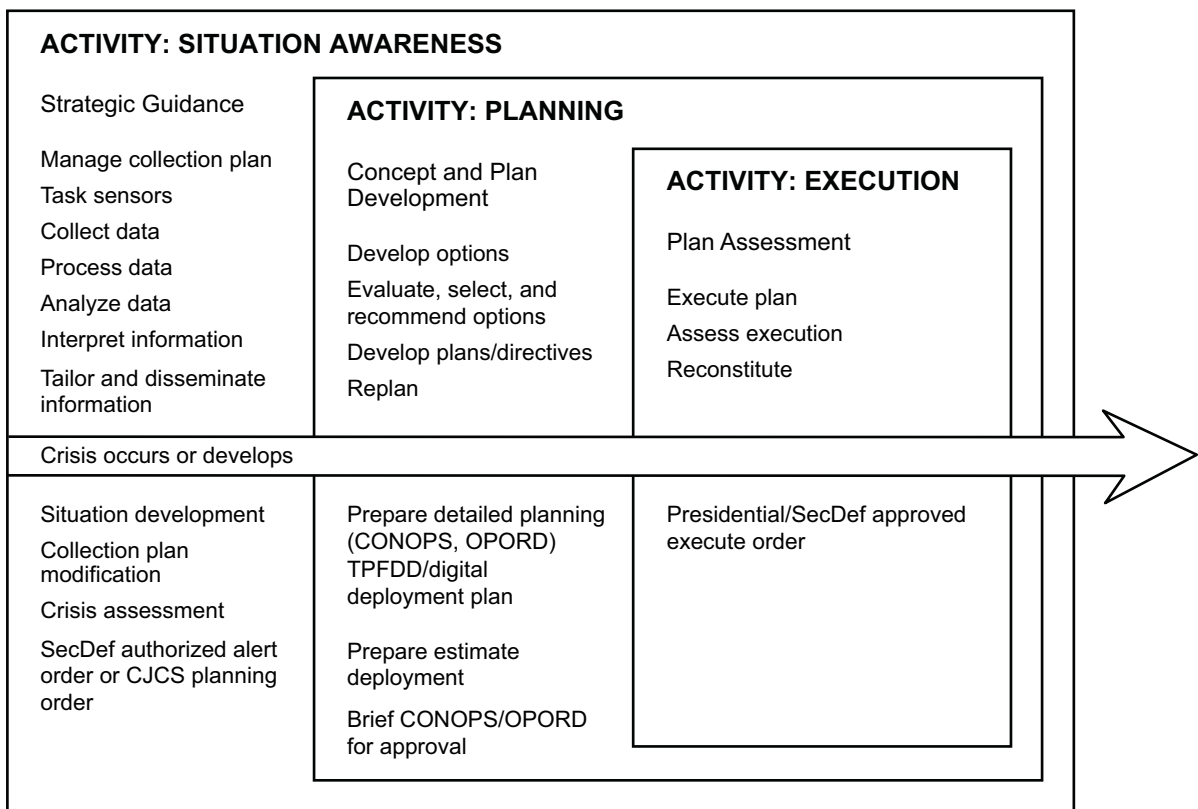
described in this chapter present a logical sequence of events beginning with the recognition of a crisis through situational awareness and progressing through the various planning levels of the employment of US military forces. Figures 5-2 and 5-3 depict the activities, functions, products, and actions that take place within CAP.

### Situational Awareness

Situational awareness is the result when an event with possible national security implications occurs and is recognized, reported, and assessed to determine whether military action may be required. This component of CAP has three parts—situation development, crisis assessment, and iterative action.



**Figure 5-2. Crisis Action and Deliberate Planning Operational Activities and Planning Functions.**



**Figure 5-3. Crisis Action Activities.**

***Situation Development***

Situation development is characterized by three distinct levels that occur as a situation changes—situation monitoring, event occurrence, and initial report.

- ***Situation Monitoring.*** Situation monitoring is the continuous review and analysis by United States Government (USG) organizations, including the joint planning and execution community (JPEC), for indicators of incidents that could develop into a crisis. The CCDRs specifically monitor their respective AORs.
- ***Event Occurrence.*** An event occurs that may have possible national security implications.
- ***Initial Report.*** A commander issues an operational report to advise the chain of command of the developing situation. This report provides the President, SecDef, and the CJCS with as much information as possible about the nature of the crisis. The report also

contains an assessment of actions being considered, actions already taken within existing ROE, and a succinct discussion of any COAs already under consideration.

***Crisis Assessment***

The CJCS, in coordination with the other members of the JCS and the appropriate CCDRs, provides an assessment of the situation from the military point of view to the President and Sec-Def. This collaborative assessment process expands upon the supported CCDR’s initial report of the situation and includes a review of current strategy and applicable OPLANs, forces available, expected time for earliest commitment of forces, and major constraints on the employment of forces, including terrorist threat considerations and force protection requirements.

The supported command continues to provide status reports, which highlight any significant

actions taken within the existing ROE. Depending on the time sensitivity of the situation, the supported CCDR's assessment may include a recommended COA.

The Services participate in the supported commander's review of military forces when time permits. The USTRANSCOM reviews the status of strategic lift assets and takes action as authorized and appropriate to improve the disposition and readiness of intertheater lift assets and common user port facilities.

### *Iterative Action*

Situational awareness is continuous and repetitive throughout the JOPES process. Some options for action are to—

- Continue monitoring.
- Increase reporting.
- Gather additional information.
- Publish a CJCS warning order to initiate more detailed planning.
- Return to precrisis situation monitoring.

## Planning

The planning component normally begins with the issuance of a CJCS warning, planning, or alert order indicating that a threat to national security exists or a response is warranted. Planning includes COA development and selection. The approved COA becomes the basis for the CONOPS, which defines the operation phases and transition criteria, aligns missions with force requirements, and provides termination criteria. The planning component consists of two parts: COA development and detailed plan development.

### *Course of Action Development*

This planning component step begins when the President, SecDef, or CJCS decides to develop military options. The supported CCDR develops and submits recommended COAs to the CJCS, SecDef, and President in the commander's estimate. The COA development process consists

of the following five activities, as stated in CJCSM 3122.01:

- *Mission Analysis*. The supported CCDR carefully analyzes the assigned mission to develop his COA. The supported CCDR determines the military objective, reviews what resources are available for mission accomplishment, analyzes the adversary and the physical conditions that affect the mission, and reviews guidance from the President, SecDef, and CJCS. The primary product of mission analysis is a mission statement, which is distributed to staff and subordinate and supporting commanders. It clearly and concisely states objectives to be accomplished and the purpose of the operation. The mission statement forms the basis for planning and is included in all relevant planning products, which are shared in the collaborative environment.
- *Planning Guidance Development*. Planning guidance provides sufficient information to the CCDR's staff and subordinate and supporting commanders for developing military COAs. Use of collaborative tools ensures information sharing and feedback among JPEC members involved in COA development.
- *Staff Estimates*. Staff estimates provide the foundation for COA selection and the commander's estimate. They identify the COA that best accomplishes the mission and can be supported. The CCDR's staff analyzes each COA from individual functional perspectives to determine supportability and coordinates results in a collaborative environment.
- *Commander's Estimate*. The final product of COA development is the supported commander's estimate, which describes the COAs considered, summarizes evaluation results, and presents recommendations. It contains the supported commander's preferred COA and supporting rationale as well as essential information for the CJCS, President, and SecDef to consider in selecting a military COA.
- *Course of Action Selection*. The CJCS, as principal military advisor to the President and

SecDef and in consultation with the supported and supporting CCDRs and other members of the JCS, reviews and evaluates the supported CCDR's estimate and provides recommendations and advice to the President and SecDef for their decision. The President or SecDef selects a COA and directs that detailed planning begin. The CJCS issues an alert order, denoting SecDef approval of a military COA. The CJCS may issue a planning order to direct commencement of detailed planning pending the SecDef's approval of a COA.

### *Detailed Plan Development*

Detailed plan development commences upon receipt of an alert or planning order. The supported CCDR, in collaboration with subordinate and supporting commanders, expands an approved or directed COA into a detailed OPOD and sourced TPFDD by modifying an existing OPLAN, expanding an existing CONPLAN, or creating a new OPOD when there is no pre-existing OPLAN. The collaborative planning environment and staff estimates developed in deliberate planning are valuable resources for OPOD development and provide for continuous plan refinement as time allows until either the guidance changes or the plan is executed.

### **Execution**

Execution begins when the President or SecDef chooses a military option in response to a crisis. The President or SecDef authorizes the CJCS to issue an execute order (EXORD) that allocates forces—Active Component/Reserve Component—to the supported CCDR and directs the supported CCDR to conduct military operations. The CJCS EXORD directs the deployment and employment of forces, defines the timing for the initiation of operations, and conveys guidance not provided earlier. The supported CCDR issues an EXORD to subordinate and supporting commanders to direct OPOD execution. Subordinate and supporting commanders execute OPODs and conduct operations to accomplish

assigned missions. The supported CCDR monitors movements, assesses and reports the achievement of objectives, directs action needed to ensure successful completion of military operations, and continues planning as necessary.

Information pertinent to the operation is continuously updated and assessed and adjustments made as appropriate. The CJCS monitors the deployment and employment of forces, acts to resolve shortfalls, and directs action needed to ensure the successful completion of military operations. The USTRANSCOM manages common-user global air, land, and sea transportation, reporting the progress of deployments to the CJCS and the supported CCDR. Execution continues until the crisis is terminated or the mission is completed. If the crisis is prolonged, the process may be repeated continuously as circumstances and missions change.

### **Deliberate Planning**

As explained in JP 3-35, the deployment, reception, and integration of US air, land, maritime, and special operations forces in support of CCDR requirements is a series of operational events enabled by logistics. The deployment process begins with planning for force projection under deliberate planning or in a crisis. The OPLAN contains a deployment concept and may contain TPFDD that identify force requirements and flow the forces into the theater as required by the CONOPS. Deployment operations enable joint forces to conduct campaigns and major operations and to respond to other contingencies by securing positional advantages that contribute to the achievement of operational and strategic objectives. At any given time there could be multiple requirements to employ military forces. Each operation could have a different strategic priority and could be of a different size and scope. Effectively supporting multiple requirements and applying the right level of priority and resources to each requires effective global force management. The joint deployment process is divided into four iterative and often simultaneous

phases: deployment planning; predeployment activities; movement; and joint reception, staging, onward movement, and integration (JRSOI).

- *Deployment Planning.* Deployment planning occurs during both JOPES CAP and deliberate planning. It is conducted at all command levels and by both the supported and supporting commanders. Deployment planning activities include all action required to plan for the deployment and employment of forces.
- *Predeployment Activities.* Predeployment activities are actions taken by the JPEC before movement to prepare to execute a deployment operation. These actions include continued refinement of OPLANs from the strategic to the tactical level at the supported and supporting commands, sourcing forces, completion of operation-specific training, and mission rehearsals.
- *Movement.* Movement includes the movement of self-deploying units and those that require lift support. This phase includes movements within CONUS, deployments within an AOR, and origin-to-destination strategic moves.
- *JRSOI.* The JRSOI phase is the critical link between deployment and employment of the joint forces in the area of operations. It integrates the deploying forces with the joint operation and is the responsibility of the supported CCDR. This planning process applies to deliberate planning and CAP within the context of the responsibilities specified by the CJCSM 3122 series of JOPES publications. The joint planning process is also used by joint organizations that have no specific JOPES responsibilities; moreover, it supports planning throughout the course of an operation after the CJCS, at the direction of the President or SecDef, issues the EXORD. In common application, the joint planning process proceeds according to planning milestones and other requirements established by the commanders at various levels; however, the CJCSM 3122 series specifies JPEC milestones, deliverables, and interaction points for contingency and

crisis action plans developed using the formal JOPES process.

Deliberate planning encompasses the following four levels of planning detail with an associated planning product at each level:

- *Level 1—Commander's Estimate.* This level of planning involves the least detail, but requires a developed COA.
- *Level 2—Base Plan.* This level describes the CONOPS, major forces, concepts of support, and anticipated timelines for completing the mission. It normally does not include annexes or TPFDD.
- *Level 3—CONPLAN.* A CONPLAN is an abbreviated OPLAN that may require considerable expansion or alteration to convert it into an OPLAN or OPORD. It includes a base plan with annexes required by the JFC and a supported commander's estimate of the plan's feasibility. It may also produce TPFDD, if applicable.
- *Level 4—OPLAN.* An OPLAN is a complete and detailed joint plan containing a full description of the CONOPS, all annexes applicable to the plan, and a TPFDD.

Service participation in JOPES processes ensures that Service requirements for common-user strategic mobility and theater logistic support assets are identified. Initial Service deployment data are based on force requirements developed during deliberate planning or the COA development phase of time-sensitive planning. Movement requirements are registered in the TPFDD, the basis for forming ship and intertheater airlift loading plans in execution planning. In a specific geographic region, commanders must provide coordination and control over the MPF FIE, MPSRON, logistic pipeline, and, if required, follow-up shipping and T-AVB. Proper time-phasing for the movement of forces is essential to avoid throughput congestion at available ports, beaches, and airfields. The MARFOR and MEFs

should be able to identify their warfighting materiel and equipment priorities for each OPLAN or CONPLAN and translate these priorities into embarkation requirements for the MMC, according to Navy/Marine Corps Departmental Publication (NAVMC) 2907, *Maritime Prepositioning Force Prepositioning Objective (PO)*. The MAGTF employment mission ultimately dictates what to deploy and how to phase it into the area of operations.

### Combatant Commander, Establishing Authority, and Service Component Commanders' Planning

The CJCS warning order generates initial appraisals of military options and capabilities. The supported CCDR provides supplementary details for the MAGTF's mission refinement and identification of alternative COAs, either through modification of an existing CONPLAN or development of new options. Service components and other supporting commands are tasked to provide advice—focusing on alternative COAs, constraints and restraints, and identification of major combat forces and transportation requirements. Numbered fleet commanders report capabilities and limitations to CCDRs and assist in the development of Navy COAs. Based on the available information, the supported CCDR constructs a commander's estimate to submit to the CJCS. The USTRANSCOM examines preliminary movement data, assesses requirements, and prepares preliminary force closure estimates. As a separate action, a CCDR in the MPSRON OPCON chain of command may direct the NCC/JFMCC to commence the transit of that MPSRON toward the objective area. Specific actions in the commencement of transit include—

- *Reviewing and updating the force list.* Deploying forces must be identified as early as possible during COA development. Throughout COA development, Service components review and update the force list. Major influencing factors include the current notional

force lists, the extent to which operational requirements of the potential mission can be identified, and the availability of sufficient NSE assets to support the operation. Provisions should be made for the supported and supporting CCDR to ascertain the current status of MPF forces, such as a case in which MPSs may not be available because of their maintenance cycles or use on an exercise.

- *Repositioning the MPSRON.* Repositioning of the MPSRON may be directed by CJCS between COA development and COA selection. Early repositioning of the MPSRON will reduce force closure times. Under normal operating conditions, MPSRONS can get underway within 24 hours of notification.
- *Mobilizing selected Reserves.* Certain Marine Corps, Navy, and Coast Guard organizations that support the MPF require mobilization of Reserve component personnel for offload operations. It is then necessary to request activation of selected units as early as possible upon receipt of the warning order. Specific Reserve Component requirements will vary with the type of offload, offload times, and other ongoing commitments. Other Reserve requirements must be addressed by the parent Service. For further information, see JP 4-05, *Joint Mobilization Planning*.
- *Activating T-AVBs.* Although the T-AVBs are not part of the MPF, they can be employed to support MPF operations. The use of T-AVBs should be considered during COA development and selection due to their reduced operating status (ROS) and the long lines of communications (LOCs) from SPOEs to seaports of debarkation (SPODs).

The supported CCDR and supporting commander should establish a liaison with CDRUSTRANSCOM and other supporting agencies involved in force deployment early in the process. This liaison is necessary to ensure that relevant and timely information exchange occurs. Refined TPFDD must be made available to



CDRUSTRANSCOM and arrangements to move forces coordinated.

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## Maritime Prepositioning Force Plans Developmental Hierarchy

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There are seven primary plans associated with the five phases of an MPF operation—

- Employment plan.
- Arrival and assembly plan.
- Deployment plan.
- MPE/S distribution plan.
- Sustainment plan.
- Reconstitution plan.
- Redeployment plan.

The MPF OPLAN is developed in reverse order to the sequence that the MPF operation is conducted. The MAGTF employment plan drives the arrival and assembly plan, which drives the deployment plan, and so on.

Planning and deployment sequencing for an MPF operation requires an understanding of the general timelines involved as an MPF operation unfolds. Figure 5-4 is an example of an exercise timeline template; figure 5-5 is an example of a Reserve exercise timeline in the unnamed day on which a deployment operation begins (C-day).

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## The MAGTF Employment Plan

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The key element in developing the MAGTF's employment plan is the MAGTF mission as assigned by the establishing authority. Beyond the mission, understanding the commander's intent and, most importantly, his priorities and timeline for establishing MAGTF capabilities are critical to the development of the arrival and assembly plan and subsets of it, such as the MPF offload plan or the movement plan and the AAA overlay. The MAGTF commander must be able to

articulate what combat capabilities must be ready and when. Information for planners working on AAA operations must include the following:

- The mission.
- The commander's intent.
- The priorities of MAGTF capabilities, such as when involved in a foreign humanitarian assistance or civil support mission. Priority of initial asset distribution may go to the initial security forces, the LCE, then to other MAGTF elements.
- A general understanding of the MAGTF commander's area of operations to include depth and breadth.

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## Arrival and Assembly Plan

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The arrival and assembly plan delineates the MAGTF commander's concept for arrival and assembly; sets forth the task organization; and assigns tasks to subordinate elements for beach, port, airfield, and MPE/S issue and initial CSS operations. The plan is coordinated with the CMPF and submitted by the MAGTF commander to the establishing authority for approval. The decision to deploy an MPF is based on the following conditions existing in the AAA:

- One or more airfields exists within the AAA with the capability to do the following:
  - ◆ Recover and launch AMC intertheater aircraft to include CRAF aircraft.
  - ◆ Recover 20–25 AMC transport/CRAF aircraft during 24-hour operations.
  - ◆ Offload aircraft safely using available apron space.
  - ◆ Provide an overflow area for passengers and cargo to include a helicopter buildup area.
  - ◆ Provide a minimum ATC capability.
  - ◆ Operate fixed-wing and tilt-rotor/rotary-wing tactical aircraft.
- A usable port exists within the AAA with the capability to do the following:

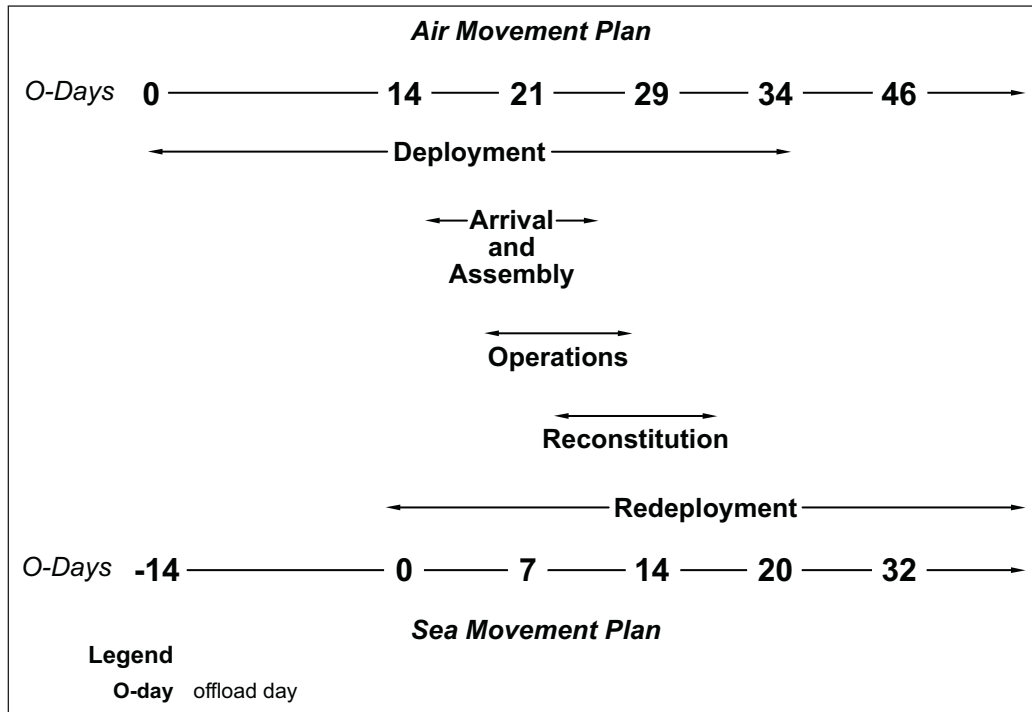


Figure 5-4. Example of an Exercise Timeline Template.

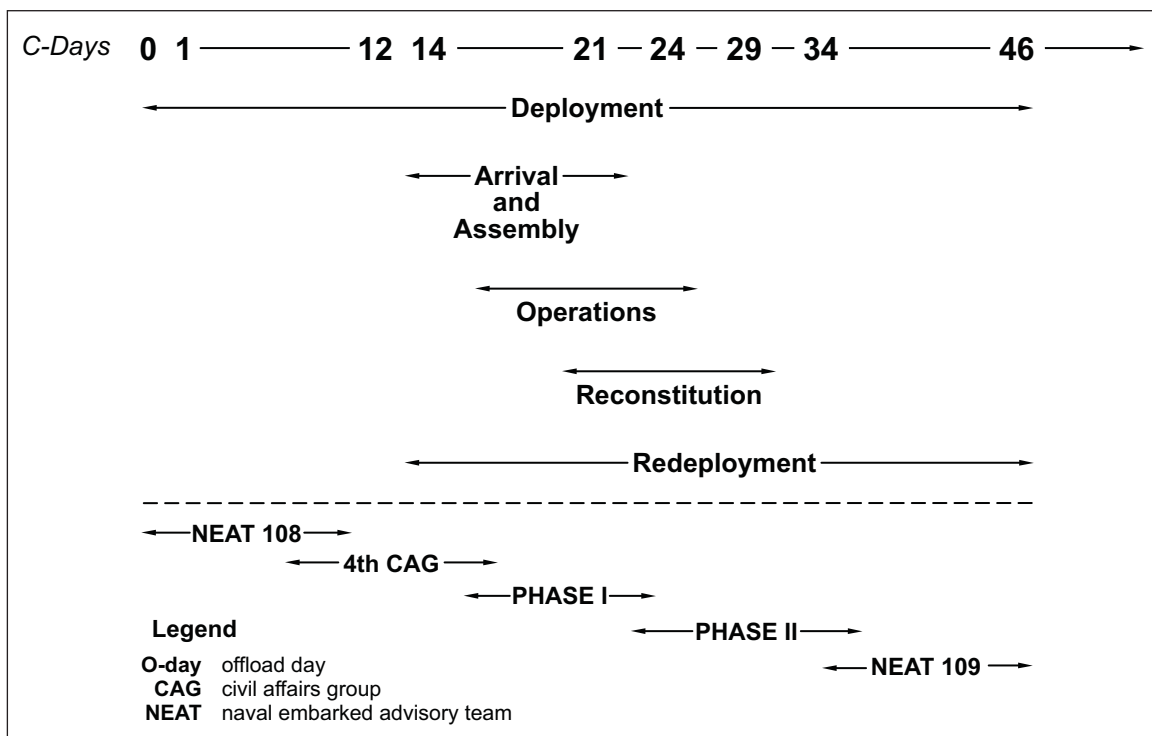


Figure 5-5. Example of a Reserve Exercise Timeline in C-Days.

- ◆ Berth ships with drafts up to 37 feet to offload pierside.
- ◆ Accommodate the ship's stern ramp and vehicle weight on the pier (see app. N for ship data).
- ◆ Provide a surge offload capability to stage vehicles, perform initial corrective maintenance, and to stage containers (preferably hardstand).
- ◆ Provide for the offload and possible storage of fuel, water, and ammunition.
- If no usable port is available, then a suitable beach must exist within the AAA with the following capabilities:
  - ◆ Offload MPE/S with access to improved road/rail networks.
  - ◆ Sufficient staging/maintenance areas suitable for the offload of MPE/S.
  - ◆ Discharge and possible storage of fuel, water, and bulk liquids.

Transportation; all types of petroleum, oils, and lubricants (POL); potable water; and security may be provided by HNS agencies or through specific, early, self-support arrangements that should be incorporated into MPF deployment planning to ensure such commodities are available.

### Arrival and Assembly Plan Format and Enclosures

There is no set format for the arrival and assembly plan, but an LOI or the JOPES format is acceptable. The arrival and assembly plan encompasses the early establishment of sufficient unloading and throughput forces (LFSP and NSE) from the AAA to the TAAs. The arrival and assembly plan may include the following enclosures:

- The AAA overlay, in which MPF terrain management, associated control measures, and force protection units must be graphically represented to provide a comprehensive display of units and activities. Overlays, such as the AAA, port, beach, and airfield (as seen in figs. 5-6 through 5-9 on pages 5-15 through 5-16),

are essential for integrating MPF activities with force protection responsibilities. Accordingly, terrain management is an essential function of MPF staff planning.

- The arrival schedule for the FIE.
- The throughput plan. The use of a throughput matrix by the major and subordinate elements provides visibility for MPE/S (see fig. 5-10 on page 5-17).
- The preliminary table of equipment and/or ready for issue (RFI) lists.
- The communications plan.
- Reports.
- The arrival and assembly plan, which establishes the following:
  - ◆ Time-phased distribution of materials handling equipment (MHE).
  - ◆ Mobile electric power (MEP).
  - ◆ Stockage levels.
  - ◆ Distribution means (unit or point) for consumables.
  - ◆ Provisions for health services, maintenance, engineer, and military police support. Plan composition and reports format are normally determined by the MAGTF commander in coordination with the CMPF.

### Offload Planning

Offload of an MPSRON or a portion of an MPSRON can be conducted pierside, in-stream, or by a combination of both. The establishing authority determines the offload method based on recommendations by the CMPF and MAGTF commander.

A pierside offload is the quickest and most efficient method. During a pierside offload, all vehicles are driven off the ship's ramp and containers are lifted using the ship's or host nation's cranes. An important consideration for pierside offload is the tidal variance. Ports with drastic changes in water depth between high and low tide may limit available offload time due to the angle the ramp rests against the pier, since some vehicles cannot negotiate the stern ramp if the angle is too steep.

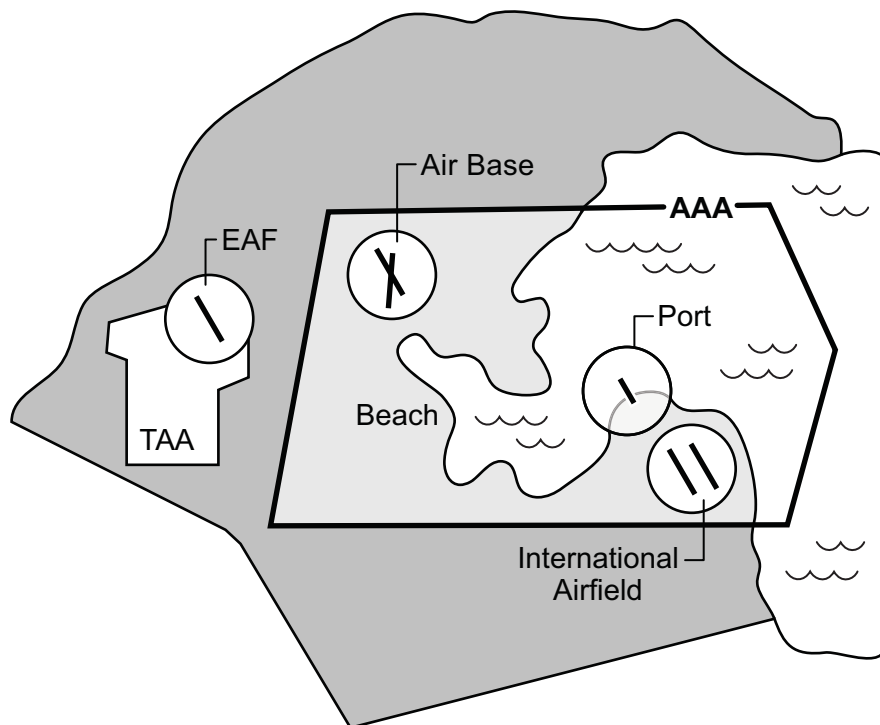
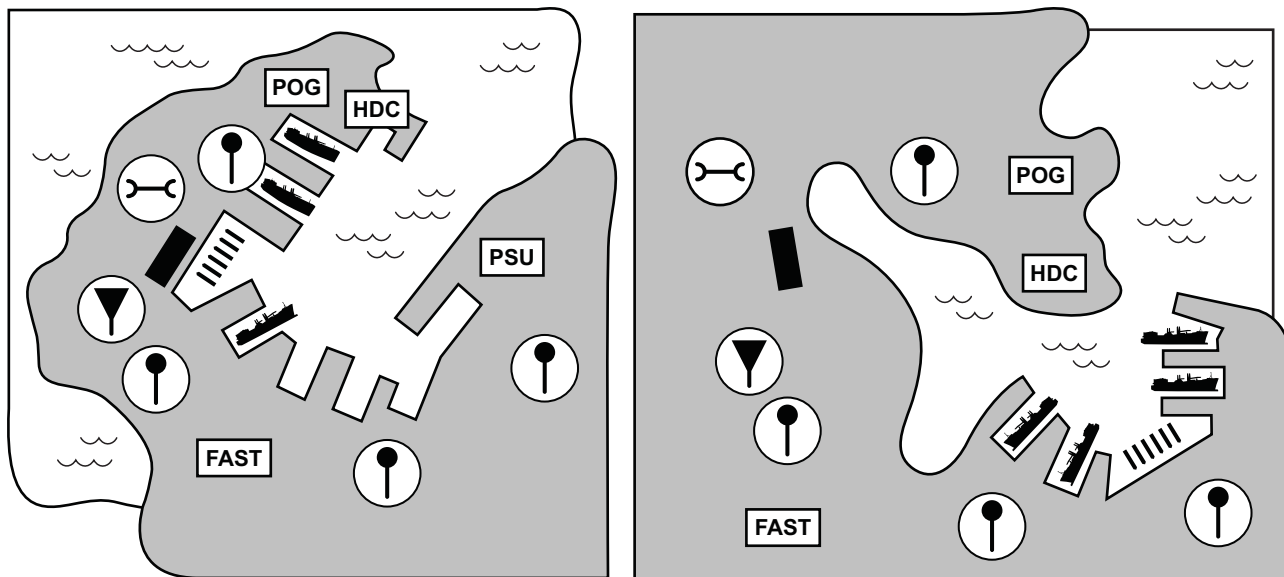


Figure 5-6. Arrival and Assembly Area Overlay.



**Legend**

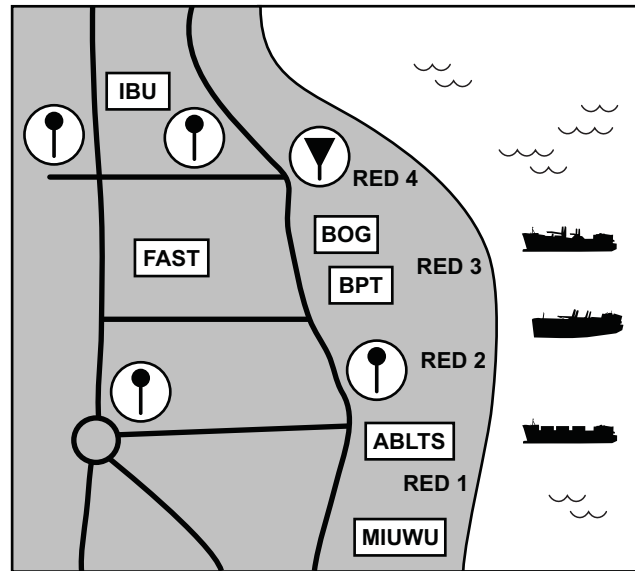
**FAST** fleet antiterrorism security team  
**HDC** harbor defense command

maintenance

fuel

Military Police Traffic Control

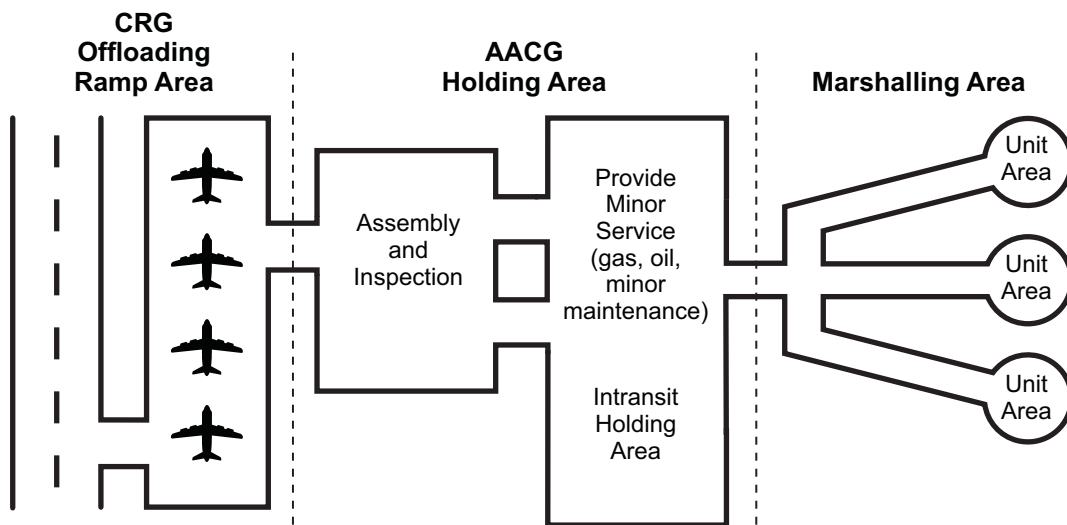
Figure 5-7. Port Overlay.



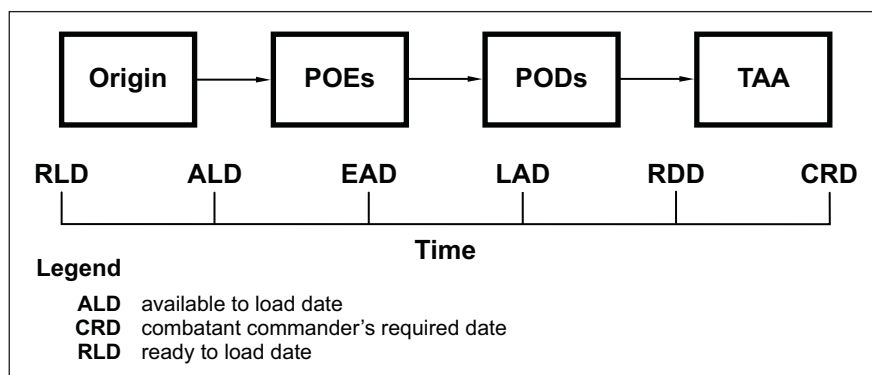
**Legend**

- |              |                                      |  |                                 |
|--------------|--------------------------------------|--|---------------------------------|
| <b>FAST</b>  | fleet antiterrorism security team    |  | fuel                            |
| <b>IBU</b>   | inshore boat unit                    |  | Military Police Traffic Control |
| <b>MIUWU</b> | mobile inshore undersea warfare unit |  |                                 |

**Figure 5-8. Beach Overlay.**



**Figure 5-9. Airfield Overlay.**



**Figure 5-10. Example of a Throughput Matrix.**

The MPSs can execute an in-stream offload using organic cranes and embarked lighterage. Environmental factors and the sea state before the offload starts affect any decision on in-stream offload methods. The two methods of in-stream offload are lift-on/lift-off (LO/LO) and roll-on/roll-off discharge facility (RRDF).

#### *Lift-On/Lift-Off*

The LO/LO operations are slow and cumbersome. All embarked equipment and containers are lifted off using a ship's crane from ship to lighterage and moved to the beach landing sites.

#### *Roll-On/Roll-Off Discharge Facility*

The RRDF, a floating pier made up of embarked lighterage, is generally the preferred in-stream offload method. The NSE constructs the RRDF with the following lighterage:

- Two powered causeway sections.
- Seven nonpowered combination modules.
- One docking module.
- One loading module.
- Two warping tugs.

After the RRDF is assembled, a single warping tug is required to keep it on station. The seven combination modules, docking module, ramp module, and warping tug are located on each maritime prepositioning force ship. There is one RRDF in each MPSRON.

Once the RRDF is constructed, the ship lowers its stern ramp onto it. Rolling stock is driven down the ramp, across the RRDF onto a causeway ferry, and then transported to the beach landing site. This movement requires significant embarked lighterage. This method of offloading rolling stock onto causeway ferries is much faster than the LO/LO method. The MPSs have different ramp certifications. Planners should verify the ships being used and the weight limitations for each ship's ramps to ensure that particular vehicles can be offloaded via the ramp onto the RRDF.

Once the SLRP has evaluated the AAA, it will decide on the offload method and adjust timelines accordingly. The timelines of the MAGTF's ability to be combat ready are affected by the offload method, the limited capability of the MPSRON to move containers, and the time required to match ammunition with weapon systems.

#### *Bulk Liquids*

Each MPSRON carries equipment and supplies in containers that enable fuel and water facilities to be established ashore quickly. Bulk liquids can be transferred from ship to shore using the buoyant hose line system. The NSE, operating under favorable sea state and weather conditions, can set up a 10,000-foot hose in 10 hours. If the beach gradient requires a longer hose line, MAGTF (LCE) pumps may be required to establish intermediate pumping stations.

Maximum effective pumping distance is 10,000 feet for each product.

### Transition to Employment

Upon the MAGTF commander's determination that the MAGTF is ready to undertake the assigned mission, the MAGTF commander, in coordination with CMPF, will request termination of the MPF operation. A smooth transition from deployment, through arrival and assembly and employment requires detailed planning and coordination and a focus on MAGTF readiness. The MAGTF's plans for transition to employment should include the following:

- Clear delineation of responsibility for force protection and local security.
- Notification to HHQ that all units/detachments—as they become operationally ready—are not required to assist further in arrival and assembly tasks.
- Use of TAAs for subsequent or concurrent tactical operations.
- Plans for response to hostile action during arrival and assembly.
- Allocating staff planning efforts among arrival and assembly, deployment, and preparatory activities for subsequent employment.

### Disposition of Maritime Prepositioning Force Components

Upon termination of the MPF operation, various MPF components are assigned new duties or released to their parent commands or other agencies. Timing and disposition of the MPF must be planned with as much detail as possible. The MAGTF, CMPF, MPSRON, and NSE each have responsibilities—

- The MAGTF must—
  - ◆ Prepare for the assigned mission and expected duration of employment.
  - ◆ Anticipate command relationship changes, such as independent JTF operations or augmenting another MAGTF.
  - ◆ Support mission requirements.

- ◆ Recommend, in coordination with CMPF, disposition of MPF shipping.
- The CMPF—
  - ◆ Plans for follow-on or other assigned missions as directed.
  - ◆ Recommends, in coordination with the MAGTF commander, disposition of MPF shipping.
- The MPSRON must monitor—
  - ◆ The status of offloaded materials, such as fuel and water, ashore as compared with HNS capability, MAGTF storage capacity, MAGTF usage rates.
  - ◆ Shortfalls in storage areas/facilities ashore, as they may necessitate use of one or more MPSs as a station/warehouse facility until sufficient facilities are developed ashore. Shortfalls may require MPSs to function as mobile CSS facilities for inshore operations, positioning and repositioning as necessary along the coast parallel to the MAGTF movements. This situation is an example of a “withhold shipping” requirement.
  - ◆ The shift of OPCON to the CDRUS-TRANSCOM, with the concurrence of the supported CCDR, when the MPSs are released from MPF operations to be used as common user sealift.
  - ◆ The level of force protection that can be provided, which is a key consideration regarding the amount of time the MPSRON remains in the offload area.
  - ◆ Ligherage that may be needed for offload of assault follow-on echelon and follow-up shipping after an MPSRON departure. Ligherage operators are part of the NSE. Other considerations for retaining ligherage include fueling, repair and maintenance, sheltering or harbor facilities, and maintenance of in-stream water and fuel hoses deployed.
- The NSE may remain in place if reconstitution, backload, and redeployment are imminent. For anticipated long-term MAGTF employment in the vicinity of the AAA, the NSE or designated elements may remain as lead elements of semipermanent or long-term naval support. The port/beach would remain

open for resupply, reinforcing, or joint logistics over-the-shore (JLOTS) operations. The NSE will perform these tasks until the operation terminates or is relieved by Army terminal units. If needed ashore, the EMF will be offloaded, staged, and signed over to the NCC/JFMCC for transport to the assembly site.

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## Deployment Plan

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The deployment plan prescribes the MAGTF commander's concept for deployment. It organizes the movement groups and assigns tasks and responsibilities. It entails FDP&E, marshalling priorities, the air and sea movement plans, and identifying the FIE.

The FDP&E provides definition of available and required movement dates in JOPES. It examines deployment options to identify the assets required to move planned forces to the required destinations by airlift and sealift.

The FDP&E is based on the commander's requirement for the force to arrive as reflected in JOPES/TPFDD. It begins with the required delivery date (RDD) and requires the war planner to determine transit times and possible en route delays during each movement leg.

Using reverse planning, the FDP&E works backwards from the RDD to determine a timeline for movement dates from the origin to the POE, continuing through the POD to the ultimate destination. It is highly interactive with JOPES and requires constant plan coordination and TPFDD refinement.

### Specific Planning Days and Deployment Dates

The following notional dates are significant to deployment planning:

- N-day—The unnamed day an active duty unit is notified for deployment or redeployment.
- C-day—An unnamed day when a deployment operation commences or is to commence.

- Offload day (O-day)—An unnamed day when the MPF offload commences.
- Ready-to-load date—The date when a unit will be ready to move from the origin, such as the mobilization station.
- Available-to-load date—The date specified for each unit in a TPFDD indicating when that unit will be ready to load at the point of embarkation.
- Earliest arrival date (EAD)—A day, relative to C-day, that is specified by a planner as the earliest date when a unit, a resupply shipment, or replacement personnel can be accepted at a POD during a deployment. Used with the latest arrival date (LAD), it defines a delivery window for transportation planning.
- LAD—A day, relative to C-day, that is specified by the supported CCDR as the latest day when a unit, resupply shipment, or replacement personnel can arrive at the POD and support the CONOPS.
- RDD—The date that a force must arrive at the destination and complete unloading.
- CCDR's required date—The original date, relative to C-day, specified by the CCDR for arrival of forces or cargo at the destination; shown in the time-phased force and deployment data to assess the impact of later arrival.

### Initial Planning

Initial planning includes the following actions:

- Analyze the mission objectives of the force.
- Identify force requirements.
- Develop COAs.
- Analyze existing deployment plans/TPFDD.
- Analyze lift requirements.
- Prepare the MAGTF and CMPF for deployment.

### Plan Development

Plan developers must—

- Refine and establish mission warfighting priorities and objectives.
- Develop a CONOPS.



- Refine the force and equipment list.
- Refine the deployment plan/TPFDD.
- Provide a refined deployment plan/TPFDD to the supported CCDR for a transportation feasibility estimator and throughput analysis.
- Schedule the movement of MPF units.

**Marshalling Plan**

At a minimum, the marshalling plan must do the following:

- Designate marshalling areas.
- Identify transportation requirements and allocate transportation assets for movement to marshalling areas.
- List agencies responsible to control movement to marshalling areas and the APOE.
- Establish staging areas at departure airfields.
- List inspection areas and procedures for the flow of deploying personnel, equipment, and supplies through the marshalling areas.
- Prescribe procedures for assembling aircraft loads.
- Disseminate procedures for coordinating with other Services and external support agencies.

**Air Movement Plan**

Movement of MPF elements by air involves the intertheater airlift of personnel, equipment, and helicopters, and the flight ferry of the MAGTF’s fixed-wing and tilt-rotor self-deploying aircraft. Air movement is planned by the MAGTF commander in coordination with the establishing authority, MPF element commanders, the MEF/MARFOR strategic mobility office, and AMC planners. A general air movement plan is developed that prescribes the organization and movement of units. It is later refined with validated TPFDD and compiled in the air movement sequence table (see table 5-2).

*Air Movement Sequence Table*

Table 5-2 reflects MAGTF and Navy TPFDD movement priorities and group organization for deployment. It lists TPFDD ULNs based on the estimated time of arrival in the AAA, nominally the LAD.

The air movement sequence table and the air movement requirements listed in the TPFDD enable movement control agencies to track, identify, and account for deploying elements.

**Table 5-2. Example of a General Air Movement Plan.**

Unit	APOE	Aircraft	C-Day	O-Day
NEAT 108	Miami, FL	Commercial	C+0	O-14
SLRP	Cherry Point, NC	1 C-17	C+6	O-8
OPP	Cherry Point, NC	L-1011	C+10	O-4
TAAT	Jacksonville, FL	Commercial	C+10	O-4
NSE/MESF	Norfolk, VA	B-747	C+10	O-4
Marine Corps advance party	Cherry Point, NC	C-17	C+10	O-4
FAST platoon	Norfolk, VA	C-17	C+11	O-3
Marine Corps FIE1	Norfolk, VA	2 C-17s	C+12	O-2
Navy Reserve	Norfolk, VA	Commercial	C+12	O-2

Legend:  
FAST fleet antiterrorism security team

Airlift requirements documented in the TPFDD and AIS deployment databases are the basis for developing specific aircraft load plans once the exact aircraft allocation is known. The MAGTF commander uses JOPES procedures to update the TPFDD with planned aircraft loads for submission to higher, adjacent, and supporting commanders. To assist in updating the TPFDD, the MAGTF commander may use the following air planning information submitted by deploying elements:

- Amount of cargo and passengers to move.
- Availability of cargo and passengers at the APOE.
- Distance to deploy the force.
- Diplomatic clearances.
- APOE/aerial port of debarkation (APOD)/en route support base capabilities.
- APOD/AAA air space security.
- Airflow command and control and communications systems.
- Deployment sequence.
- Aircraft loading factors.
- Airlift tempo and throughput coordination.
- EAD/LAD at the APOD. Normally, there is a 3- to 4-day difference between the EAD and LAD to facilitate CDRUSTRANSCOM and AMC scheduling and reduce service costs.
- Priority and use of airfields.
- ATC requirements.

To provide JTAV and ITV of capability upon commencement of airlift, the MAGTF airlift liaison element (ALE) and the supporting MEF coordinate with the major subordinate commands to ensure cargo and passenger data for each aircraft mission is entered into the TPFDD.

### *Airspace Management*

The supported CCDR must coordinate early with the host nation to establish appropriate air control measures. In an augmentation operation, standard expeditionary air control measures apply;

however, independent operations may require establishment of coordination methods to allow for unhindered air operations, whether carrier or land based, in and around the AAA. Control zones; checkpoints; ordnance procedures; and approach, holding, and arrival/departure patterns will be established as necessary. Integration of air command and control procedures with the host nation is necessary to ensure the safety and security of all forces involved. The Marine air command and control system must coordinate with joint and multinational air command and control systems.

### *Arrival Airfield*

The arrival airfield must meet specific requirements, which are discussed in chapter 7. If the arrival airfield and fixed-wing base of operations are separate airfields, no conflict will exist and the ACE aircraft may deploy to the base of operations prior to completing the airlift. Should one airfield serve as both an arrival airfield and fixed-wing base, security and operational considerations may require early employment of fixed-wing aircraft during FIE arrivals and may significantly impact throughput. The following must be considered when selecting the arrival airfield:

- Host nation airfield facilities may require expansion/duplication, causing planners to find alternate locations.
- Capacity of approaches and traffic patterns (such as ramp space, capacity of visual and instrument approach) and departure procedures for the airfield will affect throughput. To enhance airfield capability, expeditionary visual and instrument approach assets will embark early in the FIE.

### *Additional Airfields*

Parking space limitations and the desire to separate fixed-wing, rotary-wing, or tilt-rotor operations may indicate a need for an additional airfield to accept immediate deployment of helicopters. An additional airfield increases arrival

airfield throughput and reduces the problems associated with the simultaneous operation of fixed-wing, rotary-wing, and tilt-rotor aircraft.

### Sea Movement Plan

Sea movement includes the MPSRON and other assigned ships (T-AVB and escorts). The numbered fleet commander prepares the sea movement plan that identifies those forces for replenishment and security purposes en route and in the AAA. The initiating directive will specify the command relationships and responsibilities for sea movement (see table 5-3).

**Table 5-3. Example of a Sea Movement Plan.**

Location	Activity	C-Day	O-Day
Crete	Underway	C+10	O-14
Suez Canal	Transit	C+1	O-13
Port Suez	Embark NEAT	C+2	O-12
Bab El Mandeb	Pick up escort	C+4	O-10
Masirah	Pick up OPP	C+10	O-4
Hormuz	Pick up escort	C+11	O-3
Al Jubail	Arrive AAA	C+13	O-1

Legend

NEAT naval embarked advisory team

Ship movement is planned by the numbered fleet commander, in coordination with the establishing authority, MAGTF commander, and the CMPF to embark the OPP and ensure the coordinated arrival of the MPSRON in the objective area with associated airlifted forces. Ship movements are normally timed to arrive no earlier than 24 hours before the initial airlifted elements and SLRP deployment is timed to arrive in the operating area 8 to 9 days before ship arrival.

### Flight Ferry Plan

This plan addresses the self-deployment of MAGTF aircraft. It specifies flight routes and

schedules; assigns movement increment designations; and provides details for air search and rescue, en route support, aerial refueling, and diversion airfields. The MAGTF commander develops this plan with his ACE commander. Direction for and approval of the plan comes from the CCDR through the establishing authority. Both the MARFOR and AMC may provide aerial refueling and the MAGTF must coordinate strategic refueling support with those organizations' planners.

The flight ferry and airlift plans, though similar, have different requirements that must be coordinated by the supported and supporting CCDRs. Movement of AMC aircraft and fixed-wing and tilt-rotor MAGTF elements must be coordinated to avoid saturation of staging bases, weather divert alternates, and ATC facilities. En route support bases must possess sufficient ATC, navigational aids (NAVAIDS), command and control, billeting and messing, POL, maintenance, and service facilities. Overflight rights may impact in-flight refueling and staging base requirements. Supporting and supported CCDRs will provide flight route clearance and security for staging bases and flight routes within their AORs. The use of JOPES ensures coordination of the flight ferry operations.

### Deployment Command and Control Measures

Certain control measures must be decided early. Generally, these measures and their associated tasks and functions are grouped into those required for marshalling and movement.

#### *Marshalling Control*

Marshalling control functions include—

- Marshalling areas.
- OPSEC.
- Inspections.
- Briefings.
- Ground movement to APOEs.

- Load procedures.
- Organization of APOEs.
- Deployment support.
- Execute ULN sequence in accordance with TPFDD.
- Provisions for RBE, supplies, and personal effects.

### *Movement Control*

Movement control functions include—

- Sea movement concept (CMPF and COMPSRON).
- Closure estimate.
- Track.
- En route stops.
- Escort requirements.
- Replenishment.
- OPP embarkation.
- Air movement concept (MAGTF commander).
- General staging and overflight coordination.
- Sequence of deployment.
- Flight ferry routes.
- Aircraft load factors.
- Aerial refueling areas.
- En route support concept.
- En route support base.
- Airlift tempo and throughput coordination.
- EADs, LADs, and RDDs.

### **Survey, Liaison, and Reconnaissance Party and Offload Preparation Party Deployment**

Two unique requirements of an MPF operation are preparing MPS and MPE/S before arrival in the operating area and assessing the port/beach and arrival airfield before the FIE arrives. Planners should request authority from the supported CCDR for the earliest possible deployment of the OPP and SLRP. Any MPSRON repositioning may dictate early OPP deployment. Early SLRP deployment is required to validate geodetic,

hydrographic, and facilities data and to coordinate HNS.

### **Time-Phased Force Deployment Data Update and Closure Estimates**

The TPFDD require updates and maintenance throughout strategic movement of the MPF. Updated closure estimates may require TPFDD modifications. The CDRUSTRANSCOM and the supported and supporting CCDRs and their Service components coordinate and validate all TPFDD changes.

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### **Maritime Prepositioning Equipment and Supplies Distribution Plan**

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The success or failure of the MPF operation may be determined by the effectiveness of the methods established to distribute, account for, and control the issuance of MPE/S. Methods and controls should be described to all MPE/S users in the distribution plan as part of the arrival and assembly plan. An effective distribution plan contributes to throughput and ensures strict accountability and security. Technical assistance from the MARCORLOGCOM (BICmd) TAAT facilitates the distribution of MPE/S. All MPE/S should be designated to specific battalions, ACE squadrons, and separate companies using the MDSS II after the MMC. This designation ensures that MPE/S go to the correct unit, which reduces the amount of equipment in the FIE. Consideration must be given to personnel, equipment, the container operations terminal (COT) lot, and MPE/S accountability to execute the distribution plan.

### **Personnel**

Adequate numbers of trained personnel must be provided to plan and manage the distribution of equipment and supplies. Personnel are sourced

from the MAGTF, NCE, EMF, and NSE, and they serve in the SLRP, AAOG, arrival and assembly operations elements (AAOEs), and LFSP. Key personnel familiar with the distribution plan should deploy with the SLRP to perform reconnaissance of the proposed staging areas, identify HNS to assist the distribution, and reconcile disparities between physical inventories on MPS and load plan equipment lists with the officer in charge (OIC) OPP.

## Equipment

Adequate quantities of AIS equipment are essential for the distribution system to work properly. The AAOG, AACG, LFSP, AAOEs, and NSE should possess the automated data processing equipment (ADPE) necessary to fulfill their control and accountability requirements. Local equipment checklists should be developed to reflect the type and quantities of assets to establish connectivity with the MPF.

## Container Operations Terminal Lot

The combat logistics regiment/combat logistics battalion will establish a COT lot in the combat service support area (CSSA). Each MPSRON may offload more than 2,000 containers, many containing the sustainment of the MAGTF, but UAAs may not be initially set up to receive containers. These unit-specific containers may go into the overflow area of the COT lot until the UAA is prepared to receive them. Grading roads and leveling the ground of the COT lot is critical to the timely distribution of materials in containers. After containers are unloaded, empty containers are returned to the CSSA COT lot for temporary storage until the reconstitution phase. Commands that desire to use empty containers for other purposes, such as bunkers, armories, or office spaces, must obtain permission from MARCORLOGCOM (BICmd) through the MAGTF commander. Containers are critical to reconstitution and are expensive to procure. Damage done to the con-

tainer structure will preclude it from being certified to be embarked aboard the MPS.

## Maritime Prepositioning Equipment and Supplies Accountability

Once all MPE/S are offloaded, accountability for them will transfer from MARCORLOGCOM (BICmd) to the MAGTF commander, who will subsign them to MSEs. Upon completion of the MAGTF's mission, MPE/S accountability transfers back to MARCORLOGCOM (BICmd) through the SPMAGTF/combat logistics regiment/combat logistics battalion executing the reconstitution.

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## Sustainment Plan

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The Services are responsible for sustaining their forces, so they must be prepared to establish their own resupply pipelines. As such, the MAGTF and MARFOR will identify requirements in JOPES for follow-up and sustainment shipping to include the following:

- Supplies and equipment needed that were not part of the prepositioning objective or the FIE.
- Items for sustainment beyond the 30 days available on MPSRONs. See MCWP 4-12, *Operational-Level Logistics*; JP 4-01.4, *Joint Tactics, Techniques and Procedures for Joint Theater Distribution*; and JP 4-09, *Joint Doctrine for Global Distribution*.
- Personal demand items (Class VI) and food supplements (Class I) typically required by O+10. These are listed as nonunit records in the TPFDD.

The initiating directive designates responsibility for embarkation and movement of the follow-up shipping from the port of origin to the objective area. See also JP 4-01.2, *Sealift Support to Joint Operations*; JP 4-01.5, *Joint Tactics, Techniques and Procedures for Transportation Terminal*

*Operations*; and JP 4-01.6, *Joint Logistics Over-the-Shore (JLOTS)*.

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## Reconstitution Plan

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The goal of reconstitution is to re-establish the full function of MPF assets with the desired expeditionary capabilities to support an MPF MAGTF as rapidly as possible. The decision to reconstitute MPE/S aboard MPSs that have been employed in an operation is made at the CJCS level based on CCDR recommendations. A CCDR, the Services (Navy and Marine Corps), and CDR-USTRANSCOM are directed by the CJCS to execute the reconstitution. In small operations or exercises, such as one ship being offloaded, the responsible CCDR will initiate actions to reconstitute. Once initiated, the MPF reconstitution process must be coordinated with the GCC and included in redeployment planning (see chap. 8). Options for location of reconstitution sites include the area of the MPF operation or an alternate geographic location. Factors that may contribute to this decision include—

- Whether the MPS will be reconstituted in the same form or altered to accommodate changes in operational requirements and capabilities.
- Possibility of chemical, biological, radiological, and nuclear (CBRN) attack or decontamination requirements.

- The availability of maintenance and port facilities.
- The anticipated condition of MPE/S and availability of replacements.
- Time considerations and allowances to accomplish reconstitution.
- A ship certification schedule.
- Retrograde plans.
- Future operational commitments.

Advance planning will facilitate the success of the MPF reconstitution and should focus on ground equipment and supplies, NSE, and AGSE.

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## Redeployment Plan

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Redeployment is the transfer of forces and material to support another JFC's operational requirements or to return personnel, equipment, and material to the home/demobilization stations for reintegration/out-processing. Redeployment of the MAGTF and MPF elements from one area of operations to another involves the backload of MPE/S previously placed ashore from the ship. The conduct of redeployment depends on the MAGTF's assigned mission and the distance from the POE to the new objective area. During redeployment, JOPES procedures are used.

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# CHAPTER 6

## MARSHALLING AND MOVEMENT

Deployment encompasses all activities from the origin or home station to the destination, specifically including within CONUS, intertheater, and intratheater movement legs and staging and holding areas. Deploying echelons, organized by plane or ship teams, assemble at their home station, prepare for deployment, and move according to the established plan or when called to stage at APOEs or SPOEs.

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### Marshalling

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Marshalling for sea and air movement is covered in JP 3-02.1, *Amphibious Embarkation and Debarkation*, and Department of Defense Regulation (DODR) 4500.9-R, *Defense Transportation Regulation (DTR)*. Parent commands supervise preparation for deployment (see chap. 4), outlining required actions before and after an alert order and procedures that should be included in unit readiness SOPs. Movement to APOEs/SPOEs is accomplished with organic transportation as much as possible. Requests for transportation in excess of organic capability are coordinated by the MMCC. The CMPF transportation requirements for elements deploying by airlift are coordinated with the MAGTF commander.

The AMC exercises overall control of airlift operations at APOEs. The AMC CRG establishes an air operations center or air terminal operations center at the airfield, through which all information related to onload or offload operations is disseminated. Coordination between the moving unit, DACG, and CRG is critical to an orderly movement of transport aircraft through the APOE. The arrival of unit equipment and personnel for onload must be sequenced to avoid bottlenecks at the APOE. The parent MEF and MSEs

of the MPF MAGTF provide an officer at the APOE to coordinate the arrival of unit equipment and personnel with DACG and CRG.

The CRG, DACG, and APOE installation commanders must coordinate with each other to ensure that sufficient ramp space for aircraft parking and equipment staging is available to support the airlift flow. The DACG, in coordination with the APOE installation commander and the base operations support group (BOSG) or station operations support group (SOSG), ensures that shelter and messing for deploying personnel are provided. Helicopter disassembly areas should be located away from passenger and cargo staging areas, yet close enough that aircraft can be towed to the staging area. This area should be large enough for MHE to move safely between aircraft. Helicopter disassembly requires cranes, forklifts, tow tractors, light units, and ramp space for work and staging. For SPOE operations, normal embarkation procedures and relationships apply.

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### Sea Movement Group and Air Movement Group

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The MPF is divided into two movement groups based on deployment mode—sea or air. The sea movement group is divided into movement elements that deploy from the same SPOE at approximately the same time. The air movement group (collectively called FIE) is divided into elements that deploy from different APOEs at different times (see fig. 6-1, on page 6-2).

### Sea Movement Group Elements

The MPSRON will move as directed by the fleet commander. Movement should accommodate the



earliest possible embarkation of the OPP. The MPSRON will meet with escorts, if assigned, and transit to the AAA. The TAV-B and follow-up shipping proceeds as directed (see app. N for MPSRON capabilities and characteristics).

### *Offload Preparation Party*

The OPP initially deploys by air but arrives in the AAA as part of the sea movement group aboard the MPSRON (see chap. 7 for OPP functions, app. I for the OPP checklist, and app. O for a notional OPP table of organization).

### *Follow-Up and Sustainment Shipping*

Follow-up shipping provides lift for additional critical items that are not in the MPS prepositioning objective and could not be lifted as part of the FIE. Depending on the length of the MPF MAGTF employment mission, sustainment

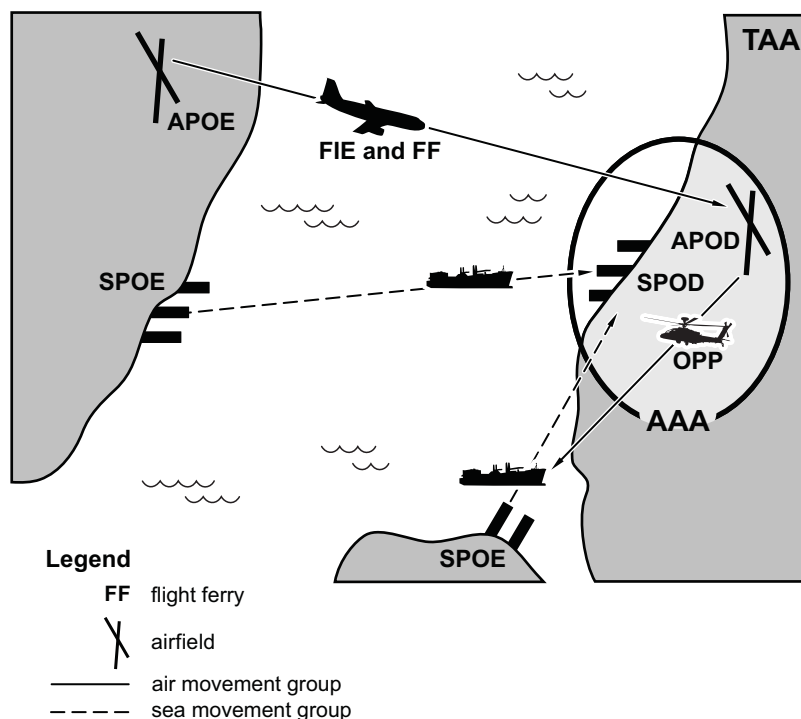
shipping is coordinated to provide all classes of supply past the 30 days aboard the MPSRON.

### **Air Movement Group Elements**

Air movement is a continuous, progressive operation that transports successive elements of the deploying force to the objective area. The total time required depends on the number, type, and initial locations of forces to deploy, aircraft availability, range, and throughput considerations. Some critical low-density/high demand (CLD/HD) and other sustainment items may be shipped by air.

### *Survey, Liaison, and Reconnaissance Party*

See chapter 7 for SLRP functions; app. H for the SLRP checklist; app. O for a notional SLRP table of organization; and app. P for the SLRP report format.



**Figure 6-1. Movement Concept.**

### *Advance Party*

The advance party consists of personnel designated to deploy before the main body to form the AAOG, LFSP, the remainder of the NSE (those not deployed in the OPP or SLRP), and the AAOEs (see chap. 7). The CMPF and the MAGTF commander task-organize the advance party. Primary tasks are to arrange for the reception of the main body, offload the MPSRON, and distribute MPE/S. It may also include the command elements of the MAGTF and CMPF.

*Note: Forces must not be introduced into the area of operations faster than logistic support can be provided from the offload and throughput processes.*

### *Main Body*

The main body of the FIE is the force (less the flight ferry) that remains after the OPP, the SLRP, and the advance party deploy. Movement of the main body is sequenced to support the offload/arrival and assembly operations. It is essential that the main body's flow be relatively uninterrupted to permit expeditious arrival and assembly and force standup.

### *Flight Ferry*

Flight ferry operations involve the transit of self-deploying aircraft of the ACE and aerial refueling support. Supporting refuelers may be provided by the MARFOR or AMC. Different aircraft types may require different planning considerations. If self-deploying aircraft are to use the same arrival airfields as the airlift aircraft, detailed coordination with AMC is required. Profiles/routes should be established for each type of aircraft. The final en route staging base should be located within 1,000 nautical miles (nm) of the destination arrival airfield, facilitating movement of the ACE to the arrival airfield without the requirement for additional tanker support.

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## Movement Control Organizations

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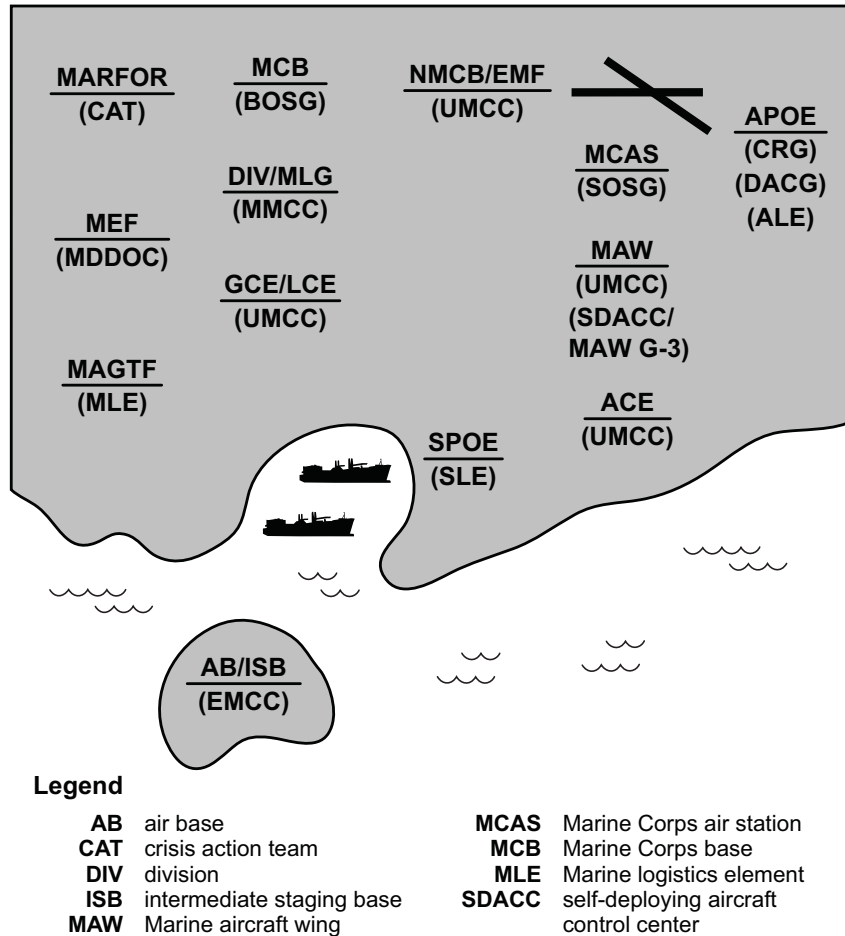
A movement control organization is required to provide unity of effort and support the interface with the JOPES. Sea movements are planned and executed by the fleet in accordance with their normal movement control procedures. The COMMARFOR, as the primary user of airlift, is responsible for coordinating the air movement. Consequently, the CMPF coordinates with the MAGTF commander for marshalling and movement of Navy personnel by air. Coordination for air movement is made directly with CDRUSTRANSCOM and other supporting agencies. Reports of the movement are made through normal chains of command, keeping all commands informed (see fig. 6-2, on page 6-4). See also MCWP 4-11.3, *Transportation Operations*; JP 4-01, *Joint Doctrine for the Defense Transportation System*; and JP 4-01.3, *Joint Tactics, Techniques and Procedures for Movement Control*.

### MAGTF Deployment and Distribution Operations Center

The MDDOC is the MEF commander's principal movement control organization responsible for movement and marshalling support. Through coordination with AMC, the MDDOC promulgates the air movement schedule with the parent commands that execute the marshalling activities of the FIE. The MDDOC coordinates directly with MSC and NCC on movement of the MPSRON.

### MAGTF Movement Control Center

The MMCCs are organized from the MLGs/LCEs or the supporting establishment in geographic proximity to the marshalling units. They are tasked by the MDDOC to provide organic/commercial transportation, transportation scheduling, MHE, and any other logistic support required by



**Figure 6-2. Movement Control Organizations.**

the parent commands during marshalling. The MMCCs (MLGs/LCEs) provide a DACG for the APOE as directed by the MDDOC.

**Departure Airfield Control Group**

The DACG is the primary contact with the AMC CRG at APOEs. A DACG is responsible for receiving deploying equipment and personnel from the units at the APOE. It coordinates with the CRG to ensure that the cargo and personnel are properly prepared for air shipment and delivers cargo to the ready line.

**Arrival Airfield Control Group**

The AACG is the primary contact with the AMC CRG at APODs. An AACG is responsible for receiving and moving personnel, equipment, and supplies from the aircraft flight line to initial staging areas.

**Airlift Liaison Element**

The MAGTF commander will establish an ALE, which includes personnel from the MAGTF and MSEs, at each APOE to coordinate with the

DACG. The ALE is normally located in the staging areas at designated APOEs. Responsibilities of the ALE are to—

- Establish a liaison with the DACG and other deployment support agencies.
- Assist in final preparation of vehicles and equipment in accordance with DODR 4500.9-R.
- Ensure that required dunnage shoring and tie-down materiel accompany unit loads to the joint inspection area.
- Provide load plans, personnel, and cargo manifests with appropriate copies to the DACG according to DODR 4500.9-R.
- Assemble personnel, supplies, and equipment into sequenced preplanned aircraft loads in accordance with established load plans.
- Ensure plane team/troop commanders are appointed and properly briefed on their responsibilities.
- Ensure aircraft loads arrive at the joint inspection area at times required/coordinated with the DACG.
- Ensure correction of all load discrepancies found during joint inspections.
- Adjust aircraft load sequence.
- Deploy with late departing MAGTF elements on the last few aircraft in the airflow.

### Sealift Liaison Element

The MAGTF commander establishes a liaison element at each SPOE to provide for coordination with the Marine air-ground task force offload liaison team (MOLT) and element embarkation personnel. The sealift liaison element (SLE) includes personnel from the MAGTF and MSEs and is normally located in the staging areas at designated SPOEs. The SLE establishes liaison with deployment support agencies as required and assists in the final preparation of vehicles and equipment.

### Unit Movement Control Center

The deploying unit establishes an area where it marshals for movement to the APOE or SPOE.

The command and control for this area is the unit movement control center (UMCC). The UMCC coordinates with the MMCC on their planned movement to the APOE or SPOE. For more detail on movement control, see MCWP 4-11.3.

### En Route Movement Control Center

The MEF commander may form ALEs, SLEs, and en route movement control centers (EMCCs) to support the deploying MAGTF by monitoring the air movement and informing the MDDOC of any delays in the movement of the FIE and flight ferry. If an unacceptable delay in the deployment of critical personnel or equipment needed for the arrival and assembly phase does occur, the EMCC OIC will direct the offload and reload of personnel and equipment onto other aircraft.

### Tactical Airlift Control Element

If an intermediate staging base or advanced base is required for AMC aircraft, a CRG deploys to that location to coordinate AMC activity there. The MAGTF may deploy an EMCC with the CRG to coordinate support for MPF FIE assets that may be delayed at the staging base. Since civilian contract carriers determine their en route support requirements, they are responsible for supporting MPF FIE passengers delayed en route because of aircraft maintenance problems.

The CRG coordinates all aspects of the airlift mission, including aircraft movement control, communications, and technical supervision of loading and marshalling of aircraft. An advanced echelon (ADVON) deploys ahead of the main CRG to coordinate strategic and AMC requirements at the arrival airfield. Areas of concern include ramp parking, runway conditions, cargo marshalling areas, and airfield support, such as crash/fire/rescue, NAVAIDS, or personnel support. The ADVON coordinates with the SLRP through the airfield coordination officer (ACO) to obtain services from US forces and the host nation. The ADVON may deploy equipment to establish communications with AMC command

and control agencies and the ACO before the main CRG arrives.

### Host Base/Stations

Host base/stations assist marshalling units by providing local logistic support, MHE, transportation, security, staging areas, and other support required by the deploying unit. If required, host base/stations assume custody of RBE. Marine Corps bases

and Marine Corps air stations establish a BOSG and SOSG, respectively, which coordinate their support efforts for the deploying MAGTF.

### Ports of Embarkation

Installation commanders at or near POEs provide MHE, transportation, and security. They also provide other support as requested by the deploying unit.

# CHAPTER 7

## ARRIVAL AND ASSEMBLY

Arrival and assembly is a crucial phase of an MPF operation and includes the following:

- Initial preparation of the AAA.
- Coordinated arrival and offload of MPE/S from the MPSRON in port, across a beach, or a combination of both.
- Reception of the FIE.
- Preparation, movement, and distribution of MPE/S.
- Security.
- Preparing the MAGTF for its employment mission.

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### Responsibilities of the MAGTF Commander

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The MAGTF commander is responsible for arrival and assembly operations, including the reception and throughput ashore of MPF equipment, supplies, and personnel. Throughput is a function of the distribution and movement system. Implicit within throughput is processing personnel and materiel within a specified period of time through a processing point. Accountability of MPE/S upon offload will transfer from BICmd to the MAGTF commander and, eventually, to the MSEs' AAOEs at the UAAs.

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### Commencement and Disestablishment

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The arrival and assembly phase begins with the arrival of the first MPS or the first transport aircraft mission of the main body at the designated AAA. This phase ends when adequate MPE/S are offloaded and issued to awaiting units, command and control communications are established, and the MAGTF commander reports

that all essential MAGTF elements have attained combat readiness. Simultaneous or subsequent movements from the UAAs for tactical operations by the MAGTF are not considered part of the MPF operation.

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### Arrival and Assembly Plan

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As applied to MPF operations, Tab A (MPF Arrival and Assembly Plan) to Appendix 14 (Amphibious Operations) to Annex C of the JFC's OPOrd contains the arrival and assembly plan. This annex is written by the MAGTF commander, in coordination with the CMPF, and approved by the establishing authority. For a sample arrival and assembly plan, see appendix C.

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### Survey, Liaison, and Reconnaissance Party

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The SLRP normally deploys to the AAA under the OPCON of the MAGTF. Early SLRP deployment assesses conditions and reports observations as soon as possible to the MAGTF and associated commanders. The SLRP composition is task-organized after the warning order is received and the concept for deployment is developed. The SLRP must be self-sustaining and include, as appropriate, representation from the MAGTF, CMPF, MESF, NCE, EMF, and CNSE staffs. A MAGTF officer is designated, in coordination with CMPF (if designated), as the SLRP OIC. Criteria for selecting the SLRP OIC should be based on knowledge of MPF requirements with consideration given to the diplomatic skills needed to interact with high-level host nation civilian and military representatives.

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## MAGTF Offload Liaison Team

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The MOLT coordinates the offload of MPE/S between the NSE OPP OIC, the ship's master, and the Marine OPP OIC. The team also acts as the AAOG liaison aboard the MPS flagship. The MOLT tasks are to—

- Maintain up-to-date automated ship load plans for all MPSs and the associated AIS deployment data for all MPE/S.
- Conduct AIS database training.
- Provide OPP OIC with ship data and special instructions.
- Coordinate berthing and workspace requirements onboard MPSs before the OPP embarks.

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## Technical Assistance and Advisory Team

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The TAAT is a task-organized group of 6 to 12 Marines and civilians from BICmd provided to the MAGTF commander upon request. The mission of the TAAT is to advise and assist the MAGTF staff with determining the configuration of MPE/S that best satisfies his desired capabilities aboard each MPS and to provide throughput planning to include issuing the MPE/S during ship offload operations. The TAAT also acts as a facilitator to maintain accountability and ensure complete documentation during offload and arrival and assembly operations. A TAAT can perform the same functions during retrograde, onload, and reconstitution operations.

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## Offload Preparation Party

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The OPP is a temporary task organization under the OPCON of the MAGTF commander. It consists of maintenance, embarkation personnel, and equipment operators from all MAGTF MSEs and the NSE. The OPP's task is to prepare MPE/S for

offload at the AAA. On activation, the OPP deploys to join the MPSs before sailing, during transit, or when they arrive at the AAA. Ideally, the OPP should deploy to join the MPS at least 96 hours before AAA closure. If this is not feasible, the OPP should be positioned in the AAA and board the MPS as soon as possible.

The OPP OIC is a Navy officer designated by CNSE. The Marine OPP contingent operates under the cognizance of the senior Marine officer, who is called the assistant OPP OIC. On arrival aboard the MPSRON flagship, the OPP commander will report to COMPSRON to obtain specific directions about shipboard activities. Although dependent on the COMPSRON while embarked, the OPP's responsibilities and priorities are established by the MAGTF commander in coordination with the CMPF. The relationship between the OPP and the ship's master parallels that of an embarked unit commander and the commanding officer of amphibious ships. The OPP OIC conveys the MAGTF commander's offload priorities to the COMPSRON and ship's master. Those priorities define the objectives for offload preparation by the MPSRON, MCMC, and OPP.

## Organization

The OPP comprises personnel from the NSE, naval embarked advisory team (NEAT), MAGTF and designated force protection units. The OPP is embarked on the MPSRON by O-day minus 4(O-4). The OPP headquarters consists of key personnel from the Navy (the OPP OIC and the OICs from the NSE and NEAT) and the MAGTF (the assistant OPP OIC). The OPP OIC transitions to be the OCU OIC on O-1 (Navy-day) to provide continuity of operations. The assistant OPP OIC, designated by the MAGTF commander, may transition to become the MAGTF offload liaison officer (LNO). The OPP headquarters is normally billeted aboard the flagship, depending on ship availability.

The OPP OIC publishes the daily OPP situation report (SITREP) (see app. Q). Remaining personnel within the OPP are assigned to specific ships within the MPSRON and are designated as an OPP detachment. The OPP detachment OIC is the senior Marine or Sailor aboard that ship and supervises the preparation effort of Marines and Sailors aboard. The OPP detachment OIC reports directly to the OPP OIC, providing information relevant to the daily OPP SITREP.

## Tasks

Each OPP detachment prepares all the MPSRON ships' offload systems, lighterage, and embarked MPE/S for offload. The OPP's responsibilities include preparing the ships' cranes, winches, fuel/water discharge systems, and initial de-preservation and preparation of MPE/S. The OPP must be thoroughly familiar with MPS configurations and load plans. Preparation of the ships' equipment and MPE/S to support the offload include—

- Ship's cargo handling systems, such as cranes, winches, slings, container handlers, the container loading system for the Logistics Vehicle System (LVS), fuel, and water discharge systems.
- Lighterage.
- NSE equipment for in-stream and beach offload (table of authorized materiel control numbers [TAMCNs] that start with "X").
- MHE and vehicles required to support the offload (TAMCNs that start with "B" and "D").
- All other equipment.

## Disestablishment

The OPP disestablishes upon arrival of MPSs and completion of offload preparations. Members remain aboard to form the nucleus of the debar-kation team, augmented as required by MAGTF and NSE personnel who arrive with the FIE.

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## Arrival and Assembly Organizations

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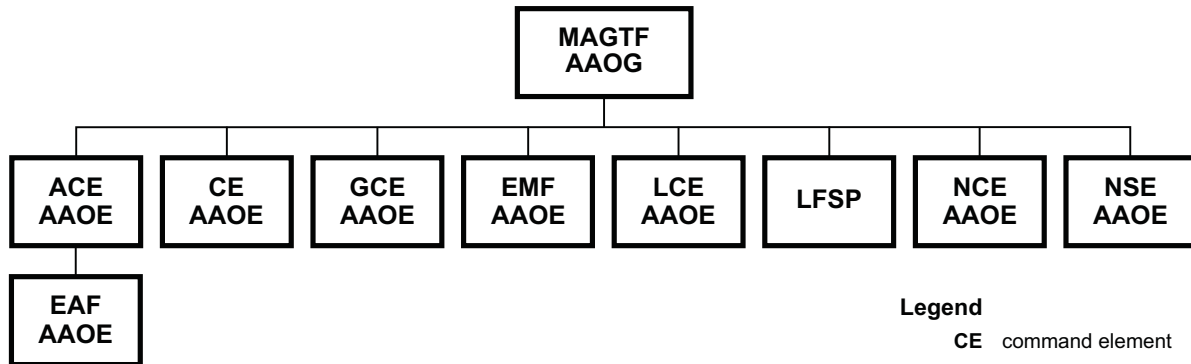
Arrival and assembly organizations are a composite of personnel from the SLRP, OPP, and the advance party. The advance party is task-organized by the MAGTF commander and consists of personnel designated to form the nucleus of the arrival and assembly organizations. Primary tasks of the advance party are to arrange for the reception of the main body and MPSRON and provide force protection to the beach, port, airfield, and UAAs. At a minimum, the advance party consists of the LFSP (with personnel augments from the other MSEs), the entire NSE, and Marine, Navy, and Coast Guard force protection units. The advance party should arrive in the AAA on O-4 to prepare for the MPSRON's arrival on O-2 and NSE's preparations on Navy-day.

## Arrival and Assembly Operations Group

The AAOG's function is to coordinate and control arrival and assembly operations. It consists of personnel from all MAGTF elements plus liaison from the CNSE, EMF, and NMCB (see fig. 7-1 on page 7-4). Responsibilities of the AAOG include—

- Monitor the airflow of the FIE into the AAA.
- Coordinate and monitor the throughput and distribution of MPE/S from the MPS to the UAAs, specifically the AAOEs within those areas.
- Coordinate the association and configuration of MPE/S with designated organizations.
- Provide initial command and control functions for the MAGTF in the AAA.
- Direct and coordinate AAOE operations.
- Provide direction and coordination with the LFSP and ACO until the respective MAGTF elements assume responsibility for those functions.





**Figure 7-1. Command and Control Organizations for Arrival and Assembly.**

- Publish the daily SITREP (see app. R).
- Coordinate with host nation for support of offload and throughput operations.
- Prioritize resources for offload and throughput of MPE/S to AAOEs.

### Arrival and Assembly Operations Element

Each element within the MAGTF and NSE establishes an AAOE to perform the following tasks:

- Provide initial command and control activities within their assembly areas until arrival of the element commander.
- Obtain receipts for MPE/S and verify items with the AAOG.
- Distribute MPE/S to unit equipment reception points (ERPs) according to the MAGTF commander's distribution plan.
- Provide a liaison with the AAOG.
- Coordinate security in UAAs.
- Oversee preparations for combat.
- Provide throughput reports to the AAOG as directed in the arrival and assembly plan.

### Airfield Coordination Officer

The ACO is designated by the MAGTF commander under the cognizance of the ACE and acts as the single POC for HNS and other support peculiar to aviation operations at the airfields. Non-AMC support requirements identified

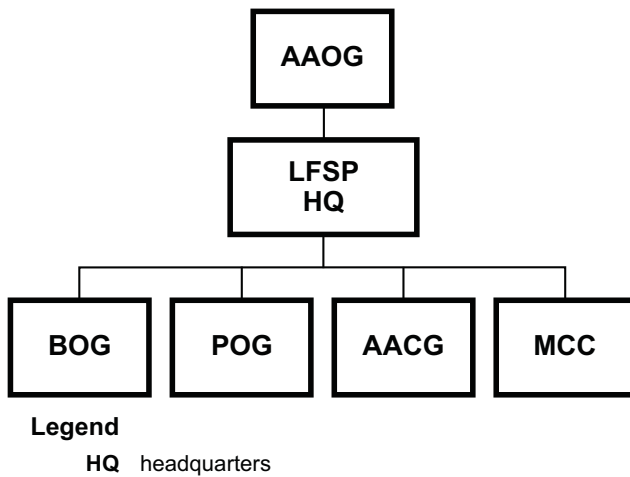
by the CRG ADVON are coordinated through the ACO. The ACO should be part of the SLRP to facilitate early airfield operational planning. Functions coordinated by the ACO include—

- Ramp allocation and aircraft parking.
- ATC.
- Fuel storage and dispensing.
- Aircraft rescue and firefighting.
- Allocation of facilities and real estate.
- Flight clearance.
- Airfield improvement.
- NAVAIDS.
- Arresting gear.
- Airfield lighting.
- Interface with the AACG.

### Landing Force Support Party

The LFSP is a task-organized unit composed primarily of personnel and equipment from the LCE. The headquarters is usually sourced from that MLG's transportation support battalion (TSB) and NSE and augmented by other MAGTF elements. The LFSP controls the throughput of personnel and MPE/S at the port, beach, and airfield. The LFSP falls under the OPCON of the AAOG OIC (see fig. 7-2).

The four principal throughput organizations of the LFSP are the port operations group (POG), beach operations group (BOG), AACG, and MMCC.



**Figure 7-2. Landing Force Support Party Organization.**

*Port Operations Group*

The POG is task-organized from the TSB’s beach and terminal operations company and the Navy cargo handling force. The POG may be retained after arrival and assembly for the offload of follow-up or sustainment shipping and for retrograde of damaged equipment. It prepares the port before the MPS arrives and the throughput of MPE/S as they are offloaded. The POG operates

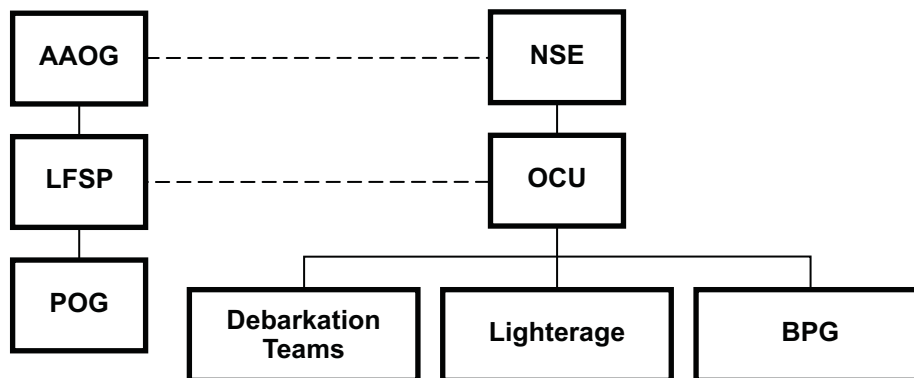
under the overall direction of the LFSP and in coordination with the ship’s debarkation officer (see fig. 7-3).

The functions of the POG are to—

- Establish overflow areas for MPE/S.
- Provide surge vehicle operators.
- Establish communications with the LFSP and ship’s debarkation officer.
- Establish liaison with host nation port authorities for operations and MHE, longshoreman support, and dunnage.
- Provide MHE support, including shore-based cranes, forklifts, tractors, dollies, or lighting.
- Assist Navy cargo handling force detachments in ship offload as directed and transport cargo to overflow areas.
- Establish bulk fuel/water reception and transfer facilities as directed.
- Be prepared to continue port operations for follow-up shipping.

*Beach Operations Group*

The BOG is task-organized from TSB’s landing support company and the NSE. It operates under the overall direction of the LFSP and in coordination with the OCU (see fig. 7-4, on page 7-6). It



**Figure 7-3. Pierside Offload Organization.**

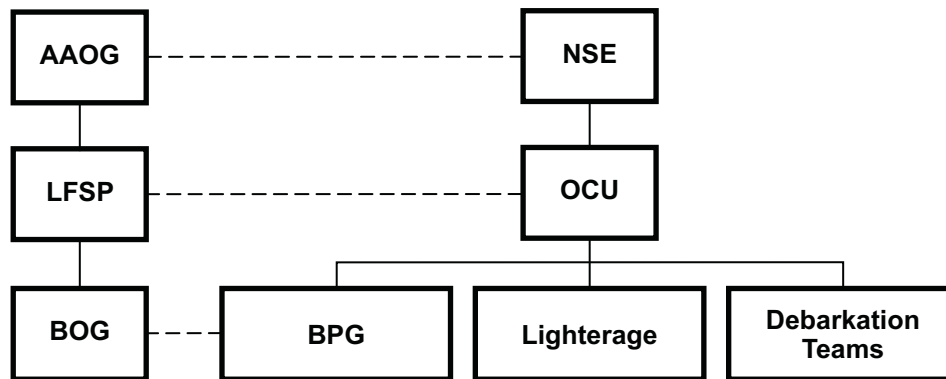


Figure 7-4. In-stream Offload Organization.

may be retained after the arrival and assembly for the offload of follow-up or sustainment shipping. The functions of the BOG and associated NSE BPTs are to—

- Provide the beach area command and control for MPE/S throughput.
- Organize and develop the beach area to support the MPE/S throughput, including designating and establishing overflow areas.
- Coordinate the transfer of bulk liquids.
- Offload lighterage at the beach.
- Provide direction for drivers to move vehicles from the lighterage off the beach.
- Provide surge vehicle operators.
- Prepare for follow-up operations.

#### *Arrival Airfield Control Group*

The AACG is responsible for the control and coordination of the offload of airlifted units and equipment and provides limited CSS to those units. It is task-organized around a nucleus provided by the landing support company of the TSB and is structured and staffed to provide continuous operational support for multiple aircraft. Normally, the AACG deploys with the advance party to initiate operations at the arrival airfield. The AACG coordinates with the LFSP and the CRG at the arrival airfield (see fig. 7-5).

#### *MAGTF Movement Control Center*

The MMCC operates under the cognizance of the MDDOC during unit movement, force tracking, and maneuver/convoy planning. Its functions are to plan, validate, allocate, route, manage, prioritize, coordinate, and track all transportation issues. This support may include reception, staging, and onward movement of forces. See JP 3-35 for more information. The MMCC normally includes operations and logistic representation. Size and complexity of MPS arrival and assembly

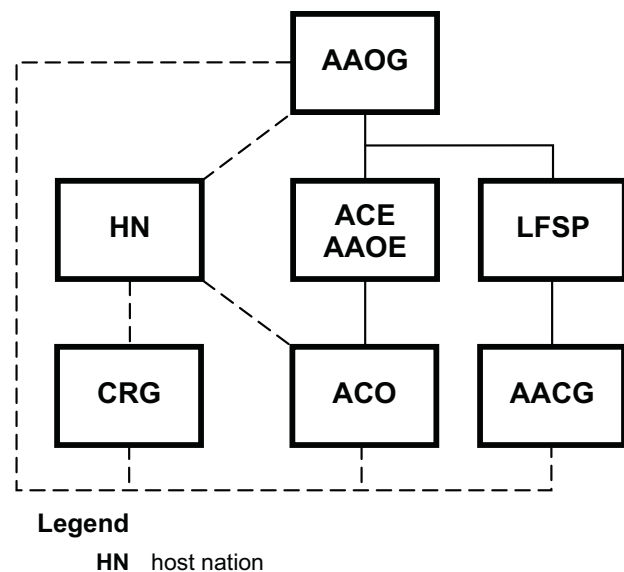


Figure 7-5. Arrival Airfield Control Group Relationships.

operations determine the actual structure of the MMCC. Tasks of the MMCC include—

- Plan transportation support, develop policies, provide guidance, and recommend movement priorities and procedures for movement control and highway regulations guidance to the MDDOC.
- Plan, coordinate, and oversee large or special movements with the MDDOC.
- Issue convoy clearance for approved movements when delegated by the MDDOC.
- Provide highway movement planning assistance to the MDDOC to designate MSRs and establish control measures to support the MAGTF commander's CONOPS.
- Coordinate movements with the FPO to ensure appropriate security is in place.

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### Ship-to-Shore Movement

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The CMPF is responsible for accomplishing the offload of MPE/S (in-stream or pierside). The OCU executes the offload, under the direction of the offload control officer (OCO), who reports to the CNSE. The CNSE coordinates with the AAOG for offload matters. The OIC of the OPP becomes the OCO upon arrival of the ship and completion of offload preparations.

For in-stream offload operations, the ship's debarkation officers report to the OCO. The ship's debarkation officer's responsibility is to coordinate the efforts of the Navy cargo handling detachment, Marine debarkation teams, and the lighterage control team to most efficiently offload each ship. The Navy cargo handling detachment will conduct the LO/LO while Marines conduct the roll-on/roll-off (RO/RO) or move principal end items (PEIs) under the hatch square.

Lighterage consists of improved Navy lighterage system (INLS), causeway ferries, warping tugs, and MPF utility boats that are maintained by the

NSE. Boat crews report to the OCO for ship and beaching assignments.

The beach party group (BPG) and its BPTs are the NSE units responsible for beach operations. The BPG coordinates with the OCO and advises him about areas available for causeway/boat landings and transferring bulk liquids. The BPG, which may be TACON to the LFSP, coordinates with the BOG.

For pierside offload operations, all is the same as for in-stream offload operations except there is no BPG required. Lighterage may be offloaded and placed ashore or in the water as directed by the OCO. Specifics on manpower requirements to support the offload of MSC and MPS is provided in JP 3-02.1.

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### Port Operations

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Offload of the MPSRON in a port, especially simultaneous offloading of more than one ship, accelerates throughput. A port offload requires fewer personnel, reduces the potential for MPE/S damage or loss, and is far less susceptible to the effects of sea state and weather. It does, however, require more coordination with the host nation, which increases the likelihood of encountering restrictions on handling and transporting ammunition, POL, and hazardous cargo. Civilian ship traffic, labor unions, and general port congestion must also be considered. As a general comment, MPF deployment to a port with sufficient pier space and staging areas to accommodate the simultaneous pierside offload of an entire MPSRON is an unlikely scenario. Manpower required for such multiple offloads will very quickly overcome the MAGTF/NSE's personnel staffing.

### Port Area

A port area is organized by the POG commander under overall direction of the LFSP commander.

To offload, it may be necessary to establish port overflow areas within the port terminal. Overflow areas should be able to accommodate temporary staging and handling of MPE/S.

### **Petroleum, Oils, and Lubricants and Ammunition**

Ammunition and POLs should not be held in the port or port overflow areas. They should be transported directly to LCE storage sites. Ground ammunition goes to LCE storage sites and aviation ordnance goes to ACE storage sites.

### **Port Authority**

If the host nation's port authority is not functioning, the CMPF or SDDC assumes this responsibility. If the host nation's port authority is functioning, the CMPF designates a Navy port LNO to coordinate activity between the MPSRON and the host nation. The port LNO advises the port authority regarding cargo characteristics (including hazardous cargo) and offload requirements that may impact port activities. The port LNO also coordinates with HNS representatives on the following:

- Environmental data (tides, winds, obstructions), NAVAIDS, and harbor information required for safe operations.
- Berths/anchorages.
- Tug/pilot services.
- Firefighting services.
- Pierside services.

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### **Beach Operations**

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A beach offload may be the only way to bring MPE/S ashore or a beach operation may be conducted with a port operation to accelerate the overall rate of discharge. The advantages of accelerated throughput must be weighed against the disadvantages inherent in beach operations.

Simultaneous beach and port operations significantly expand the size of the LFSP and NSE. A beach operation for an MPF operation is similar to the general offloading period of an amphibious operation. The overall consideration in beach organization is throughput of cargo to inland destinations. The BOG must make the best possible use of existing beach exits and hard surfaces available for staging and road networks.

The proximity of existing bulk liquid storage or areas suitable for installation of amphibious bulk liquid transfer systems (ABLTSs) and means to transport bulk fluids (pipeline or tanker) to airfields must be considered. Trafficability across the beach to staging areas and roads must be evaluated. The beach must be organized to accommodate a number of landing points and to facilitate lighterage control. Normally, one colored beach is required for one MPSRON. Each colored beach is segmented into four numbered beaches—one each for wheeled vehicles, containers, tracked vehicles, and bulk liquids.

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### **Arrival Airfield Operations**

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The arrival airfield is located within the AAA and, ideally, in proximity to the offload port or beach. Arrival airfield operations must meet the concerns and requirements of the CRG, AACG, and ACO. Designation of offload ramps and holding areas are accomplished jointly by the CRG and AACG. Holding areas are established sufficiently clear of the offload ramps to avoid congestion and to support loading of passengers and equipment for further transport to assembly areas. Temporary facilities are established close to holding areas for medical and other support, such as portable toilets, shelter, or water, for arriving units. Facilities are also established for AACG and CRG support, such as command and control, communications, computers, billeting, and messing.

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## Maritime Prepositioning Equipment and Supplies Distribution

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Effective execution of the distribution plan, as discussed in chapter 5, is paramount to maintaining accountability of MPE/S and ensuring items are delivered to the correct UAA and received by the AAOE. The AAOE conducts inventories and inspections of all designated MPE/S to ensure the element is ready for standup. The UAAs are geographic locations for the reception and employment preparation of MSE/NSE MPE/S (see fig. 7-6 on page 7-10).

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## Force Standup

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Standup is a set of actions required to prepare units for operational missions. Force standup occurs after all arrival and assembly operations are completed and all MPE/S have been distributed to and received by the AAOEs in their UAAs. The AAOE is the command and control node for the UAA, which may have multiple ERPs for specific units of that MSE (see fig. 7-7 on page 7-10). Detailed planning by each MAGTF element is required so that the element

is prepared for employment in accordance with the MAGTF commander's CONOPS. Force standup actions include—

- Create consolidated memorandum receipts (CMRs)
- Establish the COT and execute the MAGTF container plan (see fig. 7-8 on page 7-11 for a notional COT).
- Prepare for reception, staging, onward movement, and integration.
- Distribute element/unit MPE/S in containers.
- Associate collateral equipment to PEIs/configure PEIs.
- Conduct limited technical inspections (LTIs) and operational checks of vehicles and equipment.
- Boresight weapon systems.
- Calibrate all equipment.
- Perform required maintenance.
- Perform standup logistic training and available LCE to support tactical operations as required.
- Move FIE personnel and cargo to UAAs.
- Establish potable water production capability.
- Prepare runways for sustained operations. Prepare aircraft beddown sites.
- Assemble EAF as necessary.

Establish initial supply dumps.

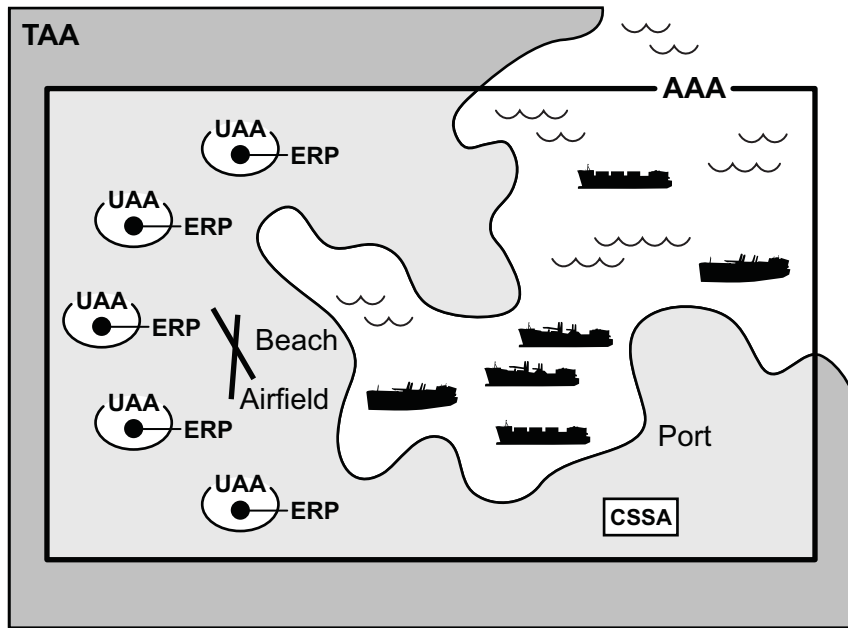


Figure 7-6. Unit Assembly Areas.

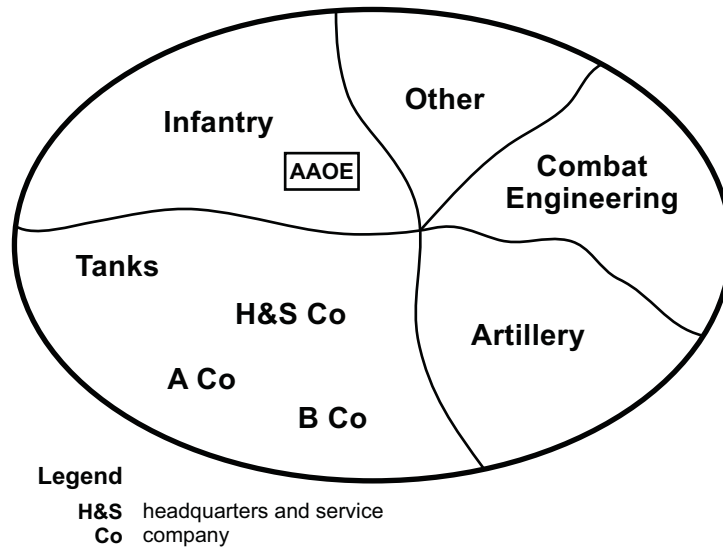
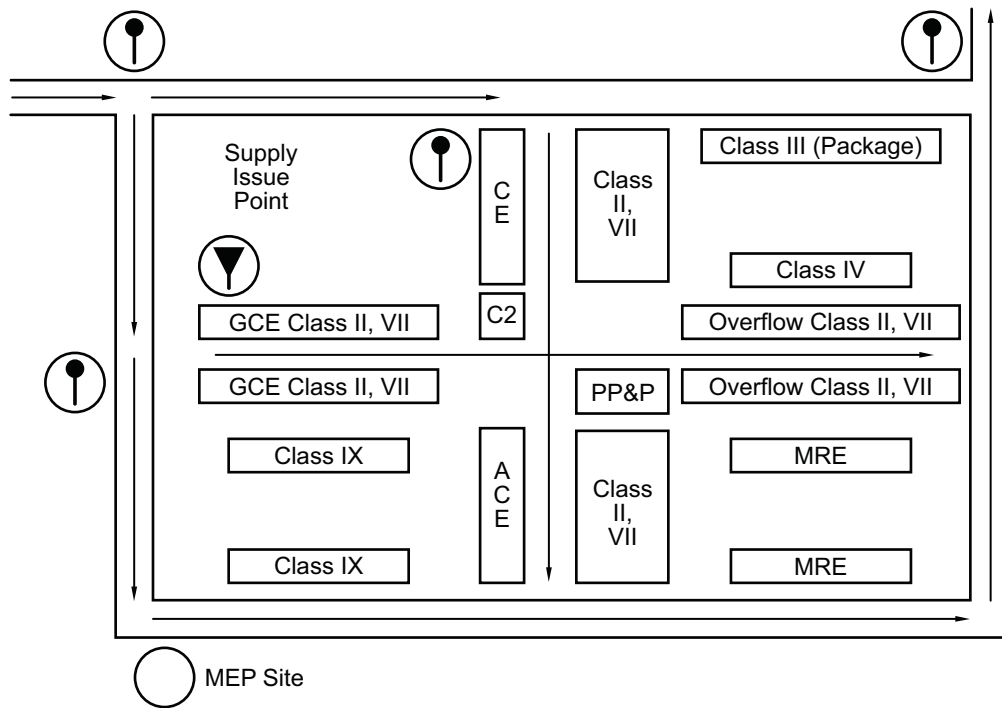



Figure 7-7. Equipment Reception Points Within the Ground Combat Element Unit Assembly Area.



**Legend**

**C2** command and control  
**CE** command element

 fuel

 military police traffic control

**Figure 7-8. Notional Container Operations Terminal.**



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# CHAPTER 8

## RECONSTITUTION

The fifth phase of MPF operations is reconstitution. It involves regenerating and replenishing the MPE/S to attain the repositioning objective and re-establish the warfighting capability aboard the MPS as rapidly as possible upon completion of MAGTF employment operations. Reconstitution of the MPS may include replenishing equipment and supplies from CONUS.

Detailed planning for reconstituting the MPF is the responsibility of the designated MARFOR commander with the supporting establishment. Specific in theater reconstitution objectives and operational and logistical factors will ultimately influence the supported CCDR's guidance to the MARFOR. In addition to the supported CCDR's

planning guidance, the Service headquarters provides its guidance to the Marine component commander to ensure that operational requirements in support of all CCDRs are considered in the planning effort. To assist the MARFOR in planning and coordinating, an executive coordination group (ECG) is established by HQMC Deputy Commandant for Plans, Policies, and Operations (PP&O), with OPNAV Director, Expeditionary Warfare (N85), during initial MPS reconstitution planning. The ECG develops the framework for reconstituting the MPS and advises the MARFOR on the priorities of the Service headquarters. Reconstitution is fully complete once MPSRONs redeploy, reintegrating with and completing their MMC.

## SECTION I. A TOTAL PROCESS

Reconstitution includes planning, establishing a command and control structure, developing and maintaining supply lines, assembling supporting personnel and equipment, deployment, site development, coordination, redeployment, and completing the process at BICmd (see fig. 8-1). It could also include reorganizing forces, redistributing resources, and regenerating and replenishing equipment and supplies needed to fully execute reconstitution operations. Reconstitution focuses on those efforts in theater to rebuild the MPF capability with in theater resources for a specific time (normally not exceeding 6 months) and may include limited replenishment from CONUS to achieve the CCDRs' and MARFOR's readiness objectives. Extensive replenishment of MPE/S will primarily take place in CONUS during the MMC process. It may take 3 to 5 years after a major regional conflict to fully reconstitute the entire MPF. Reconstitution is conducted in two distinct phases—planning and execution.

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### Phase I—Planning

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The planning phase comprises three stages—predeployment, post-employment, and transition to execution.

#### Stage I—Predeployment

The predeployment stage begins with establishing the ECG, followed by, at a minimum, the following actions:

- Review ECG structure, working groups, membership, objectives, and tasks.
- Develop a reconstitution liaison support team (RLST) battle roster of members to deploy in the theater of operations to support the MARFOR with reconstitution planning and coordination requirements. Details on the organization and tasks of the RLST are discussed later in this chapter.
- Hold an initial planning conference (IPC) to develop timelines and initiate coordination of requirements with the designated MARFOR.
- Develop and publish reconstitution planning guidance message based on CNO/Commandant of the Marine Corps guidance (see app. S).
- Schedule an IPC to review options, recommendations, and initial planning guidance.

- Coordinate with MARFOR and CCDR staffs affected by the MPF employment to develop future requirements and review reconstitution objectives.
- Source the ECG members to report for planning to the senior member of the ECG (PP&O, Operations Division).
- Coordinate with PP&O reconstitution and redeployment planning team to ensure that priorities for MPF reconstitution and guidance—in theater and outside the AOR and CONUS—are included in the HQMC planning guidance message.
- Recommend changes to the MMC to the Deputy Commandant, PP&O, and associated changes to ship's maintenance and hull certifications to MSC (through PP&O) as required.
- Coordinate with CCDR to request MARFOR decisions on locations for reconstitution backload, maintenance, washdown, and staging areas. The IPC is designed to collectively review doctrine, refine procedures, and begin initial reconstitution planning at the Service headquarters and supporting establishment levels based on initial MARFOR input.

#### Stage II—Post-Employment

Once the MPF employs and is conducting MAGTF operations ashore, the ECG coordinates

PHASE I: PLANNING			PHASE II: EXECUTION	
Stage I	Stage II		Stage I	Stage II
Initial Planning Conference	Mid-Planning Conference		Reconstitution	
Establish ECG: - Coordinate meetings. - Discuss sourcing and resourcing. - Develop planning guidance.  <div style="border: 1px solid black; display: inline-block; padding: 2px;">CONUS</div>	Part I  Develop CONOPS.	Part II  Conduct site survey.	Review Prepositioning Objectives  Create and distribute MPS plans.  <div style="border: 1px solid black; display: inline-block; padding: 2px;">In theater</div>	<div style="border: 1px solid black; padding: 5px;">                         Regeneration                           Replenishment                           MPF Maintenance Cycle (36 months)                     </div> <div style="border: 1px solid black; display: inline-block; padding: 2px; margin-top: 10px;">CONUS</div>
N-day	R-day		R+60	R+249
				3+years

Figure 8-1. Reconstitution Planning and Execution Matrix.

the mid-planning conference (MPC). The MPC is usually held before terminating MAGTF operations. It marks the end of advance planning and the beginning of operational planning and execution. Conference participants bring an assessment of their reconstitution capabilities and requirements. The MARFOR’s representative brings the proposed retrograde plan and a summary of operational considerations, which may impact reconstitution operations. Actions required during the MPC include the following:

- Review and validate MPF operational and logistic requirements.
- Prepare sourcing and prepositioning objective attainment strategies for MPF reconstitution. Attainment is the process of assembling the quantity required of an item from new acquisitions, the stores’ systems, or unit tables of equipment.
- Develop plans, orders, and LOIs.

Reconstitution liaison support team coordinates with the MARFOR and CCDR’s staff to prepare for deployment into the theater of operations. This deployment supports on-site planning and

coordination of the reconstitution of the MPS. During this stage, the ECG and RLST must—

- Review and validate the members of the RLST and coordinate deploying personnel with MARFOR.
- Begin validating and updating planning assumptions and the extent of reconstitution actions.
- Establish the composition of support personnel to include MEF LNOs and Marine Corps Systems Command (MARCORSYSCOM) PM representatives for deployment to reconstitution sites.
- Schedule the MPC in CONUS or in theater (depending on anticipated required timeline) to accomplish the following:
  - ◆ Review the amount of MPE/S from the MPS and the impact on attainment planning factors.
  - ◆ Review MPE/S usage and damage reports to plan the overall attainment timeline.
  - ◆ Review/validate the established prepositioning objective and recommend changes for future prepositioning objectives based on attainment, fielding, and acquisition factors.

- ◆ Review HQMC published guidance on the overall redeployment, deactivation, and reconstitution plan to verify its possible impact on MPS reconstitution, such as available units.
- ◆ Review the list of equipment to be returned to the MPF reconstitution area, required equipment condition codes, unit equipment preparation responsibilities, and locations to which equipment must be returned so the SPMAGTF/LCE can prepare to reconstitute aboard the MPS.
- ◆ Review MPS and MPSRON priorities for reconstitution within the context of other requirements, such as assets for follow-on missions, MEUs, equipment redeploying back to home station, theater sustainment stocks, and other prepositioned assets.
- ◆ Establish MARCORLOGCOM support composition, to include BICmd TAAT, for deployment to the reconstitution site.
- ◆ Review the sourcing and organization for the reconstitution elements, such as SPMAGTF/LCE (see app. T for notional tables of organization and equipment [TOEs]).

### Stage III—Transition to Execution

Stage III begins with establishing a designated redeployment day (R-day) when MARFOR and NAVFOR units may begin reconstitution. Before the first MPSs can be backloaded with MPE/S, they must be prepared for long-term storage. At least 60 days of preparation activities, such as maintenance, cleaning, level-A packaging, and preservation, will likely occur before the first ships' MPE/S are staged and ready for backload, which usually takes place between R-day and R+60. The MARFOR then schedules a final planning conference (FPC) in theater once R-day is established to accomplish the following:

- Review the redeployment timeline and impact to reconstitution operations.
- Develop a final timeline and estimated completion dates for reconstitution of the MPS in theater with assistance of the RLST. This plan

requires final approval from the MARFOR in coordination with the CCDR and Service headquarters.

- Finish preparing staging, washdown maintenance, and warehousing sites.
- Review and submit critical, high demand, support equipment requirements to the MAGTF LCE. Examples of such equipment are LVS, MHE, container-handling equipment (CHE), and generators.
- Review available equipment from CONUS (MARCORLOGCOM and Naval Facilities Engineering Command [NAVFAC]) and determine the impact on the timeline and on the last date to ship assets from CONUS.
- Review the overall process, including—
  - ◆ MPE/S turn-in, receipt, and inventory procedures.
  - ◆ Advance lists of equipment to be returned to the reconstitution sites.
  - ◆ Required MPE/S condition codes.
  - ◆ Unit responsibilities for the preparation of MPE/S for turn-in locations.

Reconstitution differs from redeployment in purpose and scope, both in terms of the redeployment of the MAGTF and the redeployment of the MPSRONs. During the reconstitution phase, units no longer involved in the MAGTF employment mission either redeploy or are reassigned to support the reconstitution mission. These concurrent, mutually supporting actions call for detailed integration in planning and execution to ensure adequate personnel remain in theater to assist in the MPF reconstitution effort.

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### Phase II—Execution

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Reconstitution occurs outside and within CONUS. Depending on force protection, available infrastructure, number of MPSRONs being reconstituted, and reconstitution asset locations, OCONUS execution may occur in locations outside the AOR and include CONUS

efforts that could expand beyond BICmd. When planning for reconstitution, regeneration, and replenishment actions, the MMC process must be fully integrated with the overarching plan to ensure seamless attainment of the prepositioning objective. The RLST ensures this process transitions from in theater operations to CONUS.

*Note: Transition continues until all the MPSs are integrated with the MMC schedule and the normal maintenance and hull certification process is underway. A repositioning of prepositioned capabilities aboard MPS must also support global operational requirements that cross CCDR AORs if more than one MPSRON is used to support MAGTF operations ashore.*

### **Stage I—Outside Continental United States (In Theater)**

The supported CCDR designates the Marine component commander in the AOR to reconstitute the MPF. A SPMAGTF or LCE performs the functions to reconstitute the MPE/S to its preconflict status or a designated operational readiness status. During reconstitution, replenishment of assets

from CONUS occurs for those assets that MARCORLOGCOM and NAVFAC can transport into the AOR within the reconstitution timeline. Assets may also be available in theater. The operational/redeployment timeline, directed by the supported CCDR, will ultimately determine the extent and duration of in theater reconstitution.

### **Stage II—Continental United States (Blount Island Command)**

The COMMARCORLOGCOM is designated by HQMC as the executive agent to coordinate the reconstitution of Navy and Marine Corps MPE/S in CONUS and support reconstitution requirements OCONUS. The BICmd is the executive agent for MARCORLOGCOM for the maintenance and readiness of MPE/S. Fiscal, intertheater airlift/sealift, storage facilities, labor, and equipment production are all variables that influence the selection of reconstitution sites. Past operations show that the most effective reconstitution in CONUS occurs at BICmd with depot-level repairs at Marine Corps Logistics Base, Albany, GA, and support from the Defense Logistics Agency.

## SECTION II. PARTICIPANTS AND RESPONSIBILITIES

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### Headquarters, Marine Corps

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Four organizations within HQMC participate in the reconstitution effort—PP&O, Operations Division; Logistics Branch, which includes Installations and Logistics Directorate (I&L) and Logistics Plans, Policies, Strategic Mobility Division (LP); Marine Aviation Directorate, Aviation Logistics Branch (ALD); and Programs and Resources Directorate.

#### Operations Division

The duties of the Operations Division are to—

- Establish the ECG and identify the chair/cochair members as required.
- Plan, coordinate, and conduct an MPC.
- Coordinate with the joint staff, CCDRs, and MARFOR staffs for recommendations of operational priority for MPS backload.
- Fill RLST LNO requirements to MARFOR.
- Assign appropriate personnel to support planning and coordination.
- Coordinate the publication of Commandant of the Marine Corps guidance for reconstitution and redeployment of the MPF and operating forces to include Reserve deactivation and required adjustments to the unit deployment program.

#### Logistics Branch

The duties of the Logistics Branch are to—

- Promulgate policy guidance for logistics in support of reconstitution.
- Identify an asset redistribution policy based on availability.
- Assign appropriate personnel to support planning and coordination.
- Fill RLST LNO requirements to the MARFOR.

#### Aviation Logistics Branch

The Aviation Logistics Branch is required to—

- Promulgate policy guidance for reconstitution of aviation supplies and equipment and AGSE.
- Assign personnel to support planning and coordination.
- Fill RLST LNO requirements to the MARFOR.

#### Programs and Resources Directorate

Programs and Resources Directorate must—

- Promulgate funding guidance for MPF reconstitution.
- Develop and track a budget for reconstitution and provide funding.
- Assign appropriate personnel to support planning and coordination.

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### Chief of Naval Operations

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The duties of the CNO regarding reconstitution are to—

- Designate cochair members of the ECG.
- Assist in the planning and coordination of Navy personnel attendance at planning conferences.
- Develop an asset redistribution policy to attain the repositioning objective.
- Prescribe acceptable levels of MPE/S readiness based on operational requirements.
- Provide funding for lighterage repair, ship maintenance, and MPE/S reconstitution.
- Fill LNO requirements to the NAVFOR.
- Designate appropriate personnel to support planning and coordination.
- Promulgate CNO guidance for reconstitution.
- Determine and submit fiscal requirements to support in theater reconstitution of Navy units in coordination with NAVFOR, fleet units, and MARCORSSYSCOM.

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## Ordnance Programs and Policy Branch and Head Budget and Legislation

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The following are responsibilities of the Navy's Ordnance Programs and Policy Branch (N411) and Head Budget and Legislation (N78C1):

- Determine and submit fiscal requirements to support in theater reconstitution of Class V(A) (aviation ammunition).
- Coordinate the development of a Class V(A) reconstitution plan. The level of detail will include the naval ammunition logistic code.
- Validate and publish a sourcing plan for reconstitution of Class V(A).
- Direct the movement of the Navy expeditionary logistic support force, if required, to support in theater reconstitution of Class V(A).
- Determine Navy supporting establishment personnel requirements to support recontainerization of Class V(A) during in theater reconstitution. Submit requirements to OPNAV Deputy CNO for Manpower and Personnel (N1) for sourcing.
- Direct movement of modular cargo delivery system shipping required for in theater reconstitution of Class V(A).
- Determine and submit fiscal resources required to support Marine Corps EAF equipment reconstitution plan (Director, Air Warfare [OPNAV] [N78]).

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## Marine Corps Forces or Navy Forces Designated to Conduct In Theater Reconstitution

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The force present, either MARFOR or NAVFOR, will have the following responsibilities—

- Determine primary and secondary sites to conduct reconstitution operations.
- Publish operational-level reconstitution LOI.

- Publish guidance for the return of MPE/S (post-MAGTF employment), to include shipping containers (such as storage and transportation frames), vehicle storage transportation frames, original packaging materials, and dunnage or pallets.
- Ensure the redeployment plan is coordinated with the reconstitution plan.
- Ensure appropriate force protection.
- Develop a communications plan to support reconstitution.
- Provide instructions for the security, inventory, and condition coding of all MPE/S.
- Monitor, track, and account for all reconstitution expenses/services and forward to the Service resource sponsors.
- Designate all units to perform reconstitution and identify any shortfalls to Service resource sponsor.
- Establish priorities for retrograde, equipment maintenance, and unit maintenance responsibilities.
- Designate and contract for washdown sites from the host nation to ensure all MPE/S meet United States Department of Agriculture (USDA) inspection standards and arrange for a senior agricultural inspector and inspection team.
- Establish maintenance areas, staging sites, and warehousing facilities to support reconstitution.
- Establish priorities for use of high-demand equipment during reconstitution and retrograde operations, such as forklifts, CHE, rough terrain container handlers (RTCHs), LVS, or refuelers.
- Determine requirements and requisition packaging materials to repalletize the Class V(A) and Class V(W) [ground ammunition] apportioned by OPNAV N411 (the Ordnance Programs and Policy Branch within OPNAV N41) and MARCORSYSCOM for reconstitution.
- Develop an information technology plan to support the use of the Ordnance Information System-Marine Corps (OIS-MC) to provide total asset visibility for Class V(A) and Class V(W) during in theater reconstitution.



- Develop a receipt, segregation, stowage, and issue plan to support Class V(A) and Class V(W) reconstitution.
- Determine requirements for units of the Naval Industrial Supporting Establishment to determine Class V(A) and Class V(W) serviceability or to perform in theater airborne weapons maintenance.
- Determine and submit fiscal resource requirements to support in theater reconstitution in coordination with MARCORLOGCOM, MARCORSSCOM, and the resource sponsor.

### Supporting Marine Corps Forces/Navy Forces and Commands

The supporting MARFOR, NAVFOR, and commands involved in reconstitution are —

- United States Marine Corps Forces Command (MARFORCOM).
- United States Marine Corps Forces, Pacific (MARFORPAC).
- United States Marine Corps Forces, Europe (MARFOREUR).
- United States Marine Corps Forces, Africa.
- United States Marine Corps Forces Reserve.
- United States Marine Corps Forces, Central Command.
- United States Marine Corps Forces, South.
- Marine Corps Combat Development Command (MCCDC).
- NECC
- Expeditionary strike groups (ESGs).
- Naval Facilities Expeditionary Logistics Center (NFELC)
- NBGs.
- Expeditionary logistic support force (Navy).
- Naval weapons stations.

These organizations—

- Provide assistance.
- Attend planning conferences.

- Determine respective CCDR's operational priorities for reconstitution.
- Recommend reconstitution options to the ECG.

### Maritime Prepositioning Ships Squadron Staff

The MPSRON participates by—

- Assigning an RLST LNO (more than one LNO may be required).
- Attending planning conferences and providing a standing member to the ECG.
- Providing support as directed.

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### Supporting Establishment

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#### Marine Corps Logistics Command/Blount Island Command

The MARCORLOGCOM (BICmd) is tasked to—

- Develop plans and procedures for the following:
  - ◆ MPS load plans and data accuracy.
  - ◆ Sourcing, attainment, sustainment, and disposition.
  - ◆ Distribution of assets.
  - ◆ Readiness reporting.
- Coordinate with HQMC to develop the basic reconstitution plan for the MPC.
- Determine the coordination and monitoring requirements of spreadload configuration management and data sources for MPE/S.
- Determine funding requirements and fiscal constraints for all Marine Corps MPE/S prepositioning objective attainment and shortfalls for all classes of supply usage models; submit results and recommended COAs to HQMC (LP).
- Coordinate with HQMC and MARFORPAC/MARFOREUR to recommend MMC integration/rotation schedule.
- Deploy a TAAT to support MPE/S reconstitution.
- Designate personnel for the ECG, RLST, and appropriate working groups, such as a plans and attainment working group or fiscal working group.

## Marine Corps Systems Command

The duties of MARCORSYSCOM are to—

- Assist in the development of plans and procedures to facilitate MPE/S and Class V(W) (by DOD identification code) reconstitution with regard to the following:
  - ◆ Sourcing, attainment, sustainment, and disposition.
  - ◆ Distribution of assets.
- Determine the funding requirements and fiscal and material constraints for all MPE/S prepositioning objective attainment and shortfalls as they apply to programs of record; submit results and recommended COAs to HQMC (Operations Division).
- Determine and submit fiscal resources required to support in theater reconstitution of Class V(W).
- Coordinate with HQMC, MARFOR, MARCORLOGCOM, and BICmd to recommend the fielding of new equipment and modifications, including Class V(W), to coincide with the priority of the MPS backload and the approved MMC integration/rotation schedule.
- Designate personnel required for the ECG and the appropriate working groups, such as plans and attainment working group to include the Class V(W) ammunition and fiscal cells.
- Determine personnel requirements for in theater support for reconstitution (to include staffing the RLST) and deploy personnel as required.
- Identify and coordinate shipping requirements for in theater reconstitution of Class V(W).

## Naval Operational Logistics Support Center of the Naval Supply Systems Command

The Naval Operational Logistics Support Center is the Naval Supply Systems Command product and service provider for transportation, ordnance, and logistics planning coordination. This command must—

- Develop a Class V(A) reconstitution sourcing plan and submit to OPNAV N411.

- Requisition Class V(A), as directed by OPNAV N411, to support reconstitution.
- Submit SITREPs, as directed by OPNAV N411, to maintain total asset visibility throughout the in theater reconstitution phase.

## Military Sealift Command Prepositioning Program Manager 3

The MSC's Prepositioning PM 3 has a responsibility to—

- Ensure each MPS meets Coast Guard Certificate of Inspection and dry-docking requirements.
- Review stow plans before loading MPE/S onboard MPS.
- Ensure accuracy of MPS cargo manifests, such as weights, position, and dangerous cargo.
- Ensure ESQD waivers are coordinated with port authorities.
- Coordinate availability of an appropriate site for download and maintenance of NSE lighterage.
- Coordinate with Naval Air Systems Command (NAVAIRSYSCOM) to conduct required MPS flight deck certification.
- Coordinate with the Defense Energy Support Center (DESC) for reclamation of bulk POLs.
- Provide representatives to all ECG planning conferences.
- Ensure that MPSs arrive ready to backload in accordance with the MAGTF backload schedule.
- Determine the quantity of modular cargo delivery system shipping required to support the reconstitution of Class V(A) and Class V(W).
- Forward all fiscal resource requirements to support MPS reconstitution to OPNAV N411.
- Determine personnel requirements for in theater support for MPS reconstitution and deploy personnel as required.

## Naval Air Systems Command

This command includes the PMA-260 (Aviation Support Equipment Program Office), PMA-251 (Aircraft Launch and Recovery Equipment

Office), and Air 3.9.1 (Support Equipment Re-work Office) and their responsibilities include—

- Providing guidance for the maintenance and inventory of AGSE and EAF.
- Determining funding requirements for reconstitution of AGSE and EAF.
- Acting as the liaison between HQMC and OPNAV for funding and authorization for reconstitution of MPF AGSE and EAF.
- Providing representatives at the MPC.

### Naval Facilities Engineering Command

This command must—

- Provide guidance for maintenance and inventory of NSE and naval construction force (NCF) equipment (to include Navy assets) and air-lifted equipment.
- Determine fiscal resource requirements for reconstitution of NSE and NCF equipment.
- Develop a plan to support the reconstitution of NSE and NCF equipment in theater/during the MMC.
- Facilitate the Navy cell at planning conferences.

### Expeditionary Medical Facility Program Office

This office is tasked to—

- Designate personnel to attend the MPC.
- Determine tasks and requirements for personnel support.
- Promulgate plans for EMF employment.
- Develop an MPE/S rotation plan to support EMF reconstitution in theater or during the MMC.

### Naval Weapons Station, Charleston, SC

The Naval Weapons Station must—

- Determine the quantity of containers to support Class V for in theater reconstitution and submit report to BICmd for load plan development.
- Determine in theater personnel requirements to support containerization of Class V.
- Determine bill of materials for Class IV (and attaching hardware) required for blocking and bracing materials for in theater recontainerization of Class V.

### SECTION III. THE EXECUTIVE COORDINATION GROUP

The ECG is an O-6-/GS-15-level group, led by an O-6, established with representatives from HQMC, OPNAV, the operating forces, and the Navy and Marine Corps supporting establishments to promulgate reconstitution planning guidance. The ECG reports to the Marine Corps Requirements Oversight Council/Navy Requirements, Resources, Review Board, as required, to update Navy and Marine Corps leadership on all reconstitution efforts. Reconstitution planning guidance is promulgated to the MARFOR/NAVFOR/NAVAIRSYSCOM to assist in planning and executing the reconstitution of the MPE/S aboard MPSRONS. The ECG is established by HQMC (Deputy Commandant, PP&O) with OPNAV N85 to provide oversight of the reconstitution planning process and remain active during actual reconstitution operations. Figure 8-2 illustrates the ECG membership.

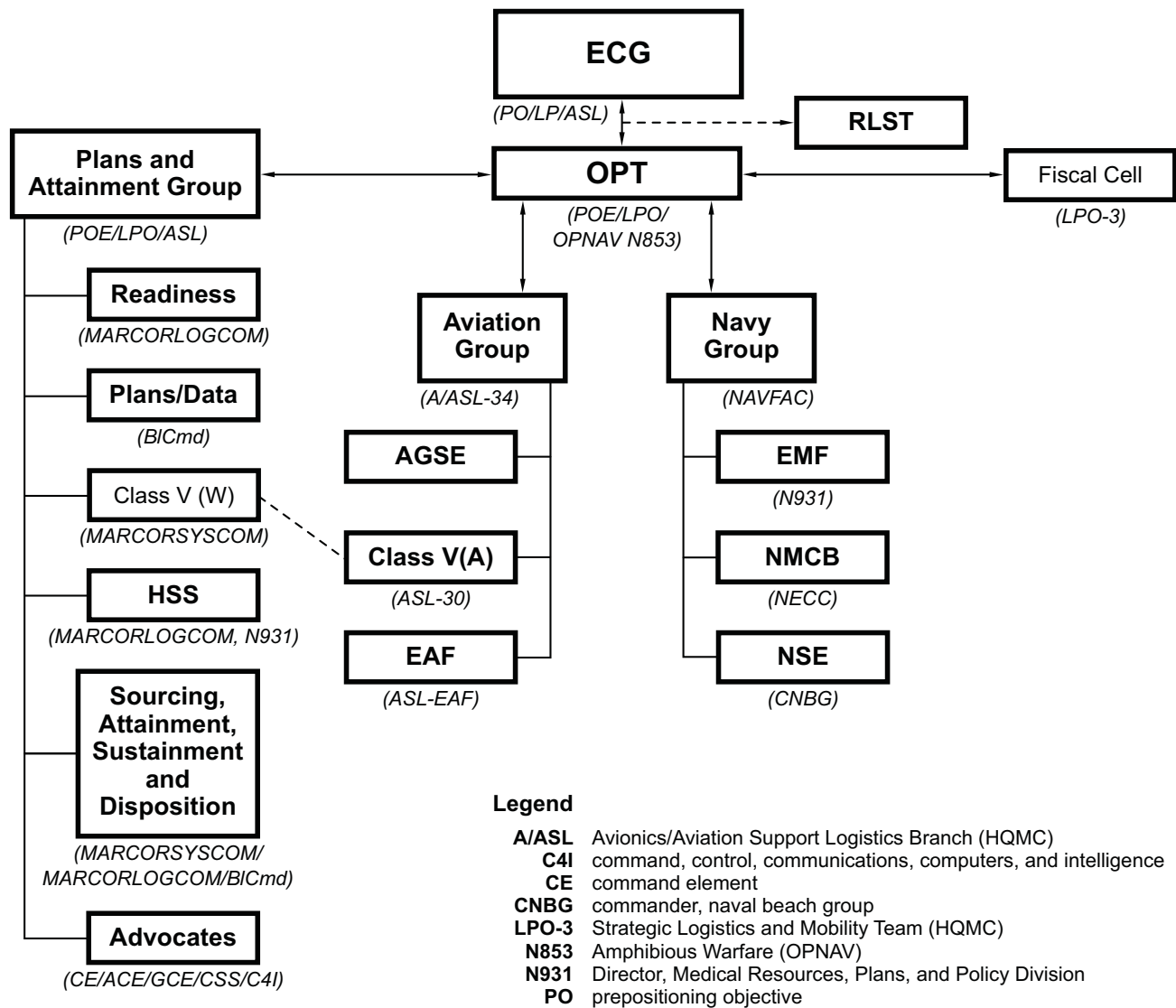


Figure 8-2. Executive Coordination Group Structure.

The ECG establishes an RLST to deploy to the theater of operations to help the MARFOR coordinate and plan the MPS reconstitution. The RLST serves as a liaison to the Service headquarters for any additional guidance. The ECG and RLST remain active throughout planning and execution until reconstitution is completed in theater and transitions to the MMCC under the control of the MDDOC. Planning will normally begin in CONUS and then transition to the theater of operations. The ECG will be established when one or more of the following occurs:

- A Marine component commander requests that HQMC establish the ECG to assist in planning.
- Detailed MPF planning begins to support potential contingency or combat operations.
- MPF operations start.

Once the ECG is established, an IPC is conducted by HQMC and OPNAV to review and establish working groups; assign lead agencies; review goals, objectives, and procedures; and develop initial planning guidance.

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## Reconstitution Liaison Support Team

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The RLST is an O-5-/GS-14-level and below group, headed by a colonel O-6, consisting of deployable members from the ECG and respective groups in support of in theater reconstitution. It focuses on areas that require strategic- and operational-level planning and coordination to ensure the MPSRONs are reconstituted to their original prepositioning objective or designated readiness/attainment levels (see fig. 8-3).

The purpose of the RLST is to facilitate reconstitution by providing on-site expertise in MPF policy, logistic chain, and total life cycle management. The RLST coordinates and recommends changes to policy and the overarching equipment attainment and resource plans based on the condition of the MPE/S post combat operations/exercise.

Its mission is to deploy to the area of operations and serve as the HQMC representative to the MARFOR during reconstitution (see app. U for a sample message). The RLST, in direct support of the MAGTF responsible for executing reconstitution, advises and assists the SPMAGTF/LCE on

all MPF program policy and requirements (see fig. 8-4 on page 8-14).

The RLST considers the following factors in its planning process:

- Key personnel are identified in a battle roster.
- Augments, such as MARFOR/MEF LNOs, are called forward.
- The RLST deploys before MPE/S offload to assist in reconstitution planning.
- Select RLST members attend MPF professional military education.
- Select RLST members participate in at least one MPF exercise each year.
- The supported command provides infrastructure support to the RLST (see app. V for requirements).

The RLST addresses the following tasks:

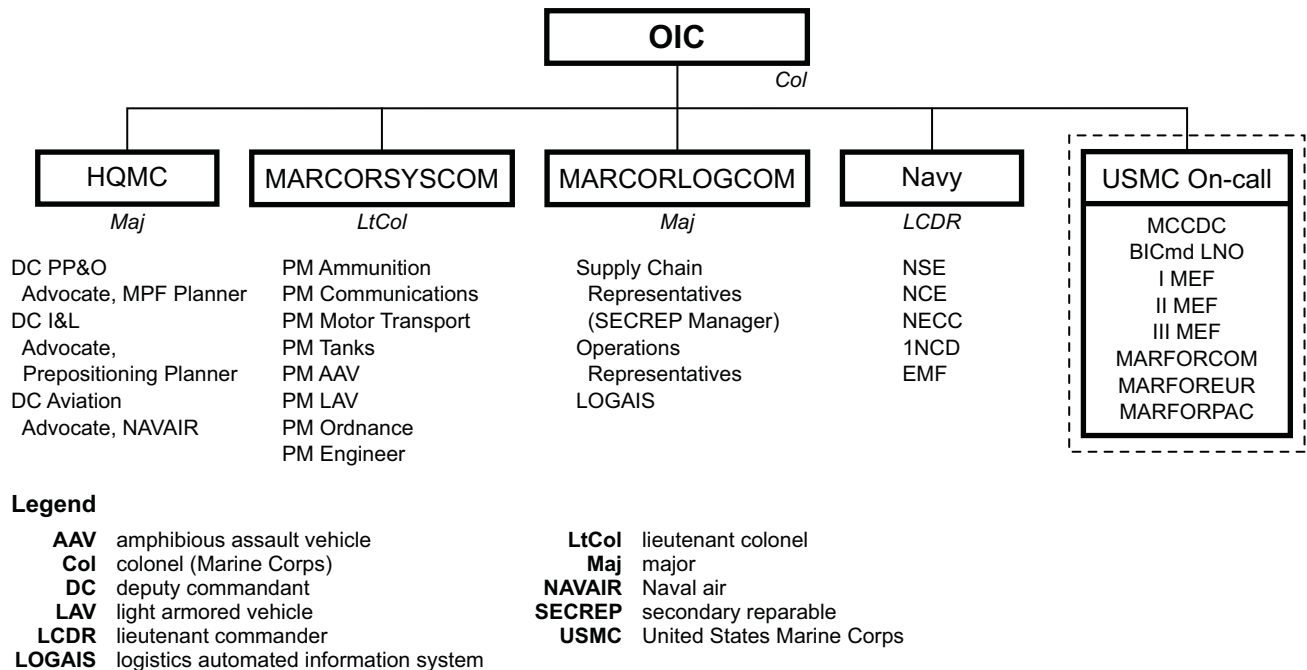
- Assist the MARFOR to develop requirements to ensure the MPSRONs are restored to the required level of mission capability.
- Provide the MARFOR planners a link to the Service headquarters and supporting establishment/agencies and provide a reachback

- capability to the ECG and its CONUS-based planning groups/cells.
- Ensure that sufficient Navy and Marine Corps MPE/S are reconstituted aboard the MPS in theater to support the CCDRs’ strategic prepositioning requirements.
- Ensure MPSRONs are fully integrated with the MMC schedule.
- Assist the MARFOR with reconstitution site selection, if required.
- Identify and prioritize the MPS for the reconstitution effort.
- Assist MARFOR in determining reconstitution timeline.
- Identify materials, supplies, and equipment that are to remain in theater after reconstitution is complete.
- Review and monitor equipment readiness of the MPF MAGTF.
- Assist the SPMAGTF/LCE with the following:
  - ◆ Equipment reception, maintenance, wash-down, and staging site selection, as requested.

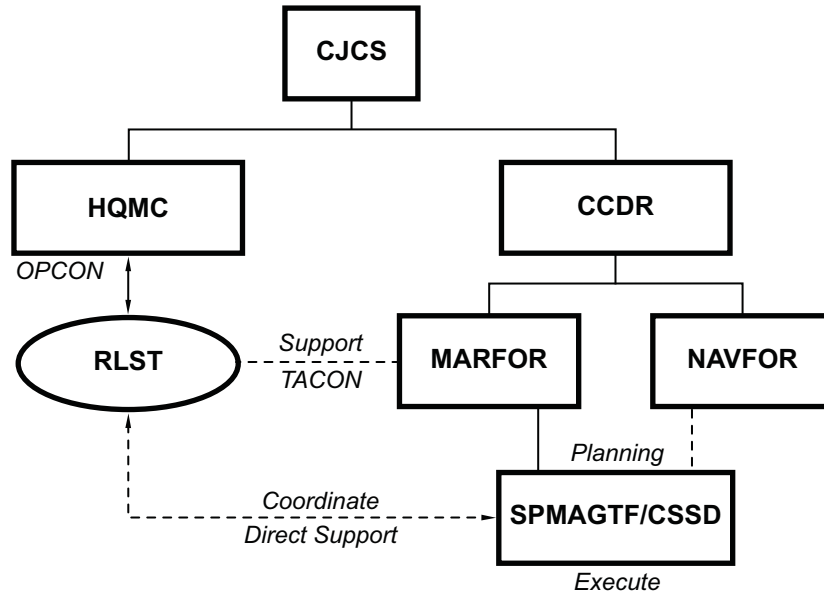
- ◆ Adjusting MPS schedules based on the evolving reconstitution situation.
- ◆ Policy, sourcing, and attainment issues by coordinating directly with HQMC and the supporting establishment.

**Plans and Attainment Group**

The HQMC (Deputy Commandant I&L) LPO (Logistics, Plans, and Operations Branch) (Deputy Commandant, I&L LPO, Logistics Chain Management Center [LPC]) leads the plans and attainment group. Plans and attainment group members include MARCORLOGCOM, MARCORSYSCOM, BICmd, and NAVFAC. The group’s objectives require it to develop sourcing strategies and attainment plans to support operational and logistical requirements for reconstitution. Once the group develops the attainment plans to reconstitute offloaded MPSs, the necessary assets are moved in theater. The RLST’s in theater refinement of the attainment plan reduces



**Figure 8-3. Notional Reconstitution Liaison Support Team Organization.**



**Figure 8-4. Reconstitution Liaison Support Team Relationships.**

the challenges of resetting the Marine Corps global prepositioning capability. In addition to the data management and associated tools required to execute these plans, these decisionmakers need complete visibility of all global sourcing initiatives, including fielding and acquisition factors, and the vested authority to draw from these sources to complete the backload. The plans and attainment group consists of subordinate planning cells, which are discussed in the following subparagraphs.

### Readiness Reporting Cell

The lead in the readiness reporting cell is MARCORLOGCOM. Its tasks are to—

- Coordinate the sourcing, attainment, sustainment, distribution, and disposition plans to support operational and logistical requirements for MPF reconstitution.
- Provide RLST members to address attainment and sourcing issues from in theater.
- Provide coordination of planning for all resources for attainment/shortfall models, including quality assurance and contractor logistic support.
- Coordinate management of attainment plan for all classes of supply.
- Determine distributive actions for sourcing, attainment, sustainment, and disposition of required assets.
- Generate requirements funding documentation for attainment/shortfall models to HQMC.
- Develop health service support (HSS), ammunition, and attainment strategies for all Service components.
- Monitor attainment and capability readiness status of MPE/S, MPS, and MPSRON during and after reconstitution.
- Monitor and review MPE/S asset capability status.
- Maintain readiness/capabilities assessment models for MPS/MPSRON platforms, such as helicopter pads, cranes, boilers, and berthing.
- Maintain readiness/capabilities assessment models of NSE equipment, such as landing craft, utility, lighterage, and fendering.

## Plans/Data Cell

The BICmd leads the plans/data cell and its tasks are to—

- Develop load plans in the MDSS-II/ICODES based on the following:
  - ◆ Current prepositioning objective outlined in NAVMC 2907.
  - ◆ The prepositioning objective breakout by squadron, ship, and MSE.
  - ◆ MEF/MEB commanders' guidance provided during their scheduled MMC.
  - ◆ Backload priorities established by the ECG in consultation with the MARFOR, CCDRs, and Service headquarters.
  - ◆ Attainment priorities.
- Develop detailed parent/child information, such as vehicle/box for mobile loads, containerization, and capability sets.
- Provide supported MARFOR with end of ship reports, outlining attainment shortfalls and pending maintenance.
- Provide load plans to the operational planning team (OPT) and MEF/MEB staffs for review/approval.
- Provide MDSS II data and load plans upon completion of the MPS backload.
- Assist the SPMAGTF/LCE to develop an information technology plan to post to the Marine Corps Prepositioning Information Center (MCPIC).
- Develop load plan priorities.
- Manage spreadload configuration.
- Oversee database quality and integrity.
- Provide a liaison to the MARFOR.

## Class V(W) Ammunition Cell

The MARCORSYSCOM Program Manager Ammunition (PM AMMO) leads the Class V(W) ammunition cell and its tasks are to—

- Determine replacement of expended munitions.
- Determine retirement and replacement of obsolete munitions types.

- Coordinate transportation requirements.
- Requisition packaging materials.
- Determine packaging standards.
- Coordinate shipping schedules.

## Health Service Support Cell

Headquarters Marine Corps, Deputy Commandant I&L is the lead for the HSS cell. This cell has the following responsibilities—

- Identify an authorized medical allowance list (AMAL), an authorized dental allowance list (ADAL), and other HSS equipment and supplies for reconstitution.
- Develop plans for disposal of outdated equipment and supplies and for sourcing and attainment.
- Develop and promulgate safety precautions and a safety training plan.
- Establish policy for HSS personnel up to the completion of the in theater reconstitution.
- Coordinate the USDA agricultural inspection.
- Develop a plan for the collection and disposal of narcotics from operating forces.

## Sourcing, Sustainment, and Disposition Cell

The sourcing, sustainment, and disposition cell is led by MARCORLOGCOM and is tasked to—

- Support HQMC in determining the prepositioning objective.
- Provide attainment/shortfall level models.
- Resource all classes of supply.
- Initiate the acquisition process, as required.
- Ensure accountability.
- Address associated maintenance issues.
- Coordinate war reserve withdrawal requirements.
- Coordinate contractor logistic support.
- Monitor quality assurance.
- Coordinate transportation and container management.



## Advocates

Other MAGTF representatives serve as advocates to the plans and attainment group. The MAGTF elements (command element, GCE, ACE, and LCE) represent respective functional areas during the review and development of strategies for attainment/sourcing of the MPF prepositioning objective. They also provide recommendations to bridge any gaps between operating forces, PMs, and MARCORLOGCOM to solve attainment/sourcing issues.

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## Operational Planning Team

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The OPT (cochaired by HQMC Expeditionary Policies Branch-60 [Maritime and Geopositioning Section] and an OPNAV representative) includes the lead planning cells for the ECG. Other members include—

- Aviation Support Logistics Branch (ASL).
- Maritime and Geopositioning Section (LPO-2).
- Programs and Resources Fiscal Division.
- MARFOR/MEF (G-3, G-4, G-5, and ALD).
- MARCORLOGCOM (G-3), MCCDC Capabilities Development Directorate (CDD), and NAVAIRSYSCOM.
- MSC (PM-4 [Ship Introduction Program Manager]).
- MPSRONs operations officers.
- ESGs (N3/N5), NAVFAC EPO [Expeditionary Program Office], and NECC and Commander, 1NCD.
- NBG commander.
- Commander, Navy Expeditionary Combat Command (COMNECC).

The OPT focuses on operational and supporting issues that affect reconstitution. The OPT must—

- Disseminate guidance to all planning cells and facilitate concurrent planning.

- Direct and facilitate planning cells and resolve issues.
- Integrate the efforts of the various planning cells through plenary sessions.
- Develop planning guidance specifically for the ECG.
- Publish the reconstitution planning guidance message for all stakeholders as coordinated between HQMC (Operations Division, LP, Aviation Plans, Policy, Programs, Budgets [APP], and OPNAV).
- Coordinate with PP&O to ensure reconstitution issues are addressed within the overall context of reconstitution and redeployment.
- Provide coordination and guidance to obtain required support.
- Develop and recommend reconstitution COAs/options for the ECG.
- Determine technical assistance/augmentation requirements for reconstitution in coordination with MARFOR.
- Disseminate all HHQ fiscal guidance.
- Consolidate, review, and submit reconstitution requirements to the appropriate financial organizations.
- Follow-up on funding requirements; ensure accurate allocation and distribution.
- Provide CONUS and in theater representation by the ECG or supported commanders.
- Provide consolidated reconstitution financial reports, as required.
- Form a professional military education team to train SPMAGTF/LCE members unfamiliar with MPF operations focusing on reconstitution.

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## Aviation Working Group

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The aviation working group is led by HQMC and ASL. Its objective is to develop sourcing strategies and attainment plans to support operations and logistic requirements for reconstitution of aviation equipment and supplies. It has three subcells.

## Aviation Ground Support Equipment (Aviation Subcell)

The ASL-34 [Aviation Logistics Support Branch, Avionics] leads the aviation ground support equipment subcell, which is tasked to—

- Determine reconstitution funding and personnel requirements.
- Determine reconstitution organizational structure for AGSE.
- Develop a plan for AGSE calibration.
- Coordinate materiel funding and contract labor costs with NAVAIRSYSCOM (AIR 3.9.1 Support Equipment).

## Class V(A) Ammunition (Aviation Subcell)

The ASL-30 [Aviation Ordnance] leads the Class V(A) ammunition subcell and is required to—

- Develop the Class V(A) portion of the reconstitution plan.
- Validate and submit Class V(A) reconstitution requirements to OPNAV N411.
- Represent the deputy commandant PP&O and the Deputy Commandant of Aviation to OPNAV N411 for the development and execution of the Class V(A) reconstitution plan.
- Provide membership to RLST.
- Develop airborne weapons support equipment requirement by type model series.

## Expeditionary Airfield (Aviation Subcell)

The expeditionary airfield subcell is led by the ASL-38 [Aviation Logistics Support Branch, EAF]. Its tasks are to—

- Determine technical assistance/augmentation requirements for EAF reconstitution.
- Ensure that planning for all required resources takes place.
- Promulgate a core block of EAF consumables designed to meet prepositioning objectives.
- Review/monitor equipment readiness status.
- Coordinate funding requirements with the N78.

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## Navy Group

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The Navy group is led by NAVFAC EPO (see fig. 8-5 on page 8-18). It consists of three subcells and its tasks are to—

- Ensure dialogue and communication between Navy cell components and other ECG planning cells.
- Prepare NSE/NCF gear priorities.
- Advise Marine Corps on Navy reconstitution requirements.
- Identify and allocate program funding requirements to appropriate Service resource sponsors.
- Identify Navy shortfalls and replacement/attainment strategy.
- Define required Navy capabilities to support follow-on operations and plan accordingly.

## Expeditionary Medical Facility Program (Navy Subcell)

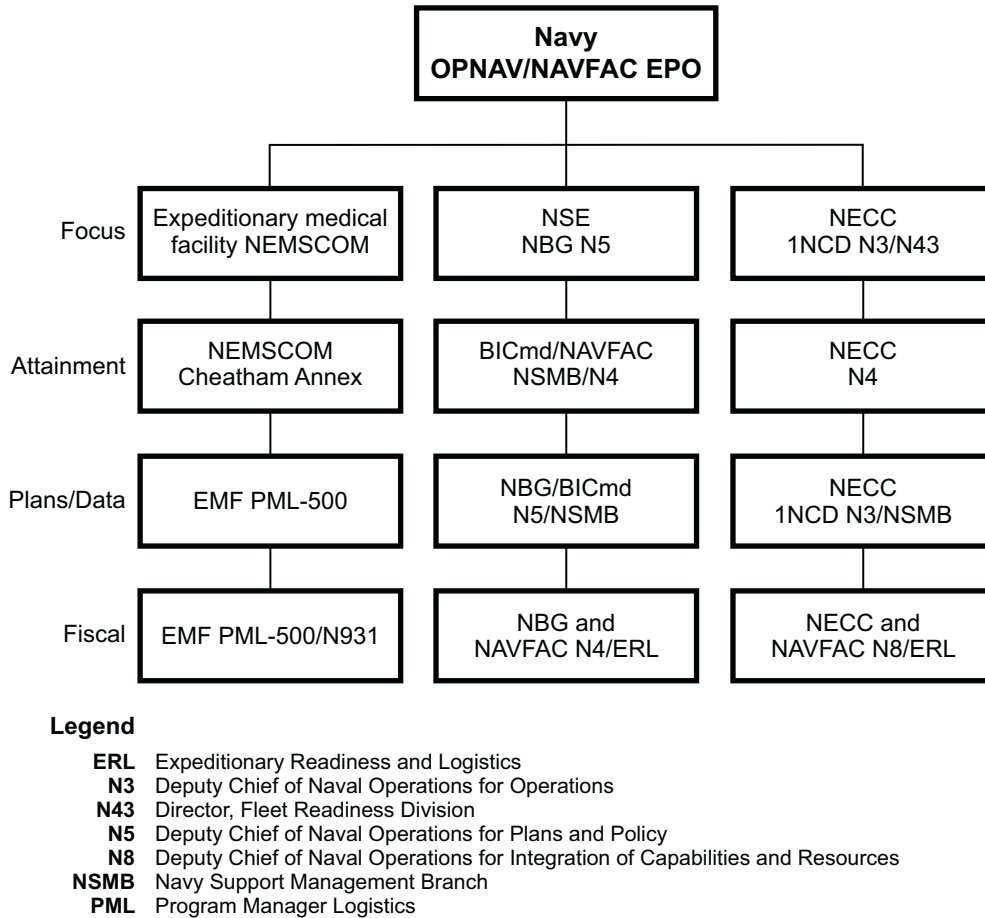
The EMF PML-500 leads this subcell, which is tasked to—

- Identify EMF reconstitution funding requirements.
- Develop a reconstitution organization.
- Develop a long-term staffing rotation plan.

## Naval Construction Force (Navy Subcell)

The NECC leads the NCF subcell, which is tasked to—

- Identify NCF reconstitution funding requirements.
- Develop reconstitution organization.
- Develop a long-term staffing rotation plan.
- Identify and plan for long lead time replacement items.
- Identify execution functions to support NCF reconstitution including the following:
  - ◆ Return CESE to ship of origin by module.
  - ◆ Maintain modular relationship to ideal spreadload to ensure modules remain intact.



**Figure 8-5. Navy Group Organization.**

- ◆ Identify responsible parties to ensure inventory management from the inception of the operation.
- ◆ Address attainment of NCF equipment, including establishing required spares and replacing consumables used during MPF employment.
- Repack and inventory crew-served weapons (CSWs) for reconstitution.
- Perform maintenance/upgrades to full operational capability of all CESE in T/A-57, which includes JLTIs, reassociating collateral equipment, and identifying possible depot-level maintenance.
- Attain and pack containerized items in T/A-57, which is segregated by MPSRON.
- Segregate FIE equipment for packing and return it to FIE storage (not on MPS).

- Coordinate plan for washdown and agricultural inspection of NCF equipment.
- Coordinate hazardous materials (HAZMAT) disposal.

### Navy Support Element (Navy Subcell)

The NSE subcell is led by the NBG and must—

- Identify NSE reconstitution funding requirements.
- Develop a reconstitution organization.
- Develop a long-term staffing rotation plan.
- Identify execution functions to support NSE reconstitution, including addressing Navy lighterage issues, such as repair and maintenance. Navy lighterage should be returned to and reloaded on the same MPF ship from

which it was offloaded. Powered Navy lighterage should be fueled/defueled as appropriate.

- Ensure that key NSE capability sets, including in-stream offload and beach support operations to support the MEU's portion of the capability package, or its "slice," remain intact and are ready for backload on MPF flagships and alternate flagships. The NSE must designate an inventory management agent from the inception of operations.
- Address attainment of NSE equipment, including estimating required spares and replacing consumables used during MPF operations; ensure adequate packing and crating arrangements are made.
- Maintain and upgrade equipment to RFI condition of NSE CESE that is part of the table of allowance for NSE equipment (T/A-55) loaded aboard the MPS, including conducting JLTIs, reassociating collateral equipment stock list 3 (SL-3), and identifying depot-level repair requirements.
- Ensure the attainment; containerization; and packing, packaging, and preservation (PP&P) of all T/A-55 tent camp support equipment, including its segregation by MPSRON.
- Ensure NBG CSWs are repacked and ready for reloading on MPS.
- Ensure NBG communications equipment is repacked and returned to MPF ships or FIE storage (non-MPF) and that communications gear is removed from CESE and Navy lighterage.
- Coordinate washdown and agricultural inspections of NSE gear.
- Coordinate disposal of all HAZMAT.
- Plan for the procurement of long lead-time items.
- Arrange for supercargo personnel to accompany NSE equipment.

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### Fiscal Cell

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The fiscal cell is led by the deputy commandants for Programs and Resources and I&L (LPO-3 [Strategic Logistics and Mobility Team]). Its tasks are to—

- Consolidate information obtained from the planning groups.
- Develop a comprehensive estimate of MPF reconstitution costs.
- Prepare and distribute funding guidance as required.

## SECTION IV. EXECUTION ORGANIZATIONS AND FUNCTIONS

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### Marine Corps Forces

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A SPMAGTF or LCE is usually assigned as the MARFOR's executive agent for reconstitution, while the CMPF coordinates Navy requirements. This responsibility is realized by the participation of the MPF MAGTF LCE in planning, establishing the reconstitution site/CSSA, and maintaining the MPE/S during the MPF MAGTF's employment operation. The actual reconstitution SPMAGTF/LCE task-organizes personnel from units in theater, units not deployed, or a combination of both. The scope of the reconstitution efforts and personnel rotation/redeployment plan influences the unit/personnel makeup of the SPMAGTF/LCE.

*Note: The reconstitution LCE, when assigned, should not be confused with the MPF MAGTF LCE as it focuses specifically on reconstitution. The MPF MAGTF LCE is responsible for logistical support and redeployment of the MPF MAGTF.*

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### Reconstitution Letter of Instruction

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Based on HQMC policy guidance and the priority of the reconstitution effort, the MARFOR will publish an operational-level LOI. The LOI should outline available reconstitution areas, facilities, timelines, subordinate unit task organization, general MPE/S turn-in guidance to operating units, force protection, and theater limitations. This HQMC guidance may include the redeployment, deactivation, and reconstitution of all forces following a major operation.

Once the SPMAGTF/LCE is assigned, it will publish a tactical-level LOI to task subordinate units and outline specific processes for MPE/S, such as receipt, maintenance mobile loading, containerization, movement, washdown, staging,

agricultural/customs inspections and the backload aboard the MPS.

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### Host Nation Support

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For speed and economy, the use of HNS and contracting should be maximized. The quality and availability of the HNS depends on the nature of the operation, willingness of the host nation to lend assistance, and host nation resources.

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### Staging Area

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Selecting an efficient staging area contributes significantly to the overall effectiveness of the reconstitution process. The following criteria are used by the SLRP to evaluate the AAA and may be used when choosing a reconstitution site:

- Staging area layout.
- MPS configuration.
- Security.
- Location.
- HNS availability.
- Power and communications requirements.
- Vehicle access to the site.
- Equipment washdown and USDA inspection area.
- Availability of transportation and MHE.
- Waste disposal requirements and availability of waste disposal facilities.
- Availability of maintenance and replenishment facilities.
- MPE/S database entry and accountability checkpoints.
- Ammunition handling and storage requirements.
- Proximity to a suitable airstrip.
- Remote area requirement for AGSE.
- Availability of temporary shelter.
- Container yard requirements.

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## Safety

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Factors that negatively affect safety during reconstitution in the AOR are—

- Large amounts of equipment and ammunition on hand.
- Unknown condition of the equipment.
- Varying levels of skill among operators, technicians, and host nation personnel.
- Limited supervisor knowledge of assigned subordinates' characters and expertise.
- Expeditionary conditions in the AOR.
- Time constraints.

When convened, the HSS planning group promulgates safety precautions and conducts safety training for personnel executing reconstitution. Personal involvement, emphasis on safety by commanders, effective training, and the use of personal protective equipment (PPE) by all personnel will improve safety. All personnel are considered to be safety observers and must understand the principles of activity risk assessment and management, which instructs personnel to—

- Determine the hazards involved in the planned activity.
- Assess the risks.
- Determine the impact the activity may have on safety; assess the probability of an accident.
- Pay attention! Even hazards with low mishap probability may have very serious consequences.
- Make risk decisions. There are risks in every evolution; proper planning can reduce them to an acceptable level.
- Develop controls. There are three types of controls: engineered (best), administrative (less effective), and personal protection (least desirable).
- Implement and enforce controls. How often are the controls evaluated and who is responsible for enforcement? Because situations change, the objective is to continually identify and assess risks, make risk decisions, implement controls, supervise, and provide feedback.

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## Waste Management

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Media attention and environmental oversight call for corrective measures/actions to safeguard public health. The NAVFOR should demonstrate a concern for the environment of the host country, its inhabitants, and the health of all personnel. As a result of recent court cases, US personnel may be charged for violations of US environmental regulations committed on foreign soil. In the absence of specific guidance, the following steps instruct personnel to:

- Declare any hazardous waste or HAZMAT off limits.
- Physically segregate or barricade questionable material.
- Properly mark material using English and host nation languages.
- Notify appropriate agencies or headquarters to obtain assistance.
- Be certain to follow host nation laws if they are stricter than military regulations.

The SPMAGTF/LCE should have a person assigned and trained as a HAZMAT officer. This officer, in concert with the establishing authority's safety or HSS personnel, should plan for any HAZMAT contingencies that may arise. Solutions to HAZMAT problems and its disposal, though interim in nature, should realistically accommodate the regulations of the host nation. If host nation or international agencies cannot provide prompt action to safeguard the health of US forces and the general public, assistance should be requested through the chain of command.

For a further discussion on safety standards, see Chief of Naval Operations Instruction (OPNAVINST) 5100.19, *Navy Occupational Safety and Health (SOH) Program Manual for Forces Afloat*:

- Volume I, *SOH and Major Hazard-Specific Programs*.
- Volume II, *Surface Ship Safety Standards*.
- Volume III, *Submarine Safety Standards*.

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## Commander, Maritime Prepositioning Force

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The CMPF has OPCON over all NAVFOR and MSC assigned to the reconstitution effort, except those NAVFOR that are assigned to the SPMAGTF/LCE. The CMPF acts as the senior Navy representative and is responsible for ensuring that NSE, NCE, and EMF reconstitution efforts comply with the overall plan. In addition to Marine Corps units, the SPMAGTF/LCE commander may have OPCON over the NCE based on designated locations and overall structure/requirements. The CMPF has OPCON over the NSE and the EMF at the reconstitution site. Responsibilities of the CMPF are to—

- Coordinate airlift of those OPCON NSE, NCE, and EMF forces required for reconstitution with the SPMAGTF/LCE commander.
- Coordinate the phased arrival of NAVFOR in support of reconstitution; ensure effective control measures are in place within the AOR to maintain appropriate levels of accountability.
- Designate the SSO until in theater reconstitution completes.
- Coordinate termination of the reconstitution with the SPMAGTF/LCE commander.
- Ensure all Navy assets are returned to the appropriate MPS as outlined in the MPSRON's spreadload plan.

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## Reconstitution Special Purpose MAGTF/Logistics Combat Element

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The reconstitution SPMAGTF/LCE task-organizes to support those functions outlined in MARFOR reconstitution LOI. Not all functions will take place in theater due to possible restrictions placed on the MARFOR component commander by the CCDR. These restrictions may limit the amount of time allowed for reconstitution in theater and may defer it to a more secure or supportable environment (see app. T).

The SPMAGTF/LCE reviews MPSRON ship load planning considerations, including applicable federal maritime regulatory requirements and the requirements for the dangerous cargo manifest. It also assesses the condition of equipment and supplies.

During initial reconstitution planning, the designated MARFOR (MLG for training exercises) in charge of planning and executing reconstitution of the MPF provides a MARFOR-led SPMAGTF/LCE planning cell to support the ECG OPT. Members include SPMAGTF/LCE planners, MARFOR/MEF, NBG, NECC, and NCF representatives.

Cell objectives are to coordinate planning guidance from COMMARFOR, the Navy fleet commander, and the CCDR's staff with the ECG OPT. During the execution phase, the SPMAGTF/LCE provides an LNO to the RLST to coordinate resolution of issues as required. This cell also—

- Develops an LOI in conjunction with the TAAT to provide detailed guidance on the processes required to complete in theater reconstitution.
- Assists in developing a timeline for reconstitution.
- Determines covered and open lot staging requirements for area and volume.
- Determines warehouse space requirements for storage of consumables.
- Determines TOE of the SPMAGTF/LCE and forwards external MARFOR liaison requirements to the OPT.
- Determines logistical support requirements for LCEs, such as billeting, transportation, MHE, workspace/tents, and maintenance facilities.
- Develops an equipment acceptance plan and an LTI schedule to receive equipment from the operating forces.
- Determines maintenance requirements.

- Determines liaison requirements at shipping and receiving points.
- Coordinates with in theater expeditors and establishes a communications plan.
- Identifies Class IX (repair parts) and ancillary equipment requirements.
- Determines LOCs.
- Determines AIS and information technology plan.
- Attends planning conferences.

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### Technical Assistance and Advisory Team

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Technical assistance and advisory team task-organizes from military and civilian personnel assigned to MARCORLOGCOM (BICmd). It provides the MARFOR and SPMAGTF/LCE with the technical assistance and expertise to reconstitute the MPE/S. The TAAT is OPCON to the MARFOR and is in direct support of the

reconstitution SPMAGTF/LCE upon arrival in theater. Its responsibilities are to—

- Advise and assist the MARFOR in equipment preparation.
- Prepare documents for equipment accountability.
- Support the custodial transfer of equipment from the SPMAGTF/LCE to the MCMC and Class V from the MAGTF to MARCORLOGCOM (BICmd).
- Conduct acceptance LTIs of equipment from the SPMAGTF/LCE.
- Review record jackets and gun books for completeness.
- Maintain accurate documentation of repair parts on order for equipment loaded aboard the MPS.
- Submit daily status reports to the ECG on equipment acceptance statistics.



## SECTION V. PLANNING GUIDANCE

Reconstitution planning guidance is published by HQMC with OPNAV to provide Service-level guidance to reconstitute a globally capable MPF. Guidance is normally published in defense message system (DMS) format to the MARFOR conducting reconstitution operations (see app. S). This guidance is often published as part of the overarching reconstitution guidance for all Marine Corps units. The initial draft is developed by the ECG/OPT and coordinated with the MARFOR and the CCDR's staff.

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### Prioritization

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Once the order to execute the reconstitution is issued, technical advisory experts arrive in theater for the MPC or FPC if MPC is held in CONUS. Successful reconstitution requires that priorities for acquisition, equipment maintenance, and supply preparation must be established as soon as possible. This prioritization helps ensure that items are ready to be loaded as required, which is critical until the last MPS is loaded and reconstitution is completed.

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### Deferred Reconstitution

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Following the MAGTF employment operation, the COMMARFOR may recommend deferring reconstitution until the MPS returns to CONUS or moves to an alternate location. The recommendation for deferment should be forwarded to the supported CCDR with a copy to HQMC. The CJCS issues additional direction, including possible partial reconstitution at an interim maintenance site.

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### Headquarters, Marine Corps Operations Division

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The MPF prepositioning objective provides a list of all equipment and supplies to be embarked aboard MPS by COMPSRONs 1, 2, and 3. It provides information for MPE/S acquisition, deployment planning, and procedures to support the

policies in Marine Corps Order (MCO) P3000.17, *Maritime Prepositioning Force Planning and Policy Manual*.

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### Planning Goals

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As a result of consumption, damage, and destruction of MPE/S, prepositioning objective attainment in theater will likely be less than it would be if accomplished at BICmd. With less than a full complement of the prepositioning objective, decisions affecting the global prepositioning of the prepositioning objective should be made by the ECG. The RLST, as the in theater representative for the ECG, coordinates global prepositioning/distribution of the prepositioning objective with affected operating forces, supporting establishment, and Service headquarters. Examples of short- and long-range prepositioning objective goals are to—

- Perform operational and intermediate maintenance on equipment before backload.
- Attain the prepositioning objective in Class V ammunition while in theater.
- Attain the prepositioning objective for Class III supplies within six months of departure from the AOR.

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### Unit and Personnel Requirements

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Supporting units and personnel are designated in the reconstitution LOI and additional requirements are promulgated by separate messages. The

SPMAGTF/LCE provides most personnel, while other personnel in the AOR fall into the following four categories:

- Military personnel who participated in the operation.
- Follow-on military personnel who did not participate in the operation.
- Civilian contractors.
- Other nonmilitary persons. To reduce messing and billeting requirements, personnel redeploy when they are no longer required.

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### Funding Availability and Requirements

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Funding availability and requirements and fiscal guidance and responsibility vary substantially depending on how MPE/S are employed by the MAGTF. Headquarters, Marine Corps (Programs and Resources), NAVAIRSYSCOM, NAVFAC, and the OPNAV resource sponsors provide fiscal guidance. The level of equipment damage and number of repairs necessary and supplies consumed by the operating forces influence the fiscal guidance and level of funding. The following guidelines should be used when developing reconstitution funding requirements:

- Within the AOR—Generally, the MARFOR/NAVFOR assigned reconstitution responsibility fund host nation/in theater costs, including repair parts, messing and billeting, port costs, wharves and dockage, and stevedore contracting requirements.
- In CONUS—When MPE/S require intensive maintenance, reconstitution will be funded by COMMARCORLOGCOM and accomplished at BICmd. The NAVAIRSYSCOM funds AGSE requirements and NAVFAC funds NSE and NCF requirements.

Table 8-1, on page 8-28, shows funding considerations and the organizations responsible for specific funding requirements.

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### Guidelines for Maritime Prepositioned Equipment/Supplies

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#### Custody

In accordance with MCO P3000.17, the MPF MAGTF commander is accountable for MPE/S once offloaded. United States Marine Corps Technical Manual 4790-14/2C, *Logistics Support for Maritime Prepositioning Ship (MPS) Program Maintenance and Materiel Management*, contains useful custody guidance, including—

- Unit commanders are accountable for MPF equipment assigned to their units.
- Equipment inducted into the intermediate maintenance cycle becomes the responsibility of the maintenance activity.
- The SPMAGTF/LCE accounts for items on MDSS II.
- Subordinate units of MSEs conduct a JLTI and inventory of all MPE/S with the MSE before turnover in the UAAs.
- Before MPE/S turn-in by the MSE, a complete JLTI and inventory of all MPE/S must be conducted between the MSE and the SPMAGTF/LCE in the reconstitution assembly area.
- Unit commanders are responsible for the accountability of Class V items until turned in to the SPMAGTF/LCE. The SPMAGTF/LCE is accountable for those items until they are turned in to BICmd.

The success of locating sources of supplies and equipment and the level of attainment readiness depends on work accomplished by the attainment planning group. Attainment responsibilities are listed in MCO P3000.17 and COMMARCORLOGCOM is the executive agent for attainment sourcing priorities. Considerations for optimal sourcing and attainment readiness include the following:

- MPF reaching its desired mission capability status as defined by the supported CCDR.
- The prepositioning objective measuring the attainment to be reached on all MPSRONs as they plan for the MMC.

- HQMC promulgating logistic guidance for redeployment.
- COMMARCORLOGCOM directing handling of pre-staged war reserve stocks.
- Issuing instructions by COMMARFOR (AOR) for use of defense reutilization and marketing office facilities as an alternate source.
- Redeploying operating forces unit MPE/S according to the prepositioning objective.

## Hazardous Materials

Care must be taken when loading HAZMAT cargo. Provisions in the Department of Transportation's Hazardous Materials Regulations (see US Code, Title 49, *Transportation*) and exemptions granted in accordance with Naval Surface Warfare Center Technical Report 91-630, *ESQD Arcs for Maritime Prepositioning Ships*, should be reviewed carefully. Any exemptions granted provide relief only from the requirement of the hazardous materials regulations specifically cited; all other requirements must be met. The MPS ships' masters will normally have the hazardous materials regulations and applicable exemptions available for review.

## Maintenance

Equipment preparation requirements in this section are essential because there is no certainty that an MPS will complete its MMC before another commitment. For maximum operational readiness, maintenance and reconstitution are accomplished in the AOR as much as possible. The TAAT provides assistance with maintenance planning and execution. Based on the results of the unit commander's LTI, the following minimum maintenance should be performed on all equipment before loading:

- Change fluids.
- Replace all filters.
- Check batteries; replace as needed.

- Replace water coolant with 50/50 antifreeze mixtures.
- Fuel vehicles to three-fourths of a tank or 110 gallons, whichever is less; add biocide as needed.

Additional maintenance requirements will depend on the condition of equipment returned and the results of the LTIs. The using unit for the equipment will accomplish the following:

- Complete a thorough LTI.
- Document corrective maintenance required to attain mission-capable status on equipment.
- Complete order forms for repair parts.
- Complete washdown and steam clean, as required.
- Satisfy USDA and customs inspections requirements.

## Selective Interchange

Selective interchange to support mission accomplishment is one of many options for maintaining equipment readiness. Due to the adverse effect on MPF readiness and increased costs, selective interchange should be regarded as the last alternative. Authority to approve selective interchange should be at the MARFOR level. Commanders must consider the long-range impact and operational consequences and balance these against their immediate supply requirements before forwarding such requests.

## Navy Equipment and Supplies

Coordination for reconstitution of Navy equipment and supplies should be accomplished by Navy cell members with assistance from NAVFOR/MARFOR and the SPMAGTF/LCE. Timing is critical because the backload of the MPS is not normally possible until reconstitution of the MAGTF is complete. Planning and execution of this portion of the reconstitution must be accomplished as early as possible. Navy equipment should be embarked according to the load plan and prepositioning objective. Lighterage repair

may require the capability to dry-dock or lift craft from the water to accomplish structural and mechanical repairs to bring lighterage to a mission-ready status.

### Aviation Ground Support Equipment

Reconstitution of AGSE is accomplished by a combined Marine/civilian contractor field team with a Marine officer assigned as the team's OIC. Depending on the objective and guidance provided, the team may be able to reconstitute all AGSE in the AOR. The only task not normally within the capability of a fully outfitted field team is equipment calibration.

### Loading

Equipment and supplies designated for an MPS shall be loaded by an NCHB (or other designated organization) and individual MPS crews according to the ship's loading plan. The NCHB coordinates with members of the SPMAGTF/LCE to ensure that proper load distribution, weight, and ships' trim and stability thresholds are maintained.

### Containers

Containers become tempting objects for other uses besides transportation and storage. Consequently, MPS container shortages could exist during reconstitution. To ensure availability, COMMARCORLOGCOM or Commander, NAVAIRSYSCOM (for EAF containers) has been assigned ownership and accountability of all MPF containers. Following arrival and assembly, all containers are staged in a secure area or, at the discretion of COMMARFOR, staged on available MPSs.

*Note: Containers staged on an MPS may not be available when needed if the MPS is operating in the common user sealift pool.*

Staged containers may be used for alternate purposes on approval of COMMARCORLOGCOM; however, strict accountability of all containers should be maintained. Appropriate

consideration must be given to maintaining the material condition of containers designated for alternate uses. Containers should be loaded according to the approved load plan with the assistance of TAAT and NCHB. Those containers required at the earliest stages of the arrival and assembly phase should be readily accessible when needed.

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### Force Protection

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The CCDR is responsible for security but normally delegates this responsibility to the commander of the MARFOR within the AOR during reconstitution. The NAVFOR/JFMCC is responsible for internal security of living quarters, workspaces, staging areas, and loading areas. Assigning additional security responsibilities to NAVFOR/JFMCC may detract from efficient reconstitution functioning.

Simultaneous requirements for security at numerous locations, such as an APOE, SPOE, wash-down sites, and staging areas, will exceed the capabilities of Navy personnel and require coordination with external agencies. Security forces, other than internal security forces defined in the reconstitution table of organization, will be provided from all available sources as directed by MARFOR (AOR). External security support may be provided by the Army, multinational forces, HNS, and other NAVFOR/JFMCC.

Security for the reconstitution phase should be assured before completing the MPF MAGTF's retrograde plan. Transfer of responsibility for security should be explained in the OPLAN/OPORD. Security considerations are based on current intelligence. All plans, force assignments, and turnovers should be completed before moving equipment and supplies to a staging area and considerations should be made regarding—

- Antiterrorist measures.
- Shipboard internal security.
- Security at the APOE, SPOE, staging area, and remote sites.

**Table 8-1. Maritime Prepositioning Ship Reconstitution Funding Chart.**

Requirement	O&M, USMC	PMC	DBOF	O&M, Navy
Class I (subsistence/rations)				X
Class II (general supplies)	X	X		
Class III (packaged) (POL)	X	X		
Class IV (construction)	X			
Class V (A) (air ammunition)	X			
Class V (W) (ground ammunition)	X			
Class VII (major end items)	X	X		
Class VIII (medical)	X	X		
Class IX (repair parts and components)	X	X		
Batteries	X			
Repair parts	X			
Using unit responsibility items	X			
Publications	X			
Shipboard communications and information systems	X			
Major assemblies (bulk fuel/water)		X	X	X
Container repair	X			
Containers	X	X		
Port operations	X			
Stevedoring	X			
Wharfage/dockage	X			
Maintenance services	X			
Equipment maintenance	X			
Receipt/preparation of force/ship	X			
Ammunition labor/TAD			X	X
Ammunition equipment and supplies			X	
AGSE container repair		X		X
AGSE leased equipment		X		

**Table 8-1. Maritime Prepositioning Ship Reconstitution Funding Chart.**

Requirement	O&M, USMC	PMC	DBOF	O&M, Navy
AGSE transportation		X		
USMC transportation and port handling	X			
Sets, kits, and chests	X			
ADPE equipment and supplies	X	X		
ADPE contractor costs	X			
Underwater hull certification			X	
Assets left behind	X	X	X	X

Legend

- DBOF Defense Business Operations Fund
- O&M operation and maintenance fund
- PMC procurement, Marine Corps

## SECTION VI. WASHDOWN AND INSPECTIONS

Before the backload, all MPE/S must be washed and inspected if the offload occurred OCONUS. Inspections include a US Customs/USDA post washdown inspection and a Coast Guard hull certification inspection. Both inspections require a substantial amount of planning, personnel, and coordination. Coordination and liaison may be required between Services, agencies, units, and the host nation. Reconstitution can become very difficult if the washdown and inspections are not properly planned or properly executed.

The MARFOR develop a comprehensive plan for the washdown. A corresponding LOI published by the SPMAGTF/LCE details the process. The following planning guidance is provided to assist the MARFOR and the SPMAGTF/LCE:

- Provide a certification in writing of MPE/S that will not be included in the washdown. List equipment and supplies by shipboard stowage areas.
- Negotiate host nation agreements for adequate freshwater washdown facilities at the desired washdown site.
- Designate the washdown OIC of the SPMAGTF/LCE.
- Execute washdown operations and provide technical advice.
- Follow inspection and cleaning procedures outlined in applicable regulations, such as DODR 4500.9-R.
- Ensure required washdown equipment and personnel are available.
- Provide support to the senior agricultural inspector.
- Ensure that MPSRON provides water for the washdown based on the ability of the ship's system to generate fresh water.
- Use only fresh water for cleaning vehicles and supplies.

The NAVFOR provides the inspection team, which consists of one military entomologist and two preventive medicine technicians for a MEU-size washdown and at least double the requirement for an entire MPSRON.

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### Establishing Site Criteria

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To properly execute a washdown, the chosen site must have hardstand, a hard surface which, even when wet, will not allow soil to transfer to the tires of the clean vehicles. Areas where hardstand is absolutely essential are those associated with actual washing of vehicles, the areas for vehicles and equipment awaiting backload, and

all roads in between. The amount of hardstand needed will vary with the number of vehicles and time available.

The actual washdown area should have at least 130 feet on either end of the washrack assembly and 50 feet on either side. The mobile load cleaning and staging area should be at least 80 feet wide and 330 feet long. The size needed for clean vehicle staging depends on how soon the backload can begin. If vehicle and cargo decks onboard ship must be cleaned before backload can occur, then a staging area that can hold about 250 vehicles, including prime movers and towed loads, will be needed. Vehicles must not become recontaminated during backload.

Approximately 250,000 gallons of water are needed for a MEU-sized force with 300 wheeled vehicles, including prime movers and towed loads. Water pressure should be checked to ensure that 2½-inch fire hoses can operate at a minimum recommended pressure of 90 pounds per square inch. Adverse weather can delay or interrupt a washdown. A physician familiar with cold weather medicine should be consulted before a washdown is scheduled where the effective temperature, including wind chill factors, might fall below 45 degrees Fahrenheit.

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### Selecting Washracks

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The design and number of washracks largely determine the speed at which washdown operation can be conducted. The number of washracks depends on time available. The washdown operation proceeds at an average rate of one vehicle for each individual washrack for each hour of daylight. The washdown site should have a minimum of 20 wheeled vehicle and 10 tracked vehicle washracks for each MPSRON. This number could double when reconstituting two or more MPSRONS and redeploying organizational equipment. Each MPS has washracks stored on the weather decks that can be used for exercises as well as contingencies.

If washracks are not available, they can be manufactured from steel “I” beams. Two “I” beams (20 to 25 feet long with one end elevated 12 feet) should be spaced apart no more than 5 feet and no less than 4½ feet and secured by two lateral braces to make one washrack. Beams should rest with the flanges at the sides to form a track for vehicle wheels. Each washrack must be able to

support a total load of 45,000 pounds. Locally-manufactured washracks must be weight tested and certified before use.

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### Cleaning and Inspection Procedures

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The cleaning and inspection program in theater does not preclude a USDA inspection upon return to CONUS; however, it does contribute significantly in minimizing delays at the port of entry. Adherence to guidelines set forth in applicable publications for inspections standards is crucial. The following washdown procedures apply:

- Conduct a backload/washdown conference for the commander, NAVFOR, COMMARFOR, SPMAGTF/LCE, COMPSRONS, and USDA inspectors.
- Emphasize organization and training of washdown crews.
- Identify essential equipment required for washdown operations and plan to reembark it last.
- Equipment and supplies that did not go ashore need to be staged in a noncontaminated area. Inspectors should check these areas during the early stages of washdown operations.
- Move contaminated vehicles (except tanks), equipment, and supplies to the washdown site.
- Vehicle drivers/assistant drivers must remain with assigned vehicles/mobile loads throughout the washdown.
- Stage containers and palletized supplies in a pest-free area for cleaning.
- Move vehicles to a washing station as determined by inspectors.
- Reload material from mobile loads aboard clean vehicles and back load the clean vehicles and supplies upon final inspection.



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## Preparing Vehicles for US Department of Agriculture Inspection

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The following preparatory procedures apply for USDA inspections:

- Sweep/vacuum the vehicle cab and all storage and tool compartments before arriving at the washrack.
- Remove and clean the battery and battery box. Replace batteries as required.
- Remove the outside dual wheels and spare tires and place them in the back for later cleaning at the washrack.
- Remove all padlocks, seat cushions, detachable sideboards, canvas sides/tops, and any personal gear brought ashore; leave them at the mobile load staging area.
- Hand pick or sweep grass or vegetation from the radiator.
- Let down the sides of all trucks that have drop sides.
- At the washrack, spray vehicles down using high-pressure (minimum 90 pounds per square inch) fresh water or steam. Pay attention to undercarriages, fender wells, bumpers, wheels, and recessed areas. Inspect each vehicle thoroughly.

*Note: Steam may remove valuable protective coatings.*

- For tracked vehicles, remove all soil from treads, around rubber cleats, in tread connectors, between and behind tread guides and roller supports, and in all other spaces. Ensure treads are not recontaminated before backloading.
- Clean containers and pallets, including all boxes and equipment. Break down pallet loads if necessary. Padlocked boxes must be inspected. Personnel with keys should be available to prevent inspection slowdown; if they are not, locks must be forced open.
- For Class V pallets and crates, avoid water cleaning and use compressed air as much as possible.

# CHAPTER 9

## MARITIME PREPOSITIONING FORCE MAINTENANCE CYCLE

Interoperability of the MPF is the ability of a MEB- or other-sized MAGTF sourced from MARFORCOM or MARFORPAC to conduct MPF operations with any of the associated NSEs and MPSs from any of the three MPSRONS. Interoperability is achieved when ships are loaded and documented with as-loaded ships' deck diagrams and the multiple plans and reports described in this chapter. It is enhanced through common—

- MPF operational and logistic planning.
- Ship load plans and AIS documentation.
- Training.
- Close association with NSE planners and MPSRON staffs.

The MPF program sponsor (HQMC Expeditionary Policies Branch) chairs an annual MPF Program Review Conference that brings all Navy and Marine Corps MPF program representatives together to discuss operational issues and review MPF policy and procedures that affect the MPF program.

The MPF Program Review Conference is a sounding board for policy issues before they are forwarded to the prepositioning oversight working group. This group's issues are brought to the attention of the Marine Corps Requirements Oversight Council/Navy Requirements, Resources, Review Board as required to resolve or develop recommendations for the CNO and the Commandant of the Marine Corps to guide decisions on Service-level MPF policy and management matters.

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### Maritime Prepositioning Force Tailoring Process

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The goal of the MPF tailoring process is to provide a prepositioning objective that supports MPF

MEB requirements within the constraints of MPS capacities. Since the capacity to preposition all MPE/S may not always be possible, embarkation analyses and potential tradeoffs in prepositioning certain types of equipment must be examined before new assets are procured or sources from existing stocks are used for MPF.

The tailoring process begins when proposed changes or additions to MEB structure/capabilities result in desired changes within the MEB table of equipment. Recommendations from the forces may include increases in MPE/S. Before changes can occur in the prepositioning objective, a space assessment or maintenance requirements review should be conducted to determine if the MEF's desire to add equipment to the prepositioning objective is feasible. Equipment obsolescence may drive changes. These issues are discussed and agreed upon during the tailoring conference.

Replacement gear is not normally added to MPE/S unless there is a significant quantity increase or a major change in the equipment's configuration. Hence, it is imperative that PMs become familiar with the tailoring process to ensure that reviews of any newly fielded assets occur as they relate to the MPF program. The process ends with a decision and a coordinated plan to adjust the prepositioning objective, which will be implemented through the next scheduled MMC for the designated MPSRON's 36-month cycle. Specific procedures are located in NAVMC 2907.

The MPF logistic sponsor (HQMC LPO) chairs the MPF tailoring conference. The following commands and staff organizations are designated as the lead agencies for initial determination of prepositioning requirements:

- HQMC (LPO): meals, ready to eat (MREs).
- MCCDC CDD: PEIs.

- MARCORLOGCOM: packaged POL for ground equipment, personal demand items, personal equipment, HSS supplies, and repair parts.
- MARCORSYSCOM: ground ammunition.
- NAVAIRSYSCOM and HQMC (Deputy Commandant, Aviation): POL for aviation, Class V(A), aviation support equipment, and AGSE.

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## Dry Dock Requirement

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The length of the MMC has been extended to 36 months vice the previous 30-month requirement due to the addition of the maritime prepositioning force (enhanced) (MPF[E]) ships. United States Code, Title 46, *Shipping*, mandates that each ship must go into dry dock every 5 years for a hull inspection. The mandate also provides for an underwater survey in lieu of dry docking, allowing ships to have an underwater hull inspection every other 36-month cycle. Due to this requirement, MPE/S are offloaded, tested, modified, inventoried, calibrated, maintained, and modernized. Shelf life stocks are rotated, if necessary.

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## Maritime Prepositioning Force Maintenance Cycle Sites

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Most MMC activities are undertaken at BICmd in Jacksonville, FL, with the exception of ammunition, bulk fuels, and some of the depot maintenance required for certain assets. Dry dock ship hull certifications, when required, are performed at a port contracted by the ship's operating company.

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## Key Coordination Commands and Activities

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Many commands are involved in MMC operations. Operations can be joint, multi-Service, or single Service. The goal of MMC is to ensure the operability of the MPS and the

embarked MPE/S. Three command categories—supported commands, supporting commands, and other commands and activities—identify the numerous organizations that have an impact on MMC. Extensive coordination and communication among all interested parties is essential for successful operations.

### Supported Commands

Support commands are as follows:

- Geographic unified commands.
- Commander, US Pacific Fleet.
- COMUSFF.
- MARFORPAC.
- MARFORCOM.

### Supporting Commands

The MARCORLOGCOM (BICmd) (executive agent) supports the MMC.

### Other Commands and Activities

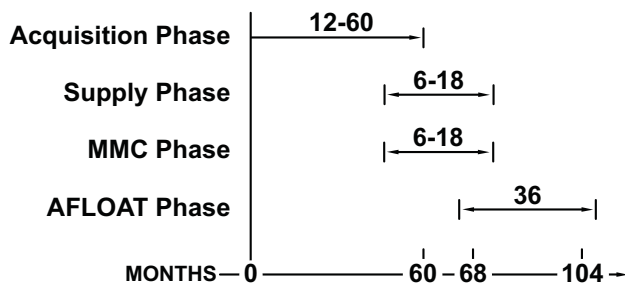
Other commands and activities include—

- OPNAV.
- HQMC.
- MARCORSYSCOM.
- I, II, and III MEF.
- NECC.
- 1NCD.
- NAVAIRSYSCOM.
- NAVFAC.
- Naval safety center.
- MSC.
- MPSRONS.
- Coast Guard Captain of the Port, Marine Safety Office, Jacksonville, FL.
- SDDC, Eastern Area, Bayonne, NJ.
- Personnel Support Activity, Jacksonville, FL.
- DESC.
- EOD Group 2.
- Naval Air Station, Jacksonville, FL.

- Healthcare Support Office, Jacksonville, FL.
- NBG.
- NEMSCOM.
- NCHB.

### Maritime Prepositioning Equipment and Supplies Continuum

The MPE/S continuum consists of four phases—acquisition, supply, MMC, and afloat. See figure 9-1). After each 3-year afloat phase, MPSRONs cycle back to the MMC phase.



**Figure 9-1. Maritime Prepositioning Equipment and Supplies Timeline (in Months).**

#### Acquisition Phase

Activities conducted during the acquisition phase are programming and budgeting, procurement, delivery of PEIs, and issuing initial provisioning packages. Depending on the procurement lead times for certain items, this phase normally lasts 12 to 60 months.

Any command may initiate a universal need statement (UNS) to improve an existing capability or provide a new one. The UNS must be signed by a general officer and endorsed by the MARFOR. The MCCDC staffs the UNS to the appropriate HQMC advocates and, if a nonmateriel solution is warranted, action will be assigned to the appropriate MCCDC organization, such as the Training and Education Command or CDD. If a materiel solution is warranted, an initial capabilities document is modified or drafted. All

requirements documents are staffed to the Marine Requirements Oversight Council for validation.

Validated Marine Requirements Oversight Council materiel solutions are then forwarded to the Force Structure, Resources and Assessment Directorate, Joint Staff (J-8), to begin its assessment required within the Joint Capabilities Integration and Development System. The J-8 personnel compare the Marine Corps capability document with those of other Services to ensure there is no duplication and that the capability does not interfere with joint interoperability. The capability is also considered for possible application by one or all of the Services. If applicable to other Services, the capability will be formalized into the Joint Capabilities Integration and Development System; however, if the J-8 determines the capability is Marine Corps-specific, the validated materiel solution is then inducted into the Marine Corps programming and budgeting process by the advocate. Finally, the item enters the Total Force Structure Management System and is sent to the appropriate MPSRON TOE by the MCCDC CDD. Marine Corps Systems Command subsequently publishes a letter of adoption and procurement or a user’s logistics support summary for fielding the new item. Key questions to ask before an item is acquired are—

- Is this item going to be placed on MPSs? Is the appropriate MPSRON TOE being proposed for inclusion into the prepositioning objective and NAVMC 2907?
- Is this a new item? If so, does anything need to be dropped from the equipment list? If yes, what has to come off the MPS or equipment list to accommodate this new item due to square or cubic footage and net explosive weight limitations?
- Is this a replacement item? If so, is there an increased requirement for stowage space? When is the item to be fielded? Is the item going to be fielded prior to the conduct of the MMC?

- Are there special maintenance requirements that cannot be met while afloat for 36 months that may prohibit the asset from performing its intended capability? If yes, the asset should not be prepositioned.

These are only a few questions that need to challenge each proposed new MPE/S item. These proposed prepositioning quantities are still subject to review by the MPF tailoring system (specific procedures are provided in NAVMC 2907).

### Supply Phase

This phase begins immediately once PEIs and supplies have been delivered to a specific government activity. Items are entered into various AISs to manage maintenance, embarkation, and accounting actions. Inventory activities that manage shelf life expiration dates are undertaken in this phase and stock rotation is considered. Due to the MMC being extended to 36 months, shelf life criteria had to be modified. Nonextendable, "Type I," shelf life items have a shelf life code of "Q" (36 months), where at least 30 of the 36 months must be remaining at the time the MPS sails. Extendable, "Type II," shelf life items have a code of "6" (24 months), where at least 18 of the 24 months must be remaining at the time of sail, unless otherwise authorized by the MEF.

When the MPS onload is complete, BICmd provides the MEF with a list of PEIs and SL-3 (component listing) shortages that do not meet the minimum criteria (key information for units compiling their FIE requirements). This 6- to 18-month phase runs concurrently with the MMC activities conducted before the afloat phase.

### Maritime Prepositioning Force Maintenance Cycle Phase

Maritime prepositioning force maintenance cycle phase takes approximately 18 months, which includes the MEF's planning efforts. Actual ship offload and backload takes about 2 months.

During the MMC phase, the applicable MEF commander may assign a liaison team to the BICmd. The BICmd prepares the MPS load plans and other planning-related documents. This phase is completed once the MPS returns from dry-dock or hull recertification and embarkation of the revitalized stocks is completed.

### Afloat Phase

The afloat phase begins at the completion of the ship's backload. Scheduled and nonscheduled shipboard maintenance is conducted by the maintenance contractor. Some MEF-level exercises are periodically conducted in support of the joint staff and unified commander's MPF training plans. In addition to normal training benefits, these exercises also provide an opportunity to adjust the load and make repairs to equipment, which, due to space restraints aboard the ship, could not normally be conducted.

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## Maritime Prepositioning Force Maintenance Cycle Planning Documents

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The BICmd combines MEF guidance, the published MEB table of equipment, and the NAVMC 2907 designated for that MPSRON to create plans.

### Maritime Prepositioning Ships Squadron Spreadload Plan (by Ship)

The MPSRON spreadload plan ensures that PEIs are embarked in accordance with MCO P3000.17. End items normally cannot be stowed on a ship to increase their priority in the MPSRON offload sequence unless they provide essential capabilities to the forces, they were loaded in error during a previous cycle, or the unload sequence of the ships changed. This situation is especially true for SAC 1 [stores account code one] assets funded by BICmd.

## Major Subordinate Element Plan

The MSE plan assigns PEIs to a specific MSE, such as the GCE or ACE. This allocation of assets is determined by requirements stated in the published MEB table of equipment and complies with the quantities listed in NAVMC 2907.

## Master Plan

The master plan provides information needed to identify all assets being loaded in containers, mobile loaded, square loaded, or in the armory.

## Capability and Habitability Sets Plans

Before an MMC, the MEF commander is responsible for submitting recommended changes to the capability/habitability set plans. The same sets exist in each MPSRON, but the contents may be loaded differently in set containers. Once BICmd receives the lists of assets making up each of the capability/habitability sets, their contractors must ensure that current prepositioning objectives and previous maintenance cycle's ships breakout facilitate the commander's desires. Capability/habitability sets are designated by MSEs and should be filled by that MSE's PEI allocations. Sets are normally located on the weather decks for rapid access.

## Container Plan

The container plan provides each MSE with a listing of all items and capability and habitability sets components to be containerized. Whenever possible, sustainment MPE/S should be loaded into containers to increase mobile loading capacity. Several variations of the container plan provide vital information to personnel loading or configuring the equipment.

## Mobile Load Plan

The mobile load plan identifies the MPE/S that are to be loaded on vehicles and trailers. The mobile load will, to the greatest extent possible,

be assigned to the same MSE as the PEI. While exceptions to this policy are unavoidable, they must be kept to a minimum and identified to the MEF. Several mobile load reports provide different levels of information. The "commodity mobile load report" provides the greatest amount of details to the readers. It lists information on assets to be loaded on a particular platform, the owning unit, if vehicles have a winch, stowage location, and maximum height allowed.

## Square Load Plan

The square load plan identifies all rolling stock and break bulk (MPSRON 2) items, plus any deck-loaded containers. The primary tools for this plan are the MDSS II and ICODES. These systems function to provide a database and two-dimensional deck diagrams.

## Association Plan

The association plan is made up of those items that are not SL-3 using-unit-responsible items, but are required or desired by the forces to be loaded with another PEI.

## Armory Plan

The armory plan consists of all items to be loaded into the armory for security reasons. This includes all weapons organic to tanks, light armored vehicles (LAVs), amphibious assault vehicles (AAVs), and pilferable items, such as scopes and binoculars. The armory association plan provides a list of the weapon systems and their associated weapons with the quantity to be loaded.

## Battery Plan

The battery plan shows the breakout by ship of the battery core block listed in NAVMC 2907.

## Ammunition (Class V) Plan

The ammunition (Class V) plan is coordinated by the MARFOR, MARCORSYSCOM, and

NAVAIRSYSCOM. It is not currently provided to BICmd and is not a part of the prepositioned planning module currently in use to build plans.

### Petroleum, Oils, and Lubricants (Class III) Plan

The POL (Class III) plan shows the breakout by ship of the packaged POL block listed in NAVMC 2907.

### Meals, Ready to Eat (Class I) Plan

The MRE plan shows the quantity of MREs and the required containers to be loaded on each MPS.

### Repair Part (Class IX) Plan

Repair parts for prepositioned and FIE assets are loaded on only the primary and alternate flagships.

### Stock List-3 Table of Authorized Material Control Number Plan

In accordance with the MCO P4400.150 series, NAVMC 2907 captures SL-3 items listed under "Using Unit Responsibility," assigned a TAMCN, and included on a unit's table of equipment. The SL-3 plan was developed to ensure these TAMCN-controlled SL-3 items are loaded with the proper PEI.

### Communications and Information Systems and Offload Preparation Party Plans

The communications and information systems plan lists those items the shipboard MCMC determines necessary to maintain prepositioned equipment while afloat. The OPP lists those items prepositioned aboard each of the ships in support of the OPP and debarkation teams when preparing for an offload.

### End of Ship and End of Maritime Prepositioning Force Maintenance Cycle Reports

At the end of each ship's cycle, all data for the load out on that MPS is turned over to the RAC

team and liaison team's OIC and forwarded to the MEFs for dissemination to their MSEs. Reports are maintained by BICmd, MARFORPAC, MARFORCOM, all three MEFs, and their MSEs. The reports are the—

- Unit equipment report. This report identifies any deficiencies from the prepositioning objective that should be included in the FIE on the following subjects:
  - ◆ Class II, clothing, individual equipment, tools, and administrative supplies.
  - ◆ Class III, packaged POL.
  - ◆ Class IV, construction materials core block.
  - ◆ Class VII, major PEIs.
  - ◆ Class VIII, medical materials attainment.
- Calibration report.
- SL-3 shortage report (includes sets, kits, and chest).
- Theater Army medical management information system report. The theater Army medical management information system provides data pertaining to medical supplies (Class VIII), but does not interface with MDSS II. It does, however, interface with the defense medical logistics standard support (DMLSS) described in chapter 14.
- Repair parts and secondary reparable (Class IX) attainment report. This report is for primary and alternate flagships only.
- MDSS II data report.
- NSE attainment report.
- AGSE report.
- Modifications and publications report.

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### Readiness Acceptance Checks Team

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Marine Corps Technical Manual 4790-14/2 provides the establishment of the RAC team. The RAC team is made up of representatives of the MEF who will be on TAD to BICmd in support of their MPSRON's MMC. Team composition varies depending on the commander's intent, but is generally made up of an OIC and embarkation

and supply personnel. The RAC operates in coordination with the quality assurance effort to ensure the time-constrained maintenance cycle is not hindered. It also provides additional guidance as ships are loaded. The RAC team is OPCON to their parent MEF commander and ADCON to BICmd during the MMC.

During a ship's cycle, the MEF commander may send RAC teams while equipment is being worked or after it is staged for backload to ensure equipment meets prepositioning standards and is fully mission capable. Each MEF publishes a RAC LOI that covers operations, administration, and logistics of the RAC team. This LOI may include the following:

- Composition and staffing of the RAC team.
- TAD order writing authority.
- Leave and liberty procedures.
- Disbursing support.
- Casualty reports.
- Postal instructions.
- Clothing and equipment.
- Legal administration.
- Individual responsibilities.
- Other matters the MEF commander deems necessary.

### Operational Planning

The MMC is a maintenance and supply regeneration, reconstitution, and embarkation operation that focuses on the combat readiness of the MPE/S. Plans generated by BICmd are used to accomplish this operation. Execution of those plans is the responsibility of BICmd with monitoring and concurrence by the RAC team. Operational planning requires extensive attention to detail to ensure a successful MMC.

### Predeployment Training and Team Responsibilities

Predeployment training of RAC teams is essential since there is little time after arrival at BICmd.

Training encompasses maintenance recovery teams, commodity desktop procedures, quality inspection reports, review of current Marine Corps directives as they relate to the operation of MMC and RAC teams, and forms used by BICmd's quality assurance personnel. The RAC team's responsibilities are to—

- Determine the last publications review conducted by MCMC personnel on publications used in the maintenance effort to ensure a current publications status and applicability.
- Review the current calibration control records on MPE/S to verify that the tools required for calibration are in fact being sent out for calibration.
- Ensure that each of the RAC team commodity areas are provided the most current modifications instructions from their parent commands before arrival at BICmd.
- Review all PEI record jackets for completeness before acceptance.
- Review all applicable technical manuals, instructions (modification and technical), and safety alerts to ensure their currency and proper application.
- Review the modification control records for all PEIs to ensure that required modifications have been applied and recorded.
- Review the SL-3s used for SL-3 inventories to ensure that current publications are being used.
- Ensure that equipment support records and associated forms are present and current data is maintained.
- Ensure that all MPE/S meet the minimum requirements of applicable orders and manuals and that all records reflect this status.
- Ensure that the embarkation plan approved by the MEF is executed.

Any changes to the prepositioning objective will be brought to the immediate attention of the RAC team OIC and must be accompanied by a letter of approval from the Commandant of the Marine Corps (LPO). This authorization is maintained in



files and brought back to the MEF upon completion of the MMC.

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## Maritime Prepositioning Ship Loading

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Marine Corps Order P3000.17 policy states that MPSs are to be loaded to allow for effective use of space and a load that supports employment and interoperability. This policy differs significantly from embarking amphibious shipping to support forcible entry operations.

The MPSs are loaded for arrival and assembly operations while remaining cognizant of potential threats, such as criminal acts, terrorism, or overt hostile action. This administrative loading must focus on a rapid offload at a port facility or an in-stream location. Load planning must be flexible enough to accomplish either, depending on the situation in which the MPSRON is to be offloaded and the height, weight, and TSS considerations.

Depending on the class of the MPS, a general pattern or load plan template has evolved to facilitate the arrival and assembly operations in theater and provide efficiencies to minimize the time required for force standup and throughput. Each MPS has different operating characteristics and deck configurations that can enhance or limit load/offload capabilities for MPF planners. Accordingly, planning for the backloading of MPSs during reconstitution and the MMC must consider items, such as MPF utility boats and lighterage, amphibious cargo and assault vehicles, and container handlers, in developing load plans and assessing the operational impact during execution.

### Maritime Prepositioning Force Utility Boat and Lighterage

For in-stream offload operations, MPF utility boats and lighterage are placed in the water on Navy-day. Therefore, the OPP must ensure these

assets and appropriate offload systems, such as ramps and cranes, are functional before Navy-day. The MPF utility boats also serve as waterborne ambulances and passenger transfer ships. Lighterage is essential for the STS movement, such as sea transportation and throughput of MPE/S.

### Lighterage, Amphibious Resupply, Cargo, and Amphibious Assault Vehicles

On O-day, the lighter(s), amphibious resupply, cargo (LARC) is the first off the stern ramp. The LARCs are safety ships for the AAVs as they splash into the water and are STS guide boats for an in-stream offload. Early offload of LARCs and AAVs on O-day permits the debarkation team to move equipment throughout the ship for easy access and rapid offload. Important for beach salvage operations in the surf zone, LARCs can be used as tow vehicles on the beach especially when the beach size is limited in width and depth.

### Rough Terrain Container Handlers

The RTCHs are critical to the handling of containers. Some of the first containers to be handled will be for the NSE or capability/habitability sets, so RTCHs are the most critical throughput item in the equipment list after the lighterage. Accordingly, they are typically positioned in two general locations—near the stern ramp so they are the next item offloaded after the LARCs and AAVs in RO/RO operations and under the best available hatch square after lighterage is removed in LO/LO operations.

If three RTCHs are assigned to a particular ship, one will be placed near the stern ramp with the remaining two RTCHs placed under the hatch square. During LO/LO operations, this configuration provides an immediate capability of two RTCHs. For RO/RO operations, three RTCHs can be made available through a discharge over the side and down the stern ramp. The number of containers during in-stream operations will be fewer than for a pierside offload. Regardless of

the number of RTCHs assigned to each ship, the embarkation of each RTCH must support LO/LO and RO/RO operations, with emphasis on an in-stream (LO/LO) offload. This loading technique ensures maximum flexibility for employment of this vital asset and is consistent with the number of containers that can be transferred ashore.

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## Navy Support Element

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The NSE is the recipient of MPE/S through two critical nodes in the overall throughput plan—the beach (in-stream offload) and port (pierside operation). These nodes must be available very early in the operation. The NSE is responsible for getting the MPE/S to the high water mark; the LFSP is responsible for throughput from the high water mark over the beach. Therefore, the NSE's MPE/S must be readily accessible when embarking or backloading the MPS. Proper prepositioning of the NSE allows it to deploy to the AAA in the SLRP, OPP, and advance party before Navy-day and be operational within the first 24 to 48 hours of arrival and assembly operations. High offload priority PEIs for the NSE are their D7G bulldozers, forklifts, floodlight sets, and capability sets. These NSE PEIs are identified with an equipment code and assembly numbers in the NAVMC 2907. Embarkation of the NSE's MPE/S must facilitate the debarkation, STS throughput, and beach and port operations. The first three PEIs that must be on the first barge ferry during in-stream offloads are—

- INLS bow modules, which have a hydraulic raise/lower mechanism that eliminates the requirement for the forklift to lift the barge ferry fingers.
- NSE's D7G bulldozer, which prepares the beach and pushes the causeway ferry out to sea.
- Marine Corps RTCH, which handles the first series of barge ferries that transport the containerized capability and habitability sets.

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## Ground Transportation and Throughput Equipment

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The LFSP is responsible for all ground transportation and throughput. To ensure that the LFSP has sufficient tools in a resource-constrained environment, the LFSP has OPCON over all the "B" (engineer) and "D" (motor transportation) TAMCNs. Once the offload is almost complete, control of the TAMCNs reverts to the MSEs to which they are assigned (GCE or ACE).

Centralized management of these assets must be planned and throughput matrices assist MPF planners to determine the best stowage location of each PEI—for example, critical ground nodes that may require significant earthmoving capability are roads, COT lots, ammunition supply points, fuel farms, and water storage facilities.

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## Maritime Prepositioning Force Marine Expeditionary Unit Equipment List

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The MPF MEU's slice is loaded on the primary and alternative flagship due to these ships' command, control, communications systems, intelligence, surveillance, and reconnaissance capabilities. The MEU's portion does not take up all the ships' stowage area; it is small enough to allow for stowage of additional MPE/S. The intent is to load the notional MEU slice MPE/S so that they can generally be offloaded without having to remove MPE/S that are not in the MEU slice equipment list. However, this is not always possible due to height and weight restrictions and TSS considerations. During execution, the MEU/MAGTF commander may determine that he needs more or less equipment than the MEU slice planned. An MPF is inherently flexible for providing the appropriate mix of equipment to support the MEU/MAGTF commander's CONOPS; however, there is no flexibility regarding MEU

slice ammunition containers as they will be loaded below the weather decks/capability and habitability sets.

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### Commander's Warfighting Priorities

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The MEF commander can influence the MPS load plans through the active participation of the MEF staff during MMC planning and through the RAC team during the MMC. These capabilities can be articulated by specifying warfighting priorities (normally no more than five priorities). Some examples of warfighting priorities are armored reconnaissance, fixed-wing attack, heavy armor, operational maneuver, rotary-wing attack, and counterbattery fires. Historically, the PEIs that support these priorities are the LAV, F/A-18 Hornet, MV-22 or AV-8B Harrier II tilt-rotor and fixed wing aircraft, M1A1 tank, AH-1 Cobra helicopter, and the LW 155 howitzer.

For an MPF planner to translate these capabilities into reality, the embarkation team must consider unhindered access to numerous components during arrival and assembly operations, such as—

- M1A1 tanks.
- Fuel trucks.
- Vehicle transport to haul ammunition and supplies.
- 120 millimeter and .50 caliber ammunition.
- M2 .50 caliber machine guns from the armory.
- Radios.
- Crews.

The actual MPS load configuration may help or hinder the development of this capability. The American Overseas Marine (AMSEA) class ships allow rapid offload of most M1A1 tanks; whereas, the Waterman class ships limit the initial offload of M1A1 tanks to the MPF MEU slice (4 tanks).

The key planning consideration is that all of the warfighting components must be accessible within the first few days. If fixed-wing and rotary-wing aircraft are in the top five warfighting priorities, then a portion of their ordnance needs to be planned for containers positioned higher in the container stacks, which are subject to TSS and compatibility issues, and their AGSE must be prioritized ahead of other AGSE. Planning of warfighting priorities helps achieve key capabilities that may be needed early in MAGTF operations and assists the AAOG and Marine Corps debarkation officer to determine the critical path of MPE/S for offload.

The MEF commander selects these warfighting priorities based on current OPLANs for major operations and CONPLANs for limited contingency operations. During execution, the MAGTF commander may select different warfighting priorities. These priorities provide focus of effort for the mission at hand, whether it is a show of force, combat, foreign humanitarian assistance mission, or stability operations; however, those general foreign humanitarian assistance or stability mission requirements can be satisfied with the flexible capabilities inherent in the throughput equipment, capability/habitability sets, and MREs. The MPS embarkation plans must be able to support across the range of operations while maintaining the overall embarkation plan to support the concept for which the MPF MAGTF and MPF MEU were designed.

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### Critical Path Analysis During Execution Planning

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Operators and logisticians should color code MPS load plans based on the type of ship and MPS load plan colors used by BICmd. Color codes for MPS load plans are—

- MEU slice—black.
- Navy—blue.

- Aviation—magenta.
- Non-MEU slice items—green.
- Ammunition, HAZMAT, and parent vehicles that contain HAZMAT—red.
- MAGTF warfighting priorities and offload priorities—yellow.
- Transportation and throughput items—turquoise.

The critical path for the offload of equipment and containers can be determined by considering the MPE/S that best support force standup and when force capabilities need to be established. During MMC and reconstitution planning, color-coding aids in assessing MPS load plans and their compliance with the MEF commander's guidance.

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### MAGTF Operational Standup Time

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Force standup—the most critical issue facing MAGTF commanders—can be optimized by following the aforementioned loading criteria during MMC and OCONUS reconstitution and ensuring that rapid and responsible accountability and communications systems are considered in the AAA. The MDSS II must be fully employed and is best supported by a communications architecture with wireless data transmission capability. This capability allows the AAOG, LFSP, and AAOEs to have full visibility of MPE/S during arrival and assembly activities, locate critical bottlenecks, and forecast when prioritized warfighting capabilities are operational.

### Improvement of Force Closure Times

The principal means to improve force closure times is to position or move the MPSRON before the deployment order. The secondary means is the marriage of sound embarkation load planning and the MAGTF commander's warfighting priorities developed during MMC operational planning and identification of force movement requirements in the TPFDD. The timing of the

arrival of forces in the AAA identified in the TPFDD should coincide with the offload and movement of a capability's MPE/S into the AAOEs and ERPs. An excess number of personnel in theater can create unnecessary burdens on the LFSP and AAOEs for transportation, billeting, and messing that detract from the primary purpose of throughput and force standup.

### Spreadload Concept

The general rule of MPS embarkation is that no more than one-third of a PEI's total quantity is loaded on a specific ship. This allocation ensures that if one ship needs maintenance or was damaged or destroyed, the MPF could continue its mission. Some exceptions to this rule are—

- The MEU slice is loaded only on the primary and alternate flagships.
- There are limited quantities of PEIs. Certain PEIs have small quantities, at times no more than one or two.
- The EMF is restricted in its ability to be spread loaded. Even though modular and scalable configurations exist, intermodular dependencies must be considered. Construction battalion maintenance units under 1NCD are trained to support EMF construction.
- The EAF is loaded on three ships though there is no operational imperative for rapid offload and EAF assembly. The key to the EAF's setup is stabilizing the soil, which is done by the NCE and may take up to three weeks to complete. The NMCB capabilities are spreadloaded aboard three ships for each squadron.
- Because of its configuration, the Class IX block can be stowed most efficiently and effectively on the primary and alternate flagships to support the MPF MEU and MPF MAGTF force modules.

### Trim, Stress, and Stability

Considerations regarding TSS ensure that the ship can operate safely when underway or at anchor

within the parameters of its operational design. It also addresses lists, hogging, and sagging. A list is a tilt to port or starboard, which affects the ship's operating characteristics. Movement of heavy vehicles, such as AAVs or tanks, can rapidly create a list for the MPS. During Operation Fiery Vigil in the Philippines, movement of several tanks on "B" deck caused a 17-degree list to port on the MV *Lummus* and created an unsafe condition for OPP operations on "D" deck. Hogging is when the bow and the stern of the MPS are heavy, and the middle of the ship rides high in the water. Sagging is when the middle of the ship rides lower than the bow and the stern. Hogging and sagging place excess stress on the structure of the MPS and should be avoided.

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## Load Lines

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### Bunkering Plan

Every bunkering plan (ship's fuel) must comply with international load line treaties and the requirements of marine insurance underwriters. Compliance with load line requirements is essential to avoid having the ship declared unseaworthy. The underwriters mandated that all ships carry a reserve of 25 percent more fuel than is required for the planned voyage.

### International Conventions

Rules were established in 1875 that required ships to have their hulls marked with the depth that they could be loaded safely in various areas of the world and through all seasons of the year. Hence, the world was divided into zones designated as tropical, seasonal tropical, summer, and seasonal winter. An allowance was made for the buoyancy of fresh and salt water. These factors and the resulting markings were determined to give greater free board to ships facing increased hazards of the sea as seasons changed. American ship owners were placed under the obligations of

the old rules through the first International Load Line Convention agreement of 1930, which Congress ratified in 1931. Since then, the United States has adopted the International Maritime Organization 1966 Load Lines Convention and subsequent amendments to it, along with the International Convention for the Safety of Life at Sea protocols of 1974, 1978, and 1988.

### Classification

Actual load lines are determined by classification societies, such as Lloyd's of London, when ship designs are submitted for approval.

### Enforcement

The Coast Guard enforces load line regulations. Regulation breaches have led to courts of law holdings that overloading makes a ship unseaworthy. The ship owner is deprived of any legal protection for loss or damage sustained by an unseaworthy ship. Marine insurance underwriters have successfully resisted any claims for restitution of loss when a ship has been loaded deeper than its maximum depth line. For voyages where a ship crosses from one zone to another, the ship must be loaded so that when it crosses the depth zone line, it meets the prescribed draught limits of the new zone.

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## Capability and Habitability Sets

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Typical sets are detailed below although quantity changes may occur due to attainment or changes in the capability sets during the MMC.

### Food Services Capability Set

Each set supports 750 to 1,000 persons, while the maximum capability supports 4,000. For an MPF MEB, additional equipment must be offloaded before the reception to support a feeding volume of more than 18,000 Marines and Sailors.

### Habitability Set

Each set provides basic protection from the elements. Each container (module) has equipment and supplies to outfit 80 Marines. The MARFOR/MEFs designate the number of modules for each MSE.

### Health Service Support Capability Set

Each set provides surgical capability and patient holding for a minimum of 20 casualties. The HSS block consists of AMALs 631, 632, 635, 636, 639, and 640.

### Fuel Capability Set

Each set consists of containers loaded with one ABLTS and 14 expeditionary refueling systems for the LCE. Each set also consists of one tactical airfield fuel dispensing system (TAFDS) and two helicopter expeditionary refueling systems for the ACE.

### Electrical Distribution Capability Set

Container 1 provides direct support electrical power. Containers 2 and 3 are general support base camp electrical power generators. Container 4 is loaded with sufficient equipment to provide long-term humanitarian assistance support.

### Security Capability Set

Each set provides the GCE commander with a capability to deter pilferage and terrorist activity. Each set contains tentage, communications, and engineer assets.

### Water Capability Set

Each set consists of two tactical water purification systems (TWPSs) and four 20,000-gallon collapsible water storage tanks. The TWPS can generate 1200 to 1500 gallons of fresh water each hour; the total stowage capacity for each set is

80,000 gallons. Each container will be designated for the LCE.

### Naval Cargo Handling Battalion Capability Set

Each set contains slings and other materials to conduct LO/LO operations.

### Naval Beach Group Capability Set

Each set provides the materials to function as an AAOE and provide camp support.

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## Ammunition Load Planning

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### Compatibility

Ammunition must be segregated and loaded by its hazardous classification; for example, white phosphorus must be segregated from high explosives. Often, general-purpose cargo containers are stacked between and over these incompatible cargoes, which emphasizes the need to ensure the proper use of HAZMAT/explosives labels and placards.

### Fueled Principal End Items

Fueled PEIs cannot be stowed in the same space as ammunition. They must be separated by watertight hatches and doors; for example, on AMSEA class ships, the number three hold can contain rolling stock and containers. If ammunition containers were placed in hold three, there would be a severe operational impact on stowage area.

### Weather Deck Stowage

Ammunition is not normally stored on the weather decks due to its susceptibility to damage from the environment. It is stored in the environmentally-controlled holds below the weather decks.

## Deck Strength

Ammunition container loaded weight is limited to 45,000 pounds. When half-high containers were obtained to store ammunition, the standard 8- by 8- by 20-foot container space could now accommodate 90,000 pounds. However, the deck strength may not be able to sustain that amount of weight with four to six half-high containers stacked in a space designed for two or three standard 20-foot containers. The heavy weight of

ammunition calls for it to be stowed in the bottom-most holds or stowage locations of the MPS.

## Maritime Prepositioning Force Marine Expeditionary Unit Ammunition

Designated ammunition types are identified in prescribed loads to support MEU equipment. Container stowage configurations of each class of ship will determine the best method of ammunition stowage.

# CHAPTER 10

## FORCE PROTECTION

All MPF operations require an environment secure enough to accommodate all phases of an MPF operation—to allow for arrival and assembly of the force and eventual reconstitution and redeployment. To ensure a secure environment, adequate security and force protection capabilities need to be planned and made available to meet potential threats.

The CDR is responsible for force protection during MPF operations, which are most vulnerable during the movement phase and least vulnerable upon completion of the MAGTF's force standup. Surface escorts, augmented by air surveillance assets, are assigned force protection responsibilities during the transit from the marshalling points to the AAA. After the MPSs CHOP to CMPF, the CMPF is responsible for protecting the MPSRON.

The MPF force protection concept is to deploy and employ force protection assets to *deter*, *detect*, and *engage* attackers in order to *mitigate* the effects of attacks that do occur.

- *Deter*. The MPF force protection assets deter attack by presenting visible, credible evidence to observers that attacks from any point will be detected and defeated. Deterrence is also accomplished by creating uncertainty in the minds of observers about the actual extent of defensive measures. It should be accomplished by a layered combination of active and passive measures.
- *Detect*. The MPF force protection assets detect possible attacks with a network of sea-, land-, and air-based observers and electronic sensors. The cluttered environment and short reaction times in MPF AAAs require sophisticated and rapid contact assessment procedures.

- *Engage*. The MPF force protection assets engage attackers with a layered, distributed set of sea-, land-, and air-based platforms. These assets require well-trained watch standers, robust communications, and well-developed ROE for best effectiveness with minimal risk of fratricide.
- *Mitigate*. The MPF force protection assets lessen attack effects by redeploying forces to compensate for casualties and by protecting MPF assets and other mitigation activities in the vulnerable period immediately following an attack.

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### Force Protection Planning

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The primary goal of force protection planning (see app. W for a force protection plan format) is to ensure safe transit and a secure AAA for the entire MPF operation. This goal can only be accomplished through vigilance and a determined effort to maintain situational awareness across all phases of the operations.

### Situational Awareness

To counter threats, the MPF commander must maintain situational awareness of the complete tactical situation across the phases of an MPF operation. That awareness includes the in theater threats faced by the CDR and the subordinate force protection commanders. In addition to the ability to detect, situational awareness includes the ability to integrate/fuze, evaluate, and report all surface, subsurface, air, and land contacts inside and outside the AAA. Situational awareness is a result of well-coordinated command and control. Contacts may be tracked, evaluated, and reported by a variety of organic and nonorganic



sensors in a distributed command and control architecture that is responsive to the establishing authority's needs.

The goal of situational awareness is a common operational picture (COP) of the battlespace shared by the CCDR, the MAGTF commander, the CMPF, and their subordinate force protection elements. A COP facilitates decisionmaking, since commanders who have nearly identical situational awareness can develop COAs in a timely manner. Maintaining situational awareness for planning and during operations is vital. For continuous situational awareness, a close relationship must be developed between those who provide force protection security and those who provide intelligence support. Upon gaining situational awareness, planning begins with a careful threat assessment and assignment of sufficient landward, seaward, and air security elements within an integrated force security organization to mitigate the threat.

### Force Protection Assessment

A force protection assessment involves a threat analysis, a survey of the proposed AAA, and a review of the available/assigned force protection assets. Threats to MPF operations vary significantly during each phase of an MPF operation and may include deep water submarines and long-range aircraft during the transit phase and combat swimmers, mines, and small craft in the AAA. Due to the MPF's vulnerability to infiltration, the MPF area of operations must ensure that defensive coordination occurs among participating commands. The types of threats an MPF faces are—

- Level I threats, which include agents, saboteurs, sympathizers, terrorists, and civil disturbances.
- Level II threats, which include small tactical units, unconventional warfare forces, guerrillas, and significant stand-off weapons threats.
- Level III threats, which include large tactical force operations, such as airborne, helicopter-borne, amphibious, infiltration, and major air operations.

Counterintelligence and intelligence sources should be solicited to provide tailored threat assessments for the designated AAA and its approaches before and during MPF operations. These threats can be defined early in the mission planning process through intelligence preparation of the operational environment. Refer to JP 3-10, *Joint Security Operations in Theater*, for further guidance.

### Survey, Liaison, and Reconnaissance Party

In addition to situational awareness and assessments, planners must be aware of key responsibilities and actions that must occur during each phase and the capabilities provided by each force protection organization. The SLRP organization is staffed and equipped to serve as the initial “eyes-on” to begin force protection planning in earnest.

The SLRP is generally detailed to assess the proposed AAA. It is imperative that the FPO or his designated representative and air, sea, and land security personnel be assigned to the SLRP to conduct a force protection assessment. This assessment should include identification of locations for shore-based surveillance assets, determination of the ability of a host nation to support/augment force protection measures, survey of piers and potential boat maintenance facilities, identification of improvements needed in potential static defensive positions, or development of fields of fire for landward security forces. Planners can conduct a detailed force protection assessment using the SLRP checklist.

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## Force Protection During Maritime Prepositioning Force Operations Phases

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### Marshalling and Movement Phases

The NCC is responsible for the security and force protection of MPF shipping; however, the establishing authority/FPO should coordinate with the NCC when planning for escort operations, routing MPSs to the AAA, determining the

point where the MPSs CHOP to the CMPF for operations and force protection, and subsequent use of escorts for security at the AAA. Primary objectives during these phases include the phased deployment of security and force protection assets to the AAA and preparing the AAA for MPF ship arrival. Assets are normally sequenced into the AAA in the following order to accomplish their tasks:

- Landward security elements establish secure perimeters at the pier, beach, and airfield areas; link-up with host nation landward security elements; and conduct EOD sweeps of piers, port facilities, adjoining roads, and berthing areas. These elements may be flown in from outside the theater of operations or detached from the in theater MEU embarked in the deployed amphibious ready group.
- Command, control, communications systems, intelligence, surveillance, and reconnaissance elements conduct layered surveillance operations, establish the security/force protection command and control organization, and coordinate security measures with host nation agencies. These elements may be flown in from outside the theater of operations and/or provided from prepositioned/deployed assets.
- Seaward security elements establish security zones at the offload areas, conduct mine countermeasures (MCM)/EOD sweeps of the piers and anchorages in the AAA, and link up with host nation seaward security elements for coordinated seaward security response. These elements may be flown in from outside the theater of operations and/or provided from prepositioned/deployed assets.
- Force protection elements of the intertheater airlift are retained by the supported and supporting Ccdrs and secure the AAA in advance of ship and aircraft arrival, which involves the following:
  - ◆ AAA sanitization, which includes the coordination of overlapping organic and nonorganic surveillance coverage, implementation of seaward threat interdiction procedures, coordination with host nation security forces,

and verification that ships anchored pierside or underway in the AAA are not threatened and strategic aircraft and the flight ferry can fly safely into the AAA.

- ◆ Q-route establishment, which includes the coordination of defensive mine laying, identification of primary and alternative routes through the AAA to the offload areas, and coordination of periodic MCM sweeps through the Q-routes to ensure that they are clear.

The aforementioned assets test security response measures to simulated air, land, and sea threats, which include coordinated responses at the air/land/sea contact point, communications effectiveness, and host nation interoperability. They declare the AAA safe to enter for the strategic/tactical aircraft and MPS.

### Arrival and Assembly Phase

This phase includes MPS arrival, offloading, and force standup. The primary focus of security and force protection is steady-state operations, continuous re-evaluation of security effectiveness and requirements, and daily coordination among force protection commanders and elements. Specific MPF mission tasks that must be defended in this phase include—

- Offloading and STS movement of troops and supplies.
- Installation, operation, and maintenance of ABLTSSs.
- Deployment, assembly, installation, and operation of an RRDF.
- Establishment and operation of one or more support camps for the NSE and other elements that, where possible, are integrated as part of a larger joint or regional camp.
- Establishment and operation of arrival and assembly airfields.
- Installation, operation, and maintenance of offshore petroleum discharge systems (OPDSs) and OPDS utility boats.

- Deployment and operation of elevated causeway system-modular.
- Deployment, assembly, installation, operation, and maintenance of causeway ferries and supporting MPF utility boats for offload and the floating causeway pier.

An important consideration when planning the integrated defense of an MPF offload area is the positioning of the ships to be offloaded. Often, this may be geographically constrained. As discussed in MCWP 3-35.8, *Tactical Boat Operations*, and NTTP 3-07.2.1, *Antiterrorism/Force Protection*, the operational limit of small security boats is highly dependent on sea state. Additional precautions must be considered if boats are required to be operating on the open water and out of sight of land. Beyond that distance, the JFMCC or appropriate task force commander may be required to task other available assets to protect the offload ships. Additional actions and considerations necessary include the following:

- Daily planning and coordination among the FPO, air security officer (ASO), SSO, LSO, and host nation commanders, including command-level reassessment of the threat and force protection posture.
- Evaluating and verifying the performance of deployed tactical sensor systems, including determining radar shadows, conducting acoustic range checks for predictions validation, and verifying optical sensor coverage and overlap.
- Daily operations reporting, with daily force protection status information and commanders estimates forwarded from the SSO, ASO, and LSO to the FPO and from the FPO to the establishing authority.
- Re-evaluation of security requirements and requests for additional force protection assets when warranted; for example, MPSs may be moved from anchorage to pierside or vice versa, which could require additional (or the rearrangement of) surveillance and force protection assets to conduct the mission.

- Changing operational control among various forces in/out of the force security organization as required through maritime patrol aircraft, surface pickets, MCM ships, or host nation assets.
- Maintaining vigilance and the tactical edge through controlled testing of surveillance effectiveness and security response measures.

### Reconstitution Phase

The CCDR is responsible for security, but will normally delegate responsibility to the COMMARFOR (AOR) during reconstitution. The NAVFOR is responsible for internal security of living quarters, workspaces, staging areas, and loading areas. Assigning additional security responsibilities to them may detract from efficient reconstitution functioning. This phase includes the reconstitution and redeployment of the MPF, to include the phased redeployment of force protection and surveillance assets. The primary focus is the safe and secure departure of friendly forces from the AAA. This phase involves the following:

- MPS departure, which includes the escort and hand-off from CMPF security forces to escorts assigned by the NCC. Responsibility for force protection is generally passed from CMPF to the escort commander at a designated point near the outer boundary of the AAA.
- Phased redeployment of seaward security and command and control forces normally commences after the MPF ships depart the AAA. In a contingency situation, these forces may remain in theater and transition to other missions under the theater CCDR's OPLAN, such as JLOTS support, port security and harbor defense, and SLOC defense.
- Landward security, base camp, and airfield security forces redeployment, which are generally the last to redeploy. In a contingency situation, these forces may remain in theater and transition to other missions under the theater CCDR's OPLAN.

Simultaneous requirements for security at numerous locations (an APOE, SPOEs, washdown sites, and staging areas) may exceed the capabilities of naval personnel and necessitate coordination with external agencies. Security forces, other than internal security forces defined in the reconstitution table of organization, will be provided from all available sources as directed by COMMARFOR (AOR). External security support may be provided by the US Army, multinational forces, HNS, and other NAVFOR. Security for the reconstitution phase should be assured before finalizing the MAGTF's redeployment plan. Transfer of responsibility for security should be explained in the OPLAN/OPORD.

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### Security Support by Navy Support Elements

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All NSE forces are equipped with small arms as well as crew-served machine guns. They have the ability to defend the beach, seaward approaches, and associated base camp from enemy attacks of up to platoon size. They can also defend convoys traversing to offload staging and marshaling areas.

*Note: NSE units have the ability and resources to set up defensible camp entry control points (ECPs) and staff a defensive perimeter; however, using the NSE in a defensive role will detract from its primary mission. Therefore, other supporting forces should take on defensive responsibilities as soon as practical.*

### Maritime Expeditionary Security Force

The COMUSFF CONOPS describes the MESF as a subordinate command of the NECC. They are under the OPCON of the numbered fleets and control is transferred to the JFMCC during an operation. An MESG consists of a headquarters staff and subordinate MSRONS. The MESG headquarters staff can deploy as a battlestaff when required. For detailed information on

MESF and subordinate unit characteristics and capabilities, refer to *US Navy Maritime Expeditionary Security Force Concept of Operations, MESF CONOPS* (signed on 11 April 2007).

### Maritime Expeditionary Security Squadron

The MSRONS is normally the largest MESF unit to deploy and may operate independently or in support of other security forces. Two or more MSRONS may combine under a single commander if mission scope requires. Each MSRONS consists of a headquarters staff and maritime expeditionary security, boat, and command and control divisions. The divisions can be broken down into smaller detachments or elements that make up an AFP tailored for a specific MPF, AFOE, or LOTS mission. This construct augments and relieves the NSE of most of its defensive roles, permitting it to focus on its primary mission.

### Defensive Capabilities of the Maritime Expeditionary Security Force

The MESF is staffed and equipped to defend against level I and II threats, augmenting other forces in a level III threat environment. The number and type of weapons with which MESF deploys depends on the type of mission and what is specified in the request for support. The introduction of the MESF into an area of operations in support of an MPF operation must be carefully planned and timed to ensure optimum use of these unique resources. The MESF counters a wide range of threats, including surface craft, swimmer delivery vehicles, swimmers, and land forces. Threat objectives may include the destruction or disabling of military vessels, port infrastructure, or the collection of intelligence. The MESF can provide—

- Ground defense operations:
  - ◆ Ground, point, and area defense.
  - ◆ Airfield/aircraft security and defense.
  - ◆ Rapid response.
  - ◆ Land convoy escort.
  - ◆ Surveillance/reconnaissance.

- Afloat defense operations:
  - ◆ Waterborne point and zone defense.
  - ◆ Subsurface attack defense.
  - ◆ Port security/harbor defense.
  - ◆ Harbor approach defense.
  - ◆ Vessel escort.
  - ◆ Visit, board, search, and seizure.
  - ◆ Embarked security.
  - ◆ Mine warfare support.
  - ◆ Surveillance/reconnaissance.
- Additional operations:
  - ◆ Detention operations.
  - ◆ Law enforcement/law and order.
  - ◆ Search and rescue.
  - ◆ Customs.
  - ◆ Theater security cooperation support.
  - ◆ Humanitarian and civic assistance.
  - ◆ Defense support of civil authorities.

The MESF commander ordinarily serves as the force security officer (FSO) and is assigned forces to carry out the security mission.

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### Force Protection Command and Control

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The CDR executes command and control through a dedicated force protection organization headed by the FPO, which includes an SSO, an LSO, an ASO, and their subordinate security response forces. The TACON of interdiction and response assets is normally delegated to the SSO, LSO, and ASO to facilitate rapid response to potential threats. The CDR's decisionmaking process is enhanced through a COP of the battlespace shared with subordinates and force protection commanders and their security elements using reliable and secure communications.

The following information discusses the command and control procedures during MPF missions where defensive combat operations can be anticipated, suggesting the command and control architecture for a coordinated defensive

operation. Additionally, a discussion of the communications architecture is presented.

### Maritime Prepositioning Force In-Stream Offload

The scenario in figure 10-1 is an independent MPF operation. In this example, the operation includes the airlift of personnel with equipment into an AAA at an APOD to join with prepositioned equipment and supplies carried aboard the MPSRON, which must be offloaded across the beach. The command and control structure required for defensive operations is—

- The NBG commander normally assumes the duties as CMPF for independent MPF operations, such as an in-stream offload. In his absence, the CNSE assumes the duties of CMPF.
- If the CNSE assumes the role of CMPF, the commander, PHIBCB assumes the duties of CNSE.
- The commander of the MESF assumes duties as FSO and reports to the CNSE.
- The LSO and SSO billets are also filled by MESF personnel.

If an MESF AFP is not deployed, the FSO, LSO, and SSO billets are filled from the CNSE force structure. In this case—

- The beach support commander assumes duties as LSO.
- The OCU watch officer assumes the dual responsibility of SSO.

*Note: The OCU is a watch organization, not an individual.*

### Security Control Centers

To facilitate coordination between the key security organizations, security control centers should be collocated. Figure 10-2 shows an MPF in-stream offload area with the various control centers identified.

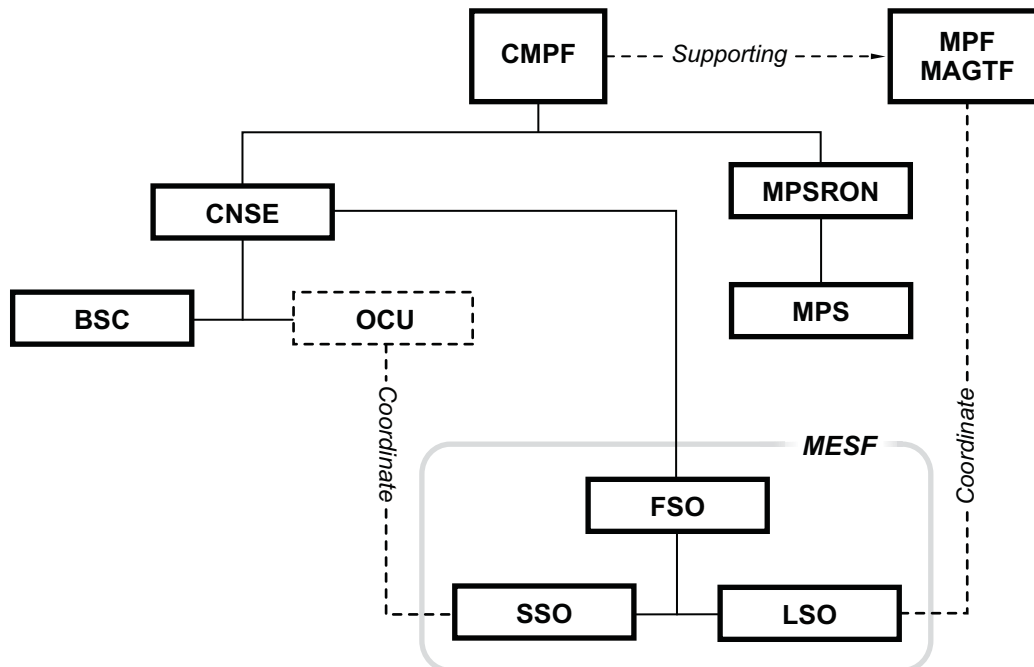


Figure 10-1. Defensive Command and Control.

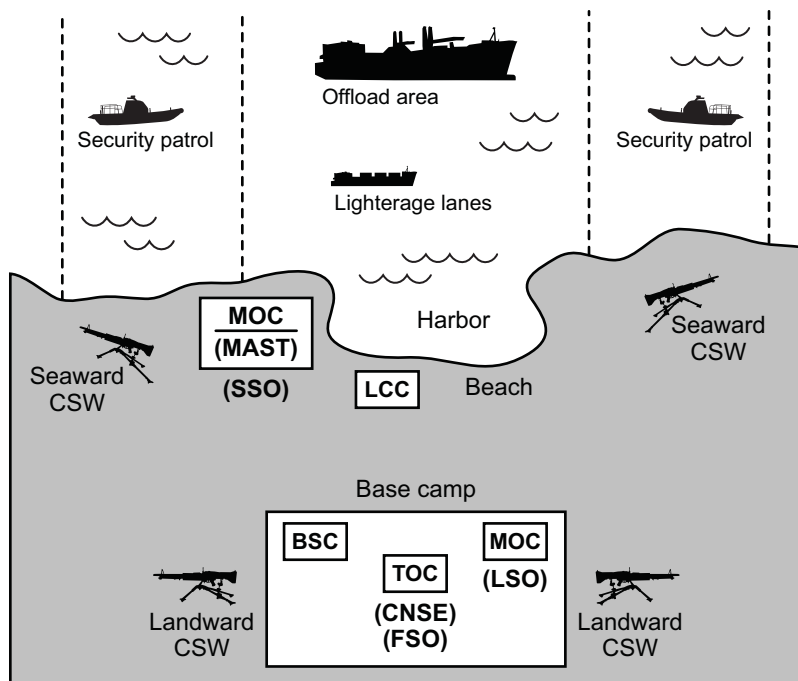


Figure 10-2. MPF In-Stream Offload Area with Control Centers.

### *Offload Control Unit*

The OCU, manned by the NSE, is established to manage the offload operation. This operation includes assigning lighters to ship lighterage control points, monitoring STS movement of lighters, ensuring safe lighterage operations, managing available craft, establishing lighter anchorage sites outside of the area, coordinating lighterage casualty evacuations, and controlling lighterage entry and exit to/from the offload area. When the operation commences, the OCU will be the key coordinating body for the lighter usage plan. The OCU must be physically located ashore or afloat in a position that affords the best visibility of the lighterage operating area.

### *Mobile Operations Center*

The mobile operations center (MOC) directs the movements of MESF security boats and landward security forces. Ideally, there should only be one MOC and it should be located in a position overlooking the harbor and lighterage lanes in order to best employ the MESF security boats and the landward security forces. However, depending on the scope of the offload and geographic constraints, there may be multiple MOCs. Each MOC takes reports from its designated area and forwards them to the LSO or SSO in the tactical operations center (TOC). While the SSO may also operate from a remote MOC dedicated to seaward security, it is normally collocated with the TOC.

*Note: The FSO, LSO, and SSO should be collocated in the TOC to provide optimum coordination.*

The mobile ashore support terminal (MAST) system is collocated with and is an integral piece of equipment in MOC operations. The MAST is a mobile unit that is transportable by land, surface ship, or air, which provides versatile sensor, command, control, communications systems, intelligence, surveillance, and reconnaissance capabilities. These capabilities display the tactical

situation as it develops ashore and at sea and allows forces ashore to fully integrate and interact with afloat commanders and platforms. The MAST should be located in a prominent geographic position where its radar and sonobuoy processing capability can be best used. Detailed capabilities of the MAST are found in NTTP 3-10.1, *Naval Coastal Warfare Operations*.

### *Air Security Operations Center*

The air security operations center (ASOC) is led by the ASO and provides a critical capability that is focused on the potential air threat. The vulnerability of MPF operations to air attacks and the speed that attacks can occur requires a command and control node that can assimilate a complete air picture for the entire AAA. The ASOC provides a fused tactical picture from air surveillance sensors and systems. From the ASOC, various interdiction assets under the TACON of the ASO are directed to investigate, interdict, and neutralize suspected threats. Due to the extensive command, control, communications systems, intelligence, surveillance, and reconnaissance requirements for data collection and dissemination, the ASOC should be collocated with the headquarters element, the joint force air component commander (JFACC), or the JFMCC if no JFACC is established—whoever provides the greatest connectivity. The ASO is responsible for the ASOC's ability to—

- Assess the air security situation and recommend additional asset requirements to the FPO.
- Develop an air surveillance and security response plan.
- Ensure layered, overlapping surveillance coverage of the entire AAA.
- Establish and promulgate air security and air exclusion zones.
- Coordinate with the host nation for air security.
- Coordinate security response actions at the sea/land/air contact point with the SSO, LSO, and FPO.
- Provide daily summaries of air security and air surveillance actions to the FPO.

### *Beach Support Unit*

The beach support unit (BSU) is an element of the NSE, providing lighterage support and maintenance, ground transportation, and camp support operations. The BSU watch officer and staff direct and track BSU operations and maintain situational awareness of the broader NSE operations. In a benign operating environment, the BSU tracks lighterage status, transportation, and camp operations, but may have security responsibilities also.

### *Navy Support Element Headquarters/Tactical Operations Center*

The TOC is the command and control node for the CNSE. The TOC receives communications from the OCU, BPG, BSU, and the defense unit. Commander, maritime prepositioning force may direct the FSO to co-locate with the CNSE. The TOC coordinates all activities to successfully execute both STS movement and security missions. The TOC watch develops a fused common picture of throughput, movement, and force defensive actions, which improves watchstander efficiency, communications flow, and situational awareness on lighterage and security. This common picture, most importantly, is used to deconflict craft inbound to the HVAs and mitigate the possibility of fratricide. The TOC is best centrally located within the base camp that is both defensible and provides easy access to all surrounding security forces and command centers.

### **Assignment of Seaward Security Officer and Boat Control**

The SSO reports directly to the FSO on seaward security matters. This individual must be specifically trained for waterborne surveillance and force defense. The SSO is responsible for the security around the offload area and the coordination of all available waterborne security assets. The SSO is normally an officer from the MESF boat detachment with extensive training in security operations. The SSO may operate from

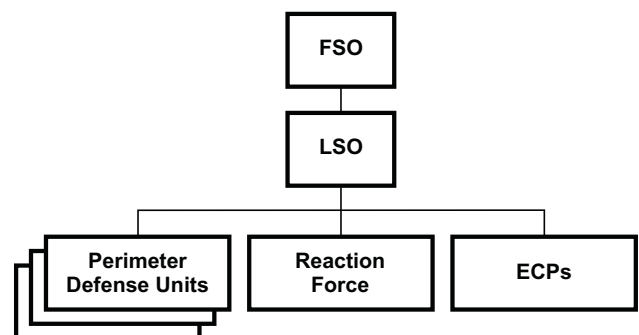
the TOC or co-locate with the OCU. If the MESF arrival is delayed, the CNSE will designate the OCU watch officer or other officer as SSO. Upon arrival, the MESF SSO is integrated with the defensive force structure only after situational awareness is satisfactory.

### **Assignment of Landward Security Officer**

The LSO is responsible for the coordination of all landward security forces, including all base reaction forces, ECP, perimeter defense, patrols, and convoy defense detachments. The LSO comes from MESF forces when deployed or from the Marine Corps or Army if a security element still exists in the base camp or joint security area (JSA). Alternatively, the CNSE may assign the beach support commander as the LSO.

Figure 10-3, shows a landward security command and control structure. Forces participating in landward security of a base camp are under the FSO. The LSO directs all units participating in perimeter defense, reaction force, or ECP operations. This structure might include elements of the MESF or NSE line companies and be supported by available Marine Corps and Army security elements while they are in the offload area in the JSA.

In order to prevent fratricide, it is imperative that fighting positions maintain good communication. The LSO should have communication with fighting positions, but additional communication should be provided between positions if possible.



**Figure 10-3. Landward Security  
Command and Control Structure.**



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## Force Protection Execution

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Maritime prepositioning force operations are primarily executed in a secure environment, level I or II threats must be anticipated. Force protection assets may be sourced from Army, Marine Corps, or Navy military police; Coast Guard port security units (PSUs); or the host nation. Seaward defense is further broken down into small boat operations and harbor defensive tactics. Landward defense discusses optimal base set up and the coordination of security patrols and convoy escort in the rear area.

### Seaward Security

With armed craft from multiple units trying to defend and operate within an offload area, beach, harbor, or port, the risk of fratricide is high. This danger is compounded during nighttime operations. To help mitigate this risk, seaward security is organized into two elements—harbor defense and boat patrols in the vicinity of the beach and base camp. The MESF patrol boats provide the primary defense against waterborne threats, but may be replaced or augmented by NSE or other forces. They actively patrol the waters near the beach area and around HVAs in the harbor area. Additionally, patrol boats may be in a position to engage hostile forces on land. Prior to any patrol boats engaging enemy forces ashore, such action must be coordinated with the LSO using the FSO net, a communications architecture discussed later in this chapter, to prevent blue-on-blue engagements and to ensure that the landward threat is being engaged with the most effective defensive assets.

The Coast Guard is also organized, trained, and equipped to provide port security functions. If requested, the Coast Guard may provide PSUs, maritime safety and security teams, law enforcement detachments, boarding teams, and patrol

boats. The Coast Guard may also interact with host nation port security boats that are conducting waterborne security. If a Coast Guard PSU is assigned, the PSU commanding officer will assume SSO responsibilities.

### *Harbor Defense*

Harbor defense involves the protection and management of harbors, ports, anchorages, offload areas, shore facilities, strategic shipping, and naval ships against waterborne threats. Adequate harbor or beach defense requires a combination of CSW emplacements and boat patrols.

Static, land-based CSW emplacements for seaward defense are deployed as needed on piers, on anchored or moored ships, or on the protected assets themselves to support waterborne operations. These emplacements are especially necessary when a limited number of boats are available. Since the primary function of these emplacements is for seaward defense, they report to the SSO, not the LSO. To ensure continuous coordination and avoid blue-on-blue situations, all shore CSW positions and patrol boats must be on the same tactical radio net. The SSO-controlled boat control net is the primary net, regardless of the forces providing security. The CSW emplacements only engage waterborne targets on approval from the SSO on the security boat control net. Additional procedures for harbor defense can be found in MCWP 3-35.8 and NTTP 3-07.2.1.

### *Patrol Boat Operations*

Boat detachments from the MESF are the primary units that conduct seaward security, but all units involved in seaward defense must understand the basics of boat patrols. In the event that MESF is delayed arriving in theater or is tasked in another area of operation, NSE MPF utility boats may be required to conduct security patrols. Full information on small boat tactics and security patrolling

procedures can be found in MCWP 3-35.8. The basic tactics used are sector or screen defenses.

Patrol boats are lightly armed small crafts designed for close-in waterborne defense and are not equipped to engage hostile forces beyond a level II threat. The optimum minimum defensive posture is a three-boat patrol, with two boats operating forward of, around, or just beyond the offloading area and one boat maintaining its position in the rear near the beach approach to react to threats. A fourth boat should be kept in standby at a nearby safe haven, ready to augment as necessary if the threat escalates. These security boats will set up a security zone around the offload area. Threat, warning, and assessment areas are all parts of the security zone. For further information on security zones, see MCWP 3-35.8.

Figure 10-4 shows an example of a three-boat patrol. If threat conditions warrant, one or two additional boats may be deployed outside the immediate harbor or beach approach to extend the range of interception and detection of contacts of interest (COIs) and escort vessels through approaches entering and leaving the operating area.

These additional boats should patrol out to 5 nm from the harbor or beach and, if escort is required, be prepared to escort craft out to the patrol boat operational limit of 15 nm. If only two

boats are available, they will both be deployed near the outer edge of the sector they are protecting, beyond the ship offload area if possible. A two-boat patrol can adequately cover approximately a 25 square nm harbor, beach approach, or security zone around an HVA. For both safety and security reasons, a single boat patrol should only be deployed as a last resort, taking into consideration the following factors—

- Threat no greater than level 1.
- Never for use on the open ocean.
- Must always be supported by floating barriers, static weapons emplacements, and/or augmenting boats.

The single boat takes a position near the center of the area it is required to cover. The boat moves to the right or left as needed to intercept contacts. Upon disengagement from the COI(s), it should return to a central position immediately to be prepared for follow-on tasking.

**Boat Patrol Sector Defense.** Lighterage lanes and HVA anchorages are surrounded by security zones. To conserve assets, the size and configuration of the security zone should be kept to the minimum necessary to ensure the safety of the protected assets. These designated security zones

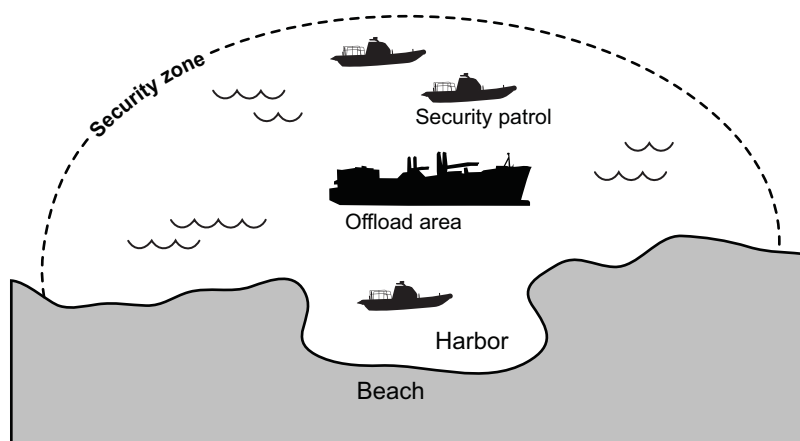


Figure 10-4. Three-Boat Patrol.

are divided into patrol sectors. The size and configuration of the sectors depends on—

- Threat capabilities.
- Threat axis.
- Offload traffic.
- Possible civilian harbor traffic.
- Environmental conditions.
- Number of patrol boats available.

**Boat Patrol Screen Defense.** Small boats may provide a security screen to protect the flanks of the operating area to and from the beach. The number of boats required depends largely on the distance from the offloading ships to the beach. At least two boats are needed on each flank. When the lanes are being actively used to move high value cargo and personnel to and from the beach, a security zone should be established on each flank.

#### *Augmenting Boats*

When a limited number of MESF security boats are available, they may be augmented by craft of opportunity, such as NSE MPF utility boats or landing craft, mechanized (LCM) with weapons mounted. These craft may be anchored or stationed in a position to augment the security boats or tactically employed to cover patrol areas. Ideally, such assignments would be made during a preunderway brief. In a more short-duration situation, the tasking may be assigned to the NSE augment boat by radio as the threat events unfold, such as when a COI is entering a warning zone and the assigned security boat is prosecuting other COIs. With all communications on the lighterage control net, the recommended procedure is as follows:

- The SSO requests control of the augment boat.
- The OCU watch officer responds and acknowledges that the SSO has control of the augment boat.
- The augment boat acknowledges the CHOP to the SSO.

- The SSO coordinates prosecution of the COI. Other lighterage communication traffic should be kept to an absolute minimum while the contact prosecution is taking place.
- Once the situation has been resolved, the SSO relinquishes control of the augment craft back to the OCU.
- The augment boat acknowledges the shift again.
- The SSO relinquishes the net and returns to guard.

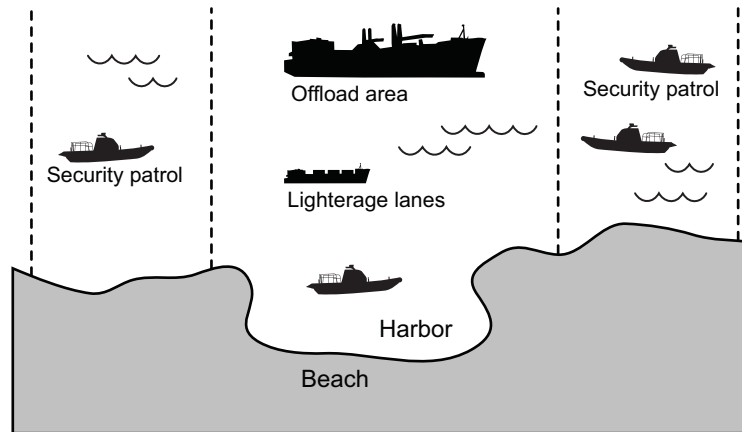
The MPF utility boats and crews may have less experience or performance capability than an MESF craft conducting the same escort or security mission. The procedures in the following paragraphs apply to augment boats. If the time is available, the augment boat crews should be trained to work directly with the MESF. Lighterage is also employed for screen or sector defensive tactics:

- *Screen Defense.* In a flanking screen, the lighterage passes through a defended lighterage lane. The basic procedure is as follows:
  - ◆ OCU coordinates lighterage movements.
  - ◆ SSO coordinates small boat patrols to defend the lighterage lanes.
  - ◆ SSO maintains guard on the lighterage control net to maintain situational awareness.
- *Sector Defense.* In a sector defense, the lighterage passes from sector to sector. The small boat patrols may either randomly patrol assigned sectors while lighterage passes through the sectors without escort or provide close escort and conduct direct hand-off to small boats in adjacent sectors when the threat is significant.

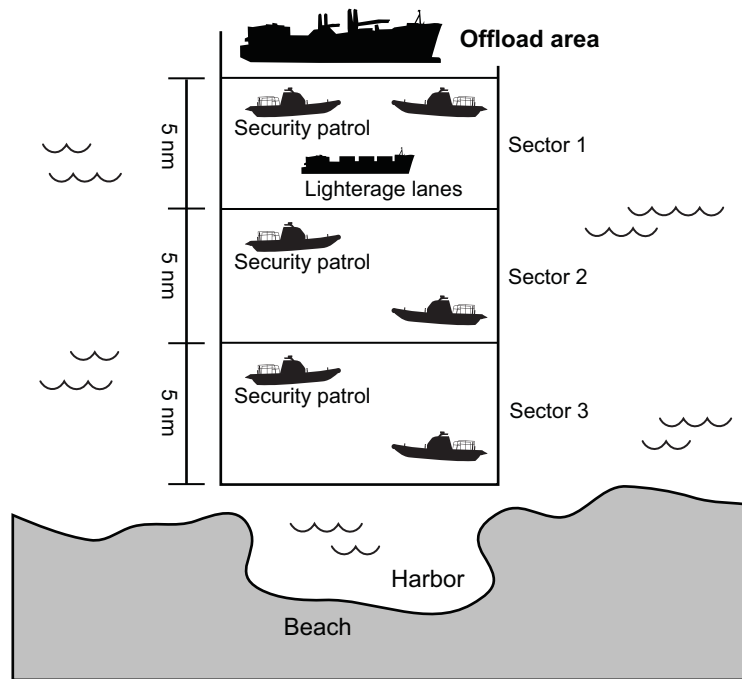
Figure 10-5 shows lighterage traveling from the offload area to the beach with two boats patrolling each flank of the screen. Figure 10-6 shows a lighterage escort within a sector defense. The MESF boats are tasked to escort lighterage from the anchorage/offload area into the harbor or beach. In this relatively extreme

example, the offload area is 15 nm from the beach. During planning, the distance of offload areas from the beach is a key consideration to ensure coverage by the MESF, other CCDR, or JFMCC assets if required.

*Note: Three 5-nm by 5-nm sectors are employed in figure 10-6. Each sector is assigned two boats with an additional two boats patrolling the immediate harbor/beach area. Using all boats in this manner may leave no maintenance or stand down time for boats.*



**Figure 10-5. Lighterage Transit with Flank Screens.**



**Figure 10-6. Sector Defense.**

Figure 10-6 may require additional boats, either assigned from additional MESF forces or augmenting boats from the NSE. The procedure for this sector escort operation is—

- The OCU watch officer controls the lighterage control net and guards on the boat common net.
- The SSO guards on the boat common and lighterage control nets and controls the security boat control net.
- Security boats coordinate with lighterage on the boat common net and with the SSO on the security boat control net.
- Lighterage enters sector 1 and checks in with the security boats on the boat common net.
- The security boat escorts the lighterage to sector 2 and hands off defensive responsibilities to the next boat patrol on the security boat control net. Escort and escort transfer procedures can be found in NTTP 3-10.1.
- If the lighterage coxswain sees a threat that its escort boat may not be aware of, he should pass the information over the lighterage control net that the SSO is monitoring. The SSO, in control of the escort boat, will vector the escort boat as required. If the coxswain sees no response within 15 seconds, he should pass the information directly to the escort over the boat common net.
- If the lighterage comes under threat of attack, several things must be considered—
  - ◆ The coxswain will take action as required to defend the lighterage.
  - ◆ If the lighterage has the means for self defense, the coxswain must consider the ROE before engaging the enemy.
  - ◆ Lighterage personnel should hold fire on all weapons on the side that escort craft are engaging to avoid a friendly fire incident with its escort craft.
  - ◆ In emergencies, lighterage coordinates fire with its escort on the boat common net.
- If lighterage is not under close escort and is passing through a security zone when it comes under threat—
  - ◆ The coxswain should immediately transmit a request for assistance over the lighterage control net.
  - ◆ The SSO monitors this net and will vector escort boats to assist.
  - ◆ If the lighterage has the means for self-defense, the coxswain must consider the ROE before engaging the enemy.
  - ◆ If the coxswain does not see boats moving to assist within 30 seconds, he should repeat the call on the boat common net.

### Landward Security

The JFC has overall responsibility for rear area security. During MPF operations, Marine Corps forces continue to provide security for the marshalling area and may be delegated responsibility to coordinate area patrolling, depending on the tactical situation and threat. The LSO is responsible to the FSO for defense inside the beach off-load area, base camp perimeter, and any designated satellite locations, such as airfields.

#### *Base Camp Defensive Force Structure*

The MESF AFP has landward garrison forces with small arms and CSW assets. Together with MAGTF security elements and host nation forces, the MESF provides security for the MPF operation. If the MESF AFP is properly sized, the NSE can concentrate on its primary mission without having to contribute to base camp security. Personnel assigned to supporting defensive operations should not be arbitrarily drafted from the populace; rather, they should comprise a previously identified trained security detachment trained in camp security, defense, and convoy TTPs. Each NSE base camp has a designated commander, which is usually the CNSE for NSE operations.

All forces billeted in an NSE base camp should be prepared to assign 10 percent of their personnel to support the LSO's defensive force. Accordingly, these personnel should be identified and trained prior to deployment. In situations where augmentation is required and arriving units lack trained personnel, the FSO may conduct on-the-job training to ensure these forces contribute to the overall effort.

The PHIBCBs form the preponderance of the NSE's capability to provide personnel and equipment for camp defense, ECP security, convoy security, camp reaction forces for quick response to threats, and CSW emplacements for perimeter defense. The NBG, ACU, beachmaster unit, and NCHB can also contribute. The NSE forces trained in security operations may be integrated with the landward security structure as required or maintained as a ready response backup.

The preferable situation is to base the NSE with the MPF MAGTF LFSP ashore until such time as it may be absorbed back into its parent LCE. This allocation enables the NSE to focus on its core responsibilities. Host nation security personnel may provide assets at key defensive areas, usually ECP, to act as local law enforcement/translators. The NSE and the host nation security force should exchange liaison personnel.

### *Defensive Procedures*

The NSE forces integrate with rear area security forces to provide for deconfliction, mutual support, and a coordinated defense. The NSE security force does not normally deploy outside of the base camp perimeter unless conducting convoy security operations. For further information on defensive procedures, refer to JP 3-10, NWP 3-10, *Naval Coastal Warfare*, NTTP 3-10.1, and MCRP 3-41.1A, *MAGTF Rear Area Security*. Defensive procedures include base camp physical security and patrolling.

**Base Camp Physical Security.** The physical security arrangements for a base camp typically consist of the following:

- Secure outer fence perimeter.
- Two ECPs (entrance gates with gate guards in hardened positions). Access to the base camp should be through only one ECP with the second ECP reserved for emergency use. Security forces should provide overwatch of the ECP.
- Rapid reaction force of at least a 10-person squad with two high mobility multipurpose wheeled vehicles (HMMWV) and mounted weapons, such as an M2, M240B, or MK19.
- Fixed firing/fighting positions must provide a total of 360-degree visibility and fields of fire.

For further information on rear area doctrine, see JP 3-10.

**Patrolling.** Patrolling is the primary means of ensuring rear area security and protecting the LOCs. Designated forces provide security patrols in the rear area in and around the beach offload site. Upon receipt of a warning order from the LSO, units ensure that the designated patrol leader develops and issues the patrol order, conducts a rehearsal, and coordinates with the communications officer so communications assets are met. In order to establish effective patrols, the following should be considered:

- The LSO and FPO will direct patrols and maintain continuous communication.
- Patrols remain within covering range of the CSWs unless otherwise directed.
- Security patrolling is a continuous action; perimeter units ensure that the security area is constantly monitored without compromising fighting position readiness.
- Direct, face-to-face liaison shall be conducted by both units (the patrol and the personnel on the line) at the initial passage point when the tactical situation allows.

- A guide will be provided by the stationary unit to guide the lead elements of the mobile patrol unit to the release points.
- Recognition signals between the patrol and the personnel staffing the security perimeter must be absolutely clear.

In a situation where MARFOR are conducting rear area security patrols, NSE and accompanying forces do not conduct defensive patrols outside the base camp. Careful coordination must exist between the LSO and the joint security coordinator (JSC) to ensure that perimeter defenders do not fire on friendly patrols. The JSC ensures that rear area patrols stay clear of defended base camps; however, perimeter defenders must be warned of potentially friendly forces operating in the rear area. This communication is coordinated between the FSO and the JSC on the security command net. For more information on patrolling, see MCWP 3-11.3, *Scouting and Patrolling*.

### Air Security

The air security response is the most notional of the three security nodes. Unlike landward security, airward security must be requested and integrated from completely non-MPF-related supported CCDR's assets. The air security response is a shared responsibility involving sea, air, and land force capabilities and coordinated by the ASO. Relatively few platforms possess the capability to encompass the entire air security picture from surveillance to engagement. Assets that may assist with the air security response include—

- Navy surface combatants, such as cruisers or destroyers.
- An amphibious ready group with an embarked MEU.
- Host nation aviation assets or joint force aviation assets under the control of the JFMCC or JFACC when established.

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## Communication Architecture

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It is imperative that all defensive units can communicate on their assigned nets. A communications plan should be promulgated before any preplanned operation or one should be acquired by MESF forces arriving in theater.

### Navy Support Element Defensive Communications Nets

The recommended arrangement for the NSE communications nets are—

- *NSE Command Net*. The NSE command net, controlled by CNSE, allows subordinate NBG commands to receive and communicate external reports to CNSE as required. It is an ultrahigh frequency (UHF) secure net using portable radio communications (PRC) or single-channel ground and airborne radio system (SINGARS) radios.
- *Lighterage Control Net*. The OCU (or OCU watch officer in the absence of an OCU) maintains overall control of this net. The OCU watch officer exercises control of craft as required. It is a UHF secure net using SINGARS radios. The SSO monitors this net to maintain awareness of lighterage coming in and out of the seaward operating area and to pass information to assigned picket boats.
- *Convoy Internal Net*. The convoy commander controls this UHF secure net. Convoys communicate internally as required using handheld radios.

### Security Force Nets

The recommended arrangement for defensive security force-related nets is as follows:

- *Security Command Net*. This net is a secure voice net controlled by the JSC. It is used to communicate with the FSO and rear area commanders and is designated for force

protection issues related to subordinate commands. It is a UHF secure net using satellite communications (SATCOM) radios. This net is used to coordinate with Marine or Army rear area guards staffing checkpoints in the JSA of NSE convoys that are en route.

- *FSO Command Net*. This net is a secure voice radio net continuously operating and guarded by the harbor defense commander and controlled by the commander, MSRDN (or other FSO). It is designated for force protection issues-related to subordinate commands, including the SSO, MESF sensor detachments, and the LSO. It is a UHF secure net using PRC/SINCGARS radios.
- *Camp Tactical Net (LSO Net)*. The LSO controls this net, which is the base security commander if the NSE is assigned to fill the LSO role. The LSO communicates tactical direction to and receives tactical reports from line companies and security command posts, convoys, and security patrols, as well as additional tactical information. It is a UHF secure net using SINCGARS radios.
- *Security Net*. The LSO controls this net on which security reaction force personnel communicate updates from roving patrols, coordinate reaction squads, and report security issues to security command posts as required. This net is a UHF secure net using handheld radios. If MESF units are present in theater, NSE personnel under a MESF LSO in charge of landward base defense will use this net. It is also used as a coordinating net for ECP reports to the LSO and for the coordination of ECP security guards and convoys en route.
- *SSO Net*. The SSO nets are secure voice radio nets used and controlled by the SSO to coordinate seaward security operations and responses. Users include security boat patrol leaders and CSW teams covering seaward approaches to the area of operations. It is a UHF secure net using handheld radios.
- *Security Boat Control Net*. This net is a secure voice radio net controlled by the SSO and used by security boat patrol leaders for security boat command, control, and coordination. It is a UHF secure net using PRC/SINCGARS radios. The NSE security boats may have difficulty complying with a UHF requirement because SINCGARS radios in NSE MPF utility boats being used as security boats may have to operate in the very high frequency (VHF) secure range depending on the type of SINCGARS radios available.
- *Boat Common Net*. This net is an unsecure voice radio net used by afloat units for safety and navigation coordination and particular attention must be given to disclosures of potentially damaging information. A free net, it is controlled by the SSO and uses a predesignated VHF bridge-to-bridge channel. Boat crews will ensure that positive radio communications are established prior to getting underway and are maintained at all times with the officer in tactical command while underway, unless otherwise directed by appropriate emission control imposed by the officer in tactical command. Boat crews must maintain communications network integrity and be aware of each communications net during debarkation and patrol, especially when other flight, landing, or amphibious assault craft operations are underway. The security boats must monitor multiple communications nets.



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# CHAPTER 11

## INTELLIGENCE

Detailed intelligence on the threat situation and unfriendly capabilities, vulnerabilities, and estimated COAs within the area of operations is critical to support early MAGTF planning requirements and decisionmaking. For uncertain conditions, similar intelligence is required on host country military, paramilitary, and law enforcement forces with which the MAGTF will need to coordinate operations.

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### Weather Conditions and Key Infrastructure

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Comprehensive, accurate intelligence on the weather conditions and key infrastructure questions is of critical concern to support MAGTF planning and decisionmaking. Early assessment of basic intelligence products and databases will satisfy most initial intelligence requirements. In particular, detailed and continually updated intelligence will generally be required on the following:

- Ports and harbors.
- Airfields.
- Roads, railways, and other LOCs.
- Telecommunications and utility infrastructures.
- Other key facilities in the area of operations.

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### Task Organization and Deployment Phasing

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The JTF, theater, and other Navy intelligence operations satisfy most MAGTF PIRs until organic MAGTF assets are operational in the area of operations. This situation places great importance on effective integration of joint, naval, and MAGTF intelligence planning and operations; clear identification of MAGTF PIRs and other

intelligence requirements; and supporting information systems operations.

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### Command and Control

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The likely large geographic separation of the MAGTF commander and the CMPF will generally preclude forming a combined intelligence center as in an amphibious force. This situation, coupled with the geographic separation from the JTF, will challenge MPF command and control. Detailed command and control, intelligence CONPLANS, SOPs, area intelligence studies, and supporting information systems are critical to the support of early planning requirements.

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### Required Intelligence Capabilities

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An MPF operation's required intelligence capabilities are similar to those of any other operation in that they must have the capacity to do the following:

- Perform intelligence preparation of the battlespace and situation development covering a broad maneuver space.
- Analyze threat forces to determine centers of gravity and critical vulnerabilities.
- Conduct detailed terrain, hydrographic, port, airfield, and LOCs analysis to support MPF operations.
- Ensure information systems connectivity and interoperability with national, theater, and joint forces' intelligence assets, which provide intelligence support before the MPF MAGTF arrives in the area of operations.

- Coordinate standoff collection assets that can satisfy force requirements from beyond visual and radar range of the shoreline or “over-the-horizon.”
- Provide organic imagery, signals intelligence, human intelligence, counterintelligence, remote sensor, geospatial information and services (GI&S), and ground and aerial reconnaissance assets that can satisfy MAGTF tactical collection requirements as the MPF enters its area of operations and starts operations.
- Coordinate dissemination systems that link widely dispersed joint forces, NAVFOR, and MARFOR afloat and ashore.
- Characteristics of the transportation network between the port/beach and the airfield.
- Location and characteristics of potential anchorages.
- Hydrographic data, to include tides, currents, beach gradient, composition, trafficability, beach frontage and depth, surf conditions, and channel information.
- Predominant weather conditions and their effects in the area, to include visibility, winds, flying conditions, astronomic data, and typical sea states.
- Incorporation of the FPOC into the intelligence system.

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## Intelligence Requirements

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Specific intelligence requirements will be situationally dependent. A good source to aid all planners with identifying intelligence requirements is the Marine Corps Intelligence Activity 1540-002-95, *Generic Intelligence Requirements Handbook (GIRH)*. The following notional intelligence requirements reflect intelligence gaps typical for MPF operations:

- Threat force locations, dispositions, compositions, and activities within the AOR, particularly as they impact the requirement for a secure area and pose threats to MPS movement.
- Location and characteristics of an airfield suitable for AMC and CRAF aircraft operations and the throughput capability to support the projected airflow.
- Location and characteristics of an adequate port/beach for timely offload of the MPSRON. A port must have sufficient water depth, overhead clearance, and maneuver room for the ships.

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## Command Responsibilities

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Command intelligence responsibilities vary with each high-level command. Commands include the establishing authority, MAGTF, MPF, NSE, and the MPSRON.

### Responsibilities of the Establishing Authority

The intelligence responsibilities of the establishing authority are to—

- Determine, validate, and prioritize intelligence requirements and consolidate intelligence needs of MPF elements.
- Coordinate the collection, processing, production, and dissemination of intelligence to MPF elements.
- Review and forward requests for intelligence and counterintelligence support.
- Establish liaison with appropriate intelligence agencies.
- Coordinate the production and dissemination of all-source intelligence/counterintelligence studies, estimates, and other products to support MPF requirements.

## Responsibilities of the MAGTF Commander

The intelligence responsibilities of the MAGTF commander are to—

- Determine, validate, and prioritize MAGTF intelligence requirements.
- Review existing intelligence publications and databases to identify critical gaps in information.
- Initiate organic intelligence and reconnaissance operations.
- Forward intelligence requirements to appropriate operational commanders.
- Develop or activate intelligence collection plans, to include requests for national/theater intelligence support.
- Prepare and disseminate intelligence estimates and studies to support operational planning.
- Identify/refine GI&S requirements and prepare/activate the MAGTF war reserve stock for delivery.
- Distribute GI&S products from the MAGTF planning allowance for initial operational planning.
- Develop and coordinate target intelligence activities as part of the overall targeting function.
- Coordinate with other MPF elements for intelligence planning.
- Identify intelligence command and control and information systems requirements.

## Responsibilities of the Commander, Maritime Prepositioning Force

Intelligence responsibilities of the CMPF are to—

- Ensure continuous intelligence support to Navy elements from supported and supporting CCDRs.
- Coordinate intelligence and counterintelligence measures in support of Navy operations.

## Responsibilities of the Commander, Naval Support Element and Commander, Maritime Prepositioning Ships Squadron

The CNSE and COMPSRON must—

- Determine and submit intelligence requirements to the CMPF.
- Coordinate with other MPF elements for intelligence planning as required.
- Distribute charts, photographs, and other intelligence materials to the NSE.

## Responsibilities of Other Force Commanders

Other force commanders must—

- Determine their intelligence requirements.
- Prepare an intelligence plan compatible with the specific needs of their respective forces. Requests for intelligence peculiar to the specialized operations of these forces must be submitted by force commanders to their operational commanders.

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## Examples of Supporting Intelligence Agencies and Organizations

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Because of the nature of MPF operations and the variety of OPLANs, MPF elements may receive intelligence support from more than one unified command. Intelligence support is provided by intelligence agencies or organizations in response to validated intelligence requirements forwarded and validated through appropriate operational chains of command. This support may come from national agencies or in theater, joint, or naval organizations—

- Some national agencies include—
  - ◆ National Security Agency.
  - ◆ Central Intelligence Agency.
  - ◆ Defense Intelligence Agency.

- ◆ National Reconnaissance Office.
- ◆ National Geospatial-Intelligence Agency.
- Some in theater organizations include the—
  - ◆ CCDR.
  - ◆ JTF.
  - ◆ Joint intelligence support element.
  - ◆ National intelligence support team.
- The JFMCC maritime operations center support comes from the various intelligence

analysis centers and agencies in this list. That support integrates multinational and inter-agency maritime intelligence support and integrates the theater's common intelligence picture.

- Other naval services also provide intelligence support, such as the National Maritime Intelligence Center and Naval Criminal Investigative Service (NCIS).

# CHAPTER 12

## THE COMMUNICATIONS PLAN

The communications plan reflects the command and control requirements of the establishing authority, the MAGTF commander, and the CMPF. Communications systems connect commanders, enabling them to exercise command and control requirements, whether commercial (host nation, United States, or multinational), military (United States or multinational), or a combination of both. Communications planning starts during the development of an OPLAN (execution planning) and continues through all phases of planning.

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### Content of the Communications Plan

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The communications plan must consider internal and external command and control requirements for each phase of the MPF operation. It must support mobilization from home stations, during en route movement and arrival and assembly, and for force employment. The communications plan must be adaptable to changes in activities, command relationships, and task organization. The plan details the circuits, channels, and facilities required to support the MPF operation and should include the following:

- General coverage of the communications situation, including assumptions, guiding principles, and the CONOPS for communications employment.
- An announcement of the communications mission.
- Delegation of communications tasks and responsibilities to MPF elements.
- Detailed instructions on the organization, installation, operation, and maintenance of

communications systems and coordination of the entire communications network.

- Assignment of call signs, frequencies, communications security (COMSEC) equipment, keymats, codes, and authentication systems.
- Instructions on countermeasures, cover and deception, security, recognition and identification, NAVAIDS, and other special communications and electronic functions.
- Communications-electronics logistic support.
- Communications with AMC command and control agencies during all phases of the operation.

The communications plan is prepared in detail for use by commanders at all echelons. The format should be standardized for use by any unit assigned to support the MPF operation. Information and instructions in the plan could be provided in annex or appendix form, reducing the preparation and reproduction necessary and minimizing errors.

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### Planning Factors

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When constructing a communications plan, the following factors should be considered:

- Communications equipment and COMSEC material must be compatible and of sufficient quantity to support all phases of the MPF operation.
- Communications requirements change during phases. Coordination between MPF elements and supporting units is necessary so that essential communications requirements are continually met. Communications requirements vary with the location and method of employment.

- The use of Service and foreign civilian communications systems should be maximized to be consistent with OPSEC and COMSEC policies.
- The location of the MPF operation dictates the extent of coordination required within and among areas of operation. Communications systems must support command and control requirements whether the operation is independent or an augmentation. Independent operations require a standalone communications plan; augmentation operations require a plan that complements the augmented force's communications plan.

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## Command Responsibilities

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Command responsibilities vary by command when preparing a communications plan. Commands include the establishing authority; force protection officers; and commanders of the MAGTF, MPF, NSE, and MPSRON.

### Responsibilities of the Establishing Authority

The establishing authority must—

- Prepare and monitor the execution of the overarching communications plan for the MPF operation and subsequent MAGTF mission.
- Identify and coordinate COMSEC materials and efforts.
- Identify dedicated and special purpose circuits.
- Coordinate with the CCDR/JFC for the use of joint staff- and CCDR/JFC-controlled communications assets.
- Coordinate the use of host nation communications assets and facilities with the supported CCDR.
- Issue communication instructions to exercise OPCON over assigned forces and coordinate and direct activities of supporting forces.

- Supervise MPF communications.
- Ensure that all communications shortfalls are consolidated and addressed to the CCDR.

### Responsibilities of the MAGTF Commander

The MAGTF commander must—

- Prepare the MAGTF's communications plans for MPF and subsequent operations.
- Activate the communications systems to include the deployable Global Command and Control System (GCCS) capability to support internal and external MAGTF command and control.
- Identify requirements during each phase of the MPF operation.
- Coordinate communications connectivity with CMPF and adjacent units.
- Supervise MAGTF communications.

### Responsibilities of the Commander, Maritime Prepositioning Force

The CMPF must—

- Provide and allocate frequencies to Navy MPF elements.
- Coordinate communications requirements with the establishing authority.
- Issue communications instructions to exercise OPCON over assigned NAVFOR.
- Coordinate communications connectivity between the naval task force (NTF) and the MAGTF.
- Supervise NTF communications.

### Responsibilities of the Commander, Naval Support Element

The CNSE must—

- Prepare the NSE communications plans for MPF and subsequent operations.
- Identify communications requirements and shortfalls to the CMPF.

- Activate the communications systems to support internal and external NSE command and control requirements during each phase of the MPF operation.
- Coordinate communications connectivity with the CMPF and adjacent units as required.
- Supervise NSE communications.

### Responsibilities of the Commander, Maritime Prepositioning Ships Squadron

The COMPSRON must—

- Prepare the MPSRON's communications plans for the MPF operation.
- Identify communications requirements and shortfalls to the CMPF.
- Activate the communications systems to support internal and external MPSRON and OPP command and control requirements during each phase of the MPF operation.
- Coordinate communications connectivity with the CMPF and adjacent units.
- Supervise MPSRON communications.
- Request NEAT detachment augmentation to support convoy or escort communications requirements and technical expertise.

### Responsibilities of the Force Protection Officer

Force protection officers must—

- Prepare FPOC communications plan for the establishing authority.
- Identify communications requirements and shortfalls.
- Activate the communications system to support internal and external FPO command and control requirements during each MPF operation phase.
- Coordinate communications connectivity with senior and subordinate units.
- Supervise FPOC communications.

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## Communications Planning by Phase of Operation

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### Planning Phase

Execution planning, including communications planning, begins upon receipt of the warning order and review of the CONPLANS. The communications plan must support the command and control requirements of the deployment plan. Planning requires direct communications between the MAGTF and NTF commanders and units. The use of existing commercial and military communications facilities for connectivity between MPF elements and supporting units is also required. Liaison personnel should be used whenever possible.

### Marshalling Phase

The marshalling phase is characterized by completing final preparations for movement to APOEs and loading aboard aircraft. Communications requirements identified to support the planning phase remain valid. Additional requirements, such as the MAGTF's responsibility for the communications requirements of the NSE, should be identified and planned before execution of this phase.

### *Internal Communications*

Each major element is responsible for establishing and maintaining required communications with its subordinate elements. The establishing authority ensures that supporting commands that are unique to the marshalling phase are included in appropriate communications plans. Any MAGTF internal communications must support the orderly marshalling of units, personnel, and equipment for air movement. Commercial and existing systems, augmented by minimum tactical circuits, provide the primary means of communication. Tactical communications must be provided by units external to the deploying MAGTF. The NTF will rely on organic systems.



### *External Communications*

The establishing authority ensures that joint communications facilities are available for marshaling forces. External communication for the MAGTF is provided by existing commercial and garrison (base) facilities or by units external to the deploying MAGTF. For example, the MAGTF establishes communication with AMC through the CRG at the APODs and APOEs. Forces marshalling at airfields rely on MAGTF communications systems. The NTF uses existing communications systems.

### **Movement Phase**

The MPF elements deploy their forces to the AAA by different modes—the MAGTF by air, the MPSRON by surface. The resultant communications requirements are satisfied by a variety of means. The movement phase is generally characterized by increased reliance on deployable, tactical systems as MPF command and control requirements shift to the AAA.

### *Internal Communications*

Elements of the MPF must establish reliable communications with their subordinate elements. Requirements are normally satisfied with existing systems. The CMPF ensures that communication is kept to a minimum because of limited available circuits. A combination of host nation commercial telephones and single-channel radios, which are provided by the supporting organization, establishes connectivity between APOEs, APODs, en route advanced bases, forward logistic sites or intermediate staging bases, and the AAOG; however, host nation communications assets should be kept to a minimum to maintain OPSEC. Once the AAOG is established, the MAGTF establishes communications with the MEF operations center and the DACGs at APOEs to initiate ITV and JTAV of FIE personnel and equipment.

The CRG provides communications for the AMC command and control system at departure,

arrival, and en route airfields. Designed to provide AMC positive control over AMC aircraft, this net offers a possible alternate means to pass emergency traffic. The SLRP is one of the first MPF elements to deploy. It is supported by a MAGTF communications team with sufficient capability to communicate with the MAGTF's main body if there is no other means of communication. Once the NSE begins movement, its communications connectivity depends on aircraft communications assets while airborne and base communications facilities during aircraft en route stops. The MPSRON uses existing communications systems or requests augmentation from a NEAT detachment.

### *External Communications*

The previously identified types of communications between MPF elements remain available. The establishing authority should ensure that communication within the AAA is integrated. Any MAGTF communication to the CMPF (and adjacent commands as required) is accomplished through home station facilities and communications systems activated in the AAA. Secure en route communication is required to ensure the commander has positive command and control of the MAGTF throughout the movement phase. A limited MAGTF capability exists with the employment of portable SATCOM equipment at en route stops. Maritime prepositioning ships squadron relies on existing systems.

### **Arrival and Assembly Phase**

Arrival and assembly is the most crucial phase of the MPF operation. Because of scope, operational intensity, and wide dispersion of units, the communications system required for command and control becomes increasingly complex. Effective communications must be established for efficient functioning of all elements.

### *Internal Communications*

Proper identification and coordination of internal communications requirements are important to

successful arrival and assembly operations. Close staff liaison must be maintained from the outset of the execution planning phase to ensure that all communications requirements are identified.

The MAGTF tactical communications system is installed, operated, and maintained as personnel and equipment arrive in the AAA and MPE/S becomes available. Initially, the MAGTF must rely on single-channel radio, but, when multi-channel radio and telephone systems are activated, single-channel radio systems become a secondary means of communication. Communications nodes for DMS traffic for MAGTF elements shift from home-based communications centers to tactical communications centers. The communications architecture must support the data transfer of accountability information as in MDSS II throughput within the AAA, using wireless modems, local area networks (LANs), and wide area networks. The MDSS II and associated ship and aircraft load plan files require robust communications architecture due to their size. The MPSRON uses existing communications systems. Navy and Marine Corps units must bring interoperable, handheld radios to conduct shipboard operations.

*External Communications*

Forces rely on deployable communications systems for DMS traffic and telephone service, but existing host nation assets are also used as much as possible with due consideration for OPSEC. The establishing authority should employ host nation communications facilities (if available and capable of providing the desired service) and keep the CCDR informed about communications capabilities. A separate communications facility is required for classified message traffic.

The MAGTF’s external communications are provided from secure voice, DMS traffic, GCCS (SECRET Internet Protocol Router Network [SIPRNET]), e-mail (Non-Secure Internet Protocol Router Network [NIPRNET]), and data transfer. Essential external connections are provided from MAGTF assets. Dedicated and special purpose circuits may require the use of joint staff- or

CCDR-controlled communications assets. The MPSRON, naval coastal warfare unit, and NEAT use existing communications systems. The COMPSRON provides an alternate communications guard for the NSE or other MPF elements.

Marine air-ground task force SATCOM assets include the enhanced AN/TSC-93B transportable ground receiver suite. These assets provide initial command, control, communications systems, and intelligence systems connectivity and support to rapidly establish a forward-deployed MAGTF headquarters. The AN/TSC-93B is sourced from the communications battalion as required. Table 12-1 and table 12-2, on page 12-6, show the equipment and personnel that are needed for MAGTF SATCOM.

**Reconstitution Phase**

During in theater reconstitution, to the extent that OPSEC will allow, users employ commercial telephone systems, including mobile international maritime satellite systems with

**Table 12-1. Equipment Requirements for MAGTF Satellite Communications.**

Item	TAMCN	Quantity
AN/TSC-93B (FIE)	A0090	1
AN/USC-65 LMST		1
AN/SB-3614		1
AN/TTC-63 RSAM		1
MEP-803 (30 kW) generators	B0953	2
MEP-806 (60 kW) generator	B1021	1
M1152A1 HMMWV	D0033	2
M1165A1 HMMWV	D0034	1
STU III telephones		14
STE		1
Windows NT server with 10 laptops		1
GCCS workstations		4

- Legend:  
 DSN Defense Switched Network  
 LMST lightweight multiband satellite terminal  
 RSAM remote subscriber access module  
 STE secure telephone equipment  
 STU secure telephone unit

**Table 12-2. Personnel Requirements for  
MAGTF Satellite Communications.**

Rank	MOS	Billet
1 Lt	0602	Communications officer
1 GySgt/SSgt	4066	SNCOIC/data systems chief
1 Sgt	2821	Computer technician
1 Sgt	2823	Technician controller
1 Sgt	0627	AN/TSC-93B team leader
2 Cpl/LCpl	0627	AN/TSC-93B team member
1 Sgt	0627	AN/TSC-65 team member
2 Cpl/LCpl	0627	AN/TSC-65 team member
1 Sgt	0612	Wire chief
1 Cpl	0612	Field wireman
2 Cpl/LCpl	2542	Communications center operator
1 Cpl	1141	Generator operator

Legend:

Cpl           corporal  
 LCpl        lance corporal  
 Lt            lieutenant  
 SNOIC      staff noncommissioned officer in charge  
 SSgt        staff sergeant

facsimile and e-mail/data transfer capabilities, and host nation communications systems to release tactical communications assets for redeployment. If possible, users maintain message center operations in the AOR until reconstitution and redeployment are complete. The GCCS supports the orderly movement and tracking of equipment and supplies and should be used whenever possible. Plans should provide for secure communication among shore, sea, and airborne assets.

# CHAPTER 13

## LOGISTIC PLANNING

Logistic planning must be comprehensive, provide maximum flexibility, and address the multifaceted character of the operation, including the following:

- Marshalling and movement to POEs.
- Interrelated air and sea movements.
- Arrival and reception in the AAA.
- Preparing and distributing MPE/S.
- Supporting tactical operations.
- Reconstitution operations.

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### The Objective and the Planning Continuum

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While the MAGTF employment mission is not part of the overall MPF operation, the commander's CONOPS for that mission drives logistic planning. The objective of logistic planning is to anticipate requirements and incorporate them within and across the planning continuum as follows:

- Logistic requirements based on the mission, CONOPS, troop lists, equipment lists, operational environment, and enemy capabilities.
- The time-phasing of CSS capabilities into the area of operations.
- LCE task organization.
- Developing the CSS concept of the broad functional areas of supply, maintenance, transportation, general engineering, health services, and other services. See MCWP 4-11, *Tactical-Level Logistics*.
- Sustainment based on the length of the operation.
- Offload planning.

- Integration with existing logistic systems. To reduce deployment and unique support requirements, one goal in MPF logistic planning is to use existing logistic systems and infrastructure as much as possible.
- Maximum use of host nation and inter-Service support.

Planning must focus on providing continuous support for the duration of the MPF operation, subsequent employment operations, and establishment of a logistic/sustainment pipeline through normal channels. Plans to support an MPF operation must be consistent with plans to support subsequent operations.

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### Using Existing Facilities

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Since constraints affect logistic planning, the logistic plan must use existing facilities to meet requirements and the planner must develop the concept of logistic support to maximize their use. Those facilities include beaches, ports, arrival and tactical airfields, and the intratheater transportation network.

#### Beaches

Some key factors to consider regarding beaches are as follows:

- Egress and transportation networks to inland destinations.
- Availability of staging areas near offload points.
- Availability of bulk fuel storage facilities.

- Suitable near-shore and offshore hydrographic conditions.
- Landing points and safe havens for lighterage.
- Availability of ammunition storage sites.

## Ports

Key factors to consider regarding ports are —

- Berthing to accommodate ships of the MPSRON, such as water depth, length, overhead clearance, and maneuver room.
- Port services, such as NAVAIDS, pilots, tug boats, oily water discharge, or hotel services.
- Offload capability, such as pier space, staging areas, covered storage areas, pier width, available cranes, capacity, or MHE availability.
- Proximity to the arrival airfield, UAAs, and beach.
- MSRs availability.

## Arrival Airfields

Key factors to consider regarding arrival airfields are as follows:

- Runways and taxiways that can support AMC/CRAF aircraft.
- Sufficient capacity to support the arrival and assembly plan—maximum (aircraft) on ground (MOG).
- Aircraft staging areas for MOG area sufficient for AMC/CRAF and MAGTF air operations.
- Instruments and NAVAIDS. An ATC capability with radar-assisted landings and takeoffs and effective radar surveillance and communications sufficient to achieve positive airspace control is desired.
- Availability of staging areas for temporary staging of airlifted elements, such as personnel and cargo.
- All-weather transportation networks linking the airfield with the beach/port UAAs and TAAs.

- Sufficient MHE and dunnage to offload transport aircraft.
- Airfield lighting to support 24-hour operations.

## Tactical Airfields

Tactical airfields require several considerations. They include fuel requirements, storage areas, maintenance and supply, rescue and firefighting, weather, and air traffic control.

### *Fuel Requirements*

Fuel requirements involve the type, quantity, and quality of POL the host nation is willing to provide and the compatibility of systems, whether host nation to US aircraft or host nation to TAFDSs. Maximum use of existing storage and transportation facilities is critical because the initial POL offload saturates tactical systems. The number of TAFDS sites is based on the location of aircraft and the need for separate fueling areas. Installation space—with safety buffer zones—and room for expansion of systems must be considered in addition to interference with other airfield facilities. See MCWP 4-11.6, *Petroleum and Water Logistics Operations*, and JP 4-03, *Joint Bulk Petroleum and Water Doctrine*.

### *Class V(A) Issue, Loading, Arming/Dearming, and Storage Areas*

Procedures must be established before tactical aircraft arrive. The Class V(A) ordnance storage area should be as close as possible to the aircraft loading area, but far away enough to comply with existing explosive safety regulations.

### *Aircraft Maintenance and Supply Support*

All MAGTF aircraft initially receive organizational maintenance using support equipment offloaded from the MPSRON and supplies from the fly-in support package (FISP) that accompanies the FIE. If the T-AVB is deployed, intermediate maintenance activity (IMA) mobile maintenance

facilities can be configured into administrative or working modules during the transit to the AAA. If a portion of the IMA remains afloat, space for maintenance and supply facilities at the airfield may be reduced.

### *Aircraft Rescue and Firefighting*

Tactics, geography, dispersal of aircraft, availability of host nation assets, bulk water source for operations, training, and readiness must be considered when planning aircraft rescue and firefighting requirements.

### *Weather*

Weather services may be provided by the establishing authority, MAGTF commander, CMPF, AMC commander, or the host nation.

### *Air Traffic Control*

Host nation ATC facilities and available services may require augmentation. The ATC should include a flight clearance capability to process flight plans and integration of the host nation ATC facility with the Marine air control squadron. Requirements for engineer support vary with airfields and may include the following:

- Clearing obstructions from aircraft operating areas and apron overrun.
- TAFDS installation.
- Utilities, including an airfield power supply.
- Horizontal and vertical construction.
- Water production.
- Arresting gear installation.
- Heavy equipment and MHE.
- Installing an EAF.

### **Intratheater Transportation Network**

Intratheater transportation networks encompass roads, bridges, canals, pipelines, railroads, barges, or aircraft. The MAGTF should not rely

solely on the road network to conduct arrival and assembly operations. All aspects of the theater's transportation grid should be employed if they are usable and economical. Normally, the MAGTF can adequately transport itself approximately 50 miles from the beach and port facilities. If HNS cannot provide sufficient line haul capabilities past 50 miles, the MAGTF commander may consider requesting Army transportation assets to augment the LCE's capabilities.

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### **Sequencing the Fly-In Echelon**

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The sequence and flow of airlifted and flight ferry elements include selected supplies and equipment not prepositioned but required during the first 30 days of operations. There may be latitude to adjust the flow depending on logistic requirements. Sequencing the FIE should give the planner flexibility to deploy critical supplies or equipment to the area of operations.

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### **Aviation Logistics Support Ship**

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The T-AVB is an asset for deployment of a portion of the Marine aviation logistics squadron (MALS). Ships are configured to provide MALS services for fixed-wing and rotary-wing/tilt-rotor aircraft. The T-AVBs provide dedicated sealift for movement of the tailored MALS (see app. N for T-AVB characteristics). The two T-AVBs—one on each coast—are under MSC ADCON and operate in a five-day reduced operating status (ROS-5), that is, ready for transit to the SPOE not later than 5 days after direction to activate. Any MAGTF operations lasting longer than 30 days should activate a T-AVB. The MALS would require approximately 160 additional intertheater airlift sorties for movement to the AAA or objective area if the T-AVB is not employed. Use of the

T-AVB requires the logistic planner to address the following:

- Timely T-AVB activation to allow sea trials and transit to the desired SPOE.
- Provisions for MALS shutdown, preparation for embarkation, and provisions of interim support for aircraft at home bases.
- Operating procedures for the MALS en route and within the objective area. Procedures must include the method for transporting materiel to and from the T-AVB.
- Capability to offload and establish the MALS in theater.

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## Host Nation Support

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Although logistic support is considered a national or Service responsibility, participation in multinational, joint, and combined operations requires an examination of logistic support provided by host nations in view of transportation and other constraints. Greater use of HNS during training and exercises ensures developing support procedures that will help—

- Request assistance from multinational, joint, and combined forces' logistic agencies.
- Develop HNS facilities and plans.
- Reimburse the host nation for any property or materiel damages.
- Better understand interoperability capabilities.
- Use HNS contractor support.

## Standardization

Standardization enhances the force's ability to use HNS. Current editions of both Navy and Marine Corps directives provide standardization policies and establish procedures to review and implement international standardization agreements. Some HNS may be used to provide a service or function not available through Service channels. It may also be used to provide equipment that is unique to a country, such as

hose couplings or railcar tie-down devices, or to provide support that is avail-able through Service channels, but not readily deployable because of lift or other constraints.

## Host Nation Support Developed by Service Teams

The CCDR represents the United States in HNS negotiations, but may delegate authority to develop and negotiate HNS agreements through joint or Service teams, such as SLRP members. These teams represent the forces in need of HNS, which is usually developed by Service teams in the following sequence:

- Identification of needs in a statement of requirements by the requesting agency, such as the host nation or the unified CCDR or force.
- Statement of supportability by the host nation.
- Negotiation of support agreement.
- Finalization of HNS.

## Advance Liaison Officers

Early in planning, requirements must be identified with special attention to those peculiar to the nature of the operation and the area of operations. Those LNOs who are aware of total force requirements for HNS should conduct advance liaison and negotiation of support agreements with the host nation representatives.

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## Inter-Service Support Agreements

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Through the judicious use of ISSAs, MAGTF commanders can reduce logistic personnel, materiel, and facilities needed to support the MAGTF without sacrificing the quality and responsiveness of logistic support. Such agreements should—

- Eliminate duplication.
- Provide for expansion for peak loads.
- Respond to the operational and technical requirements of the major subordinate commands.

- Avoid over-consolidation of logistic support, which would add risk to combat forces by reducing operational mobility and effectiveness.
- Provide for an appropriate liaison to meet the needs of support units.

Specific functions that are especially suited for the use of ISSAs include line haul, port operations, use of salvage assets, use and management of real estate, base development, general support engineering tasks, and food and water support. Planning should be done before arranging maintenance and supply ISSAs. Specific guidance for ISSAs can be found in Marine Corps directives 7000 series. Thorough planning is required when arranging maintenance and supply ISSAs.

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### Acquisition and Cross-Servicing Agreements and Implementing Agreements

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Acquisition and cross-servicing agreements and implementing agreements allow the exchange of goods and services (nonmunitions) among military forces with specific nations. This exchange allows some flexibility in logistic planning and diminishes delays in operational readiness due to logistic shortfalls if the host nation can provide some logistic support.

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### Contingency Contracting

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Contingency contracting is the process of contracting for locally available supplies and services for immediate support of a deployed MAGTF. It fills needs not satisfied by MPE/S, the logistics civilian augmentation program, HNS, or military sources. Short of a declaration of war or relief through statutory/regulatory waivers, normal contracting procedures must be followed. When statutory relief is unattainable, the contracting officer/COR may pursue nonstatutory waivers where feasible. The SLRP contracting officer/COR should deploy with sufficient cash to initiate key HNS contracts. The contract officer/

COR might be required to coordinate actions with the JFC's joint contracting center.

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### Supply

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Supply planning, specifically for marshalling and movement, is similar to that for amphibious operations with the exception of providing rations, fuel, and repair parts at intermediate airfields for the airlifted and flight ferry elements. Planning must ensure that materiel/material not prepositioned, such as specialized ordnance or CLD/HD equipment, is included in the FIE. The MAGTF commander and CMPF must prescribe loads for the FIE to support operations before offloading prepositioned stocks. Planning should consider inter-Service and HNS agreements, particularly for the SLRP, advance party, and the AAOG. The MAGTF commander must prescribe stockage levels and distribution means, whether unit or supply point, in the AAA pending establishment of a permanent CSSA. The MAGTF commander may be responsible for providing logistic support to Navy elements ashore. See MCWP 4-11.7, *MAGTF Supply Operations*.

Based on offload timelines and experience, commanders should anticipate that only minimal MPE/S will be available for initial distribution before O+6. Adequate supply distribution before O+6 can be enhanced by using capability sets and specified offload priorities. By O+6, the AAOG should enable throughput of sufficient Class III, IV, VIII, and IX items to sustain arriving forces through O+10 to allow for support from the CSSA to begin. Therefore, commanders should plan for and deploy forces with appropriate quantities of supplies and equipment to last until O+6.

### Class I—Subsistence

A sufficient quantity of MREs are prepositioned to feed the notional MPF MEB as identified in the current Marine Corps Bulletin (MCBul) 3501, *Maritime Prepositioning Force (MPF)*



*Marine Expeditionary Brigade (MEB) Force List (F/L)*, and the accompanying NSE detachment for 30 days (1 day of supply = 3 meals/1 ration). Intent is to feed at least one hot meal each day starting on O+21. Rations to support these “hots” must come from the follow-up shipping or HNS. Table 13-1 may be used in accordance with the notional force arrival plan to develop the support needed to meet force closure and standup timelines and requirements.

**Table 13-1. Planning Factors for Class I—Subsistence Items**

Movement Group	Mobile Load/ Palletized	Prescribed Subsistence Load
SLRP	7 DOS MREs/Water	2 DOS MREs/2 canteens
Advance party	2 DOS/1 TWPS	2 DOS/2 canteens
Main body	Water containers on unit equipment reports	2 DOS MREs/2 canteens

### Class II—Clothing, Individual Equipment, Tools, and Administrative Supplies

Commanders deploy administrative supplies in the advance party to support operations through O+10. Unit publications and directives required for 30 days of operations deploy with the main body as palletized or mobile loaded cargo. Each MPSRON has a library that provides sufficient administrative publications and technical manuals for use by the MCMC. Units should deploy their maintenance and supply publications; however, the publications aboard the MPS could be transferred to the MAGTF if required. Sufficient individual CBRN PPE must be included in the FIE for the required capability to conduct a CBRN defense. One CBRN set for each Marine is currently in the prepositioning objective. Commanders include CBRN detection devices/kits in the main body. The MEF is provided a list of SL-3 deficiencies for Class II items at the end of each ship’s MMC.

### Class III—Petroleum, Oils, and Lubricants

There is a standardized core block of Class III—packaged POL—for aviation and ground items. This core block can be modified to meet mission requirements within funding and storage constraints. Sufficient aviation-packaged POL should be included in the main body and flight ferry to support arriving aircraft buildup and servicing in the AAA. Aviation-packaged POL is prepositioned in sufficient quantities to support assigned AGSE from O+10 through O+30. The SLRP will deploy with 7 days of supply (DOS) of packaged POL to support its equipment as determined by the MEF assistant chief of staff G-4. The advance party will deploy with 3 DOS to support its equipment.

*Note: Vehicles that are stored in MPS ships have JP-5 (jet fuel) vice JP-8 in the tanks due to lower flash point restrictions on ships.*

### Class IV—Construction Material

Limited quantities of Class IV material are prepositioned for barrier, bunker, and shelter construction. Prepositioned core block stocks are retained by the LCE in the CSSA and are issued as needed.

### Class V—Ammunition

Commanders provide prescribed loads for TOE weapons being deployed with personnel on the OPP, SLRP, advance party, and main body. Prescribed loads are established in the deployment order and issued before moving to the APOE.

### Class VI—Personal Demand Items

No personal support items are included in prepositioned stocks. Personnel should include personal supplies in their packs for 10 days. A resupply block of items, such as soap, toothpaste, deodorant, shaving cream, toothbrushes, towels, razor blades, sewing kits, or lip balm, deploys in

the follow-up shipping for distribution by the LCE. Sustainment should be planned for and initiated upon deployment.

### Class VII—Major End Items

Only those PEIs authorized by the MEF and identified on the unit equipment reports are deployed in the FIE. When using unit responsibility items/supply support responsibility items are not attained, the MEF G-3 MPF cell/MEF G-4 requests sourcing from COMMARFORCOM or COMMARFORPAC before deployment. The LCE is responsible for deploying all such shortfalls sourced by COMMARFORCOM or COMMARFORPAC. The MEF G-3 MPF cell/MEF G-4 provides a list of shortfall items not attained by the MAGTF command element. The MEF is provided a list of SL-3 deficiencies for Class VII items at the end of each ship's MMC.

### Class VIII—Medical Materials

The AMAL and ADAL consist of equipment/consumable supplies required by the deploying force. They are prepositioned to support 15 days of combat operations. The LCE is responsible for deploying short-shelf-life items, controlled medicines, and precious metals for the prepositioned AMALs and ADALs. Initial acute care and surgical capabilities are prepositioned for easy access on each ship to provide rapid emergency medical capabilities during the initial stages of the offload. Commanders deploy unit sick call chests and one individual surgical instrument and supply set for each corpsman.

With respect to CBRN HSS, 15 DOS of nerve agent antidote injectors are prepositioned in AMALs. The requirement for antidotes and pretreatments to address a specific theater threat must be included in the FIE. Examples could include ciprofloxacin for biological warfare agents, pyridostigmine bromide for nerve agent pretreatment, and a topical skin protectant to

shield exposed skin from blister agents. Planning for FIE CBRN HSS is a joint responsibility of medical and CBRN staff officers, as guided by the supported CCDR's deployment requirements. The LCE medical detachment is responsible for acquiring, embarking, distributing, and tracking antidotes.

### Class IX—Repair Parts

All three MPSRONs have a standardized set of Class IX parts referred to as the Class IX core block that include a standard battery block. If an MSE is authorized CLD/HD repair parts, it must include those items in the FIE because there are none available in the core block. Commanders will approve specific CLD/HD items for deployment. Eight DOS of batteries should be embarked for equipment deploying with the SLRP, four for MSE advance parties, and one for MSE main body equipment.

### Class X—Materials for Nonmilitary Programs

Class X supplies are not prepositioned aboard MPSs. These supplies are embarked in the FIE or provided from alternative sources.

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## Maintenance

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Maintenance planning for marshalling and movement focuses on efforts to ensure that equipment programmed in the FIE is serviceable. Special attention is necessary for FIE AGSE and FISP, since, combined, they must be fully capable of supporting ACE arrival and assembly operations until ships are offloaded. Planning must also include maintenance of flight ferry aircraft at intermediate airfields. Maintenance planning for arrival and assembly focuses on depreservation and preparation of equipment for issue. First priority must be placed on equipment for deployment support elements; then the priority shifts to equipment for subsequent operations. Personnel

must segregate damaged equipment in addition to equipment that requires urgent modification or corrective maintenance. Repairs are made only as the depreservation workload permits.

The MAGTF commander must develop maintenance capabilities at the beach/port and arrival airfields. Maintenance skills must match the equipment that is scheduled to arrive at those locations. Planners must consider facilities and shelters for maintenance during inclement or extreme weather conditions and for unique aircraft support requirements that includes the reassembly of helicopters.

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## Deployment and Distribution

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The marshalling and movement phases of an MPF operation are intensive and typically time-sensitive. Planners must designate marshalling areas, identify transportation requirements, establish control agencies, designate staging and inspection areas, and establish procedures for command and control, communications, and coordination. The movement plan for MPF operations is considerably more complex than that for amphibious operations. At a minimum, it must address airlift of the FIE, FISP, flight ferry, sea movement of the MPSRON, and command and control of the movement, including coordination and monitoring of departures from all POEs and arrivals at all PODs. Deployment and distribution efforts during the arrival and assembly phase focus on supporting the offload. Plans for movement of personnel and equipment from the arrival airfield to UAAs must be detailed and address the use of MHE and landing support assets. The MAGTF commander establishes MCCs and procedures to efficiently manage this effort. For more detailed information on unit marshalling, movement, and deployment operations see MCRP 4-11.3G and NTTP 4-01.5.

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## General Engineering

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For marshalling and movement, engineers may have to construct additional facilities at marshalling and staging areas or improve facilities or roads to accommodate increased use. The primary concern is in the AAA. Engineer tasks focus on improving beach, port, and airfield facilities, including refrigeration container hookups, and providing MEP to enhance throughput capabilities. Construction of fuel, ammunition, water storage facilities, and road maintenance/improvements occurs simultaneously. Control of engineer assets should be centralized throughout the arrival and assembly phase. An MPF MEB most likely has a task-tailored NCR or an NMCB attached. Joint engineer assets may also be available.

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## Health Services

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For the marshalling and movement phases, MPF elements rely primarily on organic capabilities and use local facilities as necessary. During the arrival and assembly phase, plans should emphasize the use of host nation or other Service capabilities as much as possible. Health services, such as the EMF, require Ccdr and Service coordination and Reserve activation. The MAGTF coordinates with the establishing authority and adjacent commands for aeromedical evacuations. For more information see MCWP 4-11.1, *Health Service Support Operations*, and JP 4-02, *Health Service Support*.

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## Services

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Water, electric power, law enforcement, and traffic control are the primary concerns during marshalling and movement. Planning for arrival and assembly focuses on AIS support, utilities support, civil affairs, contracting, and disbursing

services. Civil affairs personnel are the liaisons with the host nation. The disbursing unit must be prepared to pay for functional area services and HNS. See MCWP 4-11.8, *Services in an Expeditionary Environment*.

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## Washdown and Agricultural Inspection

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Commanders must plan for the washdown of equipment with the agricultural inspection, which entails a substantial amount of prior planning and coordination. For example, 250,000 gallons of fresh water are required to clean the equipment and containers for an MPF MEU slice. Equipment and supplies for washdown must be administratively retrograded to the port area. Early liaison with regional agricultural inspectors provides specific inspection criteria for all MPE/S to be backloaded aboard the MPS or returned to CONUS. For MPF exercises, the MAGTF G-4/S-4 coordinates the washdown while the LCE, augmented by other MSEs, is normally tasked with its execution.

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## Packing, Packaging, and Preservation

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For exercises, the officer conducting the exercise plans embarkation of sufficient PP&P-trained personnel and materials to preserve all equipment. For reconstitution, the PP&P function would be task-organized into the SPMAGTF/LCE.

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## Trash and Hazardous Materials

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Generally, disposing trash, human waste, and HAZMAT are functions that can be contracted using sources within the exercise area. Normally, these arrangements are made during the exercise planning conferences. Specific attention must be given to disposing medical waste, POL, and lithium batteries.

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## Commercial Line Haul Support

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Substantial line haul support is required, especially when UAAs and TAAs are more than 50 miles from beach and port areas. Consideration should be given to this support during planning conferences. Any HNS, ISSAs, and contracting for transportation reduces the amount of lift required to support exercises.

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## Equipment Issue and Return

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The AAOG coordinates with the OPP Marine representative—who may be the assistant OIC, the MARCORLOGCOM (BICmd), TAAT OIC, or COR—and the LFSP to determine and track MPE/S offloaded. Frequently, and especially during exercises, MPE/S are offloaded that were not previously planned to be offloaded because of vehicle breakdowns and blockages of critical offload paths. The MDSS II is the primary AIS used to coordinate throughput and accountability for offloaded MPE/S.

## Issue Procedures

Procedures can vary depending on type of offload, whether pierside or in-stream, and other variables. Generally, accountability transfers from the MCMC to a MEF/MAGTF representative, such as the MOLT, as MPE/S are offloaded and a consolidated asset list is generated by the MCMC. Throughout the offload, staging, and receipt process, LOGMARS/barcode labels for vehicles, equipment, and supplies are scanned to track movement and transfer of accountability from the MOLT to major subordinate command or MSEs at various UAAs as MPE/S are delivered. Scan data reports are used for interim receipts until a CMR is generated. At a point designated by the AAOG commander, the receiving unit and the

MCMC perform a JLTI before responsibility of the MPE/S is passed to the using unit.

### **“Frustrated” Maritime Positioning Equipment and Supplies**

Those MPE/S that cannot be properly identified because of missing LOGMARS/barcode labels or identification plates are kept and accounted for by the LFSP in a “frustrated lot” until it is determined to which unit the item is assigned. Using MDSS II, the AAOG reconfirms the items’ assignment and coordinates their distribution with the LFSP and AAOEs. The AAOG serves as the distribution authority for all “frustrated” MPE/S.

### **Excess Maritime Positioning Equipment and Supplies Lots**

Excess lots are areas designated by the LFSP to hold MPE/S that were not required by the MAGTF but were offloaded because they blocked critical paths, were offloaded in error, or were deemed unneeded by the MAGTF commander because of changing requirements. The AAOG directs MPE/S to excess MPE/S lots, which can be established at sites determined by the LFSP. The LFSP is also accountable for items stored in these lots and their security. As the MPF operation continues, requests for MPE/S held in the excess lot are submitted from the AAOE to the AAOG. Only the AAOG acting for the MAGTF commander can authorize removing MPE/S from the excess lot. During exercises, MPE/S in excess lots normally remain in place until prepared and staged for backload.

### **Return Procedures**

During an exercise, the return of MPE/S is coordinated among the TAAT OIC, MAGTF commander, MCMC, and the exercising unit. An SPMAGTF/LCE is the liaison between the using unit and the TAAT. A JLTI is conducted between

the MCMC and exercising unit on all offloaded equipment. Upon completing the JLTI, the unit uses the original packing material and dunnage as much as possible to represerve equipment. When an item requiring repair is returned to the MPS, the condition of the item and the required repairs are annotated on the JLTI form. Units, whether during an exercise or operation, turn over all equipment repair orders, equipment repair order shopping lists, and other documents relating to maintenance performed to the MCMC. The MCMC signs the consolidated asset list indicating receipt of equipment and updates the applicable maintenance AIS for MARCORLOGCOM (BICmd). Repair costs for equipment and replacing supplies is drawn against a previously prepared Navy Comptroller Form 2275, *Order for Work and Services*, for the estimated cost of supplies and maintenance as designated by BICmd.

All equipment is represerved before backload and returned in the same state as it was issued or as directed by the reconstitution LOI. This process involves cleaning, reapplying protective materials and dunnage, and recrating all collateral/ancillary materiel. Equipment is cleaned, taking special care to remove all mud and dirt from engine compartments, undercarriages, and suspension. The PP&P supplies are the responsibility of the exercising unit, which must include personnel experienced in PP&P operations.

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## **Medical Credentials**

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Before deployment, the MAGTF surgeon and one other medical officer holding operational medicine privileges perform a credentials review of all medical officers assigned to the MAGTF. This review is conducted in accordance with BUMEDINST [Bureau of Medicine and Surgery Instruction] 6320.66, *Credentials Review and Privileging Program*.

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## Responsibilities of Higher Authority

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The JCS provides broad logistic guidance to the Services and unified commands. A designated CCDR coordinates basic logistic functions within an AOR and may establish logistic policies relative to cross-servicing, cross-leveling, and common item support in their OPLANs and CONPLANs. These policies specify the supporting component, type of support, and the expected time the support is to be provided. For example, an Army Service component may provide line haul transportation on C+45, while an Air Force Service component may provide bulk JP-5 on C+60.

Service components provide logistic support to their subordinates. Fleet commanders establish logistic support through TYCOMs, which ensures that forces are trained and equipped to conduct MPF operations and support deploying forces directly or through procedures arranged with home stations. JP 4-0, *Joint Logistics*; JP 4-07, *Joint Tactics, Techniques and Procedures for Common-User Logistics During Joint Operations*; and JP 4-08, *Joint Doctrine for Logistic Support of Multinational Operations*, provides additional information.

### Responsibilities of the MAGTF Commander

The MAGTF commander is the focal point for deliberate logistic planning designed to support MPF operations and must—

- Coordinate with the CMPF to determine the FIE composition, including specifications of prescribed loads for air movement.
- Develop the deployment plan, arrival and assembly plan, and the supporting logistic plans.
- Make decisions for redistributing assigned MPE/S based on the employment mission.

- Coordinate with HHQ for the use of externally controlled logistic assets.
- Recommend the withdrawal of prepositioned war reserve material (PWRM).

### Responsibilities of the Commander, Maritime Prepositioning Force

The CMPF must—

- Coordinate logistic activities among the Navy MPF elements and prioritize and allocate logistic resources.
- Review logistic plans for subordinate elements to ensure an integrated plan.
- Coordinate with HHQ for the use of externally controlled logistic assets.

### Responsibilities of the Commander, Maritime Prepositioning Ships Squadron

The COMPSRON plans logistic support for movement of the MPSRON and for support of embarked personnel.

### Responsibilities for Maritime Prepositioning Ship Billeting

The MPS billeting for MAGTF and NSE personnel assigned to the OPP and debarkation teams is coordinated between the MAGTF and Navy planners contributing forces.

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## Maritime Prepositioning Force MAGTF Combat Service Support Area Site

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Once the ship discharge method, such as pierside or in-stream, is determined, the next task is to survey and select the CSSA site. Desirable distances between the port, beach, airfield, assembly areas, and objective area are normally less than 50 miles. This distance shortens LOCs and

reduces the MAGTF's local area security requirements. The LCE needs access to a hard surface road network and sufficient flat, firm ground for containers, ammunition, and bulk liquid storage.

Each functional area detachment of a MEB-sized LCE requires a total of 1,800 acres/7.3 square kilometers (km<sup>2</sup>) of overall working space. The space should be allocated as follows:

- General storage—30 acres/.13 km<sup>2</sup>; ammunition storage: 1,000 acres/4.05 km<sup>2</sup>.
- Health services—33 acres/.14 km<sup>2</sup>.
- Maintenance administration—25 acres/.11 km<sup>2</sup>.
- Bulk fuel—100 acres/.41 km<sup>2</sup>.
- Bulk water—25 acres/.11 km<sup>2</sup>.
- Ingress/egress routes, landing zones, dispersion areas, and associated safety zones—600 acres/2.43 km<sup>2</sup>.

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## Aviation Support and Maintenance

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### Prepositioned

Aviation support equipment and AGSE prepositioned aboard each MPSRON provide tailored organizational-level common support equipment (CSE) and peculiar support equipment (PSE) for the ACE. The FIE and flight ferry include aviation support and AGSE supplies required for initial aircraft servicing operations, such as debarkation, recovery, staging, reassembly, and servicing required for initial buildup and support. A flight ferry supply support package is provided by the parent Marine aircraft group for the respective type/model/series (T/M/S) aircraft to support deployment and arrival in the AAA. A 30-day FISP of spare and repair parts are deployed by the ACE in the main body to provide support to the organizational maintenance activity from D+1 through D+30. The MALS deploys by T-AVB or by AMC intertheater airlift to arrive in the AAA on D+30. A daily aviation

logistic support flight from a Navy supply entry point or CONUS depot is established.

Each MPS contains tailored organizational-level CSE, PSE, and minimal intermediate-level CSE to support each ACE's pre-assigned mix of T/M/S aircraft. When deployed, each ACE can provide tactical air support for an MPF MEB. Each MAGTF can independently deploy or, if the situation dictates, join with others to form a larger amphibious force.

### Flight Ferry

The ACE fixed-wing aircraft are flight ferried directly to the theater of operations supported by Marine organic or AMC aerial refueler aircraft. The remainder of the rotary-wing aircraft/FIE are transported into the theater of operations by Marine organic or AMC/CRAF cargo/passenger aircraft and includes the following:

- ACE squadron personnel, including maintenance and support crews.
- A representative T/M/S FISP contained in mobile facilities.
- Organizational-level individual material readiness list (IMRL) items, such as noncustody-coded items.
- Minimal custody-coded, intermediate-level IMRL items (AGSE) required for initial aircraft servicing operations, such as tow tractors, MEP carts, or hydraulic servicing carts.

### Upon Arrival and Offload of Maritime Prepositioning Ships

Each tactical aircraft squadron assigned to the ACE links up with and takes custody of the remainder of the CSE/PSE required to operate and maintain its T/M/S aircraft. Each MPSRON contains a tailored IMRL for each T/M/S aircraft assigned for an MPF MEB ACE, which consists of IMRL custody-coded items P, L, and M. When

the IMRL loaded aboard MPS links up with the aviation support and AGSE moves into the theater of operations with the FIE, it comprises all CSE/PSE required to operate each T/M/S aircraft during the first 30 days of combat. Thirty percent of this equipment is normally prepositioned due to funding constraints.

### Maintenance Facilities

Each MPSRON also includes minimal fixed-wing, tilt-rotor, and rotary-wing mobile maintenance facilities and associated equipment. This facility equipment or intermediate-level CSE supports intermediate-level maintenance functions common to fixed-wing, tilt-rotor, and rotary-wing aircraft, such as tire/wheel build-up, battery maintenance, or cryogenics.

The facility equipment loaded aboard MPS is operated by designated advance party MALS personnel and is designed to support ACE aircraft until the host MALS arrives by a T-AVB. Each host MALS deploys with a tailored intermediate-level CSE common contingency support package and IMRL custody-coded E PSE items (see table 13-2, on page 13-14, for other custody codes). Both are required by each T/M/S aircraft the MALS supports. After the host MALS is established in theater, each MEB ACE will be capable of sustained combat operations.

### Expeditionary Airfield Equipment

The EAF equipment is included in each MPSRON to support fixed-wing, tilt-rotor, and rotary-wing aircraft. The concept of employment is to load EAF equipment on one of the nonflagships in each MPSRON, giving each MPSRON a core capability of airfield lighting, expeditionary arresting gear, and airfield landing matting. The EAF assets give the ACE commander a 4,000-foot EAF runway, parking for 75 to 105 combat aircraft, airfield lighting, arresting gear, and optical landing systems. The EAF equipment aboard an MPS is installed, operated, and maintained by designated Marine wing support squadron personnel. A Marine wing support squadron is configured to support ACE aircraft until the host MALS arrives. Establishing the host MALS in theater gives the ACE a sustained EAF capability.

### Fully Operational Ready Status

Subsequent to attaining a fully operational ready status, fixed-wing, tilt-rotor, and rotary-wing sortie rates are based on aircraft mission capability in accordance with the weapon system planning document. During the period between aircraft arrival in the AAA and attainment of fully operational ready status, sortie rates should be minimized to conserve FISP assets.



**Table 13-2. Custody Codes**

Code	Usage	Remarks
Code E	Items used infrequently (less than once a month)	The item is available from the supporting IMA as required. The IMA makes the item available to activities. After use, the activities return the item to IMA.
Code M	Noncalibratable items requiring management and not otherwise custody coded	The quantity authorized for these items is the total quantity required for subcustody by each activity supported. An example of an M-coded item is a carrying case for a calibratable item when it is listed in the source data as a separate end item. There are two steps for assigning items in code M. First, the support equipment controlling authority identifies the item. Second, the Naval Air Engineering Center assigns code M to the item.
Code P	Items weighing more than 200 pounds (more than 300 pounds for wheeled equipment)	When authorized for a supporting IMA, the IMA or MALS contingency support package quantity is the total quantity required for subcustody to each O-level maintenance activity. The items are issued on a subcustody basis to squadrons for full-time use. The squadron returns the item to the IMA prior to deployment. While deployed, the new supporting IMA issues these items to embarked squadrons.
Code L	Items requiring calibration and management	These are items designated for use at O-level maintenance and not already coded D, E, or P. The quantity authorized is the total quantity required for subcustody by each activity supported. The O-level activities retain the items when deployed.

# CHAPTER 14

## AUTOMATED INFORMATION SYSTEMS/AUTOMATIC IDENTIFICATION TECHNOLOGY SUPPORT

The use of AIS with AIT can provide near real time information to users at all levels of the information chain to help determine the identity, location, or condition of MPE/S. These systems are important to solving the challenges of creating an information infrastructure to support key logistic functions inherent in MPF operations, such as supply, maintenance, and transportation. The following considerations should be made when deciding which AIS/AIT to employ in support of MPF operations:

- Communications infrastructure capabilities will limit or enhance the effectiveness of the AIT/AIS.
- The AIT hardware provides different capabilities, so selecting the right “tool” for the job is important.
- The AIS/AIT implementation should not cause significant changes to proven MPF planning and execution tactics, techniques, and procedures.

Since there are numerous variables to consider when employing AIS/AIT during each phase or event associated with a particular MPF operation, there is no single combination established to determine what capability is needed and how it might be employed. As such, this chapter provides an overview of current and planned AIT and AIS capabilities along with notional AIS/AIT process flow diagrams that can be used to support information requirements across the five phases of MPF operations.

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### Automated Information Systems Support

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The goal of AIS is to provide the commander at all levels with increased situational awareness.

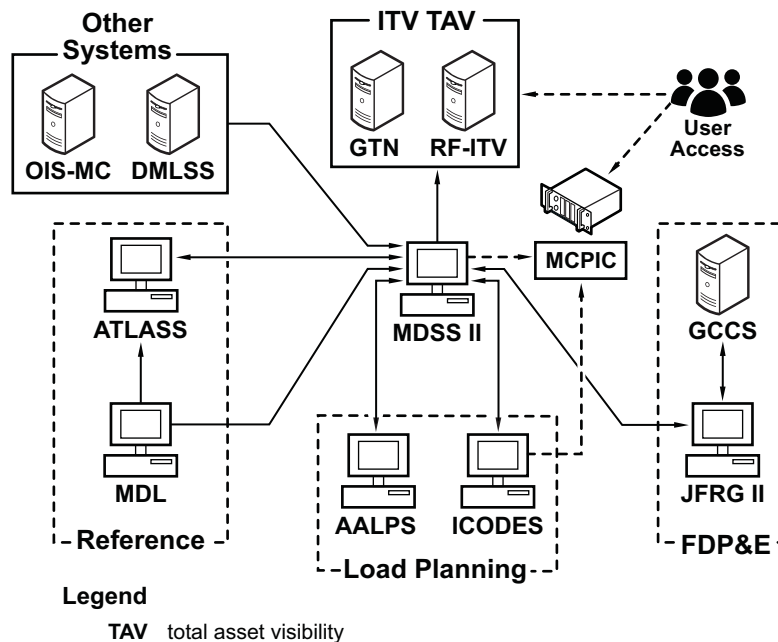
Automated command and control systems are used to exchange information among the Service commanders, headquarters, and Service and functional component commands. The exchange, processing, and analysis of data and information are continuous throughout mission execution; therefore, the systems must be interoperable so that information or data services can be exchanged effectively between user systems and equipment. The objective of AIS support is commonality, compatibility, and standardization of equipment, systems, and procedures. Figure 14-1, on page 14-2, represents the typical AIS relationships.

### Automated Air Load Planning System

The AALPS is a knowledge-based, intelligent agent-driven system that assists users across the DOD in developing aircraft load plans. The AALPS is used to estimate airlift requirements by specific aircraft type and delivery method and to provide airlift/movement summary data and load reports, ranging from a single airlift support mission to a full-scale deployment of an MPF MEB FIE. The AALPS provides the information and functionality to receive MDSS II level IV data to develop aircraft load plans, but it does not have an AIT capability.

### Asset Tracking Logistics and Supply System

The ATLASS is the system units use to account for and order items in nearly all supply classes. It produces transactions that are sent to the supported activities’ supply system management unit for order processing and reporting requirements. It shares unit-level data with MDSS II using an import/export process. Like AALPS, it does not have an AIT capability.



**Figure 14-1. Automated Information Systems Relationship.**

### Defense Medical Logistics Standard Support

The DMLSS AIS was developed and deployed to enhance healthcare delivery in peacetime and to promote wartime readiness and sustainability. The DMLSS automates medical logistic business procedures and delivers a comprehensive range of materiel, equipment, and facilities management information systems capabilities.

### Global Air Transportation Execution System

The Global Air Transportation Execution System (GATES) is the Air Force AMC aerial port operations and management information system designed to provide automated cargo and passenger processing, support ITV in the IGC, and provide billing data to the AMC financial management directorate. It receives advanced movement data from MDSS II and supports barcode and radio frequency AIT scanning capabilities.

### Global Command and Control System

The GCCS is an AIS designed to support situational awareness and deliberate and crisis action

planning with an integrated set of analysis tools and data transfer capabilities. Specifically, the GCCS receives unit movement requirements information from the JFRG II system and supports the FDP&E process.

### Integrated Data Environment/Global Transportation Network Convergence

The IGC provides the integrated transportation data and systems necessary to accomplish global transportation planning, command and control, and JTAV across the range of military operations. As the designated DOD ITV system, the IGC provides customers with the ability to track the identity, status, and location of DOD units and nonunit cargo, passengers, patients, forces and military and commercial airlift, sealift, and surface assets from origin to destination. The IGC collects, integrates, and distributes transportation information to CCDRs, Services, and other DOD customers. It provides the information and functionality to receive the identity of nested cargo detail from the MDSS II and wide-area (national) RF-ITV servers and to receive updates from AIT hardware and AIS.

### *Integrated Computerized Deployment System*

Used for ship stow and load planning, ICODES is a decision support system that applies the integrated, cooperative, decisionmaking systems framework to the area of ship stow planning. It is designed primarily to satisfy the ship load planning demand of the Army and the Marine Corps. The ICODES uses artificial intelligence principles and techniques to assist embarkation specialists in the rapid development of cargo stow plans. Equipment locations and embarkation team assignments are synchronized between ICODES load plans and MDSS II through a common data sharing capability. It provides the information and functionality to do the following:

- Provide plans by deckload of where MPE/S are located on an MPS.
- Update MDSS II and MCPIC with actual loaded data.
- Use AIT scanners to electronically update the ICODES database of physical locations.

### *Joint Force Requirements Generator II*

The JFRG II is a software application designed to provide the joint Services with a state-of-the-art, integrated, and deployable AIS that supports strategic force movements within the mandated 72-hour timeframe. The JFRG II provides rapid force list creation and interfaces with JOPES, the Transportation Coordinator's Automated Information for Movement System II, MDSS II, and the WRS. The JFRG II receives level IV cargo detail from MDSS II and updates JOPES with movement requirements.

### **Joint Operations Planning and Execution System**

The DOD uses JOPES to translate national security policy decisions into military plans and operations. The system's functional managers grant permissions, restrict access to OPLANs on the database, and perform periodic reviews of user identifications and the content of the JOPES database to ensure outdated plans and accounts

are removed when no longer required. The JOPES receives lift requirements from JFRG II and identifies airlift and sealift requirements to USTRANSCOM.

### **Marine Corps Prepositioning Information Center**

The MCPIC is a Web-based system designed to unite disparate information sources for the prepositioning community, including ship and squadron plans, prepositioning objectives (NAVMCs 2907 and 2926, *Norway Air-Landed Marine Expeditionary Brigade [NALMEB] Prepositioning Objective [PO]*, information), tables of equipment, and data of equipment and supplies actually loaded on the MPSs. The Prepositioned Equipments and Supplies Viewer, a feature of the MCPIC, allows the user to query actual ships' data through a variety of user friendly methods and links. The MCPIC—

- Maintains current MDSS II and ICODES files for all MPSs.
- Has flexible MPF report generation capability.
- Does not provide ITV.

### **Marine Air-Ground Task Force Data Library**

The MDL serves data distribution and data quality control functions. Its data set updates the permanent technical data files within MDSS II and ATLASS. Users can submit requests to change or correct this data through a data trouble report that is passed through the logistic chain to the contractor tasked with maintaining the MDL. The MDL is updated regularly to feed equipment and supply reference data updates to MDSS II and ATLASS.

### **Radio Frequency-In-Transit Visibility**

The RF-ITV is a Web-based system that uses radio frequency technology to track materiel that is in transit. By placing a radio frequency tag on a container, materiel can be located when it passes through a checkpoint. This system was designed to provide JTAV by tracking logistic materiel and

ensuring that it arrives at the correct destination. The RF-ITV system receives initial nested cargo data from MDSS II, updates the IGC, and maintains the last known location of equipment based on the interrogator reading of RFID tags.

### Ordnance Information System-Marine Corps

The OIS-MC is an integrated naval system designed to manage nonnuclear expendable ordnance. It provides for the automation of the receipt, issue, inventory recordkeeping, and reporting of both ground and aviation ammunition assets and movements. Its ultimate objective is the enhancement of fleet/MARFOR readiness and stock point ordnance management.

### Worldwide Port System

The WPS is an AIS designed to provide cargo management and accountability to water port and regional commanders while providing ITV to the IGC. The WPS receives advance movement data from MDSS II, is barcode- and RFID AIT-capable, and updates the IGC.

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## Automated Identification Technology

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Used to facilitate JTAV source data capture and transfer, AIT is a suite of tools that includes a variety of devices, such as barcodes, magnetic strips, optical memory cards, and RFID tags. The tags are used to mark individual items, multi-packs, equipment, air pallets, or containers, along with the hardware and software required to program the devices, read the information on them, and share that information and data with other logistic information customers and AIS.

The AIT is the basis of DOD efforts to provide timely, logistical JTAV by using identity, condition and location, and status data (such as whether the item is in some type of process, in storage, or in transit). The AIT suite of tools can be distinguished by categories—AIT media, AIT hardware, and AIT supporting software.

Understanding the different capabilities each provides is crucial when designing an employment concept that supports the functions of logistics—supply, maintenance, and transportation. The following information describes the capabilities available within the categories so the right tool can be chosen for the desired function.

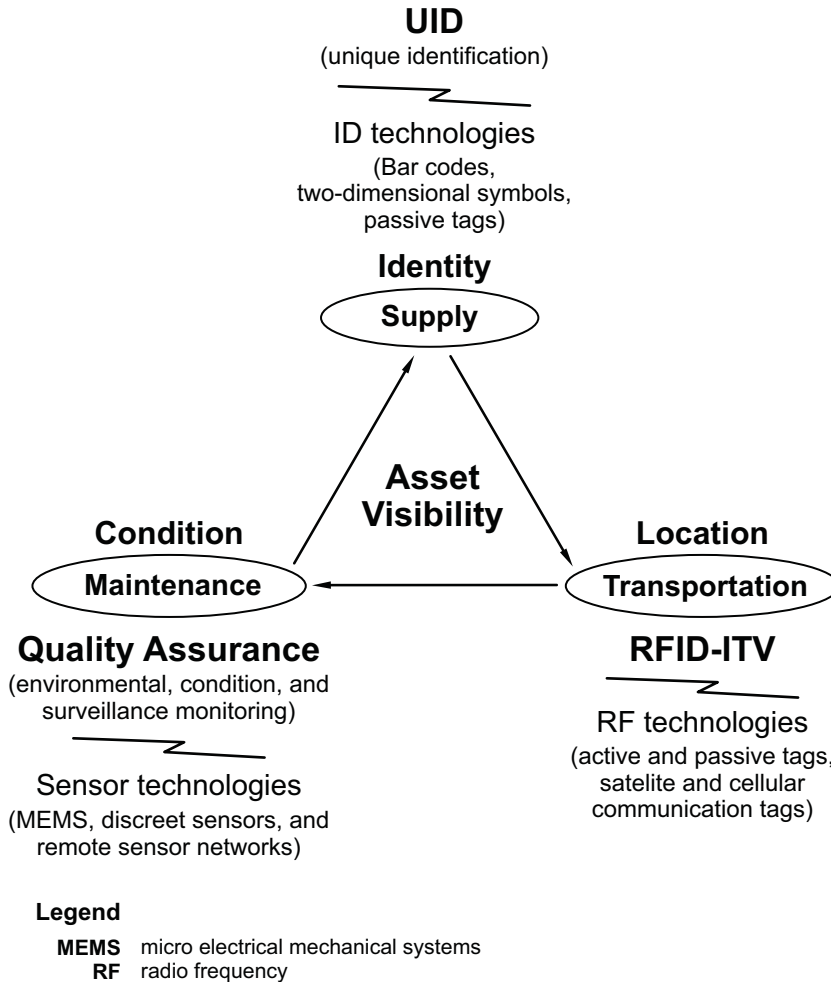
### Automated Identification Technology Media

The AIT media includes barcodes, RFID, satellite tracking systems, smart cards/common access cards, optical memory cards, and contact memory buttons. By enabling data collection and transmission to AIS, AIT provides the warfighter with the capability to track, document, and control the deployment of personnel and materiel. Figure 14-2 shows how the different types of media support the functions of logistics in an MPF arrival and assembly operation, followed by a brief overview of the different types of media supported by the AIS.

#### *Barcodes*

A barcode is an optical, machine-readable representation of data. Barcode markings are arrays of rectangular bars and spaces displayed in a predetermined pattern to represent coded elements of data that can be automatically read and interpreted by automatic barcode-reading devices. There are two main types of barcodes—linear and two-dimensional. Barcodes are used to automate the data transfer between systems and identify items. They must be used in the MSL, the LOGMARS label, and several other DOD labels.

Linear barcodes are the original codes that represent data in the width and spacing of parallel lines. They can be referred to as linear or one-dimensional barcodes. Linear barcodes are used to represent a single data element, such as a TCN, and are incorporated into most DOD label formats. Figure 14-3 depicts a linear barcode. Barcodes are supported by AIT hardware; are compatible with MDSS II, GATES, WPS, and other AIT-capable AIS; and are used in military shipping and LOGMARS labels to represent single data elements.



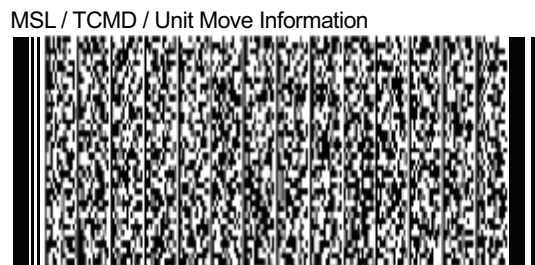
**Figure 14-2. Automatic Identification Technology Media Overview.**

Two-dimensional barcodes, also called matrix codes or symbology, are displayed as patterns of squares, dots, hexagons, and other geometric shapes within images. Though they have no bars, two-dimensional systems are generally referred to as barcodes as well. The advantage of two-dimensional barcodes is they can represent numerous data elements, such as a TAMCN, description, or National Stock Number, in a single pattern, which can all be read with one scan. The DOD requires two-dimensional barcodes to conform to PDF 417 format. These codes are incorporated into most DOD label formats. Figure 14-4 depicts a two-dimensional barcode. Two-dimensional barcodes are supported by AIT hardware and are compatible with MDSS II, GATES, WPS, and other AIT-capable AIS. They

are used in military shipping and LOGMARS labels to represent multiple data elements.



**Figure 14-3. Linear Barcode.**



**Figure 14-4. Two-Dimensional Barcode.**

### *Item Unique Identification*

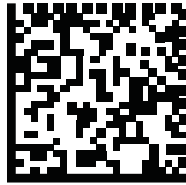
Item unique identification (IUID) is not considered a barcode label, but it uses a two-dimensional barcode type of configuration so it falls into this category. The IUID system establishes unique item identifiers within DOD by assigning a machine-readable character string or number to a discrete item, which serves to distinguish it from other like and unlike items. Its marks contain a unique item identifier (UII), which is a set of data elements marked on items that is globally unique and unambiguous. The UII is a unique serial number that is never repeated and is currently being established in the two-dimensional type barcode media to serve as the “key” identifier for all serialized equipment and equipment worth more than \$5,000. Figure 14-5 depicts an IUID mark. The UII is required to be embedded in all

two-dimensional barcodes once assigned. This includes the MSL. The IUID marks containing the UII can be read by handheld scanners.

### *Logistics Applications of Automated Marking and Reading Symbols Labels*

The LOGMARS labels are used by BICmd to provide ITV as the MPE/S flow through the MMC process. Figure 14-6 depicts a LOGMARS label, containing both linear and two-dimensional barcodes. Although not required by the Defense Transportation System (DTS), LOGMARS labels enhance MPS/E JTAV because they—

- Are produced and read by MDSS II.
- Support parent/child (nested cargo) associations.
- Support throughput and tracking by scanning.



**Figure 14-5. Item Unique Identification Mark.**



**Figure 14-6. Logistic Applications of Automated Marking and Reading Symbols Label.**

*Military Shipping Labels*

All MSLs are required by the DTS and are designed to show the actual movement data, such as TCN or loaded dimensions. Figure 14-7 depicts an MSL, containing both linear and two-dimensional barcodes. The MSL enhances MPS/E JTAV because it—

- Is produced by MDSS II and read by multiple systems.
- Shows parent/child (nested cargo) detail along with movement detail.
- Supports throughput and tracking by scanning.

*Radio Frequency Identification Systems*

The RFID systems store data in transponders generally known as RFID tags and retrieve data by machine-readable means at a suitable time and place to satisfy a particular AIS need. Tags have a discrete memory capacity that varies from the capacity of the data on a small license plate to thousands of records. Data within a tag may provide any level of identification for an item during manufacture or when in transit, in storage, or in use—literally from “factory to foxhole.” With additional data, the tag may support AIS applications that need item-specific information. For

TCN <b>AWS1EAA\$0D00340XX</b>			
			
Equipment Description <b>HELICPR CARGO MH-60K</b>		Serial Number / Package ID 123456789012	
Model <b>12345ASDFG</b>	Bumper Nm <b>HQ-123</b>	ULN 1234567	UIC WS1EAA
From <b>AWA2UC</b> In-the-clear Address 3 Lines Max 35 Characters Per Line XXXXXXXXX1XXXXXXXXX2XXXXXXXXX3XXXXX		NSN 123456789012345	
Piece <b>1</b> Of <b>1</b>		Length (in.) <b>12345</b>	TAC <b>YZZZ</b>
	Weight (lb.) <b>14000</b>	Width (in.) 12345	Project <b>9BU</b>
	Cube (ft.) <b>1200</b>	Height (in.) 12345	RDD <b>999</b>
Ship To / POE <b>DOV</b>		In-the-clear Address 3 Lines Max 35 Characters Per Line Abcdefg Hijklmno Pqrstuv Wxyz Abcdefg Hijklmno Pqrstuv Wxyz XXXXXXXXX1XXXXXXXXX2XXXXXXXXX3XXXXX	
POD <b>RMS</b>	MSL / TCMD / Unit Move Information 		
Commodity/SH VD			
<b>W44TYH</b>		Ultimate Conignee / Mark For Conignee Ultimate / Mark For Conignee Address 3 Lines Max 35 Characters Per Line Abcdefg Hijklmno Pqrstuv Wxyz Abcdefg Hijklmno Pqrstuv Wxyz XXXXXXXXX1XXXXXXXXX2XXXXXXXXX3XXXXX	
			

Figure 14-7. Military Shipping Label.



example, shipment consignee or destination ports data can be readily accessed from the tag. An RFID system is the essential means to read or interrogate the tags to obtain the stored data; it is the way in which data is communicated to a DOD logistic AIS.

The MPF supply chain uses RFID for inventory management, JTAV, and interoperability in the end-to-end distribution channel. The system provides data accuracy and uses nonline-of-sight technology and read and write options inherent in the equipment. It addresses the lack of JTAV of item data, a key challenge that has been noted at every node within the DOD supply chain. The RFID is becoming an important technology enabler for the DOD logistic business transformation and will support long-term integration of the unique identification into the DOD end-to-end supply chain. Both active and passive, RFID is required by DOD to—

- Provide near real time JTAV for all classes of supplies and materiel.
- Provide content-level detail for all classes of supplies and materiel.
- Provide quality, nonintrusive identification and data collection that enables enhanced inventory management.
- Provide enhanced item-level visibility.

Active radio frequency identification (aRFID) allows the tag, powered by its internal source, to receive extremely low-level radio frequency signals and generate high-level signals back to the reader/interrogator. The aRFID tags are continuously powered, whether or not in the reader/interrogator field, and are normally used when a longer tag read distance is desired. Figure 14-8 represents the current aRFID tag used in MPF operations, which provides the following advantages and limitations:

- Required by DOD on all PEI shipments in the DTS.
- Nested cargo detail is provided by an MDSS II export file to IGC.



**Figure 14-8. Active Radio Frequency Identification Tag.**

- MDSS II AIT location can be updated with the use of Savi Site Manager Software and interrogators.
- Requires internet connection and communications infrastructure considerations for efficient employment.
- Fixed interrogators update only the RF-ITV server and not MDSS II.
- Can be read up to 300 ft away by an interrogator.
- Requires batteries to operate.
- Location is based on the last read of the interrogator.

### Automated Identification Technology Hardware

The AIT hardware is the device used to read the AIT media. It can be a handheld scanner used to read barcode-type media or interrogators used to read RFID tags. There are some devices that can accomplish both barcode scanning and RFID interrogation. The following paragraphs provide an overview of scanners, AIT media, and the supported AIS.

#### *PDT 8146 Scanner*

The PDT 8146 scanner allows the user to scan a two-dimensional or linear barcode label (MSL or LOGMARS) to identify an item and provide its current location. It is loaded with MDSS II-compatible software called LOGAIT that updates MDSS II, either by a download cable (docking station) or a wireless interface. A Savi Mobile

Reader (SMR) also attaches to the scanner to provide the aRFID reading capability.

### *Savi 650 Interrogator*

The Savi Fixed Reader (SFR) or Savi 650 Interrogator is the aRFID interrogator being used by DOD and Marine Corps *fixed* interrogation sites. A fixed interrogation site resides at designated gates on base/stations, APOE, and SPOE and is permanently installed to allow automatic reads of aRFID tags and updates to IGC.

The SFR has been fielded to each unit that uses MDSS II to allow them to write aRFID tags. Using MDSS II, the 650 interrogator allows the end user to write all content-level detail to aRFID tags, update IGC with tag and nested cargo information, and allow local MDSS II updates.

### *Savi Mobile Reader*

The SMR performs functions similar to the SFR, except that the SMR is designed to connect directly with mobile devices, such as PDT 8146.

### *Savi Early Entry Deployment Support Kit*

The Savi Early Entry Deployment Support Kit (EEDSK) provides the RFID infrastructure necessary to track materiel at remote sites for forward-deploying military units. The unit acts as a standalone temporary chokepoint for writing to and reading transponders, transmitting data to the RF-ITV network, and printing MSLs. By using the EEDSK, commanders can achieve 100 percent ITV of cargo, equipment, and personnel anywhere in the world.

The EEDSK includes two Savi radio frequency relays, one Savi fixed interrogator, temporary mounting structures, tools, and other accessories. The EEDSK also includes a Savi Portable Deployment Kit (PDK), which contains an Itronix laptop, Iridium modem with GPS and antennae, Intermec handheld interrogator, Savi mobile interrogator, Zebra label printer, software, and communications equipment.

### *Savi Portable Deployment Kit*

The Savi PDK is a portable RFID system that allows users to quickly set up a mobile checkpoint using the SMR or a fixed checkpoint with Savi's SmartChain Site Manager. The Savi PDK is self-contained and includes the laptop, modems, antennae, printer, and software needed for remote communication. The system is fully configurable, operational, and requires no additional software. Data is collected and communicated to the Savi SmartChain Site Manager, then forwarded to the JTAV server by an Iridium modem with GPS to provide latitude and longitude data. The PDK can operate unmanned for remote operations. Tags can be scanned onsite with the Savi mobile 751G/A SMR-650 handheld reader. The Savi PDK also includes a printer for MLSs to support unit move changes.

### *Savi SP-65X-211 Signpost*

Designed for dock doors, vehicle gates, and other portals, the SP-65X-211 Signpost has an adjustable, well-defined range of up to 3.7 meters (12 ft), enabling coverage of dock doors and other large portals without unintentional cross-reads. Built on Savi's EchoPoint technology, Savi signposts work with Savi tags to provide data collection. Signposts activate only those tags within their vicinity, enabling precise identification of tagged items at specific locations within the business operation. Signposts can also transmit commands and configuration information to tags, enabling data read/write ability, and adjustment of tag communication rate and tag frequency. In addition, signposts can activate and deactivate tags, a feature especially important for air cargo and other items that must adhere to strict Federal Aviation Administration regulations.

### **Software Supporting Automated Identification Technology**

Savi site manager software is designed as a bridge between Savi signposts and MDSS II. The software collects readings of aRFID tags from the

Savi signpost and uses those files to update both the national RF-ITV server and MDSS II. Through the use of Internet Protocol addresses and exchange folders, the software manages all RFID readings from the signposts and determines what software and machine needs to be updated. In addition, it is the main software used to configure the signpost and Mobile Wireless Embarkation Network/Air Fortress Internet Protocol addresses. It provides a visual status of the connectivity and operability of all devices.

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## Planning

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The effective use of AIS/AIT requires internet network capabilities. It is critical to coordinate AIS/AIT wired and wireless requirements with the G-6 for both garrison and tactical communications requirements. Specifics relevant to MPF events and phases as outlined in the following paragraphs are important considerations for the effective use of AIS and AIT.

## Maintenance Cycle

Once the tailoring effort is complete, BICmd is directly responsible for capturing and accounting for all items being loaded on each ship. Using MDSS II, ICODES, RFID, and two-dimensional barcodes, BICmd can effectively show content-level detail of all items loaded and where they are on the ship. The command is also responsible to report what is loaded on each ship to a variety of Marine Corps logistic and AIT support systems, such as the MIMMS [Marine Integrated Maintenance Management System], IGC, and RF-ITV servers. The BICmd's Web-based MCPIC consolidates data in a collaborative environment, allowing planners to obtain data for the prepositioning programs. Figure 14-9, on page 14-12, provides an overview of this process.

## Force Deployment, Planning, and Execution

Although the FDP&E process is not required to load the MPS, it is critically linked to the unit

move requirements for execution. To properly plan an MPF operation, the movement of the FIE (including flight ferry) must be synchronized with the offload of MPF. The movement of the FIE is a unit move function and the AIS/AIT used to support this movement should complement the MPF arrival and assembly operations process.

## Arrival and Assembly Operations

Planning for arrival and assembly operations is an enormous task that provides unique challenges. Each tool described in the previous paragraphs provides unique capabilities and there is not one single tool that provides the best method of tracking an MPF offload. Users' understanding of the limitations and capabilities helps them to select the right AIT hardware, AIS, and media required to track items as they move from the ship, through the AAOG, to the AAOE, and, eventually, to the using unit at the ERP.

## Regeneration, Reconstitution, and Redeployment

Planning for regeneration, reconstitution, and redeployment requires considerably more effort than for an arrival and assembly operation. There are more scan/read points required to track incoming vehicles, equipment, supply items, required maintenance, and washdown actions across an increased number of AIT location points.

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## Implementation of Passive Radio Frequency Identification

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Passive radio frequency identification (pRFID) tags reflect energy from the reader/interrogator or receive and temporarily store a small amount of energy from the reader/interrogator signal in order to generate the tag response. Passive RFID requires strong radio frequency signals from the reader/interrogator and the radio frequency signal strength returned from the tag is constrained to very low levels by the limited energy. The office of the SecDef has mandated that the Services

phase in the use of pRFID, exception for use with explosives. Passive RFID tags are best used when the tag and interrogator are close to one another. The technology is currently being incorporated

into MPF business processes. When full operational capability is achieved, pRFID will greatly enhance data accuracy and content-level detail inventory management.

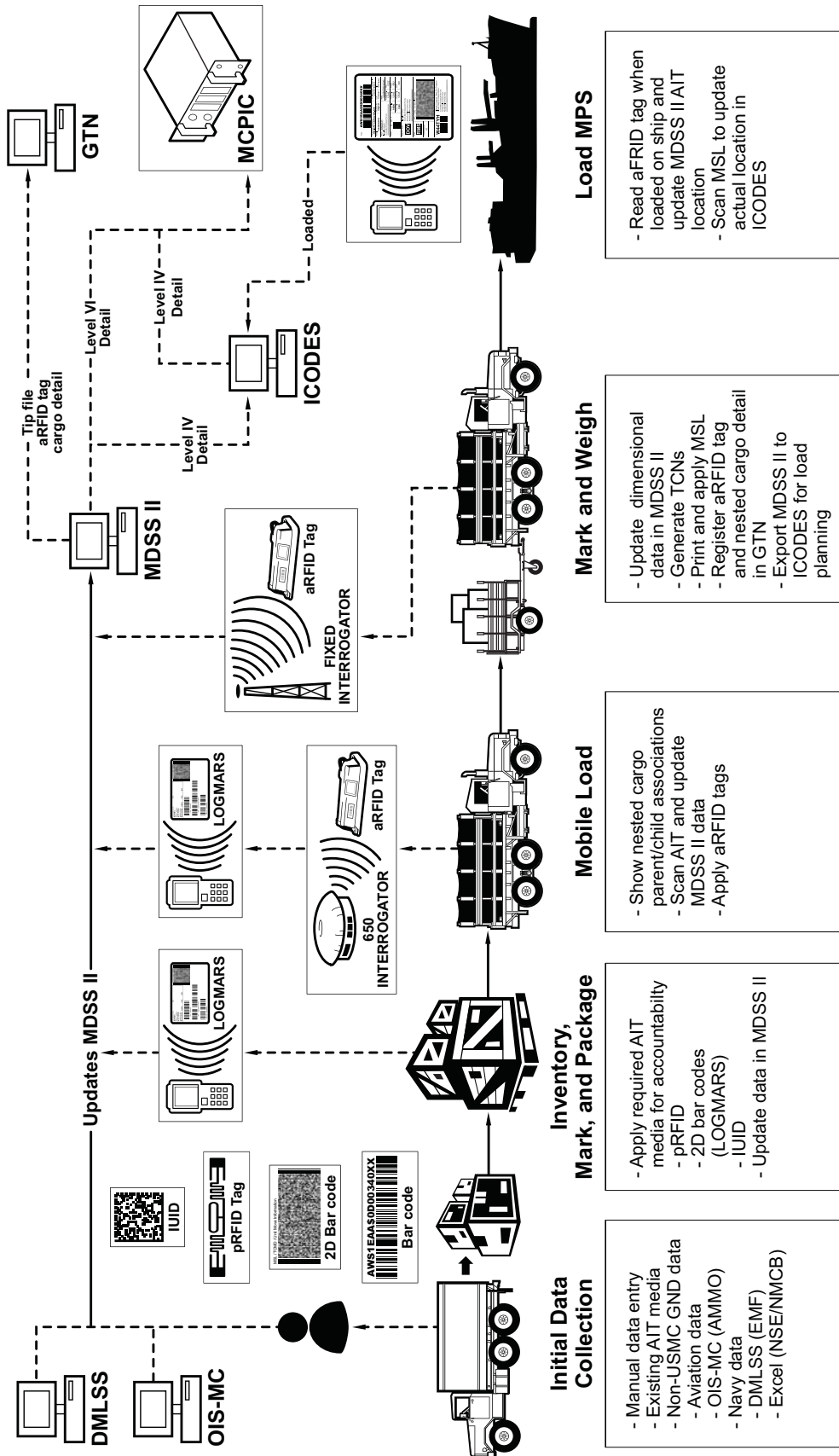


Figure 14-9. Example of a Maintenance Cycle Data Capture Process.

# APPENDIX A

## SAMPLE MARITIME PREPOSITIONING FORCE OPERATION INITIATING DIRECTIVE

FROM: SUPPORTED CCDR, JFC OR ESTABLISHING AUTHORITY

TO: MAGTF COMMANDER CMPF OTHER COMMANDERS AS  
REQUIRED  
PROJMGR FLT HOSP FT DETRICK MD

INFO: JOINT STAFF WASHINGTON DC//J3/J4/J5//  
SUPPORTED AND SUPPORTING CCDRS  
USTRANSCOM SCOTT AFB IL//TCJ3/J4//  
HEADQUARTERS AMC SCOTT AFB IL//DO/TACC//  
AMERICAN EMBASSY (AMEMB) OF HOST COUNTRY AND  
TRANSIT  
POINTS; E.G., WHERE OPP AND NEAT DETS BOARD MPS  
CNO WASHINGTON DC//N85//N853//N42//N422//N434//  
COMMANDANT OF THE MARINE CORPS WASHINGTON DC//  
POC/LPO//  
COMDT COGARD WASHINGTON DC//G-OPD//  
COMSC WASHINGTON DC//N3/PM3//  
MARITIME ADMINISTRATION (MARAD) WASHINGTON DC  
(IF MARAD SHIPS ARE REQUIRED FOR SUSTAINMENT)  
APPLICABLE SERVICE COMPONENT COMMANDS (SUP-  
PORTED AND SUPPORTING)  
COMNECC LITTLE CREEK VA  
APPLICABLE NAVFOR TYCOMS  
NUMBERED FLEET COMMANDERS  
MEF COMMANDERS  
APPLICABLE MEF MAJOR SUBORDINATE COMMANDS  
APPLICABLE MAGTF MAJOR SUBORDINATE COMMANDS  
COMMARFORRES//G-3//  
CG FOURTH MLG//G-3// (IF CIVIL AFFAIRS GROUP AND 4TH  
SUPPORT BATTALION UNITS EMPLOYED)  
COMFIRSTNCD LITTLE CREEK VA  
FIRST NCD PACIFIC PEARL HARBOR HI  
APPLICABLE NCF SUBORDINATE ELEMENTS  
COMNAVRESFOR NEW ORLEANS LA//N3//  
COMNAVSURFRESFOR NEW ORLEANS LA//N3//  
COMNAVFACENGCOM WASHINGTON DC//N3//

COMNAVELSG WILLIAMSBURG VA//N3//  
APPLICABLE EXPEDITIONARY STRIKE GROUP AND NAV-  
BEACHGRU  
APPLICABLE NAVBEACHGRU (NSE) SUBORDINATE ELEMENTS  
NAVCARGOBN ONE//N3//  
APPLICABLE NAVAL RESERVE CARGO HANDLING BATTAL-  
IONS  
CG MARCORLOGCOM ALBANY GA//80//  
BLOUNT IS CMD JACKSONVILLE FL//90//

APPLICABLE COMPSRON

APPLICABLE NEAT TEAMS IF REQUIRED  
APPLICABLE SUPPORTING COMMANDERS (SUBUNIFIED COM-  
MANDS, COAST GUARD DISTRICTS, MARITIME DEFENSE ZONE  
COMMANDS, BASES, POSTS, STATIONS OR MILITARY SEALIFT  
COMMAND OFFICES)  
APPLICABLE NAVY; E.G., NAVY RESERVE AND MARINE CORPS,  
CIVIL AFFAIRS GROUP OR 4TH LSB RESERVE UNITS  
APPLICABLE FORCE PROTECTION UNITS (PSU, HARBOR  
DEFENSE CMD UNIT, FLEET ANTITERRORISM SECURITY TEAM,  
SEALS, EOD MOBILE UNIT OR MARITIME PATROL AIRCRAFT)  
APPLICABLE SHIPPING COMPANIES; E.G., AMSEA OR WATER-  
MAN CLASSIFICATION //N03000//

MESSAGE IDENTIFICATION (MSGID)/ORDER/ESTABLISHING  
AUTHORITY/-/DATE//

SUBJ/INITIATING DIRECTIVE FOR (CODE NAME)//

REF/A/GENERAL ADMIN (MESSAGE) (GENADMIN)/WARNING/ALERT  
ORDER//

REF/B/OPLAN/OPORD// (IF APPLICABLE)

REF/C/DOC/NWP 3-02.3/MCWP 3-32//

REF/D/AS REQUIRED; E.G., FORCE PROTECTION GUIDANCE OR  
RESERVE MOBILIZATION.

NARR/AMPLIFY AND CLARIFY THE REFERENCES//.

ORDTYPE/INITDIR//.

TIMEZONE/Z//.

NARR/THIS IS THE INITIATING DIRECTIVE FOR (CODE NAME).  
STATE THE SCOPE OF THE MPF OPERATION//.

HEADING/TASK ORGANIZATION//.

UNITIDES/UNITLOC/COMMENTS (TASK DESIGNATOR/FUNCTION).

INCLUDE MULTINATIONAL FORCES AS APPROPRIATE.

GENTEXT/SITUATION/1.SITUATION.

1.A GENERAL.

1.A.1 SUMMARY: STATE THE PURPOSE OF THE OPERATION OR EXERCISE (REF. A IS GERMANE).

1.A.2 GOALS: STATE NATIONAL AND REGIONAL OBJECTIVES (REF. B PERTAINS).

1.A.3 JOINT AND NAVAL TASK LIST (FOR TRAINING EXERCISES ONLY): PROVIDES DOCUMENTATION AND JUSTIFICATION FOR THE MPF COMPONENT OF THE OVERALL EXERCISE PLAN.

1.B THREAT/RISK.

1.B.1 GENERAL.

1.B.2 TERRORISM.

1.B.3 AIR.

1.B.4 WEAPONS OF DESTRUCTION.

1.B.5 LAND AND TERRAIN.

1.B.6 SEA AND HYDROGRAPHY.

1.C FRIENDLY.

1.C.1 SUPPORTED CCDR.

1.C.2 SUPPORTING CCDRs.

1.C.3 SERVICE HEADQUARTERS.

1.C.4 OTHER SUPPORTING COMMANDS; E.G., RESERVE COMPONENT, FLEET COMMANDERS.

1.C.5 HOST NATIONS

1.C.6 AMEMB.

1.D ASSUMPTIONS.

1.E WEATHER.

1.E.1 GENERAL (REGIONAL PERSPECTIVE FOR THE TIME OF YEAR).

1.E.2 GROUND (AAA).

1.E.3 SEA (EN ROUTE AND AAA).

1.E.4 AIR (EN ROUTE AND AAA).

1.E.5 OPERATIONAL EFFECTS (WATER CONSUMPTION, MAINTENANCE REQUIREMENTS).

1.E.6 ASTROLOGICAL DATA.

GENERAL TEXT (GENTEXT)/MISSION/2. MISSION. ESTABLISHING AUTHORITY'S MISSION.

GENTEXT/EXECUTION/3. EXECUTION.

3.A COMMANDER'S INTENT. IDENTIFY THE COMMANDER'S END STATE AND PRIORITIES.

3.B CONOPS.

3.C OPERATIONAL PHASES (IF KNOWN); E.G., DEPLOYMENT OR REINFORCEMENT.

3.D TASKS.

3.D.1 MAGTF COMMANDER.



- 3.D.2 CMPF.
- 3.D.3 OTHER COMMANDERS AS REQUIRED.
- 3.E COORDINATING INSTRUCTIONS.
  - 3.E.1 CODE NAME.
  - 3.E.2 C-DAY.
  - 3.E.3 O-DAY.
  - 3.E.4 CCDR'S REQUIRED DATE.
  - 3.E.5 SLRP ARRIVAL DATE.
  - 3.E.6 OPP/MPSRON LINK-UP DATE AND LOCATION (IF KNOWN).
  - 3.E.7 MPSRON ARRIVAL DATE IN AAA.
  - 3.E.8 AAA (COORDINATES).
  - 3.E.9 ARRIVAL AIRFIELDS: IDENTIFY PRIMARY AND ALTERNATE AIRFIELDS FOR AMC-PROVIDED AIRCRAFT AND BED DOWN SITES FOR ACE AIRCRAFT.
  - 3.E.10 PORT FACILITY: IDENTIFY BERTHS, WASHDOWN POINTS, AND BUILDINGS.
  - 3.E.11 BEACH (IF REQUIRED): SPECIFY NAME, LOCATION, AVAILABLE FACILITIES.
  - 3.E.12 UNIT ASSEMBLY AREA (UAA) LOCATIONS.
  - 3.E.13 TACTICAL ASSEMBLY AREA (COORDINATES).
  - 3.E.14 FLIGHT FERRY OPERATIONS.
  - 3.E.15 CONTROL MEASURES.
  - 3.E.16 EAF OPERATIONS.
  - 3.E.17 NAVAL ESCORTS FOR MPS.
  - 3.E.18 ANTICIPATED RECONSTITUTION MAIN PLANNING CONFERENCE DATES.
  - 3.E.19 ANTICIPATED RECONSTITUTION DATES.
  - 3.E.20 ANTICIPATED RECONSTITUTION SITES.
  - 3.E.21 ANTICIPATED REDEPLOYMENT DATES.
  - 3.E.22 AMPHIBIOUS COORDINATION (IF REQUIRED).
- GENTEXT/ADMIN AND LOG/4. ADMIN AND LOGISTICS.
  - 4.A ADMIN.
    - 4.A.1 DATE-TIME GROUP (DTG) TASK DESIGNATORS ARE EFFECTIVE.
    - 4.A.2 ANTICIPATED DEPLOYMENT ORDER DATE.
    - 4.A.3 CBRN DEFENSE.
    - 4.A.4 ROE.
    - 4.A.5 FORCE PROTECTION MEASURES: DISCUSS THREAT CHANGES, ACTIONS IF THREATENED, ANTITERRORISM/FORCE PROTECTION TRAINING, OPERATIONAL SECURITY, OPERATIONAL DECEPTION, AND DESIGNATION OF FPO, SSO, ASO, AND LSO.
    - 4.A.6 PUBLIC AFFAIRS GUIDANCE.

4.A.7 USE OF JOPES DIRECTED: (SPECIFY DEPLOYMENT AND REDEPLOYMENT PLAN IDENTIFICATION NUMBERS (PIDs) AND TELECONFERENCE DESIGNATOR).

4.A.8 RESERVE MOBILIZATION.

4.A.9 DISPOSITION OF SUPPORTING FORCES.

4.A.10 OTHER. (VISITOR SCHEDULE, LIAISON REQUIRED).

4.A.11 COMMANDS TO ATTEND MPF RECONSTITUTION MAIN PLANNING CONFERENCE.

4.B LOGISTICS.

4.B.1 ESQD WAIVERS (IF REQUIRED).

4.B.2 HOST-NATION SUPPORT.

4.B.3 RELATIONSHIP WITH AMEMB.

4.B.4 CLOTHING AND EQUIPMENT.

4.B.5 MPS SPEED OF ADVANCE.

4.B.6 TYPE OF OFFLOAD (PIERSIDE, ETC.).

4.B.7 OFFLOAD RESTRICTIONS AND REQUIREMENTS FOR AMMUNITION, BULK WATER AND FUEL. SPECIFY FUEL SAMPLING AND ACCOUNTING PROCEDURES.

4.B.8 FUNDING.

4.B.9 MILITARY AIR MOVEMENT PRIORITY.

4.B.10 ENVIRONMENTAL.

4.B.11 MEDICAL EVACUATION (MEDEVAC).

4.B.12 MAIN SUPPLY ROUTE BETWEEN AAA AND TAA.

4.B.13 ACE HELICOPTER REBUILD TIMELINE.

4.B.14 SAFETY.

4.B.15 SPECIAL MAPS (IF REQUIRED).

4.B.16 THROUGHPUT RESTRICTIONS.

4.B.17 MPE/S ACCOUNTABILITY PROCEDURES.

4.B.18 SPECIAL SUSTAINMENT REQUIREMENTS.

4.B.19 ACTIVATION OF FOLLOW-UP SHIPPING (T-AH, T-AVB SUSTAINMENT).

4.B.20 RECONSTITUTION SPECIAL INSTRUCTIONS AND CONSIDERATIONS (CONTAINER MANAGEMENT POLICY, CUSTOMS INSPECTIONS, DANGEROUS CARGO, AUTOMATED SYSTEMS).

4.B.21 LOCATION OF VARIOUS MOVEMENT CONTROL AGENCIES (MDDOC, MMCC, UMCC).

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5.A.2 SUPPORTED SERVICE COMPONENTS.

5.A.3 SUPPORTING CCDRS AND SERVICE COMPONENTS.

5.A.4 ESTABLISHING AUTHORITY.

5.A.5 MAGTF COMMANDER.

5.A.6 CMPF.

5.A.7 MAGTF/CMPF COMMAND RELATIONSHIPS BY PHASE.

5.A.7 SUCCESSION OF COMMAND AND LOCATION OF EACH  
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5.A.8 DETAILED LIAISON REQUIRED.

5.B SIGNAL.

5.B.1 COMMUNICATION PROCEDURES.

5.B.2 KEY POINTS OF CONTACT, TELEPHONE/FACSIMILE NUM-  
BERS, E-MAIL ADDRESSES.

5.B.3 SUBMIT SITREPS.

5.B.4 TRANSMIT SURF OBSERVATION (SUROBS) THROUGH CMPF.

AKNLDG/YES//

DECL//

BT

# APPENDIX B

## THE OPERATION ORDER FORMAT

This appendix provides an example of incorporating MPF information into a joint OPORD, which should be placed in appendix 14 of annex C. The format and subjects for annexes are mandatory unless otherwise indicated. The sequence and location for appendices and tabs are preferred, but may be altered. Additional annexes may be incorporated to permit distribution separate from the basic plan or to include information where no provision is made in standard annexes. Some

annexes, such as I, O, and R, listed in CJCSM 3122.03 are included as placeholders and are not included in every OPORD. The sample OPORD structure that follows is an OPORD that is tailored to incorporate MPF operations (annex S), which is listed as the Special Technical Operations in CJCSM 3122.03. Detailed information about planning, writing, and publishing an OPORD is in CJCSM 3122.03; MCWP 5-1, *Marine Corps Planning Process*; and NWP 5-01.

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# APPENDIX C

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# APPENDIX D

## COMMANDER'S CHECKLIST

### Automated Information System

- Does the organization have skilled operators for JFRG II/logistics automated information system (LOGAIS)?
- Is there a schedule for MDSS II training?
  - ◆ Has the organization participated in recent MDSS II training exercises?
  - ◆ When is the next scheduled MDSS II training?
- Has the MDSS II database been updated and does it reflect the organization's repositioning objective and FIE quantities?
- Can the staff use JFRG II/LOGAIS to receive and tailor automated taskings?
- Can the supply section use ATLASS to build CMRs during arrival and assembly operations?
- Can the communications section support the transmission of MDSS II data in an expeditionary environment?
- What additional training is required to fully use these automated systems?

### Maritime Prepositioning Force-Specific Training

- How many members of the staff have received joint MPF staff planning course training?
  - ◆ How recent was the MPF staff planning training?
  - ◆ When is the next scheduled MPF staff planning course?
- When did the Service members of the SLRP, OPP, and debarkation teams receive formal training?
- Do these Service members need initial, intermediate, or refresher training?
- How often does an orientation of an MPS occur and when is the next scheduled visit?
- What date is the next tour of BICmd planned? What officers and senior non-commissioned officers need to visit BICmd?
- When is the next annual MPF exercise?
  - ◆ What is the exercise's scope?
  - ◆ What training benefit can be created?

### Publications

Does the organization have the following minimum publications to conduct planning and operations?

- MCBul 3501.
- MCWP 3-32, *Maritime Prepositioning Force Operations*.

- NAVMC 2907.
- DODR 4500.9-R.

### Maritime Prepositioning Force Operation Initiating Directive

- Has this directive been released? In lieu of an initiating directive, is there a warning or alert order?
- How much time does the organization have before deployment? What is—
  - ◆ C-day?
  - ◆ O-day?
  - ◆ Today's date?
- What additional information does the organization need?
- Who is locating this additional information?
- Who is the decisionmaker for this additional information?
- When does the organization need to have a decision to continue the planning process and start force development and deployment preparations?
- Have Service members received their required immunizations for the specific deployment area?
- Has the organization received the force protection and antiterrorism brief?
- Has a cultural awareness brief been conducted?

### Maritime Prepositioning Force Basic Decisions

- What are the basic decisions in the initiating directive and associated outcomes?
- What is the mission?
- What are the command relationships or arrangements across the phases?
- What is the basic concept for tactical operations ashore?
- What is the concept for arrival and assembly?
- What is the concept for marshalling and movement?
- What are the control measures?
- What are the special considerations, such as emergency defense, of the MPF?
- What security measures need to be enacted?

### Operation Order or Employment Plan

- When is the organization supposed to be ready for employment?
- What warfighting capabilities must the organization provide?
- Is the organization one of the MAGTF commander's warfighting priorities?
- Has an OPORD been published?
- What are the planning assumptions?
- What is the situation? Is there a threat assessment?
- What is the organization's mission?
- What are the command relationships?

- Has the offload plan and priority list been published and does it adequately support the employment plan?
- What are the warfighting priorities of the MAGTF commander (3 to 5 total)?
- Can the NSE support the STS movement?
- What is the force protection/antiterrorism concept? What are the Service's force protection/antiterrorism policies?
- What is the organization's role in the operation as specified in the OPORD?
- What Reserve Component activation is required? Has the civil affairs, cargo handling, NBG, NEAT, and MESF Reserve Component detachments or personnel been activated?
- Are there maps of the deployment and employment areas?
- What is the impact of weather on MPF activities and employment operations?
- When will the EXORD be signed?
- When is the MAGTF to arrive in the TAAs?
- When does the chain of command anticipate employing the MAGTF; for example, cross the line of departure?

### Deployment Plan

- Will the deployment plan ensure the organization is efficiently conducting arrival and assembly operations and is ready for employment?
- Has the deployment order been signed and transmitted by message?
- Has the MAGTF deployment LOI been published?
- With what movement groups and echelons will the organization deploy?
- Is the organization's TPFDD in the GCCS?
- What is the LAD for the organization in the AAA and does this support the force standup concept and warfighting priorities?
- Does the organization provide members for the SLRP and OPP?
- Has the SLRP OIC been designated?
- Does the SLRP take a contracting officer (with cash) and a civil affairs team?
- Is the SLRP's communications suite adequate for the mission?
- What planning assumptions must be validated by the SLRP and does the SLRP membership have the expertise to perform the validation task?
- Have SLRP and OPP Service members been added to the battle roster?
- Do these Service members on the SLRP and OPP have no-fee government passports?
- What specialized training have these SLRP and OPP Service members received?
- Have the OPP OIC and assistant OIC been designated?
- Have the OPP Service members received a safety brief?
  - ◆ Have the members toured an MPS in the past year?
  - ◆ How recent was the shipboard safety brief?
  - ◆ What are the safety plans of the OPP?
  - ◆ Will the OPP receive a shipboard safety brief upon arrival on the MPS?



- What is the track of the MPSRON?
  - ◆ Where will the OPP meet the MPSRON?
  - ◆ What coordination and transportation is required to ensure the OPP is embarked on the MPSRON?
- Does the organization provide members for the advance party?
- Does the advance party include the entire NSE and the LFSP?
- Are all the deployment agencies standing and prepared to deploy the force?
- Where is the organization's UMCC?
- When will the organization man the UMCC and arrive at the APOD?
- Has the organization validated the equipment and supplies to be flown in?
- Has the organization checked with HHQ to verify equipment on the ships is still assigned to the organization?
- Has the ACE flight ferry plan been developed, coordinated, and approved?
  - ◆ Have lead and trail maintenance aircraft been designated?
  - ◆ Has the aerial refueling plan been coordinated?
- Where are the MPF offload organizations located in country, such as LFSP, AAOG, or AAOE?
- Does the communications plan adequately support all the organizations involved in the operation?

### Arrival and Assembly Plan

- When will the organization be ready for employment?
- Is there a performance gap between unit assembly operations and movement to the tactical assembly operations area?
- What assets are required to complete force standup?
- Has the arrival and assembly plan been published?
- What is the MPF timeline? Has Navy-day been planned?
- Has the plan discussed terrain management in the AAA?
- Where are the port, beach, and airfield?
  - ◆ Are there diagrams or overlays of these critical nodes?
  - ◆ Where are the ships' anchorages, berths, or roadsteads?
  - ◆ What is the STS distance?
  - ◆ What sea state conditions will shut down offload operations?
- Where is the UAA to which the organization has been assigned? What is the location of the AAOE (element command post) in the UAA?
- Has the organization been assigned an ERP?
- Where is the TAA?
- What are the restrictions in the AAA for movement, maneuver, and transportation?
- What are the MAGTF's offload priorities?
  - ◆ When can partial combat capabilities be ready?
  - ◆ Does the deployment plan support these priorities?

- Is a T-AVB required?
- Has the Marine aircraft wing requested the ship's activation?
- In what mode will the ship be configured—working or administrative?
- How long for the ship to be staffed and loaded?
- When will the ship arrive in theater?
- Have war reserve withdrawal plans been activated?
- Is additional sustainment shipping required?
- Does the sustainment plan account for the draw down of forces during reconstitution and redeployment operations?
- What HNS is available and what is the cost?

### Reconstitution Plan

- Can the organization restore the equipment and supplies to a full mission-capable status?
- What resources are needed for cost effective reconstitution operations?
- Did the SLRP ascertain select reconstitution sites?
- Did the MAGTF staff begin conducting reconstitution planning during arrival and assembly operations?
- When is the reconstitution MPC?
- Who are the participants of the reconstitution MPC?
- What policy decision on the reconstitution site was made?
- Where are the staging areas?
- How much fresh water is required to conduct reconstitution and where are the washdown points?
- Where are the key command and control sites?
- Which movement routes have been selected and what control and force protection measures have been planned?
- What are the inherent hazards and what is the safety plan?
- What HNS is available and how much does the HNS cost?
- Are customs and agricultural inspectors available and involved in the reconstitution planning process?
- Does the reconstitution embarkation plan support efficient operational off-load for the next contingency or exercise?
- What customs, HAZMAT, and agricultural inspections are required?

### Redeployment Plan

- Does the redeployment plan support the reconstitution plan?
- When does the organization redeploy?
- Where does the organization stage equipment and personnel for redeployment?

## Maritime Prepositioning Force Maintenance Cycle

- Do the planning, acquisition, attainment, and loading of MPSs during an MMC support the MEF commander's warfighting mission; planned participation in major, limited contingency, and stability operations; stipulated warfighting priorities; and MMC guidance?
- When is the next MMC?
  - ◆ What are the dates?
  - ◆ When do the command's planning documents have to arrive at HHQ?
  - ◆ When does the organization's MMC submission need to be complete (reverse timeline)?
- What is the MEF commander's guidance?
  - ◆ Have warfighting priorities been established to assist in embarkation and loading?
  - ◆ Have ships been embarked to maximize arrival and assembly operations?
- Does the organization need a capability set?
  - ◆ Has the capability set been identified in terms of type and quantity of equipment needed?
  - ◆ Has the operational impact for efficient arrival and assembly operations been articulated?
- What vehicles contain the organization's mobile loads?
- Does the organization provide Service members to the RAC team?
  - ◆ How long is the deployment to BICmd?
  - ◆ Does the Service member receive predeployment training?
- Has the RAC team LOI been published?
- Has the senior command received the end of ship and end of squadron reports? (These special reports are formatted and produced by the BICmd TAAT.)
- In what equipment, tools, kits, and chests are the organizations deficient? For example, was the prepositioning objective not met?
- Does the organization receive the ICODES "as loaded" deck diagrams?
- Are all the PEIs calibrated and modified?

# APPENDIX E

## MAGTF DEPLOYMENT CHECKLISTS

### Initial Planning Checklist

- Analyze the employment mission and the MAGTF's objectives.
- Analyze additional CCDR and HHQ guidance.
- Obtain intelligence regarding a proposed AAA.
- Identify mission requirements.
- Develop a COA.
- Compile MAGTF consumption factors.
- Develop the unit deployment sequence based on the MAGTF's warfighting priorities, offload priorities, and the arrival and assembly plan.
- Analyze and prioritize deployment requirements.
- Validate the TPFDD.

### Deployment Concept Checklist

- Refine mission objectives.
- Develop a CONOPS.
- Refine force options (units, personnel, supplies, and equipment details).
- Refine TPFDD based on force and equipment lists.
- Provide refined TPFDD to the supported CCDR for a transportation feasibility estimate and throughput analysis.
- Alert Reserve Component units and personnel for possible deployment (Navy or Marine Corps, as applicable).
- Coordinate and develop size of NCE required for mission.
- Coordinate and develop size of EMF required for mission.

### Detailed Planning Checklist

Detailed planning can be organized by specific task or in the broad categories of airlift or sealift planning—

- Airlift deployment planning:
  - ◆ Number of passengers and amount of cargo to move.
  - ◆ Availability of passengers and cargo at an APOE for overseas travel.
  - ◆ Hazardous cargo and ammunition transportation requirements.
  - ◆ Distance to AAA.
  - ◆ APOE, APOD, and en route advanced base or intermediate staging base capabilities.
  - ◆ Diplomatic clearances required.
  - ◆ APOD and AAA air space security.

- ◆ Airflow command and control and communications systems.
- ◆ Aircraft loading factors.
- ◆ Airlift tempo and throughput coordination.
- ◆ EAD/LAD at APOD.
- ◆ Priority and use of airfields and road and rail networks.
- ◆ ATC requirements.
- ◆ SLRP, OPP, and advance party deployment dates. Some SLRP and OPP personnel may require passports to transit to the AAA or to the MPSRON rendezvous location.
- ◆ Special requirements related to self-deploying aircraft.
- Sealift deployment planning:
  - ◆ Overall movement planning for MAGTF and AFOE shipping during augmentation operations.
  - ◆ Availability of shipping at SPOE.
  - ◆ MPF MAGTF cargo and equipment that will move by follow-up shipping.
  - ◆ Availability of required cargo and equipment by date.
  - ◆ Deployment of the T-AVB, hospital ship (T-AH), auxiliary crane ship, and OPDSs.
  - ◆ Closure estimate.
  - ◆ Intermediate staging base requirements.
  - ◆ En route stops and possible delays at these stops, to include the reception of the OPP.
  - ◆ Availability of cargo discharge and delivery systems from RRDF and LOTS for deployment with the follow-up shipping.
  - ◆ Ship loading factors, type of loading, and method of stowage.
  - ◆ Logistic support facilities.
  - ◆ Reception and disposition of forces at debarkation points.
  - ◆ Availability of in theater transportation.
  - ◆ Availability of cargo discharge and delivery systems and LOTS at the SPOD.
  - ◆ Facilities at destination.
  - ◆ Offload sequence.
  - ◆ Hazardous cargo constraints.

### Joint Deployment and Movement Planning Checklist

- Refinement of the TPFDD based on supported CCDR guidance developed from results of the transportation feasibility estimator and throughput analysis.
- Computations and requisitions for sustainment based on guidance from the supported CCDR.
- Review of sources of support and identification of critical shortages in forces and logistics from the Active Component, Reserve Component forces, and PWRM.
- Activate the MDDOC, MMCC, and UMCC.

- Develop MAGTF marshalling and staging requirements for APOE/SPOE identified in the approved TPFDD.
- Develop MAGTF movement schedules based on air and sea movement schedules as promulgated in the JOPES.
- Identify transportation shortfalls (service and strategic).
- Identify TPFDD changes to air and sealift schedules.

### Planning for Maritime Prepositioning Force Augmentation of Expeditionary Operations Checklist

- Embarkation plan.
- Movement plan (sea/air/escort).
- Self-deploying aircraft movement plan.
- Loading plans (amphibious ships, aircraft, and merchant ships).
- Supporting plans for port operations, communication, security, and reserve reception.
- HNS plan.
- Plan activation of T-AVB/T-AH.
- Intermediate support base plans.
- En route support plan.
- Movement of forces and sustainment from geographically separated POE plans.

### Force Preparation Checklist

- Prepare units for movement and deployment and take the following action—
  - ◆ Identify personnel shortages.
  - ◆ Direct reassignment of personnel on TAD orders.
  - ◆ Identify nondeployable personnel and initiate their transfer to organizations not deploying.
  - ◆ Ensure compliance with mobilization plan.
- Develop marshalling plan for point of origin.
- Establish connectivity movement control organizations from origin to APOE/SPOE.
- Organize staging areas at APOEs/SPOEs.
- Coordinate with external agencies for surface movement and/or strategic sealift/airlift.
- Assign priorities for movement and confirm movement schedules.
- Activate appropriate deployment support organizations and agencies. If required, coordinate withdrawal of Class V(W) from Marine logistic bases.
- As required, report strategic and local movement.
- Issue a warning order.
- Attach supporting units.
- Update/modify JOPES database and validate lift requirements.

## Actions by Functional Area Checklist

### *Planning Supply and Logistics*

- Identify sustainment requirements.
- Identify deploying forces equipment requirements.
- Identify MSE shortages and excesses.
- Develop plans to redistribute excess equipment and supplies.
- Determine RBE.
- Turnover RBE according to COMMARFOR guidance.
- Request PWRM withdrawal.
- Request supplies from a logistic support base and item manager through HHQ.
- Coordinate movement of accompanying supplies.
- Coordinate loading of follow-up shipping at POEs.
- Turnover facilities and garrison property.
- Contract support as required.
- Develop a distribution plan for prioritization for MPE/S.
- Publish logistic guidance in support of MPF deployment planning.

### *Personnel*

- Identify personnel shortages/overages.
- Join augments and attachments.
- Reassign personnel according to local SOP and directives.
- Return TAD/FAP personnel to parent commands.
- Store personnel effects, privately owned vehicles (POVs), and household goods.
- Establish dependant support groups and coordinate their requirements.

### *Execution Checklist*

- Prestaging PWRM withdrawal.
- Marshalling.
- Movement.
- Staging at APOE/SPOE.
- Refining aircraft load plans.
- Allocating ULNs to carriers in the joint deployment system.
- Conduct embarkation.
- Validate allocation of ULNs to joint deployment system carriers based on actual embarkation.
- Enter/update AFOE TPFDD in JOPES.
- Conduct movement and throughput analysis and identify ports/airfields.
- Ensure that MAGTF and NSE determine strategic movement shortfalls.
- Publish movement schedule and coordinate with SDDC and USTRANSCOM.

- Publish local movement schedule and coordinate with local authorities.
- Establish MCCs that—
  - ◆ Conduct direct movement of units from origin to POE.
  - ◆ Plan and coordinate movement.
  - ◆ Establish convoy controls and procedures.
  - ◆ Establish staging organizations for the MSEs.
  - ◆ Establish communications nets for marshalling, staging, and embarkation areas.
  - ◆ Report movement through JOPES to the MDDOC. Monitor and report movement and establish policy for manifesting personnel.
  - ◆ Process all personnel arriving in the theater of operations using JOPES or the manpower management system.

## Specific Unit and Personnel Checklists

### *Executive Officer's Mobilization Checklist*

- Recall key staff.
- Recall unit commanders.
- Recall subordinate units.
- Recall OPP; identify time for predeployment inspection.
- Inform the base/station of recall.
- Inform the provost marshal office (PMO) of recall.
- Issue a timeline to the staff for tasks and events.
- Establish UMCC for 24-hour operations.
- Act as central point for information flow.
- Provide the warning order to SLRP and advance party personnel.
- Commence general recall.
- Develop key POC telephone/e-mail list.
- Formalize an RBE plan with rear party personnel.
- Appoint an officer as an LNO to HHQ.
- Conduct a predeployment inspection.
- Contact the public affairs office.
- Schedule and conduct a deployment brief for dependants.

### *Headquarters Company Mobilization Checklist*

- Initiate recall.
- Secure the command post and control access.
- Prepare for and conduct a company administrative standdown.
- Conduct a medical/dental standdown.
- Recall FAP personnel and ensure that they go through the various stand-downs. Nondeployable FAP personnel are generally returned to their FAP billets.
- Ensure that the company has a current prescribed load checklist.
- Conduct a predeployment personnel and equipment inspection.



- Stage FIE equipment and supplies according to S-4 guidance.
- Identify all items for follow-up shipping and RBE—
  - ◆ Palletize equipment and supplies.
  - ◆ Turn RBE over to designated personnel.
  - ◆ Begin loading FIE equipment and supplies.
  - ◆ Prepare personnel rosters and identify all personnel deficiencies.

### *S-1 Mobilization Checklist*

- Initiate S-1 recall.
- Prepare OPP, SLRP, and advance party personnel manifests. Coordinate with S-4.
- Recall FAP personnel.
- Direct units to submit deployment status reports. Ensure nondeployable personnel are identified as early as possible.
- Request additional personnel from HHQ as necessary.
- Request visit from HQMC, manpower officers assignments/HQMC, and manpower enlisted assignments through G-1–Priority.
- Complete personnel reassignments.
- Establish a rear party administrative support detachment.
- Disseminate mailing addresses for all units.
- Start/stop—
  - ◆ Commuted rations.
  - ◆ Family separation allowance.
  - ◆ Split pay.
  - ◆ Foreign duty pay.
  - ◆ Tax exemptions.
  - ◆ Imminent danger pay.
  - ◆ Per diem.
- Prepare passenger manifests according to the TPFDD force flow.

### *S-2 Mobilization Checklist*

- Initiate S-2 recall.
- Determine map requirements—area, quantity, lamination, and distribution plan.
- Brief OPSEC and public affairs office guidance (S-1, S-2, S- 3).
- Arrange for 24-hour sensitive compartmented information facility operations with the communications officer.
- Create standup war room with display maps, charts, and other geospatial information on the area of operations to track the enemy’s situation and post significant events with the date/time as they occur.
- Conduct staff orientation—initial brief on situation and update as required.
- Consolidate S-2 shops—organize teams and assign tasks as appropriate.

- Pull all applicable classified publications from classified material control center. Search joint deployable intelligence support system to fill intelligence gaps.
- Access databases for applicable imagery/message traffic. Sanitize, if practical.
- Request extra sensitive compartmented information billets from HHQ primary control officer (PCO) (intelligence clerks and augments).
- Update current operations center access roster to include attachments (work with classified material control center).
- Identify intelligence communications architecture. Determine the optimum communication configuration between higher and subordinate units.
- Formulate dissemination plan.
- Determine language requirements. Identify language speakers (including secondary languages) within the unit; request augmentation, if needed.
- Identify personnel augmentation requirements, if any; coordinate with base/station sensitive compartmented information facility.

### *S-3 Mobilization Checklist*

- Initiate S-3 recall.
- Identify staff planning cell and information requirements.
- Ensure that the commanding officer, executive officer, and staff planning cell analyze the mission to determine essential tasks and ensure understanding.
- Assist the commanding officer in writing the mission statement, CONOPS, and commander's intent.
- Assist the executive officer in planning schedule; supervise mission-specific training.
- Identify any liaison requirements. Brief potential LNOs.
- Issue warning order, mobilization schedule, and prescribed load (in conjunction with S-4) at the earliest opportunity.
- Draft task organization.
- Prepare OPORD.
- Prepare turnover/liaison of GCCS facility.
- Prepare required reports, such as DRRS and SITREPs.
- Prepare acknowledgment of receipt to HHQ alert/warning order.
- Ensure that HHQ includes information addressee on pertinent situational message traffic.
- Determine recommended current operations center organization/architecture with the executive officer or S-6.
- Address physical security, such as the security ammunition requirement.
- Ensure fire support coordination center personnel conduct an internal coordination drill.
- Confirm that air officer contacts supporting Marine aircraft group S-3 to acquire tactical air request and tactical data frequencies and bed down sites.

*S-4 Mobilization Checklist*

- Initiate S-4 recall.
- Participate in staff planning cell.
- Recall OPP, which will be mustered within 24 hours of notification as coordinated with the S-3.
- Establish a UMCC.
- Contact either the base or station logistic department traffic management office (TMO) for personal effects packing, PMO for storage of POVs, base motor transport, direct support stock control, and purchasing and contracting.
- Determine standard prescribed load with the S-3.
- Send warning order to SLRP and advance party personnel.
- Stage FIE vehicles, equipment, and supplies.
- Initiate personnel processing stations.
- Obtain AMALs from the MLG HSS logistics company.
- Request Force Activity Designator (FAD) II. Begin inducting FIE equipment into maintenance at Priority 02. Confirm that supply is tracking requisitions for all critical FIE equipment.
- Identify training allowance pool (TAP) requirements to the MLG based on the following notional priority list—
  - ◆ OPP.
  - ◆ SLRP.
  - ◆ Advance party.
  - ◆ Main body (in order of flow).
  - ◆ Review load plans in ICODES
- Coordinate TAP gear issue for the MAGTF.

*S-6 Mobilization Checklist*

- Activate secure telephone unit connectivity in war room/crisis action center and UMCC.
- Determine and coordinate unit communications requirements.
- Coordinate with HHQ to draw COMSEC material system software.
- Prepare and distribute SINCGARS load set to all deploying commands.
- Request high frequency propagation study and associated overlays from the Joint Spectrum Center.
- Determine higher and adjacent headquarters connectivity requirements.
- Adjust communications FIE based on updated unit equipment report.
- Determine host nation requirements and frequency clearances.
- Identify equipment shortfalls to G-6.
- Identify personnel shortfalls.
- Embark cryptographic block assets for non-SINCGARS MPS assets.
- Identify and establish liaison teams for multinational force components.
- Identify and coordinate logistic and embarkation requirements with S-4.

## Global Command and Control System Mobilization Checklist

- Review OPLANs, TPFDDs, JFRG II/LOGAIS software—
  - ◆ Update MPF data, binders, and references.
  - ◆ Coordinate MPF-related issues.
  - ◆ Coordinate with—
    - HHQ G-3/S-3 Plans/GCCS.
    - Subordinate commands S-3, S-4, and embarkation officers.
    - Attached units S-3, S-4, and embarkation officers.
- Coordinate with commanding officer, executive officer, or S-3 for guidance on—
  - ◆ Situation, objective, and mission.
  - ◆ Initial force list.
  - ◆ Confirmation of unit movement checklist.
  - ◆ GCCS operator checking JOPES message traffic.
- Make any required changes to current OPLAN TPFDD, including the—
  - ◆ Number of ships/MPSRONS requiring offload.
  - ◆ Assets added/detached.
  - ◆ Special TAP requirements, reconnaissance equipment, communications, MEP, or CBRN gear.
  - ◆ Coordination with HHQ G-3/S-4 and GCCS personnel for POE/POD and EAD/LAD.
- If situation requires new TPFDD—
  - ◆ Coordinate timeline with HHQ.
  - ◆ Coordinate weight/space restrictions.
  - ◆ Ensure data are loaded into JFRG II.
  - ◆ Confirm lift requirements.
  - ◆ Produce ULN summary sheet and airlift estimator sheet from JFRG II.
- If situation uses/modifies existing TPFDD, then—
  - ◆ Initiate detailed coordination with HHQ.
  - ◆ Confirm POE/POD and EAD/LAD using C-days timeline.
  - ◆ Ensure MDSS II level IV data are verified and entered into JFRG II.
- Initiate vault personnel watch rotations and sleep plan.
- Confirm MAGTF FIE level IV data for all deploying ULNs.
- Receive DRRS report from all units reporting for deployment.
- Turn over vault and GCCS equipment and release military occupational specialty (MOS) 9919 personnel to HHQ.

### *Legal Mobilization Checklist*

- Request list from staff judge advocate (SJA) of personnel required to remain behind on legal hold, including witnesses.
- Ensure that the legal representative from MLG legal services support section prepares wills and powers of attorney, as required, based on the unit's deployment sequence.

- Request G-1/S-1 support in preparation for administrative separations and other nondeployable personnel.
- Pack all legal binders, the current edition of the *Manual for Courts Martial United States*; checklists from the Judge Advocate General Instruction 5800.7, *Manual of the Judge Advocate General (JAGMAN)*; and administrative separations manuals.
- Prepare letter transferring convening authority to rear party OIC.
- Coordinate with rear party OIC to transfer legal packages for Marines with cases pending legal action.

#### *Gunner Mobilization Checklist*

- Muster all units and MOS 8532 small arms weapons instructors.
- Conduct a weapon and associated equipment inspection to ensure—
  - ◆ Night sights have the correct reticle.
  - ◆ Night vision devices/night vision sights have sufficient batteries.
  - ◆ Dragon weapon system optics have been aligned.
  - ◆ Night sights pass system checkout/system self test before deployment.
  - ◆ Weapons are SL-3 complete.
  - ◆ M240G machine gun squads have front sight tools.
  - ◆ Mortar optics are clean and serviceable.
  - ◆ Mortar sights will hold a boresight (6400 mils).
  - ◆ Laser checks—LTI, batteries, boresight.
- Draw security ammunition.

#### *Motor Transport Mobilization Checklist*

- Initiate recall of motor transport personnel.
- Activate UMCC.
- Provide S-4 with UMCC phone number for distribution.
- Notify MMCC once UMCC is established.
- Contact base/station motor transport for availability of commercial assets.
- Contact MMCC for MHE/MEP support.
- Brief and inspect OPP/SLRP personnel for deployment.
- Identify, inspect, and prepare all FIE/follow-up shipping/RBE motor transport equipment.
- Provide the S-4 with the SOP for POV storage.
- Contact base for disposal of hazardous waste.

#### *Embarkation Mobilization Checklist*

- Initiate recall of embarkation personnel and coordinate with HHQ as necessary.
- Meet with the S-4 officer on situation, status, and mission statement.
- Review appropriate OPLAN to support the mission.
- Move 463L pallets (air pallet) from mobilization warehouse to each unit's staging area.

- Coordinate with unit embarkation personnel to determine requirements for embark boxes. Confirm number of vehicles, mobile loads, and pallets authorized for each unit's FIE.
- Meet with the S-3 for the force list task organization.
- Schedule MHE and motor transport assets to support loadout and movement.
- Contact HHQ on aircraft load planning as necessary.
- Weigh and mark 463L pallets or vehicles; validate TPFDD during build-up.
- Establish a liaison at the APOE.
- Issue section's TAP gear.
- Coordinate movement with UMCC.
- Initiate movement to the APOE.
- Ensure that S-1 prepares passenger manifests based on TPFDD aircraft flow information.
- Support OPP, SLRP, and advance party movement to APOE.
- Complete loadout of S-4 equipment.
- Ensure that plane team commanders are assigned, briefed, and provided information packets, personnel rosters, or assignment letters.
- Coordinate billeting, messing, and transportation arrangements for layovers.
- Review MPS load plans in ICODES.

#### *Chemical, Biological, Radiological and Nuclear Mobilization Checklist*

- Recall CBRN personnel.
- Participate in staff planning cell's mission analysis.
- Refine prescribed CBRN equipment requirements with the S-3/S-4.
- Issue CBRN equipment, as required.
- Prepare FIE cargo.
- Issue CBRN antidote kits.
- Start block training or gas chamber exercise.
- Contact subordinate/attached CBRN officers to determine critical equipment shortfalls.
- Prepare or contract CBRN contamination detection vehicle.

#### *Unit Supply Mobilization Checklist*

- Recall supply personnel.
- Coordinate embarkation requirements for FIE and follow-up shipping equipment or supplies.
- Ensure all units have adequate amounts of gear to meet prescribed load requirements.
- Coordinate with TMO for storage of personal effects.
- Issue section TAP gear.
- Identify and brief all RBE officers on equipment being left behind.
- Inspect supply section Marines to ensure they have the proper equipment and uniforms.

- Track FAD II priority designators for all units.
- Prepare appointment letters for responsible officers.
- Conduct inventory for all RBE.
- Download all property files (backup disks).

#### *Battalion/Regiment Aid Station Mobilization Checklist*

- Recall assigned HSS personnel.
- Ensure unit personnel have red allergy tags and current physical examination.
- Provide the S-1 with a list of HSS nondeployable personnel.
- Provide the S-2 with a list of any required immunizations.
- Obtain AMAL 636 narcotics.
- Prepare aid station for embarkation.
- Ensure deploying personnel have a duplicate medical record with all immunizations listed.
- Ensure Navy personnel have a facsimile of service record book (SRB).

#### *Ordnance/Armory Mobilization Checklist*

- Recall ordnance personnel.
- Coordinate transportation of armory mount-out boxes to staging area.
- Inspect ordnance personnel and their equipment.
- Identify and inspect all ordnance items—
  - ◆ Tool sets and kits.
  - ◆ Test equipment.
  - ◆ Publications.
  - ◆ Repair parts from layette bins.
  - ◆ Supporting consumables (rags, patches, or oils).
  - ◆ Equipment records for all equipment deploying.
- Identify equipment deficiencies to supply.
- Draw CBRN suits from supply.
- Supervise load out of armory.
- Issue table of organization weapons.
- Issue the following hand-carried armory items:
  - ◆ Binoculars.
  - ◆ Night vision devices and scopes.
  - ◆ Compass.

#### *Chaplain Mobilization Checklist*

- Recall religious program specialist.
- Ensure mount-out boxes are packed and marked properly.
- Conduct a staff meeting with all deploying chaplains and religious programmers for planning and guidance.

- Schedule meeting with base/station senior chaplain (area coordinator) to discuss turnover/deployment issues and support.
- Arrange office security. Ecclesiastical/office gear to be left behind will be packed up and secured.
- Schedule meeting for family readiness personnel to coordinate dissemination of information to families and to plan a family deployment brief. Coordinate briefing schedule with the commanding officer, executive officer, and sergeant major.
- Ensure that the key volunteer hotline and network have up-to-date information.
- Provide the Family Service Center a current list of key volunteers, family readiness personnel, and any other unit representatives remaining behind.

#### *Fire Support Center Mobilization Checklist*

- Meet with S-3 officer and S-3 chief.
- Obtain all predeployment schedules.
- Identify FIE serials and ship names for all artillery personnel.
- Ensure support requirements are submitted to supported infantry battalions.
- Obtain automated communications-electronics operating instructions and cryptography personnel fill-ins from the communications section.
- Provide equipment density list to supported infantry battalion.
- Provide personnel roster to supported infantry battalion S-1.
- Provide table of organization to supported infantry battalion S-3.
- Identify personnel and equipment shortages to parent and supported commands.
- Ensure health and dental records of personnel are provided to supported battalions.
- Ensure all personnel have skeleton SRB, medical, and dental records.
- Draw TAP gear as required.

#### *Offload Preparation Party Mobilization Checklist*

This checklist is based on a notional 24-hour movement scenario.

Hour and event: 0000–0100, activate:

- Contact all members of the OPP.
- Contact MLG to prepare TAP gear for issue.
- Contact base/station duty officer to pass warning order to the following base/station support activities:
  - ◆ Base/station motors (light units/transportation).
  - ◆ TMO (pack up of personal belongings).
  - ◆ Legal assistance office (wills/powers of attorney/questions).
  - ◆ Morale, welfare, and recreation (closeout of delayed payment programs).



Hour and event: 0100–0800, units:

- Muster OPP members.
- Inspect personnel and equipment.
- Move to OPP consolidation point for muster.

Hour and event: 0800–1100, muster:

- Check by-ship and by-ULN muster.
- Consolidate rosters and submit to the personnel officer to create passenger manifests.
- Submit clothing and equipment sizes to TAP.
- Brief the OPP.
- Conduct OPP personnel and equipment inspection.
- Continue administrative processing.
- Conduct medical and dental screening.

Hour and event: 1100–1500, equipment issue:

- Supply—draw equipment deficiencies.
- CBRN—draw CBRN suits and equipment as needed.
- Armory—draw weapons and identify equipment deficiencies or repair kits.

Hour and event: 1500–1800, muster:

- Reinspect previously identified deficiencies.
- Receive and issue TAP gear.
- Load gear and equipment for transport.
- Present commander's intent brief to OPP.

Hour and event: 1800–2300, personnel issues:

- TMO—pack-up of personal belongings.
- Legal—wills or power of attorney.

Hour and event: 2300–2400, muster:

- Check by-name muster.
- Load OPP and depart for APOE.

#### *Remain-Behind Equipment Officer In Charge Mobilization Checklist*

- Identify unit OICs and assistant OICs responsible for RBE; brief the general duties and responsibilities associated with RBE.
- Assign personnel in writing for responsibility of RBE equipment/supply accounts.
- Review applicable base/station orders pertaining to RBE and make initial liaison with base/station personnel who will be responsible for the deployment coordination center.

- Upon deployment of the advance party—
  - ◆ Maintain accountability of RBE personnel and prepare to make reports to HHQ.
  - ◆ Stand up the RBE reporting unit code for unit administrative purposes.
  - ◆ Obtain FAD for supply requisition for RBE geographical area.
- Meet with all the commodity managers and begin to assume their RBE tasks.
- Meet with unit RBE OICs/assistant OICs to coordinate any last-minute details.
- Ensure that all personal effects that are left behind are taken to TMO for proper storage.

#### *Security Company Mobilization Checklist*

- Receive brief from commanding officer on situation, mission, and command relationships.
- Recall personnel as necessary.
- Obtain the following information from the supported command:
  - ◆ Required days of sustainment.
  - ◆ Individual equipment list.
  - ◆ Unit movement dates.
  - ◆ DOD identification code and quantity of ammunition required and the issuing authority.
- Coordinate table of organization and table of equipment requirements with parent and supported commands.
- Meet with all attached unit commanders to coordinate any requirements.
- Schedule a country brief with supported battalion S-2.
- Inspect weapons, equipment, or vehicles; correct deficiencies.
- Coordinate with TAP for special equipment issue requirements.

#### *Survey, Liaison, and Reconnaissance Party Mobilization Checklist*

- Contact all units/personnel assigned to the SLRP.
- Schedule muster of SLRP personnel.
- Muster SLRP.
- Contact S-2 for maps, charts, and intelligence products. Update SLRP roster and submit to personnel officer.
- Submit clothing and equipment sizes to supply for TAP gear.
- Brief the SLRP.
- Determine and pass guidance for liberty attire.
- Conduct administrative processing to verify qualifications for deployment.
- Review health and dental deployment update.
- Draw supply deficiencies.
- Draw CBRN gear as directed.
- Draw and issue security ammunition.
- Receive and issue TAP gear.
- Embark essential equipment.

- Schedule with TMO for storage of personal gear.
- Coordinate with the MAGTF SLRP OIC.
- Obtain file on HNS.
- Obtain maps of country, port, airport, and city.

#### *Advance Party Mobilization Checklist*

- Contact all units/personnel assigned to the advance party.
- Establish time for muster of advance party.
- Muster advance party.
- Contact S-2 for maps, charts, and intelligence products.
- Update advance party roster and submit to personnel officer for passenger manifesting.
- Schedule and draw TAP gear, if required.
- Brief advance party.
- Draw supply deficiencies.
- Schedule and draw CBRN gear.
- Obtain and issue security ammunition.
- Embark essential equipment.
- Schedule personal gear storage with TMO.
- Load for transport to APOE.

# APPENDIX F

## NAVAL MARITIME

### PREPOSITIONING FORCE CHECKLIST

This appendix provides a baseline of information for planning and execution.

#### Maritime Prepositioning Ships Squadron Tasks

- Conduct port survey (see port survey guide in this appendix).
- Submit ESQD waiver requests, as required.
- Determine bunkering requirements.
- Identify threat and requirements for seaward force protection.
- Coordinate and publish the voyage plan; consider constraints, such as the proximity of claimed territorial waters.
- Coordinate OPP/fleet antiterrorism security team/EOD/MESF/Navy embarked security detachment (provided by the NECC) embarkation; include berthing and messing requirements or equipment storage.
- Coordinate with MAGTF to publish ship arrival sequence and berth plan.
- Send movement report and DRRS.
- Review force protection plan; identify possible concerns.
- Release coordinated MPSRON force protection message.
- Procure staff support requirements (vehicles or telephones).
- Coordinate communications requirements.

#### Naval Beach Group

- Participate in planning the operation with the assigned MPSRON and MAGTF.
- Assign a unit movement officer to coordinate the airlift of Navy personnel to the operating area with the MAGTF.
- Conduct STS movement, beach party operations, and debarkation operations.
- Provide personnel to the SLRP and OCO for the offload.
- Designate the ship's debarkation and lighterage control officers (LCOs).
- Allocate cooks, mess attendants, and HSS personnel to augment MPS crews delineated in contracts or letters of agreement.
- Provide the OIC of the OPP.

#### Beachmaster Unit Tasks

- Provide personnel for the Navy component of the OPP.
- Provide BPTs.
- Provide beach party headquarters element.
- Provide personnel for communications and electronics maintenance repair.

### Amphibious Construction Battalion Tasks

- Plan for camp support, bulk fuel systems, transportation, repair and maintenance, and lighterage use with the NBG; provide appropriate personnel.
- Assign personnel to the SLRP and OPP.
- Organize and staff the NSE debarkation control unit and MMCC.
- Provide equipment support (may include four small boats with packout boxes).

### Assault Craft Unit Tasks

- Provide personnel for STS movement control.
- Provide two crews for each MPF utility boat/LCM-8 assigned to the operation.
- Provide personnel for the Navy component of the OPP.
- Provide repair personnel for lighterage repair elements.

### Survey, Liaison, and Reconnaissance Party

- Flies to the designated offload site 8 to 9 days before the MPSRON arrives.
- Conducts surveys of the AAA. Survey results are sent to MAGTF, NSE, and MPSRON commanders to modify plans and restructure and tailor the main body before deployment.
- Coordinates with appropriate US and host nation organizations.
- Identifies capabilities and capacity of HNS and which items the MPF must provide, either organically or from resources outside the area of operations, such as tugs, pilots, or NAVAIDS.
- Uses the port survey guide to plan and finalize required support in the AAA.
- Consists of approximately 66 MAGTF personnel, 11 NSE personnel, and 1 representative each from the CMPF and establishing authority staffs. The OIC is the senior Marine officer. Navy personnel report to the MAGTF from the beginning of marshalling until the CNSE arrives at the discharge site and the NSE SLRP typically serves as the MPSRON SLRP.

### Offload Preparation Party

- Embarks the MPS at least 96 hours before arrival at the discharge site.
- Prepares lighterage, hose reels, MAGTF equipment, supplies, containers, and cranes for offload.
- Consists of approximately 300 MAGTF personnel and 100 NSE personnel for a 4-ship operation. The senior Navy officer is the OPP OIC, but he becomes the OCO upon arrival at the discharge site.
- Disbands when work is completed, the MPSRON arrives in the AAA, or as directed. Its members join organizations that are participating in other aspects of the offload, such as the AAOG, Marine Corps debarkation teams, or the NSE.

## Debarkation Teams

- Consist of MAGTF personnel who report to the OCO to support the NCHB detachment.
- Operate equipment and assist in the hookup of spreader bars and slings.
- Transition from the OPP upon its disestablishment.

## Force Protection

- All NSE personnel must have appropriate clothing, weapons, and ammunition.
- Security personnel must be equipped and trained to provide beach and camp security for all NSE assets and personnel. As required, the NSE defense unit commander (DUC) coordinates these efforts and increases security activities. He reports to the FPO through the LSO.
- The NSE defense unit is activated by the CNSE when the threat warrants.
- Personnel must have SEABEE military skills training.
- Security personnel will make continuous tours of NSE areas.
- Emergency beach security—hostile acts against the NSE may stop offload operations. The DUC may request additional security personnel from the CNSE or the LSO. Additional measures may include staffing MPF LCM-8 boats with armed NSE personnel.

## Offload Control Officer Responsibilities During Ship-to-Shore Movement of Maritime Prepositioning Equipment and Supplies

- Coordinates the offload and STS movement (see fig. F-1) of MPE/S.
- Ensures beach party elements go ashore.
- Ensures Marine Corps debarkation teams are established on each ship.
- Ensures transfer can be monitored on the designated coordination net.
- Ensures communication between each ship's LCO and lighterage are conducted on the appropriate MPS net.
- Ensures communications nets required during STS movement are appropriate for the number of ships participating in the offload.

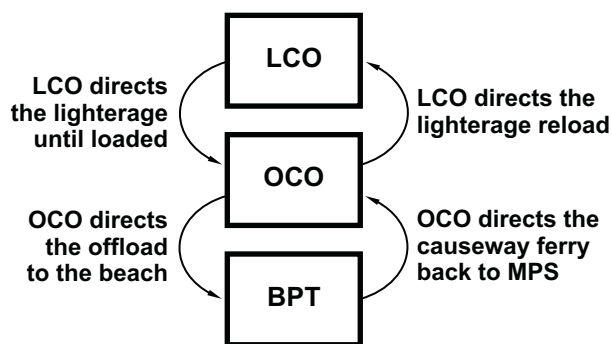


Figure F-1. Supported Actions.

- Ensures that two STS movement control watch teams are established.
- Oversees LCOs.
- Controls the use of plans promulgated by the MAGTF commander and modified by the MAGTF AAOG.
- Directs lighterage embarked aboard MPSs or assigned from support shipping.
- Passes temporary lighterage control to each debarkation officer or the BPTs while lighterage is en route to or already at its destination (for onload or off-load).
- Conducts lighterage control communication on the STS movement control net.

## Port Survey Guide

### *General*

- Location of country.
- Location of city.
- Map reference (series, sheet, edition, date, and nautical chart number).
- Port capacity estimate (who performed, when, and assumptions).
- Capability to handle a 45,000- to 55,000-ton ship displacement.
- CHE available.
- Ability to operate landing craft and helicopters.
- Port regulations.
- Port authority (names, titles, and addresses).
- Port agents (names, titles, and addresses).
- Port harbor control (name, title, address, frequency, channel, and call signs).
- Current tariffs.
- Location of nearest town, airport, and military installation.
- US consulate (name, location, and address).
- Local husbanding agent's name, location, and address or Navy logistic supply support information.
- Type, condition, and location of roads.

### *Laws*

- National and local laws that impact operations, such as noise, quiet hours, protected animals and plants, trash, garbage, and sewage.
- Claimed territorial and international water limits.
- Diplomatic and country clearance submission requirements.

### *Harbor*

- Harbor type.
- Harbor approach routes.

- Channel location, orientation, depth, and width.
- Currents (prevailing direction and speed in channel).
- Tidal range.
- Breakwaters.
- NAVAIDS:
  - ◆ Lighthouse and beacon.
  - ◆ Buoy system.
  - ◆ Fog horns.
  - ◆ Range markers.
  - ◆ Other.
- Traffic separation scheme, if any.
- Any ship movement restrictions, such as 24 hours a day or daylight only.
- Turning basin (location, size, and depth).
- Pilots and pilot procedures required, including boarding method.
- Tugs and availability of harbor tug boats (by size).
- Harbor bottom composition.
- Dredging:
  - ◆ Frequency and date of last operation.
  - ◆ Scope and effectiveness.
  - ◆ Description of port's dredge.
- Location of reefs, sand bars, mud flats, or any other shipping obstacle.
- Launch service availability.
- Harbor activity (large shipping, fishing boats, or pleasure craft).
- Accidents (location of major accidents, cause, and results).
- Authorization for water production in the harbor. Hydrographic survey date (if unavailable, consider Navy sea-air-land team [SEAL] support).
- Procure local harbor charts, if available.
- Special pier fittings, positioning, instructions, or alterations required.

### *Anchorage*

- Location.
- Radius (for each).
- Depth.
- Exposure (current, tide, and wind).
- Bottom type and holding characteristics.
- Nearby obstacles.
- NAVAIDS.
- Ammunition restrictions/ESQD requirements.
- Amount of local harbor traffic.
- Distance to beachhead for in-stream offload, bulk water, and fuel delivery.
- Location relative to landing beaches.



### *Piers and Quay Walls*

- Number and types of ships that piers can accommodate at one time.
- Current use of pier berthing.
- Characteristics:
  - ◆ Construction type.
  - ◆ Length/width.
  - ◆ Height above water (low and high tidal range).
  - ◆ Dunnage available.
  - ◆ Availability and condition of cleats, dolphins, or bollards.
- Capacity (wheeled and tracked vehicles).
- Fenders (type, size, condition, and location).
- Depth immediately alongside.
- Depth and orientation of ingress and egress areas.
- Services available (for potable water and electricity, including type, fuel, trash, and garbage disposal).
- Specialized facilities available for the discharge of RO/RO ships (ramps or reinforced pier surface that can support a ship ramp).
- Landing sites suitable for lighterage.

### *Beach Area*

- Frontage and depth.
- Topographical data.
- Surf conditions.
- Beach composition, gradient, and exits.

### *Port Facilities*

- Port equipment repair facilities:
  - ◆ Number, location, size, and capabilities.
  - ◆ Type of equipment.
  - ◆ Availability and system of procuring repair parts.
  - ◆ Cranes.
- Ship repair facilities:
  - ◆ Number and type of dry dock and repair facilities.
  - ◆ Quality of work and level of repairs that can be made.
- Fire response station:
  - ◆ Number and location.
  - ◆ Capability.
  - ◆ Water-based capability (tugboats with fire hoses).
- Other buildings on terminal:
  - ◆ Size and location.
  - ◆ Current use.
  - ◆ Characteristics.
  - ◆ Requirements to construct facilities.

- Adequate lighting for night operations.
- Bunker capability/availability:
  - ◆ Intermediate fuel oil (180/380).
  - ◆ Diesel fuel, marine (DFM)/marine gas oil.
  - ◆ The DESC or commercial contract in place.
- Stevedoring capability:
  - ◆ Number of gangs available.
  - ◆ Number of shifts able to work.
- Trash removal capability.
- HAZMAT disposal facility.
- Standby lube oil pump barge/truck availability.
- Sewage and garbage disposal capability.

#### *Medical Treatment Facility*

- Location.
- Emergency services available.
- Bed capacity.
- MEDEVAC procedures.

#### *Distances*

- Beach to arrival airfield.
- Beach to port area.
- Port area to arrival airfield.
- Beach to camp area.
- Port to camp area.
- MPS anchorage to beach.
- Beach, port, or camp to medical treatment facility.

#### *Security*

- Size and availability of the port security force (land and water coverage).
- Security sources (military or private).
- Physical security methods (fences, controlled access, camera, electronic surveillance, or alarms).
- Host nation/status-of-forces agreement (SOFA) restrictions.

#### *Weather*

- By calendar quarter—
  - ◆ Types of weather conditions and sea states encountered in the area.
  - ◆ Prevailing wind direction.
  - ◆ Percentage of time windspeed is within 0 to 6 knots, 7 to 10 knots, 11 to 16 knots, and 17 to 21 knots.
  - ◆ Amount of precipitation.
  - ◆ Temperature (minimum and maximum daily).

- ◆ The percentage of time that surf is within 0 to 4 ft, 4 to 6 ft, 6 to 9 ft, and more than 9 ft.
- ◆ Percentage of time that swells are within 0 to 4 ft, 4 to 6 ft, 6 to 9 ft, and more than 9 ft.
- Frequency, duration, and density of fog and dust (including sandstorms).
- Effects of weather on the terrain, navigation, and logistic operations.
- Tide table.
- Table of daylight, moonlight, and darkness.
- Direction and speed of current.
- Water temperature.
- Anticipated number of days that weather could inhibit port operations for longer than 24 hours.
- Coordinate access to weather forecasts from harbor master's office.

### *Communications*

- Existing telephone service (condition of land lines or microwave transmissions and cellular phone capacity and availability).
- Radio (frequencies allowed for use).
- Location and size (in kW) of local radio and television stations.

# APPENDIX G

## HOST NATION SUPPORT CHECKLIST

This appendix is for the MAGTF's contracting officer in the SLRP to assist in obtaining and documenting HNS. Table G-1, on page G-2, offers a list of items to be considered during procurement.

### Survey, Liaison, and Reconnaissance Party Responsibilities

- Identify or clarify operation/exercise requirements for HNS.
- Evaluate the suitability of the HNS to be provided.
- Provide information in conjunction with the country team, supported CCDRs, JFC, and MARFOR representatives negotiating host nation support agreements (HNSAs).
- Identify additional support requirements not filled by HNS.
- Deploy with a MAGTF contracting officer
- Negotiate HNSAs, ensuring that contractual obligations of all parties (MAGTF and provider) are fairly executed.
- Protect the interest of the USG.
- Before retrograde, verify bills for services before forwarding to supported CCDR's headquarters.

### Contracting Officer Responsibilities

- Negotiate HNSAs for augmented MPF units based on specific taskings.
- Sign HNSAs as the Marine representative.
- Monitor HNS during operations and exercises.
- Pay all bills for HNS provided to MAGTF units. Bills are classified as follows:
  - ◆ Bills certified by designated unit representatives before departure from host nation.
  - ◆ Residual bills not certified by designated unit representatives before departure from host nation. The POC checks these bills for accuracy and forwards them to higher authority for processing.

### Description of Arrival and Assembly Area

- Name.
- Location.
- Type.

## Activities in the Arrival and Assembly Area

- What troops, units, command elements, or organizational headquarters will be stationed there (use or control of the facilities)?
- What military activities will take place (conventional/unconventional)?
- What material will be produced, processed, tested, or stored?

**Table G-1. List of Items to be Considered by Contracting Officer.**

	Goods	COR	Contract number and remarks	Service contractor's name and phone number
Class I				
Refrigerated/non-refrigerated subsistence materials or supplies				
Rations/catering				
Water				
Distilled bottled				
Bulk potable				
Gratuitous health and welfare items				
Class III (POL)				
Diesel fuel				
Motor gasoline				
Oils				
Other lubricants				
Hydraulic fluids				
Compressed gases				
Coolants/antifreeze				
Bulk chemical products				
Hazardous materials disposal				
Class IV				
Construction materials				
Class VI				
Personnel nonmilitary sales items				
Class VIII				
Medical supplies				
Class IX				
Repair parts				
Facilities and equipment				
Administrative offices				
Airfield				

**Table G-1. List of Items to be Considered by Contracting Officer. (Continued)**

	Goods	COR	Contract number and remarks	Service contractor's name and phone number
Armory				
Bank/exchange facilities				
Billeting				
Fuel/aviation gas storage facilities				
Maintenance shops and facilities				
Medical facilities				
Dining facilities				
Port facilities				
Sanitation and shower facilities				
Storage lots, staging, and parking areas				
Water supply facilities and distribution points				
Washdown sites				
Warehouses				
Aircraft rescue and firefighting equipment				
Engineer, material, and container handling equipment				
Forklifts/CHE				
Cranes				
Earthmoving equipment				
MEP				
Laundry services				
Special service support and personnel augmentation				
ATC services				
Dining facility workers				
Engineer support				
Local skilled and unskilled labor				
Oil analysis personnel				
Printing services				
Security and local police				
Stevedores				
Telecommunications				

**Table G-1. List of Items to be Considered by Contracting Officer. (Continued)**

	Goods	COR	Contract number and remarks	Service contractor's name and phone number
Transportation support				
Rail				
Trucks/buses				
Water/fuel trucks				
Personnel				
Air				
Hazardous cargo				
Water/trash disposal				
Hazardous materials handling expertise				

# APPENDIX H

## SURVEY, LIAISON, AND RECONNAISSANCE PARTY CHECKLIST

This appendix provides functional area support considerations for SLRP planning and execution before deployment and upon arrival in the area of operations. (See app. F for naval SLRP considerations.)

### Predeployment Checklist

#### *Personnel Responsibilities*

- Uniform/civilian dress requirements for on and off base and when personnel travel under separate orders.
- Cash requirements and method of currency exchange.
- Customs and cultural and religious dos and don'ts.
- Camera restrictions for all personnel.
- Emergency leave and pay procedures.
- Requirements for in-country identification cards.
- Passport/visa requirements.
- Immunization requirements.
- Mailing address and mail procedures.
- Red Cross service and support.
- Plan for general administrative support.
- Diplomatic pouch/secure communications services available through the American embassy (AMEMB) or the US consulate.
- Obtain international driver's licenses for designated SLRP personnel.
- Obtain capability to produce common access card/public key infrastructure while deployed.

#### *Public Affairs Responsibilities*

- POCs at the AMEMB or US consulate.
- Operation/exercise public affairs officer.
- US and foreign interest in operation/exercise.
- Approximate size of press corps/pool.
- Press corps logistic requirements.
- Host nation press corps/media concerns.
- Marine Corps/Navy responsibilities for host nation requirements applicable to media.
- MAGTF responsibility to establish a press center.



- Press identification tags.
- AMEMB/US consulate press policies.
- Embassy/press attaché plans for involvement.
- MSE public affairs officer responsibilities established.
- Photo restrictions from host nation for still and video.
- Photographic processing facilities.
- Satellite transmission facilities.
- Communication support for the press corps.
- Off-base billeting for press corps.
- Procedures to obtain the *Stars and Stripes* newspaper (one for every five Service members).
- Hometown news release procedures.
- Courier service availability to press corps.

#### *Legal (Staff Judge Advocate or Legal Officers) Responsibilities*

- Obtain copies of HNSA and contracts.
- Review HNSA and contracts before signing.
- Determine SOFA.
- Determine US privileges and immunities for operation/exercise.
- Determine procedures to obtain custody of incarcerated Service members.
- Determine tax liabilities for personnel entering/leaving the host nation.
- Determine US duties/obligations to the host nation regarding equipment brought into the host nation.
- Determine financial obligation to the host nation that the US incurs through operation/exercise.
- Establish procedures for claims brought against the USG.
- Identify host nation restrictions on the flow of motor vehicles.
- Determine host nation requirements for passports/visas for entering and leaving the country.
- Obtain copies of all applicable SOFAs, memoranda of understanding, protocols, or agreements.
- Establish procedures for reviewing all contracting procedures.
- Report legal restrictions, such as Environmental Protection Agency restrictions, that may impact the operation/exercise.
- Determine host nation requirements on evacuating human remains.

#### *Intelligence (G-2/S-2) Responsibilities*

- Determine POCs with host nation and US security officials.
- Determine maps, charts, and geodetic and aerial photo product requirements.
- Obtain terrain analysis of AAA.
- Gather meteorological/astronomical data for analysis.
- Determine location of all US federal agencies in the AAA.

- Identify local intelligence agencies available to support the MAGTF.
- Develop a narrative summary on the threat assessment.

#### *MAGTF Operations (G-3/S-3) Responsibilities*

- Identify area to be used for arrival and assembly.
- Identify operation/exercise area.
- Identify joint/combined operation/training requirements for US and allied forces.
- Identify all range requirements.
- Determine all special equipment/uniform requirements for operation/exercise.
- Identify training restrictions for weapons, ammunition, and tracked vehicles.
- Obtain all maps and photographs of the AAA and operation/training areas.
- Determine supporting CCDR deployment order requirements.
- Obtain copies of OPLANs that the MAGTF may support.
- Determine CBRN threat.
- Determine OPORD/OPLAN requirements of the supported CCDR.
- Determine translator/linguist requirements.
- Obtain charts showing the host nation's Service member rank structure.
- Identify procedures for local EOD support.
- Determine environmental restrictions within the AAA that may affect the operation/exercise.
- Determine environmental considerations/concerns for troop commanders.

#### *Security Responsibilities*

- Identify security requirements for the SLRP, OPP, and advance party in the AAA.
- Determine who will provide security in the AAA (host nation/US).
- Identify security POCs.
- Identify the ROE for security forces, including air defense and ROE dissemination to all personnel.
- Identify host nation security procedures within the AAA and the operation/exercise area.
- Determine US personnel mobility within the AOR.
- Determine security considerations for flag officers.
- Determine requirements for host nation contracted worker identification cards.
- Identify and report primary/alternate locations for air defense units.

#### *Provost Marshal Representative Responsibilities*

- Develop a law enforcement concept.
- Determine special requirements due to host nation customs/values; merge those requirements into enforcement.

- Determine customs procedures for arrival and departure.
- Identify POC and location of local police, security, and military agencies.

### *Logistic Personnel Responsibilities*

- Conduct air transport facilities evaluation, including—
  - ◆ AMC/CRG requirements.
  - ◆ MHE requirements.
  - ◆ Temporary passenger shelter.
  - ◆ Indoor and outdoor cargo storage areas.
  - ◆ Taxi service availability.
  - ◆ Bus availability.
  - ◆ Shuttle requirements.
  - ◆ Convoy routes from arrival airfield to the AAA.
  - ◆ Ammunition restrictions.
  - ◆ Dunnage/crate reclamation procedures.
- Determine the availability/requirements for environmentally controlled structures for—
  - ◆ LFSP, AAOGs, AAOEs.
  - ◆ Automated service centers.
  - ◆ MAGTF MSEs.
  - ◆ Communications centers.
- Billeting information—
  - ◆ Requirements by MSE.
  - ◆ Locations.
  - ◆ Distance from quarters to workspaces.
  - ◆ Cost of quarters.
  - ◆ Workspace for nonmilitary personnel.
  - ◆ Tent camp locations.
- Determine water requirements—
  - ◆ Source of bottled water.
  - ◆ Potability of local water within the operation/exercise area and AAA.
  - ◆ Water transportation.
  - ◆ Water storage capabilities in the operation/exercise area and AAA.
  - ◆ Water requirements for medical, messing, and personal hygiene for each MSE.
  - ◆ Availability of well water.
  - ◆ Whether drilling for water is feasible.
  - ◆ Source/requirement for ice and dry ice.
- POL—
  - ◆ Understand POL requirements.
  - ◆ Analyze costs of shipping POL to the AAA vice HNS.
  - ◆ Determine host nation and Defense Logistics Agency/DESC POL sources and availability to the MAGTF.
  - ◆ Determine host nation POL storage capacity.
  - ◆ Provide POL quality control measures.
  - ◆ Identify and report location for employment of ABLTS and determine water depth for STS fuel transfer sites.

- Ammunition—
  - ◆ Identify location of ammunition supply points.
  - ◆ Determine whether host nation and US safety requirements are compatible.
  - ◆ Determine ammunition security requirements.
  - ◆ Determine ESQD requirements for ammunition supply points/MPSs.
  - ◆ Determine host nation availability of explosive drivers/MHE operators.
- Personal hygiene services—
  - ◆ Laundry services.
  - ◆ Shower facilities.
- Transportation—
  - ◆ SLRP/advance party transportation requirements.
  - ◆ Convoy routes/escort requirements (US and host nation).
  - ◆ Host nation transportation to move troops from arrival airfield to UAAs within the AAA.
  - ◆ All available information on MSRs, including—
    - Speed limits.
    - Rest stops.
    - Refueling points.
    - Remain overnight locations.
    - Road conditions.
    - Road limitations, constraints, and restrictions.
    - Requirements for special permits, such as an international driver's license.
    - SOFA rules governing US forces in case of accident.
    - Vehicle support for very important persons.
    - Washdown points/USDA requirements.
    - Passenger, vehicle, and cargo processing areas.
    - Host nation wrecker support.
    - Host nation structural fire truck support.
    - Bus and shuttle route requirements.
    - Source and rules on rental vehicles.
    - Source and rules for use of host nation railroads.
    - Locations and other restrictive features of bridges, underpasses, and tunnels.
  - ◆ Determine availability of support for supply systems—
    - ◆ Sources, procedures, and stocks available through the nearest US military base.
    - ◆ Procedures/authority to purchase all classes of supply from the host nation.
    - ◆ Storage areas (covered/uncovered) for use by supply personnel.
    - ◆ Facilities' capabilities to support supply functions.

#### *Comptroller or Designated Representative Responsibilities*

- Contract information—
  - ◆ Determine all known contracting requirements.
  - ◆ Establish funding procedures.

- ◆ Identify primary agent for finances.
- ◆ Determine source for contracting agent.
- Criteria for contracts include—
  - ◆ Cost.
  - ◆ Purpose.
  - ◆ Contractors involved.
  - ◆ COR assignments.
- Areas that may require contracts, such as—
  - ◆ POL.
  - ◆ Water ice/dry ice.
  - ◆ Electricity (MEP backup, commercial, and hook-up prices).
  - ◆ Billeting (officer, enlisted, and very important person—male and female for each).
  - ◆ Industrial services (trash, laundry, portable toilets, and sewage disposal).
  - ◆ Engineer services (preparation of land, ditching, and stump removal).
  - ◆ Messing, dining, and catering services.
  - ◆ Land/facility rental.
  - ◆ Vehicle and other equipment rental.
  - ◆ Vehicle maintenance support.
  - ◆ Wrecker support.
  - ◆ Host nation security personnel.
  - ◆ Printing services (copiers and road maps).
- Determine anticipated costs.
- Identify support requiring HNSA.
- Identify support requiring other than HNSA.
- Negotiate HNSA with HHQ.
- Establish methods for handling funds.
- Identify agents that can certify funds availability.
- Indicate local purchase requirements.
- Determine if local transactions will be cash or charge.
- Estimate and obtain imprest funds.
- Identify source and procedures for fund conversion.
- Identify contracting procedures.
- Establish procedures for MAGTF contracting agent to write contracts during initial deployment of the main body.
- Determine host nation reimbursement requirements.

### *Medical Personnel Responsibilities*

Only a qualified plans, operations, and medical intelligence officer; environmental health officer; or a preventive medicine technician will be assigned to the SLRP to evaluate capabilities of the nearest medical facilities and support services. Evaluation criteria should include the following:

- Location.
- Distance from the AAA.

- Inpatient capacity.
- Number of host nation physicians assigned to or on staff.
- Number of nurses and ancillary personnel.
- Types and numbers of medical specialties available.
- Outpatient care capabilities.
- X-ray capabilities, including scope and range.
- Laboratory services.
- Dental facilities.
- Number of dentists, hygienists, and dental technicians.
- Dental laboratory/x-ray services, including range and scope.
- Number of dental surgeons and status of equipment.
- Food service facilities within the hospitals and their sources of food supplies.
- Sources for water, fuel, and storage facilities, including electrical power.
- Methods of disposal for all types of waste, including biohazards.
- Location and evaluation of local sources of medical supplies, including a timeline for request for delivery of supplies.
- Determine the number of ambulances, including type, condition, maintenance support required, and types of fuel used.
- Determine the number of qualified ambulance drivers and emergency medical technicians.
- Determine if MEDEVAC is available and locations of landing zones in relation to medical facilities.
- Identify general medical information that may affect the general health of MAGTF personnel, including—
  - ◆ Topography.
  - ◆ Climate.
  - ◆ Insects.
  - ◆ Rodents.
  - ◆ Poisonous reptiles (land and water).
  - ◆ Communicable diseases in the AOR, including a history of disease in the area.
  - ◆ Domestic and wild animals, including veterinary assistance.
  - ◆ Special requirements.
- Evaluate the following socioeconomic features of the local population and how those features may affect the general health of MAGTF personnel:
  - ◆ Living conditions/life styles.
  - ◆ Customs and religions.
  - ◆ Addictions.
  - ◆ Determine effectiveness of procedures employed to control insects and rodents.

#### *Communications Personnel Responsibilities*

- Determine frequency requirements.
- Determine available frequencies.

- Identify requirements to establish a communications link between the AAA and the US Embassy.
- Determine if the climate of the AAA may adversely affect the operation/exercise communications.
- Determine requirements for the MAGTF DMS, NIPRNET, and SIPRNET, including facility availability and HNS.
- Determine location of closest classified material disposal facility (shredding facility).
- Consider cryptographic information—
  - ◆ Cryptographic account number and mailing address.
  - ◆ Distribution procedures for cryptographic material.
- Consider nontactical radios available—
  - ◆ Nontactical radio systems in use.
  - ◆ Frequency, power, and range.
  - ◆ Frequencies available.
- Consider DOD communications agencies—
  - ◆ Military Affiliate Radio System (MARS).
  - ◆ Description of local facility.
  - ◆ Accessibility.
  - ◆ Location of facility and name of POC.
  - ◆ Defense Switched Network (DSN)/automatic digital network. Determine common user military network availability—
    - On base.
    - Of circuits available.
    - Of alternate routing capability.
    - Of teletype equipment for duplex pony circuit.
- Determine communications requirements to support training areas.
- Determine tactical communications requirements to support—
  - ◆ MEDEVAC operations.
  - ◆ Local security within the AAA.
  - ◆ Host nation/multinational liaison parties.

### In-Country Checklist

The following information aids the SLRP once it arrives in country in evaluating and preparing the AAA.

#### *Personnel Responsibilities*

Determine or identify—

- Restrictions for Service members and civilians attached to the MAGTF.
- Local regulations for casualty control procedures with specific emphasis on processing remains of deceased personnel.
- Morale, welfare, and recreational support and cultural tours available.
- Automated teller machine locations for direct deposit used by personnel.
- Verify all personnel predeployment checks.

*Public Affairs Responsibilities*

- Verify all public affairs predeployment checks.

*Legal Responsibilities*

- Determine jurisdiction rules over MAGTF personnel in the event of crimes or accidents.
- Determine reports in the event US personnel are detained by police.
- Verify all legal predeployment checks.

*Intelligence Responsibilities*

- Conduct counterintelligence survey to help commanders establish systems, procedures, and safeguards to protect military installations, personnel, and organizations from espionage, sabotage, terrorism, or subversion.
- Verify all intelligence predeployment checks.

*Operations Responsibilities*

- Verify all ranges for joint and special/follow-on training.
- Finalize plans to organize and mark the AAA to include areas for the SLRP.
- Determine drop zone requirements for air delivery.
- Finalize locations and numbers of lighterage landing zones.
- Finalize command post locations that are for use by military units participating in the operation/exercise but are not part of the MAGTF or MPF operation.
- Verify all operations predeployment checks.

*Security Responsibilities*

- Establish joint and multinational security requirements.
- Identify and verify all areas off limits to US forces.
- Determine host nation escorts for movement outside the AAA and identify—
  - ◆ Who coordinates the escorts?
  - ◆ Do escorts speak English?
  - ◆ Who briefs the mission to the escorts?
- Determine restrictions on US personnel carrying weapons and ammunition outside the AAA.
- Finalize the security plan overlay to cover—
  - ◆ Airfield.
  - ◆ Port/beach/anchorage.
  - ◆ Roads/MSRs.
  - ◆ Billeting areas.
  - ◆ Assembly areas.
  - ◆ Ships.
- Verify all security predeployment checks.



### *Provost Marshal Responsibilities*

- Analyze the effect of existing political agreements or SOFAs on law enforcement activities.
- Determine restricted areas/establishments and discuss distribution limits and methods.
- Determine the security requirements for ammunition, weapons, and equipment; establish a plan to implement required controls.
- Verify all provost marshal predeployment checks.

### *Logistics Responsibilities*

- Camp services, engineer services, and utilities requirements, including—
  - ◆ Survey sites.
  - ◆ Determine areas affected by adverse weather.
  - ◆ Evaluate road networks.
  - ◆ Finalize construction projects and class IV requirements.
  - ◆ Finalize requirements for water supply and MEP to include source and expected dependability.
  - ◆ Determine latrine availability, type, location, capacity, and balance against known requirements.
  - ◆ Verify plan for refuse disposal, including environmental considerations.
  - ◆ Determine shower capacity, availability, and locations.
  - ◆ Determine vehicle washdown sites.
  - ◆ Verify fire protection information.
  - ◆ Finalize rules on construction projects performed by participants.
- Verify the location of desalination plants.
- Verify the recommended locations of reverse osmosis water purification unit/water points.
- Verify the location of ice/dry ice plants.
- Finalize messing information, including—
  - ◆ Number of prospective areas.
  - ◆ Number of personnel that require mess support.
  - ◆ Total number and frequency of hot meals versus MREs.
  - ◆ Existing dining facility capabilities.
  - ◆ Availability of local contractor support.
  - ◆ Availability of MRE supplements.
  - ◆ Refrigeration requirements.
  - ◆ Ration resupply cycle.
  - ◆ Construction support for required dining facility setup.
  - ◆ Establishment of initial messing hours.
  - ◆ Identification of ration resupply point location.
  - ◆ Ration distribution system.
  - ◆ Ration storage capability.
  - ◆ Picnic supply request procedures for local/HNS.
- Verify all logistic predeployment checks.

### *Comptroller Responsibilities*

- Finalize criteria for contracts.
- Determine any costs not anticipated.
- Verify all comptroller predeployment checks.

### *Medical Responsibilities*

- Verify general state of repair for all facilities and ancillary buildings.
- Locate and evaluate local sources of medical supplies.
- Determine adequacy of road nets for ambulance patient evacuation routes.
- Establish liaison with government agencies (e.g., the US Agency for International Development), international organizations (e.g., United Nations or Red Cross), and nongovernment organizations (e.g., Catholic Relief Services or Save the Children) currently operating in the area.
- Verify all medical predeployment checks, including mental health surveys.

### *Communications Responsibilities*

- Finalize the communications plan.
- Determine requirements for peculiar communications equipment.
- Determine estimated cost for communications support, including leased lines, batteries, and special installation and facilities.
- Obtain a copy of the local telephone book.
- Finalize HNS/commercial communications support capability.
- Locate and evaluate sites for commercial telephones—
  - ◆ AAA telephone systems ability to support the MAGTF.
  - ◆ AAA cable plant. Determine the number of cable pairs in the AAA, cable pairs in use, and spare cable pairs.
  - ◆ Commercial- or USG-owned systems' ability to support the MAGTF.
  - ◆ Evaluate the following:
- Type of equipment.
- Circuit layout.
- Data interface capability.
- Electric power source available.
- Cryptographic equipment (on/off line).
- Verify all communications predeployment checks.

### *Force Protection Assessment*

- Conduct a force protection assessment to identify overall force protection issues and develop a comprehensive force protection plan before operations start. Tables H-1 through H-5, pages H-13 through H-15, provide formats to help organize friendly organization information that may support the MPF force protection effort.

### *Threat Assessment*

- Assess the overall threat risk to US personnel, equipment, and ships, including chemical, biological, and radiological attack.
- Classify threats as high, medium, low, or normal/peacetime.
- Identify source documents for the threat assessment, such as the theater CCDR's special intelligence summaries, NCIS, Service counterintelligence reports, or AMEMB reports. The assessment should include a compilation of the threats weighed against the overall ability of the friendly organizations in the area of operations to guard against them.

### *Host Nation Ground Forces (Rear Area Command)*

- Command.
- Address.
- Telephone.
- Agency head, chief, or commander.
- POC.
- Communications—
  - ◆ Land line.
  - ◆ Message plain language address directory (PLAD).
  - ◆ Radio (with frequencies).
  - ◆ E-mail.
- Responsibilities/AOR.
- Interface with civil authorities.

### *Site Security*

- Attach diagram of operating sites.
- Site access.
- Field of fire layouts (surveillance and weapons) indicated on the site diagram, including coverage, shadows, and gaps.
- Geographic/physical conditions.
- ROE/terrorist conditions.
- Forces assigned to site security.
- Reporting relationships.
- Communications—
  - ◆ Land line.
  - ◆ Radio (with frequencies).
  - ◆ Data links to FPOC.

### *General Comments*

- Note any additional comments in this section.

**Table H-1. Friendly Force Protection Organization (Sample).**

	Address	Telephone	Email/SIPRNET	Capabilities
FPO				
ASO				
SSO				
LSO				
MESF units assigned				
US small boats assigned				
Marine Corps landward security elements assigned				
Host nation landward security elements				
Host nation landward security elements				
Commander, NAVFOR/NCC/JFMCC				
COMMARFOR				



**Table H-3. Land Forces (Sample).**

Unit	Capability	Command and Control	Reporting Relationships	Augmentation/Support Requirements

**Table H-4. Host Nation Military Installations (Sample).**

	Installation A	Installation B	Installation C
Base Name/Command			
Mission			
Forces			
Address			
Commander			
POC			
Telephone			
Message PLAD			
E-mail/SIPRNET			

**Table H-5. Other/Multinational Military Installations (Sample).**

	Installation A	Installation B	Installation C
Base Name/Command			
Mission			
Forces			
Address			
Commander			
POC			
Telephone			
Message PLAD			
E-mail			

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# APPENDIX I

## OFFLOAD PREPARATION PARTY CHECKLIST

This appendix provides MPF operators and planners with information on OPP requirements. It addresses OPP tasks in an ideal scenario where the OPP deploys to meet MPSs before they arrive in the AAA. The sequence of events may vary based on the real world situation; however, most OPP tasks remain the same.

### Critical Factors Affecting Time to Offload Ships

- When the OPP deploys to meet MPSs.
- OPP size.
- Tools, supplies, and test equipment available to OPP.
- Training and experience of OPP personnel.
- Safety considerations.

### Sequence of Events

- The OPP OIC is designated by the CNSE.
- Offload priorities are established by the MAGTF commander and coordinated with the CMPF.
- The OPP OIC receives offload priorities from the MAGTF commander through the AAOG.
- The OPP headquarters is collocated with COMPSRON and individual MPS detachments. Each detachment consists of Navy and MAGTF personnel, each with specific responsibilities.
- The OPP OIC and MPSRON personnel determine the maximum number of personnel that can embark in accordance with each ship's Coast Guard certificate of inspection.
- The OPP receives equipment operators from all MAGTF elements and the NSE.
- OPP ADPE, technical publications, test equipment, and required reports are collected, inspected, and prepared for embarkation.
- OPP equipment and materials prepared for embarkation are moved to the MPS. The OPP OIC coordinates with COMPSRON and the ship's master regarding OPP arrival.
- The OPP undergoes pre-embarkation and safety training, conducts initial briefs for subordinates, and develops a plan to accomplish work while embarked.
- The OPP OIC initiates the OPP's security requirements.
- The OPP is transported to the MPSRON.
- An OPP representative with the ship's first mate inspects and accepts berthing areas for OPP personnel.



- The OPP OIC receives direction on shipboard activities from COMPSRON and the ship's master.
- An OPP representative validates the ship's load plan and conducts an inventory of the major MPE/S and NSE equipment. Special attention is given to identify any changes in the ship's load plan that may affect the planned sequence of offload.
- The OPP starts work and checks ships' readiness. Standard work priority for an in-stream offload, barring different direction from the MAGTF commander, is—
  - ◆ Ship cargo handling systems, such as cranes or winches.
  - ◆ Lighterage.
  - ◆ NSE communication equipment.
  - ◆ NSE equipment for in-stream and beach offload.
  - ◆ MHE to support the offload.
  - ◆ Depreservation and preparation of MAGTF equipment.
  - ◆ Fuel/water discharge systems.
- OPP members who remain on board to continue work form the nucleus of the debarkation teams; problems that may affect the offload are corrected.
- The STS system is activated.
- Final visual inspection of vehicles, equipment, and cargo is conducted. Equipment that must operate during the offload requires a preoperation check and service inspection. Cargo and mobile loads are inspected to ensure that no unsafe situations or damage occur.
- OPP supervisors (chief petty officer [CPO]/SNCO) of troops ensure that preparations for space turnover (cleaning of berthing spaces) are completed.
- The OPP establishes communications with the SLRP to identify and recommend corrective action for any problems that may affect the offload.
- The OPP is disestablished after arriving in the AAA. Personnel to be transferred from the OPP to other task organizations in the offload are identified and assigned as early as possible to ensure a smooth, safe, and orderly transfer.

## Tasks

- Locate MAGTF equipment to match and validate the ship's load plan.
- Identify MPE/S according to guidance established by the MAGTF commander and identify the equipment assignment. To speed the identification, assignment, and distribution process for equipment, the MEF responsible for a particular MPSRON will use a tag or marking system to identify MPE/S assigned to the MAGTF MSEs. Ensure permanent damage does not occur when the equipment is tagged or marked. The MEF's major subordinate commands will further document the distribution of equipment down to battalion and squadron levels in MDSS II.
- Conduct preoperations checks and make adjustments—
  - ◆ Visually inspect tires for proper inflation.
  - ◆ Check for visible oil and brake fluid leaks.
  - ◆ Visually inspect tracks for excessive cracks.

- ◆ Check cooling systems for evidence of leaks.
- ◆ Check belt tension.
- ◆ Remove sealing material from intake and exhaust openings and remove other protective covers.
- ◆ Check fluid levels for engine, transmission, transfers, and differentials.
- ◆ Ensure that fuel filters are installed and serviceable.
- ◆ Inspect lube points on all undercarriages.
- ◆ Check and install battery connections if equipment will be issued.
- ◆ Obtain approval of the ship's master to connect batteries.
- ◆ If equipment is being offloaded for modification or maintenance, use the ship's direct current or portable start carts and cables to start engines.
- ◆ If vehicles are stowed without batteries, activate the batteries with electrolyte before installation.

*Note: If the vehicle is stored with dry charged batteries installed, use extreme caution when activating batteries. Electrolyte can cause injury if spilled or splashed on skin or in eyes. Flush overfills or spilled acid from vehicle surfaces. These instructions also apply to batteries supplying power to auxiliary equipment mounted on vehicles. Before connecting battery terminals, ensure all electrical switches and auxiliary power switches are in the off position.*

- Add fuel additive to fuel tanks, as required. If gasohol is available, use it in vehicles or other equipment with gasoline engines; if not, service with gasoline. Preserved gasoline engines are much easier to start and require fewer adjustments when energized with gasohol.
- Remove barrier tape from battery terminals and clamps.
- Connect battery cables to batteries for proper connection.

*Note: Extreme caution must be exercised to properly connect batteries to avoid damage to the vehicle electrical system.*

- Start equipment when authorized by the ship's first mate. After warming up, accelerate to approximately one-half power. Observe engine noise or vibration response. If satisfactory, the vehicle or equipment is ready for offload.
- Tag equipment as determined by the MAGTF commander; indicate maintenance performed. Attach all tags to the left front near the headlight. An example of a tag system to identify maintenance status is—
  - ◆ Green Tag—RFI.
  - ◆ Yellow Tag—Minor repairs/adjustments required. Equipment is considered safe to operate. Repairs/adjustments required will be annotated on the tag.
  - ◆ Red Tag—Major repairs required. Operation of equipment will seriously damage equipment or cause harm to operator or crew. Major repairs required will be annotated on the tag.
- Install associated weapon systems and SL-3 components as required.
- Unlash equipment when directed by the ship's master, when near the AAA, and when weather permits.
- Secure publication binders in their bins.

- Refuel equipment when approved by the ship's master. If auxiliary containers are used, ensure they are clearly marked to identify the type of fuel they contain. There are refueling points on the RO/RO decks to provide fuel to vehicles before debarkation.
- Identify MPE/S to be towed off the lighterage—
  - ◆ Trailers, gasoline-powered vehicles, and towed artillery pieces will be towed from the ship to the staging/maintenance area.
  - ◆ Self-propelled assets will be driven off unless precluded by local conditions or special instructions concerning the equipment. If equipment is being offloaded for maintenance or modification, use portable battery packs.
- Clean billeting spaces and conduct turnover inspection.

# APPENDIX J

## DEBARKATION TEAM OFFLOAD CHECKLIST

Debarkation teams are MAGTF and Navy personnel provided to the OCU for each ship of the MPSRON. Responsibilities include equipment offload preparation and equipment operation.

### Sequence of Events

- The OIC coordinates with the SLRP and OPP to assign personnel for the offload.
- Assigned personnel are organized into teams to execute the offload.
- The OIC meets with NCHB representatives, the ship's master, and the MCMC to discuss the offload.
- Training is provided to team personnel.
- Special equipment, such as radios, provided by the MCMC for use during the offload, is temporarily loaned.
- Communications nets and data links with offload control organizations are established.
- Offload is conducted.
- Workspaces and holds are prepared for turnover inspection.
- A debarkation team assists in securing MPSs to get underway or backload.

### Tasks

- Start appropriate vehicles' engines.
- Move equipment to the hatch square or main deck for crane lift off.
- Move trailers, powered motor vehicles that do not run, and hold-stowed artillery pieces to the hatch square lift-off point.
- Move skid-mounted equipment, tools, communications and electronic equipment, and other packaged items to the hatch square lift-off point.
- Assist NCHB personnel with the hookup for slings and spreader bars.
- Drive equipment down the stern ramp to lighterage or pier.
- Position equipment on lighterage when using an RRDF.
- Inspect the ship's holds and berthing spaces. Packing materials and components disassembled and removed during preservation must be collected and safeguarded to be reused for the backload.
- Attend all offload safety training/briefs.
- Identify problems associated with MPE/S or ships to the appropriate person or organization.

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# APPENDIX K

## AIRFIELD COORDINATION OFFICER ARRIVAL AND ASSEMBLY AIRFIELD SITE SURVEY CHECKLIST

This two-part checklist is used by the ACO as a member of the SLRP. Much of the information required to complete the airfield site survey can be obtained from appropriate host nation airfield officials. This information should be used with survey analysis provided by Air Force personnel and the current Headquarters, AMC, Airfield Suitability and Restrictions Report.

Part I, Airfield Suitability, determines what types of aircraft (C-5, 747, C-17, KC-135, KC-10, and DC-9) can use the airfield and identifies information useful to the MAGTF ACE. Part II, Airfield Support, determines if the airfield has the facilities to support arrival airfield operations.

### Part I—Airfield Suitability

#### *Airfield Information*

- Airfield name.
- Airfield location.
- Elevation and terrain features.
- Date the survey was completed.
- Who conducted the survey?
- Host nation airfield representatives.
- Arrival airfield operations.
- Arrival airfield operating hours.
- Will US controllers be required to operate arrival airfield?
- Determine and balance airflow restrictions against anticipated dates and timing of anticipated airflow.
- Airspace management procedures for tactical operations within the AOR.
- Special ATC procedures.
- Total number and types of aircraft involved in the operation.
- All obstructions within 25 nm.
- Fuel requirements.
- Parking MOG, working MOG.

#### *Runways*

A runway description provides relevant information on the limitations and features of the airfield's runways. In addition to the checklist items, the ACO should also prepare an airfield diagram. To prepare data for runways, taxiways,

and parking areas, the published runway, taxiway, or apron strength should be listed using the following designators:

- T–Twin gear rating.
- ST–Single tandem gear rating.
- TT–Twin tandem gear rating.
- TDT–Twin delta tandem gear rating.
- ESWL–Equivalent single wheel loading.
- LCN–Load classification number.

### *Runway Data*

- Designation.
- Length, width, and gradient.
- Surface/composition/capability.
- Condition.
- Slope.
- Published strength.
- Weight limit restrictions imposed by host nation or other agency.
- Centerline marked.
- Distance markers.
- Approach lights.
- Threshold lights.
- Visual approach slope indicator lights.
- Shoulders (surface/width/condition).
- Overrun area (length/surface/condition).
- Obstructions (location/type/height).
- Approach illusions (describe).
- MOG.

### *Taxiways*

- Designation.
- Length and width.
- Surface type.
- Condition.
- Slope.
- Published strength.
- Weight limit.
- Marked centerline.
- Edge limits.
- Stabilized shoulder.
- Stabilizing surface.
- Stabilized width.

- Obstructions.
- Traffic density.
- Maximum taxi time from parking area to ready hold line.

### *Parking Areas*

- Designation.
- Length and width.
- Surface type.
- Condition.
- Slope.
- Published strength.
- Weight limit.
- Taxi stripes.
- Tie-down rings.
- Grounding points.
- Stabilized shoulders.
- Stabilizing surface.
- Stabilized width.
- Lighting.
- Obstructions.
- Remote (explosives/weapons loading) parking space availability.
- Fixed-wing and rotary-wing parking areas.
- Maximum (normal/emergency) parking capability—
  - ◆ Distance between aircraft.
  - ◆ Aircraft type (wing span/length).
  - ◆ Load bearing capacity (United States Air Force responsibility).
  - ◆ Landing gear by plane type.
- Aircraft rescue and firefighting plan.

### *Engine Blast*

- Can engines be run up to maximum power in parking position without damage to ground surfaces or structures?
- What is the engine trim pad availability for maximum power run up?
- Is a blast fence installed or planned for engine trim pads?
- Will other aircraft, structures, or surfaces be damaged by engine blasts from applying breakaway power when moving from parking spots?
- Will other aircraft, structures, or surfaces be damaged from taxi power application as the aircraft follows designated taxi routes to and from parking areas?
- What are the conditions of surfaces regarding possible repair, foreign object damage, and engine blast damage?



### *Aircraft Movement*

Annotate movement paths, especially noting the—

- Refueling area.
- Onload and offload area.
- Maintenance area.
- Difficulties of ground movement.
- Areas not accessible to aircraft.
- Official aircraft taxi routes.

### *Navigation Aids*

- VHF omnidirectional range.
- Tactical air navigation.
- Radar beacon.
- Instrument landing system.
- Precision approach radar.
- Airport surveillance radar.

### *Instrument Approach Procedures*

- Can standard instrument departure be used in lieu of radar vectors?
- Are procedural changes, equipment replacements, or additions to existing facilities expected?

### *Preparing Data*

If the preliminary data source is the current flight information publication or Airfield Suitability and Restriction Report, then data should be confirmed with appropriate airport officials/civil engineers. Any obstacle data listed in the current flight information publication should also be confirmed.

## **Part II—Airfield Support Checklist**

### *Airfield Operations*

#### *Operations Facility*

- Adequate rooms or buildings for all ACE activities.
- Other agencies working at airfield.
- Methods and means for control of classified material.
- Capability to run ADPE/communications data links.
- Will the facility hamper the MAGTF security plan?

#### *Control Tower*

- Is view of all areas unobstructed?
- Any equipment limitations for guarding and transmitting on landing group frequencies?

- Are maps, crash grid maps, charts, and diagrams current?
- Tower facility operator.
- Does control tower require MAGTF augment?
- Control tower frequency—
  - ◆ Determine who controls frequency.
  - ◆ Identify language spoken on frequency.
  - ◆ Pilot forecaster service frequency.
  - ◆ Ground control approach, radar call signs, and frequency.
- Aircraft reporting procedures.
- Identify information on the long-range aid to navigation system, COMSEC, and NAVAIDS.

#### *Weather Detachment Facilities and Capabilities*

- Agency responsible for observations.
- Points of contact and telephone numbers.
- Observation hours.
- Observation site location.
- Upper air observations available.
- Radio sound instrument/scheduled time.
- Upper-level wind measurements.

#### *Weather Forecast Support*

- Domestic or foreign.
- Agency responsible for forecasts.
- Forecasting hours.
- Weather warnings/advisories provided.
- How observations/forecasts are transmitted.
- Pilot-to-forecaster service available.
- Weather data/communications equipment linked with US equipment.

#### *Host Nation/Base Weather Detachment Equipment Availability*

- Radar type.
- Wind equipment type.
- Visibility equipment type.
- Equipment maintenance performed locally.

#### *Weather Briefs*

- In English.
- Flight folders (headwind or temperature).
- Computer flight plan.
- Alternate sources of weather information.
- Service contracts required.

- Future plans to increase/improve service.
- Unique weather problems or hazards.

#### *Climatology*

- Type of information available.
- Period of record.
- Method for obtaining climate information.

#### *Communications Support*

- Determine if there is a communications unit or a need to rely on the host nation.
- Identify the POC for host nation communications.
- Obtain a copy of the airfield map/telephone directory.
- Identify flight line communications—
  - ◆ Fixed station support availability.
  - ◆ Vehicle-mounted support available.
  - ◆ Additional support available through the host nation, such as UHF/VHF, radio type quantity and nomenclature, or frequencies available.
- Evaluate telephone system—
  - ◆ Is airfield linked to a telephone exchange?
  - ◆ Commercial telephones available.
  - ◆ With whom is the direct circuit linked?
  - ◆ What type of equipment, switchboard, or console is available?
- Identify DSN support available—
  - ◆ Quantity and types of lines.
  - ◆ Highest precedence for DSN support (flash/priority).
  - ◆ Maximum call area.
  - ◆ Local DSN number and prefix.
- Identify source for secure voice STU III [secure telephone unit III]—
  - ◆ Type.
  - ◆ Number/listing.
- Types of recorded communications, such as teletype/facsimile. Determine—
  - ◆ Highest security classification.
  - ◆ Automatic digital network terminal.
  - ◆ Distance between airfield and communications center.

#### *Communications Suitability*

- Is area available for full communications layout?
- Power available (voltage/frequency).
- Are facilities dispersed?
- Geographical and topographical conditions—
  - ◆ Site elevation.
  - ◆ Soil type.
  - ◆ Soil load-bearing capabilities.

- ◆ Leveling restrictions.
- ◆ Vegetation.
- ◆ Surrounding terrain.
- Obtain a map showing a 300-mile radius from the radar element.
- Are signal cable length requirements adequate?
- Electromagnetic capability—
  - ◆ Adjacent channel.
  - ◆ Cochannel.
  - ◆ Intermodulation.
  - ◆ Interference with power lines and highways.
- Antenna radiation pattern clearance zones.
- Commercial base power supply (voltage/frequency).
- Is hardstand available for mobile communication vans?
- Do access roads allow for easy egress/ingress?
- What are the hazards of electromagnetic radiation to ordnance restrictive areas within the airfield?

#### *Adjacent Radar Element*

- Type/equipment.
- Coverage.
- Unit operating, call signs, and frequencies.
- Connectivity.
- Circuit availability.
- Radar coverage chart with call sign direction-finding fixer frequencies.

#### *Air Traffic Control*

- Approach control.
- Publish let-down information.
- Type of operations—
  - ◆ Visual flight rules.
  - ◆ Instrument flight rules.

Control towers (guidance control approach frequency information including primary, secondary, UHF, and VHF airway frequencies)—

- ◆ Remarks/reliability, hours of operation.
- ◆ Types of frequencies available, such as high frequency, VHF, and UHF radio and VHF and UHF direction finding.
- Availability of the following NAVAIDS:
  - ◆ VHF omnidirectional range station.
  - ◆ Tactical air navigation.
  - ◆ Radar approach control (airport surveillance radar/precision approach radar) 24-hour operations.
  - ◆ Instrument landing system (localizer/glide slope/middle marker).

- ◆ Low frequency and medium frequency radio beacon automatic direction finding.
- ◆ UHF radio beacon.
- ◆ Radar beacon.
- Visible navigational facilities availability—
  - ◆ Remarks.
  - ◆ Degree of reliability.
  - ◆ Hours of operation.
  - ◆ Types of navigational facilities, such as integrated visual approach landing aids, visual approach slope indicator, strobe, or Fresnel lens.

### *Support Facilities*

- Federal Aviation Administration.
- JFACC/area air defense commander.
- MARS.
- Host nation civil/military aeronautics agency/ATC service.
- Search and rescue support.
- US Armed Forces.
- Multinational/HNS.
- Communications net requirements.

### *Airfield Security Support*

- Overall security measures at airfield.
- Controlled access to flight line.
- Temporary weapons storage available for passengers.
- Passenger security checks.
- Guards provided (US/host nation civilian/host nation military).

### *Airfield Firefighting Support*

- Number of personnel required by local regulations.
- Rescue crew billeting and dining support.
- Protective clothing for crash crews locally available.
- Crash truck foam resupply available locally.
- Acceptability of host nation firefighting vehicles for use by MAGTF personnel.
- Ambulance availability.
- Crash net communications requirements.

### *Airfield Logistics Support*

- De-icing equipment availability.
- AGSE availability—
  - ◆ Power units by type.
  - ◆ Air carts.

- ◆ Hydraulic test stands.
- ◆ Air compressors (low/high pressure).
- ◆ Heaters.
- ◆ Light carts.
- ◆ Jacks.
- ◆ Maintenance stands.
- Maintenance and supply facilities—
  - ◆ Repair capabilities.
  - ◆ Facilities available for specialist dispatch tools.
  - ◆ Airfield source of supplies compatible with the MAGTF supply system.
  - ◆ Availability of runway clearing vehicles (sweepers or snow removal).
- POL services—
  - ◆ Type of aviation fuels available.
  - ◆ Liquids (not aviation fuels) to be stored in drums in the predetermined storage area and marked.
  - ◆ Turnaround time (minutes) to service equipment and leave the service area.
  - ◆ Are POL storage areas being closed or phased out?
  - ◆ Is aviation fuel the only product available?
  - ◆ Inspection/inventory of bulk storage facilities.
  - ◆ Maximum fuel storage capacity by grade of fuel.
  - ◆ Quality control procedures established.
  - ◆ Source of POL products/maximum receipt and storage capability at airfield.
  - ◆ Can water from heating plants be used in lieu of demineralized water (distillate)? Is liquid oxygen available?
  - ◆ Fuel supplied year round.
  - ◆ Receiving capacity by grade of product.
  - ◆ Fuel servicing by truck or pipeline.
  - ◆ Type of POL hydrant.
  - ◆ Number of lateral lines leading from hydrant.
  - ◆ Number of outlets or refueling points located on hardstand.
  - ◆ Types of aircraft that can be refueled.
  - ◆ Receiving capability for flow rate from bulk storage to hydrants.
  - ◆ Types of aircraft that can taxi on and off hydrant outlets.
  - ◆ Outlets spaced far enough apart to permit simultaneous parking of more than one aircraft.
  - ◆ Will aircraft parked on outlet block taxiway?
  - ◆ Availability of jet engine oil.
  - ◆ Low pressure gaseous oxygen availability.
  - ◆ Fuel service vehicles by grade of product, capacity, and discharge rate.
  - ◆ Availability of hydraulic fluid, gear box oil, and transmission oil.

#### *Airfield Maintenance Support*

- Hangars, storage, and maintenance buildings.
- Docks.
- Availability of portable shelters.

- Washracks.
- Facilities to repair instruments and controls.
- Facilities for maintenance administration.
- Aviation repair parts storage areas.
- Facilities to store and protect special tools.
- Technical libraries.
- Avionics maintenance functions—
  - ◆ Communications-navigation.
  - ◆ Electronic countermeasures.
  - ◆ Automatic flight control instruments.
  - ◆ Calibration control labs.
  - ◆ Mission systems.
  - ◆ Weapon systems.
- Location of communication maintenance facilities—
  - ◆ Air communications equipment.
  - ◆ Field radar equipment.
  - ◆ Ground communications equipment.
  - ◆ Mock ups.
- Supply support at airfield—
  - ◆ Resources (station/housekeeping sets).
  - ◆ Base coordinated general supply support.
  - ◆ Supporting air logistics coordinators.
  - ◆ Defense shipping authority activities.
  - ◆ Stock levels at the activities.
  - ◆ Open purchase procurement.
  - ◆ Class V(A).
  - ◆ Aircraft engines.
  - ◆ Photographic equipment and supplies.
  - ◆ Communication equipment and spares.
  - ◆ POL stock (all types and grades).
- Emergency MEP for airfield facilities and communications.

#### *Class V(A) Ammunition Support*

- Map of available munitions maintenance and storage areas.
- Availability of host nation munitions maintenance support—
  - ◆ Trained and qualified personnel.
  - ◆ Munitions test and assembly equipment.
  - ◆ Munitions handling and delivery equipment.
  - ◆ Availability of technical library.
  - ◆ Availability of munitions preload facility.
- Host nation EOD support available and regulations on their employment.
- Host nation/base security availability.

#### *Ammunition Service Capabilities*

- Ammunition loading facilities and equipment—
  - ◆ Storage space available in square feet.

- ◆ AGSE equipment availability.
- ◆ Warehouse tractors.
- ◆ Crane trucks.
- ◆ Straddle trucks.
- Bomb service trucks.

#### *Parking Aircraft Loaded with Munitions*

- Parking satisfies ESQD requirements.
- Prohibited zones for explosive-laden aircraft.
- Facilities within the safety clear zones.
- Any additional remarks.

#### *Evaluation of Airfield Facilities*

- Services at the cargo terminal—
  - ◆ Space available.
  - ◆ Aircraft loaders.
  - ◆ Pallet/containers.
  - ◆ Pallet/cargo scales.
  - ◆ Truck loading ramps.
  - ◆ MHE lot and maintenance facility location.
- Airfield cargo storage areas—
  - ◆ On airfield.
  - ◆ Overflow away from the airfield.
  - ◆ Outside storage (square feet). Is it fenced/lighted?
  - ◆ Availability of nose docks.
  - ◆ Covered storage (square feet).
  - ◆ Vehicle parking capabilities (dimensions, wheeled/tracked).
  - ◆ Hazardous cargo build-up area.
  - ◆ Distance to remote parking area.
  - ◆ Type of surface in cargo storage areas.
  - ◆ Bermed areas (height/uses/type).
  - ◆ Special instructions for cargo areas.
- Passenger facilities—
  - ◆ Location/maximum capacity.
  - ◆ Boarding ladders (type/height/capability).
  - ◆ Billeting availability.
  - ◆ Messing availability.
- Airfield throughput capabilities—
  - ◆ Capability to receive, offload, process, and clear MAGTF/NSE cargo and passengers.
  - ◆ Method of transportation for moving arriving personnel, cargo, and equipment to staging areas.



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# APPENDIX L

## BEACH AND PORT OPERATIONS REQUIREMENTS

This appendix is for SLRP NSE, BOG, and POG members when evaluating beaches and ports. The OCU will also use the information in this appendix to determine requirements and configurations for lighterage and other types of craft that may be used during the offload.

### Beach Operations

#### *Preliminary Data Required in the Planning Phase*

- Prevailing winds.
- Refraction diagram.
- Prevailing sea and swell.
- Beach slope.
- Beach irregularities.
- Prevailing surf.
- Currents.
- Tides.
- Beach composition.
- Ability to use the following equipment:
  - ◆ TWPS.
  - ◆ ABLTS.
  - ◆ Amphibious assault bulk water system.
- Trafficability of beach.
- Grid coordinates of left and right limits of the beach.
- Offshore obstructions.
- Littoral drift.
- Datum points.
- Sounding interval.
- Sounding lines.
- Underwater obstacles.

#### *Data Required to Begin In-Stream Offload*

Surf swell conditions include significant breaker height, depth, angle of breakers to the beach, wave length directly outside the breaker line, and period of breakers. Other conditions include tides, currents (longshore), depth of water and beach gradient, beach features (width of the surf zone), and sea state.

*Note: Aerial reconnaissance of projected offload sites should be conducted as soon as possible after sites are established. Reconnaissance results will allow for adjusting and correcting the original forecast.*

### ***Surf Observation Reports***

Depending on the specific operation, surf conditions are reported by various organizations, such as SEALs, beachmasters, or force reconnaissance. These surf observation (SUROB) reports are essential to assist decisionmaking regarding the timing of an instream offload and are passed to the CMPF, OCU, and OCO for action. To complete a SUROB report, observers watch 100 breakers, then report findings for a given date and local time. Report elements are shown in table L-1. Information includes the following—

- Initial report, which establishes a starting point for beach operations.
- Periodic reports, which are submitted twice daily when conditions change after the offload starts. Additional SUROB reports are prepared as needed to maintain a safe offload.

**Table L-1. Surf Observation Report Elements.**

Index	Description
ALPHA	Significant breaker height is computed by finding the average height of the highest 33 observed breaker heights at a given location on the beach.
BRAVO	Maximum breaker height—the highest breaker observed on that beach.
CHARLIE	Period of breaker—the time interval between breakers.
DELTA	The types of breakers and percentage of each.
ECHO	Breaker angle—the acute angle, in degrees, that a breaker makes with the beach and its direction relative to the beach (right/left flank).
FOXTROT	Littoral current—the longshore current's direction and speed.
GOLF	The number of lines of breakers in and the width of the surf zone measured in feet.
HOTEL	Remarks—information important to landing operations, such as wind direction and velocity, visibility, debris in the surf zone, secondary wave system, or dangerous conditions.

The SUROB report information is processed accordingly by the PCO using modification tables. The final product is an abstract number called the modified surf index (MSI). The MSI is a single number that provides a relative measure of the conditions likely to be encountered in the surf zone. For reported or forecasted conditions, the MSI is a guide to judge the feasibility of landing operations for each type of lighterage and amphibious vehicle.

### ***Modified Surf Index Calculation***

When applied to a known or forecasted surf condition, the MSI calculation provides the commander with an objective method of arriving at a safe and reasonable decision with respect to committing to lighterage and amphibious

vehicle operations. The modified surf limit is the maximum surf that should be attempted for routine operations. If the MSI exceeds the modified surf limit for the craft or vehicle, then the in-stream offload is not feasible without increasing the risk of casualties. If the MSI is less than the modified surf limit of the craft, the landing is feasible. Modification tables to complete calculations are in Commander, Naval Surface Force, Pacific/Commander, Naval Surface Force, Atlantic Instruction 3840.1, *COMNAVSURFPAC/COMNAVSURFLANTINST Joint Surf Manual*.

### *Tasks*

- Plan for wave, beach, and surf conditions.
- Select beaches and touchdown points for craft and lighterage.
- Plan initial layout of the AAA, including MPE/S flow and staging areas.
- Provide intermediate decisions on selecting craft, lighterage, and vehicles for in-stream offloads.
- Ensure beach task organizations become operational.
- Provide initial briefing of key personnel.
- Conduct initial and final operations and safety briefings for personnel controlling the offload.
- Participate in planning the layout of the AAA.
- Conduct final in-stream offload briefing to all personnel.

### Port Operations

Port operations involve the loading/unloading of ships; the reception, processing, and staging of personnel; and the receipt, storage, marshalling (for onward movement) of cargo. To conduct port operations, the POG should be organized as follows:

- Port operations/command center.
- Reports processing section.
- MHE/CHE section.
- Maintenance contact teams.
- Communications support section.
- NSE.
- Emergency medical support center.

The following tasks expand upon those identified in app. F, particularly the port survey guide:

- Prepare port facilities chart. Include the following locations:
  - ◆ Anchorages.
  - ◆ Piers and berths.
  - ◆ Class V, container, and HAZMAT storage areas.
  - ◆ Portable heads and trash disposal containers.

- ◆ PP&P work site.
- ◆ Washdown sites and facilities supporting the backload.
- Conduct underwater survey of piers and berths.
- Make arrangements for pilots, tugs, and other services.
- Satisfy local customs and agricultural requirements applicable to arrival of the MPS.
- Finalize security requirements, including a liaison with the host nation.
- Produce ship arrival and departure schedules.
- Develop staging area requirements plan.
- Determine port throughput and warehouse storage capacity.
- Verify and publish port operating hours/host nation's schedule.
- Develop billeting and messing requirements plan.
- Determine MHE/transportation support requirements and plans for the following:
  - ◆ Vehicle operator types.
  - ◆ Special licensing requirements.
  - ◆ Special permits required.
  - ◆ Special equipment needs.
  - ◆ Refueling support.
  - ◆ Maintenance and wrecker support.
  - ◆ Traffic control.
- Validate ESQD/special requirements and waivers granted for handling ammunition (offloaded and staged).
- Finalize the following communication requirements:
  - ◆ Radio.
  - ◆ Wire.
  - ◆ Telephone.
  - ◆ Satellite/NIPRNET and SIPRNET.

# APPENDIX M

## COUNTERINTELLIGENCE

### SURVEY AND SECURITY CHECKLIST

Survey teams are organized and included in the SLRP to determine the anticipated security requirements of the MPF operation. Teams typically include the following:

- Counterintelligence officers/specialists.
- Physical security specialists from the PMO.
- Communications specialists.
- ADPE security specialists.

This checklist is not all-encompassing, rather it is a guide to initiate a survey that provides a format for organizing results. A survey should be completed for each arrival airfield; port/beach; and any major marshalling, storage, and assembly areas to be used:

- Itemize and record information on all requirements as listed on the checklist.
- Keep subdivisions of the checklist separated/ordered.
- Maintain checklist items on separate pages, within the parent subdivisions. Make detailed notes about each item as it is completed. After completing notes for each item, compile in order and complete the report.
- Record the name, location, and type of installation/area.

#### Functions and Activities in the Arrival and Assembly Area

Counterintelligence survey teams should answer the following questions:

- In addition to the MPF, what military personnel, units, and headquarters organizations are operating in or control the AAA?
- What military activities (conventional, unconventional, or special) are being conducted?
- What military material is produced, processed, tested, or stored in the AAA?
- What is the military significance of the MPF operations occurring in the AAA?
- How important to national security are the activities that take place in the AAA?
- What activities in the AAA should be secret? Why?
- What information about the AAA would be of interest to hostile forces? Why?
- Is there an alternate site for the offload?
- Are alternate sites suitable?

- What key facilities/organizations are operating in the AAA?
- Is there any sensitive material or equipment stored, tested, or developed in the AAA?
- Is the AAA a likely target for espionage?

### Description of the Arrival and Assembly Area

- What is the physical description of the general area in and around the AAA?
- What are the road networks, rail facilities, air facilities, transportation, and terrain?
- Include any available related maps, sketches, or aerial photographs to identify the following:
  - ◆ Area and perimeter.
  - ◆ Numbers, types, and locations of buildings and relationships among the various buildings.
  - ◆ Roads, paths, railroad sidings, canals, and rivers.
  - ◆ Wharves, docks, and loading platforms.
  - ◆ Any other distinctive structures or features.
- Note any particularly vulnerable or sensitive locations and possible reasons for such. Pay particular attention to—
  - ◆ Command element/headquarters buildings.
  - ◆ Operations/crisis action facilities.
  - ◆ Repair shops (armor, vehicle, or aircraft).
  - ◆ Power plants.
  - ◆ Transformer stations.
  - ◆ Warehouses.
  - ◆ Communications systems/facilities.
  - ◆ Fuel storage.
  - ◆ Water tanks, reservoirs, and supply systems.
  - ◆ Equipment assembly areas.
  - ◆ Ammunition dumps.
  - ◆ Aircraft.
  - ◆ Firefighting equipment.
  - ◆ Location and reliability of military police and reaction force.
  - ◆ Training sites.

### Perimeter Security

Describe or answer the following:

- Type of fence or other barrier around the site that provides security.
- Type of construction material of the fence/barrier.
- Fence/barrier height.
- Is the fence/barrier easily breached?
- Is the top protected by barbed wire outriggers?
- Are there any breaks, holes, or gaps in or under the fence/barrier?

- Are there any tunnels near or under the fence/barrier?
- Are vehicles parked near or against the fence/barrier?
- Are piles of scrap, refuse, or lumber kept near the fence/barrier?
- Patrol and check the fence/barrier for evidence of tampering.
- Are there any pedestrian and vehicle gates?
- Are unguarded gates firmly and securely locked?
- Are gates constructed to allow individual identification and credential checks?
- What are the operating hours for each gate?
- Are there any rights of way, railroads, sewers, or other weak points in the perimeter?
- Are weak points guarded, patrolled, or secured?
- Is the perimeter illuminated?
- Where are lights located?
- Identify dead spots between lighting.
- Is there backup or emergency power for lighting?
- Does the lighting hamper or inhibit security force observation?

### Perimeter Security Force

Describe the organization and capability of the security guard force—

- Force strength.
- The number and strength of each shift or relief.
- Supervision of the guard force.
- Is a record kept of all guard force activity?
- Number and location of check points, guard shacks, and posts.
- Length of perimeter covered by each post.
- Reaction force capability.
- Length of watch for each post.
- How is the force armed?
  - ◆ What armament does the guard force have?
  - ◆ Are the weapons in serviceable condition?
  - ◆ Are the weapons suitable for the mission?
  - ◆ Are arms and ammunition adequately safeguarded when not in use?
  - ◆ Is there a record of custody when weapons are issued during each shift?
  - ◆ Does the storage of weapons and ammunition prevent rapid access by the guard force?
- Level of training received by each member of the security force.
- Instructions given to security forces regarding identity checks and challenges.
- Vehicle checks being conducted.
- Number, location, and height of each watchtower.
- If roving patrols are used, then determine—
  - ◆ The number of patrols covered by the force.
  - ◆ The route of each patrol.



- ◆ If the routes and times of the patrols are varied.
- ◆ The time of the patrol.
- ◆ If doors and gates are closely checked by the patrols.
- ◆ The functions performed by each patrol.
- ◆ If the supervisor makes inspection tours of the routes and whether his routes and times are varied.
- ◆ The frequency and thoroughness of the tours made.
- What communications are available to the force?
  - ◆ Are guard force alarm systems in use? Are they adequate?
  - ◆ Type of communication and alarm system the guard force uses.
  - ◆ Does the guard force have communication with the military police?
- Post the fire support plan in guard shacks.

### Building Security

- List the purpose of key buildings—
  - ◆ Building location.
  - ◆ Activities that take place in the buildings.
  - ◆ Material/information developed or stored inside the building.
  - ◆ Machinery or equipment inside the building.
- Is the building vulnerable to unauthorized entry or terrorism? If so, why?
- Describe each building's exterior, interior, and surroundings—
  - ◆ Design and construction.
  - ◆ Number of stories or height.
  - ◆ Type of construction material used and percentage of equipment used.
  - ◆ Does the building have a basement?
  - ◆ List other materials used in the exterior construction.
  - ◆ Describe walls, floors, ceiling, and roof.
  - ◆ Is the building safely designed and constructed?
  - ◆ Is the building properly maintained?
  - ◆ List all means of exit or entry.
  - ◆ Are entrances properly locked or safeguarded to prevent unauthorized entry?
  - ◆ Are windows and skylights screened, grilled, or barred?
  - ◆ Can unauthorized entry occur in any manner?
  - ◆ Are entrances/exits adequate for emergencies?
  - ◆ Method of key control?
  - ◆ Are passes, badges, or access rosters used to restrict building entry?
  - ◆ Are controlled access methods enforced?
  - ◆ If the building is sensitive or vulnerable, has it been declared restricted and marked as such?
  - ◆ Are daily checks conducted where classified material is stored?

## Building Security Force

Describe the guard and patrol systems around the building—

- What are the duties of the guards/patrols?
- Are high-intensity lights used on the exterior of the building?
- Is there a reactionary security force?
- What is the response time?
- What is the size of the guard/reactionary force?
- What are the means of activating the guard/reactionary force?
- List the frequency of periodic checks made throughout the building to detect the following:
  - ◆ Areas that might be used to conceal explosives, incendiary devices, or audio/visual eavesdropping equipment.
  - ◆ Tampered wiring or broken or loose electrical connections or wires.
  - ◆ The presence of suspicious packages or bundles.
- Determine the security of electrical equipment—
  - ◆ Is there auxiliary lighting?
  - ◆ Are circuit breakers properly protected?
  - ◆ Are telephone junction boards protected?
- Any dangerous practices that may result from negligence or deliberate attempts of sabotage.

## Guard Recruitment

- Physical, mental, age, and other qualifications required.
- Are investigations conducted on prospective guards?
- Are guards in uniform? What identification system is used? What credentials are required?
- Is the guard force respected by all personnel in the AAA?
- How effective is guard force training?
- Time spent on training the guard force.
- How is the training of the guard force conducted?
- Have guards been trained in the following areas:
  - ◆ Care of weapons and ammunition.
  - ◆ Forms of espionage, sabotage, and terrorist activities.
  - ◆ Common types of bombs and explosives.
  - ◆ Familiarization with all vulnerable/restricted facilities in the AAA.
  - ◆ Location and nature of all hazardous material sites.
  - ◆ Location of all important valves, switches, or circuit breakers.
  - ◆ Location of all fire protective equipment, including sprinkler valves.
  - ◆ Conditions that may cause fires.

- ◆ Location of all first aid equipment.
- ◆ Duties in the event of fire, blackouts, or other emergencies.
- ◆ Use of communications systems.
- ◆ Observation and description reporting procedures.
- ◆ Preservation of evidence.
- ◆ Patrol work.
- ◆ Searches of persons and places.
- ◆ Supervision of visitors.
- ◆ General and special guard orders.
- ◆ Location of all guard posts.
- ◆ Do guards have keys to buildings, gates, and office spaces?
- ◆ Do guards check credentials of all who enter their assigned areas?
- Is the strength of the guard force adequate to support the—
  - ◆ Number of pedestrian, vehicle, and railroad gates?
  - ◆ Anticipated daily visitor load?
  - ◆ Number of loading platforms, storage facilities, and working areas?
  - ◆ Vehicle patrols required to cover the entire AAA in a reasonable time?
  - ◆ All restricted areas and vulnerable points?
  - ◆ Utility plants or pumping stations?
  - ◆ The number and extent of parking areas?
  - ◆ Necessary supervision of the guard force?
  - ◆ Need to accommodate for sickness, leave, and injury of guard personnel?
  - ◆ Duties of the force in the event of security violations?
- Is the guard headquarters—
  - ◆ Conveniently located?
  - ◆ Properly secured at all times?
  - ◆ Equipped properly?
  - ◆ Large enough for all guard force members?

### Security of Piers, Docks, Wharves, and Loading Platforms

- Describe the location, nature, and purpose of each pier, dock, wharf, or loading platform—
  - ◆ Administrative supervision of the area.
  - ◆ Type of security force used for each.
  - ◆ Measures taken to prevent loitering.
  - ◆ Measures taken to prevent unauthorized observation of loading and unloading.
  - ◆ Protection against terrorism, arson, or other dangers.
  - ◆ Precautionary actions taken to control access or entry.
- Describe traffic conditions:
  - ◆ Are inspections of deliveries conducted to guard against terrorist attacks?
  - ◆ Are precautions taken to conceal secret loading or unloading?
  - ◆ Are vehicles, railroad cars, and POVs checked for sabotage devices?

- ◆ Is the movement of drivers and assistant drivers controlled?
- ◆ What methods are used to mask the movement of personnel and material?

### Motor Pools, Dismount Areas, and Parking Areas

Describe security measures at each location. Ensure the following:

- Areas are properly guarded.
- Vehicles are checked and assigned only to authorized personnel.
- A system is in place to check vehicles.
- Security measures for POL, fuel, tools, and equipment are used to prevent theft, sabotage, or fire.
- Vehicle checks are conducted for detecting mechanical sabotage.
- Personnel are trained in sabotage detection.
- Provisions are made to prohibit parking of POVs in all areas.
- POLs are tested for contamination.
- Parking/staging areas are restricted and supervised.
- Parking arrangements are consistent with security against sabotage or terrorists.
- Provisions are made for visitor parking.
- Parking arrangements do not impede traffic flow throughout the compound.
- Parking arrangements do not impede the use of firefighting or other emergency vehicles.

### Power Facilities and Supply

Describe the following power, facilities, and associated security measures:

- The type of power.
- The peak load of electric power.
- The percentage of electrical power generated in the AAA.
- The AAA's electricity-generating capacity.
- The percentage of electrical power purchased from outside sources.
- If current sources are ample to provide a reserve beyond full load demands.
- From whom is the electrical power purchased?
- Is an alternate or auxiliary electrical power system available for emergency use?
- Can an auxiliary system be used immediately?
- How many and what kind of power substations and transformers are located in the AAA?
- Are control panels, pressure, and control valves in good order and checked frequently?
- Are transformers and substations safeguarded against trespassers and saboteurs or terrorist attack?

- Are generators properly maintained and checked?
- Are combustible materials removed from the vicinity?
- Other items to consider—
  - ◆ Are replacement units for generators and transformers available and in safe storage?
  - ◆ Are oil-filled transformers located in noncombustible, well-drained buildings or outside?
  - ◆ Are inspections made of the oil, contacts, and control apparatus of circuit breakers and transformers?
  - ◆ What is the power line/grid system?
  - ◆ What is the number of independent power feeds?
  - ◆ Is the pole line or underground line safe, reliable, and frequently checked?
  - ◆ Are all power lines protected against lightning strikes?
  - ◆ Are power distribution lines properly installed and supported?
  - ◆ Are electric circuits overloaded at any time?
  - ◆ Are current national or civil electric codes followed?
  - ◆ Is there a single or multiple main switch for emergencies?

### Firefighting Equipment and Facilities

Describe the amount and condition of equipment and facilities. Include the following:

- Firefighting and first aid equipment available in the area.
- Types of fire extinguishers available. Are they located where needed?
- Are extinguishers and other equipment in working order?
- Are fire extinguishers sealed to prevent tampering?
- Are periodic inspections made on extinguishers? Are they recorded?
- Are first aid kits and fire extinguishers marked conspicuously and in reach of all persons?
- Are there ample amounts of first aid equipment available?
- Are first aid kits inspected regularly and safeguarded?
- What types of fire alarm systems are installed?
- Is there a sufficient number of alarms and sensors in the system?
- Is the system frequently inspected and tested?
- Are vulnerable or important facilities equipped with sprinkler systems?
- What type of sprinkler system is used? Is it fed by public or private tanks and reservoirs?
- How often and how thoroughly is the system tested and inspected? Where are the control valves?
- Are fire hydrants in close proximity to facilities?
- Are hydrants in working order?
- Is water pressure sufficient for extinguishing flames in all locations?
- Is a secondary source of water available?

- Is there a fire department located within the AAA? What equipment does it have?
- Can public fire departments be used for augmentation of personnel or equipment?
- What is the response time of the nearest public fire department?
- Has a program of fire drills been initiated?
- Is there a fire prevention program in place? Is it efficient?
- What plans have been made for the action of all personnel in the event of fire?

## Water Supply

Provide a description of water supply capability and security measures taken. Include the following:

- Sources of water used in the AAA.
- Are water sources reasonably safe, adequately guarded, and protected by physical security?
- If a public water supply is used, what is the diameter of the main line?
- Is water pressure adequate for normal and emergency use?
- If a private reservoir or tank is used, what are its capacity, level, pressure, and condition?
- Is capacity adequate for the AAA's needs?
- What types of pumps are used in the water system?
- Are water pumping stations adequately protected, inspected, and tested?
- Are all valves properly secured?
- Is a supplementary system available? Where? Is it secure?
- How often is water tested for purification? Is water chemically treated? By whom? With what?
- Are nonpotable water sources appropriately marked?
- Are trucks used to transport water?
- Who inspects water trucks and when?
- Is the sewage system adequate for AAA?
- If sewer mains, pumps, and disposal systems are adequate.
- Can water or food be contaminated by the sewage system?
- Has there been any outbreak of disease that can be traced back to the sewage system?

## Food Supply

Describe the following security measures to protect the food supply:

- What are the sources of food and food supplies? Are sources reliable?
- Has food from local merchants been tested and approved for consumption?
- Have catering operations on or near the AAA been checked for sanitation?

- Have local food handlers been checked for health, cleanliness, and loyalty? Passes must be issued.
- Are entries to kitchens and food storage areas restricted to authorized personnel only?
- Are pantries and refrigerators locked when not in use?
- Are kitchens and storage areas sanitary?
- Are food and drink areas checked to prevent or detect toxicological or bacteriologic sabotage?
- Has there been any epidemic or excess absenteeism traceable to food or water supplies?

### Communications Facilities

Provide information on general service and special communications message centers. Include the following:

- Description.
- Where is the message center located?
- Is the message center adequately protected by barriers and guards?
- Is someone continuously on duty at the message center?
- Have background/local checks been conducted on message handlers?
- Are all encryption devices properly safeguarded and destroyed when obsolete?
- Are logs kept of authorized couriers and message traffic distribution?
- Are unauthorized personnel excluded from the message center?
- Are classified messages handled in accordance with Secretary of the Navy Instructions (SECNAVINSTs) 5510.30, *Department of Navy (DON) Personnel Security Program (PSP) Instruction*, and 5510.36, *Department of Navy (DON) Information Security Program (ISP) Instruction*?
- Through what channels do classified messages pass?
- Have couriers, messengers, and operators been checked? Do they have appropriate access?

### Communications Equipment

- What means of wire and wireless communication are used in the AAA?
- Where are the central points of such communications networks located?
- Are switchboards adequately guarded?
- Have operators been checked and cleared?
- Is auxiliary power available?
- Is auxiliary or replacement equipment available?
- Are open wires, terminal boxes, connecting boxes, cables, and manholes frequently inspected for indications of sabotage or wire tapping?
- Are maintenance crews alerted to search for tapping?
- Are civilian repairmen used? Are they checked and cleared?

- Can sudden malfunctions in the system be taken care of efficiently?
- Have personnel been cautioned about passing classified information over the air?

## Security of Information

Determine where sensitive plans, blueprints, photos of classified material/equipment or other information is kept. The following list is not all-inclusive and *does not replace* the policy in SECNAVINST 5510.30.

- Are the sensitive plans, blueprints, and photos of classified material/equipment or other information centralized in a single facility or scattered throughout various buildings?
- In what organizations/sections is classified material processed/stored and what classification level is authorized in each area?
- Is all classified and valuable information kept in authorized/approved containers?
- Are light/portable safes and cabinets affixed to floors or chained to immovable objects?
- Are container doors closed and locked when not in use?
- Is there any protection offered other than the container itself?
- What protection is given to combinations of containers?
- What security measures are enforced regarding keys to doors, gates, or cabinets?
- Who has access to combinations and keys? Have all personnel been cautioned regarding the passing of keys and combinations to unauthorized personnel?
- Is a chain of custody required for all material classified SECRET and above? Can custodians identify the location of classified material at any time?
- Are positions that require handling of classified material assigned to only those personnel with current background checks and appropriate access?
- Are classified materials, blueprints, and reports returned and logged in as quickly as possible?
- Who has access to classified material (with and without approved access)?
- Is dissemination of classified material strictly limited to those with a need to know?
- Is rank or position considered sufficient reason for access to classified material?
- Is classified material left unattended on desks where theft can occur without detection?
- Have civilian janitors been checked and placed under supervision?
- How is classified waste material disposed of? Are records kept?
- What policy has been established regarding information releases/statements to local/national media?
- Have personnel been cautioned about unauthorized statements and releases?



## Personnel Identification System

All personnel within the AAA should be easily identifiable. Verify the system used to allow authorized personnel access within the confines of the AAA or particular facility. If badges are used, determine the following:

- Who controls issuance?
- Are badges or identification cards tamperproof and difficult to reproduce?
- Is the makeup and issue of the badges and identification cards controlled to prevent—
  - ◆ Reproduction.
  - ◆ Theft.
  - ◆ Unauthorized use or issue.
  - ◆ Failure to return to issuing authority.
- Are photographs used on the face of cards or badges?
- Is a detailed description used to positively identify the holder?
- Are colored or coded systems used to identify the level of access?
- Are certain badges only valid in certain areas?
- Is the identification system strictly enforced?
- Do regulations prescribe that everyone wear badges at all times?
- Is admittance to the AAA/facilities governed by the identification system?
- When badges are reported missing, lost, or stolen, what action is taken?
- Is entrance to a facility or area permitted by the wearing of the military uniform? If so, then—
  - ◆ What other means of identification are used?
  - ◆ Are access rosters passed from one facility/command to another by secure means?
  - ◆ Are passes and identification cards closely scrutinized?
  - ◆ What system is used to prevent persons working in one building, section, or unit from wandering into restricted areas without proper authorizations?

## Visitor Controls

- How and by whom is the legitimacy and necessity of a visitor's entrance into a controlled area established?
- Are regulations lax in the control of visitors?
- Are visitors escorted to a reception area from the gate or entrance?
- Is the identity of the visitor verified?
- How is adequate information obtained about visitors?
- How is the purpose of the visit obtained?
- Are visitors escorted or kept under surveillance during the time they are in the AAA?
- Are visitors required to provide identification upon departure?
- Ensure the visitor's logbook contains the following information:
  - ◆ Full name.
  - ◆ Last four digits of Social Security Number.

- ◆ Rank.
- ◆ Parent organization.
- ◆ Date and time of entry.
- ◆ Time of departure.
- ◆ Number of badges issued and level of access.
- ◆ Reason for visit.
- ◆ Name of official authorizing entry or providing escort.
- Ensure that the vehicle register includes—
  - ◆ Date and time of entrance.
  - ◆ Registration/license number.
  - ◆ Name of owners.
  - ◆ Signature of driver and passengers.
  - ◆ Brief description of contents of vehicle.
  - ◆ Vehicle inspections.
  - ◆ Time of departure.
- Check all news media personnel—
  - ◆ Are credentials examined and verified?
  - ◆ Has their visit been verified as authorized by higher authority?
- Examine the orders and credentials of multinational military personnel, such as linguists—
  - ◆ Are such visits verified by higher authority?
  - ◆ Is security unduly sacrificed for courtesy?
- Conduct spot checks of personnel within the AAA or facility.

### Description of Security Conditions and Security Measures of Adjacent Areas

- Does the nationality or political nature of the populace offer a natural cover that can provide aid to hostile agents, saboteurs, or terrorists?
- Is the AAA within a commercial air travel zone? If so, are minimum altitudes for aircraft published at all local airports?
- Is the AAA isolated or screened from public view?
- Are restricted areas screened or isolated from public scrutiny?
- Is the AAA exposed to natural hazards, such as floods, winds, forest fires, or electrical storms?
- Is the AAA or are buildings within the AAA well camouflaged against air and ground observation?
- Have places of amusement near the AAA and persons frequenting those places been checked?
- What nightclubs and areas are off limits to personnel?
- Has the surrounding area been scrutinized for any places likely to be used as bases for espionage, sabotage, or terrorism? Are there areas that could conceal antennas or audio/visual equipment?

## Security Specific to Arrival Airfields

The security of an arrival and assembly airfield does not differ from that of any other assembly area in the operation. Aircraft and maintenance facilities are high priority targets of saboteurs or terrorists. Check the following major areas:

- Is the guard system adequate?
- Are individual aircraft guarded sufficiently?
- Is access to hangars and other vital buildings restricted?
- Is smoking prohibited where required?
- Are aircraft stored in hangars inspected by the guard force?
- Are vital repair parts storage areas protected from unauthorized personnel and fire?
- Are fire trucks and crash and rescue vehicles available?

## Security Recommendations

Provide general remarks related to specific weaknesses and recommendations identified throughout the survey.

# APPENDIX N

## MARITIME PREPOSITIONING SHIPS

### SQUADRON CAPABILITIES AND CHARACTERISTICS

This appendix addresses the staff organization, characteristics, and capabilities of the MPSRON. Information and ship characteristics are also provided for the T-AVB and T-AH.

*Note: Composition of the MPSRONs are forecasted to change pending programmatic considerations and decisions.*

#### Staffing

The MPSRON staff is commanded by a Navy captain who exercises TACON, coordinates logistic support, and ensures that ships and staff remain fully mission capable. Table N-1 and tables N-2 and N-3 on page N-2 provide notional baseline tables of organization for the three MPSRONs.

**Table N-1. Maritime Prepositioning Ships Squadron 1.**

Officers	Quantity
Squadron commander (O-6)	1
Chief staff officer (O-4)	1
Chief engineer officer (O-3)	1
Operations officer (O-3)	1
Supply officer (O-3)	1
Enlisted	
Storekeeper (SK2)	1
Yeoman (YNC)	1
Chief information systems technician (ITC)	1
Information systems technician (IT1)	1
Information systems technician (IT2)	4
Information systems technician (IT3)	3
Electronics technician (ET2)	2
Electronics technician (ET3)	1
Gunner's mate (GMC)	1
Civilians	
Medical services officer	1
Purser	1
<b>Total: 5 officers, 15 enlisted, 2 civilians</b>	

**Table N-2. Maritime Prepositioning Ships Squadron 2.**

Officers	Quantity
Squadron commander (O-6)	1
Chief staff officer (O-4)	1
Chief engineer officer (O-3)	1
Operations officer (O-3)	1
Supply officer (O-3)	1
Readiness officer (O-3)	1
Enlisted	
Machinist mate	1
Storekeeper (SKCS)	1
Yeoman (YNC)	1
Gunner's mate (GMC)	1
Electrician's mate (EM2)	1
Operations specialist (OS1)	1
Personnelman (PN2)	1
Chief information systems technician (ITC)	1
Information systems technician (IT1)	1
Information systems technician (IT2)	3
Information systems technician (IT3)	8
Electronics technician (ET2)	2
Electronics technician (ET3)	1
Civilians	
Medical services officer	2
Purser	1
<b>Total: 6 officers, 23 enlisted, 3 civilians</b>	

**Table N-3. Maritime Prepositioning Ships Squadron 3.**

Officers	Quantity
Squadron commander (O-6)	1
Chief staff officer (O-4)	1
Operations officer (O-3)	1
Supply officer (O-3)	1
Enlisted	
Storekeeper (SK2)	1
Yeoman (YNC)	1
Gunner's mate (GMC)	1
Operations specialist (OS1)	1
Civilians	
Medical services officer	1
Radio electronics technician	5
<b>Total: 4 officers, 4 enlisted, 6 civilians</b>	

Tables N-4, N-5, N-6, and N-7 (on pages N-4 and N-5) identify communications equipment and systems capabilities in MPSRONs. Capabilities are subject to change due to MPSRON reorganization and advancements in technology. Each MPSRON has an alternate flagship that is equipped with the same communication suite as the primary flagship, except for cryptography, which is transferred when the COMPSRON and staff shift ships. Each ship has the capability to operate Navy secure voice. Cryptography is transferred as directed by COMPSRON.

### Maritime Prepositioning Ship Charters

Each MPS has its own separate time charter. These charters are all very similar in the terms and conditions, such as contract speed, fuel consumption, or deadweight carrying capacity, with the exception of the MPS ship classes. The two MPS operating companies are Waterman Steamship Corporation (Waterman) and AMSEA. These companies operate their respective class of MPS for MSC.

### Maritime Prepositioning Ships Squadron Ship Mix

The 16 MPSs are divided into three MPSRONs that report to their respective COMPSRONs. Beginning with post Operation Iraqi Freedom and MMC-8, the MPSRONs will be reorganized with the following ships (“\*” denotes flagship/alternate flagship with COMPSRON staff embarked and secure communication capabilities):

- MPS-1/MPSRON 1
  - ◆ AMSEA: United States Naval Ship (USNS) *2ndLt John P. Bobo\** (T-AK [container and RO/RO ship] 3008);
  - ◆ Watson: USNS *1stLt George K. Sisler* (T-AKR [large, medium speed RO/RO ship] 311)
  - ◆ Waterman: SS [steam ship] *PFC Eugene A. Obregon\** (T-AK 3006)
  - ◆ MPF(E): USNS *LCpl Roy M. Wheat* (T-AK 3016) MPS-2/MPSRON 2
  - ◆ MPS-2/MPSRON 2
  - ◆ AMSEA: MV *Sgt William R. Button\** (T-AK 301); MV *1stLt Baldomero Lopez* (T-AK 3010)
  - ◆ Waterman: SS *Sgt Matej Kocak* (T-AK 3005)
  - ◆ MPF(E): USNS *GySgt Fred W. Stockham* (T-AK 3017)
- MPS-3/MPSRON 3
  - ◆ AMSEA: MV *1stLt Jack Lummus\** (T-AK 3011)
  - ◆ MV *PFC Dwayne T. Williams* (T-AK 3009)
  - ◆ Watson: USNS *Spc Larry G. Dahl* (T-AKR 312)
  - ◆ Waterman: SS *Maj Steven W. Pless* (T-AK 3007)
  - ◆ MPF(E): USNS *1stLt Harry L. Martin* (T-AK 3015)

*Note: Notional staffing may change due to MPSRON reorganization.*

**Table N-4. Flagship Navy Systems.**

Nomenclature	Quantity
UHF SATCOM transceiver (OE-82/WSC-3)	1
UHF SATCOM multichannel fleet broadcast receiver (SRR-1)	1
UHF transceivers (LOS) (GRC-171)	2
VHF-FM transceivers (URC-94)	2
High frequency transmitters (URT-23)	2
High frequency receivers (R-1051)	5
Navy standard teletype	7
VHF bridge-to-bridge transceiver	1
Message dissemination utility	1
High frequency simplex telex over radio	1
BEST (SIPRNET, NIPRNET, STE and STU II via INMARSAT)	1

## Legend:

BEST	bandwidth efficient satellite transport
FM	frequency modulation
INMARSAT	international maritime satellite
LOS	line of sight
STE	secure telephone equipment
STU	secure telephone unit

**Table N-5. Nonflagship Navy Systems.**

Nomenclature	Quantity
UHF transceivers (LOS) (GRC-171)	2

## Legend

LOS	line of sight
-----	---------------

**Table N-6. Associated Cryptography.**

Nomenclature	Quantity
ANDVT SATCOM	1
ANDVT high frequency	1
KG-84	2
KWR-46	4
KY-58	4
KY-58 (nonflagship)	2

Legend  
 ANDVT Advanced Narrowband Digital Voice Terminal

**Table N-7. All Maritime Prepositioning Ships Systems.**

Nomenclature	Quantity
UHF INMARSAT (satellite teletype/voice)	1
VHF-FM bridge-to-bridge transceivers	2
High frequency simplex telex over radio (teletype with auto error correction)	1
High frequency transmitter and receiver (CW/SSB/teletype)	1
High frequency radio telephone transceiver	1
Multifrequency transmitter and receiver (1 each/battery-powered reserve)	2
Auto alarm keyer and receiver	1

Legend:  
 auto automatic  
 CW continuous wave  
 FM frequency modulation  
 INMARSAT international maritime satellite  
 SSB single side band



Tables N-8, N-9, N-10 (on page N-8), and N-11 (on page N-9) provide general characteristics for all classes of MPSs.

**Table N-8. Watson Class Ship Characteristics.**

	<i>Sisler</i>	<i>Dahl</i>
Length	950 ft	950 ft
Beam	105 ft, 9 in	105 ft, 9 in
Draft (air/freeboard to highest point)	134 ft, 11 in at 33 ft, 6 in draft	134 ft, 11 in at 33 ft, 6 in draft
Speed (maximum warranted)	24 kts (18 kts cruising spd)	24 kts (18 kts cruising spd)
Propulsion/fuel	2 LM2500 gas turbines/DFM or MGO	2 LM2500 gas turbines/DFM or MGO
Helicopter certification	Level 2, Class III	Level 2, Class III
MOGAS (98%)	Ship has 0 capacity, but is carrying 1 3,276-gallon tanktainer	Ship has 0 capacity but, is carrying 1 3,276-gallon tanktainer
Potable water	No cargo water	No cargo water
Stern ramp	39 degrees port side	39 degrees port side
Side ports	1 port side	1 port side
Debark NSE/Marine Corps berthing	50 bunks	125 bunks
Length between perpendiculars	905 ft	905 ft
Draft (maximum after)	33 ft, 6 in	33 ft, 6 in
Displacement loaded	61,790 LTs	61,790 LTs
Endurance (at maximum speed)	12,000 nm at 24 kts	12,000 nm at 24 kts
Crew	30 contract mariners and 5 military	30 contract mariners and 5 military
Container capacity	400 (60 refrigerated)	400 (60 refrigerated)
JP-5 (98%)	None (4,000-gallon tanktainer onboard for lighterage)	None (4,000-gallon tanktainer onboard for lighterage)
DF-2 (98%)	None	None
Lighterage	1 UB 3 INLS CF 1 warping tug	1 UB 3 INLS CF 1 warping tug
RO/RO capacity (including dual use container stowage space)	392,548 ft <sup>2</sup>	392,548 ft <sup>2</sup>
Bunker capacity	51,000 BBLs	51,000 BBLs
Crane lifting capacity	1 twin 113 LTs forward (72 LTs single) 1 twin 113 LTs center (72 LTs single)	1 twin 113 LTs forward (72 LTs single) 1 twin 113 LTs center (72 LTs single)

Legend

BBLs	barrels	kts	knots
CF	causeway ferry	LTs	long tons
DF-2	diesel fuel-2	MGO	marine gas oil
DFM	diesel fuel marine	MOGAS	motor gasoline
in	inches	spd	speed
JP-5	jet fuel	UB	utility boat

**Table N-9. Waterman Class Ship Characteristics.**

Length	821 ft
Beam	105 ft, 6 in
Draft (maximum after)	36 ft, 6 in
Draft (air/freeboard to highest point)	149 ft at 21 ft draft
Displacement (loaded)	51,612 LTs
Engine hp	30,000 brake hp
Speed (maximum warranted)	20 kts
Endurance at maximum speed	11,176 nm
Propulsion/fuel	Steam turbine/DFM
Crew	29
Helicopter certification	Level II, Class 3 Level II, Class 4
Container capacity	532 (41 refrigerated)
Breakbulk	N/A
JP-5 (98%)	20,290 BBLs
MOGAS (98%)	3,717 BBLs
Length between perpendiculars	766 ft
Potable water	2,189 BBLs
DF-2 (98%)	12,355 BBLs
Crane lifting capacity	1 twin forward 50 ton 1 twin after 35 ton 1 gantry forward 30 ton
Bow thruster	12,500 hp
Stern ramp	100/30 degrees to port side
Side ports	1 port side for bunkers/piers not for RO/RO operations
Lighterage	MPF UB INLS 4 CSP 6 CSNP 2 CSNP (RRDF) 2 fuel hose reels 1 water hose reel
Bunker capacity	27,445 BBLs
Debarb NSE/Marine Corps berthing	2 officers 1 CPO 99 enlisted
RO/RO capacity	152,236 ft <sup>2</sup>

Legend:

BBLs	barrels	in	inches
CPO	chief petty officer	JP-5	jet fuel
CSP	causeway section, powered	kts	knots
CSNP	causeway section, nonpowered	LTs	long tons
DF-2	diesel fuel-2	MOGAS	motor gasoline
DFM	diesel fuel marine	N/A	not applicable
hp	horsepower	RRDF	diesel fuel
		UB	utility boat

**Table N-10. American Overseas Marine Class Ship Characteristics.**

Overall length	673 ft, 2 in
Length between perpendiculars	614 ft, 7 in
Beam	105 ft, 6 in
Draft (maximum after)	34 ft, 6 in
Draft (air/freeboard to highest point)	172 ft, 4 in at 25 ft
Draft displacement (loaded)	46,111 LTs
Engine hp	26,400 brake hp
Speed (maximum warranted)	17.7 kts
Endurance (at maximum speed)	11,107 nm
Propulsion/fuel	2 medium speed diesel/DFM
Crew	30
Helicopter certification	Level II, Class 3 Level II, Class 4
Container capacity	578 (41 refrigerated)
Breakbulk	N/A
JP-5 (98%)	20,776 BBLs
MOGAS (98%)	4,880 BBLs
Potable water (100%)	2,357 BBLs
DF-2 (98%)	13,334 BBLs
Crane lifting capacity	Single forward 39 ton 1 twin center 39 ton 1 twin after 39 ton
Bow thruster	1,000 hp
Stern ramp	60/39 degrees to port side
Side port	N/A
Lighterage	MPF UB INLS 4 CSP 6 CSNP 2 fuel hose reels 1 water hose reel
Bunker capacity	23,206 BBLs
Debark NSE/Marine Corps berthing	2 officers 1 CPO 97 enlisted
RO/RO capacity	152,185 ft <sup>2</sup>

## Legend:

BBLs	barrels	in	inches
CPO	chief petty officer	JP-5	jet fuel
CSP	causeway section, powered	kts	knots
	causeway	LTs	long tons
CSNP	section, nonpowered	MOGAS	motor gasoline
DF-2	diesel fuel-2	N/A	not applicable
DFM	diesel fuel marine	UB	utility boat
hp	horsepower		

**Table N-11. Maritime Prepositioning Force (Enhanced) Characteristics.**

	USNS <i>Martin</i>	USNS <i>Wheat</i>	USNS <i>Stockham</i>
RO/RO capacity	168,547 ft <sup>2</sup>	101,164 ft <sup>2</sup>	94,331 ft <sup>2</sup>
Stern ramp	400 MT	147 LTs	160 LTs
Container capacity	735	846	825
Lighterage	1 SLWT 6 CSNP (RRDF)	1 SLWT 5 CSNP (RRDF) 2 CSP	6 CSNP
Helicopter certification	Level II, Class 3 Level II, Class 4	Level II, Class 3 Level II, Class 4	Level II, Class 3 Level II, Class 4
OPP berthing	100 (2 officers, 2 CPO/SNCO, 96 enlisted)	100 (2 officer, 2 CPO/SNCO, 96 enlisted)	83 (2 officers, 2 CPO/SNCO, 79 enlisted)
Crew	24	33	29
Endurance (at 17 kts)	16,000 nm		16,000 nm

## Legend:

CPO	chief petty officer	MT	measurement tons
CSNP	causeway section, nonpowered	RO/RO	roll-on/roll-off
CSP	causeway section, powered	SLWT	side loading warping tug
kts	knots	SNCO	staff noncommissioned officer
LTs	long tons	UB	utility boat

## Maritime Prepositioning Ship Maintenance

The MPS operating companies maintain the ships' systems, cargo, hull, propulsion, and navigation to Coast Guard and American Bureau of Shipping standards. Monitored by the COMPSRON staff, each operating company follows a preventive maintenance program of its own design, periodically testing cranes, ramps, hatches, or elevators, to ensure operability.

## United States Government Access

At the USG's disposal are the ships' holds, decks, and usual loading places, but not the entire ship. The USG may request the ships' crews, to the extent permitted by their other duties and safety of each ship, to operate each ship's equipment in loading or discharging operations. These requests require pre-approval of the squadron commander as MSC's on-scene COR.

## *Cargo Stowage*

The USG has the right to use the ship's winches and other appropriate loading and discharging gear. Cargo is loaded, stowed, secured, and discharged by USG personnel under the master's supervision. The amount of cargo approved for loading is at the discretion of the master with the ship's stability, draft, and hull stress being prime considerations.

*United States Code, Titles 10, 33, 46, and 49*

The MPS operating companies operate the ships as directed by the USG and reflect such in a written or DMS order, including all voyage and cargo matters. Neither the USG nor an operating company may operate a ship in violation of any US law. As commercial ships, MPSs are built and operated under United States Code, Titles 10, 33, 46, and 49. The Coast Guard implements provisions of the law under those titles.

### Naval Embarked Advisory Team Capabilities

The NEATs serve aboard civilian-staffed ships. Using their portable equipment, they will provide tactical, maneuvering, amphibious, and other naval advice to ships' masters to permit proper communication between merchant ships and the naval ships with which they may serve. The NEAT is envisioned to transit from CONUS or other locations with naval escort ships. In essence, they serve as the operations department aboard a merchant ship, but with no command or control authority, and as advisors and facilitators for the ship's master. These teams were formed for three reasons:

- Merchant ships would be essential to meet sealift capacity objectives because of the lack of active force strategic lift assets.
- Merchant ships (for the most part) had little or no familiarity with Navy tactics, doctrine, or plans.
- Merchant ships were rarely able to communicate satisfactorily, either electronically or visually, with Navy ships.

Tables N-12 through N-14 provide a notional organization and detachment of communications equipment.

### Embarkation Considerations

Personnel normally embarked on MPSs consist of a ship's company, squadron staff, MCMC personnel, and the Marine Corps COR. Personnel embarked on occasion include a Marine Corps/Navy surge team and OPP for exercises,

**Table N-12. Notional Naval Embarked Advisory Team Organization.**

Rate	Team	Detachment
OIC	1	0
Detachment OIC	4	1
Watch officer	8	2
Information technology	12	3
Signalman	12	3
Electronics technician	4	1

**Table N-13. Naval Embarked Advisory Team Detachment Radio Communications Equipment.**

Nomenclature	Quantity
AN/URC-94 (V) high frequency/VHF	1
AN/ARC-184 (V)	1
HYX-58	1
Audio/interface switch box	1
Standard tool box with technical manuals	1

**Table N-14. Naval Embarked Advisory Team Detachment Visual Communications Equipment.**

Nomenclature	Quantity
Sets of size 4 flags and pennants (65 per set)	2
12-in signal lights	2
Sets of 7 x 50 power binoculars	2
Semaphore flags	4
Stadimeter	1
600 ft halyard line, spool	1
Halyard blocks	8
Halyard snaps	24
Cruise box	1
Set "big-eye" binoculars	1

contingency support, and/or training. These organizations must work and coordinate closely to ensure that the highest level of ship and MPE/S readiness is maintained and their status is accurately reported to the appropriate CCDR.

#### *Ship Master's Authority*

All USG personnel onboard are subject to the authority of the ship's master and officers.

#### *Surge Team Accommodation*

The USG has the right to assign a surge team of personnel to discharge cargo. This team is in addition to the permanent military personnel assigned (squadron staff and MCMC personnel). To the extent that accommodations (berths) and lifesaving equipment aboard ship permit, the USG has the right to assign additional personnel for training, observing operations, security, or other functions related to the performance of the charter/mission (see tables N-8, N-9, N-10, and N-11 for specific berthing numbers).

### *Additional Steward Support*

The USG assumes the responsibility for additional steward department services to support the surge team. The MPS operating companies assist by making kitchen, ship's steward's department services, and other facilities available at mutually convenient times. The OPP and debarkation team provide personnel augmentation, such as cooks or messmen, to the steward department.

### *Lifesaving Gear*

The operating company is responsible for supplying sufficient lifesaving gear for the surge team according to Coast Guard regulations. The USG must ensure that the number of personnel permanently embarked does not exceed the amount of lifesaving equipment.

### *Request for Embarkation*

For a COMPSRON and his respective ship to fully support the embarked activity/command, advance notification of the desired dates and nature of the visit is required. All activities desiring to embark personnel on a squadron ship request permission from the cognizant COMPSRON by message at least five working days in advance of the requested embarkation date. Advanced notification will allow ship and COMPSRON staff sufficient time to plan and prepare for the visit. The embarkation message request must contain the following information:

- Embarking activity/command.
- Requested ships.
- Embarkation date.
- Debarkation date.
- Purpose/nature of visit.
- Number of male and female officers/enlisted.
- Name of OIC/senior member.
- Meal requirement in excess of normal provisions, such as box lunches or midrats [midnight rations].
- Security clearance data.
- Quantity and type of lighterage to be splashed.
- Miscellaneous/amplifying information, including crew involvement, gear to be unloaded, or alternate dates.

### *Commander, Maritime*

#### *Prepositioning Ships Squadron Response*

The COMPSRON replies to an embarkation message and either grants or denies the request. If the requested dates cannot be supported, alternate dates will be provided. If embarkation is ordered by higher authority or emergent operational commitments preclude advance notification, the embarking activity or command will provide the information requested by any means and as soon as possible.

## Aviation Logistics Support Ship

The T-AVB is part of the Ready Reserve Force that is dedicated to provide sealift for movement of a MALS to support the rapid deployment of fixed-wing and rotary-wing aircraft units. Both T-AVBs (SS *Curtiss* T-AVB 4 and SS *Wright* T-AVB 3) are in ROS-5 in CONUS layberths (*Wright*/Baltimore, MD, and *Curtiss*/Port Hueneme, CA). When T-AVBs activate, they are under the OPCON of MSC. The T-AVBs are crewed under an operating contract by the Maritime Administration and are activated to participate in annual exercises and deployments as required; however, MPS or MPSRON employment does not necessarily mean T-AVBs will be employed (see table N-15 on page N-14).

The MALS supports a designated mix of aircraft included in a specific MAGTF ACE. Most facilities used by the MALS when ashore are packaged in 8-ft by 8-ft by 20-ft containers designated as mobile maintenance facilities (MMFs) that are placed aboard the T-AVB. The MMFs containing operational work centers and ready access supply stores are installed on the main and second decks in tiers of one or two. Access ladders and scaffolding provide routine access to the MMFs by MALS personnel. Other MMFs containing spare parts are stowed below the second deck. The T-AVB administrative loadout is approximately 680 MMFs, while the working loadout is approximately 350 MMFs.

During transit to the objective area and until moved ashore, MALS personnel operate in the MMFs. An example of a MALS function is the repair of weapon assemblies that are received on board, repaired, and returned while the T-AVB is within helicopter operating range. The secondary T-AVB mission is to provide for resupply in a conventional container or RO/RO configuration. The T-AVB modifications have been designed to retain maximum cargo capacity in the resupply configuration. For further details regarding T-AVB operations and load planning, see the *Aviation Logistics Support Ship (T-AVB) Logistics Planning Manual*.

## Hospital Ships

The T-AHs are *maintained* by a crew of 13 MSC mariners and 40 military personnel. The Bureau of Medicine and Surgery controls HSS staffing. The T-AHs are *operated* by 68 Civil Service mariners, 820 Active Component and Reserve Component HSS personnel, 372 naval support personnel, and 15 military communicators. The MSC operates two Mercy class T-AHs that are designed to provide emergency on-site care for US forces and that can support an MPF operation. Each of these sea-based military treatment facilities are equipped with a helicopter deck that can land large military helicopters and has side ports to take on patients at sea. Table N-16, on page N-15, summarizes the Mercy class ships' capabilities. The USNS *Mercy* (T-AH 19) and USNS *Comfort* (T-AH 20) are maintained in ROS-5 in CONUS layberths (*Mercy*/San Diego, CA, and *Comfort*/Baltimore, MD).



**Table N-15. Aviation Logistics Support Ship Characteristics.**

Length	601 ft, 6 in
Beam	90 ft
Draft	29 ft, 9 in
Speed (maximum warranted)	22.0 kts
Propulsion/fuel	Steam/bunker
Helicopter certification	Level II, Class 3 Level II, Class 4
Airdraft (mast to keel)	152 ft
Crane lifting capacity	2 30-ton cranes located forward, center, and aft and 1 70-ton crane located aft
Length between perpendiculars	560 ft
Potable water capacity	250,000 gallons
Displacement loaded	23,800 LTs
Crew	41
Container capacity	300 MF plus 52 accessible
Airdraft (mast to plimsoll)	118 ft
Breakbulk	1,146,000 ft <sup>3</sup>
Sides ports	1 port side
Bunker capacity	3,200 LTs
Stern ramp	32 ft with 62-ton capacity
RO/RO capacity	33,300 ft <sup>2</sup>
Berthing	25 officers/SNCO
Enlisted	25 officers/SNCO

Legend:

ft<sup>2</sup> square feet  
ft<sup>3</sup> cubic feet  
in inches  
kts knots  
LTs long tons  
MF mobile facility

**Table N-16. Hospital Ship Characteristics.**

Length	894
Beam	105 ft, 9 in
Displacement loaded	69,360 LTs
Endurance	13,420 nm
Draft	32 ft, 9 in
Speed (maximum warranted)	17.5 kts
Capacity	50-bed casualty reception area 12 medical operating rooms 280-bed intermediate care 20-bed recovery room 80-bed intensive care 120-berth light care 500-berth limited care
Helicopter certification	Level I, Class 2A Level I, Class 4

Legend:  
in inches  
LTs long tons  
kts knots

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# APPENDIX O

## NOTIONAL TABLES OF ORGANIZATION FOR MARITIME PREPOSITIONING FORCE ELEMENTS

The legend for all tables in this appendix is located at the end of this appendix.

The debarkation team consists of a headquarters formed from the OCU augmented by the MOLT, a Navy embarkation team, and a Marine Corps debarkation team. Sizing of the Marine Corps team is driven by the class of the ship and means of offload.

A normal cargo handling force requires six, 9-man hatch teams for 24-hour operations. A hatch team consists of a hatch captain, hold boss, crane operator, and six stevedores. They must be billeted on the ship they are assigned to offload. If the scope of the exercise or operation is reduced, fewer hatch teams may be required. Additional Marine Corps debarkation personnel can be billeted on the ship if hatch team requirements are reduced. The EMF and NMCB/NCR detachments are only assigned to specific ships—two for the EMF and three or four for the NMCB, depending on the embarkation spreadload.

Nondebarkation team personnel will be billeted ashore; the NSE (ACU, beachmaster unit, and PHIBCB) personnel must debark also on Navy-day (O-2) to facilitate the embarkation of the NCHB personnel. The main difference in the Navy debarkation team for in-stream and pierside offloads is the reduction of the four-person lighterage control section during pierside offloads.

The Marine Corps debarkation team is under the OPCON of the OIC, OCU (normally a Navy commander). The team may range from 6 to 40 Marines and corpsmen (normally the residual of the Marine Corps OPP). Accordingly, 30 to 50 Marines from the OPP must debark prior to day O-2 to facilitate the embarkation of the NCHB personnel on Navy-day (O-2). At a minimum, the Marine Corps ship OIC, two corpsmen, and three cooks/messmen must be retained as the six core personnel. The remainder of the team is task-organized based on the offload requirements. For a successful STS movement, a Marine Corps debarkation team must be billeted aboard the ship for 24-hour operations. These limitations are normally temporarily waived for 8 to 12 hours as AAV crews complete their final preparation for AAVs on O-day.

### Readiness Acceptance Check Team

Line #	MOS	Rank	Sources	Billet
<b>Liaison/Command Element</b>				
1	0430/0402	Maj	Embark/Logistics, G-3 or G-4	OIC
2	3043	GySgt	Embark/Logistics, G-3 or G-4	SNCOIC/logistics chief
3	0190	Sgt/SSgt	TBD	Administrative
4	0431	Sgt/SSgt	Embark/Logistics, G-3 or G-4	MDSS II/ICODES chief
5	0431	PFC/LCpl	Embark/Logistics, G-3 or G-4	MDSS II/ICODES chief
<b>Communications Section</b>				
6	2861	GySgt	TBD	Communications chief
7	0621	Sgt/SSgt	TBD	Field radio operator
8	0622	Cpl/Sgt	TBD	Mobile multichannel/radio operator
<b>Major Transport Section</b>				
9	3510	CWO	TBD	Motor transport specialist
10	3529	GySgt	TBD	Motor transport chief
11	3522/29	Sgt/SSgt	TBD	Auto mechanic
<b>Heavy Equipment Section</b>				
12	1349	GySgt	TBD	Engineering chief
13	1341/49	Sgt/SSgt	TBD	Engineering mechanic
<b>Bulk Fuel Section</b>				
14	1391	GySgt/SSgt	TBD	Bulk fuel
15	1171	GySgt/SSgt	TBD	Bulk water
<b>Utilities Section</b>				
16	1169	SNCO	TBD	Utilities chief
17	1142	Cpl/Sgt	TBD	Electronics mechanic
18	1171	Cpl/Sgt	TBD	Hygiene equipment inspector
<b>Supply Section</b>				
19	3043	SNCO	TBD	Supply chief
20	3043	Cpl/Sgt	TBD	Container inspector
21	5711	Cpl/Sgt	TBD	CBRN equipment inspector
<b>Ordnance Equipment Section</b>				
22	2149	MSgt	TBD	Vehicle maintenance chief
23	4141	GySgt/SSgt	TBD	AAV mechanic
24	2131	GySgt/SSgt	TBD	Artillery mechanic
25	2146	GySgt/SSgt	TBD	Tank mechanic
26	2147	GySgt/SSgt	TBD	LAV mechanic
27	2171	SSgt/Sgt	TBD	OPTS inspector
<b>Aviation Section</b>				
28	6042	SNCO	ACE	IMRL inspector
29	7011	SNCO	ACE	EAF chief

**Readiness Acceptance Check Team (Continued)**

Line #	MOS	Rank	Sources	Billet
<b>Medical Section</b>				
30	8478	CPO	TBD	Medical chief
31	8404	HM3/HM1	TBD	Medical inspector
<b>Ammunition</b>				
32	2311	GySgt	GCE	Ground ammunition specialist
<b>Total: 2 officers, 30 enlisted</b>				

**Offload Preparation Party Tables of Organization**

Line #	MOS	Rank	Billet
<b>OPP Headquarters Element (Flagship or Alternate Flagship)</b>			
1	1110	CDR	OIC <sup>2</sup>
2	3529	MSgt	Marine Corps SNCOIC <sup>1</sup>
3	2100	LT	Medical officer <sup>2</sup>
4	0430	Maj	Assistant OIC <sup>1</sup>
5	4031	Cpl	MDSS II NCO <sup>1</sup>
<b>Navy OPP Ship Detachment<sup>2</sup></b>			
1-4		XXX	LCM-8/MPF UB crew
5-7		XXX	LARC crew
8-15		XXX	Barge ferry crew
16-22		XXX	Hatch team
23		XXX	Navy OIC
24		XXX	Mess specialist
<sup>1</sup> The MAGTF portion of the OPP adjusts according to the size of the Navy OPP contingent and the number of berthing spaces on the specified ship. <sup>2</sup> The NCF OPP personnel requirements are determined by the NCF capability sets loaded on a specific ship as shown in the following table, Naval Construction Force Capability Sets.			

**Naval Construction Force Capability Sets**

Billet	Core	Basic	Heavy
NCF OIC (Command Master Chief)			1
Team leader (CM1)		1	1
Team leader (CM2)	1		1
Mechanics	4	5	9

### Naval Embarked Advisory Team

Billet	Rank/Rate	Quantity
NEAT det OIC	LCDR	1
NEAT watch officer	LT	2
Signalman	QM1/3	3
Radio operators	RM1/3	3
Electronic technician	ET1/3	1
Note: A NEAT may be embarked aboard an MPS. Embarking a NEAT reduces the Marine Corps OPP personnel numbers.		

### Notional Marine Corps Offload Preparation Party Ship Detachment (Maritime Prepositioning Ships Squadron-2 used as baseline)

Line #	MOS	Rank	Billet	Ships				
				<i>Button</i>	<i>Lopez</i>	<i>Phillips</i>	<i>Kocak</i>	<i>Stockham</i>
1	1310	Capt	OIC	L	L	L	L	L
2	3550	SNCO	OPP SNCO	L	L	L	L	L
3	0431	Sgt/Cpl	MDSS II operator	L	L	L	L	L
4	0431		MDSS II operator	G	G	A	A	A
5	8404	HM1/3	Corpsman	L	L	L	L	L
6	3381	Cpl/PFC	Cook	A	A	A	A	A
7	3381		Cook	G	G	G	G	G
8	0313	LCpl	LAV crewman	G	G	G	G	
9	0313		LAV crewman				G	
10	1341	SSgt	Engineer equipment	L	L	L	L	L
11	1341		Engineer equipment	A	A	A	A	A
12	1341	Sgt/PFC	Engineer equipment mechanic	L	L	L	L	L
13	1341		Engineer equipment mechanic	G	G	G	G	G
14	1345		Engineer equipment	L	L	L	L	L
15	1345		Engineer equipment	L	L	L	L	L
16	1345		Engineer equipment	A	A	A	A	A
17	1345		Engineer equipment	G	G	G	G	G
18	1811	SSgt/Pvt	Tank crewman	G	G	G	G	
19	1811		Tank crewman	G	G	G	G	
20	1833	SSgt	AAV cheif	G	G	G	G	
21	1833	Sgt/Cpl	AAV crew	G	G	G	G	

**Notional Marine Corps Offload  
Preparation Party Ship Detachment (Maritime  
Prepositioning Ships Squadron-2 used as baseline) (Continued)**

Line #	MOS	Rank	Billet	Ships				
				<i>Button</i>	<i>Lopez</i>	<i>Phillips</i>	<i>Kocak</i>	<i>Stockham</i>
22	1833		AAV crew	G	G	G	G	
23	1833		AAV crew			G	G	
24	1833		AAV crew			G	G	
25	21xx		Armorer	G	G	G	G	G
26	0811		Artillery crewman	G	G	G	G	G
27	2141	Sgt/PFC	AAV mechanic	G	G	G	G	G
28	2141		AAV mechanic	G	G	G	G	G
29	2141		AAV mechanic			G	G	G
30	2141		AAV mechanic			G	G	G
31	2146		Tank mechanic	G	G	G	G	G
32	2146		Tank mechanic	G	G	G	G	G
33	2147	Cpl/PFC	LAV mechanic	G	G	G	G	
34	2147		LAV mechanic					
35	0621		Field radio operator	L	L	L	L	L
36	2841		Radio repair	L	L	L	L	L
37	3521	Sgt/PFC	Motor transport technician	L	L	L	L	L
38	3521		Motor transport technician	L	L	L	L	L
39	3521		Motor transport technician	A	A	A	A	A
40	3521		Motor transport technician	L	L	L	L	L
41	3521	Sgt/PFC	Motor transport technician	G	G	G	G	G
42	3521		Motor transport technician	G	G	G	G	G
43	3522	Sgt/Cpl	Motor transport recovery	L	L	L	L	L
44	3529	SNCO	Motor transport chief	L	L	L	L	L
45	3531	Sgt/PFC	Motor transport operator	L	L	L	L	L
46	3531		Motor transport operator	L	L	L	L	L
47	3531		Motor transport operator	L	L	L	L	L
48	3531		Motor transport operator	A	A	A	A	A
49	3531		Motor transport operator	A	A	A	A	A
50	3531		Motor transport operator	A	A	A	A	A
51	3531		Motor transport operator	G	G	G	G	G
52	3531		Motor transport operator	G	G	G	G	G
53	3531		Motor transport operator	G	G			
54	3531		Motor transport operator	CE	CE	CE	CE	CE
55	3533		LVS operator	L	L	L	L	L
56	3533		LVS operator	L	L	L	L	L
57	3533		LVS operator	L	L	L	L	L
58	3533		LVS operator	L	L	L	L	L



**Notional Marine Corps Offload  
Preparation Party Ship Detachment (Maritime  
Prepositioning Ships Squadron-2 used as baseline) (Continued)**

Line #	MOS	Rank	Billet	Ships				
				<i>Button</i>	<i>Lopez</i>	<i>Phillips</i>	<i>Kocak</i>	<i>Stockham</i>
59	3533		LVS operator	A	A	A	A	A
60	3533		LVS operator	G	A		G	G
61	6071	Sgt/Cpl	AGSE mechanic	A	A	A		A
62	7051		Aircraft crash	A	A	A	A	A
63	N/A	LCpl	Messman	L	L	L	L	L
64	N/A		Messman	A	A	A	A	A
65	N/A		Messman	G	G	G	G	G
Total officer/enlisted: MPE/S distribution will drive actual numbers				1/58	1/58	1/60	1/61	1/51

**Survey Liaison Reconnaissance  
Party (MPF Marine Expeditionary Brigade)**

Line #	MOS	Rank	Billet
<b>SLRP Headquarters Element</b>			
1	9906	Col	OIC SLRP (AC/S G-3/G-4)
2	0491	MSgt	Logistics chief
3	0402	Maj	Operations officer (G-4)
4	3002	Capt	Assistant supply officer
5	1302	Maj	Engineering officer
6	2300	CDR	Medical planner
7	Any	LtCol	Deputy AC/S, G-3
8	Any	Maj	Plans officer, G-3
9	0202	Capt	Security officer
10	Any	MSgt	Operations chief, G-3
11	01XX	Officer	G-1 rep
12	0202	Officer	G-2 rep
13	0204	CWO	Counterintelligence officer
14	0602	Maj	G-6 rep
15	4402	Capt	SJA
16	Any	Capt	H&S company rep
17	Any	SNCO	H&S company operations chief
18	0411	SSgt	Maintenance chief
19	0431	Cpl	Clerk/driver G-4
<b>Total: 14 officers, 5 enlisted</b>			

**Survey Liaison Reconnaissance  
Party (MPF Marine Expeditionary Brigade) (Continued)**

Line #	MOS	Rank	Billet
<b>Interrogator Translator Team</b>			
20	0204	CWO	OIC
21	0251	MSgt/Cpl	Translator
22	0251	MSgt/Cpl	Translator
<b>Total: 1 officer, 2 enlisted</b>			
<b>Civil Affairs Team</b>			
23	0107	Any	OIC
24	8441	GySgt/Cpl	Team member
<b>Total: 1 officer, 1 enlisted</b>			
<b>Communications Team</b>			
25	0691	MGySgt/GySgt	Radio chief/SNCOIC
26	0619	GySgt/SSgt	Wire chief
27	2811	Sgt	Telephone technician
28	0653	Sgt	Communications center man
29	0653	LCpl	Communications center man
30	0621	LCpl	Radio operator/driver
31	0621	LCpl	Radio operator/driver
32	0621	LCpl	Radio operator/driver
33	0621	LCpl	Radio operator/driver
34	0621	LCpl	Radio operator/driver
35	0621	LCpl	Radio operator/driver
36	0621	LCpl	Radio operator/driver
<b>Total: 0 officers, 12 enlisted</b>			
<b>Aviation Combat Element Detachment</b>			
37	0402/9969	Maj	OIC/ACO
38	9969	Capt	Assistant S-3/operations officer
39	0402	Maj	MWSS operations officer
40	9969	Capt	MWSS airfield operations officer
41	9930	Maj	MACG OIC/air defense coordinator
42	0602	Capt	MACG communications rep
43	6602	Capt	Aviation supply rep
44	6019	MSgt	Aviation maintenance rep
45	6502	CWO	Aviation ordnance rep
46	7320	1stLt	MATCS rep
47	2311	Sgt	Ammunition technician MWSS
48	Any	Cpl	Clerk/driver
<b>Total: 9 officers, 3 enlisted</b>			

**Survey Liaison Reconnaissance  
Party (MPF Marine Expeditionary Brigade) (Continued)**

Line #	MOS	Rank	Billet
<b>Logistic Support Element Detachment</b>			
49	9911	LtCol	OIC
50	Any	LtCol	Operations officer
51	XXXX	Capt	Contract officer
52	0402	Capt	Motor transport officer
53	0402	Capt	Landing support officer
54	0431	SSgt	Landing support SNCO
55	3002	Capt	Supply officer
56	3043	GySgt	Supply chief
57	1302	Capt	Engineer officer
58	0602	Capt	Communications-electronics officer
59	2340	CWO	Ammunition officer
60	8404	HMC	Corpsman (HMC)
61	8425	HM	Corpsman
62	58XX	Capt/GySgt	PMO
<b>Total: 10 officers, 4 enlisted</b>			
<b>Ground Combat Element (MAGTF) Detachment</b>			
63	9911	LtCol	OIC
64	9911	Maj	Assistant S-3/operations officer
65	0402	Maj	S-4
66	1302	Capt	CEB assistant S-3/operations officer
67	0802	Capt	Artillery battalion assistant S-3/operations officer
68	1802	Capt	Tank battalion assistant S-3/operations officer
69	1803	Capt	AAV battalion assistant S-3/operations officer
70	02XX	Capt/SSgt	Security rep
71	06XX	Capt/SSgt	Communications-electronics rep
72	35XX	Cpl	Clerk/driver
<b>Total: 9 officers, 1 enlisted</b>			
<b>Force Protection Officer</b>			
73	Any	Maj/CWO	FPO
74	Any	Sgt/Cpl	NCO
<b>Total: 1 officer, 1 enlisted</b>			
<b>Commander MPF Detachment</b>			
75	XXXX	Lt	SSO
76	XXXX	LCDR	CMPF rep
<b>Total: 2 officers, 0 enlisted</b>			

**Survey Liaison Reconnaissance  
Party (MPF Marine Expeditionary Brigade) (Continued)**

Line #	MOS	Rank	Billet
<b>Navy Support Element Detachment</b>			
77		LCDR	NBG/AAOG LNO
78		CWO	BPT commanding officer
79		Any	Camp support element OIC
80		LCDR	PHIBCB CO
81		CPO	Special warfare group det
82-85		PO	Driver
86		LCDR	NCHF OIC
87		CPO	Cargo handling element ship supervisor
<b>Total: 4 officers, 4 enlisted</b>			
<b>Naval Construction Force Detachment</b>			
88		LCDR	OIC
89		LT	Assistant OIC
90		CPO	Operations chief
91		LT	Medical officer
92		CM1	Admin
93		IS1	Intelligence
94		CM2	Driver/clerk
95		IT2	Communications
96		CPO	UCT Air Det OIC
97-102		XXXX	UCT Air Det
<b>Total: 3 officers, 7 enlisted</b>			
<b>EMF Detachment</b>			
103		LCDR	OIC
104		LT	Medical officer
105		HMCS	Medical planner
106		LT	Engineer planner
107		HM2	Driver
<b>Total: 3 officers, 2 enlisted</b>			

**Survey Liaison Reconnaissance Party  
(MPF Marine Expeditionary Unit-Sized)**

Line #	MOS	Rank	Billet
<b>Command Element</b>			
1	9906	Col	OIC, SLRP
2	Any	LtCol	MPF officer
3	01XX	Capt	G-1 officer
4	0151	Sgt	Admin clerk
5	0202	Maj/LtCol	Intelligence officer
6	0204	CWO-3/Capt	Counterintelligence officer
7	Any	Capt/Maj	LSO
8	0491	MSgt/GySgt	Operations chief
9	0431	Sgt/Cpl	MDSS II clerk
10	Any	Sgt/Cpl	Operations administrative NCO
11	Any	LCpl/Cpl	Operations administrative clerk
12	Any	Capt	Logistics plans officer
13	9910	Maj	Strategic mobility officer
14	0491	MSgt/GySgt	Logistics SNCO
15	04XX	Cpl	Logistics clerk
16	Any	LtCol/Maj	Plans officer
17	0602	LtCol/Maj	Communications/electronics officer
18	4010	CWO	Network officer
19	0602	Sgt	Radio operator
20	4402	Capt	SJA
21	3404	Maj/Capt	Comptroller
22	3451	Sgt	Comptroller clerk
23	3002	Maj/Capt	Supply officer
24	8404	HM1/3	Index duty corpsman
<b>Total: 14 officers, 10 enlisted</b>			
<b>Aviation Combat Element Detachment</b>			
25	9969	Maj	OIC, ACE det
26	9969	Capt	ACE operations rep
27	0402	Capt	ACE logistics rep
28	Any	Cpl	Clerk
<b>Total: 3 officers, 1 enlisted</b>			
<b>Logistic Support Element (MAGTF) Detachment</b>			
29	9911	Maj	OIC, CSS det
30	1302	Capt	Engineer officer
31	Any	Capt	CSS operations officer

**Survey Liaison Reconnaissance Party  
(MPF Marine Expeditionary Unit-Sized) (Continued)**

Line #	MOS	Rank	Billet
32	9656	Capt	Contracting officer
33	0402	Capt	TSB rep
34	58XX	Capt/GySgt	PMO
35	0402	Capt	Motor transport officer
36	06XX	Capt/SSgt	Communications officer
37	0402/3510	Capt/CWO	Maintenance officer
38	8425	HM1/3	Corpsman
39	Any	Sgt	CSS Clerk
			<b>Total: 9 officers, 2 enlisted</b>
<b>Ground Combat Element Detachment</b>			
40	9911	Maj	OIC, GCE det
41	9911	Capt	Operations rep
42	0402	Capt	Logistics officer
43	02XX	GySgt	G-2, intelligence officer
44	Any	GySgt	H&S company GySgt
			<b>Total: 3 officers, 2 enlisted</b>
<b>Navy Support Element Detachment</b>			
45		LCDR	OIC/AAOG LNO
46		LT	BPT commander
47		LCDR	Support commander
48		LT	Camp support element CO
49		CPO	Camp support CPOIC
50		PO1	Camp support engineering aide
51		LT	NBG supply officer
52		LT	Cargo handling (only pierside)
53		CPO	Special warfare group rep
54-56		PO	Driver
57		CPO	Communications-electronics rep
			<b>Total: 6 officers, 5 enlisted</b>
<b>Commander, MPF Detachment</b>			
58		LCDR	CMPF rep
59		LT	SSO
60		CPO	CMPF communications rep
61		XXXX	CMPF plans assistant
62		XXXX	NCIS agent
			<b>Total: 3 officers, 1 enlisted</b>

### Arrival and Assembly Operations Group

Line #	Location	MOS	Rank	Billet
1	Advance party	9904	Col	OIC
2	Advance party	Any	LtCol	Operations officer
3	Advance party	0402	LtCol	Logistics officer
4	Advance party	0302	Maj	LSO
5	Advance party	Any	Capt/CWO	Security watch
6	Advance party	Any	Capt/GySgt	GCE LNO
7	Advance party	Any	Capt/GySgt	ACE LNO
8	Advance party	Any	Capt/GySgt	LCE LNO
9	Advance party	Any	PO1	NSE LNO
10	Advance party	Any	As required	NCF LNO
11	Advance party	Any	Capt/GySgt	AAOG LNO to MCC
12	Advance party	Any	Capt/GySgt	BICmd TAAT LNO
13	Advance party	Any	Capt/WO	Watch officer
14	Advance party	Any	Capt/WO	Watch officer
15	Advance party	0491/ 3043	MSgt	AAOG chief
16	Advance party	Any	SNCO	Watch chief
17	Advance party	0629	GySgt/SSgt	Radio chief
18	Advance party	Any	Cpl	Watch clerk
19	Advance party	Any	LCpl	Watch clerk
20	Advance party	0621	LCpl	Radio operator
21	Advance party	Any	Cpl	Radio operator
22	Advance party	0651	Cpl	Data systems operator
23	Advance party	Any	LCpl	Data systems operator
24	Advance party	28XX	Cpl	Communications technician
25	Advance party	0491	GySgt	LOGAIS chief
26	Advance party	0431	NCO	MDSS II operator
27	Advance party	Any	LCpl	MDSS II operator
28	Advance party	Any	LCpl	MDSS II operator
29	Advance party	Any	LCpl	MDSS II operator
30	Advance party	Any	Cpl	Embarkation clerk
31	Advance party	Any	LCpl	Embarkation clerk
				<b>Total: 12 officers, 19 enlisted</b>

### Arrival and Assembly Operations Element

Line #	Location	MOS	Rank	Billet
<b>Command Element</b>				
1	Advance party at unit location	9910	Maj	OIC
2	Advance party at unit location	3002	Capt	Assistant OIC/security officer
3	Advance party at unit location	3043	GySgt	Chief
4	Advance party at unit location	3043	SSgt	Supply chief
5	Advance party at unit location	3043	SSgt	AAOG liaison
6	Advance party at unit location	3043	Sgt	Account NCO
7	Advance party at unit location	3043/ 0431	Cpl	Account clerk
8-9	Advance party at unit location	3043/ 0431	LCpl	Account clerk
10	Advance party at unit location	3531	SSgt	Motor transport team leader
11	Advance party at unit location	3531	Sgt	Vehicle operator
12-16	Advance party at unit location	3531/ 3533	Cpl/LCpl	Vehicle operator
17	Advance party at unit location	3533	LCpl	Motor transport mechanic
18	Advance party at unit location	1345	Sgt	Engineer equipment team leader
19-23	Advance party at unit location	1345	Cpl/LCpl	Engineer operator
<b>Total: 2 officers, 21 enlisted</b>				
<b>Ground Combat Element</b>				
1	Advance party at unit location	0302	LtCol	OIC
2	Advance party at unit location	0302	Capt	Assistant OIC
3	Advance party at unit location	0302	1st LT	Supply officer
4	Advance party at unit location	0402	Maj	AAOG LNO
5	Advance party at unit location	0411	GySgt	Maintenance management specialist
6	Advance party at unit location	0411	Cpl	Maintenance management specialist
7	Advance party at unit location	0481	Cpl	AACG/DACG rep
8	Advance party at unit location	2311	SSgt	Ammunition chief
9	Advance party at unit location	0431	LCpl	MDSS II clerk
10	Advance party at unit location	3043	LCpl	Supply clerk
11	Advance party at unit location	0651	LCpl	LAN operator
12	Advance party at unit location	8404	HMC	Chief corpsman
<b>Total: 4 officers, 8 enlisted</b>				
<b>Ground Combat Element: Headquarters Company</b>				
13	Advance party at unit location	0302	1st Lt	Infantry officer
14	Advance party at unit location	2171	Cpl	Electronic optic ordnance repairer
15	Advance party at unit location	0612	Cpl	Field wireman
16	Advance party at unit location	0621	LCpl	Field radio operator
17	Advance party at unit location	2841	Cpl	Ground radio repairer



### Arrival and Assembly Operations Element (Continued)

Line #	Location	MOS	Rank	Billet
18	Advance party at unit location	3043	SSgt	Supply chief
19	Advance party at unit location	3043	Cpl	Supply clerk
20	Debarkation team	3523	LCpl	Vehicle recovery mechanic
21	Advance party at unit location	3531	Cpl	Vehicle driver
22	POG	3531	LCpl	Vehicle driver
23	POG	3533	PFC	LVS operator
<b>Ground Combat Element: Infantry Battalion 1</b>				
24	Advance party at unit location	0402	Capt	Logistics officer
25	Advance party at unit location	2171	Cpl	Tow maintenance technician
26	Advance party at unit location	2841	Cpl	Ground radio repairer
27	Advance party at unit location	3043	SSgt	Supply chief
28	Advance party at unit location	3529	SSgt	Motor transport maintenance chief
29-30	Advance party at unit location	3521	Cpl	Auto mechanic
31-36	Advance party at unit location	3531	LCpl	Vehicle driver
37	Advance party at unit location	8404	HM3	Corpsman
<b>Total: 1 officer, 13 enlisted</b>				
<b>Ground Combat Element: Infantry Battalion 2</b>				
38	Advance party at unit location	0402	Capt	Logistics officer
39	Advance party at unit location	2171	Cpl	Tow maintenance technician
40	Advance party at unit location	2841	Cpl	Ground radio repairer
41	Advance party at unit location	3043	SSgt	Supply chief
42	Advance party at unit location	3529	SSgt	Motor transport maintenance chief
43-44	Advance party at unit location	3521	Cpl	Auto mechanic
45-50	POG	3531	LCpl	Vehicle driver
51	Advance party at unit location	8404	HM3	Corpsman
<b>Total: 1 officer, 13 enlisted</b>				
<b>Ground Combat Element: Infantry Battalion 3</b>				
52	Advance party at unit location	0402	Capt	Logistics officer
53	Advance party at unit location	2171	Cpl	Tow maintenance technician
54	Advance party at unit location	2841	Cpl	Ground radio repairer
55	Advance party at unit location	3043	SSgt	Supply chief
56	Advance party at unit location	3529	SSgt	Motor transport maintenance chief
57-58	Advance party at unit location	3521	Cpl	Auto mechanic
59-64	POG	3531	LCpl	Vehicle driver
65	Advance party at unit location	8404	HM3	Corpsman
<b>Total: 1 officer, 13 enlisted</b>				

**Arrival and Assembly Operations Element (Continued)**

Line #	Location	MOS	Rank	Billet
<b>Ground Combat Element: Tank Company</b>				
66	Advance party	1802	Capt	Tank officer
67-68	Advance party	1812	MSGt	Tank leader
69-70	Advance party	1812	LCpl	Tank crewman
71-72	Advance party	2111	LCpl	Small arms repairer/technician
73	Advance party	2120	CWO2	Weapons repair officer
74	POG	2146	Sgt	M1A1 tank mechanic
75-79	POG	2146	LCpl	M1A2 tank mechanic
80	Advance party	2171	SSgt	TOW maintenance technician
81	Advance party	2171	Cpl	TOW maintenance technician
82	Advance party	0621	LCpl	Field radio operator
83	Advance party	2861	Sgt	Ground radio repairer
84	Advance party	3043	GySgt	Supply chief
85	Advance party	3043	Sgt	Supply clerk
86	Advance party	3051	Cpl	Warehouseman
87	Advance party	3521	Sgt	Auto mechanic
88	Advance party	3521	Cpl	Auto mechanic
89	Debarcation team	3521	LCpl	Auto mechanic
90	Advance party	3529	MSGt	Motor transport maintenance chief
91	Advance party	3531	LCpl	Vehicle driver
92	POG	3531	LCpl	Vehicle driver
93	POG	3531	LCpl	LVS operator
<b>Total: 2 officers, 26 enlisted</b>				
<b>Ground Combat Element: Artillery Battalion</b>				
94	Advance party	0802	Capt	Artillery officer
95	Advance party	0811	Sgt	Field artillery cannoneer
96-97	POG	0811	LCpl	Field artillery cannoneer
98	Advance party	2131	Sgt	Artillery systems technician
99-100	Advance party	0621	LCpl	Field radio operator
101	Advance party	0691	GySgt	Communications chief
102	Advance party	2841	Cpl	Ground radio repairer
103	Advance party	3043	GySgt	Supply chief
104	Advance party	3043	Cpl	Supply chief
105	Advance party	3521	Cpl	Auto mechanic
106-107	Advance party	3521	LCpl	Auto mechanic
108	Debarcation team	3523	LCpl	Vehicle recovery mechanic
109	Advance party	3529	SSgt	Motor transport maintenance chief
110	Advance party	3531	LCpl	Vehicle driver
111	Advance party	0811	Cpl	Vehicle driver
112	Advance party	3531	Cpl	Vehicle driver

### Arrival and Assembly Operations Element (Continued)

Line #	Location	MOS	Rank	Billet
113	Advance party	0811	LCpl	Vehicle driver
114	POG	3531	Cpl	Vehicle driver
115	POG	3531	LCpl	Vehicle driver
116	POG	0811	LCpl	Vehicle driver
<b>Total: 1 officer, 22 enlisted</b>				
<b>Ground Combat Element: Light Armored Reconnaissance Battalion</b>				
117	Advance party	0302	1stLt	Infantry officer
118	Advance party	2111	PFC	LAV crewman technician
119	Debarkation team	2171	Cpl	LAV crewman technician
120-122	Debarkation team	2147	LCpl	LAV crewman technician
123-124	Debarkation team	2147	Cpl	LAV crewman technician
125	Debarkation team	0313	Cpl	LAV crewman technician
126	Debarkation team	2147	LCpl	LAV crewman technician
127	POG	0313	PFC	LAV crewman technician
128	POG	2147	Cpl	LAV crewman technician
129-130	POG	0313	PFC	LAV crewman technician
131	POG	0313	Cpl	LAV crewman technician
132	POG	0311	Cpl	LAV crewman technician
133	Advance party	2147	SSgt	LAV technician
<b>Total: 1 officer, 22 enlisted</b>				
<b>Ground Combat Element: Assault Amphibian Company 1</b>				
134	Advance party	1803	Capt	AAV officer
135	Advance party	0402	1stLt	Logistics officer
136	Advance party	1833	Sgt	AAV crewman
137-138	Advance party	1833	LCpl	AAV crewman
139-140	POG	1833	LCpl	AAV crewman
141	POG	2111	LCpl	Small arms repairer/technician
142-143	POG	2141	LCpl	AAV mechanic
144	Advance party	2141	Cpl	AAV mechanic
145	Advance party	2841	Cpl	Ground radio repairer
146	Advance party	3043	SSgt	Supply chief
147-148	Advance party	3531	LCpl	Vehicle driver
149	POG	3531	LCpl	Vehicle driver
150	POG	3533	LCpl	LVS operator
<b>Total: 2 officers, 15 enlisted</b>				
<b>Ground Combat Element: Assault Amphibian Company 2</b>				
151	Advance party	2110	CWO2	Ordnance maintenance officer
152	Advance party	1833	GySgt	AAV crewman
153	Advance party	2141	Sgt	AAV officer
154	Advance party	2141	Sgt	AAV mechanic

**Arrival and Assembly Operations Element (Continued)**

Line #	Location	MOS	Rank	Billet
155	POG	1833	LCpl	AAV crewman
156	POG	1833	Cpl	AAV crewman
157-159	POG	1833	LCpl	AAV crewman
160	Advance party	2111	Cpl	Small arms repairer/technician
161	Advance party	2841	LCpl	Ground radio repairer
162	Advance party	0621	Cpl	Field radio operator
163	Advance party	3521	LCpl	Auto mechanic
164-165	POG	3521	LCpl	Vehicle driver
166	POG	3533	Cpl	LVS operator
<b>Total: 1 officer, 15 enlisted</b>				
<b>Ground Combat Element: Combat Engineer Company</b>				
167	Advance party	1302	Maj	Executive officer
168	Advance party	1302	Capt	Company commander
169	Advance party	0402	LT	S-4/embark/ordnance officer
170	Advance party	3002	LT	Supply officer
171	Advance party	1349	GySgt	Platoon Sgt/operations chief
172	Advance party	3537	SSgt	Truckmaster
173	POG	3531	LCpl	Vehicle operator
174	POG	3533	LCpl	LVS operator
175	POG	1345	LCpl	Equipment operator
176	Advance party	0621	Cpl	Field radio operator/driver
177	Advance party	1171	Sgt	Equipment operator
178	Advance party	3043	Sgt	Supply admin/clerk
179	Advance party	3521	Cpl	Auto mechanic
180	Advance party	2841	LCpl	Ground radio repairer
181	POG	3531	Cpl	Vehicle operator
182	POG	1345	LCpl	Equipment operator
183	POG	1345	Cpl	Equipment section NCO
184	Advance party	1142	Cpl	Generator operator
185	Advance party	1341	LCpl	Equipment mechanic
<b>Total: 4 officers, 6 enlisted</b>				
<b>Truck Detachment</b>				
186	Advance party	3521	Cpl	Auto mechanic/driver
187	Advance party	3521	LCpl	Auto mechanic/driver
188-190	POG	3521	LCpl	Auto mechanic/driver
191	Debarcation team	3521	LCpl	Vehicle recovery mechanic
<b>Total: 0 officers, 6 enlisted</b>				
<b>Aviation Combat Element</b>				
1	Advance party	0302	LtCol	OIC
2	Advance party	3002	Capt	Assistant OIC

### Arrival and Assembly Operations Element (Continued)

Line #	Location	MOS	Rank	Billet
3	Advance party	3002	1 <sup>st</sup> LT	Supply officer
4	Advance party	0402	Maj	AAOG liaison officer
5	Advance party	0411	GySgt	Maintenance management specialist
6	Advance party	0411	Cpl	Maintenance management specialist
7	Advance party	0481	Cpl	AACG/DACG rep
8	Advance party	2311	SSgt	Ammo chief
9	Advance party	0431	LCpl	MDSS II clerk
10	Advance party	3043	LCpl	Supply clerk
11	Advance party	0651	LCpl	LAN operator
12	Advance party	8404	HMC	Chief hospital corpsman
<b>Total: 4 officers, 8 enlisted</b>				
<b>Combat Service Support Element</b>				
1	Advance party	0402	LtCol	OIC
2	Advance party	0402	Maj	AOIC/OPS officer
3	Advance party	660x	CWO/Capt	Watch officer
4	Advance party	Any	CWO/Lt	Watch officer
5	Advance party	0491	MSgt	SNCOIC
6-7	Advance party	3537	GySgt	Motor transport chief
8-9	Advance party	0431	Cpl/Sgt	MDSS II chief
10-11	Advance party	3043	Cpl/Sgt	ATLASS clerk
11-14	Advance party	0431	PFC/LCpl	LOGMARS scanner
15-18	Advance party	Any	PFC/LCpl	HMMWV driver
19	Advance party	0621	Cpl	Communications rep
20	Advance party	0651	LCpl	LAN operator
21	Advance party	01xx	Cpl/Sgt	Clerk/driver
22-23	Advance party	8404	HM2	Corpsman
<b>Total: 4 officers, 20 enlisted</b>				
<b>Naval Mobile Construction Battalion</b>				
1	Advance party		LT	OIC
2	Advance party		Command Master Chief	Construction mechanic chief
3-6	Advance party		CM1	Construction mechanic LPO
7-26	Advance party		CM2/3	Construction mechanic PO
27	Advance party		EOCS	Equipment operator chief
28-31	Advance party		EO1	Equipment operator LPO
32-41	Advance party		EO2/3	Equipment operator PO
42	Advance party		BUC	Builder chief
43-44	Advance party		BU1	Builder LPO
45-47	Advance party		BU2	Builder PO
48	Advance party		SW3	Steel worker PO

**Arrival and Assembly Operations Element (Continued)**

Line #	Location	MOS	Rank	Billet
49	Advance party		UT3	Utilities man PO
50	Advance party		Construction electrician 1	Construction electrician LPO
51-53	Advance party		Construction electrician 2/3	Construction electrician PO
54	Advance party		SKC	Supply chief
55	Advance party		SK1	Supply LPO
56	Advance party		SK1	Supply LPO
57-61	Advance party		SK2/3	Supply PO
62-65	Advance party		YN2/3	Yeoman
66	Advance party		RM1	Radioman
67	Advance party		GM1	Gunner's mate
68	Advance party		EA1	Engineering aide LPO
69	Advance party		HM1	Hospital corpsman
<b>Total: 1 officer, 68 enlisted</b>				

**Navy Security Elements**

Line #	Designation	Rank	Billet	PNOBC	SNOBC
1	1115	Capt	Det SSO	9450	
2	1115	CDR	Det OIC	9450	
3	1115	LCDR	Det support	9450	
4-6	1115	LCDR	Watch officer	9450	
7-9		OSC/OS1	Watch support		
10-12		OS1/OS2	Operator		
13-15		ITC/IT1	Communications support		
16-18		ET1/ET2	Mast support		
19-21		EM1/EM2	Electrician		
22-24		EN1/EN2	Engineman		
25		GMC/GMG1	Weapons support		
26		Chief Mess Management Specialist/MS1	Messing		
27		HMC/HM1	Medical		
28		SKC/SK1	Supply Support		
<b>Total: 4 officers, 10 enlisted</b>					
<b>Naval Coastal Warfare Element/Mobile Inshore Undersea Warfare Unit</b>					
1	1115	CDR	CO	9240	9450
2	1115	LCDR	Executive officer	9436	9450

### Navy Security Elements (Continued)

Line #	Designation	Rank	Billet	PNOBC	SNOBC
3	1115	LCDR	Administrative officer	2615	9450
4	1115	LCDR	OPS afloat	9274	9450
5	3105	LCDR	General support	1918	0000
6	1115	LCDR	Facilities manager	9442	9450
7	1115	LT	Communications ashore	9510	9450
8-9	1115	LT	INSHR USEA WRF	9450	0000
10	1115	LT	1stLt afloat	9242	9450
11	1115	LT	Electronics officer	5977	9450
12	1115	LT	Transportation director/INSHR USEA WRF	1295	9450
13		BMC	Boatswain's mate	0000	0000
14		BM1	Boatswain's mate	0000	0000
15		BM3	Boatswain's mate	0000	0000
16-18		BMSN	Boatswain's mate	0000	0000
19		QM1	Quartermaster	0000	0000
20		QM3	Quartermaster	0000	0000
21		OS1	Quartermaster specialist	0342	0000
22		OS1	Operations specialist	0000	0000
23		OS2	Operations specialist	0000	0000
24-25		OS3	Operations specialist	0342	0000
26-27		OS3	Operations specialist	0000	0000
28		OSSN	Operations specialist	0000	0000
29		STGC	Sonar technician (surface)	0443	0450
30		STG2	Sonar technician (surface)	0450	0000
31-32		STG3	Sonar technician (surface)	0443	0000
33		SM2	Signalman	0000	0000
34		SM3	Signalman	0000	0000
35		SMSN	Signalman	0000	0000
36	ACDU USN billet	OTA1	Ocean systems technician (A)	0000	0000
37		OTA2	Ocean systems technician (A)	0000	0000
38		OTA3	Ocean systems technician (A)	0000	0000
39		OTASN	Ocean systems technician (A)	0000	0000
40-41		OTM2	Ocean systems technician (M)	0000	0000
42		GMC	Gunner's mate	0812	0000
43-44		GMG1	Gunner's mate (guns)	0000	0000
45-46		GMG	Gunner's mate (guns)	0000	0000
47		GMGSN	Gunner's mate (guns)	0000	0000
48		ET1	Electronics technician	1460	1425
49		ET1	Electronics technician	0000	9512
50	TAR billet	ET2	Electronics technician	0000	1425

## Navy Security Elements (Continued)

Line #	Designation	Rank	Billet	PNOBC	SNOBC
51		ET3	Electronics technician	0000	0000
52		ETSN	Electronics technician	0000	0000
53		DS3	Data systems technician	1677	0000
54		EW1	Electronic warfare technician	0342	0000
55-56		EW3	Electronic warfare technician	0000	0000
57		ITC	Radioman	0000	0000
58	Tar billet	IT1	Radioman	0000	0000
59-60		IT2	Radioman	0000	0000
61-63		IT3	Radioman	0000	0000
64		YNC	Yeoman	0000	0000
65	Tar billet	YN1	Yeoman	0000	9588
66	Tar billet	PN1	Personnelman	2720	0000
67		DP2	Data processing technician	2720	0000
68		SKC	Storekeeper	0000	9595
69	Tar billet	SK1	Storekeeper	0000	0000
70		SK2	Storekeeper	0000	0000
71		MS1	Mess management specialist	0000	0000
72		MS2	Mess management specialist	0000	0000
73		MS3	Mess management specialist	0000	0000
74		EN1	Engineman	4313	0000
75		EN1	Engineman	0000	0000
76	ACDU USN billet	EM1	Electrician's mate	0000	0000
77	Tar billet	EM2	Electrician's mate	0000	0000
78		Construction electrician 2	Construction electrician	0000	0000
79		Construction electrician	Construction electrician	0000	0000
80		EO2	Equipment operator	0000	0000
81		EOSN	Equipment operator	0000	0000
82		CM1	Construction mechanic	0000	9512
83		CM2	Construction mechanic	0000	0000
84-85		CMSN	Construction mechanic	0000	0000
86		HM1	Hospital corpsman	8404	0000
87		HM3	Hospital corpsman	0000	0000
88-104		PO3	Petty officer (security force)	0000	0000
<b>Total: 12 officers, 92 enlisted</b>					



### Debarkation Team Personnel

Line #	MOS	Rank	Billet
1	XXXX	CDR	OIC (OCU OIC)
2	491	MSgt	SNCOIC
3	402	Maj	Assistant OIC (MOLT)
4	431	Cpl	MDSS II operator (MOLT)
5	XXXX	LT	NCHB OIC
6	XXXX	BMC	NCHB CPO
7	XXXX	BM1	NCHB LPO
8-9	XXXX	LT	OCU watch officer
<b>Total: 5 officers, 4 enlisted</b>			
<b>USN Debarkation Team</b>			
1		LCDR	OIC
2-3		CPO	Ship supervisor
Line #	MOS	Rank	Billet
4-5		XXXX	Hatch manager
6-59		XXXX	Hatch team personnel
60		Petty officer	Cook
<b>Total: 4 officers, 68 enlisted</b>			

## Legend:

A	aviation combat element (ACE)	LT	lieutenant (Navy)
ACDU	active duty	LtCol	lieutenant colonel (Marine Corps)
AC/S	assistant chief of staff	MACG	Marine air control group
admin	administrative	Maj	major (Marine Corps)
ammo	ammunition	MATCS	Marine air traffic control squadron
AOIC	assistant officer in charge	mech	mechanic
BM1	boatswain's mate first class (Navy)	MGySgt	master gunnery sergeant (Marine Corps)
BM3	boatswain's mate third class (Navy)	MCC	movement control center
BMC	chief boatswain's mate (Navy)	MS1	mess management specialist first class (Navy)
BMSN	boatswain's mate seaman (Navy)	MS2	mess management specialist second class (Navy)
BU1	builder first class (Navy)	MS3	mess management specialist third class (Navy)
BU2	builder second class (Navy)	MSgt	master sergeant (Marine Corps)
BUC	chief builder (Navy)	MWSS	Marine wing support squadron
Capt	captain (Marine Corps)	NBG	naval beach group
CAPT	captain (Navy)	NCF	naval construction force
CDR	commander (Navy)	NCHB	Navy cargo-handling battalion
CE	command element	NCHF	Navy cargo-handling force
CEB	combat engineer battalion	NCIS	Naval Criminal Investigative Service
CM1	construction mechanic first class	NCO	noncommissioned officer
CM2	construction mechanic second class	NEAT	naval embarked advisory team
CM3	construction mechanic third class	OCU	offload control unit
CMSN	construction mechanic seaman (Navy)	OIC	officer in charge
CO	commanding officer	ops	operations
Col	colonel (Marine Corps)	OPTS	optical sensor
Cpl	corporal (Marine Corps)	OS1	operations specialist first class (Navy)
CPOIC	chief petty officer in charge (Navy)	OS2	operations specialist second class (Navy)
CWO	chief warrant officer (Marine Corps)	OS3	operations specialist third class (Navy)
CWO2	chief warrant officer 2 (Marine Corps)	OSC	chief operations specialist (Navy)
CWO3	chief warrant officer 3 (Marine Corps)	OSSN	operations specialist seaman (Navy)
det	detachment	OTA1	ocean systems technician analyst first class (Navy)
DP2	data processing technician second class (Navy)	OTA2	ocean systems technician analyst second class (Navy)
DS3	data systems technician	OTA3	ocean systems technician analyst third class (Navy)
DT2	dental technician second class (Navy)	OTASN	ocean systems technician analyst seaman (Navy)
EA1	engineer aide first class (Navy)	OTM2	ocean system technician maintainer second class (Navy)
EM1	electrician's mate first class (Navy)	PN1	personnelman first class (Navy)
EM2	electrician's mate second class (Navy)	PO	petty officer (Navy)
EN1	engineman first class (Navy)	PO1	petty officer first class (Navy)
EN2	engineman second class (Navy)	PO3	petty officer third class (Navy)
EO1	equipment operator first class (Navy)	Pvt	private (Marine Corps)
EO2	equipment operator second class (Navy)	QM1	quartermaster first class (Navy)
EO3	equipment operator third class (Navy)	QM3	quartermaster third class (Navy)
EOCS	equipment operator senior chief (Navy)	rep	representative
EOSN	equipment operator seaman (Navy)	RM1	radioman first class (Navy)
ET1	electronics technician first class (Navy)	RM3	radioman third class (Navy)
ET2	electronics technician second class (Navy)	Sgt	sergeant (Marine Corps)
ET3	electronics technician third class (Navy)	SK1	storekeeper first class
ETSN	electronics technician seaman (Navy)	SK2	storekeeper second class
EW1	electronics warfare technician first class (Navy)	SK3	storekeeper third class (Navy)
EW3	electronics warfare technician third class (Navy)	SKC	chief storekeeper (Navy)
1stLt	first lieutenant (Marine Corps)	SM2	signalman second class (Navy)
G	ground combat element (GCE)	SM3	signalman third class (Navy)
GM1	gunner's mate first class (Navy)	SMSN	signalman seaman (Navy)
GMC	chief gunner's mate (Navy)	SNCOIC	staff noncommissioned officer in charge
GMG	gunner's mate guns (Navy)	SSgt	staff sergeant (Marine Corps)
GMG1	gunner's mate guns first class (Navy)	SSO	seaward security officer
GMGSN	gunner's mate guns seaman (Navy)	STG2	sonar technician-surface second class (Navy)
GySgt	gunnery sergeant (Marine Corps)	STG3	sonar technician-surface third class (Navy)
H&S	headquarters and service	STGC	chief sonar technician-surface (Navy)
HM	hospital corpsman (Navy)	SW3	steel worker third class (Navy)
HM1	hospital corpsman first class (Navy)	TAR	Training and Administration Reserve
HM2	hospital corpsman second class (Navy)	TBD	to be determined
HM3	hospital corpsman third class (Navy)	TOW	tube-launched, optically tracked, wire-command link guided missile
HMC	chief hospital corpsman (Navy)	UB	utility boat
HMCs	senior chief hospital corpsman (Navy)	USEA	undersea
INSHR	inshore	USN	United States Navy
IS1	intelligence specialist first class (Navy)	UT3	utilitiesman third class
IT1	information systems technician first class (Navy)	WO	warrant officer (Marine Corps)
IT2	information systems technician second class (Navy)	WRF	warfare
IT3	information systems technician third class (Navy)	YN1	yeoman first class (Navy)
ITC	information systems technology chief petty officer (Navy)	YN2	yeoman second class (Navy)
L	land	YN3	yeoman third class (Navy)
LCDR	lieutenant commander (Navy)	YNC	chief yeoman (Navy)
LCpl	lance corporal (Marine Corps)		
LOGAIS	logistics automated information system		
LPO	leading petty officer (Navy)		
Lt	lieutenant (Marine Corps)		

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# APPENDIX P

## SURVEY, LIAISON, AND RECONNAISSANCE PARTY REPORT FORMAT

ALPHA: (Administration information)

A1: Brief narrative summary of significant local customs/traditions.

A2: Report local public affairs agencies.

A3: Report location/description of recommended command post sites. Units shown as a letter code. Provide command post site overlay by facsimile. See example below.

A4: Report available billeting facilities/capacities. See example below.

UNIT    GRID REFERENCE    DESCRIPTION

Unit letter codes:

A: (MAGTF command element)

B: (CMPF command element)

C: (AAOG)

D: (ACE headquarters)

E: (GCE headquarters)

F: (LCE headquarters)

G: (LFSP headquarters)

H: (BOG)

I: (POG)

J: (AACG)

K: (NSE)

L: (MESF)

M: (NCR)

N: (NMCB)

O: (NECC)

### Examples:

A3A	123456	Port services building, Harbor Drive
A3B	123456	Port services building, Harbor Drive
A3C	123456	Warehouse, Ocean Way.
A4A	123456	Covered area/heads for approximately 100 personnel

A4B	123456	Covered area/heads for approximately 100 personnel
A4C	123456	Covered area for approximately 1,000 personnel, portable heads/water trailers required.

A5: Brief narrative summary of sources of available civilian labor.

A6: Report location of US Department of State/other US agencies or facilities.

BRAVO: (Intelligence information)

B1: Report location of local police, security, and military agencies and installations.

AGENCY/INSTALLATION	GRID REFERENCE
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<b>Example:</b> B1: Police/headquarters	123456
---	--------

B2: List local intelligence agencies available to support mission.

B3: Provide narrative summary of counterintelligence threat assessments.

B4: Provide narrative summary of terrorist/subversive threat in the AAA.

CHARLIE: (Security information)

C1: List special security problems or requirements for:

A: (Airport/airfield)

B: (Port)

C: (Beach)

D: (Road networks/LOCs)

E: (Billeting areas)

F: (Assembly areas)

G: (Ships)

H: (Other)

**Examples:**

C1A: Perimeter fencing repairs needed; no lighting at gates.

C1B: Need concertina wire; perimeter lighting.

C2: List specific functions, responsibilities, and support to be provided by local security forces.

C3: Report required security functions/tasks, suitable areas for emplacement of security forces for a particular task, forces required, and estimated date security required. Provide security plan overlay as applicable.

**Examples:**

ACTION	GRID REF	FORCES REQUIRED	EST DATE REQUIRED
C3A: Secure MEF headquarters	123456	6-man Military Police Det	0+1
C3B: Guard Bulk Fuel Storage	246681	Infantry Squad	0+5

C4: Provide recommendations on special security measurements/changes to FIE/ROE based on threat assessment.

DELTA: (Air defense information)

D1: Provide recommended air defense ROE.

D2: Provide special coordination procedures required with host nation/other US forces.

D3: Report primary and alternate grid locations for Avenger sites and low altitude air defense positions. Provide site overlay and coverage diagrams as applicable.

ECHO: (Terminal/port facilities information)

E1: Report weight bearing capacity of pier in tons with dimensions and height above mean high/low tides.

E2: Report locations/berths available.

E3: Report harbor berths available.

**Example:**

BERTH #	LOCATION	WATER DEPTH	LIGHTING: Y/N
1	Pier 2	40 ft	Y
2	Pier 5	38 ft	Y

E4: List types and capability of available lighterage.

E5: List types and sizes/capability of available tugs.

E6: Report availability, quantity, and capacity of MHE CHE in port area.

E7: Identify any special liaison requirements or procedures required by host nation for use of the port.

E8: Report availability and size/capacity of hardstands/parking lots suitable for overflow storage/maintenance inspection for PEIs, and containers in port area.

E9: Report covered warehouse capacity, in square footage, available for use.

E10: Brief narrative of problems/overall condition of port and associated facilities. Report critical damage/any essential repairs/construction required for successful offload.

FOX: (Beach information)

F1: Units of measure.

F2: Grid and global positioning system coordinates of left and right beach limits.

F3: Locations of offshore obstructions.

F4: Littoral drift.

F5: Datum points/baseline.

F6: Sounding interval.

F7: Sounding lines.

F8: Locations of underwater obstacles.

F9: General beach composition.

F10: General trafficability of beach.

F11: Exits.

F12: State DTG [date-time group] of surf observation.

F13: Significant breaker height.

F14: Maximum breaker height.

F15: Period of breakers.

F16: Breaker types.

F17: Angle/direction.

F18: Lines of breaker and width of surf zone.

F19: Remarks: information important to landing operations; e.g., wind direction, velocity, and visibility.

F20: Anchorage point for MPS to include distance from STS and locations of sand bars capable of impeding marriage/causeway operations.

GOLF: (Airfield control/airfield services information)

G1: Report adequacy of ATC facilities and communications to support flight operations. Identify any modification to the flight information region requirements due to inadequate ATC facilities and communications.

G2: Confirm procedures in accordance with US forces regulations:

CONTROL AREAS/PROCEDURES            Y/N

A: Airport area.

B: Control zone.

C: Approach control.

D: En route procedures.

Example: G2    B    Y

G3: Report crash and rescue services available.

G4: Report available aircraft maintenance facilities equipment and capabilities, to include available spare parts compatible with AMC and MAGTF aircraft.

G5: Report availability, types, and capacities of following equipment at airfield:

- A: MHE.
- B: Transportation assets.
- C: Power units.
- D: Towing equipment.

G6: Report available hanger space/capacity.

G7: Report available billeting facilities/capacities.

G8: Report location/recommended site emplacement for the following facilities (provide overlay by facsimile):

FACILITY	GRID REFERENCE	DESCRIPTION
----------	----------------	-------------

- A: Tactical fuel systems.
- B: Intermediate maintenance activity/maintenance facility.
- C: Ordnance storage site.
- D: Aircraft arming/rearming sites.
- E: Helicopter/vertical and/or short takeoff and landing aircraft expeditionary operation sites.
- F: Aircraft parking/bed-down spots (by aircraft type).

Examples: G8A: Aircraft Refueling	2681012	Refueling Pit
G8B: Hanger	32681011	MALS (rotary-wing) operations

G9: Report additional requirements for:

- A: Low and high air pressure.
- B: Cryogenics.
- C: Special tools/equipment.

G10: Report availability of fresh water for aircraft use and drinking water for personnel.

G11: Report adequacy of taxiways/parking aprons/offload areas in regard to wheel weight bearing capacity for various types of aircraft using these areas.

G12: Report availability, location, and capabilities of fuel storage and distribution/refueling systems at the airfield for:

- A: JP-5 and JP-8 [jet fuels].
- B: MOGAS.
- C: Diesel.

G13: Report any grading, construction, and improvement required for early operational capability.



## G14: Remarks

AAOE (UNIT)	GRID REFERENCE (CENTER)	APPROXIMATE SIZE (km <sup>2</sup> )
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HOTEL: (AAOE information; report location of areas by unit; provide overlay by facsimile)

Unit letter codes:

A: (MAGTF command element)

B: (ACE)

C: (GCE)

D: (LCE)

(Additional number as required)

<b>Examples:</b> H1: A	234562	2.5
H2: B	245678	6.0

INDIA: (Road network information)

I1: Brief narrative description of general condition of road network in security area.

I2: Report condition of major roads/MSRs connecting port/beach with the airfield and all CSSAs and AAOEs. Use overlay if possible. Any critical road that is not a type X military Class 60 or greater or that has major construction adversely affecting use should be reported. The information required below is condensed from the route reconnaissance report.

MAJOR CONSTRUCTIONS/OBSTACLES START/STOP DESIGNATION  
WIDTH LANES CLASS GRID REFERENCE

# APPENDIX Q

## EXAMPLE OFFLOAD PREPARATION

### PARTY SITUATION REPORT MESSAGE FORMAT

FROM COMPSRON (ONE/TWO/THREE)//OPP//  
TO CG (ONE/TWO/THREE) MEF//G3/G4//  
CMPF  
INFO CNO WASHINGTON DC//N422//N3//N51/N75/N881/N931//  
COMMANDANT OF THE MARINE CORPS WASHINGTON DC//APP/  
ASL/ASM/LP/LPO/LPD/PO/SIG//  
COMMARFOR//G-3/G-4//  
COMMARFORPAC//G-3/G-4//  
COMMARCORLOGBASES ALBANY GA//400//  
COMMARCORLOGCOM ALBANY GA//80/G-3//  
COMMARFORRES//G-3/G-4//  
COMNECC LITTLE CREEK VA//N3/N4//  
BICMD JACKSONVILLE FL//90//  
ESTABLISHING AUTHORITY  
MPS SHIPS AS APPROPRIATE  
SHIP'S OPERATING COMPANIES  
MEF MAJOR SUBORDINATE COMMAND(S) AS APPROPRIATE  
(DIVISION, WING, MLG)  
COMNAVBEACHGRU (ONE/TWO)  
ACU (TWO/THREE/FOUR/FIVE)  
BEACHMASTER UNIT (TWO/THREE)  
PHIBCB (ONE/TWO)  
NAVCARGOBN ONE//N3//  
COMNAVELSG WILLIAMSBURG VA  
FIRST NCD PACIFIC PEARL HARBOR HI  
COMFIRSTNCD LITTLE CREEK VA//N3//  
FIRST NCD PACIFIC PEARL HARBOR HI  
APPLICABLE NCF SUBORDINATE ELEMENTS  
  
BT  
EXER//AS REQUIRED IDENTIFICATION  
OPER//AS REQUIRED IDENTIFICATION  
MSGID/GEN ADMIN/COMPSRON ONE/OPP/  
C L A S S I F I C A T I O N  
SUBJ/OPP SITREP NR AS OF DD1200ZYZR //

REF/A/DOC/NWP 3-02.3/MCWP 3-32//

AMPN/REF A CONTAINS OPP SITREP FORMAT//

RMKS// 1. FOL OPP SITREP PROVIDED IN ACCORDANCE WITH  
FORMAT CONTAINED REF A//

ALPHA: DTG OF ARRIVAL ABOARD SHIPS (IF TIMES FOR SHIPS DO  
NOT COINCIDE; NOTE EXCEPTIONS).

EXAMPLE: OPP ARRIVED BOBO 251420L NOV 07

BRAVO: MAJOR PROBLEMS; E.G., CRANE DEADLINED BY SHIP\*  
(USE LETTER CODE FROM BELOW).

EXAMPLE: BC GANTRY CABLE SNAPPED

CHARLIE: EQUIPMENT STATUS. DAILY CUMULATIVE TOTAL  
PERCENTAGE OF EQUIPMENT INSPECTED AND TAGGED (RED,  
YELLOW OR GREEN) BY SHIP\*. MOBILE-LOADED PEI'S WILL NOT  
BE INSPECTED AND TAGGED.

I: (INSPECTED TOTAL)

R: (RED TAG TOTAL)

Y: (YELLOW TAG TOTAL)

G: (GREEN TAG TOTAL)

EXAMPLE: CB I-140 R-20 Y-35 G-85

DELTA: MAINTENANCE CONTACT TEAM REQUIRED ABOARD SHIP  
TO FACILITATE OFFLOAD (TYPE OF TEAM AND SHIP REQUIRED\*).

EXAMPLE: DA TANK CURRENT/ELECT

ECHO: PARTS REQUIRED BY TAMCN, PART NOMENCLATURE, AND  
NATIONAL STOCK NUMBER:

S: (ABOARD SHIP\*)

A: (ASHORE\*)

EXAMPLE: ED S E1875 PUSH ROD, HYDRAULIC 2530001258725

FOX: LATEST RESULTS OF CARGO FUEL AND WATER SAMPLINGS  
BY SHIP \*:

F: (FUEL)

M: (MOTOR GASOLINE)

J: (JP-5)

TYPES OF CONTAMINATION BY PERCENTAGE:

W: (WATER)

S: (SEDIMENT)

I: (INORGANIC)

O: (ORGANIC)

C: (CONTAMINATION WITH OTHER FUEL)

W: (WATER [CHLORINATION PERCENTAGE])

EXAMPLE: FD F 0:3 PERCENT (FUEL ON SHIP D IS CONTAMINATED  
WITH 3 PERCENT ORGANIC SEDIMENT)

GOLF:ADMINISTRATIVE REMARKS BY SHIP CODE\*

\* SHIP CODES:

- A: USNS BOBO
- B: MV WILLIAMS
- C: USNS SISLER
- D: SS OBREGON
- E: USNS WHEAT
- F: MV BUTTON
- G: MV LOPEZ
- H: SS KOCAK
- I: USNS STOCKHAM
- J: MV LUMMUS
- K: SS PLESS
- L: USNS MARTIN
- M: USNS DAHL

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# APPENDIX R

## EXAMPLE DAILY SITUATION REPORT MESSAGE FORMAT

FROM MAGTF CDR  
TO ESTABLISHING AUTHORITY  
INFO SUPPORTED COMBATANT CDR  
SUPPORTING COMMANDERS  
CNO WASHINGTON, DC//N85//  
COMMANDANT OF THE MARINE CORPS WASHINGTON, DC//PO/LPO//  
COMMARFOR  
FLT  
APPLICABLE TYCOMS  
COMNECC LITTLE CREEK VA//N3/N4//  
ESG (AS APPROPRIATE)  
CMPF  
COMNAVBEACHGRU  
COMPSRON  
SHIP'S OPERATING COMPANIES  
RESERVE COMMUNITY (AS NECESSARY)  
NAVCARGOBN ONE  
COMMAREXSECGRU  
OTHERS AS APPROPRIATE  
BT  
CLASSIFICATION//N03120//  
EXER/AS REQUIRED//  
OPER/AS REQUIRED//  
MSGID/GENADMIN/ORIGINATOR/SERVICE//  
SUBJ/MPF OPSUM DTG//  
RMKS/1. OWN SITUATION:  
PERIOD/DD2000Z-DD2000ZMMYY//  
LOCATION/PORT, LAT-LONG, AS APPROPRIATE//  
ESTIMATE/CAPABLE OF ACCOMPLISHING ALL ASSIGNED MISSIONS  
(OR AS APPROPRIATE)//  
OPSUM/(SUMMARY OF EVENTS OVER THE PAST 24 HOURS)//  
INTENT/NEXT 24 HRS://  
COMMSTAT/(STATUS OF COMMUNICATIONS NETS OR LISTING OF  
TELEPHONE NUMBERS)//  
PERSTAT/

COMMAND START GAIN LOSS END  
MAGTF  
CMPF  
OTHERS (AS APPROPRIATE)//  
MEDSTAT/(ANY SIGNIFICANT MEDICAL ISSUES)//  
READSTAT/(ANY SIGNIFICANT READINESS ISSUES; E.G., CASUALTY  
REPORTS)//  
FUELSTAT/FUEL CONSUMED IN GALS: (JP-5, MOTOR GASOLINE OR  
DIESEL)  
MAGTF  
CMPF  
OTHERS (AS APPROPRIATE)  
PCT FUEL REMAINING (EA) MPS  
MV (SHIP NAME) .PCT DFM  
MV (SHIP NAME) .PCT DFM  
USNS (SHIP NAME) .PCT DFM//  
AMMO STAT/(ANY REAL OR SIMULATED AMMO EXPENDITURES)//  
PROVISIONS STAT/(NUMBER OF DAYS REMAINING)//  
PAX STAT/(ANY PAX TO TRANSFER BY OTHER THAN SCHEDULED  
AIRLIFT)//  
CARGO STAT/(ANY CARGO TO TRANSFER BY OTHER THAN  
SCHEDULED AIRLIFT)//  
REMARKS/(COMMANDER'S COMMENTS)//  
BT  
#  
NNNN

# APPENDIX S

## HEADQUARTERS MARINE CORPS MARITIME PREPOSITIONING FORCE RECONSTITUTION PLANNING GUIDANCE MESSAGE FORMAT

FROM COMMANDANT OF THE MARINE CORPS WASHINGTON DC//  
PPO/PO//  
TO CNO WASHINGTON DC//N85/N853/N42/N422/N931/N434/N81//  
COMMARFORPAC G3/G4/ENGR/HSS/G5/ALD/SMO//  
COMMARFOREUR G3/G4/G5/  
COMMARFOR G3/G4/ENGR/HSS/G5/ALD/SMO//  
COMMARCORLOGCOM ALBANY GA//400//  
CG MARCORSYSCOM QUANTICO VA//CSA/PSL//  
CNO WASHINGTON DC////N85//N853//N42//N422//N931////  
COMUSNAVXXX//N3//  
COMNECC LITTLE CREEK VA  
INFO COMMANDANT OF THE MARINE CORPS WASHINGTON DC  
PPO/PL/PO/L/LP/PR/AVN/ASL  
CDR USXXCOM//CCJ3/CCJ4//  
CDR USXXXCOM XXXXXXXX XX//J3/J4  
HEADQUARTERS USEUCOM//ECJ3/ECJ4//  
CG I MEF//G3/G4/G5//  
CG II MEF//G3/G4/G5//  
CG III MEF//G3/G4/G5//  
CJCS WASHINGTON DC//J1/J3/J4/J5//  
CNO WASHINGTON DC//N3/N5/N43/N431//  
COMMANDANT OF THE MARINE CORPS WASHINGTON DC//PLN//  
COMSC WASHINGTON DC/PM3/PM5//  
CG SECOND MEB//G3/G4//  
CG THIRD MEB//G3/G4//  
COMMARCORLOGBASES ALBANY GA//80/G3//  
BLOUNT IS CMD JACKSONVILLE FL//90/923//  
COMSCFE YOKOHAMA JA//N3/N5//  
COMSCXXX XXXXXXXX//00/N3//  
NAVCARGOBN ONE  
COMNAVELSG WILLIAMSBURG VA



COMNAVBEACHGRU ONE//N3/N4/N5//  
COMNAVBEACHGRU TWO//N3/N4/N5//  
COMFIRSTNCD LITTLE CREEK VA//N3//  
FIRST NCD PACIFIC PEARL HARBOR HI  
APPLICABLE NCF SUBORDINATE ELEMENTS  
COMNAVFACENCOM WASHINGTON DC//SRL//  
COMPSRON ONE//CSO//  
COMPSRON TWO//CSO//  
COMPSRON THREE//N00/N01/N3//  
NFELC PORT HUENEME CA//N3//  
PROJMGR EMF HOSP FT DETRICK MD//  
CDR NAVMEDLOGCOM FT DETRICK MD//  
NAVEXPMEDSUPCOM WILLIAMSBURG VA//  
CDR USTRANSCOM TCJ3-TCJ4 SCOTT AFB IL//  
BT  
C L A S S I F I C A T I O N//N03000//  
MSGID GENADMIN/PO//  
SUBJ//HQMC PLANNING GUIDANCE FOR THE RECONSTITUTION OF  
EQUIPMENT AND SUPPLIES FOR THE MARITIME PREPOSITIONING  
FORCE (MPF) PROGRAM//  
REF/A/MSG/COMMANDANT OF THE MARINE CORPS WASHINGTON  
DC/RXXXXXXXXX XXX XX//  
REF/B/OPT/HQMC PP&O RECONSTITUTION OPT//  
REF/C/MSG/COMMARFORPAC/PXXXXXXXXX XXX XX//  
REF/D/MSG/COMMANDANT OF THE MARINE CORPS WASHINGTON  
DC/RXXXXXXXXX XXX XX//  
REF/E/MSG/COMMANDANT OF THE MARINE CORPS WASHINGTON  
DC/RXXXXXXXXX XXX XX//  
REF/F/DOC/NTTP 3-02.3M/MCWP 3-32//XX XXX XX//  
REF/G/DOC/NAVMC 2907//XX XXX XX//  
REF/H/DOC/TM4790-14/2C//XX XXX XXX XX//  
REF/I/MTG/EXCOM//XX XXX XX//  
REF/J/MSG/COMMANDANT OF THE MARINE CORPS WASHINGTON  
DC/RXXXXXXXXX XXX XX//  
REF/K/MSG/COMMANDER, EXPEDITIONARY STRIKE GROUP THREE  
CMPF/PXXXXXXXXX XXX XX//  
REF/L/DOC/MCWP 4-12//XX XXX XX//  
REF/M/MCO/P3000.17A//XX XXX XX//  
REF/N/INS/CJCSI 4310.01//XX XXX XX//  
REF/O/DOC/SECNAVINST 3000.5//XX XXX XX//  
REF/P/DOC/MCO/4400.150//XX XXX XX//

NARR/REF A IS ECG CALLING MSG AND CONFERENCE FOR MPF RECONSTITUTION CONDUCTED XX-XX XXX 0X. REF B IS PP&O DIRECTED RECONSTITUTION OPT FOR THE MARINE CORPS. REF C IS COMMARFORXXXX MSG ON SHORT TERM PLANNING GUIDANCE FOR MPF RECONSTITUTION. REF D IS MSG ON GROUND EQUIPMENT INTERIM SUSTAINMENT, WAR RESERVE PLANNING, AND RECONSTITUTION GUIDANCE. REF E IS THE MPF PREPOSITIONING OBJECTIVE AND REQUIREMENTS CONFERENCE MSG AND CONFERENCE CONDUCTED ON XX XXX XX. REF F IS MPF OPERATIONS DOCTRINE. REF G IS CURRENT MPF PREPOSITIONING OBJECTIVE ESTABLISHED FOR X\_ MEF MMC-X. REF H IS TECHNICAL MANUAL FOR LOGISTICS SUPPORT FOR THE MPF PROGRAM MAINTENANCE AND MATERIAL MANAGEMENT. REF I IS MCPP-N EXECUTIVE CONFERENCE DTD XXXX XXX XX. REF J IS THE GEOPREPOSITIONING (GEOPREPRO) PROGRAM POLICY FOR OUT OF AREA USE. REF K IS COMMARFORXXXX MSG ADDRESSING IN-THEATER MPF RECONSTITUTION MEETING. REF L IS OPERATIONAL LEVEL LOGISTICS. REF M IS MARINE CORPS POLICY GUIDANCE FOR MPF PREPOSITIONING PROGRAM. REF N IS LOGISTICS PLANNING GUIDANCE FOR PREPOSITIONING SHIPS. REF O IS SECNAV INSTRUCTION FOR THE MPF PROGRAM RESPONSIBILITIES. REF P IS THE MARINE CORPS CONSUMER SUPPLY MANUAL.

POC/OBREGON/COL/HQMC, POE/DSN 222-XXXX/TEL: COMM 703 692- XXXX/EMAIL: OBREGON@HQMC.USMC.SMIL.MIL//  
POC/JONES/LTCOL/HQMC POE-61/DSN 222-XXXX/TEL: COMM 703 692-XXXX/EMAIL: ROY.JONES@HQMC.USMC.SMIL.MIL/

1. SITUATION. THIS IS A COORDINATED HQMC (PP&O/I&L/AVN/ PROGRAMS AND RESOURCES AND OPNAV (N85/N42) MSG TO PROVIDE INITIAL PLANNING GUIDANCE FOR THE RECONSTITUTION OF NAVY AND MARINE CORPS EQUIPMENT AND SUPPLIES OFFLOADED FROM MPS IN COMMANDER USXXCOM'S THEATER OF OPERATIONS. IN ADDITION, THIS MSG ESTABLISHES INITIAL PLANNING GUIDANCE FOR MPF MAINTENANCE CYCLE XXXX (MMC-X) THAT WILL COMMENCE IMMEDIATELY FOLLOWING COMPLETION OF IN-THEATER PORTION OF RECONSTITUTION.

1.A. (CLASSIFICATION) GENERAL. OPERATION XXXXXX XXXX (OXX) HAS RESULTED IN THE DEPLOYMENT AND OFFLOAD OF X MPS IN ORDER TO PROVIDE THE EQUIPMENT AND SUPPLIES REQUIRED TO SUPPORT NAVY AND MARINE FORCES FOR OPERATIONS IN THE XXCOM THEATER OF OPERATION. UPON XXCOM'S DECLARATION OF R-DAY DESIGNATED NAVY AND MARINE CORPS UNITS WILL PREPARE MPS EQUIPMENT AND SUPPLIES (MPE/S) AND RECONSTITUTE THE MPS TO PRE-OFFLOAD

READINESS CONDITION TO THE MAXIMUM EXTENT POSSIBLE. THE RECONSTITUTION OF OUR NAVAL MPF CAPABILITY WILL ENABLE THE SUPPORT OF FUTURE OPERATIONAL REQUIREMENTS WHILE MAINTAINING FOCUS ON THE PROGRAMMATIC REQUIREMENTS FOR SUSTAINED PROGRAM RELEVANCE. PER REF F. RECONSTITUTION INVOLVES REGENERATING AND REPLENISHING THE MPE/S TO ATTAIN THE PREPOSITIONING OBJECTIVE AND RE-ESTABLISH THE WARFIGHTING CAPABILITY ABOARD THE MPS AS RAPIDLY AS POSSIBLE UPON COMPLETION OF MAGTF EMPLOYMENT OPERATIONS.

1.B. PLANNING ASSUMPTIONS. PER REFS A AND B, THE FOLLOWING PLANNING ASSUMPTIONS AND GUIDANCE ARE PROVIDED TO SUPPORT CONTINUING EFFORTS ON MPF RECONSTITUTION PLANNING:

1.B.1. ALL MPS WILL BE AVAILABLE FOR RECONSTITUTION.

1.B.1.A. THE MPS CURRENTLY IN THE COMMON-USER SEALIFT POOL (USTRANSCOM) WILL BE RETURNED TO THE OPERATING FORCES (REF N) TO SUPPORT RECONSTITUTION AND WILL BE SYNCHRONIZED WITH THE BACKLOAD TIMELINE.

1.B.1.B. THE MPS CURRENTLY SUPPORTING XX MEF OPERATIONAL REQUIREMENTS WILL BE AVAILABLE TO SUPPORT THE OVERALL MPF RECONSTITUTION EQUIPMENT DISTRIBUTION PLAN AS REPLACEMENT SHIPS RETURN TO SUPPORT THE OPERATIONAL REQUIREMENTS.

1.B.1.C. MPS SQUADRON STAFFS (COMPSRONS) WILL BE REEMBARKED ABOARD THE MPS.

1.B.1.D. MPS WITH EXPIRING HULL CERTIFICATIONS MAY REQUIRE OVERHAUL PERIODS PRIOR TO BACKLOAD AND REDEPLOYMENT. SHIP REPOSITIONING, ENGINEERING AND CONTRACTING EFFORT ASSOCIATED WITH MPS OVERHAULS WILL REQUIRE XX-XXX DAYS LEAD TIME IF CONDUCTED PRIOR TO THE RECONSTITUTION OR MMC-X LOADOUT.

1.B.2. FUNDING FOR RECONSTITUTION WILL BE LIMITED. STRICT ACCOUNTABILITY OF ASSETS WILL BE CRITICAL IN ORDER TO REDUCE FUNDING FOR REPLACEMENT OF PRINCIPAL END ITEMS (PEI), SL-3 COMPONENTS, TOOLS, SETS, KITS, AND CHESTS PER REF P.

1.B.3. ALL MPE/S AND CLASS V MUNITIONS NOT REQUIRED FOR OPERATIONS ISO MARFOR (PRE-R-DAY) WILL BE TRANSPORTED TO A DESIGNATED RECONSTITUTION PREPARATION SITE(S) IN THE MARFOR AREA OF OPERATIONS AS EARLY AS POSSIBLE TO EXPEDITE THE RECONSTITUTION PROCESS.

1.B.4. SUFFICIENT NAVY, MARINE CORPS, AND CONTRACTED PERSONNEL WILL BE IDENTIFIED AND AVAILABLE TO SUPPORT THE RECONSTITUTION EFFORTS.

1.B.5. THE MPSRONS WILL BE RECONSTITUTED TO SUPPORT OPERATIONAL REQUIREMENTS, PROVIDE GLOBAL COVERAGE, AND INTEGRATE INTO MMC-X SKED.

1.B.6. ALL MPE/S USED (POST R-DAY) IN THE XXCOM AOR WILL BE RETURNED TO THE RECONSTITUTION SPMAGTF/LCE AND WILL NOT REMAIN BEHIND TO SUPPORT ON-GOING OPERATIONS.

1.B.7. FOR TIMELINE DEVELOPMENT AND DETERMINATION OF RESOURCE REQUIREMENTS, THE MPS WILL BE BACKLOADED SEQUENTIALLY, ONE SHIP AT A TIME. A DETAILED RECONSTITUTION AND MMC-X SKED WILL BE PUBLISHED VIA SEPCOR.

1.B.8. PER REF K, SPECIFIC SITE(S) FOR IN-THEATER RECONSTITUTION HAS NOT BEEN DETERMINED.

1.B.9. PER REF D, GEOPREPO ASSETS WILL BE AVAILABLE FOR SOURCING TO SUPPORT MPF RECONSTITUTION.

1.B.10. DEPOT LEVEL MAINTENANCE OF MARINE CORPS MPE/S WILL NOT BE CONDUCTED IN-THEATER ISO MPF RECONSTITUTION.

1.B.11. NEWLY FIELDDED EQUIPMENT AND/OR PEI UPGRADES DEPLOYED IN-THEATER NOT ORIGINALLY A PART OF MPE/S ARE AVAILABLE FOR POSSIBLE MPF RECONSTITUTION; E.G., XXXXX/XX, XXXX.

1.B.12. THE NAVAL CONSTRUCTION FORCE (NCF) INTENDS TO REPLACE 100% OF THEIR MPE/S CONTAINERIZED (CLASS II) EQUIPMENT, FOR MPSRON-X AND MPSRON-X, WITH PRE-BUILT/PRESTAGED STOCKS IN CONUS.

1.B.13. SUPPLEMENTAL FUNDING FOR RECONSTITUTION WILL BE REQUIRED IN ORDER TO RETURN THE MPE/S TO PREOFFLOAD ATTAINMENT AND READINESS LEVELS.

1.C. PLANNING GUIDANCE. THE INVESTMENT IN DETAILED LOAD PLANNING, MAINTENANCE, ATTAINMENT, AND READINESS LEVELS ATTAINED BEFORE LOADING THE FIRST MPS WILL SIGNIFICANTLY REDUCE THE LONG-TERM EFFORTS (MULTIPLE MAINTENANCE CYCLES) TO COMPLETELY RECONSTITUTE ALL MPE/S TO PRE- EMPLOYMENT CAPABILITY. FOL PLANNING GUIDANCE IS PROVIDED TO OUTLINE RECONSTITUTION REQUIREMENTS FOR THE MPF PROGRAM:

1.C.1. REF B ESTABLISHES THE RECONSTITUTION PRIORITIES FOR MARINE CORPS FORCES. THE FOLLOWING PRIORITY FOR RECONSTITUTING THE MPF CAPABILITY IS AS FOLLOWS:

1.C.1.A. MPSRON-X.

1.C.1.B. MPSRON-X.

1.C.1.C. MPSRON-X.

1.C.2. REDEPLOYMENT OF MARINE CORPS AND NAVY FORCES WILL BE SYNCHRONIZED AND SUPPORT THE RECONSTITUTION OF OUR MPF (EQUIPMENT, SUPPLIES, SHIPS) CAPABILITIES.

1.C.3. ALL EFFORTS WILL BE MADE TO RE-ASSOCIATE EQUIPMENT WITH DESERT CAMOUFLAGE PAINT SCHEME TO MPSRON-X AND GREEN CAMOUFLAGE PAINT SCHEME WITH MPSRON-X AND MPSRON-X. THE REPAINTING OF EQUIPMENT PAINT SCHEMES, DUE TO EQUIPMENT REDISTRIBUTION, WILL OCCUR IN CONUS AS REQUIRED.

1.C.4. THE BACKLOAD OF THE MPS WILL OCCUR PIERSIDE. LIGHTERAGE WILL REQUIRE STORAGE DURING THE PIERSIDE BACKLOAD.

1.C.5. USE OF MPS STOCKS TO RECONSTITUTE ORGANIC UNIT DEFICIENCIES IS NOT AUTHORIZED WITHOUT HQMC (PREPOSITIONING OBJECTIVE/LP) APPROVAL.

1.C.6. THE MPE/S OFFLOADED IN SUPPORT OF XXCOM OPERATIONS WILL BE INITIALLY RECONSTITUTED IN THEATER AND COMPLETE RECONSTITUTION DURING MMC-X.

1.C.7. ENHANCEMENTS, REFURBISHMENT, AND/OR REPLACEMENT OF MPE/S NOT CONDUCTED IN THEATER WILL BE ACCOMPLISHED DURING MMC-X AT BICMD.

1.C.8. STRATEGIC SEALIFT WILL BE USED FOR TRANSPORTING CLASS II/VII MPE/S REQUIRING DEPOT MAINTENANCE IF DETERMINED INFORMATION TECHNOLOGY IS NOT LOADABLE ABD THE MPS.

1.C.9. THE PREPOSITIONING OBJECTIVE DEVELOPED DURING REF E WILL BE REFINED AND APPROVED FOR RECONSTITUTION AND MMC-X LOAD PLANNING IN XXX XX DUR A FINAL PREPOSITIONING OBJECTIVE REVIEW. DETAILS WILL BE PROVIDED VIA SEPCOR.

1.C.10. EACH MPSRON IS LOADED TO SUPPORT (X) MPF MEB, (X) MPF MEU BREAKOUT, (X) X BED EXPEDITIONARY MEDICAL FACILITY (EMF), (X) EAF, AND (X) NAVAL CONSTRUCTION ELEMENT (NCE). THE NSE EQUIPMENT IS PREPOSITIONED TO SUPPORT OFFLOADS, AND CAPABILITY SETS ARE CREATED TO SUPPORT HA/DR OPS. AS SUCH, THE FOLLOWING STANDARD OPERATIONAL SPREAD LOAD HAS PROVEN SUCCESSFUL IN ALL THREE SQUADRONS AND IS APPROVED FOR RECONSTITUTION AND MMC-X PLANNING:

1.C.10.A. MPF MEB MPE/S WILL BE EQUALLY DISTRIBUTED ACROSS THE MPSRON UNLESS REQUIRED TO SUPPORT THE EMBEDDED MEU "SLICE" CAPABILITY.

1.C.10.B. MPF MEU BREAK-OUT LOADED ABD THE FLAG/ALT FLAG MPS.

1.C.10.C. NCR MPE/S LOADED ABOARD THREE NONFLAG VESSELS.

- 1.C.10.D. EMF LOADED ABOARD THE MPF(E) VESSEL WITH A DESIGNATED EXPEDITIONARY BREAKOUT (X BEDS).
- 1.C.10.E. EAF SPREAD LOADED ABOARD THREE MPS.
- 1.C.10.F. CAPABILITY SETS (REF H) LOADED TO SUPPORT "QUICK ACCESS" (MINIMUM OFFLOADING REQUIRED TO ESTABLISH CAPABILITY).
- 1.C.10.G. MARINE CORPS AMMUNITION IS SPREAD THROUGHOUT THE SQUADRON. NAVY AMMO COLLOCATED WITH NAVY CAPABILITY. THE ESQD REQUIREMENTS PLACED UPON BICMD DICTATES OVERALL SPREAD.
- 1.C.10.H. AGSE AND IMRL ITEMS ARE SPREAD THROUGHOUT THE SQUADRON AS REQUIRED WITH AN EMPHASIS ON CONTAINERIZATION.
- 1.C.10.I. NSE IN-STREAM OFFLOAD AND BASE CAMP CAPABILITIES LOADED ABOARD THE FLAG/ALT FLAG MPS.
- 1.C.11. FISCAL REQUIREMENTS IN SUPPORT OF THE MPF RECONSTITUTION WILL BE BASED ON MATERIEL CONDITION (REPAIRS/ MAINTENANCE, FLUID REPLACEMENT, SL-3 REPLACEMENT, DISPOSITION, ETC) OF THE MPE/S AT THE TIME RECONSTITUTION BEGINS. STRICT ACCOUNTABILITY BEYOND THE PEI LEVEL MUST BE ENFORCED AS THIS WILL HAVE A DIRECT AFFECT ON FUNDING LEVELS AND TIME REQUIRED TO RECONSTITUTE THE MPE/S TO CONDITION CODE "A" AND SL-3 COMPLETE.
- 1.C.12. RETROGRADE OF MPE/S FROM THE FIELD TO THE RECONSTITUTION SPMAGTF COLLECTION POINTS MUST BE CLOSELY COORDINATED TO ENSURE ORIGINAL MPF ASSETS ARE RETURNED TO THE MPS AND NOT TRANSPORTED TO CONUS VIA OTHER MEANS (TO INCLUDE SL-3 COMPONENTS, BASIC ISSUE ITEMS COLLATERAL MATERIAL, TOOLS, CHAINS, DOORS, TARPS, WEAPONS, MOUNTS, RADIOS, VEHICLE/STORAGE TRANSPORTATION FRAMES, AND UNIQUE ITEMS CONTAINING HAZARDOUS OR RADIOACTIVE MATERIALS SUCH AS DAMAGED ARTILLERY FIRE CONTROLS, MORTAR SIGHTS, CHEMICAL AGENT MONITORS, ETC.).
- 1.C.13. ACCOUNTABILITY AND VISIBILITY OF ASSETS LOADED ABOARD THE MPS DURING RECONSTITUTION IS CRITICAL TO ENABLE OUR ABILITY TO COMMUNICATE/SHARE INFORMATION BETWEEN COMMANDS AND PLAN FOLLOW-ON OPERATIONS. THEREFORE THE FOLLOWING AIS (VERSIONS) WILL BE USED FOR MPF RECONSTITUTION:
- 1.C.13.A. LOGAIS OR THE CURRENT AIS.
- 1.C.13.B. ORDNANCE INFORMATION SYSTEM (OIS).
- 1.C.13.C. DMLSS SYSTEM.
- 1.C.13.D. AGSE: LOCAL ASSET MANAGEMENT SYSTEM (LAMS).

1.C.14. IN-THEATER EQUIPMENT MAINTENANCE PREPARATION EFFORTS ARE PARAMOUNT TO ENSURING READINESS IS MAXIMIZED AND OUR WARFIGHTING CAPABILITIES ARE NOT COMPROMISED. THE FOLLOWING FACTORS ARE FUNDAMENTAL TO THE OVERALL MPF RECONSTITUTION PLANNING EFFORT:

1.C.14.A. SUFFICIENT LEAD TIME MUST BE INCORPORATED INTO THE MPS BACKLOAD AND REDEPLOYMENT SKED TO ENSURE ADEQUATE PLANNING TIME AND RESOURCES ARE MADE AVAILABLE.

1.C.14.B. SELECTION OF SUITABLE MPS RECONSTITUTION SITE(S)/ PORT(S) IS CRITICAL TO ENSURE MAXIMUM EFFICIENCY IS ACHIEVED IN PACKAGING, PRESERVATION, MAINTENANCE, REPAIR, SEGREGATION, STAGING, AND PREPARING EQUIPMENT FOR REDEPLOYMENT.

1.C.14.C. ADEQUATE FACILITIES, SUFFICIENT HARDSTAND, AND INFRASTRUCTURE TO SUPPORT CONTAINER PACKING/STUFFING, VEHICLE MAINTENANCE, EQUIPMENT PREPARATION, AND WASHDOWN CAPABILITY WILL DRAMATICALLY INCREASE THE EFFICIENCY OF REDEPLOYMENT/BACKLOAD OPERATIONS.

1.C.15. SELECTIVE GEOPREPOSITIONED ASSETS (SOURCE) ARE AVAILABLE FOR SOURCING TO SUPPORT MPF RECONSTITUTION. GEOPREPOSITIONED ASSETS NOT DESIGNATED FOR MPF RECONSTITUTION ARE AVAILABLE TO SUPPORT OUT-OF-AREA USE PER REF J OR SUPPORT COMMARCORLOGBASES WRS REQUIREMENTS PER REF D.

1.C.16. THE NCF WILL REQUIRE STRATEGIC SEALIFT TO MOVE XX TWENTY-FOOT EQUIVALENT CONTAINERS (XX SHORT TONS) FROM CONUS TO THE RECONSTITUTION SITE IN ORDER TO REPLACE/ROTATE IN-THEATER NCF ASSETS OFFLOADED FROM THE MPS.

1.C.17. COMMANDERS WILL BE HELD ACCOUNTABLE FOR MPE/S AND RETURNED TO THE SPMAGTF/LCE CONDUCTING RECONSTITUTION PER REFERENCES C AND M.

2. MISSION. ON ORDER, MARINE CORPS AND NAVY FORCES RECONSTITUTE EQUIPMENT AND SUPPLIES ABOARD MPS WITHIN THE XXCOM AOR IN ORDER TO PREPOSITION EQUIPMENT AND SUPPLIES ABD THE MPS TO REESTABLISH A GLOBAL MARITIME PREPOSITIONING FORCE (MPF) CAPABILITY AND INTEGRATE THE MPS INTO MMC-X.

3. EXECUTION.

3.A. HQMC INTENT. THE OBJECTIVE OF RECONSTITUTING OUR PREPOSITIONED CAPABILITY IS TO ENABLE A GLOBALLY INTEGRATED WARFIGHTING CAPABILITY FOR OUR MEFS. THE CAPABILITIES PROVIDED BY THE MARITIME AND GEOPREPO PROGRAMS MUST BE RECONSTITUTED AS RAPIDLY AS POSSIBLE

AND BE RESPONSIVE TO THE WARFIGHTER AND THE SUPPORTED CCDR. RECONSTITUTION OF OUR PREPOSITIONING CAPABILITIES MUST BE DISCIPLINED TO CAPITALIZE ON THE OPPORTUNITY TO SUPPORT EMERGING OPERATIONAL REQUIREMENTS.

3.B. CONCEPT OF OPERATIONS. THE MPS WILL BE RECONSTITUTED IN A PHASED APPROACH THAT WILL NOT DETRACT FROM ONGOING OPERATIONS WITHIN THE XXCOM AOR WHILE BEING INTEGRATED WITH/INTO MMC-X. IN ORDER TO FULLY RECONSTITUTE THE MPE/S MPF RECONSTITUTION WILL OCCUR IN TWO DISTINCT BUT OVERLAPPING PHASES: PLANNING AND EXECUTION.

3.B.1. PHASE I - PLANNING. PLANNING FOR MPF RECONSTITUTION IS CONDUCTED IN THREE STAGES. INFORMATION TECHNOLOGY BEGINS ONCE THE MPS ARE OFFLOADED TO SUPPORT MAGTF OPERATIONS AND IS CONTINUOUS UNTIL THE MPS ARE FULLY INTEGRATED INTO THE MMC-X SCHEDULE.

3.B.1.A. STAGE I - INITIAL PLANNING CONFERENCE (IPC). FORMAL PLANNING FOR MPF RECONSTITUTION BEGINS AT THE IPC TO ESTABLISH THE ECG, AND REVIEW ACTIONS REQUIRED TO BE COMPLETED ISO RECONSTITUTION.

3.B.1.B. STAGE II - MID-PLANNING CONFERENCE (MPC). DESIGNED TO REVIEW THE PREPOSITIONING OBJECTIVE, REVIEW SOURCING PLANS, REVIEW NEW FIELDING ISSUES THAT IMPACT THE IN-THEATER PORTION OF THE RECONSTITUTION, COMMAND RELATIONSHIPS, REVIEW PLANNING GUIDANCE AND PLANNING FACTORS ISO RECONSTITUTION. IN ADDITION, THE MPC WILL DEVELOP A MPS SEQUENCING SKED FOR RECONSTITUTION AND A MPS SEQUENCING SKED FOR MMC-X.

3.B.1.C. STAGE III - FPC. ON OR ABOUT R-DAY, AN FPC IS CONDUCTED IN-THEATER IN ORDER TO VALIDATE PLANNING GUIDANCE, PLANNING FACTORS, RETROGRADE SKEDS, CONCEPT OF OPS, ETC., ISO RECONSTITUTION AND ADJUST AS NECESSARY TO SUPPORT COMMARXXX AND CDR USXXCOM REQUIREMENTS.

3.B.2. PHASE II - EXECUTION. CONDUCTING MPF RECONSTITUTION OCCURS IN TWO STAGES AND BEGINS IN-THEATER ONCE MAGTF OPERATIONS ARE COMPLETE AND/OR EQUIPMENT SORTING FOR RETROGRADE BEGINS. MPF RECONSTITUTION OPERATIONS ARE COMPLETED ONCE THE LAST DOWNLOADED MPS CYCLES THROUGH MMC-X AND ATTAINMENT OF THE PREPOSITIONING OBJECTIVE IS COMPLETE.

3.B.2.A. STAGE I (IN-THEATER). RECONSTITUTION OPERATIONS BEGIN IN-THEATER O/A R-DAY WITH THE IDENTIFICATION, RETROGRADE, AND RETURN OF MPE/S FROM THE OPERATING FORCES. THIS STAGE ENDS ONCE THE LAST MPS IS BACKLOADED IN THEATER WITH MPE/S. SUBPHASES DURING THIS STAGE WILL



BE OUTLINED IN APPROPRIATE ORDERS AND LETTERS OF INSTRUCTION THAT PROVIDE SPECIFIC DETAILS AND TIMELINES IN ORDER TO ACCOMPLISH SPECIFIC RECONSTITUTION OBJECTIVES.

3.B.2.B. STAGE II (CONUS). RECONSTITUTION IN CONUS BEGINS WHEN THE FIRST BACKLOADED (STAGE I) MPS RETURNS TO BICMD FOR MMC-X. THIS STAGE ENDS ONCE ALL STAGE I MPS HAVE CYCLED THROUGH BICMD AND HAVE REACHED APPROVED ATTAINMENT LEVELS.

3.C. TASKS.

3.C.1. HQMC (PP&O/PREPOSITIONING OBJECTIVE):

3.C.1.A. SET THE PRIORITY FOR RECONSTITUTING THE MPSRONS AND UPDATE THE ECG AS REQUIRED.

3.C.1.B. REVIEW AND APPROVE THE RECONSTITUTION SEQUENCE OF THE MPS IN COORDINATION WITH HQMC, MARFOR, MARCORLOGCOM, MILITARY SEALIFT COMMAND, NAVFACENGCOM, AND OPNAV.

3.C.1.C. REVIEW, AND APPROVE THE PREPOSITIONING OBJECTIVE FOR RECONSTITUTION IN COORDINATION WITH HQMC, MARFOR, MARCORLOGCOM, MILITARY SEALIFT COMMAND, NAVFACENGCOM, AND OPNAV.

3.C.1.D. REVIEW AND APPROVE THE MMC-X SKED IN COORDINATION WITH HQMC, MARFOR, COMUSMARXXX, MARCORLOGCOM, MILITARY SEALIFT COMMAND, NAVFACENGCOM, AND OPNAV.

3.C.1.E. PER REF F, DEPLOY PERSONNEL ISO THE RECONSTITUTION LIAISON SUPPORT TEAM (RLST) AS REQUIRED. COORDINATE REQUIREMENTS AND DEPLOYMENT OF THE RLST WITH COMMARFORXXX AND COMUSMARXXX ISO RECONSTITUTION PLANNING AND IN-THEATER LIAISON SUPPORT.

3.C.1.F. CONDUCT AN MPC IN CONUS DURING XXX XX TO DETERMINE MMC-X PREPOSITIONING OBJECTIVE. PUBLISH DETAILS VIA SEPCOR.

3.C.1.G. DEVELOP COA FOR BACKLOADING NEWLY FIELDDED ITEMS/UPGRADES DURING MPF RECONSTITUTION IN-THEATER AND DURING MMC-X.

3.C.1.H. IN COORDINATION WITH HQMC (LPO/ASL), DEVELOP POLICY GUIDANCE/CLARIFICATION FOR THE RECONSTITUTION OF GEOPREPO ASSETS IF SUCH EQUIPMENT AND SUPPLIES ARE UTILIZED TO SUPPORT MPF RECONSTITUTION AND/OR INVENTORY DEFICIENCIES. REVIEW AND APPROVE POA&M FOR THE RECONSTITUTION OF THESE ITEMS IN COORDINATION WITH HQMC(LP), COMMARCORLOGBASES (BICMD), COMMARFOREUR, AND GEOPREPO HOST NATION.

3.C.2. HQMC (I&L/LP):

- 3.C.2.A. PRIORITIZE EQUIPMENT AND SUPPLY SOURCING/ ATTAINMENT IAW REF B.
- 3.C.2.B. CONDUCT AN MPF RECONSTITUTION/MMC-X TAILORING CONFERENCE DURING XXX XX TO VALIDATE THE PREPOSITIONING OBJECTIVE.
- 3.C.2.C. PROVIDE FUNDING FOR HQMC RLST MEMBERS DEPLOYING IN SUPPORT OF IN-THEATER RECONSTITUTION SITE SURVEYS, PLANNING, MPC, AND FPC.
- 3.C.2.D. IDENTIFY PERSONNEL REQUIRED ISO THE RLST TO HQMC (PREPOSITIONING OBJECTIVE) AND COMUSMARXXX/ COMMARFORXXX (G5) NLT XX XXX XX.
- 3.C.2.E. IN COORDINATION WITH COMMARCORLOGCOM, RESEARCH AND DEVELOP A JTAV SUPPORTING PLAN THAT SOURCES COMMAND AND CONTROL, COMMUNICATION, AND INFORMATION SYSTEMS, CRITICAL ITEMS OR OTHER APPROPRIATE CLASSES OF SUPPLY FOR RECONSTITUTION IN-THEATER.
- 3.C.2.F. IN COORDINATION WITH COMMARCORLOGCOM, IDENTIFY POTENTIAL CRITICAL EQUIPMENT/SUSTAINMENT SHORTFALLS ISO RECONSTITUTION EFFORTS BASED UPON WHOLESALE PRODUCTION PROBLEMS AND/OR AVAILABILITY. TOWARDS THAT END, RESEARCH SUITABLE SUBSTITUTES OR CONTRACT OPTIONS IN ORDER TO SUPPORT THE PREPOSITIONING OBJECTIVE ATTAINMENT.
- 3.C.2.G. IN COORDINATION WITH COMMARCORLOGCOM, DETERMINE LOGISTICAL REQUIREMENTS FOR BACKLOADING NEWLY FIELDDED ITEMS OR UPGRADES FOR MPF RECONSTITUTION IN-THEATER AND DURING MMC-X.
- 3.C.2.H. ASSIST HQMC (PREPOSITIONING OBJECTIVE) IN DEVELOPING POLICY GUIDANCE FOR THE RECONSTITUTION OF GEOPREPO ITEMS.
- 3.C.2.I. COORDINATE WITH DEPUTY COMMANDANT PP&O AND PUBLISH CLARIFYING POLICY GUIDANCE BEYOND REF D AND J THAT INCLUDES UPDATED PRIORITY OF GEOPREPO ITEMS USE. DELINEATE AND PRIORITIZE ALL POTENTIAL GEOPREPO ITEMS USE CATEGORIES TO INCLUDE WITHIN-XXX TRAINING/EXERCISE USE, OUT-OF-XXX USE ISO CDRUXXCOM, OUT-OF-AOR USE ISO OPLAN X AND XXXX AND ISO OF MPF RECONSTITUTION.
- 3.C.2.J. COORDINATE WITH COMMARFORXX IN ORDER TO DETERMINE ANY REQUIRED OPERATIONAL FENCING OF GEOPREPO ITEMS.
- 3.C.2.K. COORDINATE WITH COMMARCORLOGCOM IN DETERMINING POLICY FOR MCCP-N USE ISO MPF RECONSTITUTION REQUIREMENTS (I.E., SUITABILITY, COMPATIBILITY, ETC.).

3.C.3. HQMC (AVN/ASL):

3.C.3.A. DETERMINE PRIORITY OF SOURCING AGSE FOR MPF AND MCCP-N.

3.C.3.B. DETERMINE FUNDING REQUIREMENTS TO SUPPORT THE RECONSTITUTION OF AGSE, EAF, IMRL ITEMS, AND CLASS (V)A.

3.C.3.C. ASSIST COMMARCORLOGBASES (BICMD) IN MAXIMIZING THE CONTAINERIZATION OF AGSE ABOARD THE MPS.

3.C.3.D. IDENTIFY PERSONNEL REQUIRED ISO THE RLST TO HQMC (PREPOSITIONING OBJECTIVE) AND COMUSMARXXX/ COMMARFORXXX (G5) NLT XX XXX XX.

3.C.3.E. PUBLISH COA RECONSTITUTION OF AVIATION EQUIPMENT AND SUPPLIES ABD MPF VIA SEPCOR NLT XX XXX XX IN ORDER TO SUPPORT MPS PLANS DEVELOPMENT AND PREPOSITIONING OBJECTIVE.

3.C.3.F. VALIDATE AND PUBLISH A CLASS V(A) SOURCING PLAN FOR THE RECONSTITUTION OF THE MPF NLT XX XXX XX.

3.C.4. HQMC (PROGRAMS AND RESOURCES/FISCAL):

3.C.4.A. UPON APPROVAL OF SUPPLEMENTAL FUNDING, PROVIDE FUNDS TO BEGIN DEPOT REPAIRS AND ATTAINMENT FOR EQUIPMENT REQUIRING LONG LEAD TIMES AND EXTENSIVE REPAIRS AS DELINEATED IN REF B.

3.C.4.B. UPON APPROVAL OF SUPPLEMENTAL FUNDING, PROVIDE ADDITIONAL FUNDS AS REQUIRED TO ENSURE THE ATTAINMENT OF PREPOSITIONING OBJECTIVE DURING RECONSTITUTION AND MMC-X.

3.C.5. HQMC (DEPUTY COMMANDANT, CD&I):

3.C.5.A. REVIEW MPF MEB EQUIPMENT REQUIREMENTS AND VALIDATE PREPOSITIONING OBJECTIVE REQUIREMENTS.

3.C.5.B. COORDINATE THE DOCUMENTATION OF MPF RECONSTITUTION OPERATIONS FOR INCORPORATION INTO THE MARINE CORPS CENTER FOR LESSONS LEARNED (MCCLL) DATABASE TO SUPPORT, CONCEPT DEVELOPMENT AND POTENTIAL UPDATES TO DOCTRINE.

3.C.5.C. IDENTIFY PERSONNEL REQUIRED ISO THE RLST TO HQMC (PREPOSITIONING OBJECTIVE) AND COMUSMARXXX/ COMMARFORXXX (G5) NLT XX XXX XX.

3.C.5.D. IN COORDINATION WITH COMMARFORPAC (G3/G4) AND HQMC (PREPOSITIONING OBJECTIVE/LP), ASSESS FEASIBILITY TO SUPPORT INTRATHEATER LIFT ISO RECONSTITUTION UTILIZING THE HSV-XX AND/OR HSV- XX ISO THE RAPID MOVEMENT OF CARGO AND EQUIPMENT BETWEEN MULTIPLE RECONSTITUTION SITES. BPT PROVIDE HSV SME TO ASSIST MARFOR ISO RECONSTITUTION INTRATHEATER LIFT PLANNING. DETERMINE

COSTS ASSOCIATED WITH HSV SUPPORT OF RECONSTITUTION AND IDENTIFY TO HQMC (LPO/PROGRAMS AND RESOURCES).

3.C.6. COMUSMARXXX/COMMARFORXXX:

3.C.6.A. PLAN, DIRECT, AND COORDINATE WITH ALCON ON THE IN-THEATER RECONSTITUTION OF THE MPF.

3.C.6.B. IDENTIFY FORCE REQUIREMENTS TO ACCOMPLISH RECONSTITUTION IAW ESTABLISHED TIMELINES AND CDR GUIDANCE.

3.C.6.C. IDENTIFY IN THEATER EQUIPMENT EXCESSES THAT ARE AVAILABLE FOR RECONSTITUTION (PRE R-DAY) TO HQMC (PREPOSITIONING OBJECTIVE/LP) AND COMMARCORLOGCOM (G3) NLT XX XXX XX.

3.C.6.D. IDENTIFY PERSONNEL AUGMENTATION REQUIRED TO SUPPORT THE RECONSTITUTION SPMAGTF/LCE TO HQMC (MMRA) NLT XX XXX XX.

3.C.6.E. IDENTIFY ALL MPE/S IN-THEATER DEFICIENCIES IN PREPOSITIONING OBJECTIVE ATTAINMENT TO HQMC (LPO), MARFOR, AND COMMARCORLOGCOM (G3) NO LATER THAN R-DAY.

3.C.6.F. IDENTIFY STOCKAGE LEVELS FOR ALL CLASSES OF SUPPLY THAT WILL BE AVAILABLE IN THEATER TO SUPPORT RECONSTITUTION NLT XX XXX XX IN ORDER TO REDUCE AMOUNT OF CONUS PRESTAGING REQUIREMENTS.

3.C.6.G. IDENTIFY POSSIBLE SITE(S), SPOD(S), APOD(S), TO BE UTILIZED FOR RECONSTITUTION TO HQMC (PREPOSITIONING OBJECTIVE/LP) AND COMMARCORLOGCOM (G3) NLT XX XXX XX IN ORDER TO ASSIST IN DEVELOPING RESOURCE REQUIREMENTS. BPT SUPPORT RLST IN ORDER TO SUPPORT SITE SURVEY, ADJUST PLANNING FACTORS/TIMELINES AND SYNCHRONIZE RECONSTITUTION PLAN WITH APPROVED SITE SELECTION.

3.C.6.H. DETERMINE FEASIBILITY TO SUPPORT DEPLOYMENT OF AN RLST IN-THEATER FOR RECONSTITUTION PLANNING, ASSESSMENTS, SITE SURVEYS, AND MPC.

3.C.6.I. BPT CONDUCT AN IN-THEATER IPC FOR MPF RECONSTITUTION O/A R-DAY.

3.C.6.J. COORDINATE MPF RECONSTITUTION PLANNING EFFORTS WITH THE ECG THROUGH HQMC (PREPOSITIONING OBJECTIVE).

3.C.6.K. DETERMINE IN-THEATER PRIORITY OF SOURCING MPE/S IN ORDER TO SUPPORT MPS RECONSTITUTION SEQUENCE AND PLANNING TIMELINE.

3.C.6.L. IDENTIFY BILL OF MATERIALS REQUIRED TO REPACKAGE AND RECONTAINERIZE CLASS V MUNITIONS.

3.C.6.M. COORDINATE FORCE PROTECTION FOR ALL FORCES IN THEATER SUPPORTING MPF RECONSTITUTION.

- 3.C.6.N. COORDINATE DECONTAMINATION AND/OR AGRICULTURAL WASHDOWN REQUIREMENTS/PROCEDURES FOR MPF RECONSTITUTION.
- 3.C.7. COMMARFORXX:
- 3.C.7.A. BPT PROVIDE FORCES FOR RECONSTITUTING THE MPF AND GEOPREPO.
- 3.C.7.B. IDENTIFY PERSONNEL REQUIRED ISO THE RLST TO HQMC (PREPOSITIONING OBJECTIVE) AND COMUSMARXXX/ COMMARFORXXX (G5) NLT XX XXX XX.
- 3.C.7.C. BPT SUPPORT A MMC LIAISON TEAM WHEN MPSRON-X OR MPSRON-X SHIPS OFFLOAD AT BICMD.
- 3.C.7.D. REQUEST SUPPORT IN HOSTING CONUS MPC IN XXX XX IN ORDER TO REVIEW/APPROVE PREPOSITIONING OBJECTIVE AND TAILORING MPE/S TO SUPPORT MMC-X.
- 3.C.7.E. ATTEND PLANNING CONFERENCES AND SITE SURVEYS AS REQUIRED.
- 3.C.8. COMMARFORXX:
- 3.C.8.A. IF REQUIRED, COORDINATE THE WITHDRAWAL OF GEOPREPO ASSETS ISO MPF RECONSTITUTION AS REQUIRED PER REFS I AND J.
- 3.C.8.B. ASSIST IN DEVELOPMENT OF POA&M FOR THE RECONSTITUTION OF GEOPREPO IN COORDINATION WITH HQMC(PREPOSITIONING OBJECTIVE/LP), COMMARCORLOGBASES (BICMD), MARFOR, AND CHOD.
- 3.C.8.C. IDENTIFY PERSONNEL REQUIRED ISO THE RLST TO HQMC (PREPOSITIONING OBJECTIVE) AND COMUSMARXXX/ COMMARFORXXX (G5) NLT XX XXX XX.
- 3.C.8.D. BPT TO SUPPORT PERSONNEL AUGMENTATION REQUIRED TO SUPPORT THE RECONSTITUTION SPMAGTF/LCE.
- 3.C.8.E. ATTEND PLANNING CONFERENCES AND SITE SURVEYS AS REQUIRED.
- 3.C.8.F. BPT SUPPORT A MMC LIAISON TEAM WHEN MPSRON-1 SHIPS OFFLOAD AT BICMD.
- 3.C.8.G. BPT SUPPORT COMMARCORLOGCOM WITH PLANNING AND EXECUTION OF 3.C.10.S.
- 3.C.8.H. IDENTIFY AND SUPPORT FORCES REQUIRED FOR RECONSTITUTION OF MPF AND M CCP-N.
- 3.C.9. COMMARFORXX:
- 3.C.9.A. BPT TO SUPPORT FORCES FOR RECONSTITUTION AS REQUIRED.
- 3.C.9.B. BPT TO PROVIDE MPE/S FOR RECONSTITUTION AS REQUIRED.
- 3.C.9.C. ATTEND RECONSTITUTION PLANNING CONFERENCES AND SITE SURVEYS AS REQUIRED.

3.C.10. COMMARCORLOGCOM:

3.C.10.A. DETERMINE FISCAL REQUIREMENTS ISO RECONSTITUTION OF MPF TO INCLUDE FISCAL ESTIMATES FOR MMC-X. IDENTIFY REQUIREMENTS TO HQMC (PREPOSITIONING OBJECTIVE/LP/L3) AS REQUIRED.

3.C.10.B. BPT PROVIDE PERSONNEL AND EQUIPMENT ISO COMUSMARXXX RECONSTITUTION OF THE MPF. IDENTIFY PERSONNEL AND EQUIPMENT REQUIREMENTS TO HQMC (PREPOSITIONING OBJECTIVE/LP) AND COMUSMARXXX/ COMMARFORXXX (G5) NLT XX XXX XX.

3.C.10.C. COORDINATE WITH COMMANDER, MARINE CORPS SYSTEMS COMMAND (COMMARCORSYSCOM) TO DETERMINE THE REQUIREMENT FOR CONTRACTOR LOGISTICS SUPPORT (CLS).

3.C.10.D. IDENTIFY FIELD SERVICE REPRESENTATIVE REQUIREMENTS ISO RECONSTITUTION EFFORT TO HQMC (LPO/ LPC) NLT XX XXX XX.

3.C.10.E. DEVELOP AN LOI TO SPT COMUSMARXXX/ COMMARFORXXX PLANNING TO FACILITATE THE RECONSTITUTION OF THE MPE/S ABD THE MPS AS PER MMC SOPS, STATEMENT OF WORK (SOW) CONTRACT, AND REF H. THE LOI SHOULD INCLUDE THE FOLLOWING:

3.C.10.E.1. DATA COLLECTION REQUIREMENTS AND PROCEDURES.

3.C.10.E.2. IDENTIFY SL-3/BASIC INITIAL ISSUE (BII) SHORTFALLS AND REQUISITIONING PROCEDURES.

3.C.10.E.3. IDENTIFY PACKING, PACKAGING AND PRESERVATION (PP&P) REQUIREMENTS FOR ALL PREPOSITIONED EQUIPMENT AND SUPPLIES.

3.C.10.E.4. IDENTIFY UNIQUE MAINTENANCE, CALIBRATION, INSPECTIONS, MODIFICATIONS, AND REQUIREMENTS FOR ALL PREPOSITIONED EQUIPMENT AND SUPPLIES.

3.C.10.E.5. IDENTIFY SOURCING, ATTAINMENT, SUSTAINMENT AND DISPOSITION PROCEDURES/REQUIREMENTS TO SUPPORT RECONSTITUTION.

3.C.10.E.6. IDENTIFY PROCESSES AND PROCEDURES FOR THE COLLECTION OF EQUIPMENT RECORD JACKETS, KEYS, SL-3 INVENTORY EXTRACT AND GUN BOOKS FROM OPERATING FORCES DURING JLTI PHASE OF THE RECONSTITUTION.

3.C.10.E.7. IDENTIFY READINESS REPORTING PROCESSES AND PROCEDURES FOR THE MPE/S (IDENTIFIED IN MCBUL 3000) AND NSE EQUIPMENT.

3.C.10.E.8. IDENTIFY REQUIREMENTS FOR THE CARE-IN-STORAGE AND OPP BLOCKS TO BE PREPOSITIONED DURING RECONSTITUTION.

3.C.10.F. DEVELOP MPF LOAD PLANS, TO INCLUDE INDIVIDUAL SHIPS LOAD PLANS, MSE DISTRIBUTION, CONTAINERIZATION PLANS, MOBILE LOAD PLANS AND SUSTAINMENT BLOCK SHIP ALLOCATIONS AND COORDINATE APPROPRIATE MARFOR/MEF REVIEW DURING FPC.

3.C.10.G. SUPPORT ALL RECONSTITUTION PLANNING CONFERENCES AND SITE SURVEYS AS REQUIRED.

3.C.10.H. COORDINATE WITH MILITARY SEALIFT COMMAND (PM-3) AND PROVIDE HQMC (POE) RECOMMENDATIONS FOR THE SEQUENCE OF MPS RECONSTITUTION BACKLOAD AND DEVELOP A PLAN FOR INTEGRATION OF THE MPS INTO MMC-X SCHEDULE.

3.C.10.I. PROVIDE END-OF-SHIP DATA AT THE COMPLETION OF EACH MPS BACKLOADED DURING RECONSTITUTION. UTILIZE MCPIC TO PROVIDE MPS INVENTORY VISIBILITY.

3.C.10.J. DETERMINE FEASIBILITY OF SUPPORTING MPF RECONSTITUTION OPERATIONS (PHASE II/STAGE I) WITH AIS (E.G., MCPIC, AIMS) AT THE PRIMARY, IN-THEATER, RECONSTITUTION SITE. REQUEST BRIEF SUPPORTABILITY AT THE RECONSTITUTION MPC.

3.C.10.K. DETERMINE THE FEASIBILITY OF RUNNING ATTAINMENT MODELS IN ORDER TO PROJECT PREPOSITIONING OBJECTIVE ATTAINMENT AND IDENTIFICATION DEFICIENCIES FOR APPROPRIATE GROUND MPE/S IN ORDER TO ASSIST IN RECONSTITUTION PLANNING. REQUEST BRIEF SUPPORTABILITY AT THE RECONSTITUTION MPC.

3.C.10.L. IDENTIFY ALL RECONSTITUTION MAINTENANCE, PACKING, INSPECTION, MOBILE-LOAD ASSOCIATION, AND EMBARKATION STAGING AREA REQUIREMENTS FOR INCLUSION IN TOTAL FACILITIES/SPACE REQUIREMENTS IN ORDER TO SUPPORT COMUSMARXXX (G5/4) PLANNING. BPT IDENTIFY/VALIDATE SPACE/FACILITY REQUIREMENTS (SQFT) AT RECONSTITUTION MPC IN XXX XX.

3.C.10.M. ASSIST MARFOR AND HQMC (LP) IN THE DEVELOPMENT OF PREPOSITIONING OBJECTIVE FOR RECONSTITUTION TO INCLUDE CLASS II, III (PACKAGED), VII, VIII, IX, AND BATTERIES. REF G APPLIES.

3.C.10.N. IDENTIFY, ASSESS COST, AND BPT REQUISITION KNOWN SHELF LIFE AND ISSUED CONSUMABLES THAT WILL REQUIRE REPLACEMENT (E.G., CANVAS, CAMMIE NETS) IAW REFS H AND P.

3.C.10.O. IDENTIFY PERSONNEL REQUIRED ISO THE RLST TO HQMC (PREPOSITIONING OBJECTIVE) AND COMUSMARXXX (G5) NLT XX XXX XX.

3.C.10.P. BPT PROVIDE RADIOLOGICAL TECHNICAL GUIDANCE AND ASSISTANCE TO COMUSMARXXX/COMMARFORXXX ISO CONTROLLING AND ACCOUNTING FOR RADIOACTIVE MATERIELS

AND POTENTIAL CONTAMINATION DURING RECONSTITUTION OPERATIONS.

3.C.10.Q. IDENTIFY TYPE AND QTY OF EQUIPMENT AVAILABLE FROM GEOPREPO FOR MPF RECONSTITUTION BASED UPON DEPUTY COMMANDANT PP&O POLICY, STATED HQMC RECONSTITUTION REQUIREMENTS AND ESTABLISHED BUSINESS RULES.

3.C.10.R. COORDINATE ELIGIBLE POPULATION OF GEOPREPO ITEMS WITH MARFORXXXX AS XXCOM COMPONENT FOR SUPPORTABILITY.

3.C.10.S. DEVELOP AND ITEMS PUBLISH A POA&M FOR THE RECONSTITUTION OF GEOPREPO IN COORDINATION WITH HQMC (PREPOSITIONING OBJECTIVE/LP) AND COMMARFORXXX.

3.C.11. COMMARCORSYSCOM:

3.C.11.A. REVIEW MMC-X FIELDING PLANS AND REVISED MMC-X SKED TO ENSURE NEW EQUIPMENT FIELDING SKED IS SYNCHRONIZED WITH MPSRON/MEF ENTERING INTO THE MMC.

3.C.11.B. COORDINATE THE FIELDING OF NEW EQUIPMENT/ UPGRADES/MODIFICATIONS TO THE MPF PROGRAM DURING IN-THEATER RECONSTITUTION WITH HQMC (LP) AND COMMARCORLOGCOM (G3) IN ORDER TO ACCELERATE FIELDING PLANS AND REDUCE MIXED MPS LOADS.

3.C.11.C. DETERMINE PERSONNEL REQUIREMENTS ISO IN-THEATER RECONSTITUTION AND IDENTIFY TO HQMC (PREPOSITIONING OBJECTIVE/LP) AND COMUSMARXXX/COMMARFORXXX (G5) NLT XX XXX XX.

3.C.11.D. IDENTIFY PERSONNEL REQUIRED ISO THE RLST TO HQMC (PREPOSITIONING OBJECTIVE) AND COMUSMARXXX/ COMMARFORXXX (G5) NLT XX XXX XX.

3.C.11.E. ASSESS THE REQUIREMENT FOR CONTRACTOR LOGISTICS SUPPORT (CLS) OPERATIONS AND IDENTIFY REQUIREMENTS TO HQMC(LPC) NLT XX XXX XX.

3.C.11.F. PUBLISH CONOPS FOR RECONSTITUTING THE CLASS V(W) ABD THE MPF NLT XX XXX XX.

3.C.12. OPNAV (N3/5, N85):

3.C.12.A. COORDINATE NAVY PARTICIPATION IN PLANNING AND EXECUTION OF MPF RECONSTITUTION.

3.C.12.B. REVIEW, COORDINATE, AND ENDORSE OVERALL MPF RECONSTITUTION PLANNING COURSES OF ACTION.

3.C.13. OPNAV (N44)/FIRST NAVAL CONSTRUCTION DIVISION (1NCD)/ NAVFACENGCOM/SRL:

3.C.13.A. PLAN, REVIEW, APPROVE, AND ASSIST IN THE RECONSTITUTION OF XX (X) NMCB/NCR CAPABILITIES ABD THE MPS DURING RECONSTITUTION PLANNING AND EXECUTION.



3.C.13.B. IDENTIFY PERSONNEL REQUIREMENTS NEEDED TO SUPPORT IN-THEATER RECONSTITUTION OF NMCB/NCR MPE/S TO HQMC (PREPOSITIONING OBJECTIVE/LP) AND COMUSMARXXX (G5) NLT XX XXX XX.

3.C.13.C. IDENTIFY PERSONNEL REQUIRED ISO THE RLST AND IDENTIFY TO HQMC (PREPOSITIONING OBJECTIVE) AND COMUSMARXXX/COMMARFORXXX (G5) NLT XX XXX XX.

3.C.13.D. COORDINATE THE FIELDING OF NEW EQUIPMENT/UPGRADES/MODIFICATIONS TO THE MPF PROGRAM DURING IN-THEATER RECONSTITUTION WITH APPROPRIATE NAVAL COMPONENTS IN ORDER TO ACCELERATE FIELDING PLANS AND REDUCE MIXED MPS LOADS.

3.C.14 OPNAV (N42)/COMNAVBEACHGRU (NBG)/NAVFACECOM/SRL:

3.C.14.A. PLAN, REVIEW, APPROVE, AND ASSIST IN THE RECONSTITUTION OF XX (X) NAVAL SUPPORT ELEMENT (NSE) TA55 CAPABILITIES AND THE MPS DURING RECONSTITUTION PLANNING AND EXECUTION.

3.C.14.B. IDENTIFY PERSONNEL REQUIREMENTS NEEDED TO SUPPORT IN-THEATER RECONSTITUTION OF NSE MPE/S TO HQMC (PREPOSITIONING OBJECTIVE/ LP) AND COMUSMARXXX/COMMARFORXXX (G5) AND COMMANDS AS NECESSARY.

3.C.14.C. COORDINATE THE FIELDING OF ANY NEW NSE EQUIPMENT/UPGRADES/MODIFICATIONS TO THE MPF PROGRAM DURING IN-THEATER RECONSTITUTION WITH APPROPRIATE NAVAL COMPONENTS IN ORDER TO ACCELERATE FIELDING PLANS AND REDUCE MIXED MPS LOADS.

3.C.14.D. COORDINATE THE MAINTENANCE AND REPAIR OF NAVY LIGHTERAGE (INCLUDING LIGHTERAGE REMAINING IN THEATER) IN ORDER TO SUPPORT RECONSTITUTION.

3.C.15. OPNAV (N411/N88C1):

3.C.15.A. VALIDATE AND PUBLISH A CLASS V(A) SOURCING PLAN FOR THE RECONSTITUTION OF THE MPF NLT XX XXX XX.

3.C.15.B. IDENTIFY NAWMU-X PERSONNEL AND CIVILIAN NAVAL SUPPORTING ESTABLISHMENT PERSONNEL (NAVAL WEAPONS STATIONS) REQUIRED TO SUPPORT IN-THEATER RECONSTITUTION OF CLASS V(A) AND THE MPS TO HQMC (PREPOSITIONING OBJECTIVE/ASL) AND COMUSMARXXX/COMMARFORXXX (G4) NLT XX XXX XX.

3.C.16. OPNAV(N931) EMF PROGRAM OFFICE:

3.C.16.A. COORDINATE THE RECONSTITUTION OF EMF REQUIREMENTS WITH COMMARCORLOGBASES (BICMD).

3.C.16.B. PUBLISH INTENT AND POA&M TO RECONSTITUTE EMF RESOURCES AND MPS-X AND MPS-X NLT XX XXX XX.

3.C.16.C. IDENTIFY PERSONNEL REQUIRED ISO THE RLST TO HQMC (PREPOSITIONING OBJECTIVE) AND COMUSMARXXX/COMMARFORXXX (G5) NLT XX XXX XX.

3.C.16.D. IDENTIFY PERSONNEL REQUIRED TO AUGMENT THE RECONSTITUTION SPMAGTF/LCE TO HQMC (PREPOSITIONING OBJECTIVE/LP) AND COMUSMARXXX/COMMARFORXXX (G5) NLT XX XXX XX.

3.C.17. MILITARY SEALIFT COMMAND (PM-3):

3.C.17.A. ENSURE THE MPS MEETS US COAST GUARD CERTIFICATION OF INSPECTION AND DRY DOCKING REQUIREMENTS PRIOR TO RECONSTITUTION BACKLOAD OPERATIONS OR IN CONCERT WITH THE REVISED MMC-X SKED.

3.C.17.B. ENSURE ESQD WAIVERS ARE COORDINATED WITH APPROPRIATE COGNIZANT OPERATIONAL CHAIN ISO RECONSTITUTION.

3.C.17.C. ENSURE THE MPS ARE CERTIFIED TO CONDUCT FLIGHT DECK OPERATIONS POST RECONSTITUTION.

3.C.17.D. COORDINATE WITH THE DEFENSE ENERGY SUPPLY CENTER FOR THE REPLENISHMENT OR RECLAMATION OF BULK PETROLEUM, OIL, AND LUBRICANTS.

3.C.17.E. FORWARD ALL FISCAL RESOURCE REQUIREMENTS ISO RECONSTITUTION TO OPNAV/N42.

3.C.17.F. ASSIST IN THE REEMBARKATION OF COMPSRON STAFF ON FLAG CONFIGURED MPS UPON RELEASE OF MPS.

3.C.17.G. ENSURE CONTRACTED MAINTENANCE PERSONNEL ARE AVAILABLE FOR REPAIR/MAINTENANCE OF SHIP BOARD CRANES DURING IN-THEATER BACKLOAD OPS.

3.C.18. COMUSNAVXX (N3):

3.C.18.A. PROVIDE FORCES TO SUPPORT IN-THEATER RECONSTITUTION OF THE MPS.

3.C.18.B. RETAIN OPCON OF THE MPS ONCE IN THE XXCOM AOR AND RELEASED FROM THE COMMON USER POOL SERVICE.

3.C.18.C. ARRANGE PORT SCHEDULING, SEAWARD FORCE PROTECTION, AND HOST-NATION SUPPORT ASSOCIATED WITH THE RECONSTITUTION OF THE MPF.

3.C.18.D. DESIGNATE COMMANDER, MPF (CMPF) TO COORDINATE THE BACKLOAD OF MPS WITH THE COMMANDER, SPMAGTF/LCE FOR RECONSTITUTION.

4. ADMINISTRATION AND LOGISTICS:

4.A. FUNDING FOR TAD AND FIELD ORDERS IS A UNIT/ ORGANIZATION RESPONSIBILITY.

4.B. RLST MEMBERS SHOULD RECEIVE VACCINATION UPDATE FOR THE XXXCOM AOR.

4.C. RLST MEMBERS SHOULD POSSESS A US PASSPORT AND INTERNATIONAL DRIVER'S LICENSE.

5. COMMAND AND SIGNAL

5.A. COMMAND.

5.A.1. CDRUSXXX IS THE SUPPORTED CDR AND RESPONSIBLE FOR ALL PERSONNEL WITHIN HIS AOR.

5.A.2. COMUSMARXXX/COMMARFORXXX IS THE SUPPORTED COMMANDER FOR PHASE II/STAGE I MPF RECONSTITUTION OPERATIONS.

5.A.3. COMUSNAVXXX IS THE SUPPORTING COMMANDER FOR PHASE II/STAGE I MPF RECONSTITUTION OPERATIONS. CMPF IS NORMALLY DESIGNATED AS THE EXECUTIVE AGENT FOR CDRUSNAVXXX FOR MPF RECONSTITUTION OPERATIONS PHASE II/STAGE I.

5.A.4. COMMARFORXXX IS THE SUPPORTING COMMANDER FOR MPF RECONSTITUTION AND THE SUPPORTED COMMANDER FOR GEOPREPO RECONSTITUTION.

5.A.5. COMMARFORXX/COMMARFORXX IS THE SUPPORTING COMMANDER FOR MPF AND GEOPREPO RECONSTITUTION.

5.A.6. COMMARCORLOGBASES ACTS AS THE EXECUTIVE AGENT FOR MMC-X AND FUNCTIONS AS THE SUPPORTING COMMANDER DURING IN-THEATER RECONSTITUTION AND THE SUPPORTED COMMANDER DURING MMC-X.

5.B. SIGNAL.

5.B.1. IAW NORMAL SOPS.

5.B.2. EFFECTIVE FOR PLANNING UPON RECEIPT.

5.B.3. EXECUTE ON ORDER.//

DECL/XXXXX//

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# APPENDIX T

## NOTIONAL TABLES OF ORGANIZATION AND TABLES OF EQUIPMENT FOR RECONSTITUTION

**Table of Organization—Reconstitution  
SPMAGTF/Combat Logistics Regiment**

Line #	Billet	Rank	MOS	Marine Corps Officer	Marine Corps Enlisted	Navy Officer	Navy Enlisted
<b>Headquarters Element</b>							
1	Commanding Officer	Col	9904	1			
2	Executive Officer	LtCol	0402	1			
3	Chaplain	LT	3701			1	
4	SgtMaj	SftMaj	9999		1		
5	Driver	Cpl/LCpl	3531		1		
6	As required						
7	As required						
<b>S-1 Section</b>							
8	S-1 officer	Lt/WO	0170	1			
9	S-1 chief	GySgt	0193		1		
10	SRB clerk	Sgt	0121		1		
11	SRB clerk	PFC/Cpl	0121		2		
12	Unit diary clerk	LCpl/Sgt	0121		2		
13	Administrative clerk	PFC/Sgt	0151		4		
14	CMCC clerk	LCpl/Cpl	06XX		1		
15	As required						
16	As required						
<b>S-2 Section</b>							
17	S-2 officer	Capt	0202	1			
18	S-2 chief	GySgt			1		
19	S-2 clerk	LCpl/Sgt			2		
20	As required						
21	As required						
<b>S-3 Section</b>							
22	CSS operations officer	Maj	0402	1			
23	Operations chief	MSgt	0491		1		
24	Watch officer	Capt	0402	2			
25	Watch officer	Lt/WO	0402	1			
26	Watch chief	GySgt	0431		1		
27	Watch chief	SSgt	0431		2		

**Table of Organization—Reconstitution  
SPMAGTF/Combat Logistics Regiment (Continued)**

Line #	Billet	Rank	MOS	Marine Corps Officer	Marine Corps Enlisted	Navy Officer	Navy Enlisted
28	Journal clerk	LCpl/Cpl	0431		2		
29	As required						
30	As required						
<b>Contracting Support Section</b>							
31	Contracting officer	Capt	9656	1			
32	Contracting chief	GySgt	3044		1		
33	Contracting specialist	Sgt/Cpl	3044		2		
34	As required						
<b>Logistics Section</b>							
35	S-4 officer	Maj	0402	1			
36	S-4 chief	MSgt	0491		1		
37	Facilities chief	MSgt	0411		1		
38	S-4 clerk	Cpl/Sgt	0431		2		
39	S-4 ammunition	CWO 2/3	0410	1			
40	Maintenance management clerk	LCpl/Sgt	0411		3		
41	As required						
42	As required						
43	As required						
<b>Food Services Section</b>							
44	Food services officer	1 <sup>st</sup> Lt	3302	1			
45	Food services chief	GySgt	3381		1		
46	Food services clerk	Sgt	3061		1		
<b>Mess Hall No. 1</b>							
47	NCOIC	SSgt	3381		1		
48	Cooks	Sgt	3381		2		
49	Cooks	PFC/Cpl	3381		20		
<b>Mess Hall No. 2</b>							
50	NCOIC	SSgt	3381		1		
51	Cooks	Sgt	3381		2		
52	Cooks	PFC/Cpl	3381		10		
53	As required						
<b>Embarkation Section</b>							
54	Mobility officer	Capt	0430	1			
55	Assistant mobility officer	Lt/WO	0430	2			
56	Mobility chief	MSgt	0491		1		
57	Mobility clerk	Pvt/Sgt	0431		5		

**Table of Organization—Reconstitution  
SPMAGTF/Combat Logistics Regiment (Continued)**

Line #	Billet	Rank	MOS	Marine Corps Officer	Marine Corps Enlisted	Navy Officer	Navy Enlisted
58	Lasher/hardbacks	PFC/LCpl	XXXX		36		
59	Guide	PFC/LCpl	XXXXX		8		
60	As required						
<b>Port Operations Section</b>							
61	Port operations officer	Maj	0402	1			
62	Port operations chief	MGySgt	0481		1		
63	Port operations clerk	LCpl/Sgt	0481		2		
64	As required						
The port operations section is the liaison between the LCE and any other agencies, multinational forces, host nation, and port authorities as they relate to functions or operations of the port.							
<b>Traffic Management Detachment</b>							
65	Traffic management officer	Capt	3102	1			
66	Traffic management chief	MSgt	3112		1		
67	Traffic management administrator	LCpl	3112		1		
68	Shipping section NCOIC	GySgt	3112		1		
69	Traffic management specialist	SSgt	3112		1		
70	Traffic management specialist	Pvt/Sgt	3112		24		
71	Receiving section NCOIC	SSgt	3112		1		
72	Container section NCOIC	SSgt	3112		1		
73	As required				1		
74	As required						
75	As required						
In addition to day-to-day responsibilities, the traffic management detachment coordinates all tasks related to the leased containers.							
<b>MDSS II Section</b>							
76	MDSS II/LOGMARS officer	Capt	0402	1			
77	Assistant OIC	Lt	0402	1	1		
78	MDSS II/LOGMARS chief	MSgt	0491		10		
79	MDSS II/LOGMARS clerk	Pvt/Sgt	0431				
80	As required						
<b>Customs/Agricultural Inspection Section</b>							
81	OIC	Capt	9999	1			
82	Section chief	SSgt	Any (trained)		1		
83	Military customs inspector	Cpl/Sgt	Any (trained)		5		

**Table of Organization—Reconstitution  
SPMAGTF/Combat Logistics Regiment (Continued)**

Line #	Billet	Rank	MOS	Marine Corps Officer	Marine Corps Enlisted	Navy Officer	Navy Enlisted
84	Environmental health officer	LTJG	2300			1	
85	Preventive medical technician	HM3	8432				1
86	As required						
<b>Headquarters Detachment</b>							
87	Detachment commander	Capt	Any	1			
88	1 <sup>st</sup> Sgt	1 <sup>st</sup> Sgt	9999		1		
89	Logistics clerk	LCpl/Cpl	0481			2	
90	As required						
<b>Organic Supply Section</b>							
91	Supply officer	Lt	3002	1			
92	Supply chief	SSgt	3043		1		
93	Supply administrative clerk	Sgt	3043		1		
94	Supply administrative clerk	LCpl/Cpl	3043		2		
95	Warehouse man	Sgt	3051		1		
96	Warehouse man	PFC/Cpl	3051		2		
97	As required						
<b>Battalion Aid Station/Dental Station</b>							
98	OIC/physician	LT/LCDR	2100			1	
99	Physician	LT	2100			1	
100	Leading CPO	HMC	8499				1
101	Corpsman	HM1	8499				2
102	Corpsman	HM/HM2	8499				10
103	Dentist	LT	3353			1	
104	Dental technician	DT1	8799				1
105	Dental technician	DT/DT2	8799				2
106	As required						
<b>Postal Section</b>							
107	Postal chief SSgt	SSgt	0161		1		
108	Postal clerk	PFC/Sgt	0161		4		
109	As required						
<b>Disbursing Section</b>							
110	Disbursing officer	Lt/WO	3420	1			
111	Disbursing chief	GySgt	3421		1		
112	Disbursing clerk	Sgt	3421		1		
113	Disbursing clerk	PFC/Spl	3421		2		

**Table of Organization—Reconstitution  
SPMAGTF/Combat Logistics Regiment (Continued)**

Line #	Billet	Rank	MOS	Marine Corps Officer	Marine Corps Enlisted	Navy Officer	Navy Enlisted
114	Navy disbursing clerk	DK1	2999				1
115	Navy disbursing clerk	DK2/DK3	2999				1
116	As required						
<b>Legal Section</b>							
117	Legal officer/attorney	Capt	44XX	1			
118	Legal clerk	PFC/Sgt	44XX		2		
119	As required						
<b>Exchange Section</b>							
120	Exchange SNCOIC	SSgt	4131		1		
121	As required						
<b>Mobile Exchange Team (2)</b>							
122	PX man	Sgt	4131		2		
123	PX man	PFC /Cpl	4131		4		
124	As required						
<b>Communications Detachment</b>							
125	Communications officer	Lt	0602	1			
126	Communications chief	GySgt	25XX/06XX		1		
<b>Communicatins Center</b>							
127	Communications center chief	SSgt	2549		1		
128	Communications center operator	Cpl/Sgt	2542		5		
129	Communications center operator	PFC/LCpl	2542		16		
130	As required						
<b>Radio Section</b>							
131	Radio chief	SSgt	0629		1		
132	Watch NCO	Sgt	0621		3		
133	Radio operator	PFC/Cpl	0621		9		
134	Radio repairer	Cpl	2841		1		
<b>Wire Section</b>							
135	Wire chief	SSgt	0619		1		
136	Wireman	Sgt	0612		1		
137	Wireman	PFC/Cpl	0612		12		
138	Wire technician	Cpl/Sgt	0612		1		
139	As required						



**Table of Organization—Reconstitution  
SPMAGTF/Combat Logistics Regiment (Continued)**

Line #	Billet	Rank	MOS	Marine Corps Officer	Marine Corps Enlisted	Navy Officer	Navy Enlisted
<b>Deployed Regional Automated Service Center</b>							
140	OIC	Capt	4002	1			
141	Customer service representative	Sgt	4063		1		
142	As required						
<b>Small Systems Support Section</b>							
143	SNCOIC	SSgt	4063		1		
144	As required						
<b>Data Communications Section</b>							
145	NCOIC	Sgt	4063		1		
146	Programmer	LCpl/Cpl	4063		3		
147	As required						
<b>Deployed ADT Unit</b>							
148	Processing officer	WO	4010	1			
149	SNCOIC	MSgt	4038		1		
150	As required						
<b>Processing Section</b>							
151	Processing chief	GySgt	4038		1		
152	Operations chief	SSgt	4038		1		
153	Computer operator	Sgt	4034		1		
154	Computer operator	PFC/Cpl	4034		4		
155	PCU clerk	Sgt	4034/38		2		
156	PCU clerk	Cpl	4034/38		3		
157	As required						
<b>Technical Support Section</b>							
158	Tech support chief	GySgt	4069		1		
159	Systems programmer	SSgt	4069		2		
160	Database programmer	SSgt	4069/71		1		
161	Teleprocessing technician	Sgt	4069/71		1		
162	Application programmer	Sgtt	4063		1		
163	As required						
<b>Military Police Section</b>							
164	OIC	1 <sup>st</sup> Lt	5802	1			
165	Chief	GySgt	5811		1		
166	Squad leader	Sgt	5811		3		
167	Military policeman	PFC/Cpl	5811		12		
168	As required						

**Table of Organization—Reconstitution  
SPMAGTF/Combat Logistics Regiment (Continued)**

Line #	Billet	Rank	MOS	Marine Corps Officer	Marine Corps Enlisted	Navy Officer	Navy Enlisted
<b>Supply Detachment</b>							
169	Detachment commander	Maj	3002	1			
170	Detachment NCOIC	MGySgt	3043		1		
171	Subsistence chief	SSgt	3061		1		
172	Subsistence clerk	PFC/LCpl	3361		2		
173	Warehouse man	PFC/Cpl	3361		4		
174	As required						
<b>Operations Section</b>							
175	OIC	Capt/Lt	3002	1			
176	SNCOIC	MSgt	3043		1		
177	Scheduler	Sgt	3043		1		
178	Input/output clerk	LCpl/Cpl	3043		2		
179	Programmer	Cpl	3043		1		
180	Keypunch clerk	LCpl	3043		1		
181	As required						
<b>General Account/Secondary Reparables Management Section</b>							
182	OIC	Capt	3002	1			
183	SNCOIC	MSgt	3043		1		
184	As required						
185	As required						
<b>Accounting Section</b>							
186	SNCOIC	GySgt	3043		1		
187	Stock control SNCO	SSgt	3043		1		
188	Stock control clerk	Sgt	3043		1		
189	Stock control clerk	PFC/Cpl	3043		5		
190	Fiscal chief	SSgt	3043		1		
191	Fiscal clerk	Sgt	3043		1		
192	As required						
<b>Storage Section</b>							
193	OIC	CWO	3050	1			
194	SNCOIC	MSgt	3051		1		
195	Administrative clerk	PFC/LCpl	3051		2		
196	As required						
<b>Shipping and Receiving</b>							
197	SNCOIC	GySgt	3050		1		
198	S/R NCO	Cpl/Sgt	3051		2		

**Table of Organization—Reconstitution  
SPMAGTF/Combat Logistics Regiment (Continued)**

Line #	Billet	Rank	MOS	Marine Corps Officer	Marine Corps Enlisted	Navy Officer	Navy Enlisted
199	S/R clerk	PFC/LCpl	3051		6		
200	As required						
<b>Bin Storage</b>							
201	SNCOIC	GySgt	3051		1		
202	Bin NCO	Cpl/Sgt	3051		3		
203	Bin clerk	PFC/LCpl	3051		12		
204	As required						
<b>Bulk Storage</b>							
205	SNCOIC	GySgt	3051		1		
206	Bulk items NCO	Cpl/Sgt	3051		3		
207	Bulk items clerk	PFC/LCpl	3051		9		
208	As required						
<b>Disposal Preparation Lot</b>							
209	SNCOIC	MSgt	3051		1		
210	Assistant SNCOIC	GySgt	3051		2		
211	Lot NCO	Cpl/Sgt	3051		3		
212	Lot clerk	PFC/LCpl	3051		12		
213	As required						
<b>Ammunition Section</b>							
214	OIC	1 <sup>st</sup> Lt/CWO	2340	1			
215	Driver	PFC/LCpl	Any		1		
216	As required						
The ammunition section is based on the notion that 80 percent of the ammunition (loaded on at least two MPS) has been offloaded and that a significant portion of that quantity needs to be repacked.							
<b>Ammunition Operations Center</b>							
217	Operations chief	MGySgt	2311		1		
218	Detachment GySgt	GySgt	2311		1		
219	Security NCO	Sgt	2311		1		
220	Records clerk	Cpl	2311		2		
221	As required						
<b>MPF Reconstitution Support</b>							
222	SNCOIC	MSgt	2311		1		
223	STG/chief	GySgt	2311		1		
224	Section leader	SSgt	2311		2		
225	Squad/leader	Sgt	2311		4		
226	PKG crew/leader	Sgt	2311		1		
227	PKG crew	Pvt/Cpl	2311		4		

**Table of Organization—Reconstitution  
SPMAGTF/Combat Logistics Regiment (Continued)**

Line #	Billet	Rank	MOS	Marine Corps Officer	Marine Corps Enlisted	Navy Officer	Navy Enlisted
228	Records NCO	Sgt	2311		1		
229	Records man	Pvt/Cpl	2311		4		
230	Ammunition technician	Pvt/Cpl	2311		16		
231	MHE operator	Pvt/Cpl	1345		12		
232	MHE mechanic	Cpl/Sgt	1341		3		
233	General/mechanic	Cpl	1142		2		
234	As required						
<b>Ammunition Supply Point No. 1</b>							
235	OIC	CWO	2340	1			
236	Aviation ordnance chief	SSgt	6521		1		
237	Aviation technician	Pvt/Sgt	6521		4		
238	Computer supervisor	SSgt	2311		1		
239	Computer operator	Pvt/Cpl	2311		1		
240	Computer operator	Pvt/Cpl	6521		4		
241	Inventory supervisor	SSgt	6521		1		
242	Inventory team	Pvt/Cpl	2311		19		
243	Inventory team	Pvt/Cpl	6521		2		
244	Quality assurance	SSgt	2311		3		
245	RTCH drive	Pvt/Cpl	1345		2		
246	As required						
<b>Ammunition Supply Point No. 2</b>							
247	OIC	CWO3	2340	1			
248	Assistant OIC	CWO	2340	1			
249	Operations chief	MGySgt	2311		1		
250	Storage chief	MSgt	2311		1		
251	Requirement NCO	GySgt	2311		2		
252	Records NCO	Sgt	2311		2		
253	Aviation ordnance chief	SSgt	6521		1		
254	Aviation ordnance technician	Pvt/Sgt	6521		8		
255	STG/section leader	SSgt	2311		2		
256	STG section	SSgt	2311		2		
257	Inventory NCO	Sgt	2311		3		
258	Squad/leader	Sgt	2311		4		
259	Ammunition technician	Pvt/Cpl	2311		52		
260	Inventory technician	Cpl	2311		3		
261	Inventory man	Pvt/LCpl	2311		6		

**Table of Organization—Reconstitution  
SPMAGTF/Combat Logistics Regiment (Continued)**

Line #	Billet	Rank	MOS	Marine Corps Officer	Marine Corps Enlisted	Navy Officer	Navy Enlisted
262	Records clerk	Pvt/Sgt	2311		4		
263	MHE operator	Pvt/Cpl	1345		9		
264	MHE mechanic	Cpl/Sgt	1341		2		
265	As required						
<b>Medical Logistics Section</b>							
266	OIC	LT	2300			1	
267	Supply officer	Ens/LtJG	2300			1	
268	Command master chief	HMCM	8404				1
269	Production officer	HMCM	8404				1
270	Leading CPO administrator	HMC	8404				1
271	Leading CPO supply	HMC	8404				1
272	Medical quality assurance	HM3/HM1	8404				4
273	LPO data	HM1	8404				1
274	Administrative records	HM1	8404				1
275	Leading PO supply	HM1	8404				1
276	Postal clerk	HM3	8404				1
277	LPO containers	HM1	8404				1
278	Production	HN/HM1	8404				5
279	Data	HN/HM2	8404				4
280	Containers	HN/HM2	8404				4
281	Driver	HN	8404				1
282	Medical quality assurance	HMC	8425				1
283	LCPO production	HMC	8425				1
284	LCPO medical repair	HMC	8478				1
285	Medical repair	HM1/HMC	8478				4
286	Production	HM1	8483				3
287	Production	DT3/DT2	8707				4
288	Supply SSgt	3043			1		
289	As required						
<b>Packing, Packaging, and Preservation Section</b>							
290	OIC	WO	3050	1			
291	SNCOIC	MSgt	3051		1		
292	Shift leader	SSgt	3052		2		
293	Team leader	Cpl/Sgt	3052		4		
294	Preservation specialist	PFC/LCpl	3052		24		
295	As required						

**Table of Organization—Reconstitution  
SPMAGTF/Combat Logistics Regiment (Continued)**

Line #	Billet	Rank	MOS	Marine Corps Officer	Marine Corps Enlisted	Navy Officer	Navy Enlisted
<b>CBRN Equipment Section</b>							
296	SNCOIC	MSgt	5711		1		
297	CBRN specialist	SSgt	5711		1		
298	CBRN specialist	PFC/Sgt	5711		3		
299	As required						
<b>Set Assembly Section</b>							
300	SNCOIC	MSgt	3051		1		
301	Warehouse man	SSgt	3051		1		
302	Warehouse man	PFC/Sgt	3051		12		
303	As required						
<b>Container Management and Repair Section</b>							
304	OIC	CWO	1310	1			
305	SNCOIC	GySgt	1349		1		
306	Electronic equipment repairman	Sgt	1142		1		
307	Electronic equipment repairman	PFC/Cpl	1142		3		
308	Reefer/AC mechanic	SSgt	1161		1		
309	Reefer/AC mechanic	Pvt/Sgt	1161		5		
310	Welder SNCOIC	SSgt	1316		1		
311	Welder	Sgt	1316		2		
312	Welder	Pvt/Cpl	1316		4		
313	Body/fender repairman	Sgt	3513		1		
314	Body/fender repairman	Pvt/Cpl	3513		4		
315	Supply clerk	LCpl/Cpl	3043		2		
316	Inventory control NCO	SSgt	3043		4		
317	Inspector	SSgt	1316		4		
318	As required						
<b>Maintenance Detachment</b>							
319	Detachment commander	Maj	0402	1			
320	Assistant detachment OIC	CWO/Lt	1310	1			
321	Detachment NCOIC	MGySgt	2181		1		
322	Administrative clerk	Cpl	0151		1		
323	Driver	Pvt/Cpl	Any		6		
324	As required						
325	As required						

**Table of Organization—Reconstitution  
SPMAGTF/Combat Logistics Regiment (Continued)**

Line #	Billet	Rank	MOS	Marine Corps Officer	Marine Corps Enlisted	Navy Officer	Navy Enlisted
<b>Maintenance Operations Section</b>							
326	Operations officer	CWO/Lt	0410/0402	1			
327	Operations chief	GySgt	0411		1		
328	MIMMS clerk	SSgt	0411		1		
329	MIMMS clerk	LCpl/Sgt	0411		3		
330	Supply clerk	Sgt	3043		1		
331	Warehouse man	Pvt/LCpl	3051		1		
332	As required						
<b>Communication-Electronics Maintenance Section</b>							
333	Maintenance officer	CWO	2805	1			
334	Maintenance chief	MSgt	2891		1		
335	Telephone technician	GySgt	2811		1		
336	Telephone technician	SSgt	2811		1		
337	Telephone technician	Cpl/Sgt	2811		4		
338	Calibration technician	Cpl/Sgt	2874		4		
339	Radio technician	SSgt	2861		2		
340	Radio technician	Sgt	2861		2		
341	Radio repairman	PFC/Cpl	2841		6		
342	Teletype technician	Cpl	2818		2		
343	Microwave technician	SSgt	2831		1		
344	Microwave technician	Sgt	2831		2		
345	Radar technician	SSgt	2889		1		
<b>Engineer Maintenance Section</b>							
346	Maintenance officer	CWO	1310	1			
347	Maintenance chief	MSgt	1349		1		
348	Heavy equipment mechanic	Sgt	1341		3		
349	Heavy equipment mechanic	Pvt/Cpl	1341		12		
350	Electrical equipment repairman	Sgt	1142		3		
351	Electrical equipment repairman	PFC/Cpl	1142		5		
352	Welder	Sgt	1316		1		
353	Electrician	Cpl	1141		2		
354	Hygiene equipment repairman	GySgt	1169		1		
355	Hygiene equipment repairman	SSgt	1171		1		

**Table of Organization—Reconstitution  
SPMAGTF/Combat Logistics Regiment (Continued)**

Line #	Billet	Rank	MOS	Marine Corps Officer	Marine Corps Enlisted	Navy Officer	Navy Enlisted
356	Hygiene equipment repairman	Pvt/Sgt	1171		6		
357	Reefer mechanic	Cpl/Sgt	1161		1		
358	Reefer mechanic	Pvt/Cpl	1161		2		
359	Fabric repairman	LCpl/Sgt	1181		3		
360	As required						
<b>Motor Transport Maintenance Section</b>							
361	Main officer	CWO/Lt	3510/0402	1			
362	Main chief	MSgt	3529		1		
363	Auto mechanic	SSgt	3529		1		
364	Auto mechanic	Sgt	3521/22		5		
365	Auto mechanic	Pvt/Cpl	3521/22		15		
366	Wrecker operator	LCpl/Sgt	3523		4		
367	Fuel and electronic system mechanic	LCpl/Sgt	3524		2		
368	CFR vehicle mechanic	Cpl/Sgt	3525		2		
369	Body repair mechanic	Cpl/Sgt	3523		2		
370	As required						
<b>Ordnance Maintenance Section</b>							
371	Ordnance officer	Capt	2110	1			
372	Maintenance chief	MGySgt	2149		1		
373	Assistant maintenance chief	MSgt	2181		1		
374	Small arms repairman	Sgt	2111		1		
375	Small arms repairman	Pvt/Cpl	2131		3		
376	Artillery repairman	SSgt	2131		1		
377	Artillery repairman	Sgt	2131		2		
378	Artillery repairman	Pvt/Cpl	2131		6		
379	AAV mechanic	GySgt	2141		1		
380	AAV mechanic	SSgt	2141		4		
381	AAV mechanic	Cpl/Sgt	2141		4		
382	AAV mechanic	Pvt/LCpl	2141		10		
383	LAV mechanic	SSgt	2147		1		
384	LAV mechanic	Sgt	2147		2		
385	LAV mechanic	Pvt/LCpl	2147		6		
386	Tank mechanic	GySgt	2145		1		
387	Tank mechanic	SSgt	2145		2		
388	Tank mechanic	Cpl/Sgt	2145		2		
389	Tank mechanic	Pvt/LCpl	2145		4		



**Table of Organization—Reconstitution  
SPMAGTF/Combat Logistics Regiment (Continued)**

Line #	Billet	Rank	MOS	Marine Corps Officer	Marine Corps Enlisted	Navy Officer	Navy Enlisted
390	Fire control instrument/missile repairman	SSgt	2175		1		
391	Fire control instrument/missile repairman	Sgt	2175		2		
392	Fire control instrument/missile repairman	Cpl	2171		1		
393	Fire control instrument/missile repairman	Pvt/LCpl	2171		4		
394	Recovery section leader	SSgt	2141/5		1		
395	Crew chief M88A1 (based on 2 recovery vehicles)	Sgt	2145		2		
396	Crewman (based on 2 recovery vehicles)	Pvt/Cpl	2145		6		
397	Welder (based on 1 recovery vehicle)	Cpl	1316		2		
398	Crew chief AAVR-7 (based on 1 recovery vehicle)	Sgt	2141		1		
399	Crewmen (based on 1 recovery vehicle)	Pvt/Cpl	2141		2		
<b>Machine Shop and Welding Section</b>							
400	Section leader	SSgt	2161		1		
401	Machinist	Cpl/Sgt	2161		2		
402	Machinist	Pvt/Cpl	2161		1		
403	Welder	Sgt	1316		1		
404	Welder	Pvt/Cpl	1316		3		
405	As required						
<b>Motor Transport Detachment</b>							
406	Detachment commander	Capt	0402	1			
407	Detachment SNCOIC	MSgt	3537		1		
408	Driver	Pvt/Cpl	3531		1		
409	As required						
<b>Operations Section</b>							
410	Operations officer	Lt	0402	1			
411	Operations chief	GySgt	3537		1		
412	Dispatcher	Sgt	3531		2		
413	Clerk	PFC/LCpl			2		
414	As required						
<b>Maintenance Section</b>							
415	Maintenance chief	GySgt	0402		1		
416	Mechanic	Sgt	3521		2		
417	Mechanic	PFC/LCpl	3521		6		

**Table of Organization—Reconstitution  
SPMAGTF/Combat Logistics Regiment (Continued)**

Line #	Billet	Rank	MOS	Marine Corps Officer	Marine Corps Enlisted	Navy Officer	Navy Enlisted
418	LVS wrecker operator	LCpl/Cpl	3523		2		
419	As required						
<b>Direct Support Platoon (x2)</b>							
420	Platoon commander	Lt	0402	2			
421	Platoon	SSgt	3537		2		
422	Driver	PFC/Cpl	3533		30		
423	Driver	PFC/Cpl	3533		60		
424	As required						
<b>Landing Support Detachment (based on two, 12-hour shifts)</b>							
425	Detachment commander	Capt	0402	1			
426	Port LNO	Lt	0402	1			
427	Watch chief	GySgt	0431		3		
428	Landing party man	Sgt	0481		3		
429	Landing party man	PFC/Cpl	0481		18		
430	Equipment operator	Sgt	1345		2		
431	Equipment operator	PFC/Cpl	1345		24		
432	Equipment operator (RTCH)	LCpl	1345		4		
433	Engineer mechanic	LCpl/Cpl	1341		5		
434	Logistics clerk	PFC/LCpl	1341		4		
435	Driver	PFC/LCpl	XXXX		3		
436	Scales operator	LCpl/Cpl	XXXX		4		
<b>Total:</b>				<b>50</b>	<b>1,033</b>	<b>7</b>	<b>60</b>

## Legend:

AC	air conditioning	LCDR	lieutenant commander (Navy)
AAVR	amphibious assault vehicle retriever	LCpl	lance corporal (Marine Corps)
admin	administrative	LCPO	leading chief petty officer (Navy)
ADT	automated data technology	LPO	leading petty officer (Navy)
Capt	captain (Marine Corps)	LT	lieutenant (Navy)
CFR	crash, fire, and rescue	Lt	lieutenant (Marine Corps)
CMCC	classified material control center	LtCol	lieutenant colonel (Marine Corps)
Col	colonel (Marine Corps)	LTJG	lieutenant junior grade (Navy)
Cpl	corporal (Marine Corps)	Maj	major (Marine Corps)
CWO	chief warrant officer (Marine Corps)	MGySgt	master gunnery sergeant (Marine Corps)
CWO2	chief warrant officer 2 (Marine Corps)	MIMMS	Marine Integrated Maintenance Management System
CWO3	chief warrant officer 3 (Marine Corps)	MSgt	master sergeant (Marine Corps)
DK1	disbursing clerk first class (Navy)	NCO	noncommissioned officer
DK2	disbursing clerk second class (Navy)	NCOIC	noncommissioned officer in charge
DK3	disbursing clerk third class (Navy)	PCU	processor control unit
DT	dental technician (Navy)	PFC	private first class
DT1	dental technician first class (Navy)	PKG	packaging
DT2	dental technician second class (Navy)	PO	petty officer
DT3	dental technician third class (Navy)	Pvt	private (Marine Corps)
ENS	ensign (Navy)	PX	post exchange
1stSgt	first sergeant (Marine Corps)	Sgt	sergeant (Marine Corps)
GySgt	gunnery sergeant (Marine Corps)	S/R	shipping and receiving
HM	hospital corpsman	SNCOIC	staff noncommissioned officer in charge
HM1	hospital corpsman first class (Navy)	SSgt	staff sergeant (Marine Corps)
HM2	hospital corpsman second class (Navy)	STG	storage
HM3	hospital corpsman third class (Navy)	Tech	technical
HMC	chief hospital corpsman (Navy)	WO	warrant officer (Marine Corps)
HMCM	master chief hospital corpsman (Navy)		
HN	hospitalman (Navy)		

**Table of Equipment—Reconstitution Special Purpose  
MAGTF/Combat Logistics Regiment (Notional Example)**

TAMCN	Nomenclature	Quantity	TAMCN	Nomenclature	Quantity
A0125	AN/TTC-42	1	A8024	KOI 18	6
A0311	AN/TSQ-84	1	A8025	KYK 13	15
A0497	TA-954	80	A8026	KYK 15	4
A0661	AN/UYK-83	16	A8027	HYP 57	21
A0662	AN/UYK-85	9	A8028	HYX 57	12
A0805	Signal generator	4	A8029	KY 65	13
A0096	AN/TSC-93	1	A8031	KY 57	46
A0917	AN/PSC-3	2	A8050	Case, battery	25
A1253	PP-7333	7	A8070	ZAK-E	4
A1255	PP-7332	2	A8071	ZAK-G	9
A1305	AN/UIQ-10	1	A8082	KG-84	8
A0139	AN/GRC-193	1	B0012	Air conditioner, 60Hz	7
A1815	AN/GRC-160	5	B0014	Environmental control unit, 36,000 BTU	5
A1930	AN/MRC-110A	8	B0011	Air conditioner, 60Hz	11
A1935	AN/MRC-138A	3	B0055	Bath, shower unit	3
A0153	AN/MRC-142	4	B0215	Bucket, multipurpose	2
A2050	AN/PRC-77	20	B0365	Compressor	4
A2065	AN/PRC-104	9	B0391	RTCH	13
A2130	AN/VRC-12	2	B0395	Compressor	3
A2145	AN/VRC-48	2	B0443	Crane, high speed	4
A2150	AN/VRC-47	1	B0471	Demolition kit, engineer	1
A2241	RA-2147	2	B0472	Demolition kit, individual	1
A2298	MX-9331	2	B0565	Driver set, projectile	1
A2301	TS-4232	2	B0579	Dummy load, general	3
A2336	Shelter, maintenance	2	B0029	15 kW electric power	1
A2337	Shelter, maintenance	1	B0030	30 kW electric power	2
H0003	TA-838	50	B0031	100 kW electric power	1
A2740	TS Field/GTM3	4	B0027 / B0028	Distribution system, mobile electric power 5 kW	5
A2805	SB-3865	2	B0646	Floodlight set	20
A2812	TS 4017/GRC-201	2	B0647	Fork lift attachment	2
A2813	TS 4018/GRC-201	2	B0685	Amphibious assault fuel	1

**Table of Equipment—Reconstitution Special Purpose  
MAGTF/Combat Logistics Regiment (Notional Example) (Continued)**

TAMCN	Nomenclature	Quantity	TAMCN	Nomenclature	Quantity
A2814	TS 4019/GRC-201	2	B0730	MEP-0168, 3 kW 60 Hz	12
A2815	TS 4020/GRC-201	2	B0891	MEP-003, 10 kW 60 Hz	30
A3008	AN/PRM-33	1	B0921	MEP-112, 10 kW 100 Hz	10
A7005	HP 8562 spectrum analyzer	6	B0953	MEP-005, 30 kW 60 Hz	20
A7020	HP 8536	8	B1021	MEP-006, 60 kW 60 Hz	12
A7021	HP 5328	6	B1045	MEP-007, 100 kW 60 Hz	10
A7025	Frequency center 3180	6	B0078	Road grader, motor	2
A7045	Signal generator 610	8	B1180	Ice making machine	2
A7055	TS-4161	10	B0066	Laundry unit	2
A7063	Oscilloscope	6	B1280	Light set, general illumination	2
A7070	HP 7070	2	B1290	Light set, general illumination	5
A7080	TS 4131	10	B1291	Lightweight decontamination	10
B1580	Pump module, fuel	4	C5930	Security filling	15
B1581	Pump module, water	4	C6290	Stepladder	10
B1945	Shop equipment, contact	2	C6390	Tent, command post	52
C7033/ C7192	Shop equipment, general purpose	1	C6415	Tent, maintenance	26
B0014	Skid mounted assembly, aircraft	7	C6410	Tent, general purpose	125
B0014	Skid mounted assembly, aircraft	5	C6415	Tent, maintenance shelter	8
B2085	Sixcon storage, fuel	12	C6490	Tool kit, mechanics	106
B2086	Sixcon storage, water	12	C6510	Tool kit, carpenter	8
B2130	Tank, fabric, collapsible	25	C6520	Tool kit, coil thread	3
B2210	Tool kit, carpenter	4	C6620	Tray, mess	300
B2220	Tool kit, carpenter	1	C6630	Trolley, I-beam	24
B0062	Tool kit, lineman	4	C6639	Trousers, fireman	24
B0061	Tool kit, refrigerator	2	C6650	Truck lift, wheel	2
B0061	Tool kit, service unit	2	C6678	Viewer, micro, port	20
B2483	Tractor, all wheel	2	C6681	Viewer printer	5
B2561	Truck, forklift extended boom	10	C6682	Typewriter	10

**Table of Equipment—Reconstitution Special Purpose  
MAGTF/Combat Logistics Regiment (Notional Example) (Continued)**

TAMCN	Nomenclature	Quantity	TAMCN	Nomenclature	Quantity
B2566	Truck, forklift	20	C8600	AMAL 618 laboratory equipment	1
B2604	Reverse osmosis water	6	C8604	AMAL 619 laboratory consumables	2
B2632	Tank, fabric, collapsible	6	C8614	AMAL 627 x-ray equipment	1
B2641	Water chiller, small	10	C8618	AMAL 629 pharmacy equipment	1
B2685	Welding machine, trailer	3	C8620	AMAL 630 pharmacy consumable	1
C3420	Sleeping bag	per table of organization	C8638	AMAL 635 aid station equipment	2
C5810	Field range	12	C8640	AMAL 636 aid station supply	4
C4010	Adding machine	6	C8658	AMAL 649 x-ray consumable	1
C4015	Adding machine	6	C8715	ADAL 662 field dental operator set	2
C4110	Bag, water sterile	60	C8725	ADAL 664 field dental clinic set	2
C4158	Boots, fireman	24	C8735	Dental first aid kit	6
C4415	Coat, fireman	24	C8740	AMAL 699 sick call	10
C4436	Water can	75	C9200	Ice machine	2
C4477	Copier	14	C9672	Common no. 1 tool set 1	2
C4765	Extinguisher, fire	2	C9673	Common no. 2 tool set 2	4
C4812	File cabinet, 2 drawer	6	D0070	Battery charger	5
C4820	File, security	10	D0081	Chassis trailer, M353	52
C4900	A-frame	6	D0017	Lowbed tactical trailer, MCC	26
C4915	Gloves, fireman	24	D0090	Steam cleaner	10
C5020	Chain hoist	40	C7908	Lube and service unit	2
C5039	Hood, fireman	24	D0086/ D0087/ D1214	Power unit MK 48	26
C5080	Floor jack, 10 ton	12	D0210/ D0211	Aviation refuel capability/flatrack refuel capability	2
C5090	Floor jack, 4 ton	24	D0235	M870 lowbed 40 ton	3
C5320	Field desk	120	D0400	Test set, general/volt	8
C5330	Disbursing set, small	2	D0405	Test set, hydraulic	2
C5340	Disbursing set, large	1	D0420	Tester, injector nozzle	5

**Table of Equipment—Reconstitution Special Purpose  
MAGTF/Combat Logistics Regiment (Notional Example) (Continued)**

TAMCN	Nomenclature	Quantity	TAMCN	Nomenclature	Quantity
C5370	Postal set	1	D0460	Tool kit, 3d echelon	2
C5920	Safe	9	D0461	Tool kit, 3d echelon P19	1
D0465	Tool kit, HMMWV	2	E1910	Test set, simplified	1
D0470	Tool kit, F/D maintenance	1	E1911	Test set, AN/TSM-152	1
D0472	Tool kit	1	E1912	Test set, AN/TSM-140B	1
D0475	Tool kit, HWMMV	4	E1947	Test set, AN/ATM-3A	1
D0476	Tool kit, HWMMV 3d	2	E1983	Tool set, F M240	1
D0478	Tool kit, B Set, LVS	2	E2270	Tool set, F M2 MG	1
D0605	Tool kit, 3d echelon	2	E2515	Tool kit, FC	6
D0621	Tool kit, CUCV 3d	1	E2656	Tool kit, IM F M240	1
D0751 / D0752	Tool kit, OM, two-dimensional ECH, F truck, 7 ton	2	E2657	Tool kit, F M242	1
D0778	Tool kit, B set, CUCV	1	E2658	Tool kit, IM LAV25	1
D0862	Trailer, cargo 4 ton, 4 wheel	10	E2680	Tool kit, basic artillery	1
D0860	Trailer, cargo 1½ ton, 2 wheel	12	E2720	Tool kit, maintenance, 155M	1
D1214	Trailer, wrecker MK 15	2	E2820	Tool kit, organizational F M240	1
D0887	Truck, tractor, 10x10 (LVSR)	3	E7900	Tool kit, small arms	4
D0886	Truck, cargo 22½ ton, 10x10 (LVSR)	3	E2933	Tool kit, optics M1A1	1
D0887	Truck, tractor, 10x10 (LVSR)	8	E2932	Tool set, M1A1 H/T	1
D0886	Truck, cargo 22½ ton, 10x10 (LVSR)	6	E2933	Tool set, M1A1 2d	1
D1001	Truck, ambulance	5	E2934	Tool set, M1A1 3d	1
D1059	Truck, cargo M923	25	E3035	Tool set, DS/GS Maintenance	1
D1072	Truck, dump	2	E3093	Tool set, IM F MK19	1
D1082	Truck, firefighting	4	E3126	Tool set, Spec FM M88	1
D0013	Truck, tractor 7 ton 6x6 AMK31A1	3	E3128	Tool set, OM M88	1
D0033/ D0034	Truck, utility armored/C2	15	E3163	Tool set, 3d echelon AAV	1
D1158	Truck, HWMMV M1006	25	E3170	Tool set, wrench impact	1
D1212	Truck, wrecker M936	3	E3236	Van maintenance, TOW	1

**Table of Equipment—Reconstitution Special Purpose  
MAGTF/Combat Logistics Regiment (Notional Example) (Continued)**

TAMCN	Nomenclature	Quantity	TAMCN	Nomenclature	Quantity
E0139	Borescope	2	HTN	STU III phones	40
E0165	Charger, battery	1	HTN	Intel 86 server	4
E0170	Chest, oil pump	1	HTN	Motorola handheld	120
E0500	Gauge kit, pullover	1	HZ000	Laptop	12
E0530	Grease gun, hand	3	HZ199	High frequency test set	1
E0620	Gun hydraulic, injection	2	HZ202	VRC maintenance kit	1
E0856	Recovery vehicle, AAVR-7	1	HZ619	Alps printer	150
E1022	Maintenance facility, AN/TAM-6	1	HZ677	Z248 CPU	150
E1255	Purging kit	2	HZ693	Z248 monitor	150
E1353	Recharging unit CO2	1	H2044	Antenna, AS-2259	7
E1377	Recovery vehicle, M88A1	2	H2045	Antenna, RC-292	15
E1379	Regulator, charging accessory	1	H2055	Axle RL-27-B	2
E1712	Shop set, maintenance artillery	1	H2075	Cable assembly, JB-110	10
E1713	Shop set, maintenance electro-optics	1	H2078	Cable assembly, CX-11230	5
C7007	Shop set, common 21	1	H2081	Cable assembly, CX-4565	20
E1780	Sight bore, mortar	1	H2083	Cable assembly, CX-4565	15
E1904	Test set, AN/ATM-5	1	H2084	Cable assembly, CX-4565	75
A7705	Power supply, PP-7333	1	H2086	Cable assembly, CX-4565	50
H2090	Cable telephone, MX-306A	20	H7025	Multimeter, digital	3
H2100	Cable telephone, DR-8	8	H7026	Multimeter, digital	4
H2105	Cable telephone, 159	20	H7205	Coupler, directional	2
H2126	Capacitor, TS-1343	1	H7920	Tool kit, electronic	14
H2128	Case, BC-5	15	J3030	Camera set	5
H2207	Distribution box	20	J3191	Refrigerator	40
H2324	Maintenance kit	1	K4128	Can, gasoline	25
H2326	Maintenance kit, MK-1745	1	K4165	Chair, folding	50
H2335	Voltmeter	8	K4288	Drill, electric, portable	10
H2336	Multimeter, digital	16	K4321	Fire extinguisher	400



**Table of Equipment—Reconstitution Special Purpose  
MAGTF/Combat Logistics Regiment (Notional Example) (Continued)**

TAMCN	Nomenclature	Quantity	TAMCN	Nomenclature	Quantity
H2339	Modulation meter	2	C2171	Goggles, industrial	100
H2363	Public address, AN/PIQ5A	4	K4785	Scale, wheel-load	8
H2379	Radio, AN/GRC-39B	26	K4901	Stand, axle 5 ton	18
H2385	Reel unit, RL-31-E	4	K4959	Table, folding	20
H2441	Test set, HTR- 1005B	1	K5021	Viewer, microfiche	10
H2444	Telephone set	60	M5000	Filler and bleeder	8
H2480	Kit, tool, lineman's	11	N6020	Fixture, measure	2
H2485	Tool kit, TE-33	13	V3320	Pallet jack	10
H2515	Wire splicing kit	1			

## Legend:

AAVR	amphibious assault vehicle retriever
BTU	British thermal unit
C2	command and control
CO2	carbon dioxide
CPU	central processing unit
CUCV	commercial utility cargo vehicle
DS/GS	direct support/general support
ECH	echelon
F	field
FC	fire control repairman
F/D	field and depot
H/T	hull and turret
Hz	hertz
IM	immediate maintenance
LVSR	Logistics Vehicle System Replacement
MG	machine gun
OM	organizational maintenance
STU	secure telephone unit
TOW	tube-launched, optically tracked, wire-command link guided missile
TS	test set
VRC	vehicle-mounted radio configuration

**Table of Organization—  
Reconstitution Navy Support Element**

Billet	Rank	NOBC/NEC	Navy Officer	Navy Enlisted	Civilian
<b>Headquarters</b>					
OIC	CDR	1110		1	
AOIC	LCDR	5100		1	
Chaplain	LT	4100		1	
CMC	MCPO			1	
Driver	SN			1	

**Table of Organization—  
Reconstitution Navy Support Element (Continued)**

Billet	Rank	NOBC/NEC	Navy Officer	Navy Enlisted	Civilian
<b>N-1</b>					
Administrative officer	CWO	7411	1		
Administrative POIC	YN1			1	
Yeoman	YN2			2	
Yeoman	YN3			2	
Mail clerk	PC2			1	
<b>N-3</b>					
Operations officer	LT	1110	1		
Watch officer	LT	1110	3		
Assistant watch officer	PO2		3		
<b>N-4</b>					
Supply officer	LT	3100	1		
Supply chief	SKC			1	
Supply clerk	SK1/2			5	
MPF maintenance technician	GS-11				1
MPF maintenance technician	GS-9				1
<b>Container Operations Element</b>					
Container operations CPOIC	CPO			1	
Container team POIC	PO1			4	
Records PO	SK2			4	
Packing crew	PO3			8	
MHE operator	EO3			2	
<b>Food Service Element</b>					
Food service CPOIC	MSC	3529		1	
Mess hall watch captain	MS1			1	
Cook	MS2			2	
Cook	MS3			4	
Mess cook	MSSN			16	
<b>Medical</b>					
Chief corpsman	HMC	8425		1	
Corpsman	HM2	8404		2	
Corpsman	HM3	8404		2	
Ambulance driver	EO3			2	

**Table of Organization—  
Reconstitution Navy Support Element (Continued)**

Billet	Rank	NOBC/NEC	Navy Officer	Navy Enlisted	Civilian
<b>Lighterage Support</b>					
Lighterage support OIC	LT	1110	1		
Lighterage support watch officer	CWO	7111	2		
<b>Lighterage Repair</b>					
Lighterage repair officer	LT	6310	1		
Lighterage repair CPOIC	SCPO			1	
Engine repair POIC	EN1			1	
Engine repair POIC	EN2			3	
Structural repair POIC	HT1	4954		1	
Structural repairman	HT2			1	
Structural repairman	SW1	6010		1	
Structural repairman	SW2			3	
Electrical repair POIC	EM1			1	
Electrical repairman	EM2			1	
Electronics repair CPOIC	ETC			1	
Electronics repairman	ET1			1	
Electronics repairman	ET2			2	
<b>Causeway Section, Powered Crews</b>					
Causeway pilot	BMC	160		4	
Causeway coxswain	BM1	169		4	
Signalman	SM2			4	
Causeway engineer	EN2	4308		4	
Causeway deck hand	SN			8	
<b>Improved Navy Lighterage Section Crews</b>					
Deck supervisor	BMC	160		2	
SLWT coxswain	BM1	169		2	
SLWT engineer	EN2	4308		2	
Signalman	SM2			2	
SLWT winch operator	EN2			2	
SLWT deck hand	SN			6	

**Table of Organization—  
Reconstitution Navy Support Element (Continued)**

Billet	Rank	NOBC/NEC	Navy Officer	Navy Enlisted	Civilian
<b>LCM-8/MPF Utility Boat Crews</b>					
LCM-8/MPF UB coxswain	BM2			4	
LCM-8/MPF UB engineer	EN2			4	
LCM-8/MPF UB bowhook/ deck hand	SN			8	
<b>Beach Party Team</b>					
BPT commander	CWO	7111	1		
BPT CPOIC	CPO			1	
LARC commander	PO2	4954		2	
LARC crewman	SN			2	
Salvage PO	PO2	6010		1	
Rigger	BM2			1	
Signalman	SM2			1	
Corpsman	HM2			2	
R/T operator	RM3			2	
Plank PO	BM3			2	
LARC mechanic	EN2			2	
Traffic controlman	SN			4	
Salvage dozer operator	EO3			2	
Salvage dozer mechanic	CM3			1	
<b>Transport Element</b>					
Transportation CPOIC	CPO			1	
Dispatcher	EO3			2	
Structural repairman	SW3			2	
Equipment mechanic POIC	CM1	5805		1	
Equipment mechanic	CM2			4	
Equipment mechanic	CM3			5	
Equipment operator POIC	EO1	5710		1	
Equipment operator POIC	EO2			4	
Equipment operator	EO3			7	

**Table of Organization—  
Reconstitution Navy Support Element (Continued)**

Billet	Rank	NOBC/NEC	Navy Officer	Navy Enlisted	Civilian
<b>Camp Support Element</b>					
Camp commandant	LT	5100	1		
Camp support CPOIC	CPO			1	
Builder	BU2			6	
Camp electrician POIC	CE1	5635		1	
Camp electrician	CE2			2	
Camp electrician	CE3			3	
Refrigeration technician	UT1	6104		1	
Field boiler mainte- nance technician	UT1	6102		1	
Utilitiesman	UT2			4	
Engineering aide	EA3			2	
R/T operator	SN			2	
Camp master-at- arms	MAC			1	
Security rover	PO3			6	
Gunner's mate	GMG2			4	
Laundry POIC	SH2			1	
Laundry operator	SN			3	
Barber	SH3	3122		1	
<b>Total: 12 officers, 232 enlisted, 2 civilians</b>					

## Legend

AOIC	assistant officer in charge	MAC	chief master-at-arms
BM1	boatswain's mate first class (Navy)	MCPO	master chief petty officer (Navy)
BM2	boatswain's mate second class (Navy)	MS2	mess management specialist second class (Navy)
BM3	boatswain's mate third class (Navy)	MS3	mess management specialist third class (Navy)
BMC	chief boatswain's mate (Navy)	MSC	chief mess management specialist (Navy)
BU 2	builder second class (Navy)	MSSN	mess management specialist seaman (Navy)
CDR	commander (Navy)	MS1	mess management specialist first class (Navy)
CE1	construction electrician first class (Navy)	N-1	administration
CE2	construction electrician second class (Navy)	N-3	operations
CE3	construction electrician third class (Navy)	N-4	logistics
CM1	construction mechanic first class (Navy)	NEC	Navy enlisted classification
CM2	construction mechanic second class (Navy)	NOBC	Navy officer billet code
CM3	construction mechanic third class (Navy)	PC2	postal clerk second class
CMC	chief construction mechanic (Navy)	PO	petty officer (Navy)
CPO	chief petty officer (Navy)	PO1	petty officer first class (Navy)
CPOIC	chief petty officer in charge (Navy)	PO2	petty officer second class (Navy)
CWO	chief warrant officer	PO3	petty officer third class (Navy)
EA3	engineering aid third class (Navy)	POIC	petty officer in charge (Navy)
EM1	electrician's mate first class (Navy)	RM3	radioman third class (Navy)
EM2	electrician's mate second class (Navy)	R/T	radio/telephone
EN1	engineman first class (Navy)	SCPO	senior chief petty officer (Navy)
EN2	engineman second class (Navy)	SH2	ship's serviceman second class (Navy)
ENS	ensign (Navy)	SH3	ship's serviceman third class (Navy)
EO1	equipment operator first class (Navy)	SLWT	side-loadable warping tug
EO2	equipment operator second class (Navy)	SK1	storekeeper first class (Navy)
EO3	equipment operator third class (Navy)	SK2	storekeeper second class (Navy)
ET1	electronics technician first class (Navy)	SKC	chief storekeeper (Navy)
ET2	electronics technician second class (Navy)	SM2	signalman second class (Navy)
ETC	chief electronics technician (Navy)	SN	seaman (Navy)
GMG2	gunner's mate guns second class (Navy)	SW1	steelworker first class (Navy)
GS	General Schedule	SW2	steelworker second class (Navy)
HM2	hospital corpsman second class (Navy)	SW3	steelworker third class (Navy)
HM3	hospital corpsman third class (Navy)	UB	utility boat
HMC	chief hospital corpsman (Navy)	UT1	utilitiesman first class (Navy)
HT1	hull maintenance technician first class (Navy)	UT2	utilitiesman second class (Navy)
HT2	hull maintenance technician second class (Navy)	YN1	yeoman first class (Navy)
LCDR	lieutenant commander (Navy)	YN2	yeoman second class (Navy)
LT	lieutenant (Navy)	YN3	yeoman third class (Navy)

**Table of Organization—Naval Construction Force MPF Reconstitution**

Line#	Billet	Rank	NOBC/NEC	Navy Officer	Navy Enlisted
1	OIC	LT	4330	1	
2	AOIC	LTJG/ENS	4330	1	
3	Equipment officer POIC	EOC	XXXX		1
4	Equipment operator	E3-E5	57XX		10
5	Administrative POIC	YN1	25XX		1
6	Yeoman	YN2	25XX		1
7	Supply officer	LT	XXXX	1	
8	Supply clerk	SK1/SK2	28XX	1	5
9	MPF maintenance chief	CMC	XXXX		1
10	Equipment mechanics	CM1/CM3	5805		10
11	MPF maintenance technician	Civilian	GS-11		
12	Embarkation POIC	EOC	57XX		1
13	Embarkation staff	PO1/PO2E5-E6	XXXX		2
14	Medical petty officer	HM1	8404		1
15	Communicators	PO2/PO3	19xx		2
<b>Total: 4 officers, 35 enlisted, 1 civilian</b>					

## Legend:

AOIC	assistant officer in charge
CM1	construction mechanic first class
CM3	construction mechanic second class
CMC	chief construction mechanic
ENS	ensign
EOC	chief equipment operator
HM1	hospital corpsman first class
LT	lieutenant (Navy)
LTJG	lieutenant junior grade
PO1	petty officer first class
PO2	petty officer second class
PO3	petty officer third class
POIC	petty officer in charge
SK1	storekeeper first class
SK2	storekeeper second class
YN1	yeoman first class
YN2	yeoman second class

**APPENDIX U**  
**EXAMPLE OF AN ESTABLISHMENT AND**  
**DEPLOYMENT OF THE MARITIME PREPOSITIONING**  
**FORCE RECONSTITUTION LIAISON SUPPORT TEAM MESSAGE**

FROM COMMANDANT OF THE MARINE CORPS WASHINGTON DC//L/  
LPO//  
TO COMMARFOR//G1/G3/G5/G4/ALD/HSS//  
COMMARFORPAC//G1/G3/G4/G5/ALD/HSS//  
COMUSMARCENT//G1/G3/G4/G-5//  
COMMARFORSOUTH//G1/G3/G4/G5//  
COMMARFOREUR//G-1/G-3/G-4/G-5//  
CG MARCORSSYSCOM QUANTICO VA//CISA/PSL//  
CG MARCORLOGCOM ALBANY GA//80/G-3//  
COMNECC LITTLE CREEK VA//N3/N4//  
INFO CMC WASHINGTON DC//APP/ASL/ASM/L/LP/LPO/P/PL/PO/SIG//  
USCENTCOM MACDILL AFB FL//J3/J4/J5//  
CDR USEUCOM VAIHINGEN GE//J3/ECJ4/ECJ5//  
CMC WASHINGTON DC CDI/MID/SID/TFSD//  
CG I MEF//G3/G4/G-4//  
CG I MEF  
CG II MEF//G3/G-4/G4//  
CG I MEF FWD//G3/G4/G5//  
CG SECOND MEB//G3/G4//  
COMMARFORRES//G4/G3/G5/ALD//  
COMMARCORLOGBASES ALBANY GA//400//  
MARCENT HEADQUARTERS ELEMENT MACDILL AFB FL//G3/G4/G5//  
EWTGLANT NORFOLK VA//N5//  
COMMAREXSECGRU  
PROJMGR FLT HOSP FT DETRICK MD  
NAVMEDLOGCOM FT DETRICK MD  
COMFIRSTNCD LITTLE CREEK VA//N3//  
FIRST NCD PACIFIC PEARL HARBOR HI  
BLOUNT IS CMD JACKSONVILLE FL//90//  
CNO WASHINGTON DC//N85/N853/N42/N422/N931/N434//



CDR USPACOM HONOLULU HI//J3/J4/J5//  
COMNAVWARDEVCOM NEWPORT RI  
COMSC WASHINGTON DC//PM3/PM4//  
CG II MEF  
CG III MEF//G-3/G-4/G-5//  
COMESG ONE//N3/N4//  
COMESG THREE//N3/N4//  
COMESG TWO//N3/N4//  
COMPSRON ONE//CSO//  
COMPSRON THREE//CSO//  
COMPSRON TWO//CSO//  
CG THIRD MEB//G3/G4//  
PEO EXW WASHINGTON DC  
EWTGPAC SAN DIEGO CA//N4//  
COMNAVVAIRSYSCOM PATUXENT RIVER MD//PMA251/PMA260//  
COMNAVSEASYSYSCOM WASHINGTON DC//PMS385//  
COMNAVFACECOM WASHINGTON DC//SR//  
NFELC PORT HUENEME CA//N3/N4//  
COMSURFWARDEVGRU LITTLE CREEK VA//N7//  
COMSCFE YOKOHAMA JA  
NAVEXPMEDSUPCOM WILLIAMSBURG VA  
FLEHOSPSUPPOFF WILLIAMSBURG VA  
COMNAVELSG WILLIAMSBURG VA  
FIRST NCD PACIFIC PEARL HARBOR HI  
APPLICABLE NCF SUBORDINATE ELEMENTS  
BLOUNT IS CMD JACKSONVILLE FL  
NAVCARGOBN ONE  
COMNAVBEACHGRU ONE  
COMNAVBEACHGRU TWO  
PHIBCB ONE  
PHIBCB TWO  
SUBJ: ESTABLISHMENT/DEPLOYMENT OF THE MPF  
RECONSTITUTION LIAISON SUPPORT TEAM (RLST)  
UNCLASSIFIED//  
MSGID/GENADMIN/COMMANDANT OF THE MARINE CORPS  
WASHINGTON DC L LPO//  
SUBJ/MPF RLST//  
REF/A/MSG/COMUSMARCENT/071244ZNOV2007//  
REF/B/ECG CONFER XX XXX XX/-//  
REF/C/MCWP 3-32/DTD XX XXX XX/-//  
REF/D/MCO P3000.17AIRCRAFTMC POC 961001/-//

REF/E/CJCSM 3122.02B/-/-//

REF/F/DOD/4500.9R PART I-VI/-//

REF/G/JAGINST/-/03OCT1992//

POC/I.M. MARINE/COL/COMMANDANT OF THE MARINE CORPS  
(LPI)/-/TEL:DSN 225-5939

EMAIL:MARINEIM@HQMC.USMC.MIL//

NARR/REF A IS COMUSMAR\_\_\_\_ REQUEST FOR RLST TO DEPLOY FM CONUS AND ASSIST COMUSMAR\_\_\_\_ IN MPF RECONSTITUTION PLANNING. REF B IS ECG MEETING ISO MPF RECONSTITUTION. REF C IS NAVY AND MARINE CORPS DOCTRINE FOR MPF OPERATIONS. REF D IS MCO FOR MPF PLANNING AND POLICY MANUAL. REF E IS JOPES VOL III. REF F IS DEFENSE TRANSPORTATION REGULATIONS PART I THROUGH VI. REF G IS JAGINST 5800.7C JAGMAN. REF L IS MAR\_\_\_\_ OPOD XX- XXX REDEPLOYMENT OF MARINE FORCES // RMKS/1. AS REQUESTED IN REF A, THE MPF RLST WILL DEPLOY TO THE \_\_\_\_ COM THEATER OF OPERATIONS TO SUPPORT IN-THEATER RECONSTITUTION OF MPF. THIS IS A COORDINATED HQMC (LP/PO/ASL) AND OPNAV (N3/N5/N753/N44/N931) MSG.

2. PURPOSE: THE PURPOSE OF THIS MESSAGE IS TO PROVIDE BACKGROUND/GUIDANCE FOR THE ESTABLISHMENT OF THE RLST, MISSION, MEMBERS, ROLES AND RESPONSIBILITIES, AND TO OUTLINE THE AGENDA INCLUDING OBJECTIVES FOR SUBSEQUENT SUPPORT TO COMUSMAR\_\_\_\_/COMMARFOR\_\_\_\_.

3. BACKGROUND. PER REF D, THE ECG IS ESTABLISHED TO ASSIST IN COORDINATING THE RECONSTITUTION PLANNING OF THE MARITIME PREPOSITIONED EQUIPMENT AND SUPPLIES (MPE/S) ABOARD THE MPSRON'S.

3.A. ECG OVERALL MISSION IS TO PROVIDE NAVY/MARINE CORPS SERVICE HEADQUARTERS GUIDANCE TO THE MARFOR ISO MPF RECONSTITUTION AND TO FORWARD RECONSTITUTION ISSUES, AS APPROPRIATE, TO NROC/MROC. A DEPLOYABLE RLST IS ESTABLISHED TO ASSIST THE MARFOR'S IN-THEATER RECONSTITUTION EFFORTS.

3.B. RLST MISSION IS TO ADVISE AND ASSIST COMUSMAR\_\_\_\_ / COMMARFOR\_\_\_\_ AND CDRUSNAV\_\_\_\_ ON MPF POLICY AND REQUIREMENTS TO RECONSTITUTE THE MPF PROGRAM IN ORDER TO RE-ESTABLISH A GLOBAL PREPOSITIONING CAPABILITY, TO PROVIDE TECHNICAL AND PROGRAMMATIC EXPERTISE, AND TO COORDINATE SUPPORTING ESTABLISHMENT ACTIONS IN SUPPORT OF IN-THEATER AND CONUS RECONSTITUTION.

3.C. THE RLST AND THE TECHNICAL ADVISORY ASSISTANCE TEAM (TAAT) FROM LOGCOM (BICMD) PROVIDE AN UNPRECEDENTED COMBINATION OF ADVISORS AND MPF EXPERTISE TO EXECUTE HQMC EXECUTIVE AGENT RESPONSIBILITIES FOR MPF AS DEFINED IN REF C AND D.

## 4. RLST CONSTRUCT:

## 4.A. CORE MEMBERS OF THE RLST ARE AS FOLLOWS (READ IN FIVE COL):

LNNRBILLET	RANK	SOURCE	DESCRIPTION
0001OIC	O6/COL	I&L/PP&O	OIC (COL I.M. MARINE)
HEADQUARTERS DET			
0002OPS	O4/MAJ	GLOBAL	OPS
0003LOG/AMIN	E7/GYSGT	GLOBAL	LOG/ADMIN OPS
0004MPF REP	O4/MAJ	PP&O	MPF POLICY REP
0005CE ADV	O4/MAJ	MCCDC	CE ADV FOR MPE/S
0006 ACE ADV	O4/MAJ	AIR	ACE ADVOCATE FOR MPE/S
0007NAVAIR	O4/MAJ	NAVAIR	AGSE LNO
0008EAF	E9/MGYSGT	NAVAIR	EAF LNO/COORD
0009GCE ADV	O4/MAJ	PP&O	GCE ADVOCATE FOR MPE/S
0010LCE ADV	O4/MAJ	I&L	LCE ADVOCATE/PREPO PLAN FOR MPE/S
MARCORSYSCOM TEAM			
0011M LDR	O5/LTCOL	SYSCOM	ASST OIC, RLST
0012AMMO	PROJO	SYSCOM	COORD RECONSTITUTION PLAN
0013COMM	PROJO	SYSCOM	COORD/ASSESS EQUIP
0014MT	PROJO	SYSCOM	COORD/ASSESS EQUIP
0015 TANKS	PROJO	SYSCOM	COORD/ASSESS EQUIP
0016AAV	PROJO	SYSCOM	COORD/ASSESS EQUIP
0017LAV	PROJO	SYSCOM	COORD/ASSESS EQUIP
0018IW/FIRE SPT	PROJO	SYSCOM	COORD/ASSESS EQUIP
0019ENGR SYS	PROJO	SYSCOM	COORD/ASSESS EQUIP

MARCORLOGCOM TEAM			
0020OPS/MAINT	O4/MAJ	LOGCOM	TMLDR/MAINT ASSESS
0021SUPPLY/DIST	O3/CAPT	LOGCOM	SUPPLY CHAIN MGT
NAVY TEAM			
0022NFH	O4/LCDR	OPNAV931	COORD NFH ACTIONS
0023NFH	CIV	PRGM OFF	COORD NFH ACTIONS
0024NCF	O4/LCDR	1NDC	COORD NCF ACTIONS
0025NSE	O4/LCDR	NBG	COORD NSE ACTIONS
AUGMENTS			
0026MCCLL	O4/MAJ	MCCDC	DOCUMENT LL FOR RECONSTITUTION
0027MCCLL	E8/MSGT	MCCDC	DOCUMENT LL FOR RECONSTITUTION
0028BICMD	OPS	04/BICMD	COORD BICMD ACTIONS MAJ
0029BICMD	OPS	E8/BICMD	COORD BICMD ACTIONS MSGT
0030MEF LNO	O4/MAJ	I MEF	COORD/ASSESS MPE/S
0031MEF LNO	E8/MSGT	I MEF	COORD/ASSESS MPE/S
0032MEF LNO	O4/MAJ	II MEF	COORD/ASSESS MPE/0033
MEF LNO	E8/MSGT	II MEF	COORD/ASSESS MPE/S
0034MEF LNO	O4/MAJ	III MEF	COORD/ASSESS MPE/S
0035 MEF LNO	E8/MSGT	III MEF	COORD/ASSESS MPE/S
0036MARFOR LNO	O4/MAJ	LANT	COORD/ASSESS MPE/S

0037	MARFOR LNO	E8/MSGT	LANT	COORD/ASSESS MPE/S
0038	MARFOR LNO	O4/MAJ	EUR	COORD/ASSESS MPE/S
0039	MARFOR LNO	E8/MSGT	EUR	COORD/ASSESS MPE/S
0040	MARFOR LNO	O4/MAJ	PAC	COORD/ASSESS MPE/S
0041	MARFOR LNO	E8/MSGT	PAC	COORD/ASSESS MPE/S

4.B. AUGMENTATION PERSONNEL. ADDITIONAL PERSONNEL MAY BE NEEDED BASED ON OPERATIONAL REQUIREMENTS IN ADDITION TO CORE MEMBERS OF THE RLST. THE OIC, RLST WILL CALL FORWARD PERSONNEL BASED ON MISSION REQUIREMENTS AND TIMING WITH THE APPROPRIATE MPSRON. MARFORLANT/MARFOREUR/MARFORPAC MPF PLANNERS AND THEIR MEF REPS WILL ASSIST THE RLST IN REVIEWING MPS LOAD PLANS AND PROVIDE RECOMMENDATIONS/ADJUSTMENTS TO THE SPREAD LOAD WITHIN THE OVERARCHING GLOBAL MPF CONOPS, INTEROPERABILITY, AND SWING-SHIP REQUIREMENTS.

5. TIMELINE/ITINERARY. THE FOLLOWING ITINERARY FOR THE RLST IS PROVIDED:

5.A. RLST CORE MEMBERS MEET AT \_\_\_\_\_, \_\_\_\_\_, FOR PREDEPLOYMENT MEETING AND COORD TRAVEL PLANS. DETAILS WILL BE PUBLISHED VIA SEPCOR. PERSONNEL WILL DEPLOY IAW THE OIC RLST INSTRUCTIONS, PROVIDED VIA SEPCOR. ALL RLST PERSONNEL MUST CONTACT THE OIC, RLST FOR MISSION GUIDANCE AND DEPLOYMENT SCHEDULES. WHENEVER POSSIBLE THE RLST WILL DEPLOY ON GOVERNMENT AIR.

5.B. RLST CORE MEMBERS DEPLOY IN TOTAL TO ARRIVE AT \_\_\_\_\_ ON \_\_\_\_\_.

5.C. COMMANDS MUST IDENTIFY RLST MEMBERS BY NAME AND BILLET VIA E-MAIL TO I&L POC'S NLT \_\_\_\_\_. DENOTE WHETHER MBR IS ALREADY DEPLOYED ISO RLST (INCLUDE LOCATION AND CONTACT INFORMATION).

5.D. COUNTRY CLEARANCE MESSAGE WILL BE PUBLISHED BY I&L (LPO) FOR CORE MEMBERS NLT \_\_\_\_\_. ENSURE RESPONSE IN PARA 5.C. ABOVE INCLUDES LAST FOUR OF SSN, SECURITY CLEARANCE, DATE OF BIRTH, PLACE OF BIRTH, CITIZENSHIP, AND AT/FP BRIEF COMPLETE.

6. ADMINISTRATION AND LOGISTICS.

6.A. RLST TAD ORDERS WILL REFLECT FIELD DUTY. BILLETING AND MESSING WILL BE PROVIDED BY \_\_\_\_\_.

6.B. ARRANGEMENTS FOR RLST TRAVEL TO \_\_\_\_\_ WILL BE COORDINATED VIA OIC, RLST.

6.C. INDIVIDUAL EQUIPMENT AND MEDICAL/DENTAL REQR IN ACCORDANCE WITH COMPONENT COMMANDERS INSTRUCTIONS.

7. COMMAND AND SIGNAL: COMUSMAR\_\_\_\_\_ IS SUPPORTED SVC COMPONENT COMDR.

7.A. MEMBERS OF RLST REMAIN ADCON TO PARENT COMMANDS.

7.B. RLST IS OPCON TO HQMC AND IN DIRECT SUPPORT OF CG, MPF SPMAGTF UPON ARRIVAL IN COUNTRY.

7.C. RLST IS TACON OF THE SUPPORTED SERVICE COMPONENT COMDR.

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# APPENDIX V

## RECONSTITUTION LIAISON SUPPORT TEAM SUPPORT AND NOTIONAL TABLE OF ORGANIZATION AND TABLE OF EQUIPMENT

### Maritime Prepositioning Force Program Reconstitution Liaison Support Team Support Requirement

Headquarters, Marine Corps is responsible for programming and sourcing all funding, to include TAD, for the RLST and coordinates the transfer of funding for requisite support to the in theater command contract officer. Notional TOEs are exemplified in table V-1 (pages V-2 through V-9) and table V-2 (on page V-10).

### Supported Command Reconstitution Liaison Support Team Support Requirements

Supported command reconstitution liaison support team requirements are—

- Billeting and messing.
- Workspaces sufficient to support the RLST table of organization.
- Tents, chairs, tables, and administrative supplies sufficient to support the RLST table of organization.
- Tactical telephone connectivity to each RLST workspace/tent, including one tactical telephone for each space.
- NIPRNET and SIPRNET LAN drops sufficient to support one NIPRNET connection for each table of organization and 15 SIPRNET connections.
- Two LAN routers to support the additional LAN drops for SIPRNET and NIPRNET.
- Sufficient power distributed to support 45 laptop computers, 2 printers, 1 printer/copier, and 1 coffee pot.
- Sufficient extension cords and surge suppressors to support 45 work stations across three general purpose tents/workspaces; the cost is included in military interdepartmental purchase request.
- Contracted logistic support (HQMC-funded), which includes ground transportation and cell phones.



## Reconstitution Liaison Support Team Members' Parent Command Support Requirements

Requirements for the reconstitution liaison support team members' parent command are—

- Retain ADCON.
- Conduct all predeployment readiness screening (administrative, medical, or family).
- Provide personal computer support.
- Source individual/organizational weapons and equipment.

**Table V-1. Notional Table of Organization.**

Billet	Source	Rank	MOS	Responsibilities
OIC	HQMC (I&L/PP&O)	Col	9904	Advise and assist the reconstitution SPMAGTF/LCE with the re-establishment of a global prepositioning capability  Advise HQMC/CNO, through the ECG, on policy decisions and equipment and supply sourcing/attainment for MPS reconstitution in theater
Asst OIC/ MARCORSYSCOM team leader <sup>1</sup>	MARCORSYSCOM	LtCol	9657 3002 0402	Coordinate and synchronize overall efforts of the RLST  Serve as the continuous liaison with appropriate command agencies. Integrate future and current planning efforts with a focus on programmatic impact for close, mid-term, and future issues that affect the prepositioning program  Coordinate overall efforts of the in theater MARCORSYSCOM representatives  Serve as continuous liaison with PMs to integrate future and current planning efforts with a focus on programmatic impact for close, mid-term, and future issues that affect the prepositioning program, to include PMC budgeting and new equipment fielding  Support in theater assessment of weapon systems and principal end items
Ops	Global source	Maj/ MSgt	0402 0491	Synchronize and integrate specific capabilities and support requirements for reconstitution  Coordinate and deconflict all scheduling issues to ensure all efforts align with the overall MPF schedule. Focus on those issues that impact the near-term ship loading schedule  Provide regular updates (SITREP) to HQMC and OPNAV staff (through ECG) on reconstitution actions in theater

**Table V-1. Notional Table of Organization. (Continued)**

Billet	Source	Rank	MOS	Responsibilities
Log/Admin	Global source	GySgt/ SSgt	0491 0431	<p>Coordinate logistic requirements for the RLST, such as MT or cell phones</p> <p>Arrange for billeting, messing, and arrival/departure of personnel</p> <p>Conduct morning reports</p> <p>Serve as liaison with contracting representative</p>
MPF policy rep	HQMC (PP&O/POE)	Maj	0402	<p>Approve prepositioning objective and any subsequent changes to the in theater MPS reconstitution back load schedule and MMC schedule</p> <p>Develop and formulate policy guidance/clarification for the MPS reconstitution effort</p> <p>Focus planning efforts on the mid- to far-term ship loading schedule</p> <p>Ensure all planning efforts involved in reconstitution are interconnected</p>
Command element advocate rep	HQMC (CD&I)	Maj	0302	<p>Designate authoritative SME for command element advocacy</p> <p>Serve as liaison to HQMC, command element for RLST, and SPMAGTF/LCE</p> <p>Provide policy guidance on command element-related issues</p>
ACE advocate	HQMC(AVN)	Maj	66XX	<p>Serve as the authoritative SME for ACE equipment/advocacy</p> <p>Serve as the liaison to HQMC, ACE for the RLST, and SPMAGTF/LCE</p> <p>Provide overall cognizance/guidance on command and control and communications attainment</p> <p>Provide policy guidance for ACE MPE/S</p> <p>Coordinate equipment resource plans for ACE assets with system PMs, affected units, and HQMC to ensure a balance between operating stocks, training requirements, and prepositioning objectives</p>

**Table V-1. Notional Table of Organization. (Continued)**

Billet	Source	Rank	MOS	Responsibilities
AVN rep	HQMC(ASL)/ NAVAIRSYSCOM	Maj/ GySgt	66XX	<p>Assist SPMAGTF/LCE in maximizing containerization of AGSE aboard MPS during in theater reconstitution</p> <p>Serve as AGSE, EAF, and Class V(A) officer</p> <p>Review aviation asset inventories and readiness for use of assets</p> <p>Determine on-hand inventories against computed allowances and prepositioning objectives and sourcing of any shortages</p> <p>Determine sourcing of shortages</p> <p>Organize support from TYCOMs and Commander, NAVAIRSYSCOM for support of aviation maintenance, EAF, and Class V(A) with direction from HQMC(ASL). Ensure validated Class V(A) sourcing plan is executed for MPS reconstitution</p> <p>Determine priority of sourcing and funding requirements for AGSE for MPS and NALMEB reconstitution</p>
AVN rep	HQMC(ASL/EAF)	MGySgt	7011	Coordinate the reconstitution of EAF assets
GCE advocate rep	HQMC(PP&O)	Maj	0302	<p>Serve as authoritative SME for GCE equipment/advocacy</p> <p>Serve as liaison to HQMC (PP&amp;O) for the RLST and SPMAGTF/LCE</p> <p>Provide overall cognizance/guidance on GCE attainment</p> <p>Provide policy guidance for GCE MPE/S</p> <p>Provide visibility on POM and ground board issues</p> <p>Coordinate equipment resource plans for GCE assets with system PMs, affected units, and HQMC to ensure a balance between operating stocks, training requirements, and prepositioning objectives</p>

**Table V-1. Notional Table of Organization. (Continued)**

Billet	Source	Rank	MOS	Responsibilities
CSS advocate rep/prepositioning	HQMC(I&L)	LtCol/ Maj	0402	<p>Serve as the authoritative SME for LCE equipment</p> <p>Serve as a liaison to HQMC (I&amp;L) for the RLST and SPMAGTF/LCE</p> <p>Provide overall cognizance/guidance on CSS attainment</p> <p>Provide policy guidance for CSS MPE/S</p> <p>Coordinate equipment resource plans for LCE assets with system PMs, affected units, and HQMC to ensure a balance between operating stocks, training requirements, and prepositioning objectives</p> <p>Coordinate with SPMAGTF/LCE and MARCORLOGCOM to assist in attaining the MPF prepositioning objective</p>
Asst MARCORSYSCOM team leader <sup>2</sup>	MARCORSYSCOM	Maj	3002 21XX	<p>Assist in the coordination of supporting establishment actions in support of in theater and CONUS reconstitution of MPF assets</p> <p>Perform in theater assessment of weapon systems and PEIs to include secondary reparables for reconstitution</p> <p>Coordinate movement of selected weapon systems and disposal candidates to retrograde through designated transportation channel(s) to in theater redistribution/disposal sites</p> <p>Facilitate the integration and attainment of the prepositioning objective through global sourcing</p> <p>Assist with identification, location, and reconstitution of all MPF assets, including legacy systems</p>
PM AMMO <sup>3</sup>	MARCORSYSCOM	Project officer/ Asst project officer	2340 GSXX	<p>Coordinate bill of materials required to repackage and recontainerize Class V(W) aboard MPSS</p> <p>Develop and execute concept of Class V(W) reconstitution for MPF</p>

**Table V-1. Notional Table of Organization. (Continued)**

Billet	Source	Rank	MOS	Responsibilities
PM COMM <sup>3</sup>	MARCORSYSCOM	Project officer/ Asst project officer	0602 GSXX	<p>Provide in theater communication systems technical and programmatic expertise as part of the RLST's direct support to the SPMAGTF/LCE's efforts to complete MPF reconstitution operations</p> <p>Develop equipment sourcing and redistribution plans for communications equipment and coordinate with BICmd plans, command, control, communications systems, SPMAGTF/LCE maintenance, and supply units to ensure plans and attainment are synchronized</p> <p>Develop plan and coordinate communications/electric requirements for the RLST to link with MARFOR, HQMC(EG), and SPMAGTF/LCE</p> <p>Troubleshoot communications/electric issues</p> <p>Coordinate cell phone, computer, unclassified and classified LAN/WAN drops, hub/router, and wire requirements</p> <p>Design, implement, and maintain the network communications plan for the RLST</p> <p>Coordinate and maintain computer compliancy according to local policy</p> <p>Install mission-essential software on local computers</p> <p>Meet all information assurance requirements on local machines</p> <p>Serve as communications liaison between the RLST and the SPMAGTF/LCE communications section</p> <p>Advise OIC of communications processes and requirements</p>
Motor transport <sup>3</sup>	MARCORSYSCOM	Project officer/ Asst project officer	0402 GSXX	<p>Provide in theater motor transport systems technical and programmatic expertise for the RLST's support of the SPMAGTF/LCE</p> <p>Develop equipment sourcing and redistribution plans for motor transport equipment and coordinate with BICmd plans, motor transport advocate, SPMAGTF/LCE maintenance, and supply units to ensure plans and attainment are synchronized</p>
LMS (tanks) <sup>3</sup>	MARCORSYSCOM	Project officer/ Asst project officer	1802 GSXX	<p>Provide in theater tank systems technical and programmatic expertise for RLST's support of the SPMAGTF/LCE</p> <p>Develop equipment sourcing and redistribution plans for tank equipment and coordinate with BICmd plans, GCE advocate, SPMAGTF/LCE maintenance, and supply units to ensure plans and attainment are synchronized</p>

**Table V-1. Notional Table of Organization. (Continued)**

Billet	Source	Rank	MOS	Responsibilities
LMS (AAVs) <sup>3</sup>	MARCORSYSCOM	Project officer/ Asst project officer	1803 GSXX	Provide in theater AAV systems technical and programmatic expertise for RLST's support of the SPMAGTF/LCE  Develop equipment sourcing and redistribution plans for AAV equipment and coordinate with BICmd plans, GCE advocate, SPMAGTF/LCE maintenance, and supply units to ensure plans and attainment are synchronized
LMS (LAVs) <sup>3</sup>	MARCORSYSCOM	Project officer/ Asst project officer	0303 GSXX	Provide in theater LAV systems technical and programmatic expertise for RLST's support of the SPMAGTF/LCE  Develop equipment sourcing and redistribution plans for engineer equipment and coordinate with BICmd plans, GCE advocate, SPMAGTF/LCE maintenance, and supply units to ensure plans and attainment are synchronized
Infantry weapon systems/armor and fire support systems <sup>3</sup>	MARCORSYSCOM	Project officer/ Asst project officer	03XX 08XX GSXX	Provide in theater infantry weapon systems technical and programmatic expertise for RLST's support of the SPMAGTF/LCE  Develop equipment sourcing and redistribution plans for ordnance equipment and coordinate with BICmd plans, GCE advocate, SPMAGTF/LCE maintenance, and supply units to ensure plans and attainment are synchronized
Systems engineering and technology	MARCORSYSCOM	Project officer/ Asst project officer	1302 GSXX	Provide in theater engineer and power systems technical and programmatic expertise for RLST's support of the SPMAGTF/LCE  Develop equipment sourcing and redistribution plans for engineer equipment and coordinate with BICmd plans, CSS advocate, SPMAGTF/LCE maintenance, and supply units to ensure plans and attainment are synchronized
MARCORLOGCOM ops/maint LNO	MARCORLOGCOM	Maj/ Capt	3002 0402	Serve as team lead for MARCORLOGCOM and SME for MARCORLOGCOM integration and coordination  Advise and assist RLST OIC on resource/master work schedule-specific issues  Coordinate overall efforts of the in theater MARCORLOGCOM representatives  Serve as a liaison between SPMAGTF/TAAT and MARCORLOGCOM for in theater reconstitution operations for both force and MPS  Provide oversight of equipment maintenance, disposition, and related coordination for reconstitution plans  Serve as the SME on all depot production lines and requirements needed to prioritize the retrograde of depot reparable PEIs  Manage and assess PEI disposal process and impact on reconstitution.

Table V-1. Notional Table of Organization. (Continued)

Billet	Source	Rank	MOS	Responsibilities
MARCORLOGCOM ops/maint LNO (Continued)	MARCORLOGCOM	Maj/ Capt	3002 0402	Assist SPMAGTF/LCE maintenance section in sourcing unique parts/components available at depots  Coordinate the management of legacy system based on PM phase-out plan during reconstitution
MARCORSYSCOM LNO	MARCORLOGCOM	Capt	3002	Assist SPMAGTF/LCE/TAAT in Class I, II, VII, and IX sourcing and attainment for in theater reconstitution operations  Manage in-transit war reserve items and sustainment materiel to ensure accountability and attainment  Provide technical expertise and coordination with supporting establishment as required  Coordinate through MARCORLOGCOM operations for information regarding global asset posture (particularly for Class IX and VII) and provide to RLST/SPMAGTF/LCE/MEF as required  Provide SITREP to MARCORLOGCOM operations on MARCORLOGCOM actions in theater  Conduct "clean-up" and expedite actions for war reserve still flowing into or already staged at the PODs in conjunction with SPMAGTF/LCE material requirements board and operations section  Assist in developing plans, in coordination with BICmd/SPMAGTF/LCE/MEF/RLST, to support MPF attainment (in theater and within CONUS) of all classes of supply (the maintenance directorate provides support)  Assist in developing retrograde plans, in coordination with SPMAGTF/LCE/MEF/RLST, to return PEIs for disposal, obsolete or unneeded legacy systems, and "excess" USMC equipment/supplies assets to Marine Corps logistics bases in Albany or Barstow
EMF LNO	OPNAV N931	LCDR	18XX	Coordinate the reconstitution of EMF assets  Develop and publish attainment plan  Provide regular updates SITREPs to OPNAV/ N931 on EMF actions in theater
EMF LNO	EMF Program Office	Civilian	GSXX	Coordinate the reconstitution of EMF assets  Assist in the development of an EMF attainment plan
NCF LNO	1NCD	Civilian/ LCDR	GSXX 43XX	Serve as a liaison with in country NCF forces to identify reconstitution requirements  Assess equipment condition and plan concept for replacements, as required  Coordinate civilian in theater SME participation  Serve as a liaison for in theater NCF during in theater reconstitution

**Table V-1. Notional Table of Organization. (Continued)**

Billet	Source	Rank	MOS	Responsibilities
NSE	NBG	LCDR/ LT	9405	Ensure that the assets loaded aboard the MPS support the efficient offload of MPE/S during in-stream or pierside MPF operations
MCCLL	HQMC (CD&I)	Maj/ Capt	Any	Document lessons learned for reconstitution Provide SITREPs to MCCLL
BICmd ops/LNO <sup>4</sup>	BICmd	Maj	0402	Advise and assist RLST OIC on resource/ master work schedule-specific issues  Advise and assist RLST and SPMAGTF/LCE in the planning and execution of reconstitution
MEF LNO <sup>5</sup>	MEF	Maj/ Capt	0430	Assist the RLST and TAAT to review MPSRON and MPS load plans, provide load recommendations, and ensure the MEF is provided the necessary data to enable planning for future MPF operations  Assess the MPE/S and provide recommendations to the RLST and MEF concerning the execution of a branch plan for overflow reconstitution efforts pre-MMC schedule
	MEF	MSgt/ GySgt/ SSgt	0491 0431	
MARFOR LNO <sup>5</sup>	MARFORCOM/ MARFOREUR/ MARFORPAC	Maj/ Capt	3002	Identify materials, supplies, and equipment to complete in theater MPF reconstitution operations for the MPSRON
	MARFORCOM/ MARFOREUR/ MARFORPAC	MSgt/ GySgt	3043	Validate that prepositioning objective attainment objectives and required capabilities are met for the MPSRON  Ensure that the supported CCDRs requirements for strategic prepositioning assets are met and support the theater campaign plan  Provide regular updates (SITREPs) to MARFOR headquarters on reconstitution actions in theater
<p>Notes:</p> <p><sup>1</sup>The MARCORSYSCOM team leader will also serve as the RLST AOIC.</p> <p><sup>2</sup>The assistant MARCORSYSCOM team leader will be the next senior MARCORSYSCOM representative.</p> <p><sup>3</sup>MARCORSYSCOM project officer requirements are representative of the major weapon systems. These officers can be deployed with the RLST as noted above or the requirement can be tailored (plus or minus) based on mission needs and PEI assets affected—other PM representatives, such as Director, Combat Equipment and Support Systems, may be necessary.</p> <p><sup>4</sup>Required only if BICmd TAAT is not collocated with the RLST.</p> <p><sup>5</sup>On-call and should be present during back load of their specific MPSRON.</p>				

Legend:

admin	administration	maint	maintenance
AMMO	ammunition	Maj	major (Marine Corps)
AOIC	assistant officer in charge	MCCLL	Marine Corps Center for Lessons Learned
asst	assistant	MGySgt	master gunnery sergeant (Marine Corps)
AVN	aviation (HQMC)	MSgt	master sergeant (Marine Corps)
Capt	captain (Marine Corps)	MT	motor transport
Col	colonel (Marine Corps)	NALMEB	Norway Air-Landed Marine Expeditionary Brigade
COMM	communications	ops	operations
GS	General Schedule	PMC	Procurement Marine Corps
GySgt	gunnery sergeant (Marine Corps)	POE	Expeditionary Policies Branch
LCDR	lieutenant commander (Navy)	POM	Program Objective Memorandum
LMS	logistics management specialist	rep	representative
log	logistics	SME	subject matter expert
LOGCOM	logistics command	SSgt	staff sergeant
LT	lieutenant (Navy)	USMC	United States Marine Corps
LtCol	lieutenant colonel (Marine Corps)	WAN	wide area network



Table V-2. Notional Table of Equipment.

TAMCN	NOMENCLATURE	QUANTITY	REMARKS	SOURCE
HXXXX	Laptop computers (with appropriate administrative rights)	1 for each member	Members will need a second removable hard drive for classified network If separate hard drives are unavailable, 1.5 laptops for each member will be required Recommend read/write compact disk or digital video disk capability	Parent command responsibility
HXXXX	Iridium or global mobile phones	2	Small footprint global communications capability	Parent command responsibility
HXXXX <sup>1</sup>	Mobile phones, local	1 for every 2 members	Small footprint local communications and reduces burden of tactical communication	Lease/purchase by supported command contracting officer with RLST funds
HXXXX <sup>1</sup>	Print/copy/scan/facsimile machine	1	Used for RLST unclassified network	Lease/purchase by supported command contracting officer with RLST funds
HXXXX <sup>1</sup>	Color laser jet printer	2	Used for RLST unclassified and classified network	Lease/purchase by supported command contracting officer with RLST funds
HXXXX	Digital camera	2	Digital camera to document reconstitution	Lease/purchase by supported command contracting officer with RLST funds
MXXXX <sup>1</sup>	Commercial sport utility four wheel drive vehicle	1 for every 3 members	Allows for discreet transportation in commercial areas Reduces tactical vehicle and driver requirements on supported command	Lease/purchase by supported command contracting officer with RLST funds

<sup>1</sup>Hard hats and reflective vests; 1 for each member, required during port operations. Lease/purchase by supported command contracting officer with RLST funds.

# APPENDIX W

## FORCE PROTECTION PLAN FORMAT

### Situation

- Top-level description of the MPF operation/exercise.
- Location.
- US and host nation force protection responsibilities.
- Top-level commanders' guidance to elements and personnel on protection measures.
- Threat assessment—historical and current CCDR's assessment.
- Alert state, force protection condition, and the terrorist threat level as set by the Defense Intelligence Agency.
- Supplemental ROE.

### Mission

The mission is the statement of the MPF mission from the CCDR's initiating directive.

### Execution

#### *Commander's Intent*

- Statement of threat potential for attack.
- Principal force protection objectives.
- Predeployment training and personal awareness.
- Critical vulnerabilities.
- Principal efforts to guard against perceived threats.
- Command and control and the center of gravity.
- Rapid response to warning indicators.
- How to measure effectiveness of the force protection plan.

#### *Force Security Organization*

- Identification of the establishing authority.
- Identification of the FPO.
- Describe FPOC.
- Identification of the ASO.
- Identification of the SSO.
- Identification of the LSO.
- Relationships.

### *Seaward Security*

- Describe the US and multinational/host nation forces responsible for seaward security.
- Summarize seaward threats to MPF shipping and personnel.
- Describe force protection for MPSs en route to the AAA.
- Describe seaward security measures inside the AAA—
  - ◆ Security areas and exclusion zones.
  - ◆ Seaward security operations center command and control operations.
  - ◆ Surveillance operations in the AAA.
  - ◆ Small boat visit, board, search, and seizure operations in the AAA.
  - ◆ Layered defenses.
  - ◆ Describe hand-off procedures between large escorts and small boats.
  - ◆ Waterside security and EOD operations.
  - ◆ Reporting responsibilities.
  - ◆ Summarize preplanned seaward security responses to specific threats.

### *Landward Security*

- Describe the US and multinational/host nation forces responsible for landward security.
- Summarize landward threats to MPF shipping and personnel.
- Describe landward security elements.
- Describe landward security measures—
  - ◆ Landward surveillance assets and concept.
  - ◆ Access control points.
  - ◆ Convoy escort operations.
  - ◆ Quick reaction forces.
  - ◆ EOD operations.
  - ◆ Host nation integration.
  - ◆ Layered defenses.
  - ◆ Reporting responsibilities.
- Summarize preplanned landward security responses to specific threats.

### *Air Security*

- Describe the US and multinational/host nation forces responsible for airward security.
- Summarize airward threats to MPF shipping and personnel.
- Describe airward security elements.
- Describe airward security measures—
  - ◆ Air surveillance assets and concept.
  - ◆ Air exclusion zones.
  - ◆ Airspace and air defense control authority and measures.
  - ◆ Communications requirements and assets available.
  - ◆ Layered defenses.
  - ◆ Reporting responsibilities.

### Administration and Logistics

- Force protection coordination meeting schedule and location.
- Administrative support discussion.
- Force beddown.
- PPE.
- Other administrative information relevant to force protection.
- Provide rations, water, fuel, construction and fortification requirements, ammunition, transportation assets, medical support, and maintenance support.

### Command and Control

- Describe locations and relationships of force protection commanders.
- Describe relationships of other subordinate players, including NCIS, Navy, and Marine Corps force protection teams.

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# GLOSSARY

## SECTION I. ACRONYMS

1NCD . . . . .	First Naval Construction Division	ATC . . . . .	air traffic control
1stLt . . . . .	first lieutenant (Marine Corps)	ATLASS . . . . .	Asset Tracking Logistics and Supply System
AAA . . . . .	arrival and assembly area	BICmd. . . . .	Blount Island Command
AACG . . . . .	arrival airfield control group	BOG . . . . .	beach operations group
AALPS . . . . .	Automated Air Load Planning System	BOSG . . . . .	base operations support group
AAOE . . . . .	arrival and assembly operations element	BPG . . . . .	beach party group
AAOG . . . . .	arrival and assembly operations group	BPT . . . . .	beach party team
AAV . . . . .	amphibious assault vehicle	BSC . . . . .	beach support center
ABLTS . . . . .	amphibious bulk liquid transfer system	CAP . . . . .	crisis action planning
ACE . . . . .	aviation combat element	CBRN . . . . .	chemical, biological, radiological and nuclear
ACO . . . . .	airfield coordination officer	CCDR . . . . .	combatant commander
ACU . . . . .	assault craft unit	C-day . . . . .	unnamed day on which a deployment operation begins
ADAL . . . . .	authorized dental allowance list	CD&I . . . . .	Combat Development & Integration (HQMC)
ADCON . . . . .	administrative control	CDD . . . . .	Capabilities Development Directorate (HQMC)
ADPE . . . . .	automated data processing equipment	CDRUSTRANSCOM . . . . .	Commander, United States Transportation Command
ADVON . . . . .	advanced echelon	CESE . . . . .	civil engineering support equipment
AFOE . . . . .	assault follow-on echelon	CG . . . . .	commanding general
AFP . . . . .	adaptive force package	chap. . . . .	chapter
AGSE . . . . .	aviation ground support equipment	CHE . . . . .	container-handling equipment
AIS . . . . .	automated information system	CHOP . . . . .	change of operational control
AIT . . . . .	automated identification technology	CJCS . . . . .	Chairman of the Joint Chiefs of Staff
ALD . . . . .	Aviation Logistics Division (HQMC)	CJCSM . . . . .	Chairman of the Joint Chiefs of Staff manual
ALE . . . . .	airlift liaison element	CLD/HD . . . . .	critical low-density/high demand
AMAL . . . . .	authorized medical allowance list	CMPF . . . . .	commander, maritime prepositioning force
AMC . . . . .	Air Mobility Command	CMR . . . . .	consolidated memorandum receipt
AMEMB . . . . .	American embassy	CMT . . . . .	contract maintenance team
AMSEA . . . . .	American Overseas Marine	CNO . . . . .	Chief of Naval Operations
AOR . . . . .	area of responsibility	CNSE . . . . .	commander, Navy support element
APOD . . . . .	aerial port of debarkation	COA . . . . .	course of action
APOE . . . . .	aerial port of embarkation	COCOM . . . . .	combatant command (command authority)
app. . . . .	appendix	COI . . . . .	contact of interest
APP . . . . .	Aviation Plans, Policy, Programs, Budgets		
aRFID . . . . .	active radio frequency identification		
ASL . . . . .	Aviation Support Logistics Branch (HQMC)		
ASO . . . . .	air security officer		
ASOC . . . . .	air security operations center		

COMMARCORLOGCOM . . . . .	Commander, Marine Corps Logistics Command	DUC . . . . .	defense unit commander
COMMARFOR . . . . .	commander Marine Corps forces	EAD . . . . .	earliest arrival date
COMMARFORCOM . . . . .	Commander, United States Marine Corps Forces Command	EAF . . . . .	expeditionary airfield
COMMARFOREUR . . . . .	Commander, United States Marine Corps Forces, Europe	ECG . . . . .	executive coordination group
COMMARFORPAC . . . . .	Commander, United States Marine Corps Forces, Pacific	ECP . . . . .	entry control point
COMNAVBEACHGRU . . . . .	commander, naval beach group	EEDSK . . . . .	Savi Early Entry Deployment Support Kit
COMNECC . . . . .	Commander, Navy Expeditionary Combat Command	EMCC . . . . .	en route movement control center
COMPSON . . . . .	commander, maritime prepositioning ships squadron	EMF . . . . .	expeditionary medical facility
COMSC . . . . .	Commander, Military Sealift Command	EOD . . . . .	explosive ordnance disposal
COMSEC . . . . .	communications security	ERP . . . . .	equipment reception point
COMUSFF . . . . .	Commander, United States Fleet Forces Command	ESG . . . . .	expeditionary strike group
CONOPS . . . . .	concept of operations	ESQD . . . . .	explosive safety quantity distance
CONPLAN . . . . .	concept plan	EXORD . . . . .	execute order
CONUS . . . . .	continental United States	FAD . . . . .	force activity designator
COP . . . . .	common operational picture	FAP . . . . .	fleet assistance program
COR . . . . .	contracting officer's representative	FDP&E . . . . .	force deployment planning and execution
COT . . . . .	container operations terminal	FIE . . . . .	fly-in echelon
CPO . . . . .	chief petty officer	fig. . . . .	figure
CRAF . . . . .	Civil Reserve Air Fleet	FISP . . . . .	fly-in support package
CRG . . . . .	contingency response group	FPC . . . . .	final planning conference
CSE . . . . .	common support equipment	FPO . . . . .	force protection officer
CSS . . . . .	combat service support	FPOC . . . . .	force protection operations center
CSSA . . . . .	combat service support area	FSO . . . . .	force security officer
CSW . . . . .	crew-served weapon	ft . . . . .	feet/foot
DACG . . . . .	departure airfield control group	ft <sup>2</sup> . . . . .	square feet
DESC . . . . .	Defense Energy Support Center	ft <sup>3</sup> . . . . .	cubic feet
DFM . . . . .	diesel fuel, marine	G-1 . . . . .	assistant chief of staff, personnel
DMLSS . . . . .	defense medical logistics standard support	G-2 . . . . .	assistant chief of staff, intelligence
DMS . . . . .	defense message system	G-3 . . . . .	assistant chief of staff, operations
DOD . . . . .	Department of Defense	G-4 . . . . .	assistant chief of staff, logistics
DODR . . . . .	Department of Defense Regulation	G-5 . . . . .	assistant chief of staff, plans
DOS . . . . .	days of supply	G-6 . . . . .	assistant chief of staff, communications system
DRRS . . . . .	Defense Readiness Reporting System	GATES . . . . .	Global Air Transportation Execution System
DSN . . . . .	Defense Switched Network	GCC . . . . .	geographic combatant commander
DTG . . . . .	date-time group	GCCS . . . . .	Global Command and Control System
DTR . . . . .	defense transportation regulation	GCE . . . . .	ground combat element
DTS . . . . .	Defense Transportation System	GENADMIN . . . . .	general admin (message)
		GENTEXT . . . . .	general text
		GEPREPO . . . . .	geopositioning
		GI&S . . . . .	geospatial information and services
		GySgt . . . . .	gunnery sergeant (Marine Corps)

HAZMAT	hazardous materials	km <sup>2</sup>	square kilometers
HHQ	higher headquarters	kW	kilowatt
HMMWV	high mobility multipurpose wheeled vehicle	LAD	latest arrival date
HNS	host nation support	LAN	local area network
HNSA	host nation support agreement	LARC	lighter, amphibious resupply, cargo
HQMC	Headquarters, Marine Corps	LAV	light armored vehicle
HSS	health service support	LCE	logistics combat element
HVA	high-value asset	LCM	landing craft, mechanized
I&L	Installations and Logistics (HQMC)	LCO	lighterage control officer
ICODES	integrated computerized deployment system	LFSP	landing force support party
IGC	integrated data environment/global transportation network convergence	LNO	liaison officer
IMA	intermediate maintenance activity	LOC	line of communications
IMRL	individual material readiness list	LOGAIS	logistics automated information system
INLS	improved Navy lighterage system	LOGMARS	logistics applications of automated marking and reading symbols
IPC	initial planning conference	LOI	letter of instruction
ISSA	inter-Service support agreement	LO/LO	lift-on/lift-off
ITV	in-transit visibility	LOTS	logistics over-the-shore
IUID	item unique identification	LP	Director, Logistics Plans, Policies, and Strategic Mobility Division (HQMC)
J-8	Force Structure, Resources and Assessment Directorate, Joint Staff	LPO	Logistics, Plans, and Operations Branch
JCS	Joint Chiefs of Staff	LPC	Logistics Chain Management Center (HQMC)
JFACC	joint force air component commander	LSO	landward security officer
JFC	joint force commander	LTI	limited technical inspection
JFLCC	joint force land component commander	LVS	Logistics Vehicle System
JFMCC	joint force maritime component commander	MAGTF	Marine air-ground task force
JFRG II	joint force requirements generator II	MALS	Marine aviation logistics squadron
JLOTS	joint logistics over-the-shore	MARCORLOGCOM	Marine Corps Logistics Command
JLTI	joint limited technical inspection	MARCORSYSCOM	Marine Corps Systems Command
JOPES	Joint Operation Planning and Execution System	MARFOR	Marine Corps forces
JP	joint publication	MARFORCOM	United States Marine Corps Forces Command
JP-5	jet fuel	MARFOREUR	United States Marine Corps Forces, Europe
JPEC	joint planning and execution community	MARFORPAC	United States Marine Corps Forces, Pacific
JRSOI	joint reception, staging, onward movement, and integration	MARS	Military Affiliate Radio System
JSA	joint security area	MAST	mobile ashore support terminal
JSC	joint security coordinator	MCBul	Marine Corps bulletin
JTAV	joint total asset visibility	MCCDC	Marine Corps Combat Development Command
JTF	joint task force	MCLMS	Marine Corps lesson management system



MCM	mine countermeasures	MSO	maritime security operations
MCMC	Marine Corps maintenance contractor	MSR	main supply route
MCO	Marine Corps Order	MSRON	maritime expeditionary security squadron
MCPIC	Marine Corps Prepositioning Information Center	MV	motor vessel
MCWP	Marine Corps warfighting publication	N1	Deputy Chief of Naval Operations for Manpower and Personnel
MDDOC	MAGTF deployment and distribution operations center	N3/5	Deputy Chief of Naval Operations for Plans, Policy, and Operations
MDL	Marine air-ground task force data library	N4	Deputy Chief of Naval Operations for Fleet Readiness and Logistics
MDSS II	Marine air-ground task force Deployment Support System II	N411	Director, Ordnance Programs and Policy Branch
MEB	Marine expeditionary brigade	N78	Director, Air Warfare (OPNAV)
MEDEVAC	medical evacuation	N85	Director, Expeditionary Warfare (OPNAV)
MEF	Marine expeditionary force	N931	Director, Medical Resources, Plans, and Policy Division
MEP	mobile electric power	NAVAIDS	navigational aids
MESF	maritime expeditionary security force	NAVAIRSYSCOM	Naval Air Systems Command
MESG	maritime expeditionary security group	NAVBEACHGRU	naval beach group (PLAD)
MEU	Marine expeditionary unit	NAVFAC	Naval Facilities Engineering Command
MHE	materials handling equipment	NAVFACENGCOM	Naval Facilities Engineering Command (PLAD)
MLG	Marine logistics group	NAVFOR	Navy forces
MMC	maritime prepositioning force maintenance cycle	NAVMC	Navy/Marine Corps departmental publication
MMCC	MAGTF movement control center	NBG	naval beach group
MMF	mobile maintenance facility	NCC	Navy component commander
MOC	mobile operations center	NCD	naval construction division
MOG	maximum (aircraft) on ground	NCE	naval construction element
MOLT	Marine air-ground task force offload liaison team	NCF	naval construction force
MOS	military occupational specialty	NCHB	Navy cargo-handling battalion
MPC	mid-planning conference	NCIS	Naval Criminal Investigative Service
MPE/S	maritime prepositioning equipment and supplies	NCR	naval construction regiment
MPF	maritime prepositioning force	NEAT	naval embarked advisory team
MPF(E)	maritime prepositioning force (enhanced)	NECC	Navy Expeditionary Combat Command
MPS	maritime prepositioning ship	NEMSCOM	Navy Expeditionary Medical Support Command
MPSRON	maritime prepositioning ships squadron	NFELC	Naval Facilities Expeditionary Logistics Center
MRE	meal, ready to eat	NIPRNET	Non-Secure Internet Protocol Router Network
MSC	Military Sealift Command		
MSE	major subordinate element		
MSGID	message identification		
MSI	modified surf index		
MSL	military shipping label		

nm	..... nautical mile(s)	PRC	..... portable radio communications
NMCB	..... naval mobile construction battalion	pRFID	..... passive radio frequency identification
NMS	..... National Military Strategy	PSE	..... peculiar support equipment
NSE	..... Navy support element	PSU	..... port security unit
NTF	..... naval task force	PWRM	..... prepositioned war reserve material
NTTP	..... Navy tactics, techniques, and procedures	R-day	..... redeployment day
NWP	..... Navy warfare publication	RAC	..... readiness acceptance check
OCO	..... offload control officer	RBE	..... remain-behind equipment
OCONUS	..... outside the continental United States	RDD	..... required delivery date
OCU	..... offload control unit	RFI	..... ready for issue
O-day	..... offload day	RFID	..... radio frequency identification
OIC	..... officer in charge	RF-ITV	..... radio frequency-in-transit visibility
OIS-MC	..... Ordnance Information System-Marine Corps	RLST	..... reconstitution liaison support team
OPCON	..... operational control	ROE	..... rules of engagement
OPDS	..... offshore petroleum discharge system	RO/RO	..... roll-on/roll-off
OPLAN	..... operation plan	ROS	..... reduced operating status
OPNAV	..... Office of the Chief of Naval Operations	ROS-5	..... five-day reduced operating status
OPORD	..... operation order	RRDF	..... roll-on/roll-off discharge facility
OPP	..... offload preparation party	RTCH	..... rough terrain container handler
OPSEC	..... operations security	S-1	..... personnel officer
OPT	..... operational planning team	S-2	..... intelligence officer
PCO	..... primary control officer	S-3	..... operations officer
PDK	..... Portable Deployment Kit	S-4	..... logistics officer
PEI	..... principal end item	S-6	..... communications system officer
PHIBCB	..... amphibious construction battalion	SATCOM	..... satellite communications
PIR	..... priority intelligence requirement	SDDC	..... Surface Deployment and Distribution Command
PLAD	..... plain language address directory	SEABEE	..... Navy construction engineer
PM	..... program manager	SEAL	..... sea-air-land team
PM AMMO	..... Program Manager Ammunition (MARCORSYSCOM)	SecDef	..... Secretary of Defense
PMO	..... provost marshal office	SECNAVINST	..... Secretary of the Navy instruction
POC	..... point of contact	SFR	..... Savi Fixed Reader
POD	..... port of debarkation	SINCGARS	..... single-channel ground and airborne radio system
POE	..... port of embarkation	SIPRNET	..... SECRET Internet Protocol Router Network
POG	..... port operations group	SITREP	..... situation report
POL	..... petroleum, oils, and lubricants	SJA	..... staff judge advocate
POV	..... privately owned vehicle	SL-3	..... stock list 3
PP&O	..... Plans, Policies, and Operations (HQMC)	SLE	..... sealift liaison element
PP&P	..... packing, packaging, and preservation	SLOC	..... sea line of communications
PPE	..... personal protective equipment	SLRP	..... survey, liaison, and reconnaissance party
		SMO	..... strategic mobility office
		SMR	..... Savi Mobile Reader
		SNCO	..... staff noncommissioned officer

SOFA . . . . .	status-of-forces agreement	T-AVB . . . . .	aviation logistics support ship
SOP . . . . .	standing operating procedure	TCN . . . . .	transportation control number
SOSG . . . . .	station operations support group	TMO . . . . .	traffic management office
SPMAGTF . . . . .	special purpose Marine air-ground task force	T/M/S . . . . .	type/model/series
SPOD . . . . .	seaport of debarkation	TOC . . . . .	tactical operations center
SPOE . . . . .	seaport of embarkation	TOE . . . . .	table of organization and equipment
SRB . . . . .	service record book	TPFDD . . . . .	time-phased force and deployment data
SS . . . . .	steam ship	TSB . . . . .	transportation support battalion
SSO . . . . .	seaward security officer	TSS . . . . .	trim, stress, and stability
STS . . . . .	ship to shore	TWPS . . . . .	tactical water purification system
SUROB . . . . .	surf observation	TYCOM . . . . .	type commander
T/A-55 . . . . .	table of allowance for Navy support element equipment	UAA . . . . .	unit assembly area
T/A-57 . . . . .	maritime prepositioning ships squadron Navy construction engineer battalion table of allowance	UCT . . . . .	underwater construction team
TAA . . . . .	tactical assembly area	UHF . . . . .	ultrahigh frequency
TAAT . . . . .	technical assistance and advisory team	UII . . . . .	unique item identifier
TACC . . . . .	tactical air command center (Marine Corps)	ULN . . . . .	unit line number
TACON . . . . .	tactical control	UMCC . . . . .	unit movement control center
TAD . . . . .	temporary additional duty	UNS . . . . .	universal need statement
TAFDS . . . . .	tactical airfield fuel dispensing system	US . . . . .	United States
T-AH . . . . .	hospital ship	USDA . . . . .	United States Department of Agriculture
T-AK . . . . .	container and roll-on/roll-off ship	USG . . . . .	United States Government
T-AKR . . . . .	large, medium speed, roll-on/roll-off ship	USNS . . . . .	United States Naval Ship
TAMCN . . . . .	table of authorized materiel control number	USTRANSCOM . . . . .	United States Transportation Command
TAP . . . . .	training allowance pool	V(A) . . . . .	aviation ammunition
		VHF . . . . .	very high frequency
		V(W) . . . . .	ground ammunition
		WPS . . . . .	Worldwide Port System
		WRS . . . . .	war reserve system

## SECTION II. DEFINITIONS

**advanced echelon**—A team of Air Mobility Command tanker airlift control element members deployed in advance of the main tanker airlift control element to coordinate Air Mobility Command requirements at the arrival or departure airfield. The advanced echelon may deploy equipment to establish communications with Air Mobility Command and control agencies and to establish the airlift operations center prior to the main tanker airlift control element arrival. Also called **ADVON**. (MCRP 5-12C)

**advance party**—1. A task organization formed by the MAGTF commander that consists of personnel designated to form the nucleus of arrival and assembly organizations. The primary tasks of the advance party are to arrange for the reception of the main body and provide force protection. (MCRP 5-12C, part 1 of a 2 part definition)

**amphibious bulk liquid transfer system**—Hosereel system providing capability to deliver fuel and/or water from ship to shore. System includes 10,000 feet of 6" buoyant hose for fuel, and 10,000 ft of 4" buoyant hose for water. Systems are deployed on maritime prepositioning ships squadrons and are normally used in direct support of maritime prepositioning force operations. Also called **ABLTS**. (JP 1-02)

**arrival and assembly area**—An area identified by the designated commander in coordination with the unified commander and host nation for arrival, offload, and assembly of forces and equipment and supplies, and preparations for subsequent operations. The arrival and assembly area is administrative in nature and does not denote command of a geographic area. Such an area may be inside an amphibious objective area. Within the arrival and assembly area, coordination authority for the following is implied for the designated commander: prioritization and use of airfield(s), port, beach facilities, road networks; air traffic control; and logistics support activities. Also called **AAA**. (MCRP 5-12C)

**arrival and assembly operations element**—A command and control agency in each Marine air-ground task force element and the Navy support element that coordinates the logistics functions of the offload of maritime prepositioning equipment and supplies and the arrival and assembly of forces in the unit assembly area. Also called **AAOE**. (MCRP 5-12C, NTRP 1-02)

**arrival and assembly operations group**—A staff agency composed of the Marine air-ground task force personnel and a liaison from the Navy support element to control the arrival and assembly operations. Also called **AAOG**. (MCRP 5-12C)

**asset visibility**—Provides users with information on the location, movement, status, and identity of units, personnel, equipment, and supplies. It facilitates the capability to act upon that information to improve overall performance of the Department of Defense's logistics practices. (JP 1-02)

**augmentation forces**—Forces to be transferred from a supporting combatant commander to the combatant command (command authority) or operational control of a supported combatant commander during the execution of an operation order approved by the President and Secretary of Defense. (JP 1-02)

**augmentation operation**—An operation in which the MAGTF commander's immediate superior is a Marine expeditionary force, Service component, functional component, or task force (naval, amphibious, etc.) commander. (MCRP 5-12C)

**available-to-load date**—A date specified for each unit in a time-phased force and deployment data indicating when that unit will be ready to load at the point of embarkation. (JP 1-02)

**beach party team**—The Navy support element component of the shore party team commanded

by a Navy officer. The beach party team provides Navy functions, such as lighterage salvage and repair. In addition, as a component of the debark control unit for a maritime repositioning force operation, it is responsible to control lighterage in the surf zone and transfer bulk liquids from the maritime reposition ships(s). Also called **BPT**. (MCRP 5-12C) (Upon approval of this publication, this term and its definition will modify current term and definition in NTRP 1-02)

**cargo-handling detachment**—Assigned to the offload preparation party of a maritime repositioning force operation, the cargo-handling detachment is composed of Navy support element supervisory and technical personnel augmented by Navy cargo-handling force personnel to accomplish the offload. (NTRP 1-02)

**cargo-handling force**—A Navy support element of the offload control unit consisting of US Navy cargo-handling force personnel assigned to the offload preparation party and debarkation team. (NTRP 1-02)

**C-day**—An unnamed day when a deployment operation commences or is to commence. (JP 1-02)

**combatant command (command authority)**—Nontransferable command authority established by title 10 (Armed Forces), United States Code, section 164, exercised only by commanders of unified or specified combatant commands unless otherwise directed by the President or the Secretary of Defense. Also called **COCOM**. (excerpt from JP 1-02).

**combatant commander's required date**—The original date relative to C-day, specified by the combatant commander for arrival of forces or cargo at the destination; shown in the time-phased force and deployment data to assess the impact of later arrival. (JP 1-02)

**custody codes**—A single alpha character code that provides supplemental accountability details about a support equipment transaction and

shows the effects of the transaction on supply and financial records. The code identifies a specific category of support equipment items placed in the custody of an intermediate maintenance activity.

**debarkation officer**—The senior naval officer on each ship responsible to the offload control officer for the efficient offload of that ship's maritime repositioned equipment and supplies. The debarkation officer coordinates the Navy cargo-handling detachment, MAGTF debark team, ship's crew, and assigned lighterage control team. (NTRP 1-02, MCRP 5-12C)

**debarkation team**—A task organization comprising a Navy cargo-handling force and MAGTF personnel provided to the offload control officer for each ship of the maritime repositioning ships squadron for debarkation. This team consists of cargo-handling, maintenance, and vehicle equipment operators from the offload preparation party and advance party. (MCRP 5-12C, NTRP 1-02)

**direct support**—A mission requiring a force to support another specific force and authorizing it to answer directly to the supported force's request for assistance. (JP 1-02)

**earliest arrival date**—A day, relative to C-day, that is specified by a planner as the earliest date when a unit, a resupply shipment, or replacement personnel can be accepted at a port of debarkation during a deployment. Used with the latest arrival date, it defines a delivery window for transportation planning. Also called **EAD**. (JP 1-02)

**embarkation officer**—An officer on the staff of units of the landing force who advises the commander thereof on matters pertaining to embarkation planning and loading ships. (JP 1-02)

**embarkation order**—An order specifying dates, times, routes, loading diagrams, and methods of movement to shipside or aircraft for troops and their equipment. (JP 1-02)

**explosive safety quantity distance**—Requirements that apply to the concentration of ammunition, explosives, and other hazardous materials at naval shore establishments for development; manufacturing; test and maintenance; storage, loading, and offloading of vehicles, railcars and aircraft; disposal; and all related handling incidents. The requirements are based on records of actual fires and explosions involving ammunition and explosives. Also called **ESQD**. (MCRP 5-12C)

**flight ferry**—The movement by self-deployment of the aircraft of the aviation combat element to the arrival and assembly area. (MCRP 5-12C)

**fly-in echelon**—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 aviation combat element. Also called **FIE**. (MCRP 5-12C)

**force module**—A task organization that is tailored and time-phased to meet specific challenges of operational environments ranging from permissive to hostile in any operational area. (MCRP 5-12C)

**fourth echelon maintenance**—Maintenance normally associated with semifixed or permanent shops of intermediate maintenance activities. It is frequently associated with organizational shops of units that have a commodity-peculiar mission.

**independent operation**—An operation in which the MAGTF commander has dual responsibilities as the Marine Corps forces (Service component) commander to a subordinate unified command, joint task force, combined joint task force, or multinational force. (MCRP 5-12C)

**individual material readiness list**—A consolidated allowance list of authorized quantities of support equipment items required by an activity to perform its assigned maintenance-level functions.

**in-transit visibility**—The ability to track the identity, status, and location of Department of Defense units, and non-unit cargo (excluding bulk petroleum, oils, and lubricants) and passengers; patients; and personal property from origin to consignee or destination across the range of military operations. Also called **ITV**. See also **Global Transportation Network**. (JP 4-01.2)

**joint total asset visibility**—The capability designed to consolidate source data from a variety of joint and Service automated information systems to provide joint force commanders with visibility over assets in-storage, in-process, and in-transit. Also called **JTAV**. (JP 1-02)

**landing force support party**—A temporary landing force organization composed of Navy and landing force elements that facilitates the ship-to-shore movement and provides initial combat support and combat service support to the landing force. The landing force support party is brought into existence by a formal activation order issued by the commander, landing force. (JP 1-02)

**latest arrival date**—A day, relative to C-Day, that is specified by the supported combatant commander as the latest date when a unit, a resupply shipment, or replacement personnel can arrive at the port of debarkation and support the concept of operations. Used with the earliest arrival date, it defines a delivery window for transportation planning. Also called **LAD**. (JP 1-02)

**level of detail**—(DOD) Within the current joint planning and execution system, movement characteristics for both personnel and cargo are described at six distinct levels of detail. Levels I, V, and VI describe personnel and Levels I through IV and VI for cargo. Levels I through IV are coded and visible in the Joint Operation Planning and Execution System automated data processing. Levels V and VI are used by Joint Operation Planning and Execution System automated data processing feeder systems. a. level I—personnel: expressed as total number of

passengers by unit line number. Cargo: expressed in total short tons, total measurement tons, total square feet, and total thousands of barrels by unit line number. Petroleum, oils, and lubricants is expressed by thousands of barrels by unit line number. b. level II—cargo: expressed by short tons and measurement tons of bulk, oversize, outsize, and non-air transportable cargo by unit line number. Also square feet for vehicles and non-self-deployable aircraft and boats by unit line number. c. level III—cargo: detail by cargo category code expressed as short tons and measurement tons as well as square feet associated to that cargo category code for an individual unit line number. d. level IV—cargo: detail for individual dimensional data expressed in length, width, and height in number of inches, and weight/volume in short tons/measurement tons, along with a cargo description. Each cargo item is associated with a cargo category code and a unit line number. e. level V—personnel: any general summarization/aggregation of level VI detail in distribution and deployment. f. level VI—personnel: detail expressed by name, Service, military occupational specialty and unique identification number. Cargo: detail expressed by association to a transportation control number or single tracking number or item of equipment to include federal stock number/national stock number and/or requisition number. Nested cargo, cargo that is contained within another equipment item, may similarly be identified. Also called **JOPES level of detail**. (CJCSM 3122.01A)

**lighterage control officer**—The Navy officer or chief petty officer responsible to the offload control officer for controlling lighterage assigned to that ship for offload. Also called **LCO**. (NTRP 1-02)

**Marine air-ground task force**—The Marine Corps principal organization for all missions across the range of military operations, composed of forces task-organized under a single commander capable of responding rapidly to a contingency anywhere in the world. The types of

forces in the Marine air-ground task force (MAGTF) are functionally grouped into four core elements: a command element, an aviation combat element, a ground combat element, and a logistics combat element. The four core elements are categories of forces, not formal commands. The basic structure of the MAGTF never varies, though the number, size, and type of Marine Corps units comprising each of its four elements will always be mission dependent. The flexibility of the organizational structure allows for one or more subordinate MAGTFs to be assigned or attached. Also called **MAGTF**. (MCRP 5-12C)

**MAGTF offload liaison team**—A task organization assigned to both the offload preparation party and the offload control unit to assist in communicating the MAGTF commander's warfighting and offload priorities and to provide technical supervision and direction on Marine Corps offload preparation party and debarkation matters. Also called **MOLT**. (MCRP 5-12C)

**Marine expeditionary force**—The largest Marine air-ground task force (MAGTF) and the Marine Corps' principal warfighting organization, particularly for larger crises or contingencies. It is task-organized around a permanent command element and normally contains one or more Marine divisions, Marine aircraft wings, and Marine logistic groups. The Marine expeditionary force is capable of missions across the range of military operations, including amphibious assault and sustained operations ashore in any environment. It can operate from a sea base, a land base, or both. In a joint or multinational environment, it may also contain other Service or multinational forces assigned or attached to the MAGTF. Also called **MEF**. (MCRP 5-12C)

**Marine expeditionary unit**—A Marine air-ground task force (MAGTF) that is constructed around an infantry battalion reinforced, a composite squadron reinforced, and a task-organized logistics combat element. The Marine expeditionary unit provides an immediate reaction capability for crisis response and is

capable of limited combat operations. In a joint or multinational environment, it may also contain other Service or multinational forces assigned or attached to the MAGTF. Also called **MEU**. (MCRP 5-12C)

**Maritime Administration Ready Reserve Force**—The Maritime Administration (MARAD) Ready Reserve Force is composed of 68 surge sealift assets owned and operated by the US Department of Transportation/MARAD and crewed by civilian mariners. In time of contingency or exercises, the ships are placed under the operational command of the Military Sealift Command. (JP 1-02)

**maritime prepositioning equipment and supplies**—Unit equipment and sustaining supplies associated with a Marine air-ground task force and a Navy support element that are deployed on maritime prepositioning ships. Also called **MPE/S**. (MCRP 5-12C/NTRP 1-02)

**maritime prepositioning force**—A task organization of units under one commander formed for the purpose of introducing a Marine air-ground task force (MAGTF) and its associated equipment and supplies into a secure area. The maritime prepositioning force is composed of a command element, a maritime prepositioning ships squadron, a MAGTF, and a Navy support element. Also called **MPF**. (MCRP 5-12C)

**maritime prepositioning force operation**—A rapid deployment and assembly of a Marine expeditionary force in a secure area using a combination of intertheater airlift and forward-deployed maritime prepositioning ships. (JP 1-02)

**maritime prepositioning ships**—Civilian-crewed, Military Sealift Command-chartered ships that are organized into three squadrons and are usually forward-deployed. These ships are loaded with prepositioned equipment and 30 days of supplies to support three Marine expeditionary brigades. Also called **MPSs**. (JP 1-02)

**maritime prepositioning ships squadron**—A group of civilian-owned and civilian-crewed ships chartered by Military Sealift Command loaded with prepositioned equipment and 30 days of supplies to support up to a maritime prepositioning force Marine air-ground task force. Also called **MPSRON**. (MCRP 5-12C/NTRP 1-02)

**marshalling**—1. The process by which units participating in an amphibious or airborne operation group together or assemble when feasible or move to temporary camps in the vicinity of embarkation points, complete preparations for combat, or prepare for loading. 2. The process of assembling, holding, and organizing supplies and/or equipment, especially vehicles of transportation, for onward movement. (JP 1-02)

**marshalling area**—A location in the vicinity of a reception terminal or prepositioned equipment storage site where arriving unit personnel, equipment, materiel, and accompanying supplies are reassembled, returned to the control of the unit commander, and prepared for onward movement. The joint complex commander designating the location will coordinate the use of the facilities with other allied commands and the host nation, and will provide life support to the units while in the marshalling area. See also marshalling. (JP 1-02)

**naval construction force**—The combined construction units of the Navy, including primarily the mobile construction battalions and the amphibious construction battalions. These units are part of the operating forces and represent the Navy's capability for advanced base construction. Also called **NCF**. (JP 1-02)

**Navy-day**—Falls on O-2. It is the day the offload preparation party officer in charge transitions to assume the duty as the offload control unit officer in charge. At this time the Marine officer assigned as the assistant offload preparation party control officer in charge may assume duty as the MAGTF offload liaison officer. The Navy



support element makes final preparations for the offload. (MCRP 5-12C, NTRP 1-02)

**Navy support element**—The maritime prepositioning force element that is composed of naval beach group staff and subordinate unit personnel, a detachment of Navy cargo handling force personnel, and other Navy components, as required. It is tasked with conducting the offload and ship-to-shore movement of maritime prepositioned equipment and/or supplies. Also called **NSE**. (JP 1-02)

**N-day**—The unnamed day an active duty unit is notified for deployment or redeployment. (JP 1-02)

**O-day**—See offload day.

**offload control officer**—The Navy officer responsible to the Navy support element commander for the offload of the maritime prepositioning ships squadron, the ship-to-shore movement, and the reception and control of lighterage on the beach. Also called **OCO**. (NTRP 1-02)

**offload day**—An unnamed day when the maritime prepositioning force offload commences. Also called O-day. (NTRP 1-02, MCRP 5-12C)

**offload preparation party**—A temporary task organization of Navy and Marine maintenance, embarkation, equipment operators, and cargo-handling personnel deployed to the maritime prepositioning ships squadron before or during its transit to the arrival and assembly area to prepare the ship's offload systems and embarked equipment for offload. Also called **OPP**. (NTRP 1-02)

**operational control**—Command authority that may be exercised by commanders at any echelon at or below the level of combatant command. Operational control is inherent in combatant command (command authority) and may be delegated within the command. Also called **OPCON**. (excerpt from JP 1-02).

**principal end items**—Those items of equipment necessary for the accomplishment of the MAGTF mission. Also called **PEI**. (NTRP 1-02)

**Q-route**—A system of preplanned shipping lanes in mined or potentially mined waters used to minimize the area the mine countermeasures commander has to keep clear of mines in order to provide safe passage for friendly shipping. (JP 1-02)

**ready-to-load date**—The date when a unit will be ready to move from the origin; i.e., mobilization station. (JP 1-02)

**reconstitution**—1. Those actions that commanders plan and implement to restore units to a desired level of combat effectiveness commensurate with mission requirements and available resources. Reconstitution operations include regeneration and reorganization. 2. Maritime prepositioning force reconstitution is the methodical approach to restore the maritime prepositioned equipment and supplies aboard the maritime prepositioning ships squadron to full mission capable status. (MCRP 5-12C)

**redeployment**—The transfer of forces and materiel to support another joint force commander's operational requirements, or to return personnel, equipment, and materiel to the home and/or demobilization stations for reintegration and/or out-processing. (JP 1-02)

**redeployment day**—The day established by the combatant commander that the Marine Corps forces and Navy forces units begin redeployment and reconstitution operations. Also called **R-day**. (MCRP 5-12C)

**reduced operating status**—Applies to the Military Sealift Command ships withdrawn from full operating status because of decreased operational requirements. A ship in reduced operational status is crewed for a level of ship maintenance and possible future operational requirements, with crew size predetermined contractually. The condition of readiness in terms of calendar days

required to attain full operating status is designated by the numeral following the acronym ROS (e.g. ROS-5). Also called **ROS**. (JP 1-02)

**regeneration**—Rebuilding of a unit through large-scale replacement of personnel, equipment, and supplies, including the reestablishment or replacement of essential command and control and the conduct of mission-essential training for the newly rebuilt unit. (MCRP 5-12A)

**remain-behind equipment**—Unit equipment left by deploying forces at their bases when they deploy. Also called **RBE**. (JP 1-02)

**reorganization**—Action taken to shift internal resources within a degraded unit to increase its level of combat effectiveness. (MCRP 5-12A)

**required delivery date**—The date that a force must arrive at the destination and complete unloading. Also called **RDD**. (JP 1-02)

**sealift liaison element**—A task organization located at the seaport of embarkation and/or debarkation, under the control of the Marine expeditionary force and/or MAGTF, which coordinates between the arriving and/or departing Marine Corps forces and/or MAGTF and the beach operations group/port operations group. Also called **SLE**. (MCRP 5-12C.)

**situational awareness**—Knowledge and understanding of the current situation which promotes timely, relevant, and accurate assessment of friendly, enemy, and other operations within the battlespace in order to facilitate decisionmaking. An informational perspective and skill that foster an ability to determine quickly the context and relevance of events that are unfolding. (MCRP 5-12C)

**supported commander**—1. The commander having primary responsibility for all aspects of a task assigned by the Joint Strategic Capabilities Plan or other joint operation planning authority. In the context of joint operation planning, this

term refers to the commander who prepares operation plans or operation orders in response to requirements of the Chairman of the Joint Chiefs of Staff. 2. In the context of a support command relationship, the commander who receives assistance from another commander's force or capabilities, and who is responsible for ensuring that the supporting commander understands the assistance required. (JP 1-02)

**supporting commander**—1. A commander who provides augmentation forces or other support to a supported commander or who develops a supporting plan. This includes the designated combatant commands and DOD agencies as appropriate. 2. In the context of a support command relationship, the commander who aids, protects, complements, or sustains another commander's force, and who is responsible for providing the assistance required by the supported commander. (JP 1-02)

**survey, liaison, and reconnaissance party**—A self-sustaining task organization formed from the MAGTF and Navy support element. It conducts reconnaissance, establishes liaison with in theater authorities, and initiates preparations for the arrival of the main body of the fly-in echelon and the maritime prepositioning ships squadron. The survey, liaison, and reconnaissance party normally deploys to the arrival and assembly area under MAGTF cognizance. (MCRP 5-12C) A task organization formed from the Marine air-ground task force and Navy support element, which is introduced into the objective area prior to arrival of the fly-in echelon (FIE). The survey, liaison, and reconnaissance party conducts initial reconnaissance, establishes liaison with in theater authorities and initiates preparations for arrival of the main body of the FIE and the maritime prepositioning ships squadron. Also called **SLRP**. (NTRP 1-02)

**technical assistance and advisory team**—A team provided by Commander, Marine Corps Logistics Command to provide assistance during

the offload and regeneration of the maritime prepositioning ship. Also called **TAAT**. (NTRP 1-02)

**time-phased force and deployment data**—The Joint Operation Planning and Execution System database portion of an operation plan; it contains time-phased force data, non-unit-related cargo and personnel data, and movement data for the operation plan, including the following: a. In-place units; b. Units to be deployed to support the operation plan with a priority indicating the

desired sequence for their arrival at the port of debarkation; c. Routing of forces to be deployed; d. Movement data associated with deploying forces; e. Estimates of non-unit-related cargo and personnel movements to be conducted concurrently with the deployment of forces; and f. Estimate of transportation requirements that must be fulfilled by common-user lift resources as well as those requirements that can be fulfilled by assigned or attached transportation resources. Also called **TPFDD**. (JP 1-02)

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