Appendix C

MAGTF PLANNERS QUICK REFERENCE GUIDE

1. Purpose. This appendix provides MAGTF and embarkation planners with a quick reference guide that contains frequently used information needed during deployment and redeployment planning and execution.

2. OPLAN Matrix.

Organization:	ULN 1st Position	PID Series
JCS	0	0001-0599
Army Component	5	0600-0699
Navy Component	6	0700-0799
HQMC	7	0900-0999
Air Force Component	8	0800-0899
Coast Guard	9	9700-9999
USCENTCOM	T,U,V,W,F	1000-1999
AFRICOM	H	2000-2999
NORAD	1	3000-3399
USNORTHCOM	2,R,S	3400-3999
USEUCOM	A,B,C,D,E	4000-4999
USPACOM	H,J,K,L,M,N	5000-5999
USSOUTHCOM	X,Y,Z	6000-6999
FORSCOM		7000-7499
USSOCOM	4	7500-7999
USSTRATCOM	3	8000-8999
USTRANSCOM	G	9000-9599
Reserved		9600-9699

Figure C-1.--OPLAN Matrix

3. Maritime Prepositioning Force Enabler. The MAGTF will form a number of temporary organizations whose purpose is to transform the personnel, equipment and materiel of an MPF into a viable combat force.

a. Survey, Liaison, and Reconnaissance Party (SLRP). The SLRP is self sustaining organization comprised of appropriate MAGTF, CMPF, and related Navy units and staffs that deploy to the AOA in the AOR to assess conditions and report observations relative to the MPF arrival and assembly.

b. MAGTF Offload Liaison Team (MOLT). A MOLT is a small organization usually comprised of the MAGTF MPF cell that

coordinates MPS off-load between the NSE, the ship's master, and the Marine OPP. The team also acts as the AAOG liaison on-board the MPS flagship.

c. Technical Assistance and Advisory Team (TAAT). A TAAT is an organization OPCON to the supported MAGTF, comprised of BICmd personnel and contractors that advise the MAGTF commander on the offload, issuing equipment/materiel, and proper documentation and accountability between BICmd and the gaining supported MAGTF.

d. Offload Preparation Party (OPP). The OPP is an organization OPCON to the supported MAGTF. The OPP consists of maintenance, embarkation personnel, and equipment operators from the MAGTF and NSE. The OPP's task is to prepare equipment and materiel for offload at the AAA.

e. Arrival and Assembly Operations Group (AAOG). An AAOG is an organization within the MDDOC that controls and coordinates arrival and assembly operations of the MPF. The AAOG will usually deploy as an element of the advance party and initiates operations at the arrival airfield. The AAOG is formed from elements of the MAGTF and liaison personnel from the NSE during an MPF operation.

f. Landing Force Support Party (LFSP). The LFSP is a task-organized unit composed of personnel and equipment from the MLG and NSE augmented by other MAGTF elements. The LFSP controls throughput of personnel, equipment and materiel at the port, beach, and airfield. The LFSP is attached to the AAOG and controls the following four subordinate throughput organizations during MPF operations: (1) POG, (2) BOG, (3) AACG, and (4) Movement Control Center (MCC).

g. Arrival and Assembly Operations Elements (AAOEs). AAOEs are temporary organized elements within the MAGTF and NSE that provides liaison with the AAOG. AAOEs are normally organized at the MSE level and is responsible to provide initial C2, receives and accounts for equipment and materiel, and distributes equipment to units at reception points.

4. Newsgroup Servers. Newsgroups are utilized to coordinate deployment planning and execution issues. Although telephonic or General Service (GENSER) message communication are used, newsgroups serve as the formal medium for conveying TPFDD-related requests, approvals, authorization, validation, changes, or general considerations.

Site/Command:	Newsgroup Server:
CENTCOM	news.centcom.smil.mil
EUCOM	eucomnews.gccs.eucom.smil.mil
FORSCOM	macksa002news.force1.army.smil.mil
HQDA	aoc-svr2.hqda.army.smil.mil.119
HQMC	gccsdta.mcw.ad.usmc.smil.mil
MARFORPAC	205.53.122.138
NORAD/USNORTHCOM	nncnews.gccs.northcom.smil.mil
NMCC	j42new.nmcc.smil.mil
PACAF	news.pacaf.hickam.af.smil.mil
PACOM	scgsfnews.gccs.pacom.smil.mil
SOCOM	news.socom.smil.mil
SOUTHCOM	scshqgc232.c2.southcom.smil.mil
STRATCOM	sgz191.gccs.stratcom.smil.mil

Figure C-2.--Command Newsgroup Servers

5. JET Main Window - JET Shortcut Commands.

U	Displays a list of ULNs for the Current PID.
U (ULN)	Displays ULN details for the current PID. If the ULN contains spaces, replace them with under-scores. Wildcards are acceptable.
UC	Create ULN
USD (ULN)	Displays scheduling information for ULN.
UIC (UIC)	Displays the UIC GSORTS and sourcing summary
L3 (ULN)	Displays the cargo lvl 3 screen for the ULN.
L4 (ULN)	Displays the cargo lvl 4 screen for the ULN
FMU	Displays ULNs for the force module

Figure C-3.--Jet Shortcut Commands

6. Mission Priority Codes. The effective use of DOD resources to move passengers, cargo, and conduct air refueling operations requires movement and mobility priorities. These assigned priorities enable logistics managers and air refueling planners to best utilize mobility resources to support both peacetime and wartime requirements. (Enclosure (1) provides a list of mission priority codes)

7. USMC Carrier Mission Numbers. AMC is responsible for creating and allocating all strategic air transportation Mode and Source (M/S) (M/S "AK") in Web S&M. MAGTF Planners are responsible for creating carriers for self movers, SAAM, commercial movements. Movement itineraries should track personnel from home station commercial airport until arrival at

POD or destination when travelers are expected to utilize intra-theater movement to final destination. Channel movement itineraries should track personnel utilizing rotators from home station commercial airport until arrival at POD or destination when travelers are expected to utilize intra-theater movement to final destination for ITV in Web S&M. Figure C-4 is a guide for building Marine Corps specific mission numbers.

First Character:	
F	CENTCOM: Intra-theater missions
M	OAS and CMDR
O	Commercial Air Msn (Charter)
S	USSOUTHCOM
4	Non-USAF Aircraft

Second Character: Misc Missions	
C	Transfer of Assignment (TOA)
D	Support
E	Training
G	C-130 Rotations
H	Hurricane/Typhoon or other catastrophic type missions
U	Local Flights (unit training, aerial refueling training, and home station sorties)

3rd & 4th Character: Daily Mission increments from 01-99
5th & 6th Character: Mode and Source of Travel
7th thru 11th Character: Identifies the PID
12th thru 15th Character: The ULNs ALD (C199)

Figure C-4.--USMC Airlift Mission Numbers

8. Force Requirement Number (FRN). The supported COMMARFOR builds force requirements during initial TPFDD planning and registers new force requirement when needed during operations. The supporting COMMARFORs/force providers source FRN requirements for deployment to the supported CCDR's area of operations.

9. Unit Line Number (ULN). A ULN is an alphanumeric field (from two to seven characters in length) that describes a particular force in the TPFDD database. The ULN is a unique identifier for a TPFDD force requirement and is the cornerstone on which all movement data are built. A ULN describes one or more service members and their equipment that share a movement from the same origin through the destination on the same timeline using the same transportation M/S.

a. ULNs contain five major types of movement information:

(1) Deploying units.

(2) Dates associated with the movement.

(3) Locations involved with the movement.

(4) Number of personnel and quantity of cargo to move.

(5) Type of transportation required to move the force.

b. Information contained in ULNs is used as the basis for organizing TPFDD-related planning, reporting, and tracking data on the movement of forces and equipment from points of origin to deployed destinations. The same ULN can exist in multiple TPFDDs; however, it can never be duplicated within the same TPFDD. (Alphabetic characters "I" and "O" cannot be used in a ULN)

c. Parent ULNs are used as a base identifier ULN record that is not deployable. All other subordinate ULNs will have ULN values beginning with the same value/structure as the parent.

10. Force Module(FMs). FMs are a planning and execution tool that provides a means of logically grouping records, which facilitate planning, analysis, and monitoring. FMs may include both forces and sustainment. The elements of force modules are linked together or are uniquely identified so that they may be extracted from or adjusted as an entity in the JOPES databases to enhance flexibility and usefulness of the operation plan during a crisis. The TPFDD LOI shall direct the development, format, and usage of required FMs.

a. Force Module Package. A force module has a specific functional orientation (e.g. air superiority, close air support, reconnaissance, ground defense) that includes combat, associated combat support, and combat service support forces. Additionally, force module packages will contain sustainment in accordance with logistic policy contained in Joint Strategic Capabilities Plan Annex B.

11. Unit Type Code (UTC). Refer to Appendix D (JOPES Reference File Management) for detailed information.

12. Unit Identification Code (UIC). A UIC is a six-character alphanumeric code that uniquely identifies each active, Reserve, and National Guard unit of the Armed Forces. UICs in JOPES

represent a Sorts reportable (roll-up) UIC. For example, the actual UIC for A Co, 1st Bn, 1st Marines is M11113, but within JOPES the UIC utilized to source an FRN/ULN is M11110(1st Bn, 1st Marines). The UIC reference file in JOPES is updated from GSORTS. The activation and deactivation of units is identified in the MCBUL 5400 by Total Force Structure Division (TFSD) and provides essential unit information such as unit long name, short name and UIC.

13. Unit Level Code (ULC). Refer to Enclosure (2) for a complete listing.

14. CDAYs. Dates are associated with each location when developing the plan in JOPES. Until a plan execution date is declared, the dates are expressed with notional dates relative to the first day of execution. The supported CCDR determines the Earliest Arrival Date (EAD), LAD, RDD, and CRD because the locations associated with those dates are in the supported CCDR's area of operations.

a. Relational Dates. During contingency planning and crisis action planning, the actual calendar date for plan execution is not known. Relational dates allow time phasing of movement.

(1) C-Day. Commencement Day (C-day) is the unnamed or notional day on which deployment or movement of forces begins. It is designated "C000." Other dates are expressed relative to C-day. For example, the third day of deployment is expressed as "C002".

(2) N-Day. Negative Day (N-day) is used to designate days before C-day. Advance teams, reception teams, en route support, and covert actions before C-day are time-phased with N-days.

b. Ready-to-Load Date (RLD). The RLD is the date that the unit is ready to begin loading its personnel and equipment utilizing organic transportation assets, or USTRANSCOM provided transportation at the origin.

c. Available-to-Load Date (ALD). The ALD is the date that the unit must be available to begin loading its personnel and equipment utilizing organic transportation assets or USTRANSCOM provided transportation at the POE.

d. Earliest Arrival Date (EAD) and Latest Arrival Date (LAD). The EAD and LAD define a delivery "window" for the arrival of the requirement at the POD and allow the TCCs some flexibility in their scheduling. The supported CCDR, in coordination with USTRANSCOM, defines the length of the window.

e. Required Delivery Date (RDD). The RDD is the date when the unit must be operational at the destination. It takes into account the time required for unloading and transportation from the POD.

f. Combatant Commander's Required Date (CRD). The CRD is the date when forces need to be in place, as initially determined by the supported CCDR. Although the CRD and the RDD can be the same, the realities of moving forces usually will prevent the positioning of forces as quickly as the CRD stipulates. In that case, a more realistic date "the RDD" is established. In many instances, the RDD location is the Reception, Staging, Onward Movement, and Intergration (RSO&I) site. It is there that personnel receive their equipment, which may have been sent separately, and begin preparing for movement to a staging base or a tactical assembly area.

g. Proposed Closure Date (PCD). The PCD is established by USTRANSCOM when the validated LAD cannot be met due to competing forces and transportation limitations.

15. Zulu Time Conversions (Greenwich Mean Time (GMT)). Joint operations are conducted around the world across many different time zones. In order to avoid confusion, the military coordinates with bases and personnel located in other time zones using Zulu time as a base reference.

ZULU Standard time zone							
Hawaii	West Coast	New Orleans	East Coast	Germany	Iraq	Afghanistan	Japan
-10hrs	-8hrs	-6hrs	-5hrs	+1hrs	+3hrs	+4.5hrs	+9hrs

Figure C-10.--Zulu Standard Time Zone

ZULU Daylight saving time zone							
Hawaii	West Coast	New Orleans	East Coast	Germany	Iraq	Afghanistan	Japan
-	-7hrs	-5hrs	-4hrs	+2hrs	-	-	-
*In 2011, daylight savings time started on 13 March and ended on 6 November. Every year its starts within the first two weeks in March and ends in first week of November.							

Figure C-11.--Zulu Daylight Savings Time Zone

16. Transportation Status Flag.

a. Other Transportation. "Other Trans" is the transportation status indicator for Non-USTRANSCOM sources. The "Other Trans" is populated when planners create USMC carriers and allocate ULNs that deployed via commercial, channel, or organic lift.

b. USTC Status. Is a transportation status flag, single character set by USTRANSCOM that indicates the status of the ULN during scheduling and movement. USTC status flags.

(1) T - ULN pulled and being worked by USTRANSCOM

(2) A - ULN has been allocated a carrier by USTRANSCOM

(3) M - ULN has been manifested to a carrier

(4) B - ULN is both allocated and manifested.

(5) BLANK - Not scheduled

17. Force Providing Organization Codes.

0	NON DOD Agency	H	Host Nation Support Candidate
1	USCENTCOM	J	Joint Chiefs of Staff
2	RESERVED FOR FUTURE USE	K	DOD Agency
3	NORAD	L	Submitted to HN for Negotiation
4	USEUCOM	M	HQ US Marine Corps
5	USPACOM	N	HQ US Navy
6	USSOUTHCOM	P	HQ US Coast Guard
7	AFRICOM	Q	Allied Air Force
8	USSTRATCOM	R	Allied Marine Corps
9	USSOCOM	S	USNORTHCOM
A	HQ US Army	T	Allied Navy
B	Navy CMPT of the Sptd Cmd	U	Allied Organization
C	AF CMPT of the Sptd Cmd	V	Allied Army
D	Host Nation	W	Army CMPT of the Sptd CINC
E	Marine CMPT of the Sptd Cmd	X	Shortfall
F	HQ US Air Force	Y	Service retained Forces
G	USTRANSCOM	Z	EUSA

Figure C-5.--ProvOrg

18. Transportation Mode and Source Code. The M/S codes provide the information on "how" the forces are to be transported to the

AOR. Refer to Enclosure (3) for a description of M/S combinations.

19. GEO and International Civil Aviation Organization (ICAO) Codes. Refer to Enclosure (4) for commonly used GEO and ICAO codes.

a. GEO Codes. JOPES uses coding called GEOLOC to uniquely identify locations by latitude, longitude, and type. GEOLOC codes are four-character, alphabetic designations that represent specific places in the world, including airports, seaports, and military installations.

b. ICAO Codes. International Civil Aviation Organization (ICAO) codes are also a four-character alphabetic airport identifier codes that identify individual airports worldwide. The commercial transportation sector uses multiple methods of coding locations. This directly affects DOD since a majority military cargo is carried by commercial transporters. ICAO are common in the military and civilian sectors. The first two letters of the ICAO code usually identify the country. In CONUS, however, ICAO codes normally consist of a "K" followed by an airport's three-letter International Air Transport Association (IATA) code. An IATA code is the three-letter airport code used by the civilian sector when making airline reservations. (i.e. - San Diego's IATA code is SAN and it's ICAO would be KSAN).

20. Location Data Elements. There are five location data elements within JOPES.

a. Origin. The origin is the place where deployment/redeployment begins. For contingency planning it is the unit's home station. In crisis action planning, it can be the unit's current location. Origins are populated when FRNs are sourced by entering the UIC.

b. Port of Embarkation (POE). The POE is the location where the strategic leg of a deploying unit begins, or a redeploying unit from overseas.

c. Port of Debarkation (POD). The POD is the location at which the deployed unit enters the theater and subsequently travels to the destination. The POD and destination can be the same location if no further movement is required.

d. Destination. The final destination identifies where the force is to begin operations in the theater, the first point of employment (To include moving to tactical assembly areas or forward operating bases). The movement routing is dictated by the destination.

(1) In-place Requirements. In-place requirements are requirements that are not required to relocate to satisfy the plan. Forces that are stationed in the AOR and pre-positioned supplies and equipment are considered in-place requirements.

e. Intermediate Location (ILOC). An intermediate location is used for a stop during the movement required by the unit. The stop must be for more than 24 hours.

(1) ILOC Stop Codes.

(a) C = Stop between Origin and POE

(b) B = Stop between POE and POD

(c) A = Stop between POD and Destination

21. GEOFILE Installation Type. There may be more than one GEO Code for the same location name. It is crucial that planners use the correct GEOLOC based on the installation code.

ADM	Administration Area	DEP	Depot	NYI	Navy Installation
AFD	Air Field	DFP	Defense Fuel Supply Point	OCN	Ocean
AFS	Air force Station	DIS	Dispensary	OPA	Operating Area
AGS	Air National Guard Station	DOC	Dock	POL	POL Retail Distribution Station
AIN	Army Installation	FHG	Family Housing Area	PRT	Sea Port
AMO	Ammunition Storage	GLF	Gulf	PSG	Sea Passage
ANX	Annex	HSP	Hospital	REC	Recreation Area
APT	Airport	IAP	International Airport	RPA	Rural Populated Area
ASN	Air Station	ISL	Island	RRC	Radar Receiver
ATM	Air Terminal	JAP	Joint-Use Airport	RRJ	Railroad Junction
BAY	Bay	LKE	Lake	RTC	Reserve Training Center
CAP	Civil Airport	MAP	Military Airport	RTR	Radar Installation
CGI	Coast Guard Installation	MBK	Marine Barracks	SCH	School
CHL	Channel	MCC	Marine Corps Camp	SEA	Sea
CLN	Clinic	MFC	Maintenance Area	STG	Storage Area
CNL	Canal	MGI	Marine Ground Installation	STR	Strait
COC	Command Operations	MSL	Missile Site	SVC	Service Area
COM	Communication Site	NAC	Naval Activity	TNG	Training Area
CPE	Cape	NAV	Navigation Aid	WAE	Weather Station
CTY	City	NBA	Naval Base		

Figure C-6.--GEOFILE INSTALLATION TYPE

22. Classes of Supply. Refer to Enclosure (6) for the Classes and sub-Classes of supply.

23. Cargo. Refer to Enclosure (5) for a short list of cargo dimensions for reference.

a. Cargo Category Codes.

First: Type	Second: Extent	Third: Containerization
A VECHICLES NON-SDEP	0 NAT UE	A ON ORGANIC VEH
B NON-SDEP ACFT	1 OUTSIZE UE	B CAN CONTAINERIZE 20 FT CONTAINER 20 STONS OR LESS
C FLOATING CRAFT	2 OVERSIZE UE	
D HAZARD NONVEH	3 BULK UE	
E SCTY/HZD NONVEH	4 NAT ACC SUP	C CONTAINERIZE 40 FT CONTAINER 30 STONS OR LESS
F REFRIGERATED	5 OUTSIZE ACC SUP	
G BULK POL	6 OVERSIZE ACC SUP	
H BULK GRANULAR	7 BULK ACC SUP	D NON CONTAINERIZABLE
J OTHER NONVEH	8 ORGANIC UE	
K SCTY/HZD VEH	9 ORGANIC ACC SUP	
L HAZARDOUS VEH	A NAT NONUNIT	
M AMMUNITION	B OUTSIZE NONUNIT	
N NUCLEAR	C OVERSIZE NONUNIT	
P CHEMICAL	D BULK NONUNIT	
R VECHICLES SELF-DEP		

Figure C-7.--Cargo Category Codes

b. Extent Cargo Size Classification.

(1) Non-air-transportable. Cargo incapable of being transported on a C5 (1453"X216"X156") or weights heavier that a C5's planning weight of 122,600lbs.

(2) Outsized. Exceeds 1090"x117"x105" but can utilize a C5(1453"x216"x156") or C17(784"x 204"x142") for movement. Max planning weight for a single equipment piece is 122,600lbs.

(3) Oversized. Exceeds usable dimensions of 463L pallet (104"x84"x96").

(4) Bulk. Place on a 463L pallet (108"x88"x96").

c. Levels of detail.

Lvl	Description
1	Total number of PAXs, STON/MTONs.
2	Total number of PAXs, STON/MTONs(bulk), oversized, outsized and NAT.
3	Cargo aggregated by Cargo Category Codes
4	Cargo details: description, qty, sqft, STONs/MTONs and dimensions.
6	Will reflect containerized equipment details that include description, qty, sqft, dimensions, and lbs (Not in JOPES)

Figure C-8.--Cargo Level of Detail

24. Aircraft Reference.

CH-53D	Transport Weight (Empty)	23,628 lbs
	Transport Weight (Empty)	11.8 STONs
	Transport Dimensions	679 X 186 X 156
	Width (Stubwing)	340"
	Width (Fuselage)	186"
CH-53E	Transport Weight (Empty)	33,226 lbs
	Transport Weight (Empty)	16.6 STONs
	Transport Dimensions	726 x 186 x 156
	Length (w/o refueling Probe)	782"
	Length (w/ refueling Probe)	908"
AH-1Z	Transport Weight (Empty)	13,440 lbs
	Transport Weight (Empty)	6.7 STONs
	Height Center Main Hub	156"
	Height Top tip of rotor blade	171"
	Length Operational	696"
	Length "X" folded wings -front tip to rear tip	677"
	Length without blades	607"
	Width	132"
UH-1Y	Transport Weight (Empty)	11,840 lbs
	Transport Weight (Empty)	5.9 STONs
	Transport Dim For C-5 or C-17 -without blades	699 x 138 x 158
	Height folded wings	175"
C-5	Operating Weight	374,000
	Planning ACL	65 STONS
	Max PAX	73 PAX
	Max Pallet	36
	Max Pallet Height	96"
	Config CP-1	73 PAX / 36 Pallets
	Config CP-2	73 PAX / RSS
	Config CP-3	73 PAX / Mix plts & RSS

C-17	Operating Weight	278,500
	Planning ACL	45 STONS
	Max PAX	102 PAX
	Max Pallet	18
	Max Pallet Height	96"
	Config C-1	54 PAX / 11 PALLETS
	Config C-2	54 PAX / RSS
	Config C-3	18 PALLETS
	Config P-1	102 PAX / 4 PALLETS
KC-10	Operating Weight	250,000
	Planning ACL	30/40 STONS
	Max PAX	65 PAX
	Max Pallet	22
	Max Pallet Height	90"
	Config C-2 - B	14 PAX / 22 PALLETS
	Config C-3 - D	69 PAX / 16 PALLETS
MV-22	Takeoff Vertical Max Weight	52,600 LBS
	Takeoff Short Running Max Wght	57,000 LBS
	Empty Weight	33,459 LBS
	Length (Fuselage / Stowed)	687" / 756"
	Width (Rotors turning)	1014"
	Width (Stowed)	220"
	Width (Horizontal Stabilizer)	220"
	Height(Nacellas fully vertical)	265"
	Height (vertical stabilizer)	213"
	Height (Stowed)	219"
	PAX	27 PAX (3 Crew)

Figure C-9.--Aircraft Characteristics

25. Common Formulas.

a. MTons: $\frac{\left(\left(\frac{\text{Length}}{12}\right)x\left(\frac{\text{Width}}{12}\right)x\left(\frac{\text{Height}}{12}\right)\right)}{40}$

b. STons: $\frac{lbs}{2000}$

c. Cubic Feet: $\frac{\left(\left(\frac{\text{Width}}{12}\right)x\left(\frac{\text{Height}}{12}\right)\right)x\left(\frac{\text{Length}}{12}\right)}{1728}$

d. Square Feet: $\left(\frac{Length}{12}\right)x\left(\frac{Width}{12}\right)$

26. Useful Web Links.

MARFORCOM	http://www.marforcom.usmc.smil.mil/
MARFORPAC	http://mfpportal.mfp.usmc.smil.mil/default.aspx
MARCENT	http://www.marcent.usmc.smil.mil/default.aspx
MARFORSOUTH	http://scportalanon.southcom.smil.mil/dirandlnos/marforsouth/default.aspx
MARFORRES	http://www.marforres.usmc.smil.mil/hq/g35/default.aspx
I MEF	http://www.1mef.usmc.smil.mil/default.aspx
II MEF	http://www.iimef.usmc.smil.mil/
III MEF	http://portal.gce.3mef.usmc.smil.mil/
JOPES Database	http://www.gmc.nmcc.smil.mil/JOPES/index.html
Intel Link	http://www.intelink.sgov.gov/home.aspx
DCO	https://www.dco.dod.smil.mil/
SMS	https://sms.transcom.smil.mil/sms-perl/smswebstart.pl
AMHS (SIPR)	https://quantico.amhs.usmc.smil.mil/amhs/login.asp
AMHS (NIPR)	https://quantico.amhs.usmc.mil/amhs/login.asp
JDTC (NIPR)	https://www.jdtc.jfcom.mil/
CORONET (NIPR)	https://afkm.wpafb.af.mil/community/views/home.aspx?filter=ac-op-3-4

Figure C-10.—Web Links

Appendix C Enclosure 1

MISSION PRIORITY CODES

1. Overview. The effective use of DOD resources to move passengers, cargo, and conduct air refueling operations requires movement and mobility priorities. These assigned priorities enable logistics managers and air refueling planners to best utilize mobility resources to support both peacetime and wartime requirements.

2. Purpose. This enclosure identifies transportation priority codes assigned for cargo, passenger, and air refueling requirements that require movement via common-user airlift, air-refueling, and sealift resources under the DOD Transportation Movement Priority System.

MISSION PRIORITY CODES	
1A1	Presidential-directed missions including support to the NAOC when operating in direct support of the President.
1A2	U.S. forces and other forces or activities in combat designated by the Chairman in accordance with applicable Secretary of Defense guidance.
1A3	Programs approved by the President for top national priority including (1) Real-world contingency deployment operations supporting CONPLANs for special operations, (2) Deployment of special category overseas law enforcement missions (this priority would also include redeployment of such missions, if the return of the aircraft to the United States were considered integral to mission accomplishment), (3) Deployment of designated search and rescue teams when directed by the Secretary of Defense. This priority shall only be assigned to missions in which the immediate deployment could result in the saving of human lives, (4) Deployment of assets in support of homeland defense and civil support in response to an actual attack, an anticipated imminent attack, or time-sensitive response to a catastrophic incident including assets required for force protection and consequence management, (5) Special weapons, (6) Movement of forces in support of national C2 capabilities, and (7) Time-sensitive deployments of Secretary of Defense-directed ISR Global Response Force and TITAN airborne reconnaissance missions.
1B1	Missions specially directed by the Secretary of Defense Including (1) Urgent contingency deployments (this priority is intended for deployment of forces supporting contingency operations of a sudden, time sensitive nature and is not

	intended for routine, planned rotations of forces into theater), (2) Redeployment of forces conducting real-world operations in support of CONPLANs for special operations (this priority is assigned as a result of the stringent reconstitution requirements placed on these assets), (3)Routine law enforcement deployment missions, (4) NAOC operations when not in support of the President, (5) Validated contingency channels, (6) Patients requiring urgent or priority aero medical evacuation, and (7) Deployment of special operations forces for real-world counterdrug and joint combined exchange training (JCET) missions.
1B2	Units, projects, or plans specially approved for implementation by the Secretary of Defense or the Chairman including steady-state contingency deployments. This priority is intended for deployment or rotation of forces supporting contingency operations of an enduring nature (including planned rotations of aircraft squadrons, air expeditionary forces, missile battery equipment and personnel, communications support, and security forces).
1B3	Covers requirements in support of (1) All contingency redeployments, regardless of whether the deployment was urgent or steady state (except for forces deployed for routine aero medical evacuation missions) , (2) Redeployment of special operations forces from real-world counterdrug and JCET missions and (3) Validated distribution channels.
2A1	U.S. and/or foreign forces or activities deploying or positioned and maintained in a state of readiness for immediate combat, combat support, or combat service support missions, including CONUS-based units for exercise and training events directly related to CONPLANs for special operations.
2A2	Industrial production activities engaged in repair, modification, or manufacture of primary weapons, equipment, and supplies to prevent an impending work stoppage or to re-institute production in the event a stoppage has already occurred or when the materiel is required to accomplish emergency or controlling jobs and movement of aircraft in support of foreign military sales.
2B1	CJCS-sponsored exercises (under CJCS Exercise Program).
2B2	Combatant commander-sponsored exercises (under CJCS Exercise Program).
3A1	Readiness or evaluation tests when airlift is required in support of the unit inspection or evaluation tests including deployment missions for major command (or equivalent)-directed exercises or operations (U.S. Navy: fleet commanders; U.S. Army: major Army commands; U.S. Air Force: numbered Air Forces; and U.S. Marine Corps: Marine Forces

	commands).
3A2	U.S. and/or foreign forces or activities that are maintained in a state of readiness to deploy for combat and other activities essential to combat forces.
3B1	Service training when airborne operations or air mobility support is integral to combat readiness (e.g., field training exercise, proficiency airdrop, and air assault).
3B2	Requirements in support of Combat support training (e.g., flare drops and special operations missions) and Counterdrug training missions (deployment and redeployment).
3B3	Service schools requiring airborne, airdrop, or air transportability training as part of the program of instruction.
3B4	Airdrop and/or air transportability or aircraft certification of new or modified equipment.
4A1	U.S. and/or foreign forces or activities tasked for employment in support of approved war plans and support activities essential to such forces.
4A2	Static loading exercises for those units specifically tasked to perform air transportability missions.
4B1	Other U.S. and/or foreign forces or activities.
4B2	Other non-DOD activities that cannot be accommodated by commercial airlift.
4B3	Static display for public and military events.

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Appendix C Enclosure 2

UNIT LEVEL CODE

Code	Unit Level Definition		Code	Unit Level Definition
A	Numbered Army		CPS	Corps
ABF	Adv Base Functional Compt		CRW	Crew
AC	Aircraft		CTP	Port Captain
ACD	Academy		CTR	Center
ACT	Activity		CV	Aircraft Carrier
ADM	Administration		CVN	Aircraft Carrier (Nuclear Powered)
AF	Numbered Air Force		DAY	Division Artillery
AFB	Air Force Base		DD	Destroyer
AFD	Airfield		DDG	Guided Missile Destroyer
AFY	Air Facility		DEP	Depot
AGF	Miscellaneous Command Ship		DET	Detachment
AGP	Army Group		DIR	Director, Directorate
AGY	Agency		DIV	Division
ANX	Annex		DMB	Detachment for MEB
AP	Air Patrol		DMF	Detachment for MEF
AR	Area		DMP	II MEB + MEU Det Residual
ARS	Arsenal		DMR	MEB + MEU Det Residual
AST	Air Station		DMU	Detachment for MEU
ATM	Air Terminal		DSP	Dispensary
AUG	Augmentation		DST	District
AVT	Training Aircraft Carrier		DTL	Detail
B	Barge		ELE	Element
BAS	Base		ENL	Enlisted
BB	Battleship		EQP	Equipment
BD	Board		FAC	Facility
BDE	Brigade		FAR	Field Army
BKS	Barracks		FF	Frigate
BLT	Battalion Landing Team		FFG	Guided Missile Frigate
BN	Battalion		FLO	Flotilla
BND	Band		FLT	Numbered Fleet
BR	Branch		FMF	Fleet Marine Force
BSN	Basin		FOR	Force
BT	Boat		FT	Flight
BTY	Battery		FTR	Force Troops
CAY	Corps Artillery		GAR	Garrison
CE	Command Element		GRP	Group
CEC	Com-Electronic Complex		HBD	HQ, HQ Company, and Band
CEP	Com-Electronic Package		HHB	HQ and HQ Battery
CG	Guided Missile Cruiser		HHC	HQ and HQ Company
CGC	US Coast Guard Cutter		HHD	HQ and HQ Detachment
CGE	College		HHS	HQ, HQ and Co and Svc Co
CGN	Guided Missile Cruiser (Nuclear Powered)		HHT	HQ and HQ Troop
CLN	Clinic		HM	Home
CMD	Command		HMC	HQ and Maintenance Company
CMN	Commission		HQ	Headquarters
CMP	Camp		HQA	Hqtrs Wing Augmentation
CO	Company		HQC	Headquarters Company

Code	Unit Level Definition		Code	Unit Level Definition
HQD	Headquarters Detachment		PKT	Packet
HQJ	Hqtrs Joint Task Force		PLN	Plant
HQS	Hqtrs and Service Co		PLT	Platoon
HQW	Headquarters Element Wing		PO	Post Office
HSB	HQ, HQ and Service Battery		PRT	Port
HSC	HQ, HQ and Support Company		PTY	Party
HSP	Hospital		PVG	Proving Ground
INS	Installation		RCT	Regimental Combat Team
ISP	Inspector		REP	Representative
IST	Institute		RES	Reserves
LAB	Laboratory		RGT	Regiment
LCC	Amphib Cmd Ship (GPurpose)		RLT	Regimental Landing Team
LHA	Amphibious Assault Ship		RNG	Range
LHD	Amphib Asslt Ship (MPurpose)		SC	Support Company
LIB	Library		SCH	School
LKA	Amphibious Cargo Ship		SCM	Support Command
LPD	Amphibious Transport Dock		SCO	Service Company
LPH	Amphib Asslt Ship (Helo)		SCT	Sector
LSD	Dock Landing Ship		SEC	Section
LST	Tank Landing Ship		SF	Security Force
MAA	Military Asst Advisory Group		SHP	Shop
MAG	Marine Air Group		SIP	Ship, Foreign or Merchant
MAW	Marine Air Wing		SQ	Squadron
MCM	Mine Countermeasure Ship		SQD	Squad
MEB	Marine Expeditionary Brigade		SS	Shop Stores
MEF	Marine Expeditionary Force		SSB	Ballistic Missile Submarine (Nuclear Powered)
MER	Merchant Ship		SSN	Submarine (Nuclear Powered)
MEU	Marine Expeditionary Unit		SST	Substation
MGR	Manager		SSX	Submarine
MGZ	Magazine		STA	Station
MHG	MEF Headquarters Group		STF	Staff
MIS	Mission		STP	Special Troops
MLG	Marine Logistics Group		STR	Store
MSC	Mil Sealift Cmd (MSC) Ship		SU	Subunit
MSF	MSC One-Time Charter		SUP	Supervisor
MSO	Minesweeper, Ocean		SVC	Service
MTF	Maintenance Float		SYD	Shipyard
MUS	Museum		SYS	System
NAL	No Assigned Level		TE	Task Element
NSC	Navy Support Craft		TF	Task Force
NSL	No Significant Level		TG	Task Group
OBS	Observatory		TM	Team
OFC	Office		TML	Terminal
OFF	Officer		TRN	Train
OIC	Officer-In-Charge		TRP	Troop
OL	Operating Location		TU	Task Unit
PER	Personnel		U	Unit
PHM	Guided Missile Patrol Combatant (Hydrofoil)		USS	US Ship
PKG	Package		WG	Wing
OL	Operating Location		WKS	Works

Appendix C Enclosure 3

TRANSPORTATION MODE AND SOURCE

MODE	SOURCE	EXPLANATION
A	C	AIR VIA SUPPORTING COMMANDER CHANNEL (AMC OR SERVICE) AIRCRAFT.
A	D	AIR VIA THEATER (SUPTD CMDR) CONTROLLED AIRCRAFT.(INTRA-THEATER AIRCRAFT).
A	H	AIR VIA UNIT'S ORGANIC AIRCRAFT (USMC OWNED). THIS IS FOR ALL THE PAX AND CARGO FLYING ON OUR OWN AIRCRAFT, WHETHER IT IS FROM THE SQUADRON OWNING THE AIRCRAFT, ANOTHER SQUADRON, OR HIGHER HEADQUARTERS.
A	J	AIR VIA SMALL COMMERCIAL CARGO PROGRAM (SCCP).
A	K	AIR VIA (AMC, AMC-CONTRACT) AIRCRAFT. STRATEGIC AIRLIFT IS THE MOST COMMON CODE USED FOR CONUS TO THEATER MOVEMENTS. USTRANSCOM ALLOCATES.
A	L	AIR VIA AMC COMMERCIAL TICKET PROGRAM (CTP). NOT ENTERED BY US. CTP IS AN EXERCISE M/S CODE. WE ENTER THE M/S OF AK, AND REQUEST CTP AUTHORIZATION FOR THAT ULN. WHEN APPROVED, THE CINC WILL CHANGE CODE TO AL.
A	M	AIR VIA UNIT (SERVICE) - FUNDED COMM TICKETS. THIS TYPE OF MOVEMENT MEANS THAT THE MARINE CORPS IS WILLING TO PAY OUT OF ITS OWN POCKET TO MOVE UNITS/PAX VIA COMM AIRLIFT. UNIT IS RESPONSIBLE FOR MAKING TRAVEL ARRANGEMENTS TO MEET CMDRS RDD AND PROVIDE PLANNERS WITH ITINERARY.
A	N	AIR VIA HOST NATION/ALLIED PROVIDED AIRLIFT.
A	O	NALO/OSA FLIGHTS.
A	Q	AIR VIA STRATEGIC AIRCRAFT (AMC), SOF "SPECIAL HANDLING" REQUIRED.
A	S	AIR VIA SPECIAL ASSIGNMENT AIRLIFT MISSION (SAAM).
L	C	SUPPORTING CINC CONTROLLED LAND TRANSPORT OTHER THAN A CONUS APOE/SPOE.
L	D	SUPPORTED CINC CONTROLLED LAND TRANSPORT OTHER THAN A CONUS APOE/SPOE.
L	G	MTMC-ARRANGED TRANSPORT. THIS WILL BE THE CODE FOR ALL ORIGIN TO APOE MOVES WITHIN CONUS.
L	H	LAND VIA ORGANIC (UNIT) VECHICLES. USE IF THE VEHICLES YOU ARE USING FOR MOVEMENT ARE YOUR OWN AND THEY ARE GETTING ON THE AIRCRAFT/SHIP FOR MOVEMENT TO THEATER.
L	M	SERVICE PROVIDED NON-ORGANIC TRANSPORT.
L	N	HOST NATION/ALLIED CONTROLLED LAND TRANSPORT.
L	P	DOD-ARRANGED LAND TRANSPORT NEITHER UNDER OPERATIONAL CONTROL OF A CINC NOR ARRANGED BY MTMC.
L	R	LAND VIA THEATER (SUPPORTED COMMANDER) RAIL.
P	A	ANY POSSIBLE SOURCE, UTSC ANALYZES AND RECOMMENDS APPROPRIATE MODE/SOURCE.
P	C	OPTIONAL VIA SUPPORTING CINC (TO OTHER THAT A CONUS SPOE).
P	D	OPTIONAL VIA SUPPORTED CINC (TO OTHER THAT A CONUS SPOE).
P	G	MODE OPTIONAL; SOURCE IS MTMC (CONUS USE ONLY).
P	N	HOST NATION.
S	C	SUPPORTING CINC COMMANDER CONTROLLED USN OR USCG SHIP. THIS IS THE CODE FOR ALL THE AMPHIB MARINES AND TAVBS. NOT MSC.
S	D	SUPPORTED CINC CONTROLLED USN OR USCG SHIP (MPS/AWR). THIS IS THE CODE FOR ALL OUR CARGO ON THE MPSRONS AND ALSO FOR THE SEA GOING LEGS OF OPP MOVEMENT. NOT MSC.
S	E	MILITARY SEALIFT COMMAND (MSC) CONTROLLED SHIPS. COMMERCIAL CARGO SHIPS. MOST SEA LIFTED CARGO WILL USE THE CODE.
S	F	SEALIFT VIA LONER SERVICE.
S	H	UNIT'S ORGANIC SEA TRANSPORT CAPABLE OF INDEPENDENT SEA TRANSIT. ONLY USED IF WE ARE SELF DEPLOYING AAVS OR CRRCS.
S	N	HOST NATION CONTROLLED SHIP.
S	P	DOD ARRANGED MVMNT VIA CANAL/FERRY NOT UNDER OPERATIONAL CONTROL OF MSC.
S	W	MSC-CONTROLLED SHIP WITHHELD FROM COMMON-USER POOL TO SUPPORT USMC ASSAULT FOE. COMM SHIPS THAT ACCOMPANY THE AMPHIB SHIPS AND CARRY PAX/CARGO.
X	G	ORIGIN AND POE OR POD AND DEST ARE THE SAME WITHIN CONUS. IF YOUR UNIT IS CONUS BASED, AND YOUR APOE IS THE SAME AS YOUR ORIGIN, US THIS CODE.
X	X	ORIGIN AND POE OR POD AND DEST ARE THE SAME BUT GEOLOC IS OUTSIDE CONUS.
Z	Blank	REQUIREMENT IS IN PLACE AT FINAL DESTINATION. PEOPLE AND THINGS PREPOSITIONED WHERE WE NEED THEM ALREADY.

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Appendix C Enclosure 4

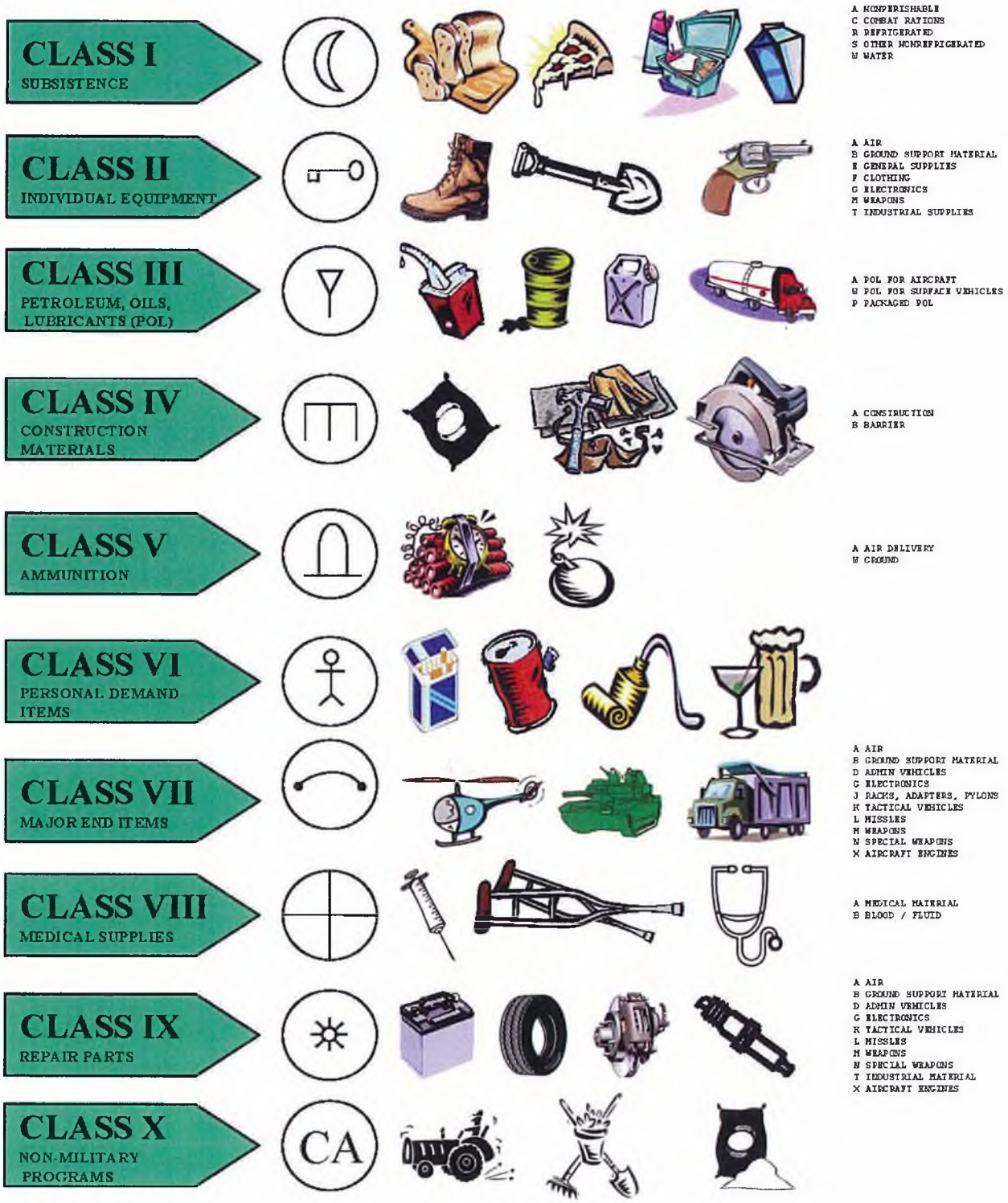
GEO AND ICAO CODES

COUNTRY/STATE NAME	GEO CODE	ICAO CODE	GEOLOCATION NAME	INS TYPE
BAHRAIN	ATXK	OBBI	BAHRAIN INTL	IAP
CALIFORNIA	CPMC	KNXF	CAMP PENDLETON MC	APT
CALIFORNIA	TWEN	KTNP	TWENTYNINE PALMS	APT
CALIFORNIA	NGWV	KSAN	SAN DIEGO INTL	JAP
CALIFORNIA	CAAP	KNFG	CAMP PENDLETON MC	MAP
CALIFORNIA	FSPM	KEDW	EDWARDS AFB	MAP
CALIFORNIA	PCZP	KRIV	MARCH ARB	MAP
CALIFORNIA	QKJA	KNKX	MIRAMAR MCAS	MAP
CALIFORNIA	TKXA	KNTD	POINT MUGU NAS	MAP
CALIFORNIA	TWAC	KNXP	TWENTYNINE PALMS	MAP
CALIFORNIA	XDAT	KSUU	TRAVIS AFB	MAP
DJIBOUTI	FGVD	HDAM	DJIBOUTI AMBOULI	JAP
FLORIDA	LSGA	KJAX	JACKSONVILLE INTL	JAP
FLORIDA	ASPQ	KAGR	MACDILL AFB AUX F	MAP
FLORIDA	GWDD	KNPA	PENSACOLA NAS	MAP
FLORIDA	LSGE	KNIP	JACKSONVILLE NAS	MAP
FLORIDA	NVZR	KMCF	MACDILL AFB	MAP
GERMANY	TYFR	ETAR	RAMSTEIN AB	MAP
GERMANY	VYHK	ETAD	SPANGDAHLEM AB	MAP
GUAM	AJJY	PGUA	ANDERSEN AFB	MAP
HAWAII	KZTV	PHNL	HONOLULU INTL	JAP
HAWAII	KNMD	PHIK	JOINT BASE PEARL	MAP
HAWAII	LYAX	PHNG	KANEOHE BAY MCAF	MAP
IRAQ	ALB1	ORAA	AL ASAD AB	AFD
IRAQ	YV6Z	ORRM	AR RAMADI	APT
IRAQ	ATSB	ORBI	BAGHDAD INTL	IAP
IRAQ	ADLG	ORSH	AL SAHRA	MAP
IRAQ	BAAS	ORBD	JOINT BASE BALAD	MAP
IRAQ	JVPE	ORAT	AL TAQADDUM AB	MAP
IRAQ	WRFP	ORTL	ALI BASE	MAP
IRAQ	YVZF	ORS5	SAHL SINJAR	MAP
IRAQ	YY6Q	ORRW	KOREAN VILLAGE FO	MAP
IRAQ	ZVYL	ORAQ	AL QAIM FOB	MAP
IRAQ	ZYAT	ORTI	AL TAJI AAF	MAP
JAPAN	LRFW	RJOI	IWAKUNI MCAS	IAP

COUNTRY/STATE NAME	GEO CODE	ICAO CODE	GEOLOCATION NAME	INS TYPE
JAPAN	REPN	ROAH	NAHA	IAP
JAPAN	RRFE	RJAA	NARITA INTL	IAP
JAPAN	SMXQ	RJOO	OSAKA INTL	IAP
JAPAN	WYKX	RJTT	TOKYO INTL	IAP
JAPAN	HNRH	ROTM	FUTENMA MCAS	MAP
JAPAN	LXEZ	RODN	KADENA AB	MAP
JAPAN	QKKA	RJSM	MISAWA AB	MAP
JAPAN	ZNRE	RJTY	YOKOTA AB	MAP
KOREA, REP OF	LJWB	RKSI	INCHEON INTL	IAP
KOREA, REP OF	MEQH	RKSS	GIMPO INTL	IAP
KOREA, REP OF	MEPJ	RKPK	GIMHAE INTL	JAP
KOREA, REP OF	MLWR	RKJK	KUNSAN AB	MAP
KOREA, REP OF	SMYU	RKSO	OSAN AB	MAP
KOREA, REP OF	TKEA	RKTH	POHANG	MAP
KOREA, REP OF	VHPY	RKSM	SEOUL AB	MAP
KOREA, REP OF	WNHQ	RKSW	SUWON	MAP
KOREA, REP OF	ZMRN	RKTY	YECHEON	MAP
KUWAIT	MMDN	OKBK	KUWAIT INTL	IAP
KUWAIT	ACVZ	OKAJ	AHMED AL JABER AB	MAP
KUWAIT	AEWV	OKAS	ALI AL SALEM AB	MAP
KUWAIT	ZVZX	OKNB	KUWAIT NAVAL BASE	MAP
KYRGYZSTAN	NZYY	UAFM	MANAS	AFD
MARYLAND	HBFB	KBWI	BALTIMORE WASHING	CAP
MARYLAND	AJXF	KADW	ANDREWS AFB	MAP
NORTH CAROLINA	ADYB	KOAJ	ALBERT J ELLIS	CAP
NORTH CAROLINA	RPRU	KILM	WILMINGTON INTL	JAP
NORTH CAROLINA	DNNL	KNKT	CHERRY POINT MCAS	MAP
NORTH CAROLINA	RQWP	KNCA	NEW RIVER MCAS	MAP
NORTH CAROLINA	TMKH	KPOB	POPE AFB	MAP
QATAR	FHLZ	OTBD	DOHA INTL	IAP
QATAR	ALDA	OTBH	AL UDEID AB	MAP
SOUTH CAROLINA	BBJM	KNBC	BEAUFORT MCAS	MAP
THAILAND	MLER	VTUN	KHORAT	MAP
THAILAND	UYZP	VTBU	U TAPAO PATTAYA I	MAP
VIRGINIA	FMJN	KIAD	WASHINGTON DULLES	IAP
VIRGINIA	YMGC	KDCA	RONALD REAGAN WAS	JAP
VIRGINIA	MUHJ	KLFI	JB LANGLEY-EUSTIS	MAP
VIRGINIA	SBDW	KNGU	NORFOLK NS	MAP

Appendix C Enclosure 5

CLASSES AND SUBCLASSES OF SUPPLY



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Appendix C Enclosure 6

JULIAN CALENDAR

(LEAP YEAR)				C-DAY CONVERSION CALENDAR								(LEAP YEAR)				
	JAN	FEB	MAR		APR	MAY	JUN		JUL	AUG	SEP		OCT	NOV	DEC	
1	1	32	61	1	92	122	153	1	183	214	245	1	275	306	336	1
2	2	33	62	2	93	123	154	2	184	215	246	2	276	307	337	2
3	3	34	63	3	94	124	155	3	185	216	247	3	277	308	338	3
4	4	35	64	4	95	125	156	4	186	217	248	4	278	309	339	4
5	5	36	65	5	96	126	157	5	187	218	249	5	279	310	340	5
6	6	37	66	6	97	127	158	6	188	219	250	6	280	311	341	6
7	7	38	67	7	98	128	159	7	189	220	251	7	281	312	342	7
8	8	39	68	8	99	129	160	8	190	221	252	8	282	313	343	8
9	9	40	69	9	100	130	161	9	191	222	253	9	283	314	344	9
10	10	41	70	10	101	131	162	10	192	223	254	10	284	315	345	10
11	11	42	71	11	102	132	163	11	193	224	255	11	285	316	346	11
12	12	43	72	12	103	133	164	12	194	225	256	12	286	317	347	12
13	13	44	73	13	104	134	165	13	195	226	257	13	287	318	348	13
14	14	45	74	14	105	135	166	14	196	227	258	14	288	319	349	14
15	15	46	75	15	106	136	167	15	197	228	259	15	289	320	350	15
16	16	47	76	16	107	137	168	16	198	229	260	16	290	321	351	16
17	17	48	77	17	108	138	169	17	199	230	261	17	291	322	352	17
18	18	49	78	18	109	139	170	18	200	231	262	18	292	323	353	18
19	19	50	79	19	110	140	171	19	201	232	263	19	293	324	354	19
20	20	51	80	20	111	141	172	20	202	233	264	20	294	325	355	20
21	21	52	81	21	112	142	173	21	203	234	265	21	295	326	356	21
22	22	53	82	22	113	143	174	22	204	235	266	22	296	327	357	22
23	23	54	83	23	114	144	175	23	205	236	267	23	297	328	358	23
24	24	55	84	24	115	145	176	24	206	237	268	24	298	329	359	24
25	25	56	85	25	116	146	177	25	207	238	269	25	299	330	360	25
26	26	57	86	26	117	147	178	26	208	239	270	26	300	331	361	26
27	27	58	87	27	118	148	179	27	209	240	271	27	301	332	362	27
28	28	59	88	28	119	149	180	28	210	241	272	28	302	333	363	28
29	29	60	89	29	120	150	181	29	211	242	273	29	303	334	364	29
30	30		90	30	121	151	182	30	212	243	274	30	304	335	365	30
31	31		91	31		152		31	213	244		31	305		366	31

C-DAY CONVERSION CALENDAR																
	JAN	FEB	MAR		APR	MAY	JUN		JUL	AUG	SEP		OCT	NOV	DEC	
1	1	32	60	1	91	121	152	1	182	213	244	1	274	305	335	1
2	2	33	61	2	92	122	153	2	183	214	245	2	275	306	336	2
3	3	34	62	3	93	123	154	3	184	215	246	3	276	307	337	3
4	4	35	63	4	94	124	155	4	185	216	247	4	277	308	338	4
5	5	36	64	5	95	125	156	5	186	217	248	5	278	309	339	5
6	6	37	65	6	96	126	157	6	187	218	249	6	279	310	340	6
7	7	38	66	7	97	127	158	7	188	219	250	7	280	311	341	7
8	8	39	67	8	98	128	159	8	189	220	251	8	281	312	342	8
9	9	40	68	9	99	129	160	9	190	221	252	9	282	313	343	9
10	10	41	69	10	100	130	161	10	191	222	253	10	283	314	344	10
11	11	42	70	11	101	131	162	11	192	223	254	11	284	315	345	11
12	12	43	71	12	102	132	163	12	193	224	255	12	285	316	346	12
13	13	44	72	13	103	133	164	13	194	225	256	13	286	317	347	13
14	14	45	73	14	104	134	165	14	195	226	257	14	287	318	348	14
15	15	46	74	15	105	135	166	15	196	227	258	15	288	319	349	15
16	16	47	75	16	106	136	167	16	197	228	259	16	289	320	350	16
17	17	48	76	17	107	137	168	17	198	229	260	17	290	321	351	17
18	18	49	77	18	108	138	169	18	199	230	261	18	291	322	352	18
19	19	50	78	19	109	139	170	19	200	231	262	19	292	323	353	19
20	20	51	79	20	110	140	171	20	201	232	263	20	293	324	354	20
21	21	52	80	21	111	141	172	21	202	233	264	21	294	325	355	21
22	22	53	81	22	112	142	173	22	203	234	265	22	295	326	356	22
23	23	54	82	23	113	143	174	23	204	235	266	23	296	327	357	23
24	24	55	83	24	114	144	175	24	205	236	267	24	297	328	358	24
25	25	56	84	25	115	145	176	25	206	237	268	25	298	329	359	25
26	26	57	85	26	116	146	177	26	207	238	269	26	299	330	360	26
27	27	58	86	27	117	147	178	27	208	239	270	27	300	331	361	27
28	28	59	87	28	118	148	179	28	209	240	271	28	301	332	362	28
29	29		88	29	119	149	180	29	210	241	272	29	302	333	363	29
30	30		89	30	120	150	181	30	211	242	273	30	303	334	364	30
31	31		90	31		151		31	212	243		31	304		365	31

Appendix D

JOPES REFERENCE FILE MANAGEMENT (TUCHA, TUDET, UTC, UIC, and MPS)

1. Purpose. This appendix provides information on TUCHA and the current Marine Corps management process.

2. Overview.

a. TUCHA defined. TUCHA represents level IV data that includes total PAX and stons associated with a "Type" unit (UTC).

(1) Unit Type Code (UTC) - Primary means of identifying standard types of units and describing needed force requirements capabilities (i.e. X Infantry Company, or X VMFA Squadron). Assignment of a UTC categorizes each type organization into a class, or kind of unit having common distinguishing characteristics.

(a) UTC First Character Code. The first character of the UTC identifies the functional area of the unit type. Figure D-1 below

Code	Description	Code	Description
0	Infantry	H	Maintenance
1	Artillery	J	Supply-Support
2	Tracked Vehicles	K	Research-Development Test & Evaluation
3	Aviation Tactical	L	Administration-Personnel-Legal-Postal-Special Services-Brands-Memorial-Graves Registration-Public Info-Morale
4	Engineers and Topographic Services	M	*Not Used*
5	Aviation Training	N	*Not Used*
6	Ground Communications-Electronics- Signal	P	Intelligence-Counterintelligence Classified Security Psychological Activities
7	Air Control Units (Includes MACS, MASS, MATCS)	Q	Military Police-Physical Security-Law Enforcement
8	Aviation Support	R	*Not Used*
9	Miscellaneous Combat - Combat Support/Combat Service Support	S	Finance-Fiscal Contract Admin- Procurement
A	No Fixed Organization	T	Ground Training
B	*Not Used*	U	Major transportation
C	Command Headquarters	V	Civil Affairs units-Combined action Units
D	*Not Used*	W	*Not Used*
E	*Not Used*	X	Multifunction Posts-Camps-stations-Forts-Bases-Barracks
F	Medical-Surgical-Dental	Y	*Not Used*
G	*Not Used*	Z	Miscellaneous

Figure D-1.--UTC First Position Code and Functional Area

(2) Standard UTC - The Marine Corps currently has 189 standard UTCs with complete movement characteristics. Standard UTCs are quantified as "standard" based on assignment of a T/O&E as identified in the USMC TFSMS.

(3) Level IV data - Detail by "type" cargo, quantity by type of equipment, square feet, dimensions, STONS, MTONS and line item number. (Figure D-2 depicts level IV detail for an Infantry Company UTC)

	UNIT					LVL4						
UTC	UNIT DESCRIPTION	ULC	PAX	STONS	CCC	DESCRITPTION	QTY	L	W	HT	SQFT	STONS
0GVGA	WPNS CO, INF BN, INF REGT, MARDIV	CO	157	299.6	J2B	C4433 QUADCON	6	58	96	82	39	5
					J3B	C4431 PALCON	2	40	48	41	13	0.6
					R1D	D0030 TRK, UTL, EP CAB, ARMAMENT CA	17	194	80	108	108	6.2
					R2B	D0033 TRK, UTL, EP CAP, ENCHANCE, I	8	194	91	75	123	4.8
					R2B	D0034 TRK, UTL, C2, GP VEH, ENCHANC	14	194	91	75	123	5.7
					R2D	D0032 TRK, UTL, EP CAB, TOW CARR, A	8	194	91	102	123	5.6

Figure D-2.--UTC for Wpns Co with associated level IV TUCHA

b. TUCHA requirement. The CJCSM 3150.24C (TUCHAREP MANUAL) directs the Marine Corps to maintain and update current and accurate TUCHA data in the JOPES IT on a quarterly basis. TUCHA equipment data to be reported in JOPES IT identifies the minimum requirement directed by the Joint Staff and includes vehicles, non-self deployable aircraft, floating craft, hazardous cargo, and any item greater than 35 feet (in any linear dimension).

c. Use of TUCHA in planning. TUCHA data is primarily used during deliberate planning and is used by planners to build TPFDD requirements in level III (T), or IV OPLAN/CONPLANS. By building the TPFDDs with TUCHA data, CCDR's are able to generate lift requirements used in planning force flow in order to identify strategic lift requirements. Accuracy of TUCHA data is critical in order to not only identify lift requirements, but to also identify shortfalls within contingency plans and enables accurate risk/feasibility assessments. TUCHA can also be used as a starting point in building actual unit equipment requirements, and used during the initial stages of CAP in generating initial lift planning estimations.

d. TUCHA Management. HQMC PP&O (PLN) is responsible for the TUCHA process and management for the Marine Corps. Marine

Corps TUCHA data and management process must meet both the minimum requirement as directed in CJCSM 3150.24C (TUCHAREP MANUAL), and also support optimal CCDR/USMC service component contingency planning requirements. HQMC PP&O (PLN) ensures that TUCHA databases are updated quarterly unless operational requirements dictate an immediate update, but not later than 20 March, 20 June, 20 September, and 20 December. HQMC PP&O (PLN) transmits USMC TUCHA data as a computer-readable American Standard Code for Information Interchange (ASCII) text file to DISA for upload into the JOPES IT TUCHA reference file. HQMC PP&O (PLN) publishes newsgroups in "gccs.jopes.fm" with details on the database updates. (*However, COCOM's can delay the updates in specific plans if it conflicts with the current planning)

3. USMC TUCHA Management Process.

a. TUCHA Data information and constraints.

(1) 189 total standard UTCs in USMC TUCHA.

(2) Includes SERMIS (aviation blue gear) and TFSMS (green gear).

(3) TUCHA data (equipment dimensions, quantities, etc.) taken from USMC TFSMS "system of record", with some modifications taken from equipment Technical Manuals (TMs) if incorrect in TFSMS.

(4) TUCHA data limited to Table of Authorized Control Number (TAMCNs) contained within TFSMS (Type I & II), no type III, or local NSNs.

(5) UTC container requirement based on quantity identified within TFSMS and not necessarily true requirement.

b. TUCHA Management Process.

(1) HQMC PP&O (PLN) has developed and utilizes two Excel macros that format TUCHA data into an ASCII files. These macros require manual updates, but are currently the only programs that can compile and filter TUCHA data from TFSMS to JOPES in order to update the USMC TUCHA in the JOPES IT reference file. HQMC PP&O (PLN) established parameters (in figure D-1), for the data that goes into the JOPES IT reference file. Containers are registered at MAX weight in order to account for the lvl 6 data

that does not meet the parameters. The below general steps are used updating the USMC TUCHA database:

(a) PAX and equipment are exported from TFSMS for every UTC that contains a TO&E.

(b) DC AVN provides HQMC PP&O (PLN) an updated equipment and aircraft list from SERMIS. SERMIS does not contain item identification numbers. Unique equipment from SERMIS is assigned an item identification number by making the first character an "S" and taking the last 4 characters from the NIINPRIME field.

(c) The first Excel macro program (Cargo Cleaner) contains a master cargo reference file that is used as the baseline for cargo comparison on data extracted from TFSMS and SERMIS. Equipment from TFSMS is ran through the Cargo Cleaner in order to ensure that all equipment has the same dimensional characteristics.

(d) After all cargo has been processed through the Cargo Cleaner, each individual UTC is ran through the second Excel macro program (TUCHA Runner), in order to convert the data from an Excel file into an ASCII file.

(e) Once complete ASCII files are compiled, HQMC PP&O (PLN) sends the files to DISA for testing then processing via e-mail for upload into the JOPES IT TUCHA reference file. After DISA conducts the TUCHA file upload into JOPES IT, the CCDR's are responsible for accepting import of the TUCHA update contained within the JOPES IT reference files to specific OPLAN/CONPLANS.

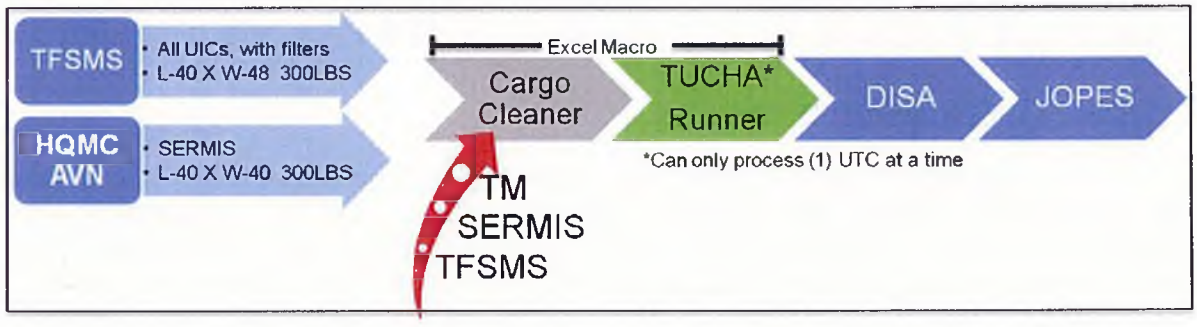

Figure D-3.--TUCHA Process

c. Future TUCHA System. In order to achieve greater fidelity in representing a UTC's level IV equipment in TUCHA, a

simpler process in compiling/managing data and improving linkages between USMC and Joint systems, integration of the USMC TUCHA requirement will be included into future versions of either force deployment or TFSD systems.

4. TUDET Reference File. The TUDET reference file consists of information concerning the physical characteristics of certain DOD items of unit equipment associated with the JOPES IT TUCHA. Equipment to be reported are vehicles (all non palletized wheeled and tracked vehicles whether self-propelled or towed, including amphibians), non-self-deployable aircraft that are uncrated, floating craft, hazardous cargo, and any item greater than 35 feet in any linear dimension.

a. TUDET Requirement. Per direction contained within CJCSM 3150.17D (TEDREP), HQMC PP&O (PLN) updates TUDET reference files quarterly unless operational requirements dictate an immediate update, but not later than 20 March, 20 June, 20 September, and 20 December. TUDET data is transmitted as a computer-readable ASCII text file to DISA.

b. TUDET Process. HQMC PP&O (PLN) updates the USMC TUDET file using the same equipment data derived from the TUCHA process, however, the TUDET reference file has to be separately updated from the TUCHA reference file.

c. HQMC PP&O (PLN) has developed and utilizes an Excel macro that formats TUDET data into an ASCII file. This macro requires manual updates, but is currently the only program that can compile and filter TUDET data to JOPES in order to update the USMC TUDET in the JOPES IT reference file.

5. Maritime Prepositioning Force (MPF) TUCHA data. Maintaining MPF requirements in the JOPES IT TUCHA reference file is not directed under the CJCSM 3150.24C (TUCHAREP MANUAL), however, in order to support MARFOR deliberate and crisis action planning, HQMC PP&O (PLN) has identified a process with DC I&L (LPO) and BICmd that provides accurate MPF equipment/materiel capabilities within JOPES. MPF TPFDD requirements are currently based on the MCBUL 3501, and include the PO and FIE FRNs representing each of the two MPSRONS. MPF FRNs will represent and contain cargo per the actual embark plan at the MSC levels. As future MPF embarkation plans become more detailed in equipment/materiel association to units below the MSC, FRNs will be refined to depict actual data per the embarkation plan. FIE FRNs in the TPFDD will include equipment/materiel required for each unit, minus what is represented in the PO FRNs/requirements.

a. MPF Process. HQMC PP&O (PLN) has created and will maintain a "master" MPF TPFDD plan (09MP1) for internal PLN management. HQMC PP&O (PLN) has made a TPFDD plan (09MPF) available for MARFOR's to pull MPF data from for the creation of MARFOR TPFDD plans during deliberate or crisis action planning. The MPF working TPFDD plan (09MP2) will be utilized by BICmd and managed by PLN for updating MPF FRNs during the MPS maintenance and refitting.

(1) As MPS' return for maintenance and refitting, (90) days after backload, BICmd will submit embarkation data to PP&O PLN in order to update the UTC TUCHA data for each MPS ship within the JOPES IT reference file. HQMC PP&O (PLN) will then submit data to DISA for update and notify BICmd when complete.

(2) Within (30) days after the MPF UTCs have been updated in JOPES IT, BICmd will update FRNs in the BICmd MPF working TPFDD plan (09MP2) and report completion to PLN via newsgroups. The newsgroup message must list FRNs that were updated.

b. MPF FRN Structure.

1st Character	"M" = USMC MPF
2nd Character	"9" = Pre-Positioning Program
3rd Character	"B"=MPS-2, "C"=MPS-3
4th Character	"A-D"=CE, "E-K"=GCE, "L-R"=ACE, "S-W"=LCE
5th Character	"A-Z" = Sequential Numbering
6th Character	"0" = PO, "9" = FIE
7th Character	"1-9" = Ship Info (In PARA 4.B.)

Figure D-4.—MPF FRN Structure

c. Ship Information. (Ship - UTC - 7th Character)

Char	MPSRON 2	MPSRON 3
1	CASEA - USNS SEAY	CADAH - USNS DAHL
2	CABOB - USNS BOBO	CAWIL - USNS WILLIAMS
3	CALOP - USNS LOPEZ	CALUM - USNS LUMMUS
4	CASIS - USNS SISLER	CAPIL - USNS PILIAAU
5	CASTO - USNS STOCKHAM	CABUT - USNS BUTTON
6	CALAC - USNS LEWIS & CLARK	CASAC - USNS SACAGAWEA

Figure D-5.—7TH Character for Ships

Appendix E

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

IN REPLY REFER TO:
3000
PLN

From: Deputy Commandant, Plans, Policies and Operations
To: Commander, U.S. Marine Corps Forces Pacific
Commander, U.S. Marine Corps Forces Command
Commander, U.S. Marine Corps Forces Reserve
Commander, U.S. Marine Corps Forces Europe
Commander, U.S. Marine Corps Forces South
Commander, U.S. Marine Corps Forces Central
Commander, U.S. Marine Corps Forces Special Operations
Commander, U.S. Marine Corps Forces Strategic
Commander, U.S. Marine Corps Forces North
Commander, U.S. Marine Corps Forces Africa
Commander, U.S. Marine Corps Forces Cyber
Deputy Commandant, Manpower and Reserve Affairs
Deputy Commandant, Aviation
Deputy Commandant, Installations and Logistics
Deputy Commandant, Combat Development and Integration
Director, Current Operations Division, PP&O
Director, Strategy and Plans Division, PP&O
Director, Logistics Plans, Policies and Strategic Mobility
Director, Aviation Plans, Programs, and Budget Branch, AVN
Director, Aviation Logistics Support Branch, ASL
Director, Manpower Plans Division, M&RA

Subj: USMC FORCE DEPLOYMENT PLANNING AND EXECUTION (FDP&E) OPERATIONAL ADVISORY GROUP (OAG) CHARTER

Ref: (a) MCO 3000.18A "USMC Force Deployment Planning and Execution (FDP&E) Process Manual 11

1. Purpose. The USMC FDP&E OAG is chartered as a forum for establishing priorities and providing direct interaction between the operating forces, the FDP&E advocate (DC PP&O) , HQMC, the supporting establishment, and Mobility/Distribution representatives concerned with issues involving the FDP&E community.

2. Intent. The USMC FDP&E OAG serves as a vehicle to identify and solve issues that directly impact USMC FDP&E operational capabilities, standardization, training, readiness, structure, manning, and policy enforcement. The USMC FDP&E OAG allows open discussion of issues affecting the community and creates a unity of effort to influence Joint and USMC policy/doctrine and supporting systems. For purposes of this charter, and because of its integral relationship to Force Deployment Planning and Execution, the Type Unit Characteristics (TUCHA) Working Group is included under the USMC FDP&E OAG's purview.

3. Organization. The USMC FDP&E OAG is comprised of the FDP&E Executive Steering Committee (ESC), the Force Deployment Planning and Execution Working Group, and the TUCHA Working Group.

Subj: USMC FORCE DEPLOYMENT PLANNING AND EXECUTION (FDP&E) OPERATIONAL ADVISORY GROUP (OAG) CHARTER

a. Executive Steering Committee (ESC)

(1) Purpose. The ESC oversees the tasking and composition of the supporting working groups. When required, the ESC submits priority issues to the DC PP&O for approval and action.

(2) Membership. The ESC is chaired by the Director, PL and includes the Directors of PO, AVN (AP) , I&L (LP) and M&RA (MP). MARFOR Commanders may provide a general officer representative to the ESC as desired.

b. Force Deployment Planning and Execution Working Group (FDP&E WG)

(1) Purpose. The FDP&E Working Group reviews and provides solutions to specific issues pertaining to FDP&E policies and processes, supporting systems, MOS structure (0511 and 0502 MOS management), training, and enforcement.

(2) Membership. PLN chairs the FDP&E Working Group and includes the following representation:

(a) Force Deployment Officers, Strategic Mobility Officers, senior MAGTF Planners and Mobility Chiefs from MARFORCOM, MARFORPAC, MARFORRES, MARFORSOUTH, MARFOREUR, MARFORNORTH, MARFORSTRAT, MARFORSOC, MARFORCENT, MARFORK, MARFORAF and MARFORCYBER.

(b) HQMC branches will provide below representatives:
- PP&O (POC, POE)
- I&L (LPO, LPD, MARCORSYSCOM, MARCORLOGCOM)

(c) HQMC branches/agencies will provide below representatives when directed/required depending on agenda:
- PP&O (POG, POR)
- AVN (APP)
- M&RA (MPP, MMFA)
- C41
- CD&I (TFSD, MCCDC, TECOM)

c. Type Unit Characteristics (TUCHA) Working Group

(1) Purpose. The TUCHA Working Group reviews specific issues pertaining to policies, processes, and supporting systems for updating and maintaining current TUCHA data. Updated TUCHA data enables the operating force to build accurate Time Phased Force Deployment Data (TPFDD) plans ISO contingency planning.

(2) Membership. PLN chairs the TUCHA Working Group and includes the following representation:

(a) Force Deployment Officers, Strategic Mobility Officers, senior MAGTF Planners and Mobility Chiefs from MARFORCOM, MARFORPAC, MARFORRES, MARFORSOUTH, MARFOREUR, MARFORNORTH, MARFORSTRAT, MARFORSOC, MARFORCENT, MARFORK, and MARFORAF.

Subj: USMC FORCE DEPLOYMENT PLANNING AND EXECUTION (FDP&E) OPERATIONAL ADVISORY GROUP (OAG) CHARTER

(b) HQMC branches will provide below representatives:
- PP&O (POC, POR)
- I&L (LPO, MARCORSYSCOM, MARCORLOGCOM)
- AVN (ASL)
- CD&I (TFSD)

4. Procedures. The USMC FDP&E OAG is a HQMC forum, to include membership from all U.S. Marine Corps Service Component Commanders. When determining priorities, resolving issues and/or settling competing differences, each member will cast one vote in the working group. If no majority is achieved, the issue will be referred to the ESC chair for decision, or tallow on staffing depending on the issue.

5. Action

a. Head, PLN convenes and chairs the FDP&E and TUCHA Working Groups to review issues and develop recommendations for resolution or improvement as required. The working groups prepare and staff designated QAG action items and present them to the ESC with recommended solutions or proposals.

b. At the conclusion of the OAG, the OAG Chair will submit a post OAG report to the Director, PL. When required, Director, PL will convene a "paper ESC". This will consist of staffing information or decision papers to the members of the ESC for appropriate action. If needed, Director, PL will convene a formal ESC meeting to receive Working Group briefs, review priority action items and provide guidance and decision. When required, Director, PL will forward completed actions and/or refer decisions to DC, PP&O.

c. The FDP&E OAG and TUCHA Working Groups will meet annually and concurrently to minimize travel time and expense. The OAG will use video teleconferencing to the maximum extent possible. Ad-hoc meetings of either working group may be convened at HQMC as special circumstances dictate. Due to the involvement of several HQMC agencies, the Working Groups will be held in the National Capital Region, however, other venues will be considered, depending on the Working Group agenda. The FDP&E OAG Chair is responsible for coordinating admin support, will coordinate the Working Groups' agenda, planning products and announce FDP&E OAG conferences via naval message.

d. Director PL will ensure proper OAG representation to serve as the USMC FDPE advocate at Joint Planning and Execution Community boards, conferences, and advisory groups.

6. Changes to this charter may be proposed by the ESC and are subject to approval by the DC, PP&O.

T. D. WALDHAUSER
Deputy Commandant for
Plans, Policies and Operations

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Appendix F

TPFDD BUSINESS RULES TEMPLATE

1. Purpose. This appendix provides an example of a supported COMMARFOR's TPFDD business rules. Supported COMMARFOR and MAGTF. TPFDD business rules are Marine Corps specific and would be used by planners to augment existing JOPES policy and the CCDR Supplemental TPFDD LOI. TPFDD business rules are classified as "SECRET" and would normally be released either via AMHS or Newsgroup message. (for the purpose of providing an example, contents within the below TPFDD business rules message are unclassified)

FM COMMARFOR//
TO COMMARFOR//
INFO HQMC WASHINGTON DC//PP&O//
CG I MEF//PLANS/G4//
CG II MEF//G3/G4//
CG III MEF//G3/G4/G5//
CLASSIFICATION//
OPER/XXXXXXXXXXX//
SUBJ/COMMARFOR OPERATION XXXX TPFDD BUSINESS RULES//
REF/A/DOC/CJCSM/3122.02C/22MAR04//
REF/B/MSG/COMMARFOR/DDHHMMZMMMYY//
REF/C/MSG/CMC PPO/DDHHMMZMMMYY//
REF/D/LOI/CCDR/DDMMMYY//
REF/E/LOI/CCDR/DDMMMYY//
REF/F/MSG/CMC DC MRA MP MPP-60/DDHHMMZMMMYY//
REF/G/MSG/COMMARFOR/DDHHMMZMMMYY//
REF/H/DOC/CMC/3000.18B/DDMMMYY//
REF/I/MSG/CMC PPO/DDHHMMZMMMYY//
REF A IS JOPES VOL III. REF B IS MARFOR VALIDATION OF MANNING DOCUMENT. REF C IS USMC FY ##/FY ## GLOBAL FORCE MANAGEMENT (GFM) FORCE ALLOCATION GUIDANCE. REF D IS COCOM SUPPLEMENTAL INSTRUCTION TO JOPES VOL III. REF E IS COCOM AIRLIFT LOI. REF F IS PROCEDURE FOR SOURCING COMBAT AND OTHER NON-ROUTINE REPLACEMENTS FOR DEPLOYED MARINE AIR GROUND TASK FORCES. REF G IS SUPPORTED COMMARFOR DEPLOYED EQUIPMENT POLICY. REF H IS THE MARINE CORPS FORCE DEPLOYMENT PLANNING AND EXECUTION (FDP&E) PROCESS MANUAL. REF I IS MARINE CORPS BULLETIN 3120 FY## MOD # MARINE CORPS FORCE ALLOCATION SCHEDULE.//
POC/LNAME/RANK/COMMAND/SECTION (G5)/BILLET/DSN: ###-###-####//
POC/LNAME/RANK/COMMAND/SECTION (G3)/BILLET/DSN: ###-###-####//
POC/LNAME/RANK/COMMAND/SECTION (G4)/BILLET/DSN: ###-###-####//
POC/LNAME/RANK/COMMAND/SECTION (G1)/BILLET/DSN: ###-###-####//

RMKS/1. (U) PURPOSE. TO PROVIDE GUIDANCE FOR THE FORCE DEPLOYMENT PLANNING, EXECUTION, AND MANAGEMENT OF OPERATIONXXX USMC TPFDD REQUIREMENTS. THIS MESSAGE IS EFFECTIVE IMMEDIATELY AND SUPERCEDES PREVIOUSLY PUBLISHED COMMARFOR BUSINESS RULES.
1.A. (U) BACKGROUND.
1.B. (U) COMMARFOR OPERATION X FDP&E BUSINESS RULES ARE LOCATED ON AT HTTP://WWW.COMMARFOR.USMC.SMIL.MIL.
2. (U) PLANNING AND EXECUTION TPFDDS.
2.A. (U) ALL MARINE CORPS REQUIREMENTS WILL BE REFINED IN THE FOLLOWING PLANNING TPFDDS.
2.A.1. (U) FOR DEPLOYMENT:
2.A.1.A. (U) PID ALL ULNS WITH LAD IN CALENDAR YEAR ####.
2.A.1.B. (U) PID ALL ULNS WITH LAD IN CALENDAR YEAR ####.
2.A.2. (U) FOR REDEPLOYMENT:
2.A.2.A. (U) PID ALL ULNS WITH LAD IN CALENDAR YEAR ####.
2.A.2.B. (U) PID ALL ULNS WITH LAD IN CALENDAR YEAR ####.
2.B. (U) EXECUTION TPFDDS.
2.B.1. (U) ALL MARINE CORPS REQUIREMENTS WILL BE EXECUTED IN THE FOLLOWING EXECUTION TPFDDS.
2.B.1.A. (U) FOR DEPLOYMENT:
2.B.1.A. (U) PID ALL ULNS WITH LAD IN CALENDAR YEAR ####.
2.B.1.B. (U) PID ALL ULNS WITH LAD IN CALENDAR YEAR ####.
2.B.2. (U) FOR REDEPLOYMENT:
2.B.2.A. (U) PID ALL ULNS WITH LAD IN CALENDAR YEAR ####.
2.B.2.B. (U) PID ALL ULNS WITH LAD IN CALENDAR YEAR ####.
2.B.3. (U) ANY REQUIREMENT LACKING A VALIDATION CANDIDATE DATE BY EAD MINUS ## WILL BE MOVED TO ITS RESPECTIVE PLANNING TPFDD.
2.B.4. (U) REQUIREMENTS EMERGING WITHIN EAD MINUS ## WILL BE CREATED AND WORKED IN THE PLANNING TPFDD. COORDINATION IS REQUIRED WITH COMMARFOR VIA NEWSGROUP PRIOR TO TRANSFER INTO THE EXECUTION TPFDD.
2.B.5. (U) JOINT FORCE REQUIREMENT GENERATOR (JFRG) UPLOADS ARE NOT AUTHORIZED TO THE EXECUTION TPFDDS. ALL DATA WILL BE UPLOADED TO A PLANNING TPFDD AND COPIED TO THE EXECUTION TPFDD.
2.C. (U) EXECUTION TPFDD CHANGE POLICY.
2.C.1. (U) ALTHOUGH INDIVIDUAL ULNS ARE NOT LOCKED UNTIL VALIDATION, THE DATA THAT RESIDES IN THE EXECUTION TPFDDS WILL BE DECONFLICTED FOR REFINEMENT AND AGGREGATION SOLUTIONS WHEN NEEDED. THE TPFDD WILL BE DEEMED TRANSPORTATION FEASIBLE BASED ON PLANNING AND FORCE FLOW ANALYSIS; IT IS IMPERATIVE THAT THE TPFDDS MAINTAIN INTEGRITY GAINED FROM FINAL PLANNING EFFORTS.
2.C.2. (U) APPROVAL FROM THIS HQTRS MUST BE RECEIVED BY THE FORCE PROVIDER AND/OR THE FWD DEPLOYED MAGTF PRIOR TO ANY CHANGES BEING MADE TO THE EXECUTION TPFDDS.
2.C.3. (U) THE FWD DEPLOYED MAGTF WILL COORDINATE DIRECTLY WITH COMMARFOR.

2.C.4. (U) ALL CHANGES IN THE EXECUTION TPFDD MUST BE COORDINATED VIA NEWSGROUP WITH JUSTIFICATION, WITH THE EXCEPTION OF CASES COVERED IN PARA 2.C.8.
2.C.5. (U) AN AMHS MESSAGE TO THIS HQTRS WILL BE REQUIRED FOR ALL EAD/LAD CHANGES OF 10 DAYS OR MORE WITH JUSTIFICATION FOR MAIN BODY REQUIREMENTS.
2.C.6. (U) AMHS MESSAGE AND/OR NEWSGROUP WILL BE THE ONLY OFFICIAL MEANS FOR REQUESTING CHANGES, AUTHORIZATIONS OR APPROVALS.
2.C.7. (U) CHANGES MUST NOT JEOPARDIZE ANY AGGREGATION SOLUTIONS, TO INCLUDE DUAL STOP POE/PODS.
2.C.8. (U) THE FOLLOWING ARE EXCEPTIONS TO THE EXECUTION TPFDD CHANGE POLICY; ADJUSTMENTS MAY BE MADE BY FORCE PROVIDERS AND THE FWD DEPLOYED MAGTF WITHOUT COMMARFOR COORDINATION:
2.C.8.A. (U) ADJUST EAD/LAD FOR ADVANCE PARTY REQUIREMENTS THAT CONTAIN 20 PAX OR LESS.
2.C.8.B. (U) CREATE AND REFINE PDSS REQUIREMENTS.
2.C.8.C. (U) ADJUST PAX COUNTS TO INCREASE/DECREASE PAX, UNLESS THE MODIFICATION EXCEEDS BASE FORCE LIST REQUIREMENTS, THROUGHPUT LIMITATIONS OR FALLS BELOW THE 100 PAX STRATLIFT MINIMUM (AGGREGATION SOLUTION MUST BE COORDINATED VIA NEWSGROUP).
2.C.8.D. (U) ADJUST CARGO TO DECREASE CARGO REQUIREMENT, UNLESS THE MODIFICATION FALLS BELOW THE 15 STONS STRATLIFT MINIMUM (AGGREGATION SOLUTION MUST BE COORDINATED VIA NEWSGROUP).
2.C.8.E. (U) SOURCE, FRAG AND INSERT PREVIOUSLY UNSOURCED/SHORTFALL OEF REQUIREMENTS FOR WHICH A SOURCING SOLUTION HAS BEEN DETERMINED.
3. (U) FORCE REQUIREMENT NUMBER (FRN) AND UNIT LINE NUMBER (ULN) GUIDANCE
3.A. (U) FORCE REQUIREMENT NUMBER (FRN)
3.A.1. (U) COMMARFOR WILL PROVIDE FRNS FOR INITIAL BASE FORSE LIST REQUIREMENTS, MODIFICATION TO BASE FORCE LIST AND ANY NEW REQUIREMENTS ESTABLISHED BY THE CCDR COMMANDER.
3.A.2. (U) FRNS WILL BE FORWARDED TO MARFORCOM FOR SOURCING UPON COMPLETION OF TPFDD FRNS. AT THAT TIME ANY FRNS THAT REQUIRE MULTIPLE SOURCING SOLUTIONS WILL BE FRAGGED BY MFC AND DESIGNATED A FIFTH CHARACTER. THE FIFTH CHARACTER IS RESERVED FOR COMMARFOR AND MFC USE ONLY.
3.A.3. (U) THE 6TH AND 7TH POSITION WILL REPRESENT THE FRAGMENTATION AND INSERT SEGMENT OF THE ULN IAW REF K. SIXTH/SEVENTH POSITION WILL BE IN SEQUENTIAL ORDER IOT REFLECT PRIORITY/SEQUENCE OF DEPLOYMENT (STARTING WITH (0) ZERO FIRST AND ENDING WITH (Z) ZULU, EXCLUDING (I) INDIA AND (O) OSCAR.
3.A.4. (U) FRN GUIDANCE FOR HQMC, LOGCOM, AND OTHER UNITS OPCON TO COMMARFOR WILL BE PROVIDED BY SEPCOR.
3.B. (U) UNIT LINE NUMBER (ULN)

3.B.1. (U) SUPPORTING SERVICE COMPONENT COMMANDS, FORCE PROVIDERS, AND THE FWD DEPLOYED MAGTF ARE REQUIRED TO ENSURE THAT FRAGS AND INSERTS RESULTING FROM SOURCING, PHASING AND REFINEMENT RETAIN ASSIGNED FRN STRUCTURE.
3.B.2. (U) ULNS WILL BE CREATED IN A MANNER, THAT WHEN THE PARENT FRN AND ASSOCIATED FRAGS ARE QUERIED, ONE CAN DETERMINE IF THE TOTAL REQUIREMENT HAS BEEN SOURCED.
3.B.3. (U) UPON RELEASE OF THE ACTUAL ARRIVAL DATE (AAD) MEMO, THE FWD DEPLOYED MAGTF WILL DEVELOP THE REDEPLOYMENT TPFDD BY UTILIZING THE "REDEPLOY TO TARGET" JOPES COMMAND. THE TARGET OPLAN WILL BE IAW PARA. 2.A.2. REDEPLOYMENT ULN STRUCTURE WILL MATCH DEPLOYMENT ULN(S). ALL FRAGS AND INSERTS MUST MAINTAIN PARENT ULN/FRN STRUCTURE IOT REFLECT ADDITIONAL REQUIREMENTS THAT MAY REDEPLOY ON A DIFFERENT TIMELINE.
4. (U) MANDATORY DATA ENTRIES.
4.A. (U) ANY ULN VERIFICATION NOT CONTAINING MANDATORY DATA IN THE FOLLOWING FIELDS WILL BE RETURNED: FORCE MODULE ASSIGNMENT, ACCURATE UTC, FORCE DESCRIPTION, UIC, PROV ORG, FTN, BASELINE 1, BASELINE 3, BASELINE 4, AND POC FIELD.
4.A.1. (U) FORCE MODULE IDENTIFICATION (FMID) ASSIGNMENTS. SUPPORTING SERVICE COMPONENT COMMANDS, FORCE PROVIDERS, AND THE FWD DEPLOYED MAGTF ARE AUTHORIZED TO EXPAND FORCE MODULE STRUCTURE WITHIN THEIR ASSIGNED FORCE MODULE RANGE, ENSURING FORCE MODULE DESCRIPTIONS/DETAILS AND CONTENTS REMAIN ACCURATE:
4.A.1.A. (U) MA, MB, MAGTF COMMAND ELEMENT
4.A.1.B. (U) MC, MD, GROUND COMBAT ELEMENT
4.A.1.C. (U) ME, MF, AIR COMBAT ELEMENT
4.A.1.D. (U) MG, MH, MARINE LOGISTICS GROUP
4.A.1.E. (U) MJ, MK, RESERVED FM BLOCK FOR MARFORCOM
4.A.1.F. (U) ML, MM, RESERVED FM BLOCK FOR MARFORPAC
4.A.1.G. (U) MN, MP, RESERVED FM BLOCK FOR MARFORRES
4.A.1.H. (U) MQ, MR, RESERVED FM BLOCK FOR I MEF
4.A.1.I. (U) MS, MT, RESERVED FM BLOCK FOR II MEF
4.A.1.J. (U) MU, MV, RESERVED FM BLOCK FOR III MEF
4.A.1.K. (U) MX, RESERVED FM BLOCK FOR HQMC/LOGCOM/SYSCOM
4.A.1.L. (U) MY, MZ, M0-M9 RESERVED FOR COMMARFOR
4.A.2. (U) ULNS WILL BE INDEXED IN THEIR RESPECTIVE FMID PRIOR TO VERIFICATION.
4.A.3. (U) COMMARFOR WILL ENSURE THAT ACCURATE UTCS RESIDE IN THE UTC FIELD PRIOR TO RELEASING FRNS FOR SOURCING. CHANGES TO THIS FIELD ARE NOT AUTHORIZED WITHOUT PRIOR COORDINATION WITH THIS COMMAND.
4.A.4. (U) COMMARFOR WILL ENSURE THAT THIS FIELD ACCURATELY DESCRIBES THE REQUIREMENT PRIOR TO RELEASING FRNS FOR SOURCING. CHANGES TO THE FORCE DESCRIPTION FIELD ARE NOT AUTHORIZED WITHOUT PRIOR COORDINATION WITH COMMARFOR. DO NOT USE UNIT NAMES AND PERSONNEL NAMES.

4.A.5. (U) FORCE PROVIDERS AND SOURCING UNITS WILL ENSURE THAT SORTS REPORTABLE UIC IS ACTIVE AND ACCURATE. UIC, ULN, AND MOVEMENT DATA WILL NOT BE ROLLED UP WITH ANOTHER UNITS UIC/CAPABILITY REGARDLESS OF TACTICAL EMPLOYMENT AND ORGANIZATION.
4.A.6. (U) PROVIDING ORGANIZATION FIELD WILL BE IAW WITH XXXX.
4.A.7. (U) FTN FIELD WILL BE POPULATED BY COMMARFOR PRIOR TO RELEASE OF FRNS. SOURCING UNITS WILL ENSURE DATA INTEGRITY IS MAINTAINED FOR FRAGS AND INSERTS. CHANGES TO THIS FIELD ARE NOT AUTHORIZED.
4.A.8. (U) THE BASELINE 1 FIELD FOR ALL ULNS WILL BE POPULATED WITH THE APPLICABLE FTN, FOLLOWED BY A COLON, THE LETTER R, AND THE INTERNAL ROTATION NUMBER FOLLOWED BY A COLON (EXAMPLE XXXXCXXXXXX:R1:). COMMARFOR WILL ENSURE THAT FRNS ARE POPULATED WITH CORRECT DATA PRIOR TO RELEASING THEM FOR SOURCING. SOURCING UNITS WILL ENSURE DATA INTEGRITY FOR FRAGS AND INSERTS IS MAINTAINED. CHANGES TO THIS FIELD ARE NOT AUTHORIZED WITHOUT PRIOR COORDINATION WITH COMMARFOR.
4.A.9. (U) BASELINE 2 IS RESERVED FOR CCDR/COMMARFOR ONLY. CHANGES TO THIS FIELD ARE NOT AUTHORIZED.
4.A.10. (U) BASELINE 3 WILL BE USED FOR FORCE DESCRIPTION DISCRIMINATORS. DISCRIMINATORS WILL BE USED TO IDENTIFY MOVEMENTS OTHER THAN MAIN BODY. THE FOLLOWING IS A LIST OF MOST COMMONNLY USED DISCRIMINATORS:
4.A.10.A. (U) PDSS - (PRE-DEPLOYMENT SITE SURVEY).
4.A.10.B. (U) ADVON - (ADVANCE DEPLOYMENT TEAM).
4.A.10.C. (U) CARGO - (UNIT CARGO ONLY AND CARGO RIDERS).
4.A.10.D. (U) LATE DEPLOYER - (PAX THAT ARE NEW JOINS AND ARE NOT PTP COMPLETE PRIOR TO MAIN BODY DEPARTING).
4.A.10.E. (U) ADMIN REPLACEMENT - (REPLACEMENTS FOR PERSONNEL WHO MUST RE-DEPLOY DUE TO PCS/PCA, EAS, SPLIT DEPLOYMENT, LEGAL).
4.A.10.F. (U) MEDICAL REPLACEMENT - (PREGNANT, CONDITIONS THAT CAN NOT BE TREATED IN COUNTRY).
4.A.10.G. (U) COMBAT REPLACEMENT (IMMEDIATE REPLACEMENT).
4.A.10.H. (U) TAD (TEMPORARY ADDITIONAL DUTY).
4.A.10.I. (U) INDIVIDUAL AUGMENTS (IA).
4.A.10.J. (U) INTERNAL ROTAIONS (IR).
4.A.11. (U) THE POC FIELD WILL CONTAIN THE 24-HOUR POINT OF CONTACT (POC) FOR THE ULN. THE UNIT'S 24-HOUR COMMAND CENTER MUST BE ABLE TO CONTACT THE POC WITHIN 1 HOUR. RANK, LAST NAME, DSN AND EMAIL ADDRESS ARE REQUIRED IN THIS FIELD.
4.A.12. (U) SERVICE RESERVE CODES ARE RESERVED FOR THE FWD DEPLOYED MAGTF TO DESIGNATION THE FINAL DESTINATION.
5. (U) FORCE FLOW MOVEMENT GUIDANCE FOR PAX
5.A. (U) INTER-THEATER PAX MOVEMENT.

5.A.1. (U) STRATEGIC AIRLIFT IS THE PRIMARY MEANS OF TRANSPORTATION FOR ALL USMC PAX ULNS TRANSITING TO THE AOR.
5.A.1.A. (U) ALL DEPLOYING PAX WITH POD M/S OF A/K WILL HAVE AN APOD OF XXXXX AFD (GEOLOC: XXXX).
5.A.1.B. (U) ALL REDEPLOYING PAX WITH POD M/S OF A/K WILL HAVE AN APOE OF XXXXX AFD (GEOLOC: XXXX).
5.A.1.C. (U) TWO STOP APOE/APOD REQUEST.
5.A.1.C.1. (U) PER REF F, MINIMUM REQUIREMENTS FOR A QUALIFYING TWO STOP POE/POD ARE DETERMINED BASED ON FEASIBILITY FACTORS. WHEN REQUESTING A TWO STOP POE OR POD, COMPONENTS MUST IDENTIFY THE TOTAL PAX/STONS FOR EACH STOP IN THE "NOTE". MINIMUM REQUEST FOR A PAX TWO STOP APOE/APOD IS 40 PAX(S).
5.A.1.D. (U) PAX STRATEGIC LIFT MINIMUM.
5.A.1.D.1.(U) THE STRATEGIC LIFT MINIMUM FOR A/K PAX IS 100.
5.A.1.E. (U) PAX PER DAY THRESHOLD.
5.A.1.E.1. (U) FOR AIRLIFT, THE MAXIMUM NUMBER OF PAX ONE WAY PER DAY (LAD) (DEPLOYING OR REDEPLOYING) IS 800.
5.B. (U) INTRA-THEATER PAX MOVEMENT (SINGLE TICKET PROGRAM).
5.B.1. (U) BACKGROUND. THE "SINGLE-TICKET" PROGRAM PROVIDES ORIGIN TO DESTINATION MANAGEMENT OF STRATEGIC PAX, NON STRATEGIC PAX, AND THEATER AIRLIFT PAX REQUIREMENTS.
5.B.2. (U) THE FOLLOWING PROJECT CODES MUST BE USED IN A/K PAX ULNS FOR SINGLE TICKET PROGRAM SUPPORT.
5.B.2.A. (U) SINGLE TICKET EXPRESS (SCX), TO MINIMIZE DELAYS, EITHER BETWEEN POD AND DESTINATION ON DEPLOYMENT OR BETWEEN ORIGIN AND POE ON REDEPLOYMENT. THERE MUST BE A ## HOUR WINDOW (RDD=LAD +# ON DEPLOYMENT, ALD=RLD +# ON REDEPLOYMENT) ALLOWED FOR INTRA-THEATER SINGLE TICKET EXPRESS MOVEMENT.
5.B.2.B. (U) SINGLE TICKET DELAY (SCD), TO ALLOW FOR A DELAY EITHER BETWEEN POD AND DESTINATION ON DEPLOYMENT OR BETWEEN ORIGIN AND POE ON REDEPLOYMENT. THERE MUST BE MORE THAN A ## HOUR WINDOW (RDD > LAD +# ON DEPLOYMENT, ALD > RLD +# ON REDEPLOYMENT) ALLOWED FOR INTRA-THEATER SINGLE TICKET EXPRESS MOVEMENT. TYPICALLY, USMC UNITS REQUIRING SINGLE TICKET SUPPORT DO NOT REQUIRE A DELAY IN THEATER.
5.C. (U) AUTHORIZED INTRA-THEATER AIRFIELDS.
5.C.1. (U) XXXXX AFD (GEOLOC: XXXX)
5.C.2. (U) XXXXX AFD (GEOLOC: XXXX)
5.C.3. (U) XXXXX AFD (GEOLOC: XXXX)
5.D. (U) MCC'S MUST SUBMIT AN UNLOCK REQUEST TO CDDOC VIA NEWSGROUP SHOULD ANY OF THE FOLLOWING CHANGES OCCUR:
5.D.1.A. (U) AN INCREASE OR DECREASE OF 5 PAX OR GREATER.
5.D.1.B. (U) ANY LIFT ALLOCATION AND/OR SCHEDULE CHANGES.
5.D.2. (U) SHOULD A CHANGE OCCUR WITHIN 5 DAYS OF EXECUTION, A GENERAL OFFICER ENDORSEMENT (GOE) MUST ACCOMPANY THE UNLOCK REQUEST.
6. (U) FORCE FLOW MOVEMENT GUIDANCE FOR CARGO.

6.A. (U) SEALIFT.
6.A.1. THE PRIMARY MEANS OF DEPLOYING AND REDEPLOYING CARGO IS SEALIFT. FORCE PROVIDERS AND THE FWD DEPLOYED MAGTF WILL PLAN AND ENFORCE INTERNAL SOPS FOR MOVEMENT OF CARGO VIA SEALIFT TO THE GREATEST EXTENT POSSIBLE.
6.A.3. (U) CARGO RIDERS ARE NOT REQUIRED TO ESCORT WIR/PEI/EXCESS CARGO.
6.A.4. (U) TRANSIT TIMELINES AND AUTHORIZED SPOES/SPODS MAY BE FOUND IN REF X.
6.A.5. (U) ALL SEALIFT ULNS WILL CONTAIN A #-DAY EAD/LAD WINDOW (LAD=EAD+#).
6.B. (U) MULTI-MODAL.
6.B.2. (U) STRATEGIC AIRLIFT FOR CARGO IS RESERVED FOR SENSITIVE/CRITICAL CARGO ONLY. CRITICAL CARGO IS DEFINED AS CARGO THAT MUST BE IN-PLACE AND DIRECTLY IMPACTS A UNIT'S OPERATIONAL CAPABILITY.
6.B.3. (U) TWO STOP APOE/APOD REQUEST.
6.B.3.A. (U) PER REF F, CARGO TWO STOP REQUESTS ARE EVALUATED ON A CASE BY CASE BASIS.
6.B.4. (U) DEFINING "CRITICAL/SENSITIVE" ITEMS. IAW DEFENSE TRANSPORTATION REGULATION (DTR), DOD 4500.9-R, PART II, CHAPTER 205, SECT. F:
6.B.4.1. (U) PROTECTED CARGO: ITEMS DESIGNATED AS HAVING CHARACTERISTICS REQUIRING THEM TO BE IDENTIFIED, ACCOUNTED FOR, SECURED, SEGREGATED OR HANDLED IN A SPECIAL MANNER TO ENSURE THEIR SAFETY OR INTEGRITY (FOR EXAMPLE, CRYPTO OR OTHER HAND-RECEIPT ITEMS).
6.B.4.2. (U) SENSITIVE MATERIEL/CARGO: ARMS, AMMUNITION, EXPLOSIVES AND CLASSIFIED CARGO WHOSE NATURE AND PRESENCE, IF VIEWED BY PERSONNEL WITHOUT PROPER LEVEL OF CLEARANCE, COULD IMPACT MISSION ACCOMPLISHMENT AND AFFECT NATIONAL SECURITY.
6.B.4.3. (U) ALSO, ITEMS DEEMED CRITICAL BY THE REQUISITIONED, SERVICE, OR INVENTORY CONTROL POINT BASED ON MISSION REQUIREMENTS, SUCH AS HIGH-DEMAND/LOW DENSITY (HD/LD) ITEMS, AND OTHER ITEMS WHICH, IF NOT DELIVERED, COULD HAVE A SIGNIFICANT NEGATIVE OPERATIONAL IMPACT TO THE WARFIGHTER.
6.B.5. (U) PER REF J REQUESTS FOR STRATEGIC AIRLIFT MUST BE PREAPPROVED BY COMMARFOR PRIOR TO VERIFICATION. REQUESTS MUST BE SUBMITTED VIA AMHS MESSAGE NLT ## DAYS PRIOR TO ALD AND CONTAIN JUSTIFICATION FOR THE NEED TO USE STRATEGIC AIRLIFT. CARGO THAT DOES NOT DIRECTLY SUPPORT OPERATIONS WILL NOT BE CONSIDERED FOR STRATEGIC AIRLIFT AND WILL BE CONSIDERED SUSTAINMENT. BOTH AIR AND SURFACE TRANSPORTATION SUPPORT IS AVAILABLE THROUGH CHANNEL HUBS.
6.B.9. (U) FOR DEPLOYING AIRLIFT CARGO USE THE FOLLOWING LOCATION: XXXXX AFD (GEOLOC: XXXX)

6.B.10. (U) FOR REDEPLOYING AIRLIFT CARGO USE THE FOLLOWING LOCATION: XXXXX AFD (GEOLOC: XXXX)
6.B.11. (U) CARGO RIDERS FOR STRATEGIC AIRLIFT. CARGO RIDERS ARE REQUIRED FOR ALL STRATEGIC AIRLIFT CARGO MOVES. CARGO RIDERS SHOULD BE LIMITED TO THOSE PERSONNEL NECESSARY TO ONLOAD AND OFFLOAD CARGO AND MAINTAIN/ACCOUNT FOR CARGO. A MAXIMUM OF 10 CARGO RIDERS PER AIRCRAFT ARE AUTHORIZED, WITH THE EXCEPTION OF EOD, MWD, AND AIRCRAFT MAINTAINER BUILDING TEAMS TRAVELING WITH EQUIPMENT. PERSONNEL NOT DIRECTLY ASSOCIATED WITH THESE FUNCTIONS SHOULD NOT BE UTILIZING CARGO AIRLIFT FOR MOVEMENT UNLESS PRIOR COORDINATION IS MADE WITH COMMARFOR.
6.B.12. (U) THE STRATEGIC LIFT MINIMUMS FOR AIRLIFT CARGO IS ##.# STONS, THIS MAY BE MET BY INDIVIDUAL ULNS OR THROUGH ULN AGGREGATION. REQUESTS FOR STRATEGIC LIFT MINIMUM WAIVERS WILL BE CONSIDERED ON A CASE BY CASE BASIS.
6.B.13. (U) EAD/LAD WINDOW FOR CRITICAL/SENSITIVE CARGO (STRAT AIR). REQUIREMENTS CONTAINING LESS THAN ### STONS WILL CONTAIN A #-DAY EAD/LAD (EAD +#) WINDOW FOR STRATEGIC AIRLIFT REQUEST. REQUIREMENTS CONTAINING MORE THAN ### STONS WILL CONTAIN A #-DAY EAD/LAD (EAD +#) WINDOW FOR STRATEGIC AIRLIFT REQUEST.
6.B.14. (U) ALL CARGO REQUIREMENTS NOT DELIVERED DIRECTLY TO FINAL DESTINATION THAT REQUIRE THEATER AIR LIFT SUPPORT WILL REQUIRE SUBMISSION OF AN ITARS REQUEST BY THE FORWARD DEPLOYED MAGTF. IT IS RECOMMENDED THAT EACH FWD DEPLOYED MAGTF MOVEMENT COORDINATION CENTER (MCC) POSSESS AN INDIVIDUAL WITH AN ITARS ACCOUNT. ACCOUNTS FOR AN ITARS REQUEST CAN BE CREATED AND ARE REQUIRED IOT SUBMIT AN ITARS REQUEST.
7. (U) SPECIAL HANDLING: FOLLOW-ON DEPLOYMENTS, INTERNAL ROTATIONS, CARGO AND ESTA CONSIDERATIONS.
7.A. (U) FOLLOW-ON DEPLOYMENTS ARE DEFINED AS DEPLOYMENT OF INDIVIDUALS, GROUPS OR UNIT EQUIPMENT IN SUPPORT OF A UNIT SHORTFALL WHICH OCCURS AT A TIME LATER THAN THE MAIN BODY.
7.B. (U) SPECIAL HANDLING CARGO.
7.B.1. (U) THE SUPPORTED COMMARFOR WILL VERIFY SENSITIVE, SPECIAL HANDLING REQUIREMENTS THAT DO NOT MEET STRATEGIC AIRLIFT MINIMUMS ON A CASE BY CASE BASIS AND WAIVE THE ## STON REQUIREMENTS. JUSTIFICATION MUST BE PROVIDED AND SPECIFY WHY AN AGGREGATION SOLUTION IS NOT FEASIBLE, TO INCLUDE LOAD PLANS. AN EXAMPLE OF SENSITIVE, SPECIAL HANDLING CARGO ARE MILITARY WORKING DOGS (MWD) THAT REQUIRE ENVIRONMENTAL CONTROL, CAREFUL ATTENTION TO DIP CLEARANCES, AND WILL CUBE OUT AN AIRCRAFT WITHOUT REACHING STRATLIFT MINIMUMS. BASED ON LESSONS LEARNED, FORCE PROVIDERS AND THE FWD DEPLOYED MAGTF ARE STRONGLY ENCOURAGED TO PLAN FOR AND PROVIDE AN OPERATIONALLY FEASIBLE AGGREGATION SOLUTION PRIOR TO REQUESTING A WAIVER.

7.C. (U) ENROUTE SUPPORT OF TRANSIENT AIRCRAFT (ESTA). COMMANDS RESPONSIBLE FOR TACAIR UNITS WILL PLAN ESTA IAW MCO 3000.18B APPENDIX N.

7.C.1. (U) CORONET REQUESTS. THE DEPLOYING SQUADRON WILL SUBMIT A CORONET REQUEST FOR BOTH THE DEPLOYING SQUADRON AND THE REDEPLOYING SQUADRON VIA GENSER MESSAGE TRAFFIC NLT EAD MINUS ### DAYS, WITH COMMARFOR AND CCDR INCLUDED IN THE INFO ADDRESS LINES.

7.C.2. (U) LEAD AND TRAIL MAINTENANCE SAAM REQUESTS. THE SAAM REQUESTS WILL BE SUBMITTED BY GENSER MESSAGE VIA EACH SQUADRON'S CHAIN OF COMMAND TO THE STRATEGIC MOBILITY (SMO) SECTION RESPONSIBLE FOR THE DEPLOYING SQUADRON (WING SMO). THESE REQUESTS WILL BE SUBMITTED NLT EAD MINUS ### DAYS, WITH COMMARFOR AND CCDR ON THE INFO LINE. THE DEPLOYING SQUADRON'S SMO SECTION WILL ENTER BOTH THE DEPLOYMENT AND REDEPLOYMENT (IF IN A ROTATIONAL DEPLOYMENT) SAAM REQUESTS INTO THE SAAM REQUEST SYSTEM (SRS) AND FORWARD THEM TO THE APPROPRIATE COMPONENT COMMAND FOR VERIFICATION.

7.C.3. (U) SYNCHRONIZATION OF MOVEMENTS. FORCE DEPLOYMENT OFFICERS, EVEN IF NOT DIRECTLY RESPONSIBLE FOR THE CORONET AND SAAM REQUESTS, ARE RESPONSIBLE FOR SYNCHRONIZING TACAIR FLIGHT FERRY MOVEMENTS WITH MAIN BODY MOVEMENTS. ACCORDINGLY, FORCE DEPLOYMENT OFFICERS WILL BE PROVIDED THE OPPORTUNITY TO REVIEW CORONET AND ESTA SAAM REQUESTS PRIOR TO THEIR RELEASE.

7.C.5. (U) MWD TEAM ULNS WILL NOT BE ROLLED UP REGARDLESS OF THE NUMBER OF TEAMS A UNIT OR ORGANIZATION IS SOURCING. EACH MWD TEAM REPRESENTS A CAPABILITY AND AS SUCH WILL RETAIN A SPECIFIC ULN FOR BOTH DEPLOYMENT AND REDEPLOYMENT.

8. (U) AGGREGATION SOLUTIONS.

8.A. (U) ULNS SUBMITTED TO COMMARFOR THAT DO NOT MEET INDIVIDUAL STRATEGIC LIFT MINIMUMS MUST CONTAIN AN AGGREGATION SOLUTION.

8.B. (U) AGGREGATION SOLUTIONS MUST CONTAIN IDENTICAL ALD/EAD/LAD WINDOWS AND IDENTICAL POE/POD GEOCODES. SUPPORTING MARFORS SHOULD COORDINATE DIRECTLY WITH EACH OTHER TO PROVIDE POSSIBLE AGGREGATION SOLUTIONS.

8.C. (U) WHEN AGGREGATION VIA STRATEGIC LIFT IS UNAVAILABLE, CHANNEL LIFT IS THE NEXT PREFERRED OPTION.

8.D. (U) COMMERCIAL LIFT REQUESTS WILL BE CONSIDERED ON A CASE BY CASE BASIS AND ONLY AS A LAST RESORT, WHEN STRATEGIC AND CHANNEL LIFT IS UNAVAILABLE. MANY ISSUES ARISE FROM UTILIZING COMMERCIAL LIFT (I.E WEAPONS TRANSFER, BILLETING, CUSTOMS, ETC.) WHEN UTILIZING COMMERCIAL LIFT, UNITS AND INDIVIDUALS MUST TRAVEL IAW DOD TRAVEL GUIDE.

8.E. (U) GUIDANCE FOR SUBMISSION OF AGGREGATION SOLUTIONS.

8.E.1. (U) THE FOLLOWING WILL APPLY WHEN SUBMITTING FOR AGGREGATION SOLUTIONS:

8.E.1.A. (U) PAX VERIFICATIONS WITHIN THE EAD-## WINDOW MUST AGGREGATE WITH AN ALREADY VALIDATED REQUIREMENT.
8.E.1.B. (U) WHEN AGGREGATING PAX WITH A VALIDATED REQUIREMENT HAVING A USTC OF "X," UNITS MUST PROVIDE THE TOTAL PAX WITHIN THE REQUESTED ALD/EAD/LAD WINDOW.
8.E.1.C. (U) WHEN AGGREGATING PAX WITH A VALIDATED REQUIREMENT HAVING A USTC OF "X," UNITS MUST PROVIDE THE MISSION NUMBER, PAX ALLOCATION, AND ACL OF AIRCRAFT. A STATEMENT VERIFYING THAT THE UNIT HAS COORDINATED WITH TACC AND POCS FROM BOTH THE UNIT AND TACC MUST BE INCLUDED.
8.E.1.D. (U) WHEN AGGREGATING AIR CARGO WITH A VALIDATED REQUIREMENT HAVING A USTC OF "X," UNITS MUST PROVIDE THE TOTAL STONS WITHIN THE REQUESTED ALD/EAD/LAD WINDOW, AND A STATEMENT ENSURING THAT THE UNIT WITH WHICH AGGREGATION IS BEING REQUESTED HAS BEEN INFORMED. COORDINATION MUST BE MADE WITH J/G/S-4'S TO ENSURE LOADPLANS INCLUDE ALL CARGO PRIOR TO SUBMISSION TO TACC.
8.E.1.E. (U) WHEN AGGREGATING AIR CARGO TO A VERIFIED REQUIREMENT WITH A USTC OF "X," UNITS MUST PROVIDE THE MISSION NUMBER, AND ACL OF AIRCRAFT, AND A STATEMENT ENSURING THAT THE CARGO WILL FIT ON THE ALREADY ALLOCATED MISSION AND THAT UPDATED LOADPLANS HAVE BEEN CREATED AND SENT TO THE UNIT WITH WHICH AGGREGATION IS BEING REQUESTED.
8.E.1.F. (U) WHEN AGGREGATING TO A REQUIREMENT THAT IS ALLOCATED TO MULTIPLE AIR MISSIONS, UNITS MUST IDENTIFY WHICH MISSION NUMBER TO AGGREGATE WITH.
8.E.1.G. (U) WHEN AGGREGATING SEA CARGO TO A VERIFIED REQUIREMENT WITH A USTC OF "X," UNITS MUST STATE WHEN CARGO IS AVAILABLE TO LOAD AT THE SPOE AND IDENTIFY THE VESSEL TO BE LOADED.
8.F. (U) USTRANSCOM WILL POST AIRLIFT SCHEDULES NLT ALD -#. AFTER A REQUIREMENT IS SCHEDULED FOR MOVEMENT FROM THE APOE - APOD, ANY EXCESS SEATS/PALLET POSITIONS WITHIN THE AIRCRAFTS ACL CAPACITY WILL BECOME AVAILABLE FOR AGGREGATION OPPORTUNITIES PROVIDED THEY DO NOT IMPACT THE SCHEDULED AIRCRAFT'S AVAILABLE ACL OR ROUTING. FORCE PROVIDERS AND THE FWD DEPLOYED MAGTF WILL REQUEST AGGREGATION TO A SPECIFIC ULN AND MISSION NUMBER.
8.G. (U) THE FOLLOWING APPLIES TO ALL AGGREGATION SOLUTIONS LISTED ABOVE. VERIFICATIONS WILL INCLUDE A POC WITH NAME, RANK, BILLET, PHONE NUMBER, AND COMMAND WITH WHICH COORDINATION WAS MADE. ADDITIONALLY, ACCURATE LOADPLANS REFLECTING THE AGGREGATION SOLUTION MUST BE SUBMITTED TO TACC WITHIN ## HOURS OF VALIDATION.
9. (U) VERIFICATION GUIDANCE.
9.A. (U) COMMARFOR REQUIRES ALL VERIFICATION MESSAGES FROM SUPPORTING MARFORS AND THE FWD DEPLOYED MAGTF BE POSTED IN NEWSGROUP AND SERVER. COMMARFOR WILL SUBSEQUENTLY PUBLISH ITS VERIFICATION MESSAGES IN BOTH NEWSGROUP AND SERVER.

9.B. (U) STRATEGIC SEALIFT VERIFICATIONS ARE DUE TO COMMARFOR NLT EAD-##.
9.C. (U) STRATEGIC AIRLIFT VERIFICATIONS ARE DUE TO COMMARFOR NLT EAD-##.
9.D. (U) SUPPORTING MARFORS AND THE FWD DEPLOYED MAGTF WILL VERIFY TO COMMARFOR WITHIN DAILY FMIDS CREATED USING THEIR ASSIGNED STRUCTURE. ULNS THAT ARE NOT PLACED IN THESE FORCE MODULES PRIOR TO VERIFICATION TO COMMARFOR WILL NOT BE VERIFIED TO CCDR.
9.D.1. (U) IT IS THE RESPONSIBILITY OF SUPPORTING MARFORS AND THE FWD DEPLOYED MAGTF TO ENSURE THEIR FORCE PROVIDERS MAINTAIN THE INTEGRITY OF FMID AT ALL TIMES.
9.E. (U) VERIFICATION AND UNLOCK NEWSGROUPS.
9.E.1. (U) PDSS DEPLOYMENT AND REDEPLOYMENT VERIFICATIONS MUST BE SUBMITTED CONCURRENTLY WITH ITINERARIES ATTACHED TO VERIFICATION NEWSGROUPS. THE PURPOSE OF THIS IS TO ENSURE THERE IS AN OVERALL MOVEMENT PLAN FOR THE PDSS. BECAUSE A PDSS IS NOT A COMMARFOR REQUIREMENT, THE SOURCING UNIT WILL VERIFY BOTH DEPLOYMENT AND REDEPLOYMENT WHILE ENSURING THAT A FEASIBLE MOVEMENT PLAN HAS BEEN COORDINATED WITH THE FWD DEPLOYED MAGTF MCC FOR INTRA THEATER LIFT .
9.F. (U) GENERAL OFFICER ENDORSEMENTS (GOE).
9.F.I. (U) GOES WILL BE REQUIRED FOR THE FOLLOWING:
9.F.I.A. (U) ANY VERIFICATION REQUEST WITHIN ## HRS OF EXECUTION.
9.F.1.B. (U) SEA.
9.F.1.B.1. (U) ##% INCREASE OR DECREASE IN VERIFIED SQUARE FEET OR MTONS FOR ANY REQUIREMENT, AND ANY CHANGE IN NUMBER OF PASSENGERS ON A DEDICATED SHIP.
9.F.1.C. (U) AIR PAX.
9.F.I.C.1. (U) INCREASE OR DECREASE OF # OR MORE PAX FOR ANY VERIFIED ULN.
9.F.1.D. (U) AIR CARGO.
9.F.1.D.1. (U) INCREASE OR DECREASE OF # STONS OR MORE FOR ANY VERIFIED ULN.
9.F.1.E. (U) AIR.
9.F.1.E.1. (U) CHANGE OF ALD, EAD, LAD OF MORE THAN # DAYS.
9.F.2. (U) GOE'S MUST INCLUDE ALL DETAILS PERTAINING TO THE REQUIRED CHANGE, TO INCLUDE UNIT NAME, CHANGE(S) REQUESTED, SPECIFIC REASONS FOR CHANGE(S)AND IMPACT OF NON-VERIFICATION. A SCANNED COPY OF THE GOE MUST BE ATTACHED TO THE VERIFICATION MSG.
9.F.3. (U) GOE'S ARE NOT REQUIRED FOR ULNS MOVING VIA A/M, A/C, OR A/H TRANSPORTATION BTWN THE POE AND POD; HOWEVER, MAY BE REQUIRED FOR INTRA-THEATER LIFT PURPOSES.
9.G. (U) ALTHOUGH PARA 9.F. OUTLINES SPECIFIC CRITERIA FOR GENERAL OFFICER ENDORSEMENTS, COMMARFOR RESERVES THE RIGHT TO

REQUEST A GENERAL OFFICER ENDORSEMENT FROM BOTH THE FORCE PROVIDER AND FWD DEPLOYED MAGTF SHOULD IT BE DEEMED NECESSARY.

Appendix G

FORCE DEPLOYMENT/REDEPLOYMENT AND RELIEF IN PLACE (RIP) PLANS EXAMPLE

1. Overview. Force deployment/redeployment and RIP plans provide a medium during deliberate, crisis action or force rotation planning by pulling operational planning information and factors together enabling MAGTF planners to logically build and review deployment and redeployment TPFDD's, while providing basic unit deployment information to operational planners.

a. Force deployment/redeployment plan - Developed during deliberate, or crisis action planning by the supported MAGTF when no relief in place is required.

b. RIP Plans - Developed during rotational planning by the supported MAGTF ICW the incoming force when a relief in place is required.

2. Intent. In order to codify the use of force deployment/RIP plans within the USMC FDP&E process and to assist planners in future force deployment planning, this appendix identifies and provides the following: (1) Command responsibility, (2) Plan development process, and (3) Examples of force deployment and RIP plans for reference.

3. Command responsibility. The supported MAGTF is responsible for developing the force deployment/redeployment plan in coordination with the supported COMMARFOR. When developing a RIP plan, the supported MAGTF is responsible for plan development in coordination with the in-bound MAGTF/force and the supported COMMARFOR. During the planning process, the supported COMMARFOR should ensure that supporting COMMARFORs, establishments and HQMC have visibility of the force deployment/redeployment, or RIP plans to enable and inform force provider planning in support of the supported MAGTF's deployment.

4. Plan development process. Deployment/redeployment or RIP plans are initially developed during development of the concept of operations and are refined through to execution. Plan development process within the FDP&E activities involves the following:

a. Development of concept of operations/determine requirements. The supported MAGTF FDP&E Officer/MAGTF Plans

Chief coordinates with MSC and operational planners and in-bound MAGTF/force planners (ICO RIP planning) to identify the supported MAGTF's task organization, which serves as the basis for the plan. CCDR Required Delivery Dates and Latest Arrival Dates (RDDs/LADs) are used to determine initial phasing of major forces IAW CCDR's TPFDD business rules and J/RSO&I requirements. Known unit sourcing can be included within the plan and refined as sourcing solutions are approved. Development of the plan continues throughout the planning process as the supported MAGTF's task organization and force requirements are refined. The force deployment and redeployment or RIP plan should be used as a guide in developing the TPFDD shell.

b. Force phasing/sourcing. During/after COA development and selection, force phasing is determined and finalized by developing the plan. Each unit's RDD is used as the basis for movement planning and phasing is determined by reverse planning the movement from the unit's RDD at the final destination to the unit's RLD at origin. In the case of RIP planning, the RIP completion date, or the unit's required redeployment dates (if constraints are placed on the amount of time a unit can be deployed - i.e. Boots on ground) serves as basis for determining redeployment, RIP and deployment phasing for the outgoing and incoming unit. Coordination between the supported and in-coming MAGTF/force is paramount to ensuring each force/capability is accounted for within the RIP plan and deployment/redeployments are phased to support the RIP and J/RSO&I requirements. As sourcing solutions are approved, the MCBUL 3120 (Playbook) should be used as the sole source of sourcing information for input into the plan. As the TPFDD is sourced and refined, the force deployment/redeployment or RIP plan should be used as the primary reference document to ensure unit/capability requirements and phasing are accurately accounted for within the TPFDD.

c. Tailor and Refine Requirements/FDE. As planning is refined, deployment/redeployment, or RIP plans need to be constantly updated and coordinated to help ensure correct requirements are registered in the TPFDD.

d. Force deployment/redeployment and RIP plans. Enclosures (1) and (2) are examples/formats that depict "baseline" data information that should be included in both deployment/redeployment and RIP plans. Depending on the planning requirement and factors, data can be added as required.

Appendix G Enclosure 1

FORCE DEPLOYMENT OR REDEPLOYMENT PLAN

DEPLOYING/REDEPLOYING UNIT	ULN	ALD	EAD	LAD	RDD
II MEB CE					
Det, II MHG, II MEF	Z2AA1	003	004	006	008
Det, 2ND ANGLICO, MHG, MEF	Z2AB1	003	004	006	008
Det, SVC CO, 8TH COMM BN	Z2AC1	004	005	007	009
Det, DS CO, 8TH COMM BN	Z2AC2	004	005	007	009
Det, GS CO, 8TH COMM BN	Z2AC3	004	005	007	009
Det, COMM CO, 8TH COMM BN	Z2AC4	007	008	010	012
Det, CI/HUMINT CO, 2ND INTEL BN	Z2AD1	007	008	010	012
Det, PROD AND ANALYSIS CO, 2ND INTEL BN	Z2AD2	004	005	007	009
Det, PROD AND ANALYSIS SUPT CO, 2ND INTEL BN	Z2AD3	004	005	007	009
Det, 2ND RADIO BN	Z2AE1	003	004	006	008
Det, RECON CO A, 2ND RECON BN	Z2AF1	007	008	010	012
HQ CO, 8TH MARINE REGT					
DET, 2ND RECON BN	Z2BA1	003	004	006	008
H&S CO, 1ST BN, 8TH MARINES	Z2BA2	007	008	010	012
CO A, 1ST BN, 8TH MARINES	Z2BA3	004	005	007	009
CO B, 1ST BN, 8TH MARINES	Z2BA4	004	005	007	009
CO C, 1ST BN, 8TH MARINES	Z2BA5	016	017	019	021
WPNS CO, 1ST BN, 8TH MARINES	Z2BA6	003	004	006	008
H&S CO, 2ND BN, 8TH MARINES	Z2BB1	007	008	010	012
CO E, 2ND BN, 8TH MARINES	Z2BB2	007	008	010	012
CO F, 2ND BN, 8TH MARINES	Z2BB3	003	004	006	008
CO G, 2ND BN, 8TH MARINES	Z2BB4	016	017	019	021
WPNS CO, 2ND BN, 8TH MARINES	Z2BB5	016	017	019	021
H&SCO, 3RD BN, 8TH MARINES	Z2BC1	016	017	019	021
CO E, 3RD BN, 8TH MARINES	Z2BC2	004	005	007	009
CO F, 3RD BN, 8TH MARINES	Z2BC3	007	008	010	012
CO G, 3RD BN, 8TH MARINES	Z2BC4	003	004	006	008
WPNS CO, 3RD BN, 8TH MARINES	Z2BC5	016	017	019	021
HQTRS BTRY, 1ST BN, 10TH MARINES	Z2BD1	003	004	006	008
BTRY A, 1ST BN, 10TH MARINES	Z2BD2	003	004	006	008
BTRY B, 1ST BN, 10TH MARINES	Z2BD3	004	005	007	009
BTRY C, 1ST BN, 10TH MARINES	Z2BD4	007	008	010	012
DET H&S CO, 2ND TANK BN	Z2BE1	004	005	007	009
CO D (-), 2ND TANK BN	Z2BE2	003	004	006	008
PLT, CO B, 2ND TANK BN	Z2BE3	007	008	010	012
H&S CO (-), 2ND LAR BN	Z2BF1	007	008	010	012
CO C, 2ND LAR BN	Z2BF2	003	004	006	008
H&S CO (-), 2ND AAV BN	Z2BG1	004	005	007	009
CO B (-), 2ND AAV BN	Z2BG2	003	004	006	008

DEPLOYING/REDEPLOYING UNIT	ULN	ALD	EAD	LAD	RDD
H&S CO (-), 2ND CEB	Z2BH1	016	017	019	021
ENGR SUPT CO, 2ND CEB	Z2BH2	004	005	007	009
CO C, 2ND CEB	Z2BH3	007	008	010	012
MAG-29 (RW), HQ, 2ND MAW					
DET, HQ MACG-28	Z2CA1	007	008	010	012
DET A, ATC, MACS-2, MACG-28	Z2CA2	019	020	022	024
DET, MTACS-28, MACG-28	Z2CA3	019	020	022	024
DET A, MWCS-28, MACG-28	Z2CA4	007	008	010	012
DET, MASS-1, MACG-28	Z2CA5	016	017	019	021
DET, MWSS-272, MWSG-27	Z2CB1	016	017	019	021
HMM-365 (12 X CH-46E)	Z2CC1	003	004	006	008
HMH-366 (12 X CH-53E)	Z2CC2	021	022	024	026
HMH-461 (10 X CH-53D)	Z2CC3	016	017	019	021
HMLA-269 (18 AH-1Z/9 UH-1Y)	Z2CC4	016	017	019	021
VMA-223 (14 X AV-8B)	Z2CD1	003	004	006	008
DET, MALS-26, MAG-26(HMM)	Z2CE1	019	020	022	024
DET, MALS-26, MAG-26(HMH)	Z2CE2	021	022	024	026
DET, MALS-26, MAG-26(HMLA)	Z2CE3	007	008	010	012
CLR 2, 2ND MLG					
H&S CO, CLR-2	Z2DA1	021	022	024	026
GS MT CO (-), CLR-2	Z2DA2	019	020	022	024
H&S CO, 2ND MAINT BN, CLR-25	Z2DB1	016	017	019	021
ELMACO, 2ND MAINT BN, CLR-25	Z2DB2	007	008	010	012
ENGR MAINT CO, 2ND MAINT BN, CLR-25	Z2DB3	016	017	019	021
MT MAINT CO, 2ND MAINT BN, CLR-25	Z2DB4	019	020	022	024
ORD MAINT CO, 2ND MAINT BN, CLR-25	Z2DB5	007	008	010	012
GS MAINT CO, 2ND MAINT BN, CLR-25	Z2DB6	019	020	022	024
H&S CO, 2ND SUPPLY BN, CLR-25	Z2DC1	016	017	019	021
1ST PLT SUPPLY CO, 2D SUPPLY BN, CLR-25	Z2DC2	016	017	019	021
AMMO CO, 2ND SUPPLY BN	Z2DC3	003	004	006	008
1ST PLT, MEDLOG CO, 2ND SUPPLY BN	Z2DC4	007	008	010	012
3RD PLT, MEDLOG CO, 2ND SUPPLY BN	Z2DC5	019	020	022	024
H&SCO (-), 2ND MED BN	Z2DD1	004	005	007	009
SURG CO A, 2ND MED BN	Z2DD2	003	004	006	008
SURG CO B, 2ND MED BN	Z2DD3	004	005	007	009
SURG CO B, 3RD MED BN	Z2DD4	016	017	019	021
DET, H&SCO, 2ND DENTAL BN	Z2DE1	021	022	024	026
2ND DENTAL CO, 2ND DENTAL BN	Z2DE2	019	020	022	024
12TH DENTAL CO, 2ND DENTAL BN	Z2DE3	021	022	024	026

Appendix G Enclosure 2

RELIEF IN PLACE (RIP) PLAN

DEPLOYING UNIT	ULN	RIP	ALD	LAD	RIP START	RIP STOP	RLD	ALD	BOG	ARRIVAL DATE	ULN	REDEPLOYING UNIT
I MEB CE												II MEB CE
Det, I MHG, I MEF	Z2AA1	7	167	170	173	180	181	183	188	008	Z1AA1	Det, II MHG, II MEF
Det, 1ST ANGLICO, MHG, MEF	Z2AB1	7	167	170	173	180	181	183	188	008	Z1AB1	Det, 2ND ANGLICO, MHG, MEF
Det, SVC CO, 9TH COMM BN	Z2AC1	7	168	171	174	181	182	184	189	009	Z1AC1	Det, SVC CO, 8TH COMM BN
Det, DS CO, 9TH COMM BN	Z2AC2	7	168	171	174	181	182	184	189	009	Z1AC2	Det, DS CO, 8TH COMM BN
Det, GS CO, 9TH COMM BN	Z2AC3	7	168	171	174	181	182	184	189	009	Z1AC3	Det, GS CO, 8TH COMM BN
Det, COMM CO, 9TH COMM BN	Z2AC4	7	171	174	177	184	185	187	192	012	Z1AC4	Det, COMM CO, 8TH COMM BN
Det, CI/HUMINT CO, 1ST INTEL BN	Z2AD1	7	171	174	177	184	185	187	192	012	Z1AD1	Det, CI/HUMINT CO, 2ND INTEL BN
Det, 1ST RADIO BN	Z2AE1	7	167	170	173	180	181	183	188	008	Z1AE1	Det, 2ND RADIO BN
Det, RECON CO A, 1ST RECON BN	Z2AF1	7	171	174	177	184	185	187	192	012	Z1AF1	Det, RECON CO A, 2ND RECON BN
HQ CO, 5TH MARINE REGT												HQ CO, 8TH MARINE REGT
DET, 1ST RECON BN	Z2BA1	7	167	170	173	180	181	183	188	008	Z1BA1	DET, 2ND RECON BN
H&S CO, 1ST BN, 5TH MARINES	Z2BA2	7	171	174	177	184	185	187	192	012	Z1BA2	H&S CO, 1ST BN, 8TH MARINES
CO A, 1ST BN, 5TH MARINES	Z2BA3	7	168	171	174	181	182	184	189	009	Z1BA3	CO A, 1ST BN, 8TH MARINES
CO B, 1ST BN, 5TH MARINES	Z2BA4	7	168	171	174	181	182	184	189	009	Z1BA4	CO B, 1ST BN, 8TH MARINES
CO C, 1ST BN, 5TH MARINES	Z2BA5	7	180	183	186	193	194	196	201	021	Z1BA5	CO C, 1ST BN, 8TH MARINES
WPNS CO, 1ST BN, 5TH MARINES	Z2BA6	7	167	170	173	180	181	183	188	008	Z1BA6	WPNS CO, 1ST BN, 8TH MARINES
H&S CO, 2ND BN, 5TH MARINES	Z2BB1	9	169	172	175	184	185	187	192	012	Z1BB1	H&S CO, 2ND BN, 8TH MARINES
CO E, 2ND BN, 5TH MARINES	Z2BB2	9	169	172	175	184	185	187	192	012	Z1BB2	CO E, 2ND BN, 8TH MARINES
CO F, 2ND BN, 5TH MARINES	Z2BB3	9	165	168	171	180	181	183	188	008	Z1BB3	CO F, 2ND BN, 8TH MARINES
CO G, 2ND BN, 5TH MARINES	Z2BB4	9	178	181	184	193	194	196	201	021	Z1BB4	CO G, 2ND BN, 8TH MARINES
WPNS CO, 2ND BN, 5TH MARINES	Z2BB5	9	178	181	184	193	194	196	201	021	Z1BB5	WPNS CO, 2ND BN, 8TH MARINES
H&S CO, 3RD BN, 5TH MARINES	Z2BC1	9	178	181	184	193	194	196	201	021	Z1BC1	H&SCO, 3RD BN, 8TH MARINES
CO E, 3RD BN, 5TH MARINES	Z2BC2	9	166	169	172	181	182	184	189	009	Z1BC2	CO E, 3RD BN, 8TH MARINES
CO F, 3RD BN, 5TH MARINES	Z2BC3	9	169	172	175	184	185	187	192	012	Z1BC3	CO F, 3RD BN, 8TH MARINES
CO G, 3RD BN, 5TH MARINES	Z2BC4	9	165	168	171	180	181	183	188	008	Z1BC4	CO G, 3RD BN, 8TH MARINES
WPNS CO, 3RD BN, 5TH MARINES	Z2BC5	9	178	181	184	193	194	196	201	021	Z1BC5	WPNS CO, 3RD BN, 8TH MARINES
HQTRS BTRY, 1ST BN, 11TH MARINES	Z2BD1	7	167	170	173	180	181	183	188	008	Z1BD1	HQTRS BTRY, 1ST BN, 10TH MARINES
BTRY A, 1ST BN, 11TH MARINES	Z2BD2	7	167	170	173	180	181	183	188	008	Z1BD2	BTRY A, 1ST BN, 10TH MARINES
BTRY B, 1ST BN, 11TH MARINES	Z2BD3	7	168	171	174	181	182	184	189	009	Z1BD3	BTRY B, 1ST BN, 10TH MARINES
BTRY C, 1ST BN, 11TH MARINES	Z2BD4	7	171	174	177	184	185	187	192	012	Z1BD4	BTRY C, 1ST BN, 10TH MARINES
DET H&S CO, 1ST TANK BN	Z2BE1	7	168	171	174	181	182	184	189	009	Z1BE1	DET H&S CO, 2ND TANK BN
CO D (-), 1ST TANK BN	Z2BE2	7	167	170	173	180	181	183	188	008	Z1BE2	CO D (-), 2ND TANK BN
PLT, CO B, 1ST TANK BN	Z2BE3	7	171	174	177	184	185	187	192	012	Z1BE3	PLT, CO B, 2ND TANK BN
H&S CO (-), 3RD LAR BN	Z2BF1	9	169	172	175	184	185	187	192	012	Z1BF1	H&S CO (-), 2ND LAR BN
CO C, 3RD LAR BN	Z2BF2	9	165	168	171	180	181	183	188	008	Z1BF2	CO C, 2ND LAR BN
H&S CO (-), 3RD AAV BN	Z2BG1	9	166	169	172	181	182	184	189	009	Z1BG1	H&S CO (-), 2ND AAV BN
CO B (-), 3RD AAV BN	Z2BG2	9	165	168	171	180	181	183	188	008	Z1BG2	CO B (-), 2ND AAV BN
H&S CO (-), 1ST CEB	Z2BH1	9	178	181	184	193	194	196	201	021	Z1BH1	H&S CO (-), 2ND CEB
ENGR SUPT CO, 1ST CEB	Z2BH2	9	166	169	172	181	182	184	189	009	Z1BH2	ENGR SUPT CO, 2ND CEB
CO C, 1ST CEB	Z2BH3	9	169	172	175	184	185	187	192	012	Z1BH3	CO C, 2ND CEB
MAG-39 (RW), HQ, 3D MAW												MAG-29 (RW), HQ, 2ND MAW
DET, HQ MACG-38	Z2CA1	9	169	172	175	184	185	187	192	012	Z1CA1	DET, HQ MACG-28
DET A, ATC, MACS-1, MACG-38	Z2CA2	9	181	184	187	196	197	199	204	024	Z1CA2	DET A, ATC, MACS-2, MACG-28
DET, MTACS-38, MACG-38	Z2CA3	9	181	184	187	196	197	199	204	024	Z1CA3	DET, MTACS-28, MACG-28
DET A, MWCS-38, MACG-38	Z2CA4	9	169	172	175	184	185	187	192	012	Z1CA4	DET A, MWCS-28, MACG-28

DEPLOYING UNIT	ULN	RIP	ALD	LAD	RIP START	RIP STOP	RLD	ALD	BOG	ARRIVAL DATE	ULN	REDEPLOYING UNIT
DET, MASS-3, MACG-38	Z2CA5	9	178	181	184	193	194	196	201	021	Z1CA5	DET, MASS-1, MACG-28
DET, MWSS-374, MWSG-37	Z2CB1	9	178	181	184	193	194	196	201	021	Z1CB1	DET, MWSS-272, MWSG-27
HMM-364 (12 X CH-46E)	Z2CC1	9	165	168	171	180	181	183	188	008	Z1CC1	HMM-365 (12 X CH-46E)
HMH-462 (12 X CH-53E)	Z2CC2	9	183	186	189	198	199	201	206	026	Z1CC2	HMH-366 (12 X CH-53E)
HMH-462 (10 X CH-53D)	Z2CC3	9	178	181	184	193	194	196	201	021	Z1CC3	HMH-461 (10 X CH-53D)
HMLA-267 (18 AH-1Z/9 UH-1Y)	Z2CC4	9	178	181	184	193	194	196	201	021	Z1CC4	HMLA-269 (18 AH-1Z/9 UH-1Y)
VMA-211 (14 X AV-8B)	Z2CD1	9	165	168	171	180	181	183	188	008	Z1CD1	VMA-223 (14 X AV-8B)
DET, MALS-16, MAG-16(HMM)	Z2CE1	9	181	184	187	196	197	199	204	024	Z1CE1	DET, MALS-26, MAG-26(HMM)
DET, MALS-16, MAG-16(HMH)	Z2CE2	9	183	186	189	198	199	201	206	026	Z1CE2	DET, MALS-26, MAG-26(HMH)
DET, MALS-39, MAG-39(HMLA)	Z2CE3	9	169	172	175	184	185	187	192	012	Z1CE3	DET, MALS-26, MAG-26(HMLA)
CLR 1, 1ST MLG												CLR 2, 2ND MLG
H&S CO, CLR-1	Z2DA1	7	185	188	191	198	199	201	206	026	Z1DA1	H&S CO, CLR-2
GS MT CO (-), CLR-1	Z2DA2	7	183	186	189	196	197	199	204	024	Z1DA2	GS MT CO (-), CLR-2
H&S CO, 1ST MAINT BN, CLR-15	Z2DB1	9	178	181	184	193	194	196	201	021	Z1DB1	H&S CO, 2ND MAINT BN, CLR-25
ELMACO, 1ST MAINT BN, CLR-15	Z2DB2	9	169	172	175	184	185	187	192	012	Z1DB2	ELMACO, 2ND MAINT BN, CLR-25
ENGR MAINT CO, 1ST MAINT BN, CLR-15	Z2DB3	9	178	181	184	193	194	196	201	021	Z1DB3	ENGR MAINT CO, 2ND MAINT BN, CLR-25
MT MAINT CO, 1ST MAINT BN, CLR-15	Z2DB4	9	181	184	187	196	197	199	204	024	Z1DB4	MT MAINT CO, 2ND MAINT BN, CLR-25
ORD MAINT CO, 1ST MAINT BN, CLR-15	Z2DB5	9	169	172	175	184	185	187	192	012	Z1DB5	ORD MAINT CO, 2ND MAINT BN, CLR-25
GS MAINT CO, 1ST MAINT BN, CLR-15	Z2DB6	9	181	184	187	196	197	199	204	024	Z1DB6	GS MAINT CO, 2ND MAINT BN, CLR-25
H&S CO, 1ST SUPPLY BN, CLR-15	Z2DC1	9	178	181	184	193	194	196	201	021	Z1DC1	H&S CO, 2ND SUPPLY BN, CLR-25
1ST PLT SUPPLY CO, 1ST SUPPLY BN, CLR-15	Z2DC2	9	178	181	184	193	194	196	201	021	Z1DC2	1ST PLT SUPPLY CO, 2D SUPPLY BN, CLR-25
AMMO CO, 1ST SUPPLY BN	Z2DC3	9	165	168	171	180	181	183	188	008	Z1DC3	AMMO CO, 2ND SUPPLY BN
1ST PLT, MEDLOG CO, 1ST SUPPLY BN	Z2DC4	9	169	172	175	184	185	187	192	012	Z1DC4	1ST PLT, MEDLOG CO, 2ND SUPPLY BN
3RD PLT, MEDLOG CO, 1ST SUPPLY BN	Z2DC5	9	181	184	187	196	197	199	204	024	Z1DC5	3RD PLT, MEDLOG CO, 2ND SUPPLY BN
H&SCO (-), 1ST MED BN	Z2DD1	7	168	171	174	181	182	184	189	009	Z1DD1	H&SCO (-), 2ND MED BN
SURG CO A, 1ST MED BN	Z2DD2	7	167	170	173	180	181	183	188	008	Z1DD2	SURG CO A, 2ND MED BN
SURG CO B, 1ST MED BN	Z2DD3	7	168	171	174	181	182	184	189	009	Z1DD3	SURG CO B, 2ND MED BN
SURG CO B, 3RD MED BN	Z2DD4	7	180	183	186	193	194	196	201	021	Z1DD4	SURG CO B, 3RD MED BN
DET, H&SCO, 1ST DENTAL BN	Z2DE1	7	185	188	191	198	199	201	206	026	Z1DE1	DET, H&SCO, 2ND DENTAL BN
1ST DENTAL CO, 1ST DENTAL BN	Z2DE2	7	183	186	189	196	197	199	204	024	Z1DE2	2ND DENTAL CO, 2ND DENTAL BN
13TH DENTAL CO, 1ST DENTAL BN	Z2DE3	7	185	188	191	198	199	201	206	026	Z1DE3	12TH DENTAL CO, 2ND DENTAL BN

Appendix H

INTEGRATED EQUIPMENT SOURCING AND DEPLOYMENT PROCESS

1. Purpose. Over the next several years as the Marine Corps continues to re-set the force and update unit tables of equipment, global sourcing of equipment will still be required to some degree in equipping units to meet operational requirements. This appendix integrates Strategic Ground Equipment Working Group (SGEWG) and FDP&E processes in order to properly source and deploy Marine Corps forces in support of future contingency/crisis operations.

2. Background. Since inception, the JOPES deployment process has effectively supported the deployment of Marine forces. This has been largely due to the fact that USMC unit organization is established around an on-hand table of organization/equipment that can be effectively identified and registered in JOPES, accounted for, properly embarked, and deployed as part of a unit to ensure force closure. During Operation Iragi Freedom (OIF) and Operation Enduring Freedom (OEF), new/additional equipment requirements far exceeding unit TO&E's, required the Service to cross level and globally source equipment solutions to satisfy unit requirements. During the global equipment sourcing process, it was evident that in order to support force closure, equipment requirements, strict adherence to established JOPES, and embarkation processes and procedures was necessary.

3. Intent. This process places priority on fully equipping units before deployment in order to utilize the FDP&E process, ensure optimum force closure and minimize the supported MAGTF's re-distribution in theater. The process also identifies the point where the supporting commands can effectively source and deploy equipment in support of the supported MAGTF using established FDP&E procedures, and where MARCORLOGCOM and MARCORSYSCOM needs to conduct global sourcing and distribution to support the supported MAGTF.

4. Main References.

a. Strategic Ground Equipment Working Group (SGEWG) Charter, dtd 3 Aug 09 (reference r). HQMC forum (DC, PP&O/I&L co-chaired) that addresses Service ground equipment shortfalls by coordinating and prioritizing equipment allocation and sourcing recommendations to CMC for decision.

b. CMC "Interim Policy on Equipping Rotational Forces in Support of Overseas Contingency Operations" (reference k). Identifies the USMC equipment planning process and outlines steps in determining equipment requirements and sourcing. The interim policy governs the equipping of forces for rotational commitments in support of Marine Corps Forces Central Command (MARCENT), and also applies to equipping Marine Corps forces (to include Reserves) in support of other CCDR operational requirements.

c. CMC Washington, DC I&L, LP Message (DTG 221317Z Sep 09), "Implementation of the Unit Table of Equipment Requirement as the Baseline for Asset Management and Readiness Reporting". Identifies the unit T/E as the baseline for asset management and operational readiness reporting for the operating forces.

d. MCO P3000.18B, "Marine Corps Deployment Planning and Execution (FDP&E) Manual". Establishes processes, procedures, and standards for developing and executing plans for the deployment and redeployment of Marine Corps forces.

5. Integrated equipment sourcing and FDP&E process. This appendix outlines the "general" process and is organized in sequential order integrating the "five phases" of the equipping policy (reference r), with the ten FDP&E activities identified in Chapter four of this Manual. Within each activity, main equipment sourcing and JOPES/deployment actions are identified between responsible commands, SGEWG, FDP&E Working Group and Mobility/Embarkation functional areas. In order to fully integrate both processes, five categories have been identified within the "Tailor and Refinement" activity that define the methods of global equipment sourcing, with supporting JOPES actions and deployment-distribution options. Depending on the situation, activities may overlap and run parallel, however, hard FDP&E requirements established by Joint doctrine and the CCDR will dictate when Service sourcing actions are needed to be accomplished in order to effectively deploy and close the force.

a. Receive and analyze the mission.

(1) SGEWG Phase I: Develop equipment requirements.

(a) The supported MAGTF commander develops initial equipment requirement utilizing the T/E as a baseline for future SGEWG assessment and validation. (Detailed to the battalion/squadron/detachment levels)

(b) The supported COMMARFOR identifies the MAGTF's theater specific equipment requirement (above T/E), and in-place theater equipment" to be utilized as part of the global sourcing solution (if available).

(2) FDP&E Working Group/Mobility-embark.

(a) Develops the supported COMMARFOR/MAGTF and supporting MEF TPFDD guidance per supported CCDR TPFDD Guidance. (Includes specific equipment deployment requirements and planning considerations within the sourcing process to fit situation)

(b) Units validate unit deployment data in MDSS II in order to prepare for future equipment requirement sourcing and embarkation planning.

b. Develop the concept of operations.

(1) SGEWG Phase I: Develop equipment requirements. The supported MAGTF continues development of equipment requirements.

(2) FDP&E Working Group/Mobility-embark.

(a) The supported COMMARFOR develops the TPFDD FRNs for future force requirements sourcing. (Includes major force requirements, UTC/EAD/LAD/RDD/CRD/POD/Destination (DEST)/FTN).

(b) The supported MAGTF develops the initial force deployment concept. (Includes planning timelines encompassing embarkation, movements to ports, force deployment/closure and RSO&I to the final destination - can be used during early phases of the equipment planning process)

c. Determine requirements.

(1) SGEWG Phase II: Validation.

(a) NLT *90 days before MAGTF deployment, the supported COMMARFOR validates equipment requirements (identifies above T/E - detailed to Bn level) (*90 day requirement may support rotational deployments, but may not meet CAP-execution timelines for new contingency operations, therefore any above T/E that is not validated early in the planning process would deploy as category 2, or 3 follow-on).

(b) The SGEWG starts sourcing assessment (available supply inventory, war reserve and prepositioning programs, and programmed/un-programmed procurements). DC I&L (LPO) posts/updates the supported MAGTF's equipment requirements to ensure visibility and accountability across the Service.

(2) FDP&E Working Group/Mobility-embark.

(a) The supported MAGTF continues to develop and refine the task organization and coordinates with the supported COMMARFOR in order to continue TPFDD FRN refinement.

(b) The supported COMMARFOR/MAGTF and COMMARFORCOM participate in the SGEWG planning process in order to provide initial deployment concept to help planning for global equipment sourcing.

d. Phasing force flow.

(1) SGEWG Phase III: Approval.

(a) DC PP&O approves the supported COMMARFOR validated equipment requirement and publishes approval message to facilitate sourcing.

(b) Supporting COMMARFOR/MEF and HQMC agencies continue to assess ability to source equipment requirements from available supply inventory, war reserve and prepositioning programs, and programmed/un-programmed procurements.

(2) FDP&E Working Group/Mobility-embark.

(a) ICW the supported COMMARFOR, the supported MAGTF develops the force deployment plan (Includes task org, unit sourcing and phasing).

(b) The supported COMMARFOR completes the TPFDD shell (FRNs) in order to prepare for sourcing by the supporting COMMARFOR/MEF.

e. Source requirements (Unit internal sourcing/cross leveling). This activity identifies the "normal" TPFDD and equipment cross leveling process within the supporting COMMARFOR/MEFs. Equipment shortfalls are identified at the unit level and reported up through the chain of command via the supply chain in order to facilitate equipment re-distribution within the MARFOR. Equipment re-distribution should be based on

TPFDD force flow in order to fully equip units deploying at the front end as much as possible. This will enable effective global sourcing and deployment per the categories outlined in para 5.f. (Tailor/refine requirements).

(1) SGEWG Phase IV: Sourcing. Based on the approved equipment requirement, equipment shortfalls (organic and above T/E) are cross leveled throughout the MARFOR, MEF, MSC and MSE levels via the supply process.

(2) FDP&E Working Group/Mobility-embark.

(a) The supported COMMARFOR notifies COMMARFORCOM that TPFDD FRNs are ready to source in JOPES - COMMARFORCOM coordinates sourcing per approved force sourcing solutions and on-hand unit equipment (level IV cargo detail).

(b) Supporting/supported MSCs source TPFDD FRNs through service FDP&E systems and upload into the designated TPFDD in JOPES per MEF direction.

(c) As units are cross leveled with equipment to fill shortfalls, units refine TPFDD ULNs to ensure most accurate force requirements are in JOPES.

f. Tailor and refine requirements. A critical part of this activity is the SGEWG sourcing conference. The SGEWG with FDP&E planners from the supported COMMARFOR/MAGTF and supporting MEFs work in close coordination to develop global equipment sourcing solutions within the FDP&E process. Global equipment sourcing is determined from available supply system assets, war reserve and prepositioning programs, and programmed/un-programmed procurements. ICW the FDP&E WG, the SGEWG reviews equipment sourcing solutions against force phasing in order to determine equipment prioritization to best support the equipping of units and commander's priorities. In order to develop the most effective sourcing/deployment plan, globally sourced equipment requirements will be assessed by unit against criteria in below categories 1-5. Upon CMC approval, the SGEWG will release the sourcing solution message. (Para 6 below depicts categories with supporting deployment timeline examples)

(1) Category #1 (Distribution to Unit). Equipment that can be distributed to the unit before deployment (via strategic air/sea lift) - units deploy per normal JOPES procedures. Criteria. Based on ability of supporting MEFs, MARCORLOGCOM, and MARCORSYSCOM to deliver equipment to the deploying unit 14

days before sea and airlift TPFDD verification. Supporting commands will have no less than 21 days to collect and deliver equipment to the deploying unit.

(a) SGEWG Phase IV: Sourcing. Identify list of globally sourced equipment (avail supply system and war reserve) that can be distributed to the deploying unit before unit deployment via strategic air/sea lift.

(b) FDP&E Working Group/Mobility-embark.

1. Assess the unit force flow against SGEWG sourcing plan in order to identify unit equipment that meets category #1 criteria.

2. Coordinate refinement of existing unit ULNs, verify, embark and deploy per normal JOPES procedures.

(2) Category #2 (Direct deployment). Equipment that will deploy directly to the unit in theater from the supporting MEFs, MARCORLOGCOM and MARCORSYSCOM via strategic air/sea lift. Criteria. Based on the supporting command NOT able to meet delivery to the unit by verification - 14 days, but the requirement meets strategic lift minimums (and/or meet SE aggregation) and can be deployed effectively per JOPES procedure.

(a) SGEWG Phase IV: Sourcing. Identify list of globally sourced equipment (avail supply system and war reserve) that can deploy directly to the unit in theater from supporting commands via strategic air/sea lift.

(b) FDP&E Working Group/Mobility-embark.

1. Assess the unit force flow against SGEWG sourcing plan in order to identify unit equipment that meets category #2 criteria.

2. ICW the supporting commands, COMMARFORCOM build/frag unit FRNs within JOPES and coordinate sourcing.

3. Supporting commands coordinate collection of equipment, sourcing of equipment requirements in JOPES, and verify, embark and deploy per normal JOPES process.

(3) Category #3 (Follow-on Equipment). Equipment that will need to be re-distributed from the supporting MEFs, depots

(CONUS based), or vendors to MARCORLOGCOM/MARCORSYSCOM for deployment/distribution via strategic lift, or sustainment channels (Non-TPFDD movement). This category includes equipment provided by vendors and will either be shipped directly to theater, or re-distributed to MARCORSYSCOM or MARCORLOGCOM for deployment/distribution via strategic lift, or sustainment channels (non-TPFDD movement). (This category will require additional time to collect and deploy/distribute equipment to the units/MAGTF in theater and may involve risk in meeting LADs, however, it is the most effective method in distributing equipment not able to deploy from the MEFs via JOPES procedures). Exception - Equipment being sourced from OCONUS locations (i.e. III MEF) will continue to deploy/distribute equipment directly to the supported MAGTF in theater. Criteria. Based on unit requirements that DO NOT meet strategic lift minimums (or SE aggregation) in category #2 criteria. For vendor requisitioned equipment, the most effective deployment option for timely deployment-distribution of equipment to unit/MAGTF in theater will be determined.

(a) SGEWG Phase IV: Sourcing. Identify list of globally sourced equipment (avail supply system, war reserve, newly procured/requisitioned) that will need to be re-distributed from the supporting MEFs/depots/vendors to MARCORLOGCOM for deployment and/or distribution via strategic lift, or sustainment channels.

(b) FDP&E Working Group/Mobility-embark.

1. Assess the unit force flow against SGEWG sourcing plan in order to identify unit equipment that meets category #3 criteria.

2. Supporting commands coordinate collection and shipment of equipment to MARCORLOGCOM per normal supply/transportation processes.

3. MARCORLOGCOM and OCONUS commands either frag/source existing ULNs, or COMMARFORCOM builds and releases new FRNs for sourcing of strategic lift requirements. Upon receiving equipment, MARCORLOGCOM/supporting commands determine if strategic lift is a viable option, and source, verify and deploy per JOPES process.

4. In the event that strategic lift is not a viable option, MARCORLOGCOM/OCONUS supporting commands

distribute equipment via sustainment channels (non-TPFDD movement).

(4) Category #4 (MPS/MCPP-N). Equipment that will deploy directly to the unit/MAGTF in theater from MPS/MCPP-N. Criteria. Based on the source MPS or MCPP-N (MPS = "self move" and MCPP-N = strategic lift or distribution by sustainment channels).

(a) SGEWG Phase IV: Sourcing. Identify list of equipment provided by MPS/MCPP-N for deployment/distribution.

(b) FDP&E Working Group/Mobility-embark.

1. MPS equipment. ICW the MARCORLOGCOM, the supported COMMARFOR build FRNs in JOPES. COMMARFORCOM coordinates with MARCORLOGCOM to source MPS FRNs and verify for visibility only (MPS requirement in JOPES for visibility, but not requiring lift from USTRANSCOM). Upon force closure of the MPS, the supported MAGTF will re-distribute equipment in theater as needed (Equipment supporting shortfalls, not a MEB requirement).

2. MCPP-N equipment. ICW MARCORLOGCOM, COMMARFORCOM build/frag unit ULNs in JOPES for MARCORLOGCOM sourcing of strategic lift requirements. MARCORLOGCOM determines if strategic lift is a viable option, and source, verify and deploy per JOPES process.

3. In the event that strategic lift is not a viable option, MARCORLOGCOM conducts distribution of MCPP-N equipment via sustainment channels (non-TPFDD movement).

(5) Category #5 - (In-place Equipment). Equipment provided to the unit/MAGTF from in theater on-hand assets/stocks. Criteria. In-place equipment will be moved via CCDR intra-theater provided lift.

(a) SGEWG Phase IV: Sourcing. ICW the supported COMMARFOR, identify list of equipment of in-theater stocks for distribution.

(b) FDP&E Working Group/Mobility-embark.

1. The supported COMMARFOR build/frag ULNs in JOPES (per CCDR guidance on intra-theater TPFDD), coordinate sourcing, verification and intra-theater movement with

appropriate command/agency per JOPES/CCDR logistical procedures (i.e. JOPES TPFDD and ITARS).

g. Verify movement requirements.

(1) SGEWG Phase IV: Sourcing. Supporting commands and SGEWG monitor sourcing actions relative to cross leveling and all categories.

(2) Deployment Operations Teams (DOTs)/Mobility-embark.

(a) Verify TPFDD requirements and track all requirements through validation process (To incl MCPP-N). MARCORSYSCOM and MARCORLOGCOM coordinate other delivery methods for non-strategic lift requirements.

(b) Submit un-lock requests in order to register changes for validated lift requirements, ensure accurate force flow and utilization of lift.

(c) Monitor allocation of strategic lift, ensure correct allocation, verify load plan submissions, and ensure equipment is ready to deploy per the validated requirement.

(d) Continue to refine JOPES ULN requirements as equipment is distributed before requirement verification.

h. Marshal and move to POE.

(1) SGEWG Phase IV: Sourcing. Supporting commands and SGEWG monitor sourcing actions relative to cross leveling and all categories.

(2) Deployment Operations Teams (DOTs)/Mobility-embark.

(a) Continue to monitor receipt of globally sourced equipment, refine equipment requirements, ensure aggregation, and verify TPFDD requirements (to incl MCPP-N).

(b) Conduct equipment/cargo inspections/inventory at POE/s and ensure correct AIT procedures are followed.

(c) Monitor MPS deployment.

i. Manifest and move to POD.

(1) SGEWG Phase IV: Sourcing. Supporting commands and SGEWG monitor sourcing actions relative to cross leveling and all categories.

(2) Deployment Operations Teams (DOTs)/Mobility-embark.

(a) Ensure port representatives are correctly manifesting strategic lift equipment requirements at POE/s, and are being recorded correctly in ITV systems.

(b) MARCORSYSCOM and MARCORLOGCOM ensure vendor direct delivery and/or non-strategic lift of newly procured equipment meets planned force closure timelines.

(c) Monitor MPS/MCPP-N deployment.

j. J/RSO&I.

(1) SGWEG Phase IV/V: Sourcing/Sustainment.

(a) Supporting commands and SGEWG monitor sourcing actions relative to cross leveling and all categories.

(b) NLT 90 days after deployment, the supported COMMARFOR reviews equipment requirements (increases, decreases or replacements) based on the mission.

(c) The supported MAGTF receives equipment and conducts tactical level distribution of globally sourced equipment not deployed under unit ULNs (i.e. sustainment channels, vendor distribution, Non-MEB MPS).

(2) Deployment Operations Teams (DOTs)/Mobility-embark. The supported MAGTF coordinates intra-theater, tactical airlift and ground transportation requirements for equipment from POD to final destinations/assembly areas in order to ensure accurate force closure.

6. General process timeline. Below depicts a "general" equipment sourcing and FDP&E timeline and an example timeline showing the use of multiple categories and mode/sources to support a specific unit with a single LAD. Significant planning considerations/points include:

a. Timeline depicts "front end" planning and execution of sourcing/deployment and distribution actions from initial

sourcing of JOPES (TPFDD) requirements to loading of equipment at ALD to meet an LAD .

b. Process best supports compressed CAP/execution timelines by prioritizing unit shortfall sourcing during cross leveling and utilizing categories 1 and 2 sourcing and deployment methods.

c. AK and SE dates based on JOPES Vol III and generic verification dates and transit durations.

e. 21 day distribution includes: Intra-MEF/depot collection-supply action, preparation and shipping time to unit. 14 day - verification includes: unit reception-supply action, refinement of JOPES data, embarkation and movement to POE/s before ALD/deployment.

Receive & Analyze Mission	Develop CONOPS	Determine Requirements	Phase Force Flow	Source Requirements	Tailor & Refine	Verify Movement	MOVE to POE	Move to POD	J/RSO&I
-MAGTF develop equipment requirements	-Supported MARFOR develop TPFDD FRNs	-Supported MARFOR validates equipment	-DC PP&O approves equipment requirements	-"Normal" unit sourcing/ deploy process	-SGEWG Conf Develops Global equipment sourcing plan	-MEFs/SE receive equipment. Source, refine, validate ULNs.	-MEFs/SE equipment inspections	-MEFs/SEE manifest in ITV systems	-MAGTF coordinate intra-theater & tactical lift to final destination
			-MAGTF completes deployment plan	-MFC coordinate FRN sourcing	1) Units Redistribute	-Monitor strategic allocations	-Submit Load plans within 14 days of allocation	-Vendor deliveries	-MAGTF Distribution
			-Supported MARFOR complete TPFDD FRNs	-MARFOR/ MEFs cross level equipment	2) MEFs Deploy				-90 Day review evaluation
				-Continue to refine ULNs	3) MEFs to MCLC for deploy/ distribution				
					4) Vendors to MCLC for deploy/ distribution				
					5) MPS/ MCPP-N				

Figure H-1.--Main process task table.

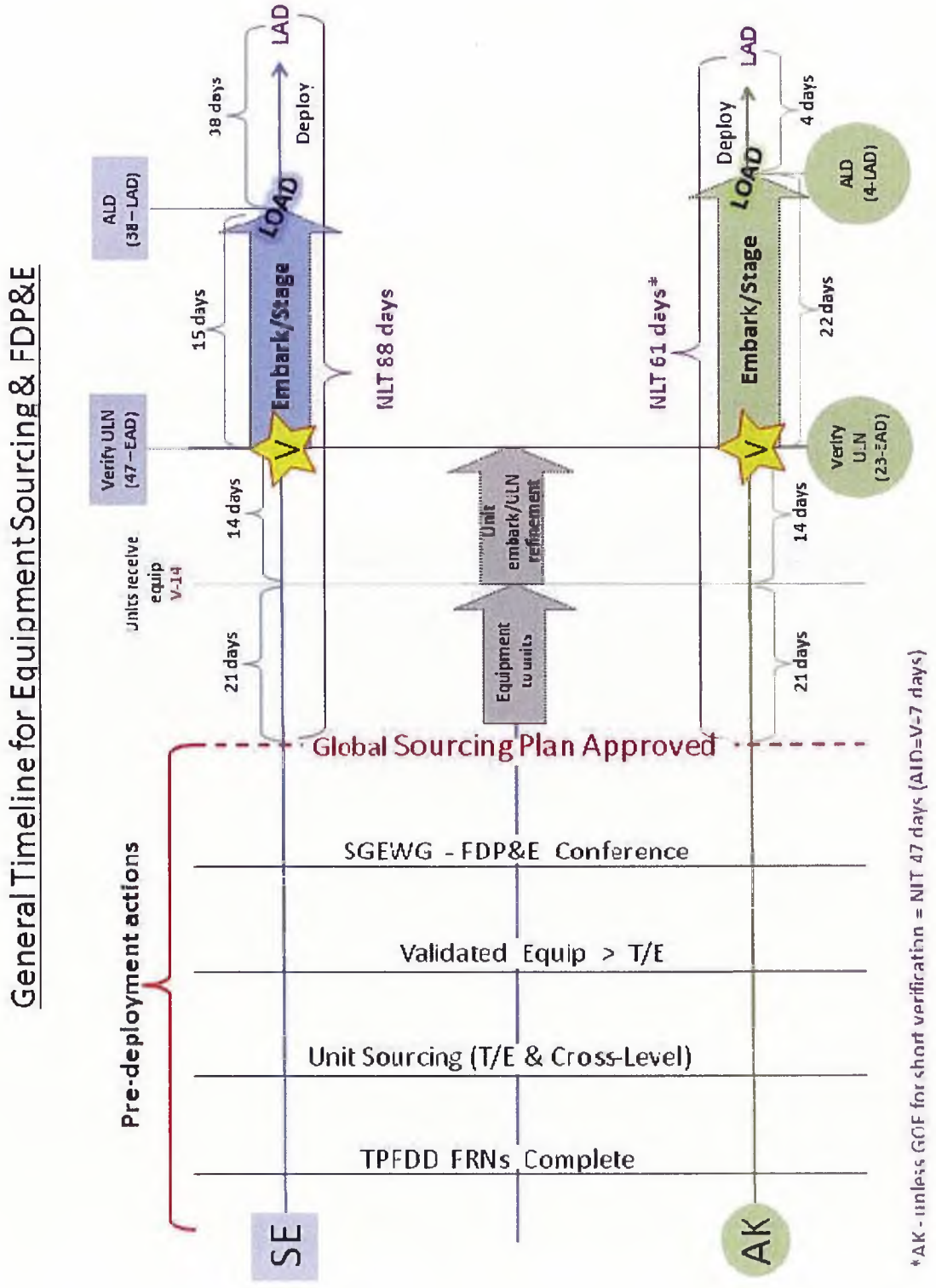

Figure H-2.--General Timeline for Equipment Sourcing and FDP&E

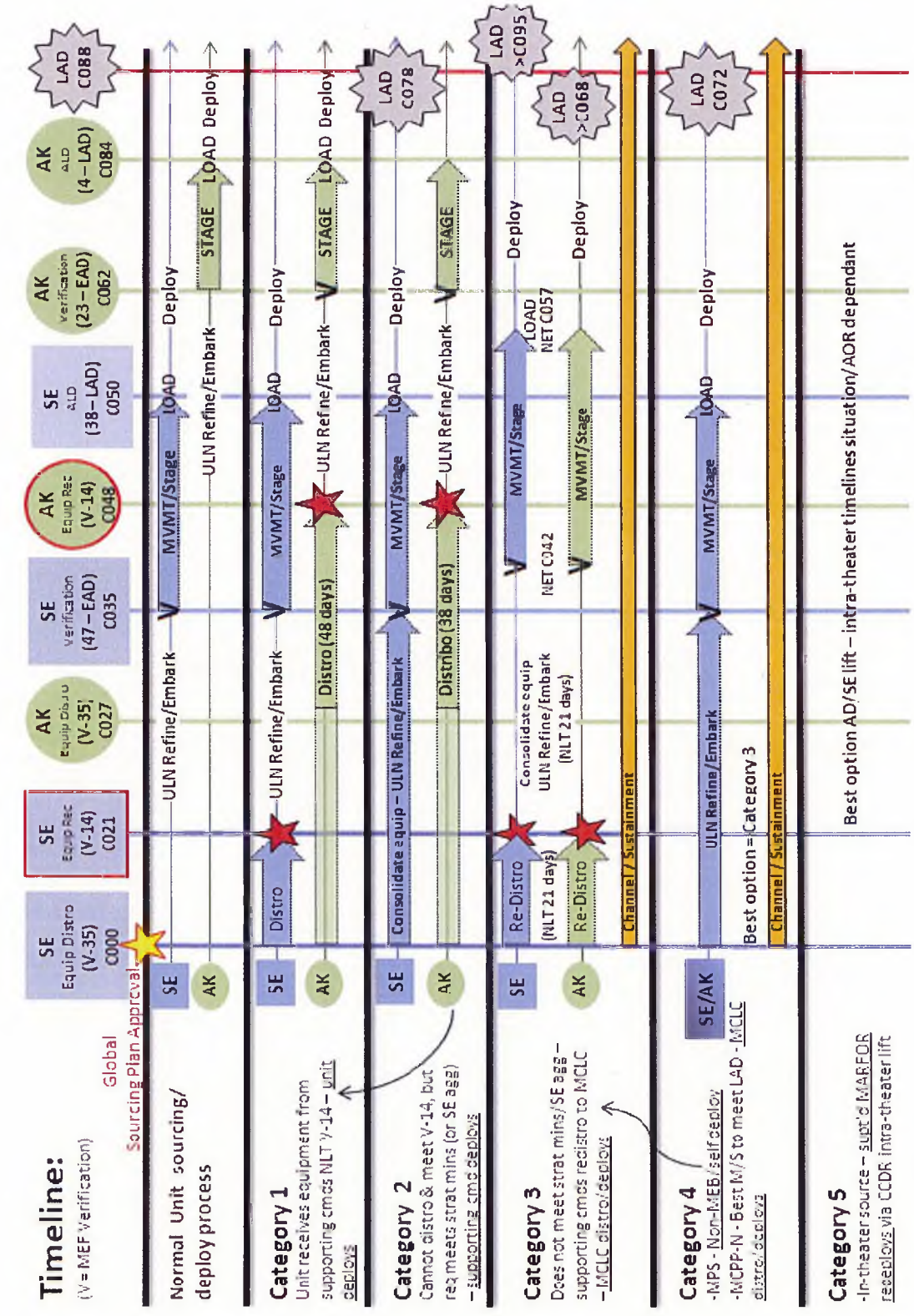

Figure H-3.--Global equipment sourcing/deployment timeline

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Appendix I

STANDARD OPERATING PROCEDURES FOR CONDUCTING FORCE FLOW/TPFDD CONFERENCES

1. Introduction. Force flow conferences can be conducted at three levels: (1) MAGTF, (2) Supported COMMARFOR and (3) Supported CCDR. Conducting the MAGTF and supported COMMARFOR conferences is dependent upon the planning situation and timelines. The Marine Corps conferences are used to prepare for the CCDR/Joint conference if the planning timeline allows, but if planning timelines are compressed, it is possible that USMC force deployment planning will occur at one or several supported CCDR conferences. Conferences will involve planner participation from all levels within the Marine Corps depending upon the size and scale of the planning effort. Since force deployment planning is complex in nature, TPFDD conferences are used to bring together FDP&E planners and functional area subject matter experts to plan the deployment of forces in a collaborative environment. The main objective of the supported CCDR TPFDD conference is to build and refine TPFDD plans that are transportation feasible and ready for execution if needed. Since TPFDD refinements may affect other functional plans and/or the commander's CONOPs, conference participants must be capable of reaching back to commands, or be able to make operational force deployment decisions when necessary to refine planning data during the conferences.

2. MAGTF Conference. Time permitting and prior to attending the supported COMMARFOR/CCDR conferences, the MAGTF (i.e. supporting MEF/MEB, supported MAGTF, etc.) can conduct internal TPFDD conferences as a function of the FDPWG in order to prepare for future HHQ conferences. MAGTF FDP&E Officer and FDP&E Chief will lead the conference, along with planners within the MAGTF, and conduct the following minimum tasks:

a. Review supported CCDR/COMMARFOR and MAGTF TPFDD business rules.

b. Review the supported COMMARFOR's force deployment/redeployment planning plan of action and milestones (POA&M) and coordinate/ensure future MAGTF planning actions are identified and supportable.

c. Review the supported MAGTF's CONOPs and supporting logistical plans.

d. Review and refine the supported MAGTF's force deployment, redeployment or RIP plan and ensure MAGTF and subordinate force deployment/redeployment issues are addressed and identified for future resolution.

e. Coordinate and ensure that TPFDD plans contain accurate force requirements and are properly sourced per approved sourcing solutions.

f. Ensure correct unit phasing is contained within the TPFDD IAW the supported MAGTF's force deployment/redeployment, or RIP plan. ("Line-by-line" reviews are conducted by comparing the MAGTF's force deployment, redeployment, or RIP plan C-Days and sourcing for each unit/requirement with corresponding C-Days/sourcing within the TPFDD to ensure TPFDD requirements are correct. Line-by-lines are usually conducted by the MAGTF with each MSC throughout the conference and can be conducted as many times as needed to ensure TPFDD accuracy)

g. Ensure TPFDD requirements are IAW with TPFDD business rules.

h. Conduct TCC pre-edit checks in order to review and correct fatal/logical errors within the TPFDD.

i. Review and ensure initial aggregation solutions.

j. Working PIDs should be used to build/refine data in order to protect force deployment data in execution PIDs.

3. Supported COMMARFOR Conference. Supported COMMARFOR conferences can be hosted by the supported MAGTF, or supported COMMARFOR, and are held prior to the CCDR force flow conference. The supported COMMARFOR FDP&E Officer and FDP&E Chief will lead the conference that will include planners throughout the Marine Corps from the supported MAGTF, HQMC, supporting establishment, supporting MARFORs, MEFs and MSCs. Minimum tasks to be conducted during the supported COMMARFOR conference will include the following:

a. ICW the supported MAGTF, the supported COMMARFOR will release a conference calling message outlining conference objectives, agenda and administrative instructions prior to the conference.

b. The supported COMMARFOR should conduct an in-brief to review conference objectives, tasks, agenda and POA&M.

c. Review supported CCDR/COMMARFOR TPFDD business rules and updated guidance.

d. Review the supported MAGTF's CONOPs and supporting logistical plans.

e. Coordinate and develop force deployment/redeployment "sub plans" and/or resolve issues requiring special attention. (i.e. Aircraft rotation plans, MPF deployment, etc.)

f. ICW the supporting COMMARFOR, the supported MAGTF will conduct a review of the supported MAGTF's force deployment, redeployment or RIP plan and ensure MAGTF and subordinate force deployment/redeployment issues are addressed and resolved within the plan.

g. Coordinate and ensure that TPFDD plans contain accurate force requirements and force sourcing per approved sourcing solutions.

h. Review and ensure correct unit phasing is contained within the TPFDD IAW the supported MAGTF's force deployment/redeployment, or RIP plan. ("Line-by-line" reviews are conducted by comparing the MAGTF's force deployment, redeployment, or RIP plan C-Days and sourcing for each unit/requirement with corresponding C-Days/sourcing within the TPFDD to ensure TPFDD requirements are correct. Line-by-lines are usually conducted by the supported MAGTF, or COMMARFOR with each MSC throughout the conference and can be conducted as many times as needed to ensure TPFDD accuracy)

i. Ensure TPFDD requirements are IAW with TPFDD business rules.

j. Conduct ULN pre-edit checks in order to review and correct fatal/logical errors within the TPFDD.

k. Mitigate spikes in force flow beyond set CCDR max PAX per day limits by shifting force requirements by priority. (Priorities are identified by the supported COMMARFOR/MAGTF, but must take force provider concerns into consideration (i.e. training requirements, etc)).

l. After spike mitigation, analyze and adjust force requirements to ensure proper TPFDD aggregation solutions.

m. Working PIDs should be used to build/refine data in order to protect force deployment data in execution PIDs.

n. At the conclusion of the supported COMMARFOR conference, the USMC TPFDD plan should be correctly sourced, phased and ready for transportation feasibility assessment by the CCDR/USTRANSCOM. The supported COMMARFOR will "lock" the TPFDD in order to maintain TPFDD integrity, enable the MARFOR to conduct analysis and prepare briefs for the CCDR conference. Any TPFDD refinement/changes should be recorded by each MEF and brought to the CCDR conference for TPFDD refinement when the TPFDD will be "un-locked" for refinement.

o. The supported COMMARFOR should conduct an out-brief addressing completion of objectives/tasks and provides a POA&M containing future USMC and CCDR planning and execution tasks.

4. Supported CCDR conference. The supported CCDR conference is usually co-sponsored with USTRANSCOM and includes all Services (force providers), supported CCDRs/JFCs/components and other supporting agencies within the JPEC. Conference tasks and duration depend upon the size and scale of the planning/operation and time allowed to conduct pre-conference force deployment planning by the supported MAGTF/COMMARFOR. Marine Corps attendees will include planners from the supported MAGTF/COMMARFOR, HQMC, supporting establishment, supporting MARFORs, MEFs and MSCs. The FDP&E Officer and Chief from the supported COMMARFOR will serve as USMC lead at CCDR conferences, representing Marine Corps equities/interests during CCDR planning sessions and managing USMC planning actions. The main objective of the CCDR conference is to build and refine TPFDD plans that are transportation feasible and ready for execution if needed. Minimum tasks to be conducted during the supported CCDR conference will include the following:

a. Based on the supported CCDR message, the supported COMMAFOR will release a conference calling message outlining conference objectives, agenda and administrative instructions prior to the conference. (An Example of the conference calling message is provided in enclosure (1))

b. The supported CCDR will usually conduct an in-brief to provide an overview of the plan/operation, review conference objectives, tasks, agenda, supported CCDR's TPFDD business rules/updated guidance and POA&M.

c. Throughout the conference, planners will coordinate and develop USMC force deployment/redeployment "sub plans" and/or resolve issues requiring special attention with the supported CCDR, other Services, or other JPEC agencies when needed. (i.e. Lead/trail Maintenance, MPF deployment, SE requirement/allocation planning etc.)

d. ICW the supported COMMARFOR, the supported MAGTF will conduct a review of the MAGTF's force deployment, redeployment or RIP plan and ensure MAGTF and subordinate force deployment/redeployment issues are addressed and resolved within the plan.

e. Continue to coordinate and ensure that USMC TPFDD plans contain accurate force requirements and continue force sourcing per approved sourcing solutions.

f. Review and ensure correct unit phasing is contained within the USMC TPFDD IAW the supported MAGTF's force deployment/redeployment, or RIP plan. (line-by-lines)

g. Ensure USMC TPFDD requirements are IAW with TPFDD business rules.

h. Conduct TCC pre-edit checks in order to review and correct fatal/logical errors within the TPFDD.

i. As identified by the supported CCDR, mitigate spikes in the USMC force flow beyond established CCDR strategic lift minimum/maximum limits by shifting force requirements by priority. (Priorities are identified by the supported COMMARFOR/MAGTF, but must take force provider concerns into consideration (i.e. training requirements, etc)).

j. After final line-by-lines and spike mitigation, analyze and adjust force requirements to ensure proper USMC TPFDD aggregation solutions. All ULNs, regardless if an ADVON or CARGO requirements, are reviewed to ensure they meet the mandated PAX/cargo strategic lift minimum/maximum limits. (i.e. strategic lift minimum of = 100 PAX or 15 Stons (in order to rate strategic lift), or strategic lift maximum of = 700 PAX per day (max throughput allowable))

k. Working PIDs should be used to build/refine data in order to protect force deployment data in execution PIDs.

l. At the conclusion of the supported CCDR conference, the USMC TPFDD plan should be correctly sourced, phased and approved as "transportation feasible" by the supported CCDR and USTRANSCOM.

m. The supported CCDR conducts an out-brief addressing completion of objectives/tasks and provides a POA&M containing future USMC and CCDR planning and execution tasks (In the event of execution).

n. After the TPFDD is approved as "transportation feasible" the TPFDD is "locked" in order to maintain integrity of the TPFDD. TPFDD refinement/changes will be coordinated IAW supported COMMARFOR TPFDD guidance.

Appendix I Enclosure 1

UNCLASSIFIED MARFOR CONFERENCE CALLING MESSAGE EXAMPLE

CLASSIFICATION//REL
MSGID/MSG/MARFOR/MMM//
REF/A/MSG/CCDR/DDHHMMZMARYY//
AMPN/REF A IS CCDR FORCE FLOW ROTATION AND PLANNING CONFERENCE DD MON YEAR.
POC/ROCKET/LTCOL/MARFOR/G5/FDO/567-5309//
ROCKETBALL@USMC.SMIL.MIL//
RMKS//1. (U) THIS MESSAGE OUTLINES MARFOR GUIDANCE FOR THE CCDR FORCE FLOW ROTATION AND PLANNING CONFERENCE HELD AT USTRANSCOM IN SCOTT AFB, ON DD MMM - DD MMM YY.
1.A. (U) THE OBJECTIVES OF THE CONFERENCE WILL BE TO REFINE THE OPERATION FY 01 REDEPLOYMENT DATA AND THE OPERATION FY 02 DEPLOYMENT DATA WITHIN THE USTRANSCOM DATABASE.
1.B. (U) JOPES WILL BE USED EXCLUSIVELY FOR TPFDD REFINEMENT AND SUBMISSION DURING THIS CONFERENCE.
1.C. (U) USMC PARTICIPANTS MUST BE CAPABLE OF MAKING OPERATIONAL FORCE DEPLOYMENT DECISIONS NECESSARY TO REFINE PLANNING DATA.
2. (U) USMC PARTICIPATION IS LIMITED TO 40 SEATS AND BADGES. IN ORDER FOR ALCON UNITS TO HAVE ACCESS, IT IS IMPERATIVE THAT WE DO NOT EXCEED THE ASSIGNED NUMBER OF SEATS.
2.A. (U) THE FOLLOWING BREAKOUT IS PROVIDED FOR USMC SEAT AND BADGE ALLOCATIONS:
2.A.1. (U) COMUSMARCENT (6 SEATS TOTAL)
2.A.2. (U) COMMARFORPAC (2 SEATS TOTAL)
2.A.3. (U) COMMARFORRES (5 SEATS TOTAL)
2.A.4. (U) MARCORLOGCOM (1 SEAT TOTAL)
2.A.5. (U) I MEF & MSC'S (6 SEATS TOTAL)
2.A.6. (U) II MEF & MSC'S (10 SEATS TOTAL)
2.A.7. (U) III MEF & MSC'S (4 SEATS TOTAL)
2.A.8. (U) II MEF FWD (6 SEATS TOTAL)
2.A.9. (U) MSC'S PARTICIPATION TO BE DETERMINED BY HHQ.
3. (U) CONFERENCE IS UNIT FUNDED.
4. (U) AGENDA
DD MMM YY (MONDAY): TRAVEL DAY *(LEAD MARFOR WILL TRAVEL ONE DAY PRIOR)*
EARLY CHECK-IN AND REGISTRATION AT BLDG 101 FROM 1200-1600.
DD MMM YY (TUESDAY)
0700-0800: CONFERENCE REGISTRATION AT FRONT OF BLDG 101.
0900-0930: INTRODUCTION BRIEF (ALL ATTENDEES)
0930-1000: ADMIN AND SECURITY BRIEF OF BLDG 101
1030-1200: CCDR AND SERVICE BRIEFS
1200-1300: CHOW

1300-1400: MARFOR BRIEF TO MARINES
1400-1500: INITIAL LINE-BY-LINE REVIEW (CE)
1500-1600: INITIAL LINE-BY-LINE REVIEW (GCE)
1600-1630: MARFOR DAILY WRAP-UP BRIEF
DD MMM YY (WEDNESDAY):
0800-0830: MARFOR DAILY UPDATE BRIEF
0830-0930: INITIAL LINE-BY-LINE REVIEW (LCE)
0930-1030: INITIAL LINE-BY-LINE REVIEW (ACE)
1030-1130: FINAL LINE-BY-LINE REVIEW (CE)
1130-1300: CHOW
1300-1400: FINAL LINE-BY-LINE REVIEW (GCE)
1400-1500: FINAL LINE-BY-LINE REVIEW (LCE)
1500-1600: FINAL LINE-BY-LINE REVIEW (ACE)
1600-1630: MARFOR DAILY WRAP-UP BRIEF
DD MMM YY (THURSDAY):
0730-0800: MARFOR DAILY UPDATE BRIEF
0800-0900: PAX SPIKE MITIGATION/AGGREGATION
0900-1100: FINAL LINE-BY-LINE (ALL MEF/MSC)
1100-1300: CHOW
1300-1500: OCC FIELD SPONSOR BRIEF (ALL 0511)
1500: FIRST DATA SNAP SHOT FOR JFAST
1530-1600: MARFOR DAILY WRAP-UP BRIEF
DD MMM YY (FRIDAY):
0900: MARFOR OUTBRIEF
1200: MEF/MSC TRAVEL TO HOME STATION
DD MMM YY (SATURDAY)
1700: SECOND DATA SNAP SHOT FOR JFAST
DD MMM YY (MONDAY)
0800: MODIFICATIONS/REFINEMENTS WORKED AS DIRECTED BY HHQ.
DD MMM YY (TUESDAY)
1500: HHQ CERTIFIES TPFDD ACCURACY, THIRD DATA SNAP SHOT FOR JFAST
DD MMM YY (WEDNESDAY)
1300: FINAL JFAST OUTPUT
DD MMM YY (THURSDAY)
0830-1000: CONFERENCE OUTBRIEF AND CLOSING REMARKS.
DD MMM YY (FRIDAY) MEF/MSC TRAVEL TO HOME STATION

5. (U) THIS CONFERENCE WILL BE CONDUCTED AT THE SECRET LEVEL. CONFERENCE PARTICIPANTS MUST POSSESS A SECRET OR HIGHER SECURITY CLEARANCE. HAND-CARRIED SECURITY CLEARANCES ARE NOT VALID. SECURITY MANAGERS ARE REQUIRED TO SUBMIT SECURITY INFORMATION TO USTRANSCOM VIA JPAS SMO CODE USTC-SDDC (YOU MUST USE THE HYPHEN). CONTACT USTRANSCOM FORCE PROTECTION TO CONFIRM RECEIPT OF CLEARANCE DATA: VOICE DSN 779-8192.

5.A. (U) REF A PARA 5.C.CONTAINS SPECIFIC INSTRUCTIONS ON THE USE AND IMPORT OF ADP AND CLASSIFIED MATERIEL.

6. (U) THERE WILL BE A $20 CONFERENCE FEE (CASH ONLY) AT THE TIME OF CHECK-IN. PHOTO ID WILL BE COLLECTED AS COLLATERAL FOR USTRANSCOM VISITOR BADGE ISSUE.
7. (U) BILLETING. CONTACT SCOTT AFB BILLETING OFFICE, DSN: 576-2045, OPTION 1. ROOMS HAVE NOT BEEN RESERVED FOR THE CONFERENCE. NON-AVAILABILITY STATEMENTS FOR OFF BASE BILLETING WILL ONLY BE PROVIDED TO PARTICIPANTS WHO HAVE ARRANGED BILLETING THROUGH THE SCOTT AFB BILLETING OFFICE.
8. (U) POCS ARE: MSGT KASSNER, DSN 567-5309.//
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Appendix J

USMC AIR-GAP PROCEDURE FOR THE CLASSIFIED JFRG II SYSTEM TO THE UNCLASSIFIED MDSS II SYSTEM

1. Purpose. The purpose of the USMC air-gap procedure is to protect and safeguard the transfer of information from the classified JFRG II to the unclassified MDSS II systems. When transferring information from classified to unclassified, it requires much more stringent procedures to ensure protection of the data at a higher level of classification. Planners are increasingly dependent on IT systems to process and transfer planning data and operational information. As a result, external and internal threats increase the likelihood of an attack on or accidental release of classified information if proper air-gap procedure is not adhered too. Therefore, it is the responsibility of every planner to safeguard classified information when utilizing the air-gap procedure during data transfer between unclassified and classified systems. This air-gap procedure is the ONLY method authorized for FDP&E data transfers between classified and unclassified networks.

2. Intent. Provide the operational force procedural guidelines in order to facilitate the proper transfer of data between the JFRG II and MDSS II systems in the course of force deployment planning.

3. Execution. Para 4 below provides the step by step air-gap procedure to include system screen shots to help planners chronologically execute the air-gap procedure. The air-gap procedures are IAW the Marine Corps Information Assurance Standards 008 Secure Data Transfer (MC IA OPSTD 008).

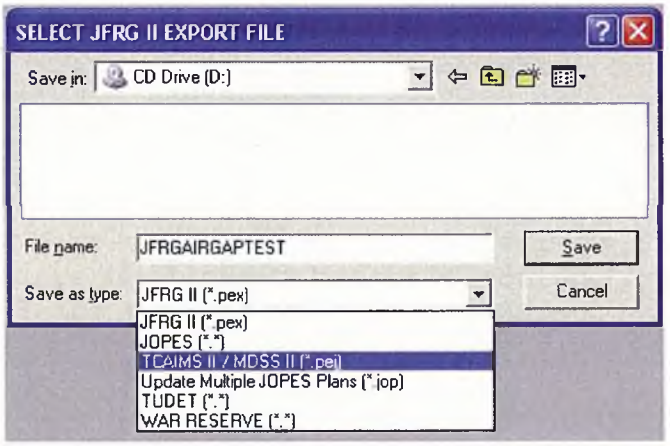
(This procedure utilizes a "NEW" CD or if you choose to use a previously used/formatted CD it must be re-formatted.)

4. Air-gap procedure.

a. In JFRG II, ULN summary, have data for export open. Click "Interfaces"

b. Select "Export"

c. Window "Select JFRG II Export File"



d. Name file (example - JFRGAIRGAPTEST)

e. Select drive

***Note: Generate a folder on your computer that will only contain the exported JFRG II files. (i.e. JFRG II Exports)

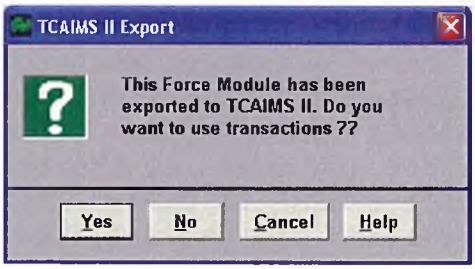
f. Interface Type - "(*.pej)"

g. Click "Save"

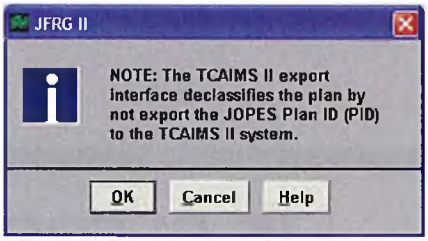
h. Select Force Module from Window "Select Force Modules for Export".

i. Click "OK"

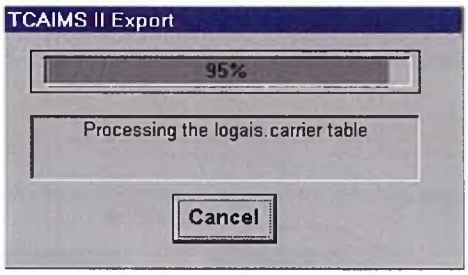
***Note: If the following screen is displayed you need to rename your Force Module and restart the process. ***



j. Window "JFRG II", Click "OK"



k. Window "TCAIMS II Export"



l. Window "JFRG II", Click "OK"

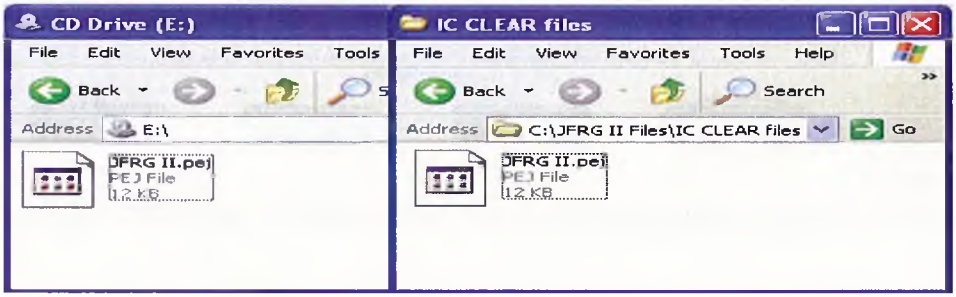
5. You have just completed the preparation of a JFRG II Export file. As a security precaution immediately open your CD writeable software, locate the JFRG II exported file on your computer and write the file onto the CD. This process must be a **two-person integrity process** in order to avoid any spillage. Both personnel must ensure that only the JFRG II file is contained on the CD before proceeding. (An exported JFRG II file (*.PEJ) must remain intact in order to function correctly in MDSS II. The below process must be followed exactly as described for the systems to process the data correctly.)

6. After the completion of writing the file to your CD Drive, you will need to upload the file to the web program "IC CLEAR" before ejecting the CD. IC CLEAR is located on the SIPR at https://dodiisclear.dia.smil.mil. (*Note before receiving a file from your Embarkers after lvl6 sourcing is completed, the *.PEM file must also be uploaded and scanned on the NIPR web program "IC CLEAR" located at https://dodiisclear.dia.mil (CAC required) before imported into JFRG II. Commands are directed to internally coordinate and identify the section responsible to perform this function for MDSS II files. IC CLEAR functions are the same on both classified and unclassified networks.)

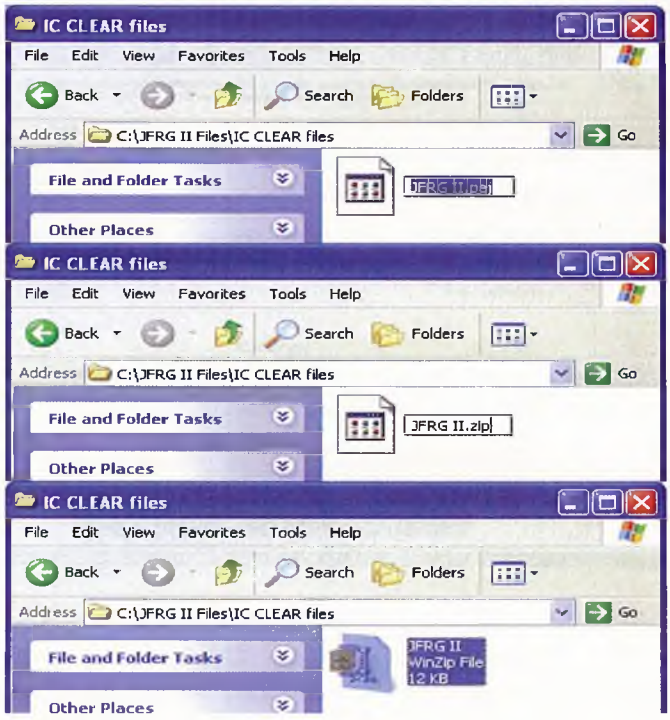
a. All personnel are required to take the training available on the website prior to utilizing IC CLEAR. Use the following steps to complete the air-gap process.

b. Generate a folder that will only contain the files that will be uploaded into IC CLEAR. (i.e. IC CLEAR files)). Users must copy the JFRG II file that was written to the CD into the generated folder and rename the file extension "*.zip" prior to upload into "IC CLEAR".

(1) Copy the JFRG II file from the CD into the "IC CLEAR files" folder.

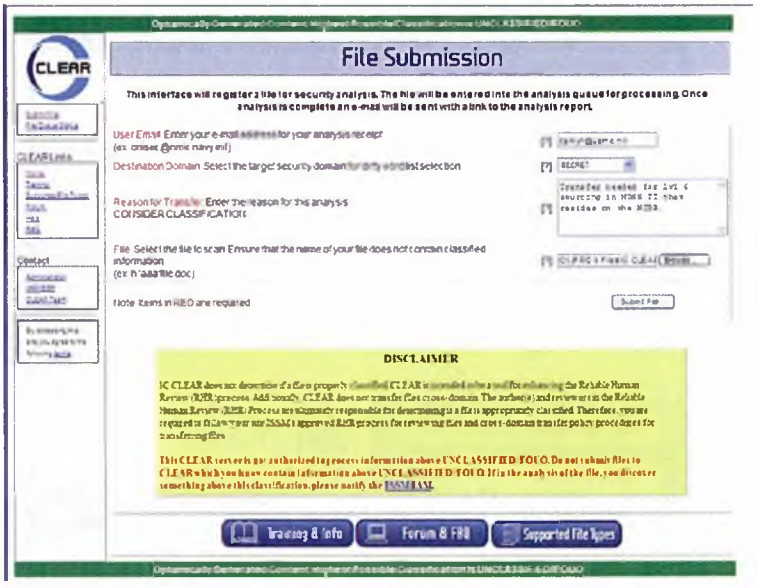


(2) Right click on the file in folder IC CLEAR files (JFRG II.pej) and rename the extension to .zip.

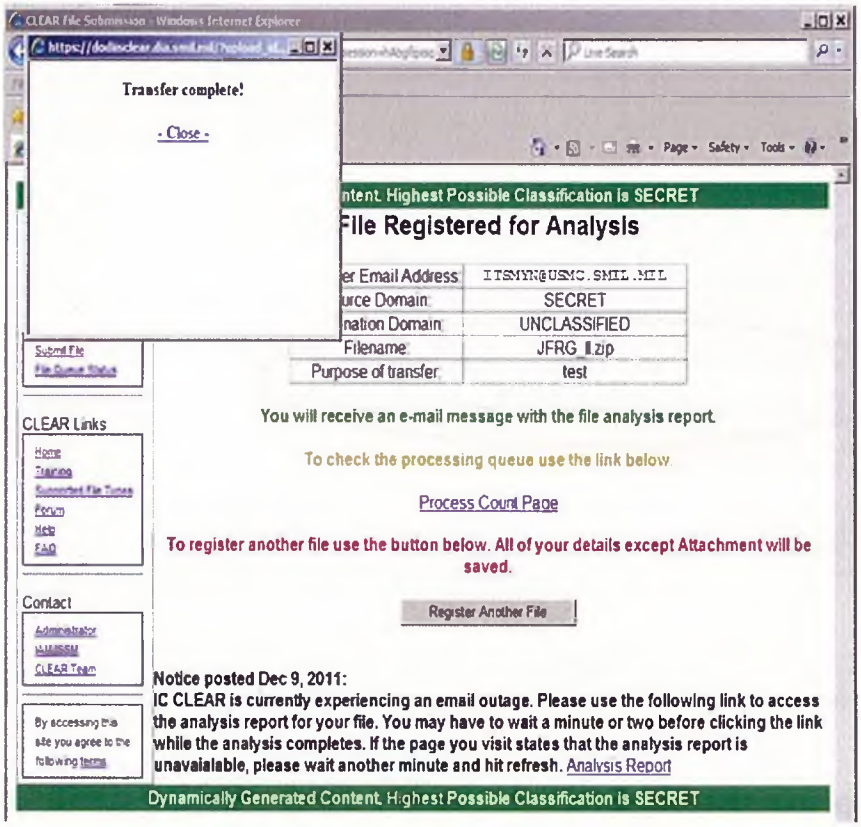


c. Access IC CLEAR at https://dodiisclear.dia.smil.mil and click "Submit File".

d. Window "File Submission" - fill in all the blanks and click submit file.

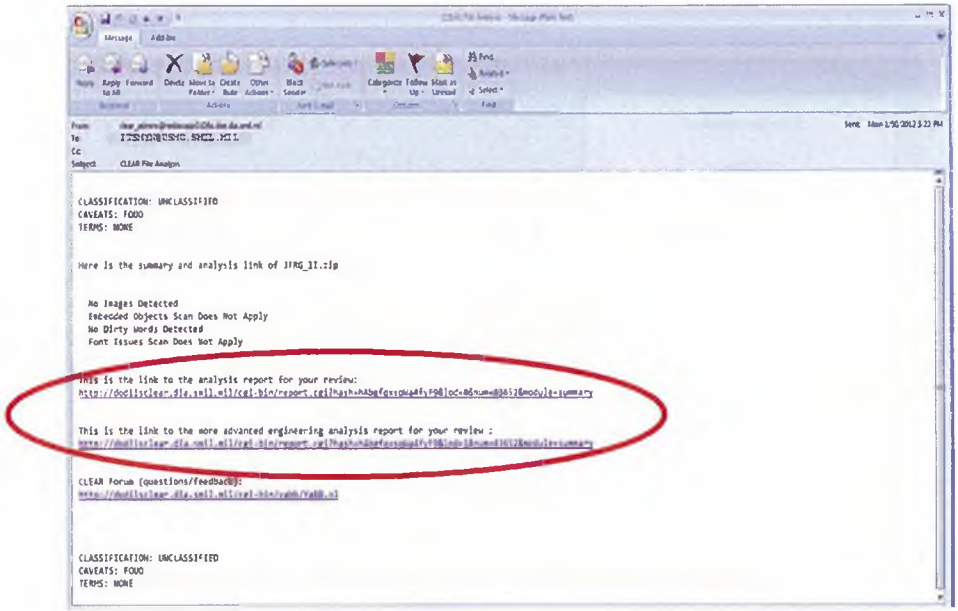


e. Window "File Registered for Analysis" - means the file has been transmitted. Users need to read the fine print located under the register another file button. The notice will provide users access to the analysis report if IC Clear is expierencing any email outages.

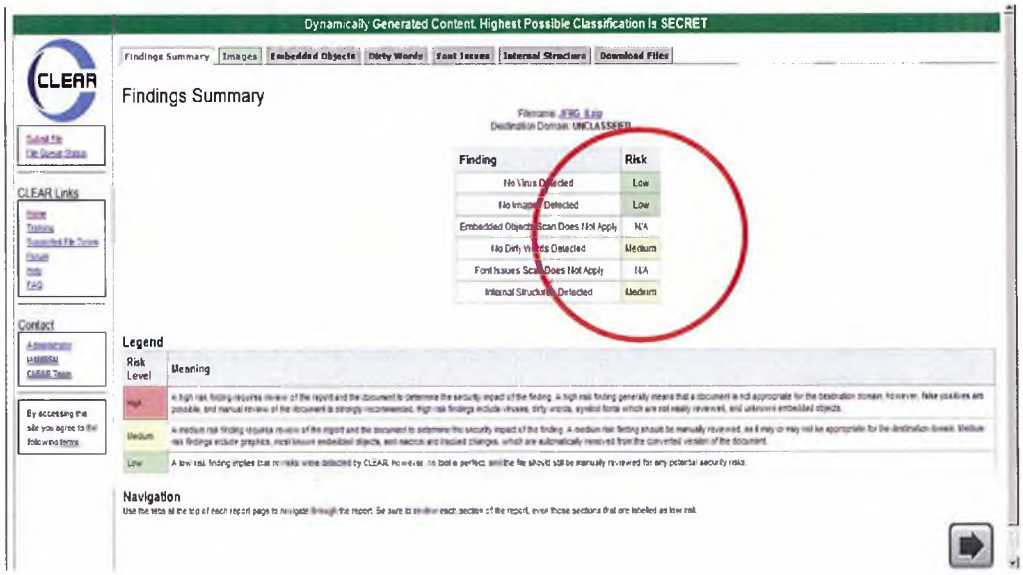


f. You will receive the first email that confirms your file has been registered and is in the processing queue.

g. You will receive the second email that provides you with a summary analysis report of the file submitted.



h. Click on the links in the second email to review the findings summary. (links circled in red on picture above)



i. If no "HIGH Level" risk were found in your file from IC CLEAR, the file is valid. The zip file uploaded into IC CLEAR should be unzipped and scanned manually as instructed in the risk level meaning when required. While manually scanning the text files from the unzipped file, users need to be looking for the JOPES Plan ID. Users are instructed to return to JFRG II and access the Plan Setup of the exported plan to locate the

JOPES Plan ID they are scanning for. The JOPES Plan ID may change if a JOPES file was imported or plans were merged in JFRG II. If the JOPES Plan ID was not located proceed to the next step.

7. Remove CD and deliver to the appropriate unit embarkation representative for lvl6 sourcing.

8. Reminder that before receiving a file from your Embarkers after lvl6 sourcing is completed, the *.PEM file must also be uploaded and scanned on the NIPR web program "IC CLEAR" located at https://dodiisclear.dia.mil (CAC required) before imported into JFRG II. Commands should internally coordinate and identify the section responsible to perform this function for MDSS II files. IC CLEAR functions are the same on both classified and unclassified networks.

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Appendix K

USMC JOINT COMBAT CAPABILITY ASSESSMENTS (JCCA) CONTINGENCY SOURCING PROCESS

1. Purpose. The appendix identifies the Marine Corps process to support the contingency sourcing of level III and IV plans, and CMC input to the CJCS plans assessment portion of the JCCA. (This appendix is based on reference q)

2. Background.

a. The JCCA process is composed of four assessments: the Joint Force Readiness Review (JFRR), the Readiness Deficiency Assessment, the Quarterly Readiness Report to Congress (QRRC), and Plan Assessments. Collectively, these assessments evaluate the DOD overall readiness to execute the NMS. Objectives of the JCCA include:

(1) Align readiness, risk, strategy, plans, and sourcing in order to provide near-term assessment of DOD's ability to execute missions.

(2) Accelerate mitigation of risks identified through an assessment process.

(3) Support the CJCS in his role as advisor to the President of the United States, SECDEF, and NSC.

b. Plan assessments gauge the Combatant Commander's ability to successfully execute key contingency plans. Specific Combatant Commander plans will be chosen to highlight operations most stressing to ground, maritime, air, and special operations forces, as well as those plans which have highest visibility, are most likely, or have the most severe consequences. These assessments are expected to be conducted with a level of fidelity and timeliness that allow flexibility to react to an emerging and changing security environment without significant negative impact on the sourcing throughput of the Joint Force Providers. Therefore, contingency sourcing or plan assessment schedule will be proposed by the Joint Combat Capability Assessment Group (JCCAG) and approved by the GFMB. Output of a plan assessment will be an assessment of the overall executability of the plan supported by an analysis of the impact of contingency sourcing and logistics shortfalls and readiness deficiencies on military risk.

c. A minimum of one OPLAN/CONPLAN is expected to be assessed per quarter and briefed quarterly to the CJCS JCCAG ICW the JFRR, however, multiple OPLANs could be approved for contingency sourcing only.

d. Contingency sourcing for plan assessment is conducted by the supported CCDR and his service components, with the JS J31 as the JFP.

3. JCCA Execution.

a. Process Overview.

(1) The plan assessment and/or contingency sourcing schedule is proposed by the CJCS JCCAG with input from supported CCDR, approved by the GFMB, and published by the JS J-7.

(2) Per CJCS Dir, the supported CCDR sources the OPLAN/CONPLAN during a Joint Staff sponsored contingency sourcing conference and identifies shortfalls. Assumptions for sourcing are issued to Force Providers through a Joint Staff plans assessment contingency sourcing guidance memo.

b. Serving as the coordinating authority for USMC GFM, COMMARFORCOM is designated as lead for consolidating USMC contingency sourcing input from the supported MARFOR and Force Providers. In coordination with the supported MARFOR and DC PP&O, COMMARFORCOM provides USMC plan assessment input to the JS J31 summarizing the Marine Corps' ability to source and risk to sourcing force requirements.

(1) After GFMB approval, the JS J7 tasks the CCDR and the services to either conduct contingency sourcing or plan assessment for a specific CONPLAN/OPLAN. DC PP&O will then task COMMARFORCOM to coordinate with the supported MARFOR and JS J31 to develop the Marine Corps contingency sourcing solution and/or plan assessments.

(2) COMMARFORCOM (G-3/5/7) will begin initial coordination with the supported MARFOR to include confirmation of the plan's force requirements, sourcing procedures, and initial shortfall analysis.

(3) The supported MARFOR sources the plan with their CCDR's assigned forces per the published Joint Staff sourcing guidance and identifies remaining shortfalls to COMMARFORCOM (G-3/5/7) for continued USMC sourcing ICW Force Providers.

(4) COMMARFORCOM (G-3/5/7) and the supported MARFOR provide the coordinated sourcing solution to the supported CCDR during the contingency sourcing conference.

(5) Based on contingency sourcing, COMMARFORCOM (G-3/5/7) conducts assessment of USMC risk to source in coordination with the supported MARFOR and Force Providers.

(6) COMMARFORCOM (G-3/5/7) summarizes coordinated analysis of risk to source with mitigations in standard assessment format and submits to HQMC PP&O (PLN) for service HQ review and validation. Following HQMC PP&O review, COMMARFORCOM (G-3/5/7) submits the USMC risk to source assessment to the JS J31 via HQMC PP&O (PLN).

(7) The USMC contingency sourcing solution is analyzed for transportation feasibility during a subsequent force flow conference.

(8) Risks to mission due to shortfalls, mitigations, and force flow are determined by the supported CCDR, JTF, or subordinate Unified Commander ICW with supported MARFOR during subsequent risk analysis.

(9) The CJCS JCCAG forwards results of the JCCA plan assessment to Joint Staff as appropriate to determine risk to executing the NMS.

(10) Results of the JCCA plan assessment are briefed in the JCS tank.

(11) The OPLAN/CONPLAN is scheduled for follow-on JCCA plan assessment as necessary.

4. USMC sourcing prioritization. Sourcing priority used in the contingency sourcing process is considered classified. For further information refer to reference q.

5. JCCA Response Format.

a. USMC service input is submitted per standard power point template as directed and modified by the JS J31.

b. ICW the supported MARFOR and Force Providers, COMMARFORCOM (G-3/5/7) will populate the plans assessment power

point template with sourcing solution, risk analysis, and readiness information.

c. COMMARFORCOM (G-3/5/7) will forward final draft of plan assessment power point template to DC PP&O (PLN) for review prior to submission to the JS J31.

6. ACTION.

a. DC PP&O.

(1) Upon GFMB approval and JS J7 tasking to contingency source or conduct a JCCA plan assessment for a specific plan, tasks COMMARFORCOM with coordination of USMC contingency sourcing/assessment.

(2) PLN will serve as USMC lead for the JPEC for OPLAN/CONPLAN reviews and will participate in all phases of contingency sourcing/plan assessment.

(3) PLN will serve as the initial point of entry for HQMC staffing and review/validation of JCCA plan assessment input.

(4) POR will review COMMARFORCOM readiness assessment and provide comments/concurrence as appropriate.

(5) POC will review COMMARFORCOM risk-to-source assessment and provide service statement on risk-to-source as appropriate.

(6) PLN will consolidate POR and POC responses and provide final DC, PP&O response to COMMARFORCOM.

(7) PLN will provide required research and pre-brief on JCCA plan assessments at OPSDEPS and JCS tanks as required.

b. COMMARFORCOM.

(1) Serves as the USMC coordinating authority for contingency sourcing/JCCA plan assessments, and coordinates/submits USMC response to the JS J31 as directed.

(2) In coordination with supported MARFOR, determines JCCA plan assessment sourcing solution, risk to source and mitigations required.

(3) Coordinates and sends draft JCCA plan assessment input to DC PP&O (PLN) for review and validation of stated risk to source with mitigations.

(4) Consolidates service-coordinated risk to source and with proposed mitigations and provides to JS J31.

(5) Coordinates and supports JCCA plan assessments as follows:

(a) Sourcing requirements input via the GCCS JOPES data base.

(b) Participate in contingency sourcing conference.

(c) Analysis of risk to source.

(d) Analysis of readiness.

(e) Identifies all differing COMMARFOR appraisals, or sourcing recommendations for HQMC deconfliction and adjudication.

(6) Provide DC PP&O (PLN) with recommended revisions or refinements to JCCA process as appropriate.

(7) Projects future impacts to sourcing.

c. COMMARFORS.

(1) BPT support contingency sourcing/JCCA plan assessment process.

(2) Provide force requirements, contingency sourcing solutions and shortfalls to COMMARFORCOM for development of consolidated USMC sourcing recommendation.

(3) ICW the supported CCDR, COMMARFORCOM and Force Providers identify and articulate potential institutional risk to source associated with consolidated contingency sourcing recommendation.

(4) ICW the supported CCDR, the supported MARFOR identifies and articulates risk to mission associated with consolidated contingency sourcing recommendation and subsequent force flow analysis.

(5) Provide DC PP&O (PLN) recommended revisions or refinements to JCCA process as appropriate.

Appendix L

USMC FORCE ALLOCATION AND SYNCHRONIZATION PROCESS

1. The purpose of the USMC conventional force allocation and synchronization process is to enable the generation of forces and to synchronize force generation actions with global force demands in order to provide Marine Corps forces ISO validated CCDR GFM force requirements and other requirements as may be directed by CMC. The USMC conventional force allocation and synchronization process inform estimates of supportability and risk assessments, provide a record of individual and unit manpower costs necessary to perform force management, and ensures Marine Corps forces are appropriately staffed, trained, and equipped.

2. As the Marine Corps coordinating authority for conventional force allocation and synchronization, COMMARFORCOM, ICW other COMMARFORs, SE, and HQMC develops force and individual sourcing recommendations and risk assessments for CMC approval. Upon receipt of a validated CCDR/service requirement, COMMARFORCOM confirms that forces and/or capabilities exist within the Marine Corps, conducts force analysis, and coordinates feasibility of support to develop a sourcing recommendation that supports/sustains the requirement. Once the recommended sourcing solution is developed, COMMARFORCOM staffs the recommendation to identify associated risks and any divergent views of affected commanders and forwards to DC PP&O for decision. Individual augmentation recommendations (Joint Individual Augments (JIA), SA and other requests for individual manpower generated via RFF) are submitted to DC PP&O via DC M&RA for decision. DC PP&O adjudicates divergent views and approves final sourcing recommendation on behalf of CMC. (Figure L-1 provides overview of USMC GFM allocation process).

3. The USMC force allocation process includes: (1) rotational force allocation process, (2) emergent Requests for Forces/request for Capability (RFF/RFC), (3) MAGTF augmentation process, (4) conventional force augmentation ISO MARSOC, (5) Blue ISO Green (BISOG) process, and (5) JIA. Force deployment execution of approved sourcing for all force requirements is done via the JOPES.

a. Rotational force allocation process (Figure L-1). Applies to GFMB validated and recurrent CCDR operational requirements (rotational requirements). This process occurs on

a set fiscal year schedule established by the JS J-33. Main process includes:

(1) MARFORS and MARSOC identify anticipated requirements (rotational, episodic, and enduring) for USMC forces and individuals to DC PP&O (POC) prior to annual GFM submissions to the CCDR in order to determine anticipated demand.

(2) The JS (J-33) validates rotational force requirements, and forwards requirements to the JS (J-31) to coordinate, develop, and identify recommended conventional force sourcing solutions through COMMARFORCOM.

(3) COMMARFORCOM receives GFMB-validated FY force requirements from JS (J-31) and enters all requirements into USMC force synch playbook. MARFORCOM maintains a working draft of the force synch playbook on MARFORCOM G-3/5/7 website. The USMC force synch playbook establishes baseline requirement for the semi-annual force synch conference and allows MARFOR, MEF and SE commanders to determine sourcing feasibility and associated risk if tasked to source.

(4) COMMARFORCOM will execute a semi-annual force synch conference to develop sourcing solutions ISO rotational force requirements, joint exercises, TSC/phase zero ops, logistic enterprise equipping, alignment of manpower/staffing (inclusive of Joint Manning Document (JMD)/JIA) and Service/alternate training venue scheduling. As necessary, breakout groups will address aviation scheduling/de-confliction and force deployment planning actions.

(5) Upon completion of the force synch conference, COMMARFORCOM coordinates a single Service response with DC PP&O and communicates recommended rotational force solutions to the JS (J-31). Concurrent to JS approval, COMMARFORCOM will submit FY force synch playbook for CMC approval to be published as Marine Corps Bulletin (MCBUL) 3120.

(6) The JS (J-31) consolidates Service and CCDR responses and forwards a final recommended sourcing solution to the JS (J-33) for presentation to the GFMB. During this GFMB session, DC PP&O (PO) provides associated risk assessments and presents any divergent views to the board for consideration. Upon adjudication and consolidation of Service & CCDR input, an FY GFMAP and supporting annexes are approved by SECDEF and are published in a JCS EXORD. The GFMAP identifies all USMC forces allocated to support CCDR rotational requirements.

(7) COMMARFORCOM, COMMARFORPAC, or CMC on behalf of the Secretary of the Navy (SECNAV) deploys forces IAW the GFMAP, or other applicable orders and directives as subsequently ordered by SECDEF.

b. Emergent RFF/RFC process. CCDR requirements not identified and staffed within the GFMB schedule are defined as "emergent" and still require JS validation and sourcing action as described in the rotational force sourcing process. Main process includes:

(1) MARFORS or MARSOC must identify and coordinate emergent requirements with DC PP&O (POC), and include employment CONOPS, force lay-down, sustainment and deploy/redeploy plans.

(a) Requirements requiring sourcing within 120-180 days of submission will be treated as routine and will be included and assessed during the semi-annual force synchronization conference.

(b) Requirements requiring sourcing within 30-120 days of submission will be considered urgent and require direct O6-level coordination between regional MARFORS and DC PP&O (POC) in order to determine any adjustment to USMC prioritization prior to sourcing.

(c) Requirements for sourcing less than 30 days of submission are considered immediate and require coordination at O6-level to include briefing to DC PP&O PO (director of operations) for service guidance for prioritization, sourcing, and impacts.

(2) After validation by the JS (J-33), the JS (J-31) develops and identifies sourcing recommendations ICO COMMARFORCOM.

(3) MARFORCOM coordinates with MARFORS, SE, and HQMC in order to determine feasibility, refine potential sourcing solutions, and identify associated risks and coordinates a single service response with DC PP&O and communicates the recommended solution to the JS (J-31).

(4) The JS (J-31) consolidates Joint responses and risk assessments, and forwards a final sourcing recommendation, with any associated divergent views, to the JS (J-33), which consolidates sourcing into a modification of the GFMAP. After

staffing/adjudication of the draft GFMAP, the final GFMAP is approved by SECDEF and published in a JCS EXORD.

(5) Upon publication of GFMAP mod, COMMARFORCOM, COMMARFORPAC, or CMC on behalf of the SECNAV, deploys designated forces IAW timelines established in the GFMAP, or other applicable orders and directives.

(6) MARFOR emergent RFFs will follow the rotational force sourcing process. In those cases when emergent RFFs cannot follow the annual rotational force sourcing process, MARFORS are required to identify, coordinate and justify the requirement to include CCDR risk for not sourcing requirement to DC PP&O (POC). MARFORs will include funding and authorities associated with requirements as it applies to sourcing development, and provide employment CONOPS, force lay-down, sustainment and deploy/redeploy plans ICW all RFF submissions.

c. MAGTF augmentation process. Intent of MAGTF augmentation process is to provide MEF commanders the ability to request additional USMC forces/capabilities not previously identified in planning and not currently resident within the MAGTF's force list. (This process does not apply to changes in mission, where the RFF/RFC process is more appropriate) Main process includes:

(1) MEF/MAGTF commander requests augmentation via appropriate COMMARFOR. The COMMARFOR assesses the requirement and forwards validated request to DC PP&O for approval.

(2) DC PP&O directs COMMARFORCOM to determine feasibility and develop a sourcing recommendation with associated risk.

(3) MARFORCOM coordinates with MARFORS, SE, and HQMC in order to determine feasibility, refine potential sourcing solutions, and identify associated risks and submits sourcing recommendation to DC PP&O for decision.

(4) DC PP&O adjudicates any divergent views and provides approval/disapproval on recommended sourcing. If approved, COMMARFORCOM, COMMARFORPAC, or CMC, on behalf of SECNAV, deploys designated forces IAW applicable orders and directives.

d. Marine Corps Joint Individual Augment (JIA) process.

(1) CCDRs submit JIA requirements to support emergent Joint HQs operational needs. The JS (J-1 and J-31) coordinate with HQMC to assess feasibility of Service support to JMD. The JS (J-1), based on service feasibility to source, prepares JIA sourcing recommendations for SECDEF approval.

(2) The JS (J-1) coordinates requirements with the J-33 in its role as manager for conventional forces sourcing. The joint staff (J-33) coordinates on behalf of the CCDRs with Service headquarters to source Joint HQs requirements. On behalf of DC MRA and DC PP&O, COMMARFORCOM G-1 coordinates with the JS (J-31) on all requirements related to JIAs.

e. Conventional force augmentation ISO COMMARFORSOC. Provides MARSOC the ability to request conventional forces or capabilities that are not available in MARFORSOC structure. Main process includes:

(1) COMMARFORSOC identifies conventional force shortfalls requiring augmentation support to include deployment dates, training requirements, and inclusive dates of conventional force requirements.

(2) USMC sourcing options will be developed for internal review of feasibility of support as outlined in the emergent requirements process.

(3) Upon HQMC concurrence, MARFORSOC will register validated conventional force shortfall requirements to Commander, U.S. Special Operations Command (CDRUSSOCOM) for sourcing via JCRM.

(4) If global demand precludes CDRUSSOCOM from sourcing conventional forces ISO COMMARFORSOC requirements, CDRUSSOCOM will forward requests via JCRM for conventional force sourcing to the JS (J-31) for feasibility and potential approval.

(5) MARFORCOM coordinates the conventional force sourcing recommendation and submits the final recommendation with associated risk and divergent views to DC PP&O for further action.

(6) DC PP&O adjudicates any divergent views and provides approval/disapproval. If approved, COMMARFORCOM, COMMARFORPAC, or CMC on behalf of SECNAV, deploys designated force/capability IAW applicable orders and directives.

f. Blue In Support of Green (BISOG) (Figure L-2 and L-3). Intent is to provide USN personnel support to USMC unit operational requirements. Main process includes:

(1) Units will conduct review of BISOG requirements and shortfalls and submit via chain of command.

(2) For BISOG requirements that cannot be sourced at MEF, or within the MARFOR, submissions are validated and forwarded to DC PP&O (POC) for approval.

(a) Active component requirements will be submitted NLT 120 days prior to commencing training.

(b) Reserve component requirements will be submitted NLT 270 days in order to ensure notification 180 days prior to mobilization.

(3) DC PP&O (POC) submits BISOG requirement to OPNAV, with concurrent staffing between MARFORCOM and Fleet Forces Command in order to determine sourcing.

(4) DC PP&O (POC) confirms sourcing and coordinates impacts in case of USN shortfalls. BISOG personnel are integrated within the USMC units for training and deploy with the unit per the normal FDP&E process.

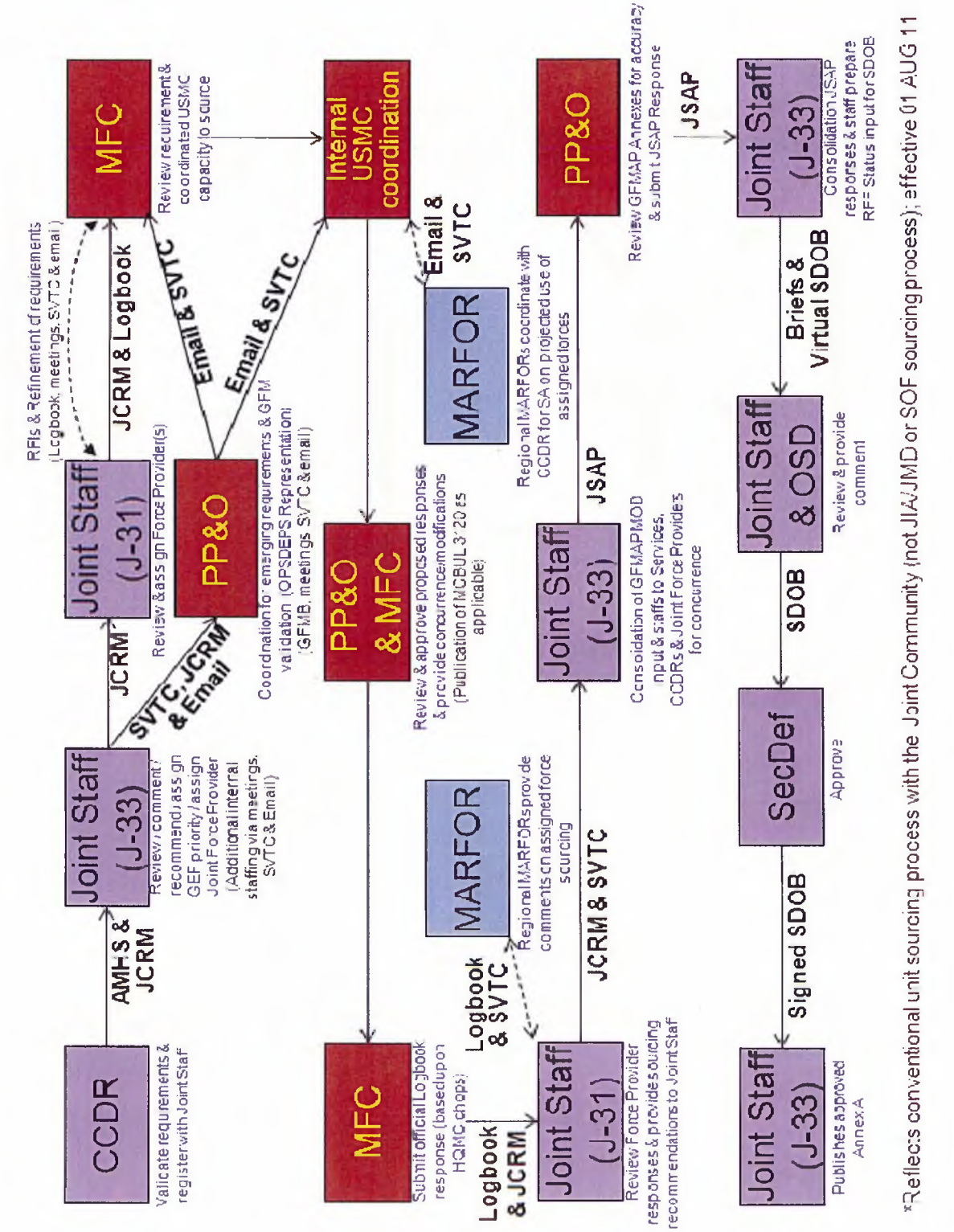
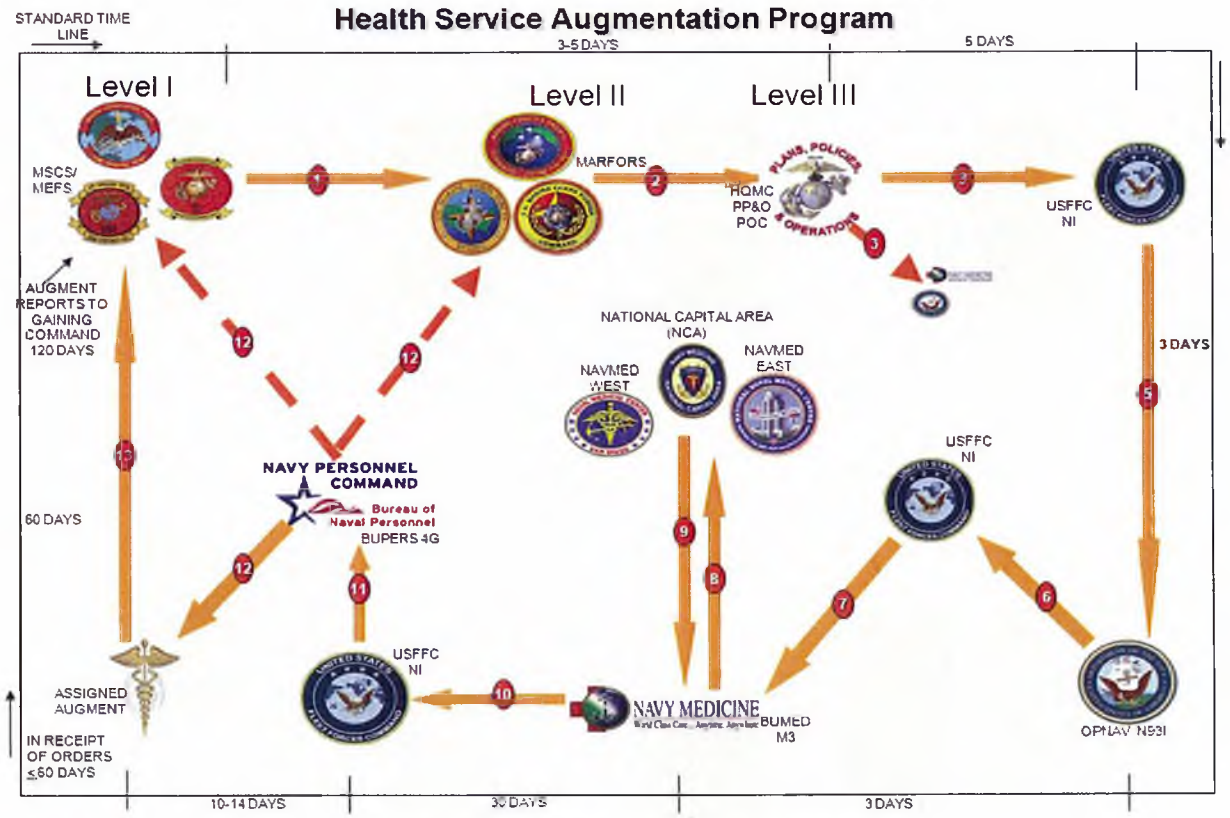


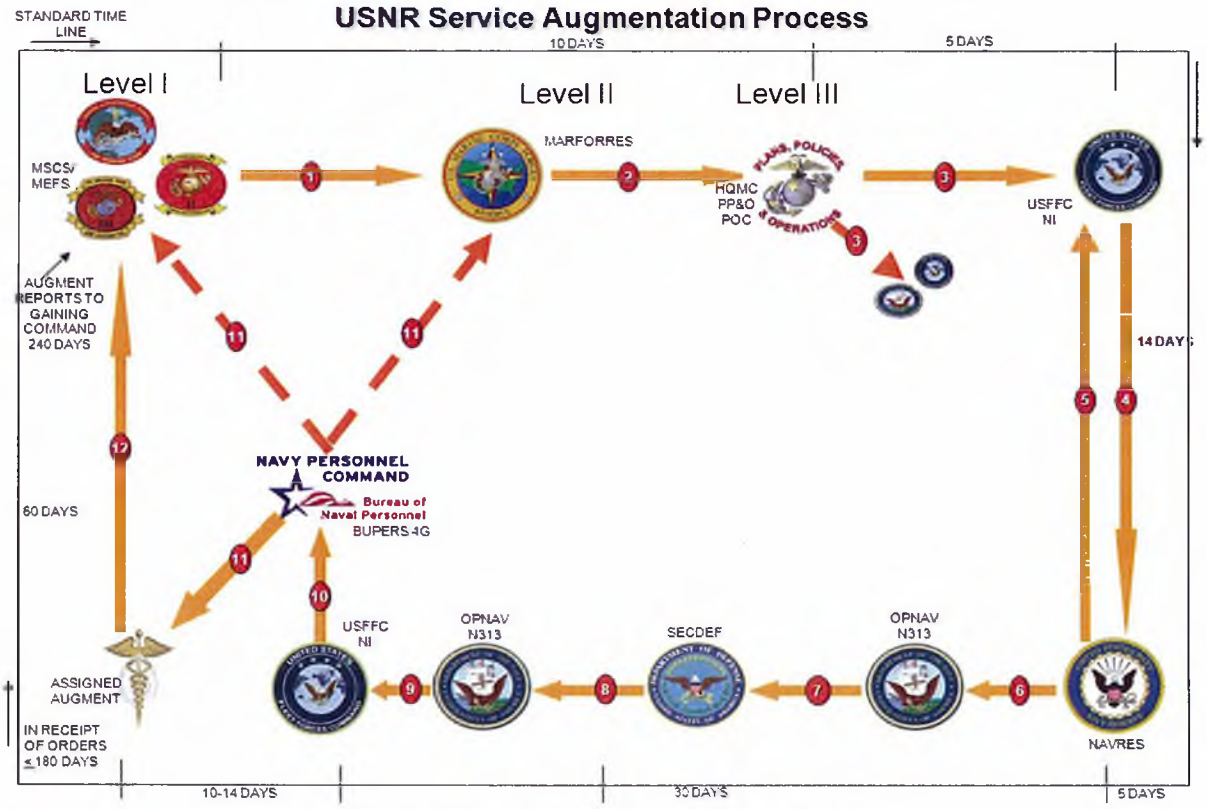
Figure L-1.--USMC GFM Allocation Process



Health Service Augment Program

1. MSC's /MEFs submit request via the MRTM in MCMPS to the MARFORs
2. MARFOR reviews/ approves Billet Sequence Code (BSC) and mission and forwards the MRTM/ requirement via MCMPS to HQMC PPO
3. PPO validates the requirement and through the Activity Manpower Document (AMD) and mission coordinates requirement via e-mail to USFF and OPNAV. PPO approves the request in MCMPS then exports to USFFC via NMCMPS notifies USFFC, OPNAV, and BUMED
5. USFFC builds the package and the tasking letter and forwards to OPNAV (N931) for approval
6. OPNAV (N931) forwards approved package and signed tasking letter to USFFC to execute and manage the packages
7. USFFC tasks BUMED to source the package
8. Based on inventory BUMED apportions the requirement to NAVMEDEAST, NAVMEDWESR OR National Capital Area (NCA) for identification and assignment of augments
9. The Regions fill the requirement by name and specialty and forward to BUMED for approval
10. BUMED approves the grid with the names and forward to USFFC for approval
11. USFFC sends the approval augments to BUPERS for orders generation
12. BUPERS issues orders via message traffic to Assigned Augment, the gaining MARFOR the gaining Command and posts the orders to BUPERS ONLINE
13. Assigned Augment executes HSAP orders and reports to the gaining Command

Figure L-2.--Health Service Augmentation Program



USNR Service Augment Process

1. MSC's /MEFs submit request via the MRTM in MCMPS to the MARFORs
2. MARFORRES reviews/ approves Billet Sequence Code (BSC) and mission and forwards the MRTM requirement via MCMPS to HQMC PPO
3. PPO validates the requirement and through the Activity Manpower Document (AMD) and mission coordinates requirement via e-mail to USFF and OPNAV. PPO approves the request in MCMPS then exports to USFFC via NMCMPS notifies USFFC, OPNAV.
4. USFFC builds the package to include named member nominations.
5. NAVRES validates each nomination for Det and dwell depicted in a for spreadsheet which is forwarded for SECDEF/SECNAV approval via OPNAV.
6. USFFC builds the package and the tasking letter accompanied by SECDEF spreadsheet and forwards to OPNAV (N313) for approval.
7. OPNAV (N313) gathers package content and forwards to SECNAV/SECDEF for mobilization authority.
8. Final approval for mobilization authority. Upon Approval package is forwarded back to OPNAV (N313)
9. Approved package is forwarded from SECDEF/SECNAV via OPNAV(N313) accompanied by official tasking letter. OPNAV tasks USFF to fill requirements via serialized letter.
10. USFFC sends the approval authority to BUPERS for order writing.
11. BUPERS issues orders via message traffic to Assigned Augment, the gaining MARFOR the gaining Command and posts the orders to BUPERS ONLINE.
12. Assigned Augment executes USNR orders and reports to the gaining force command.

Figure L-3.--USNR Service Augmentation Program

4. LAD Shift Process.

a. The process for requesting changes to SecDef approved LADs prior to deployment includes the following main points:

(1) Initiated by the CCDR or force provider.

(2) Request must be O-6 level and concurred to by all involved.

(3) Resubmitted through Secretary of Defense Operations Book (SDOB) for approval (if needed).

(4) Upon approval, GFMAP Mod updated (if needed).

b. Operational and administrative LAD shifts.

(1) Operational LAD shifts. Initiated by either the Force Provider or CCDR; must be vetted with an 06 level concurrence; LAD Shift is complete only with a supported CCDR approval; and ensure effective J/RSO&I, no gaps or overlaps. Reasons for operational LAD shifts include:

(a) Unforeseen movement issues (PAX and/or equip).

(b) Training issues due to change in requirement.

(c) Cover Gaps in support.

(d) Country Clearance.

(2) Administrative LAD shifts. Initiated by either the force provider or CCDR; process mirrors operational LAD shift process. Reasons for administrative LAD shifts include:

(a) Change due to actual arrival date.

(b) Support reserve mobilization dates.

(c) Support change in J/RSO&I requirements/phasing.

c. Two methods for changing an ordered LAD.

(1) Ordered above-line unit LAD - Must be in the SDOB, staffed via Logbook. The Joint Working Group (JWG) lead makes changes to record in JCRM.

(2) Ordered non-above line unit LAD - Is a JFP change. The change request is staffed via newsgroup and JFPs make changes to record in JCRM. The JWG lead will make change if it involves more than a change to the start or end-date.

d. LAD shift approval process. Per reference u, start dates (LADs) are considered "ordered start dates" once the JFP GFMAP Annex Schedule directs the force provider to provide the force per the authorities in the SECDEF approved GFMAP Annex. (Ref to reference u for classified guidance pertaining to LAD shift process)

(1) Ordered Start Dates will be on or about (O/A) the dates specified in the order. O/A is defined as plus or minus 10 days.

(2) Changes to ordered start dates will be closely monitored and concurrence from the supported and supporting CCDR, Military Department, or Defense Agency is required.

(3) JFPs are authorized to publish the change in the JFP GFMAP Annex Schedule provided that the requesting CCDR, Force Providers, and affected Military Departments concur, and these changes do not violate any SecDef deployment policies. SecDef approval is required when an affected CCDR, Force Providers, or Military Department does not concur to the change. JFPs will include the JS J-3 for forces and JS J-1 for JIAs during the staffing of changes to Ordered Start Dates.

(4) An exception to this policy is any changes to Brigade/Regiment Combat Team (BCT/RCT) ordered start dates/end date, which will be submitted to the JS with the appropriate changes also made in JCRM for inclusion in a GFMAP Annex modification to facilitate release to public affairs for information and guidance. JFPs will publish the new BCT ordered start and end dates as part of the modification to their respective JFP GFMAP Annex Schedule.

(5) If all do not concur to the change, or the request is to change a BCT start date, the requesting command will forward the message to the Joint Staff info the JFP, force provider, Service, supporting and supported CCDR. The Joint Staff may validate the request and direct a new JFP staffing action or reject the change request.

(6) In parallel with sending the start date change request message, the supported CCDR should update the requested start date via the JCRM change request (if applicable).

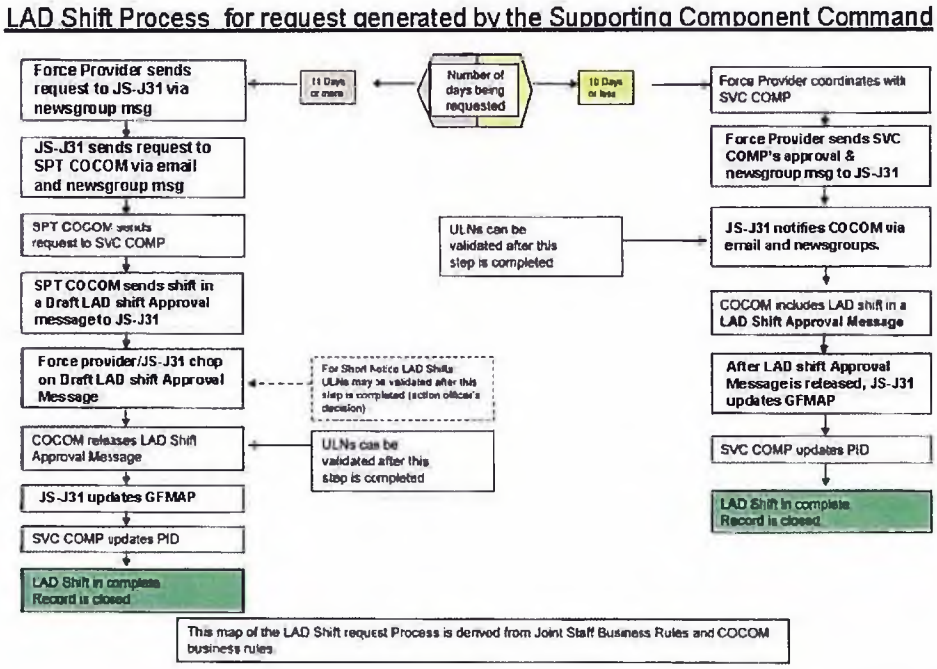


Figure L-4.--LAD Shift Process for supporting COMMARFOR

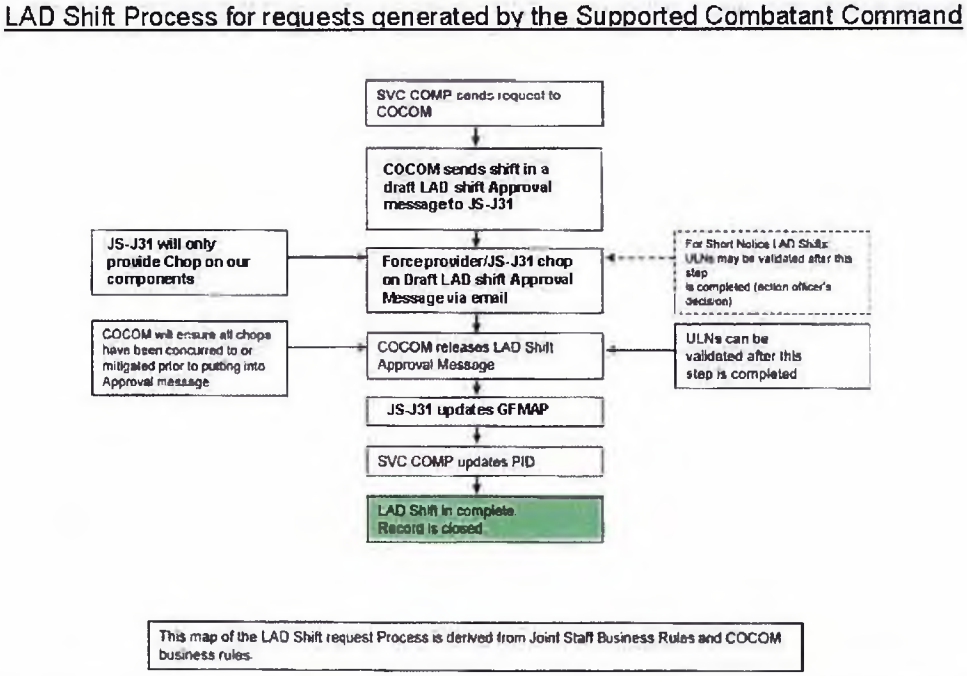


Figure L-5.--LAD Shift Process for supported COMMARFOR

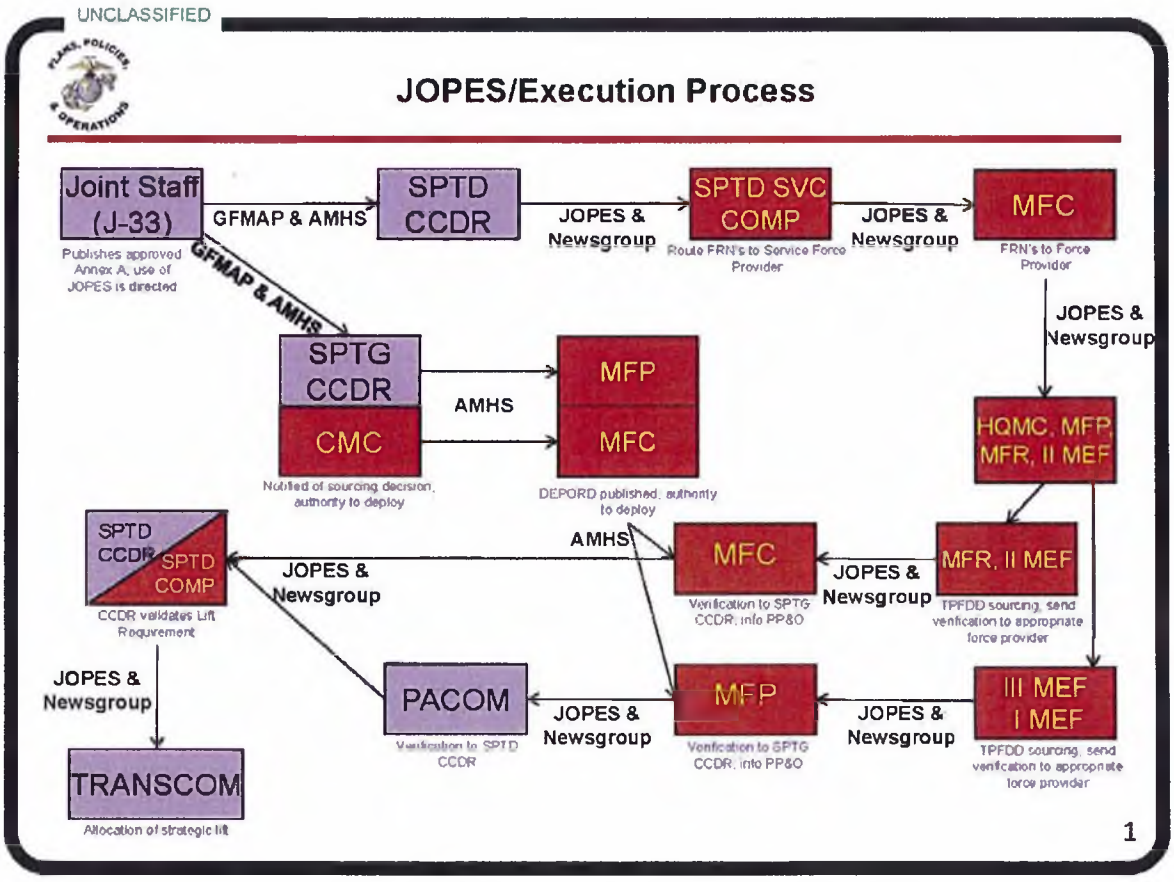


Figure L-6.—JOPES/Executioin Process

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Appendix M

STANDARD OPERATING PROCEDURE FOR THE DEPLOYMENT OPERATIONS TEAM (DOT)

1. Purpose. Provide a SOP for the operational force to use as a reference during the execution of force deployment/redeployment operations. The DOT should be established by the supporting and supported MAGTF (MEF, MEB, or MEU levels) in order to provide command and control during force deployment, or redeployment execution.

2. DOT Membership and Responsibilities.

a. MAGTF FDP&E Officer/Plans Chief. Serves as staff lead over the DOT and provides critical linkage between the MAGTF, MARFOR and CCDR during the force deployment execution process. Primary responsibility of the MAGTF FDP&E Officer and Plans Chief during the DOT is to: (1) Provide oversight, (2) Communicates the commander's deployment/redeployment priorities, and (3) Facilitates timely force flow management decisions and actions during force deployment execution in order to ensure accurate force closure.

b. MAGTF Deployment and Distribution Operations Center (MDDOC) Strategic Mobility/Distribution cell representatives. Provides force deployment "execution" linkage between the MAGTF, MARFOR, CCDR and lift providers and is responsible for the coordination and management of force movement. Primary DOT responsibilities include: (1) Monitors registration of deployment and redeployment air/surface requirements, (2) Supervises/reports completion and submission of accurate load plans, and (3) Provides allocation scheduling and relative information to the DOT for requirements verification and movement coordination, and (4) Receives inter/intra-theater lift adjustments from the FDP&E section, based on commander's priorities, and coordinates allocation adjustments of inter/intra-theater lift with USTRANSCOM/CCDR Deployment and Distribution Operations Center (DDOC).

c. Major Subordinate Commands (MSC) MAGTF Planners/Chiefs, Plans Officers. Provide FDP&E linkage between the MAGTF and MSC. Main responsibility within the DOT includes: (1) Verifies/Certifies MSC TPFDD and movement requirements, and (2) coordinates any changes to ensure correct unit requirements are allocated and manifested at the POE in order to ensure accurate force flow, maximization of lift and force closure.

d. Marine Forces Reserve (MARFORRES) FDP&E Officers, MAGTF Planners/Chiefs. Provide FDP&E linkage between MARFORCOM, MARFORRES units and the MEF/MAGTF. Main responsibility within the DOT includes: (1) Verifies and coordinates MARFORRES TPFDD adjustments via MARFORCOM, and (2) Confirms unit movement requirements with the MAGTF and/or MEF at the ILOC in order to ensure correct unit requirements are allocated and loaded at MEF controlled POEs in order to ensure accurate force flow and closure.

e. Personnel. Provide Personnel representation to the DOT. Main responsibility within the DOT includes assisting in the full utilization of strategic lift, by ensuring channel and commercial requirements are only planned when strategic lift is not available, or does not meet the requirement and maintaining situational awareness of unit deployments and related issues in order to support DOT actions and coordination.

f. Other FDPWG and DOT attendees. Personnel are made available to the DOT as required to support MAGTF force deployment/redeployment execution. Other attendees may include FDP&E functional area representatives from commands and Bases/Stations, activated Reserve units, other Services (i.e. AMC Liaisons), etc, to facilitate MAGTF force deployment and redeployment execution when needed.

3. Conduct of the DOT.

a. The DOT can be conducted in person, or via secure IT systems if needed (i.e. Video Teleconference (SVTC), Voice over IP (VOIP)). Frequency of DOT meetings usually depends on the amount of force flow and tempo of deployment/redeployment operations (i.e. heavy force flow = daily DOT meetings, Light force flow = 2 meetings per week). The FDP&E Officer/Chief should post the DOT schedule and ensure all DOT members are notified.

b. All members of the DOT will monitor movements, maintain in-transit visibility and provide forecasted deployment and force closure reporting.

c. DOT members usually include MAGTF FDP&E Officer/Chief, MDDOC representatives (Strategic mobility and distribution cells), MSC FDP&E Officer/Chiefs and embarkers (when needed), and reps from the G-1 Personnel Section.

d. DOT actions include the following:

(1) Review/resolve emergent force deployment/ redeployment issues.

(2) Coordinate sourcing new, or changes to existing force requirements when needed.

(3) Review verification timelines for future TPFDD force requirements.

(4) Review/confirm status of verified force requirements and allocations.

(5) Confirm load plan/HAZMAT document submissions.

(6) Confirm/review allocations and supporting actions (i.e. manifests, carriers, itineraries, etc). Conduct a line by line review of all allocated requirements by ULN. Allocated PAX and cargo are confirmed by the MSCs and the MDDOC will check any requested changes against aircraft Allowable Cabin Load (ACL).

(7) Maximize use of strategic lift transportation assets and enhance force flow throughput.

(8) Review en-route missions and confirm supporting actions when needed.

(9) Coordinate unit movements and support to/at POE/PODs.

(10) Review/Support unit movement inbound to Home station POD's

(11) Adjust aggregation solutions if needed for future force deployment requirements.

(12) Confirm/coordinate TPFDD changes and ILOC/deployment support for activated reserve units when needed.

(13) Enforce TPFDD procedural discipline.

(14) Record minutes and pending actions for follow up during the next DOT.

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Appendix N

STANDARD OPERATING PROCEDURE FOR EN-ROUTE SUPPORT OF TRANSIENT AIRCRAFT (ESTA)

1. Purpose. This appendix provides information on ESTA and an overview of the planning process. Squadrons requiring an ESTA movement should be engaged early in the force deployment and redeployment planning process to ensure requirements are requested and synchronized. Enclosure (1) is the Memorandum of Understanding (MOU) Between HQMC DC Aviation and USTRANSCOM that defines business rules concerning planning, sourcing, and execution of ESTA SAAMs, CORONET Missions, and TPFDD associated with the Marine Corps TACAIR. Enclosure (2) is an example of a SAAM ISO of an ESTA.

2. Overview. In order to deploy/redeploy USMC TACAIR ISO CCDR operational requirements, ESTA is needed to provide required maintenance support during transoceanic movement. USMC TACAIR commanders have identified en-route maintenance support as two elements, one lead and one trail aircraft. Lead and trail ESTA aircraft provide flexible options in contingency situations to the deploying commander and help ensure mission success for the integrated movement plan. USMC TACAIR will not deploy without trail ESTA.

3. ESTA Requirement. The USMC TACAIR standard for transoceanic ESTA is one ramp-configured aircraft carrying a lead maintenance package, and one ramp-configured aircraft carrying a trail maintenance package. The ESTA lead and trail aircraft conform to the TACAIR route of flight and is synchronized with the air refueling tanker (CORONET) mission. During periods of constrained resources, if only one ramp-configured aircraft is available for ESTA the USMC will accept a nonstandard alternative using a single ramp-configured aircraft for the trail ESTA. If only one ramp-configured aircraft is available, the USTRANSCOM (Tanker Airlift Control Center (TACC)) will determine the feasibility of using one of the primary tankers in a lead maintenance role.

4. Planning ESTA.

a. Air Refueling Tanker (CORONET) Request.

(1) Early planning is essential because CORONET missions are scheduled several months in advance. Consult current business rules or local SOP for specific scheduling lead time.

(2) Although Marine Corps TACAIR flight ferries are planned to have both a lead and a trail maintenance package, demand for ramp configured aircraft usually precludes USTRANSCOM from supporting both as requested. In most cases, the lead maintenance package will be limited to opportune lift provided by the lead tanker. For this reason, the routing requested for the CORONET must match the TACAIR and ESTA routing. Tanker routing has priority over the TACAIR squadron's desires.

b. Lead-and Trail ESTA. Squadrons will submit a SAAM request requesting one ramp-configured aircraft for lead and trail maintenance. Only personnel and cargo that support the en-route aircraft will be included in the SAAM request. Requests should be submitted from each squadron through the chain of command (S/G-4 Mobility Section/MDDOC) via AMHS.

c. Synchronization of Movements. FDP&E Officers are responsible for ensuring TACAIR flight ferry and ESTA lead/trail are synchronized with the squadron's main body deployment. Prior to submitting the SAAM request, the MSC's Mobility Section must review it with the MSC FDP&E Officer/Chief to ensure ESTA routing and timelines are consistent with the TACAIR squadron's coronet request. During OIF, deploying TACAIR flight ferry LAD was planned to arrive at the final destination based on the Squadron's Main Body RDD +2 days to ensure unit personnel were positioned to receive aircraft.

d. Unit Line Numbers (ULNs). The squadron should create ULNs for the TACAIR flight ferry, lead and trail ESTA with dates based on the information provided in the synchronization of movements. Lead and Trail ESTA ULNs should use the M/S of "AS". TACAIR flight ferry ULNs should use the M/S of "AH".

(1) Trail and Lead ESTA ULNs should have all en-route stops as ILOCs that are listed in SMS Mission Summary. ULNs will not automatically be populated by USTRANSCOM with the SAAM mission numbers and itinerary. MAGTF Planners must research in SMS the mission supporting the squadron's TACAIR flight ferry.

(2) TACAIR flight ferry ULNs should have all en-route stops as ILOCs that are listed in the Coronet. Missions will be created for each individual aircraft. Aircraft departure itinerary will be published in the Coronet Air Tasking order (ATO) Message.

(3) Verification of the TACAIR flight ferry and lead/trail ESTA should contain the following as notes:

(a) Note 1: UNIT-XXX Flight Ferry

(b) Note 2: Unit-XXX Lead and Trail Maintenance support for the ESTA.

(c) Note 3: SAAM request ISO UNIT-XXX deployment and UNIT-XXX redeployment has been submitted via AMHS with a 1B1 priority. Ref: SAAM#1234 - DTG ddhhmmZmmmyy.

(d) Note 4: ULNS are synchronized with CORONET EAST-### ATO MSG DTG ddhhmmZmmmyy.

5. ESTA Execution.

a. Adjustments required during execution, once the coronet and SAAMs are allocated by USTRANSCOM, may be required due to tanker and maintenance support aircraft availability. It is the deploying MAW's responsibility to coordinate and adjust mission schedules with the appropriate HHQ. The MDDOC/Mobility Section will ensure that CORONET and SAAM remain synchronized, and the FDP&E Officer/Chief will ensure the TACAIR Flight Ferry remains synchronized with the Squadron's main body movement. Once the MDDOC/Mobility Section coordinates with USTRANSCOM TACC and SAAM Department on mission adjustments, the FDP&E Section should adjust ULNs to reflect updated information.

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Appendix N Enclosure 1

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

USTRANSCOM
13100
19 Nov 08

IN REPLY REFER TO:
CMC
13100
19 NOV 08

MEMORANDUM OF UNDERSTANDING
BETWEEN
DEPUTY COMMANDANT FOR AVIATION, UNITED STATES MARINE CORPS
AND
DIRECTOR OF OPERATIONS, UNITED STATES TRANSPORTATION COMMAND

Subj: EN ROUTE SUPPORT OF TRANSIENT AIRCRAFT (ESTA)

Ref: (a) Global Force Management Guidance FY2005
(b) Joint Strategic Capabilities Plan (JSCP), September 01, 2006
(c) Title 10, U.S.C
(d) CJCSM 3122.02C, Joint Operation and Planning Execution System (JOPES) Volume III, (Crisis Action Time-Phased Force and Deployment Data Development and Deployment Execution), Mar 22, 2004.
(e) Joint Publication 3-35, Joint Deployment and Redeployment and Redeployment Operations, May 07, 2007
(f) DOD 4500.9-R Defense Transportation Regulation Part 1, Appendix B.
(g) CJCSI 4120.02 Assignment of Movement Priority, Enclosure A, 15 April 2005
(h) Consolidated Air Mobility Planning System (CAMPS), Volume VI: SAAM Request System (SRS) Quick Reference Checklist Version 10.0.0
(i) CJCSI 4520.02B, 04 March 2008, Special Assignment Airlift Mission (SAAM) Tasking Procedures.
(j) Air Force Instruction 11-2KC-10, Vol. 3
(k) Air Force Instruction 11-2KC-135, Vol. 3
(1) Defense Transportation Regulations (DTR) part III

1. Purpose. This Memorandum of Understanding (MOU) defines business rules concerning planning, sourcing, and execution of ESTA SAAMs, air refueling (Coronet) missions, and Time Phased

Subj: EN ROUTE SUPPORT OF TRANSIENT AIRCRAFT

Force Deployment Data (TPFDD) associated with United States Marine Corps (USMC) tactical aircraft (TACAIR). Specifically, this document is intended to establish mutually agreed upon policy guidance and general responsibilities between USMC and united States Transportation Command (USTRANSCOM).

2. Problem

a. Transoceanic movements for TACAIR are complex events due to extended flight windows, weather considerations, long-range communications, and aircraft maintenance challenges. When these movements are scheduled to meet Relief in Place/Transfer of Authority (RIP/TOA) dates, changes to the movement schedule without proper coordination may result in increased operational risk as well as violations of Secretary of Defense or supported Combatant Commander (CCDR) policies IAW reference (a) and (b).

3. Scope. This MOU will cover USMC ESTA requirements, request procedures, sourcing processes, expected actions during execution, and feedback mechanisms.

4. Understanding

a. USMC ESTA Requirements

(1) USMC TACAIR commanders have identified en route maintenance support as two elements, one lead and one trail, to mitigate risks and increase the likelihood of units arriving at their destinations with proper phasing to commence operations IAW reference (a) and (d). Lead and trail ESTA aircraft provide flexible options in contingency situations to the deploying commander and help ensure mission success for the integrated movement plan. USMC TACAIR will not deploy without trail ESTA.

(2) The USMC TACAIR standard for transoceanic AV-8B, F/A-18(A+/C/D), and EA-6B ESTA is one ramp-configured aircraft for lead ESTA and one ramp-c9nfigured aircraft for trail ESTA, conforming to the TACAIR route of flight. Load plans will be generated by requesting unit upon allocation of airlift, lAW reference
(1). The passenger and cargo weights within the allowable cabin loads (ACL) will be broken out in the ESTA request.

(3) During periods of constrained resources, if only one ramp-configured aircraft is available for ESTA the USMC will accept a nonstandard alternative using a single ramp-configured Subj: EN ROUTE SUPPORT OF TRANSIENT AIRCRAFT

aircraft for the trail ESTA. If only one ramp-configured aircraft is available, 618 Tanker Airlift Control Center (TACC) will determine the feasibility of using one of the primary tankers in a lead maintenance role. To determine feasibility, the following conditions apply:

(a) While the Air Refueling mission remains primary, USTRANSCOM acknowledges the USMC requirement for a lead maintenance effort and will make every reasonable effort to provide opportune lift space on the tankers where the mission can support.

(b) The load-carrying capability of the supporting tanker will be determined by 618 TACC/Air Refueling Operations Division (XOOK) Coronet planners.

(c) The tanker mission is primary and any cargo or personnel placed on a tanker are ancillary, as stated in references (j) and (k).

(d) The point of departure, en route stops, and point of arrival must be mutually supportable for tankers and supported TACAIR. As the tankers will be the limiting factor for operations, TACAIR elements will normally be required to adjust their routing. Per references (j) and (k), tanker routings must be determined based solely on the air refueling requirements, not cargo/passenger movement.

(e) If the origin or destination in theater is not supportable for" on/offload of the lead maintenance element, 618 TACC will refer the unsourced leg of the movement to the Theater Deployment Distribution Operations Center (DDOC).

(f) In order to maximize USMC access to required cargo and prevent disruption of the tanker crew's rest cycle, required gear will be downloaded upon arrival at en route locations. Downloaded cargo will normally be reloaded approximately 3-hours prior to scheduled tanker departure. All support personnel and hand carried equipment must be aboard the tanker approximately 30 minutes prior to departure, or at the discretion of the tanker mission commander. If personnel and/or cargo are not aboard the tanker at the prescribed time, they

will be required to shift to the trail ESTA aircraft until able to rejoin at the next en route stop. Delays exceeding the Altitude Reservation Approval Void if Aircraft Not Airborne Subj: EN ROUTE SUPPORT OF TRANSIENT AIRCRAFT

(ALTRV AVANA) time will result in a minimum 24-hour delay (and possible loss of tanker/airlift support).

(4) If point of departure, en route stops, and point of arrival cannot be mutually agreed upon, the tanker cannot support opportune lift for lead maintenance.

b. Request Procedures and Sourcing Processes

(1) Timely resolution of Coronet/ESTA sourcing conflicts is critical to the success of the entire TACAIR Unit's movement. The phasing of the TACAIR movement is synchronized with the unit's passenger and cargo movements. Any shift of the Coronet/ESTA dates will likely require a similar shift in the deploying and/or redeploying TACAIR unit's other movements. When possible and lAW reference (d), sourcing conflicts and resolutions should be identified to the supported CCDR via newsgroup 30 days prior to the Coronet/ESTA movement to facilitate accurate scheduling of the TACAIR unit's other movements.

(2) Operational requirements are validated in Joint Operation Planning and Execution System (JOPES). ESTA requirements are requested and validated in SAAM Request System (SRS). Coronets are validated in Air Refueling Request Management System (ARMS). The following procedures and responsibilities are established to ensure that all elements associated with a TACAIR movement package are requested, sourced, and coordinated across the different systems.

(3) USMC Component

(a) TACAIR and ESTA support will be obtained via ARMS and SRS respectively. Lift priority will be derived from reference (a) and (g).

(b) Coronet requests will be submitted 90 days prior to movement per reference (f).

(c) To facilitate planning, ESTA requests will be submitted via SRS 90 days prior to movement. ESTA requests

shall be submitted in JOPES with M/S "ASH for visibility. The verification/validation messages submitted via

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newsgroups shall identify the Coronet and SAAM requests no later than 21 days prior to the Earliest Arrival Date (EAD).

1. The first comment in the remarks section of the SAAM request shall specify the Coronet mission number and routing information associated with the SAAM mission. The Coronet mission number and routing information will be obtained by contacting Air Combat Command (ACC)/Air Operations Squadron (AOS) following submission of the Coronet request.

2. The second comment in the remarks section of the SAAM request shall specify alternate aircraft acceptable for the ESTA mission, to facilitate alternate sourcing.

3. The third comment in the remarks section of the SAAM request shall contain the Unit Line Number (ULN) associated with each mission.

(4) USTRANSCOM

(a) The TCJ3 SAAM validators will validate SAAM requests for ESTA per reference (h).

(b) During quarterly Coronet coordination meetings, Subject Matter Experts (SMEs) from the 618 TACC/Current Operations (XOO) and Support Division's Air Refueling Branch (TCJ3-SR) will coordinate issues to affect oversight of Coronet missions with their respective ESTA. This coordination is meant to ensure that both the Coronet and SAAM SMEs are aware of mission changes and coordinate required actions.

(c) Upon notification by 618 TACC of a SAAM or Coronet sourcing issue that affects the EAD or Latest Arrival Date (LAD) of the TACAIR, the appropriate DDOC Regional Desk shall post a newsgroup message in the appropriate Combatant Commander's newsgroup.

1. The newsgroup message shall identify Coronet and SAAM numbers, and ULN's if available. The newsgroup message shall also state the cause, impact in days shifted from EAD or LAD, and tanker and airlift availability assessment that

supports both the TACAIR and ESTA as outlined by 618 TACC.

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2. The newsgroup message shall request a response from the CCDR no later than 24 hours from posting.

3. Upon receipt of response to the posted newsgroup message, the DDOC Regional Desk shall provide the information to 618 TACC for coordination.

(5) 618 TACC

(a) The SAAM number and Coronet mission numbers shall serve as the identification reference numbers in all correspondence affecting the Coronet as well as the SAAM.

(b) Special Assignment Airlift Mission Division (XOOO)

1. Upon receipt of ESTA SAAM request from USTRANCOM TCJ3, XOOO shall notify XOOK of the request for inclusion in the remarks section of the Coronet Schedule.

2. If informed by Mobility Management Division (XOB) that sourcing by the primary aircraft is not possible, XOOO will coordinate with the appropriate Marine Forces Command (MARFOR) and XOB to ascertain if alternate sourcing is feasible that preserves the current Coronet Schedule. XOOO will coordinate with XOOK to determine the feasibility of moving a lead maintenance element on a primary tanker.

3. If alternate sourcing is not viable on the original timelines, XOOO will refer the ESTA SAAM request back to the USTRANSCOM DDOC with the sourcing options as provided by XOB and coordinated through XOOK.

(c) The 618 TACC/XOOK will be responsible for planning and tracking of the Coronet mission during the planning phase.

1. Once the SAAM ESTA mission number is received, XOOK will ensure that the ESTA SAAM mission number is placed in the remarks section of the Coronet Daily Schedule and in the Global Decision Support System (GDSS) Mission Detail for

all tanker missions associated with the Coronet. XOOO should also enter the word "ESTA" and the Coronet mission number in the Mission Alias field of GDSS if space in the field is available.

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2. During the planning phase, XOOK will notify XOOO and TCJ3-SR of any changes to a Coronet mission that could impact an associated ESTA SAAM. If XOOO or USTRANSCOM determine that the changes to the Coronet will impact an ESTA EAD or LAD, XOOK shall work with XOOO, USTRANSCOM , and ACC/AOS to determine possible courses of action.

(d) 618 TACC/Mobility Management Division (XOB)

1. XOB's baseline of support for ESTA missions is one C-17. Each request will be evaluated for sourcing on an individual basis. If two ESTA aircraft are requested and not feasible for sourcing, XOB shall allocate the one aircraft against the trail ESTA requirement.

2. If an ESTA SAAM is not supportable based on the timing, priority of the mission, and number of aircraft requested (lead and trail), XOB shall refer the request back to XOOO for resolution of alternate sourcing options or non-support with the appropriate Marine Forces Command (MARFOR).

3. In cases of non-supportability by either tanker or ESTA elements, XOB will provide an asset availability assessment supporting both elements to XOOO and XOOK. This assessment will be shown in days shifted from EAD or LAD lAW reference
(a).

c. Execution Expectations

(1) ESTA and tanker aircraft supporting a TACAIR movement shall be managed by 618 TACC/Air Refueling Execution Cell (XOCGT) during movement. In order to facilitate smooth execution, supported units shall forward their unit operations representative and ESTA maintenance team commander contact information to XOCGT no later than one week prior to movement.

(2) Because of resource constraints, ESTA should neither delay more than 48 hours for TACAIR maintenance at an en route location nor delay if the TACAIR are put into To Be Determined (TBD) status by ACC/AOS.

(3) In either of the above situations, XOCGT shall coordinate for one of the following mission options in concert

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with the supported TACAIR unit commander or designated representative:

(a) ESTA aircraft continues to the destination and completes the mission without the TACAIR.

(b) ESTA aircraft downloads the supported unit's cargo, becomes available as an In-System Select (ISS) for other AMC missions. Any replacement ESTA aircraft should also be available as ISS.

(c) ESTA aircraft downloads the supported unit's cargo, terminates the mission, and returns home. XOCGT continues to coordinate movement of supported unit personnel and cargo to their final destination.

(d) ESTA aircraft remains with the supported TACAIR if positioning/re-positioning is excessive in comparison to anticipated delay.

(4) In any case where ESTA aircraft have left the supported TACAIR, the supported unit will report through the XOCGT when ready to continue movement. Although the supported squadron may be ready to continue movement, ESTA aircraft will arrive to continue the mission only after all the reasons for delay are removed which may include items such as the availability of tankers or country clearances.

(5) The 618 TACC/XOCGT contact number is (618) 229-0328 DSN 779. XOCGT will provide explanations for delays and disruptions will be explained to the supported unit commander along with potential solutions and planned actions.

d. Debriefing Movements

(1) An after-action report shall be generated by the supported squadron and forwarded to USTRANSCOM and 618 TACC in order to capture lessons learned, improve processes, and recommend changes to this MOU. These after-action reports shall be submitted via e-mail to the MARFORCOM Force Deployment

Officer (SMBMARFORCOMFDP&EChief@usmc.smil.mil) and the USMC Liaison Officer at 618 TACC (amc.marine.liaison@scott.af.mil) for analysis, recommendations, and routing within the respective commands. The USMC 618 TACC Liaison Officer will hold these

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reports for five years. The analysis of these reports will be used for periodic revisions to this MOU.

(2) This MOU shall be reviewed annually to determine if the agreement should be continued, modified, or terminated.

5. Effective Date: 20 Nov 08.

LTGEN G. J. TRAUTMAN, III	MAJOR GENERAL MIKE GOULD
DEPUTY COMMANDANT / AVIATION	DIRECTOR OF OPERATIONS AND PLANS
UNITED STATES MARINE CORPS	US TRANSPORTATION COMMAND

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Appendix N Enclosure 2

SAAM REQUEST EXAMPLE ISO ESTA

TO:
CC:
UNCLAS/
MSGID/
SUBJ/
REF/A/DOC/MARFORPACO 46306E.E//
POC/
ONOFF/U/1/
ONOFF/U/2/
ONOFF/U/3/
MSNREQ/U/1/
MSNREQ/U/2/
MSNREQ/U/3/
LOAD/U/1/A/
LOAD/U/2/A/
LOAD/U/3/A/
CONTACTS/U/ONLOAD/
CONTACTS/U/OFFLOAD/
CONTACTS/U/OVERALL/

REMARKS/[MONTH] SAAM ISO [UNIT] DEPLOYMENT ISO [OPERATION]. ASSOCIATED CORONET MISSION IS [CORONET #], DEPARTING ON [DATE]. REQ TWO (2) RAMP-CONFIGURED AIRCRAFT FOR FOR LEAD AND TRAIL MAINT ISO [NUMBER OF DEPLOYING AIRCRAFT] [TYPE OF DEPLOYING AIRCRAFT] [TRANSLANT/TRANSPAC]. IF BOTH LEAD AND TRAIL MAINT CANNOT BE SOURCED, AN ACCEPTABLE ALTERNATIVE IS A KC-10 SOURCING THE ASSOCIATED CORONET AND THE LEAD MAINT REQUIREMENT, WITH ONE (1) RAMP-CONFIGURED AIRCRAFT IN THE TRAIL MAINT ROLE. ULN FOR LEAD MAINT IS [ULN] AND ULN FOR TRAIL MAINT IS [ULN]. REQ LEAD MAINT ARRIVE 24 HOURS PRIOR TO [TYPE OF DEPLOYING AIRCRAFT] DEP DURING [TRANSLANT/TRANSPAC]. REQ TRAIL MAINT DEPART ONE (1) HOUR AFTER LAST [TYPE OF DEPLOYING AIRCRAFT] DEP FOR [TRANSLANT/TRANSPAC]. REQ TRAIL MAINT TO REMAIN WITH UNIT UNTIL ARRIVAL AT OFFLOAD DESTINATION. REQ ACCESS TO CARGO NEEDED TO SUPPORT MAINT OPS DURING MOVEMENT. REQ ALCON BE INFO ON ALL MSG TRAFFIC PERT TO THIS SAAM. REQ INFLIGHT MEALS BE PROV ON ALL AMC ACFT. IF ACFT RON ENROUTE, REQ AIRFORCE BILLETING, MESSING AND TRANSPORTATION.

2. PLANNED WT OF 200 LBS PER PAX AND 150 LBS PER BAG WERE USED IN THIS REQ. PLANNED BAG CUBE IS 10 CUFT, WITH ADDL 4 CUBES/55 LBS BAG FOR EACH PAX IN FLT STATUS. SAAM IS IAW AFJMAN 24-204 CHAP 3.

3. ACTUAL LOC ARE [LOCATIONS SPELLED OUT & (ICAO)].

4. REQ POS AIRFLOW BE PROV TO ALCON VIA MSG 7-14 DAYS PRIOR TO MOVEMENT DATES. IAW DOD 4515.13-R, ALL UNUSED SPACE REMAINING AFTER USER REQUIREMENTS HAVE BEEN MET WILL BE MADE AVAILABLE TO THE AMC REPRESENTATIVE (OR AIRCRAFT COMMANDER IN THE ABSENCE OF OTHER AMC PRESENCE) FOR MOVEMENT OF ELIGIBLE DOD TRAFFIC IAW ESTABLISHED AIRLIFT GUIDELINES.//

Appendix O

MDDOC MARSHALLING AND MOVEMENT LOI EXAMPLE

SUBJ: (NAME OF EXERCISE OR OPERATION) MARFOR/MEF/MEB MOBILITY, EMBARKATION AND DEPLOYMENT LETTER OF INSTRUCTION (LOI)//

REF/A/DOC/MCO 4470.1//CURRENT MCO DATE//
REF/B/MSG/RELEVANT MEF/MSG DTG//
REF/C/MSG/RELEVANT MEF/MSG DTG//
REF/D/DOC/DOD 4500.9-R PT III/CURRENT REG DATE//
REF/E/MSG/RELEVANT MEF/MSG DTG//
REF/F/MSG/RELEVANT MEF/MSG DTG//
REF/G/DOC/DOD 4500.9-R PT II/CURRENT REG DATE//
REF/H/DOC/HQMC MANUAL/-//
REF/I/DOC/MCO 4030.19H/CURRENT MCO DATE//
REF/J/DOC/IMDG/IMO/CURRENT PUB DATE//
REF/K/DOC/JOINT PUB 4-01.3/CURRENT PUB DATE//
REF/L/DOC/JOINT PUB 4-01.5/CURRENT PUB DATE//
REF/M/DOC/CJCSM 3122.03A//CURRENT MANUAL DATE//
REF/N/DOC/JOINT PUB 3-02.2/CURRENT PUB DATE//

NARR/REF A IS MAGTF DEPLM AND DISTRIBUTION POLICY. REF B IS (EXERCISE/OPERATION) INTRANSIT VISIBILITY REQUIREMENTS. REF C IS ANY MEF/MARFOR ACTIVE RFID TAG MANAGEMENT AND POLICY. REF D IS DEFENSE TRANSPORTATION REGULATION, PART III MOBILITY. REF E IS THE SUPPORTING AIRFIELD POLICIES AND PROCEDURES. REF F IS INITIATING DIRECTIVE FOR (EXERCISE/OPERATION). REF G IS THE DEFENSE TRANSPORTATION REGULATION, PART II CARGO. REF H IS US MARINE CORPS RADIO FREQUENCY IDENTIFICATION (RFID) MANUAL AND TAG PLACEMENT GUIDE. REF I IS INTER-SERVICE ORDER ON PREPARING HAZARDOUS MATERIELS FOR MILITARY AIR SHIPMENTS. REF J IS INTERNATIONAL MARITIME DANGEROUS GOODS CODE. REF K IS JOINT TACTICS, TECHNIQUES AND PROCEDURES FOR MOVEMENT CONTROL. REF L IS JOINT TACTICS, TECHNIQUES AND PROCEDURES FOR TRANSPORTATION TERMINAL OPERATIONS. REF M IS JOINT OPERATIONS PLANNING AND EXECUTION SYSTEM (JOPES) VOL III, DEPLM DATA DEVELOPMENT AND DEPLM EXECUTION. REF N IS JOINT DOCTRINE FOR AMPHIBIOUS EMBARKATION.

POC/NAME/RANK/BILLET/ADD BILLET/CONTACT NUMBER/EMAIL NIPR/SIPR//
POC/NAME/RANK/BILLET/ADD BILLET/CONTACT NUMBER/EMAIL NIPR/SIPR//
POC/NAME/RANK/BILLET/ADD BILLET/CONTACT NUMBER/EMAIL NIPR/SIPR//

RMKS/1. SITUATION. ANY MEF, ANY MEB FORCES WILL DEPLOY ISO ANY DEPLOYMENT/EXERCISE. THIS MSG CONSTITUTES U.S. MARINE CORPS FORCES (MARFOR), ANY MEF, MEB AND MAJOR SUBORDINATE COMMAND

(MSC) GUIDANCE FOR THE PREPARATION, MARSHALLING, MOVEMENT, EMBARKATION AND DEPLOYMENT OF ANY MEF/MEB PERS, SUPPLIES, AND EQUIP DEPLM/REDEPLM ISO EX/OP. DEPLOYMENT (DEPLM) WILL ORIGINATE AT VARIOUS POINTS OF ORIGIN (POO) AND VARIOUS PORTS OF EMBARKATION (POE) (LOCATION NAMES). SPECIFIC PORTS OF EMBARKATION AND PORTS OF DEBARKATION (POD) ARE LISTED IN THE JOINT OPERATIONS PLANNING AND EXECUTION SYSTEM (JOPES) EXERCISE TIME-PHASED FORCE DEPLOYMENT DATA (TPFDD) PLAN IDENTIFICATION (PID) (DEPLOYMENT/REDEPLOYMENT PID NAME).

2. MISSION. ANY MARFOR/ANY MEF/MEB WILL DEPLOY VALIDATED UNIT LINE NUMBERS (ULNS) TO THE (LOCATION NAME) FROM (EXERCISE/ OPERATION DATES) VIA STRATEGIC AIRLIFT AND SEALIFT ASSETS IOT PARTICIPATE IN (EX/OP).

3. EXECUTION

3.A. CONCEPT OF OPERATIONS. MARFOR/MEF/MEB FORCES AND EQUIP WILL DEPLOY AND REDEPLOY UTILIZING THE FOL STRATEGIC LIFT ASSETS/SCHEDULES:

3.A.1. SEALIFT SCHEDULE (DATES SUBJECT TO CHANGE)

3.A.1.A. DEPLM:

3.A.1.A.1. COMMERCIAL LINER SERVICE. COMMERCIAL LINER SERVICE WILL DEPLOY SELECTED MARFOR/MEF/MEB CARGO, VALIDATED ULNS, FROM (MILSEA) (PORT NAME) COMMERCIAL/MILITARY PORT TO (MILSEA) (PORT NAME) COMMERCIAL/MILITARY PORT. LINER SERVICE SCHEDULE IS AS FOLLOWS (DATES SUBJECT TO CHANGE):

STAGING (PORT NAME); (DATE)
ON-LOAD (PORT NAME); (DATE)
OFF-LOAD (PORT NAME); (DATE)
DELIVERY TO (NAME) SITE; (DATE)

3.A.1.A.2. THE MAJORITY OF MARFOR/MEF/MEB CARGO AND EQUIPMENT, VALIDATED ULNS, WILL DEPLOY FROM (PORT NAME) PORT AND (PORT NAME) PORT, (LOCATION) TO (LOCATION) VIA AN (TYPE OF CHARTER). MSC VESSEL SCHEDULE IS AS FOLLOWS (DATES SUBJECT TO CHANGE):

STAGING (LOCATION); (DATE)
ON-LOAD (LOCATION); (DATE)
STAGING (LOCATION); (DATE)
ON-LOAD (LOCATION); (DATE)
OFF-LOAD (LOCATION); (DATE)
OFF-LOAD (LOCATION); (DATE)
DELIVERY TO (LOCATION); (DATE)

3.A.1.B. REDEPLOYMENT (REDEPLM):

3.A.1.B.1. COM'L LINER SVC. MARFOR/MEF/MEB WILL REDEPLOY SELECTED (UNIT) ASSETS VIA (TYPE CHARTER). SUPPORT AND COORDINATION WILL BE ADDRESSED IN SEPCOR WITH AFFECTED UNIT.

3.A.1.B.2. THE MAJORITY OF MARFOR/MEF/MEB CARGO AND EQUIPMENT, VALIDATED ULNS, WILL REDEPLOY FROM (LOCATION) AND (LOCATION) TO (LOCATION) AND (LOCATION) VIA (TYPE CHARTER). MSC VESSEL SCHEDULE IS AS FOLLOWS (DATES SUBJECT TO CHANGE):

MARSHALLING, WASH-DOWN OPS; (DATE)	
STAGING AT SPOES;	(DATE)
ON-LOAD (LOCATION);	(DATE)
ON-LOAD (LOCATION);	(DATE)
OFF-LOAD (LOCATION);	(DATE)
OFF-LOAD (LOCATION);	(DATE)
TRANS FROM (LOCATION) TO (LOCATION);	(DATE)
OFF-LOAD (LOCATION);	(DATE)

3.A.2. AIRLIFT SCHEDULE (DATES SUBJECT TO CHANGE). MARFOR/MEF/MEB PAX, EQUIP AND CARGO WILL DEPLOY VIA (STRATEGIC LIFT, COMMERCIAL TICKET PROGRAM (CTP), NAVY AIR LOGISTICS OFFICE (NALO) AIRLIFT, SPECIAL ASSIGMENT AIRLIFT MISSIONS (SAAM) AND AIR MOBILITY COMMAND (AMC) PROVIDED AIRLIFT). PUBLISHED VIA SEPCOR, THE MARFOR/MEF/MEB ULNS TO CARRIERS ASSIGNMENT MSG WILL DEPICT RESPECTIVE AIRLIFT SUPT MISSIONS WITH ULN AND CARRIER ASSIGNMENT, AERIAL PORT OF EMBARKATION/DEBARKATION (APOE/APOD), PLANE TEAM CMDR (PTC) ASSIGNMENTS AND PLANNED LIFT SCHEDULES.

3.A.2.A. DEPLM:

3.A.2.A.1.	ADVON 1 (CTP);	(DATE)	(POE TO POD)
3.A.2.A.2.	ADVON 2 (NALO);	(DATE)	(POE TO POD)
3.A.2.A.3.	(UNIT) DEPLM (SELF-MOVE);	(DATE)	(POE TO POD)
3.A.2.A.4.	(UNIT) CARGO (SAAM);	(DATE)	(POE TO POD)
3.A.2.A.5.	(UNIT) DEPLM (SELF-MOVE);	(DATE)	(POE TO POD)
3.A.2.A.6.	MAINBODY 1 (AMC);	(DATE)	(POE TO POD)
3.A.2.A.7.	MAINBODY 2 (AMC);	(DATE)	(POE TO POD)

3.A.2.B. REDEPLM:

3.A.2.B.1.	MAINBODY 1 (AMC);	(DATE)	(POE TO POD)
3.A.2.B.2.	(UNIT) CH46S, (AMC);	(DATE)	(POE TO POD)
3.A.2.B.3.	(UNIT) (SELF-MOVE);	(DATE)	(POE TO POD)
3.A.2.B.4.	(UNIT) CARGO (SAAM);	(DATE)	(POE TO POD)
3.A.4.B.5.	MAINBODY 2 (AMC);	(DATE)	(POE TO POD)
3.A.4.B.6.	REAR PARTY 1 (NALO);	(DATE)	(POE TO POD)
3.A.4.B.7.	REAR PARTY 2 (CTP);	(DATE)	(POE TO POD)

3.B. TASKS

3.B.1. (?) MEF MDDOC

3.B.1.A. FACILITATE AND SUPPORT MARFOR/MEF/MEB DEPLM/REDEPLM OPERATIONS FROM ALL (LOCATION) POOS AND POES.

3.B.1.B. COORDINATE WITH EXTERNAL SUPPORT AGENCIES FOR STRATEGIC LIFT SUPPORT TO FACILITATE DEPLM/REDEPLM.

3.B.1.C. REVIEW THE MISSION ALLOCATION SCHEDULE AND ENSURE THAT ALL ULN'S ARE ACCOUNTED FOR AND ASSIGNED TO LIFT MISSIONS WITHIN THEIR REQUESTED DEPLM/REDEPLM WINDOWS.

3.B.1.D. RELEASE THE ALLOCATION OF ULNS TO CARRIERS MSG UPON RECEIPT OF THE USTC AIRLIFT MOVEMENT SCHEDULE. THIS MSG MUST CONFIRM ULN ASSIGNMENTS AND ID ULNS AWAITING ASSIGNMENT.
3.B.1.E. PROVIDE MDSSII (CURRENT VERSION) UDL EXPORTS FOR ALL EQUIP UTILIZED DURING THE EXERCISE/OPERATION.
3.B.1.F. TRACK FORCE CLOSURE FOR (EX/OP NAME) DEPLOYMENT/ REDEPLOYMENT OPS.
3.B.2. (?) MEB
3.B.2.A. ESTABLISH AND DEPLOY THE MARFOR/MEF/MEB MAGTF DEPLOYMENT AND DISTRIBUTION OPERATIONS CENTER (MDDOC), PROVIDE DESIGNATED PERSONNEL FOR THE ESTABLISHMENT AND OPERATION OF THE MDDOC. MARFOR/MEF/MEB MDDOC WILL BE ACTIVATED AND FUNCTIONING FROM (DATE). MARFOR/MEF/MEB MDDOC PARTICIPATION IN IN-COUNTRY MDDOC OPS IS PLANNED FOR (DATE).
3.B.2.B. COORDINATE DEPLOYMENT AND DISTRIBUTION OPERATIONS FOR MARFOR/MEF/MEB PARTICIPATING IN (EX/OP).
3.B.2.C. PROVIDE REQUIRED DEPLM SUPPORT DOCUMENTATION, (EG., AIRCRAFT LOAD-PLANS, GATES EXPORTS, ETC.,) TO FACILITATE DEPLM/REDEPLM OPS.
3.B.2.D. ICW MDDOC, ESTABLISH PORTABLE DEPLOYMENT KITS AT SELECTED NODES IOT TO PROVIDE AUTOMATED IN-TRANSIT VISIBILITY.
3.B.2.E. COORDINATE AND FACILITATE IN-COUNTRY REDEPLM OPERATIONS FOR MARFOR/MEF/MEB UNITS.
3.B.2.F. COORDINATE THE REQUISITION, RECEIPT, PACKAGING AND DEPLM PREPARATION FOR ALL MARFOR/MEF/MEB CLASS I. MEF G4 REPS WILL ACT AS LIAISONS FOR THE DEPLM AND TRANS OF CLASS I (POR).
3.B.2.G. COORDINATE THE REQUISITION, RECEIPT, PACKAGING AND DEPLM PREPARATION FOR ALL MARFOR/MEF/MEB CLASS V(A)(W). MEF G4 REPS WILL ACT AS LIAISONS FOR THE DEPLM AND TRANS OF CLASS V(A)(W).
3.B.3. (?) MAW
3.B.3.A. REPORT AND CONFIRM TO MARFOR/MEF/MEB, ALL IN-COUNTRY INLAND TRANSPORTATION AND TAA MHE REQRS FOR DEPLM AND REDPLM OPS NLT (DATE). REPORT AND CONFIRM TO MARFOR/MEF/MEB, AG CERT WASHDOWN REQUIREMENTS FORECAST NLT (DATE). REPORT ABOVE REQRS TO MEF MDDOC VIA AMHS MSG.
3.B.3.B. ACTIVATE AN (LOCATION) AIR LIAISON ELEMENT (ALE) NLT (DATE) FOR DEPLM AIRLIFT OPS SUPPORT, (DATES) AND NLT (DATES) FOR REDEPLM AIRLIFT OPS SUPPORT, (FROM AND TO DATES). DESIGNATED ALE IS TO ACT AS THE OVERALL EX/OP DEPLM/REDEPLM SUPPORT ALE FOR (LOCATION) MSNS, AND THE (LOCATION)-BASED DEPLM MISSION CONSOLIDATOR DUR AIRLIFT DEPLM/REDPLM OPS. ALE DESIGNATION IS FOR ALL AIRLIFT SUPPORT OPS, EXCLUDING CTP MSNS. ALE TASKS ARE GENERALLY DEFINED IN REF D, UNDER DEPLOYING UNIT. PTC WILL BE ASSIGNED IN THE FORTHCOMING ULN TO CARRIERS ASSIGNMENT MSG, HOWEVER ALES HAVE THE AUTHORITY TO

DESIGNATE/MODIFY PTC ASSIGNMENTS BASED ON MSN REQRS. PROVIDE ALE POC INFO TO MEF MDDOC AND MEB POCS NLT (DATE).
3.B.3.C. ACTIVATE AN (LOCATION) AIR LIAISON ELEMENT (ALE) NLT (DATE) FOR DEPLM AIRLIFT OPS SUPPORT, (DATE) AND NLT (DATE) FOR REDEPLM AIRLIFT OPS SUPPORT, (FROM AND TO DATES). ALE DESIGNATION IS FOR ALL MARFOR/MEF/MEB AIRLIFT SUPPORT OPS, EXCLUDING COMMERCIAL TICKET (CTP) MSNS. DESIGNATED ALE IS TO ACT AS THE (LOCATION) DEPLM MISSION CONSOLIDATOR DUR AIRLIFT DEPLM/REDPLM OPS, TASKS ARE GENERALLY DEFINED IN REF D, UNDER DEPLOYING UNIT. PLANE TEAM COMMANDERS (PTCS) WILL BE ASSIGNED IN THE FORTHCOMING ULN TO CARRIERS ASSIGNMENT MSG, HOWEVER ALES HAVE THE AUTHORITY TO DESIGNATE/MODIFY PTC ASSIGNMENTS BASED ON MSN REQRS. PROVIDE ALE POC INFO TO MEF MDDOC AND MEB POCS NLT (DATE).
3.B.3.D. ACTIVATE AN (LOCATION)-BASED SEALIFT LIAISON ELEMENT (SLE) NLT (DATE) FOR DEPLM SEALIFT OPS SUPPORT, (DATE) AND NLT (DATE) FOR REDEPLM SEALIFT OPS SUPPORT, (FROM AND TO DATES). SLE TO ACT AS MSE COORDINATOR DUR SEALIFT DEPLM/REDEPLM PORT OPS. PROVIDE POC INFO TO MEF MDDOC AND MEB POCS ABOVE NLT (DATE).
3.B.3.E. PROVIDE A DRIVER'S POOL FOR DEPLM SPOD OPS AND REDEPLM SPOE OPS AT (LOCATION). PRELIMINARY COORD HAS BEEN MADE WITH MAW EX/OP PLANNERS, SPECIFIC SKILL-SET/LICENSING REQRS WILL BE COORD SEPERATELY.
3.B.3.F. ADHERE TO PUBLISHED GUIDANCE CONTAINED IN THIS LOI, THE REFERENCES AND LOCAL POLICIES GOVERNING DEPLM/REDEPLM OPS.
3.B.4. (?) MLG
3.B.4.A. REPORT AND CONFIRM TO MARFOR/MEF/MEB, ALL IN-COUNTRY INLAND TRANSPORTATION AND TAA MHE REQRS FOR DEPLM AND REDPLM OPS NLT (DATE). REPORT AND CONFIRM TO MARFOR/MEF/MEB, AG CERT WASHDOWN REQUIREMENTS TO NLT (DATE). REPORT ABOVE REQRS TO MEF MDDOC VIA AMHS MSG.
3.B.4.B. ACTIVATE AN (LOCATION) SEALIFT LIAISON ELEMENT (SLE) NLT (DATE) FOR DEPLM SUPPORT SEALIFT OPS, (DATE) AND NLT (DATE) FOR REDEPLM SUPPORT SEALIFT OPS, (FROM AND TO DATES). SLE DESIGNATION IS FOR ALL (LOCATION)-BASED, MARFOR/MEF/MEB COORDINATOR DUR SEALIFT DEPLM/REDEPLM PORT OPS, TASKS ARE GENERALLY DEFINED IN REF D. PROVIDE POC INFO TO MEF MDDOC AND MEB POCS ABOVE NLT (DATE).
3.B.4.C. PROVIDE OVERALL MCC RESPONSIBILITIES FOR (LOCATION) DEPLM/REDEPLM FORCES. ESTABLISH AND CONDUCT DEPLM/REDEPLM PORT OPS MEETINGS AS REQUIRED. SUPERVISE AND REPORT THE MOVEMENT AND STAGING OF EQUIP (VEHICLE AND CARGO) FOR ALL (LOCATION) A/SPOE/DS. IN SUPPORT OF LINE-HAUL TRANS FOR POE MVMNTS, TASK AND LEVERAGE MEF TACTICAL ASSETS AND AVAILABLE GME TO THE GREATEST EXTENT POSSIBLE.

3.B.4.D. ESTABLISH A PORT OPERATIONS GROUP (POG) AT THE SEA PORTS OF (LOCATION) AND (LOCATION) FOR LOAD/OFFLOAD OF MSC CHARTERED VESSELS, AND REPORT LOAD/OFFLOAD STATUS TO MEF MDDOC AS REQUIRED.
3.B.4.E. PROVIDE A/DACG SUPPORT AT THE (LOCATION) APOE/D ISO SCHEDULED EX/OP SUPPORT AIRLIFT.
3.B.4.F. ADHERE TO PUBLISHED GUIDANCE CONTAINED IN THIS LOI, THE REFERENCES AND LOCAL POLICIES GOVERNING DEPLM/REDEPLM OPS.
3.B.5. (?) MHG
3.B.5.A. COORDINATE MEF STAFF, MHG MSE CONSOLIDATION, PREPARATION AND DEPLM OPS.
3.B.5.B. REPORT AND CONFIRM TO MARFOR/MEF/MEB, ALL IN-COUNTRY INLAND TRANSPORTATION AND TAA MHE REQRS FOR DEPLM AND REDPLM OPS NLT (DATE). REPORT AND CONFIRM TO MARFOR/MEF/MEB, AG CERT WASHDOWN REQUIREMENTS TO NLT (DATE). REPORT ABOVE REQRS TO MEF MDDOC VIA AMHS MSG.
3.B.5.C. ADHERE TO PUBLISHED GUIDANCE CONTAINED IN THIS LOI, THE REFERENCES AND LOCAL POLICIES GOVERNING DEPLM/REDEPLM OPS.
3.B.6. (?) MEU
3.B.6.A. REPORT AND CONFIRM TO MARFOR/MEB/MEB, ALL IN-COUNTRY INLAND TRANSPORTATION AND TAA MHE REQRS FOR DEPLM AND REDPLM OPS NLT (DATE). REPORT AND CONFIRM TO MARFOR/MEF/MEB, AG CERT WASHDOWN REQUIREMENTS TO NLT (DATE). REPORT ABOVE REQRS TO MEF MDDOC VIA AMHS MSG.
3.B.6.B. PROVIDE SHIP TO SHORE MOVEMENT PLAN TO MARFOR/MEF/MEB DDOC NLT 96 HOURS PRIOR TO OFFLOAD AND BACKLOAD.
3.B.6.C. ESTABLISH LANDING FORCE SUPPORT PARTY (LFSP) TO SUPPORT SHIP TO SHORE MOVEMENT AND PORT HANDLING REQUIREMENTS.
3.B.6.D. ADHERE TO PUBLISHED GUIDANCE CONTAINED IN THIS LOI, THE REFERENCES AND LOCAL POLICIES GOVERNING DEPLM/REDEPLM OPS.
3.C. COORDINATING INSTRUCTIONS
3.C.1 ALL MEF MSCS/MSES (IN SUPPORT OF MARFOR/MEF/MEB UNITS/DETS):
3.C.1.A. ESTABLISH UMAS AND ACTIVATE UNIT MOVEMENT CONTROL CENTERS (UMCCS) AND REPORT LOCATIONS TO MEF MDDOC NLT (DATE).
3.C.1.B. SUBMIT A ULN POC ROSTER FOR ALL EX/OP AIRLIFT/SEALIFT ULNS TO MEF MDDOC NLT (DATE). INCLUDE THE FOL: FULL NAME, RANK, WORK AND HOME PHONE NUMBER, DEPLOYED CELL NUMBER, AND NIPR ADDRESS. NOTE: ULN POCS MUST BE SCHEDULED TO DEPLOY UNDER THE ULN THEY ARE ASSIGNED AS POC. ADDITIONALLY, POC'S MUST BE AN OFF/SNCO AND WILL ACT AS THE SINGLE POC FOR ALL PERS AND CARGO DEPLOYING UNDER THEIR RESPECTIVE ULN. ULN POCS WILL SERVE AS LIAISONS FOR DESIGNATED ALES, SLES AND PLANE TEAM COMMANDERS (PTCS).
3.C.1.C. PROVIDE LVL SIX ASSOCIATED MDSSII UDL (CURRENT VERSION) REFLECTING ALL DEPLM SUPPLIES, EQUIP AND HAZMAT TO MEF

MDDOC NLT (DATE). MDSSII UDL SUBMISSION WILL BE ADDRESSED VIA SEPCOR.
3.C.1.D. SUBMIT ALL GROUND TRANSPORTATION REQUESTS (GTR) REQUIRED TO MARSHALL, MOVE AND STAGE UNIT PERS, CARGO, AND EQUIP TO THE APOE/SPOE TO THE MMCC NLT (DATE), SEE PARA 4 BELOW FOR ADD'L GUIDANCE. MSCS WILL LEVERAGE UNIT ORGANIC AND TACTICAL ASSETS TO GREATEST EXTENT POSSIBLE.
3.C.1.E. SUBMIT 20FT ISO CONTAINER AND 463L PALLET REQUESTS VIA MSG TO THE MEF MDDOC NLT (DATE).
3.C.1.F. ENSURE MSES PROVIDE AN ALE REP AT (PORT LOCATION), (PORT LOCATION), (PORT LOCATION) AND (PORT LOCATION) TO ACT AS UNIT COORDINATORS DURING AIRLIFT MISSIONS.
3.C.1.G. ENSURE MSES PROVIDE AN SLE REP AT (PORT LOCATION) AND (PORT LOCATION) TO ACT AS OVERALL UNIT COORDINATORS DURING PORT OPS.
3.C.1.H. ENSURE MSES PROVIDE EMBARK REPS/WORKING PARTIES AT A/SPOE'S TO EXECUTE UNIT DEPLM/REDEPLM OPS.
3.C.1.I. ENSURE MSES PROVIDE A DRIVERS POOL (1 DRIVER FOR EVERY 4 VEHICLES) TO THE DESIGNATED SLE AT EACH SPOE/D. THE DRIVERS POOL WILL BE USED TO ON/OFF-LOAD SDDC SHIPPING AND TO STAGE VEHICLES FOR THROUGHPUT OPS. ENSURE UNITS WITH ITEMS REQUIRING SPECIALIZED LICENSES PROVIDE APPROPRIATE DRIVERS. PROVIDE DRIVER POOL POC INFO TO MEF MDDOC NLT (DATE).
3.C.1.J. ENSURE ALL EQUIP IS STAGED AT PORT NLT 96 HOURS PRIOR TO SHIP LOADING OPS.
3.C.1.K. DEPLM/REDEPLM CARGO AND EQUIP WILL HAVE ACTIVE RFID TAGS WRITTEN/AFFIXED IAW REF C. ACTIVE RFID TAGS WILL BE WRITTEN AT THE POINT OF ORIGIN.
3.C.1.L. ENSURE ALL SEALIFT CARGO IS CONTAINERIZED, MOBILE LOADED TO MAXIMUM EXTENT AND RESTRAINED PER APPLICABLE REFS, AND STAGED (WITH PLACARDS AFFIXED) IN UNIT MARSHALING AREAS (UMA) IAW MMCC REQRS AND TIMELINES.
3.C.1.M. ENSURE THAT ONLY EQUIP IN THE (EX/OP) TPFDD IS PREPARED AND STAGED FOR DEPLM AND DEPLOYED ISO (EX/OP).
3.C.1.N. INSPECT VEHICLES, CONTAINERS AND EQUIP IN UMAS AND CORRECT DISCREPANCIES PRIOR TO MVMNT TO A/SPOES.
3.C.2. SEALIFT CARGO
3.C.2.A. ALL SUPPLIES AND EQUIP WILL BE PREPARED IAW THE REF E, PARENT MSC/MSE EMBARKATION SOP, AND THIS LOI.
3.C.2.B. ENSURE UNITS EMBARK WITH SUFFICIENT ITEMS TO SUPPORT REDEPLM (EG. SCALES, CARGO STRAPS, PLACARDING MATERIELS, ETC).
3.C.2.C. ALL MOBILE LOADED CARGO WILL BE PROPERLY SECURED IN THE VEHICLE WITH 1/2 INCH MANILA ROPE OR 5000 LB CARGO STRAPS. LOADS WILL NOT EXCEED THE HIGHEST HARD (NON-REDUCEABLE) POINT OF THE VEHICLE OR GROSS VEHICLE CROSS COUNTRY ROAD-WEIGHT WHEN LOADED.

3.C.2.D. VEHICLE FUEL LEVELS WILL BE 3/4 TANK UPON ARRIVAL AT SPOE. THERE WILL BE NO DE-FUELING CAPABILITY AT THE SPOE.
3.C.2.E. NON-PRIME MOVERS OR VEHICLE ITEMS, SUCH AS GENERATORS AND FLOOD LIGHTS ON TRAILERS WILL HAVE NO MORE THAN 1/4 TANK OF FUEL. SKID MOUNTED GENERATORS WILL BE EMPTY OF FUEL.
3.C.2.F. ALL FUEL CANS WILL HAVE A SERVICEABLE CONTAINER CAP.
3.C.2.G. ALL REFUELER TRUCKS AND FUEL BLADDERS WILL BE DRAINED AND EMPTY.
3.C.2.H. ALL VEHICLE SHACKLES AND LIFTING POINTS WILL BE SERVICEABLE AND ACCESSABLE.
3.C.2.I. BREAK-BULK CARGO WILL BE MOBILE-LOADED OR CONTAINERIZED TO THE MAXIMUM EXTENT POSSIBLE.
3.C.2.J. ALL CARGO IN CONTAINERS WILL BE PROPERLY BLOCKED, BRACED OR RESTRAINED FOR TRANSPORT.
3.C.2.K. FINAL EMBARK INSPECTIONS WILL OCCUR AT EACH SPOE FOR DEPLOYING SEALIFT CARGO. UNIT SLES MUST MAINTAIN CUSTODY OF ALL KEYS TO LOCKED CONTAINERS, KEYS MUST BE AVAIL TO THE SLE UPON ARRIVAL AT SPOE/SPOD. DURING THE INSPECTION PROCESS AT BOTH SPOE/D, CONTAINERS WILL BE OPENED AND CONTENTS VIEWED. FAILURE TO PROVIDE ACCESS WILL RESULT IN FRUSTRATED CARGO OR LOCKS BEING CUT DURING INSPECTION.
3.C.2.L. ALL CONTAINERS MUST BE WEIGHED PRIOR TO ARRIVAL AT SPOE. MMCC WILL NOT TRANSPORT CONTAINERS WITHOUT ACCURATE WEIGHT DATA.
3.C.2.M. EVERY CONTAINER WILL HAVE AN ACCURATE PACKING LIST AFFIXED TO THE DOOR. UNIT SLE REPS MUST PROVIDE 3 COPIES OF THE PACKING LIST TO BE USED AS FOL; ONE PLACED ON CONTAINER DOOR, ONE PROVIDED TO SLE AND ONE MAINTAINED BY OWNING UNIT.
3.C.2.N ALL VEHICLES, EQUIP, CONTAINERS AND BREAK-BULK CARGO SCHEDULED TO DEPLOY VIA MSC SHIPPING WILL BE TURNED-OVER TO SDDC IN (LOCATION) MILITARY PORT AND (LOCATION) FOR FINAL PROCESSING NLT 48 HOURS PRIOR TO SHIP LOADING. SDDC WILL COORDINATE SHIP LOADING AND ENSURE SHIPS CARGO AND PERS ARE PROPERLY MANIFESTED AND REFLECTED BY ULN IN GATES.
3.C.3. SUPER-CARGO WEAPONS
3.C.3.A. IF SHIP-RIDER (SUPERCARGO) SECURITY WEAPON(S) ARE REQUIRED, PRIOR APPROVAL MUST BE COORDINATED THROUGH MEF G4 MDDOC AND WITH SDDC AND THE MSC CHARTERED VESSEL.
3.C.3.B. SECURITY AMMO SHOULD NOT EXCEED TWO (2) MAGAZINES OF 5.56MM/9MM.
3.C.4. SEALIFT CARGO ARMORIES
3.C.4.A. BULK/CREW SERVE WPNS WILL BE DEPLOYED VIA MSC CHARTERED VESSEL IN DESIGNATED ARMORY BOXES/CONTAINERS. UNIT SLES WILL ENSURE THEY HAVE A CHAIN OF CUSTODY LETTER (BY WEAPON SERIAL NUMBER) IAW REF (G) AND DD FORM 1907 FOR ARMORY CONTAINERS.

3.C.4.B. ENSURE ARMORIES HAVE BEEN IDENTIFIED AS SUCH AND THEY ARE ACCOMPANIED BY SEVEN COPIES OF DD FORM 1907 TO BE USED AS FOL:
3.C.4.B.1. ONE PLACED INSIDE PACKING LIST OF CONTAINER
3.C.4.B.2. FOUR PROVIDED TO SDDC REP
3.C.4.B.3. ONE PROVIDED TO SLE
3.C.4.B.4. ONE MAINTAINED BY OWNING UNIT
3.C.5. SEALIFT CARGO HAZMAT
3.C.5.A. DEPLOYING UNITS THAT MAY POTENTIALLY REDEPLOY HAZMAT WILL ENSURE THAT CERTIFIED HAZMAT PERS DEPLOY WITH THE UNIT.
3.C.5.B. EACH UNIT IS RESPONSIBLE FOR THE PACKAGING AND CERTIFICATION OF ITS OWN HAZMAT. PREPARATION AND INSPECTION WILL BE COMPLETED AT THE MSC'S UMA.
3.C.5.C. ALL HAZMAT CARGO MUST BE PROPERLY PREPARED IAW CURRENT REGULATIONS AND WILL BE IDENTIFIED ON A DANGEROUS GOODS SHIPPING DECLARATION FORM (DD FORM 836). THE FORM WILL BE PLACED ON THE DOOR OF EACH CONTAINER WITH THE PACKING LIST. THE UNIT SLE WILL MAINTAIN A HARD COPY OF EVERY DD FORM 836 TO BE MADE AVAIL AT THE SPOE AS REQUIRED. THE DD FORM 836 CAN BE OBTAINED FROM DEFENSE TRANSPORTATION REGULATIONS (DTR) 4500.9-R PART II, CARGO MOVEMENT.
3.C.5.D. UPON ARRIVAL AT SPOE, HAZMAT WILL BE REINSPECTED FOR PROPER PACKAGING AND SUPPORTING DOCUMENTATION BY THE SLE. IMPROPER PACKAGING OR FAILURE TO PRODUCE DD 836 WILL RESULT IN FRUSTRATED CARGO.
3.C.5.E. UNIT SLE REP MUST PROVIDE SEVEN COPIES OF DD FORM 836 AS FOL:
3.C.5.E.1. ONE PLACED INSIDE PACKING LIST OF CONTAINER.
3.C.5.E.2. FOUR PROVIDED TO SDDC REP.
3.C.5.E.3. ONE PROVIDED TO SLE.
3.C.5.E.4. ONE MAINTAINED BY OWNING UNIT.
3.C.6. SEALIFT CARGO RADIO FREQUENCY IDENTIFICATION DEVICE (RFID) AND MILITARY SHIPPING LABELS (MSL).
3.C.6.A. PER REF H, RFID TAGS WILL BE PLACED ON ALL DEPLM/REDEPLM EQUIP AT MSC UMAS/POO. ALL TAGS MUST BE BURNED AND REGISTERED ON THE ITV SERVER NLT 24 HOURS PRIOR TO STAGING CARGO AT THE SPOE. MEF MDDOC WILL PROVIDE AN APPROVED MDSS II UDL TO EACH MSE WITH CORRECT TCNS FOR ALL EQUIP REQUIRING RFID TAGS. MSES ARE NOT AUTH TO CHANGE APPROVED MDSS II UDL FILE NAME PROVIDED BY MEF MDDOC. THE SAME RFID TAGS WILL BE USED FOR DEPLM/REDEPLM.
3.C.6.B. TWO MILITARY SHIPPING LABELS (MSLS) WILL BE PLACED ON ALL EQUIP DEPLOYING AND REDEPLOYING ON THE MSC CHARTERED VESSEL. MEF MDDOC WILL PROVIDE APPROVED MDSSII UDLS TO EACH MSE WITH THE CORRECT TCNS FOR ALL EQUIP REQUIRING MSL. THE SAME MSL WILL BE USED FOR DEPLM/REDEPLM (IF APPROPRIATE).

3.C.6.C. ONCE VEHICLES, EQUIP AND CONTAINERS ARRIVE AT SPOES THEY WILL UNDERGO A FINAL INSPECTION. ANY MSL OR RFID TAG THAT WAS DAMAGED OR LOST DURING TRANSIT TO PORT MUST BE REPLACED PRIOR TO INSPECTION.

3.C.6.D. ITEMS THAT PASS INSPECTION WILL BE STAGED IN FINAL STAGING AREA ON THE PORT (STERILE LOT), UNDER THE CONTROL OF THE POG OR SDDC WHEN APPROPRIATE.

3.C.6.E. ITEMS THAT DO NOT PASS INSPECTION WILL BE PLACED IN FRUSTRATED LOT UNTIL UNIT SLE/EMBARK REPS CORRECT DISCREPANCIES AND THE ITEM PASSES RE-INSPECTION.

3.C.7. SEALIFT PLACARDS

3.C.7.A. PLACARDS MUST BE FILLED OUT COMPLETELY AND LEGIBLY WITH BLACK PERMANENT MARKER AND WATER PROOFED WITH DOCUMENT PROTECTORS.

3.C.7.B. FOR VEHICLES, ONE PLACARD WILL BE PLACED IN THE A-DRIVER SIDE WINDSHIELD AND A SECOND PLACARD WILL BE PLACED ON THE LOWER PART OF THE DRIVER SIDE DOOR. FOR SAFETY, PLACARDS WILL NOT BE PLACED IN WINDSHIELD WHILE DRIVING TO OR FROM SPOES/SPODS.

3.C.7.C. FOR CONTAINERS, EQUIP, AND BOXES (BREAK-BULK CARGO) PLACARDS WILL BE PLACED ON TWO SIDES OF EACH CARGO ITEM.

3.C.7.D. FOR TRAILERS, ONE PLACARD WILL BE PLACED ON THE SIDE TOWARDS THE FRONT AND ONE PLACARD ON THE BACK.

3.C.7.E. ALL PLACARDS WILL REFLECT ACTUAL (AS PRESENTED FOR EMBARKATION) WEIGHTS AND DIMENSIONS (NOT DATA PLATE OR PLANNING WEIGHTS AND DIMENSIONS).

3.C.7.F. SEALIFT PLACARDS MUST BE PREPARED AS FOLLOWS:

3.C.7.F.1. UNIT: FULL NAME OF UNIT
3.C.7.F.2. POC: FULL NAME AND PHONE NUMBER
3.C.7.F.3. SPOE: LOCATION
3.C.7.F.4. SPOD: LOCATION
3.C.7.F.5. NOMEN: MTVR, M998 HMMWV, ETC
3.C.7.F.6. WEIGHT: ACTUAL WEIGHT IN POUNDS
3.C.7.F.7. SER#: ACTUAL SERIAL NUMBER OF ITEM
3.C.7.F.8. ULN: UNIT LINE NUMBER IS ASSIGNED PER TPFDD
3.C.7.F.9. FINAL DEST: DESTINATION/CAMP/BLDG NUMBER
3.C.7.F.10. HAZ MAT: YES OR NO

3.C.7.G.1. SEALIFT DESTINATION DESIGNATION

3.C.7.G.1.A. IN ADDITION TO THE INFORMATION ABOVE, MSCS WILL DESIGNATE THE DELIVERY DESTINATION OF SEALIFT ASSETS BY PLACING A COLORED-MARKER (X) OR A 2 INCH PAINTED CIRCLE ON EACH SEALIFT PLACARD. THE FOLLOWING COLOR-CODING SCHEME WILL BE UTILIZED:

COLOR	DESTINATION
BLUE	LOCATION
YELLOW	LOCATION
RED	LOCATION
GREEN	LOCATION

WHITE LOCATION
GRAY LOCATION
PURPLE LOCATION

3.C.7.H. SEALIFT PLACARDS FOR REDEPLM WILL BE FORMATTED THE SAME AS DEPLM PLACARDS, WITH MODIFICATIONS TO SPOE/SPOD AS APPLICABLE, (EG., SPOE; LOCATION, SPOD; LOCATION.

3.C.7.H.1. IN ADDITION TO THE INFORMATION ABOVE, MSCS WILL DESIGNATE THE DELIVERY DESTINATION OF REDEPLM SEALIFT ASSETS BY PLACING A COLORED-MARKER (X) OR A 2 INCH PAINTED CIRCLE ON EACH SEALIFT PLACARD. THE FOLLOWING COLOR-CODING SCHEME WILL BE UTILIZED:

COLOR DESTINATION
GREEN LOCATION
RED LOCATION

3.C.7.H.2. UNITS ARE REQUIRED TO PRODUCE AND AFFIX APPROPRIATE PLACARDS WHILE, DEPLOYED AND WILL EMBARK APPLICABLE ASSETS TO FACILITATE THIS TASK.

3.C.8. AIRLIFT PAX

3.C.8.A. PLANE TEAM COMMANDERS (PTC). MSCS WILL BE REQUIRED TO PROVIDE OFFICERS/SNCOS TO SERVE AS PLANE TEAM COMMANDERS (PTC) AS REQUIRED.

3.C.8.A.1. PTC DUTIES AND RESPONSIBILITIES CAN BE FOUND IN REF D. PTC SMART PACKS ARE AVAILABLE ON MEF G4 MDDOC SHARE POINT (PROVIDE LOCATION OF SMART PACS). PTC ASSIGNMENTS WILL BE PUBLISHED VIA SEPCOR (ULN TO CARRIER MSG) ONCE ACTUAL A/C AND FLIGHT DATES ARE ASSIGNED.

3.C.8.A.2. BOX LUNCH/IN-FLIGHT MEAL SERVICE IS PART OF THE CONTRACT FOR AMC/COMMERCIALLY CHARTERED A/C. MRES WILL NOT BE EMBARKED IN THE PASSENGER CABIN OR AS CARGO ON PASSENGER FLIGHTS. PTCS ICW THEIR MSC WILL COORDINATE WITH THE A/DACG 48 HOURS IN ADVANCE OF SCHED DEP TO ARRANGE FOR AND RECEIVE BOX LUNCH MEALS FOR ALL PAX REGARDLESS OF ULN OR SERVICE.

3.C.8.B. ULN POCS WILL ACT AS THE LIAISON BETWEEN THEIR UNIT AND THE PTC FOR MANIFESTING PERS ASSOCIATED TO THEIR ULNS.

3.C.8.C. THE ULN POC MUST SUBMIT CONSOLIDATED PAPER AND ELECTRONIC COPIES OF PAX MANIFESTS (FOR ALL THEIR ULNS) TO THE PTC NLT 96 HOURS PRIOR TO A/C DEP.

3.C.8.D. PASSENGER MANIFESTS. PER REF E, PTC'S WILL SOURCE, CONSOLIDATE AND PROVIDE PAX DATA TO THE ALE AND A/DACG IN MICROSOFT EXCEL, X-MAN FILE FORMAT (PROVIDE LOCATION OF FILE FORMAT).

3.C.8.E. DURING REDEPLM THE MEF/MEB MDDOC WILL RELAY PAX MANIFEST/ MISSION INFO TO MMCC IN ORDER TO ARRANGE TRANSPORTATION OF PERS AND BAGGAGE TO RESPECTIVE LOCATIONS. INDIVIDUAL UNITS WILL NOT CALL BACK TO PARENT UNIT(S) TO ARRANGE SEPARATE TRANSPORTATION WITHOUT PRIOR COORD WITH MMCC.

3.C.9. PASSENGERS AND BAGGAGE

3.C.9.A. PAX AND BAGGAGE SHOW TIMES ARE IAW REF E.
3.C.9.B. EACH INDIVIDUAL IS ALLOWED ONE SEABAG, ONE MOLLE PACK AND ONE HAND CARRIED BAG (NOT EXCEED 23"X 9"X 13"). OFFICERS/SNCOS MAY SUBSTITUTE A VAL-PAC FOR THE SEABAG.
3.C.9.C. FOOTLOCKERS AND CRUISE BOXES ARE NOT AUTHORIZED.
3.C.9.D. HAZMAT IS PROHIBITED IN PERSONAL BAGGAGE.
3.C.9.E. K-BARS AND PERSONAL KNIVES WILL BE PACKED IN CHECKED BAGGAGE.
3.C.9.F. SECURITY ROUNDS, PYROTECHNICS, ETC. ARE NOT AUTHORIZED IN PERSONAL BAGGAGE.
3.C.9.G. TO FACILITATE CUSTOMS INSPECTIONS IN THE (DEPLOYING LOCATION) AND FACILITATE THROUGH-PUT PROCEDURES, UNITS MUST ENSURE ALL BAGGAGE IS CLEARLY MARKED WITH THE OWNER'S NAME, RANK, AND UNIT.
3.C.9.H. IT IS A UNIT RESPONSIBILITY TO ENSURE THAT ALL BAGGAGE IS COLOR-CODED WITH BAGGAGE TAGS AND/OR TAPE FOR FINAL DEPLM DESTINATION. THE FOLLOWING COLOR-CODING SCHEME WILL BE UTILIZED:

DEPLM:

COLOR	DESTINATION
RED	LOCATION
YELLOW	LOCATION
BLUE	LOCATION
GREEN	LOCATION
WHITE	LOCATION
GRAY	LOCATION
PURPLE	LOCATION

REDEPLM:

GREEN	LOCATION
BLUE	LOCATION

3.C.9.I. IT IS A UNIT RESPONSIBILITY TO ENSURE THAT ALL BAGGAGE IS COLOR-CODED WITH BAGGAGE TAGS AND/OR TAPE FOR FINAL REDEPLM DESTINATION.
3.C.10 COMMERCIAL TICKET PROGRAM (CTP)
3.C.10.A. PREVIOUSLY PLANNED FOR AND IDENTIFIED ULNS WILL BE SUPPORTED BY CTP DEPLM/REDEPLM. INDIVIDUALS TRAVELING VIA CTP ARE RESPONSIBLE FOR OBTAINING ORDERS AND AIRLINE RESERVATIONS. THE ULN MUST BE INCLUDED ON ALL CTP ORDERS.
3.C.10.B. TRAVELERS WILL TRAVEL IN CIVILIAN ATTIRE AND SHOULD NOT UTILIZE MILITARY BAGGAGE.
3.C.10.C. TRAVELERS DEPLOYING FROM (LOCATION) WILL COORDINATE GROUND TRANSPORTATION TO (LOCATION) AIRPORT. UPON ARRIVAL IN THE (DEPLOYING LOCATION) GROUND TRANSPORTATION WILL BE COORDINATED BY JOINT RECEPTION CENTER (JRC) PERSONNEL FOR GROUPED ULNS. INDIVIDUAL CTP TRAVELERS SHOULD COORDINATE/VERIFY THEIR OWN TRANSPORTATION REQRS PRIOR TO DEPLM.
3.C.10.D. TRAVELERS MUST HAVE A PASSPORT.

3.C.10.E. GUIDANCE WILL BE PROVIDED IN EX REPORTING INSTRUCTIONS FOR PERS ENTERING THE COUNTRY VIA COMMERCIAL CARRIER BUT DEPARTING ON MIL A/C.
3.C.11. AIRLIFT CARGO
3.C.11.A. ALL SUPPLIES AND EQUIP WILL BE PREPARED IAW THE REF E, PARENT MSC/MSE EMBARKATION SOP, AND THIS LOI.
3.C.11.B. ENSURE UNITS EMBARK WITH SUFFICIENT ITEMS TO SUPPORT REDEPLM (I.E. SCALES, CARGO STRAPS, PLACARDING MATERIELS, ETC).
3.C.11.C. ALL AIRLIFT CARGO WILL BE CLEAN AND PREPARED FOR AIRLIFT EMBARKATION BEFORE ARRIVAL AT ANY APOE. CARGO WILL BE FREE OF ALL FOREIGN MATERIELS, DUST, DIRT, OIL, INSECTS AND ORGANIC MATTER.
3.C.11.D. CARGO MUST ARRIVE (EMBARK READY) AT DESIGNATED APOE NLT 48 HOURS PRIOR TO SCHED DEPARTURE.
3.C.11.E. DUNNAGE IS A UNIT RESPONSIBILITY. ENSURE THAT ALL 463L PALLETS ARE STAGED AT THE APOE WITH 3 PIECES OF 4" X 4" X 88" DUNNAGE STRAPPED TO THE TOP OF EACH PALLET.
3.C.11.F. AIRLIFT CARGO JOINT INSPECTION (JI)
3.C.11.G. A COORDINATED JI BETWEEN DESIGNATED USAF AIR MOBILITY SQUADRON, A/DACG PERSONNEL, AND UNIT ASSIGNED AS PTC WILL BE CONDUCTED NLT 24 HOURS PRIOR TO A/C LOAD TIME. JI WILL BE SCHEDULED THROUGH THE A/DACG BY THE DESIGNATED ALE.
3.C.11.H. ALE, UNIT REPS AND PTCS MUST BE PRESENT DURING ALL STAGING, JIS, AND LOADING OF CARGO/PAX FOR THEIR MISSION.
3.C.12. AIRLIFT CARGO WEAPONS
3.C.12.A. (IF APPROPRIATE) ALL EFFORTS MUST BE MADE TO DEPLOY WPNS VIA SEALIFT IN UNIT ARMORY BOXES/CONTAINERS. INDIVIDUAL WPNS MAY BE TRANSPORTED ON AMC AIRLIFT, HOWEVER DUE TO FOLLOW-ON IN-COUNTRY GROUND TRANS CONSIDERATIONS, WPNS MUST BE BOXED/CRATED AND BELLY LOADED WITH BAGGAGE. WPNS PREPARATION AND SAFETY CONSIDERATIONS ARE DEPICTED IN REF D.
3.C.12.B. COORDINATE WITH THE ALE, PTC AND A/DACG PRIOR TO BELLY LOADING ANY WEAPONS OR CONTAINERS WITH WEAPONS.
3.C.12.C. (IF APPROPRIATE) CTP ULNS ARE NOT AUTH TO CARRY WEAPONS. CTP ULNS ARE NOT AUTHORIZED TO TRANSPORT AMMUNITION.
3.C.12.D. SECURITY AMMUNITION
3.C.12.E. SECURITY AMMO REQUIREMENTS WILL BE IDENTIFIED TO THE PTC NLT 24 HRS PRIOR TO A/C DEPARTURE.
3.C.12.F. SECURITY AMMO SHOULD NOT EXCEED TWO (2) MAGAZINES OF 5.56MM/9MM.
3.C.12.G. SECURITY AMMO MAGAZINES WILL BE COLLECTED BY THE PTC, PLACED IN AN AMMO BOX AND TURNED OVER TO THE SENIOR FLIGHT ATTENDANT ON COMMERCIALLY CHARTERED A/C OR THE LOAD MASTER ON MILITARY A/C. SECURITY AMMO WILL BE RETURNED TO THE RESPONSIBLE INDIVIDUAL PRIOR TO DEPLANING.
3.C.13. AIRLIFT CARGO HAZMAT

3.C.13.A. DEPLOYING UNITS THAT MAY POTENTIALLY REDEPLOY HAZMAT WILL ENSURE THAT CERTIFIED HAZMAT PERS DEPLOY WITH THE UNIT.
3.C.13.B. EACH UNIT IS RESPONSIBLE FOR THE PACKAGING AND CERTIFICATION OF ITS OWN HAZMAT. PREPARATION AND INSPECTION WILL BE COMPLETED AT THE MSCS UMA.
3.C.13.C. UPON ARRIVAL AT APOE, HAZMAT WILL BE REINSPECTED FOR PROPER PACKAGING AND SUPPORTING DOCUMENTATION BY THE ALE. IMPROPER PACKAGING OR FAILURE TO PRODUCE HAZARDOUS MATERIEL DOCUMENTATION WILL RESULT IN FRUSTRATED CARGO.
3.C.13.D. ALL HAZMAT CARGO MUST BE PROPERLY PREPARED IAW CURRENT REGULATIONS AND WILL BE IDENTIFIED ON A SHIPPER'S DECLARATION OF DANGEROUS GOODS FORM (SHIPPER'S DEC). THE FORM WILL BE PLACED ON EACH 463L PALLET. THE ALE/PTC WILL MAINTAIN A HARD COPY OF EVERY SHIPPER'S DEC TO BE MADE AVAIL AT THE APOE AS REQUIRED. THE SHIPPER'S DEC CAN BE OBTAINED FROM REF I.
3.C.13.E. UNIT ALE REP MUST PROVIDE FIVE COPIES SHIPPER'S DECS AS FOL:
3.C.13.E.1. ONE PLACED ON 463L PALLET / EQUIP.
3.C.13.E.2. FOUR PROVIDED TO JOINT INSPECTION REP.
3.C.13.E.3. ONE PROVIDED TO ALE.
3.C.13.E.4. ONE MAINTAINED BY OWNING UNIT.
3.C.13.F. ALL HAZMAT MUST BE IDENTIFIED, PREP'D, AND CERTIFIED FOR AIR SHIPMENT PER REFS (I). ENSURE ALL HAZMAT IS ACCESSIBLE TO ALLOW FOR 100 PERCENT CHECK DURING THE JI.
3.C.13.G. ALL HAZARDOUS CARGO WILL BE PROPERLY PREP'D AND CERTIFIED BY OWNING UNIT PRIOR TO ARRIVAL AT APOE.
3.C.13.H. SHIPPER'S DECS FOR HAZMAT MUST BE PROVIDED BY UNIT DESIGNATED AS PTC TO THE APPROPRIATE AGENCY UPON ARRIVAL OF UNIT CARGO AT THE APOE.
3.C.14. AIRLIFT CARGO RADIO FREQUENCY IDENTIFICATION DEVICE (RFID).
3.C.14.A. PER REF H, ACTIVE RFID TAGS WILL BE PLACED ON ALL DEPLM/REDEPLM EQUIP AT MSC UMAS/POO. ALL TAGS MUST BE BURNED AND REGISTERED ON THE ITV SERVER NLT 24 HOURS PRIOR TO STAGING CARGO AT THE APOE. MEF MDDOC WILL PROVIDE AN APPROVED MDSS II UDL TO EACH MSE WITH CORRECT TCNS FOR ALL EQUIP REQUIRING RFID TAGS. MSES ARE NOT AUTH TO CHANGE APPROVED MDSS II UDL FILE NAME PROVIDED BY MEF MDDOC. (IF APPROPRIATE) THE SAME RFID TAGS WILL BE USED FOR DEPLM/REDEPLM.
3.C.14.B. ONCE VEHICLES, EQUIP AND PALLETS ARRIVE AT APOES THEY WILL UNDERGO A FINAL INSPECTION. ANY RFID TAG THAT WAS DAMAGED OR LOST DURING TRANSIT TO PORT MUST BE REPLACED PRIOR TO JI.
3.C.15. AIRLIFT PLACARDS
3.C.15.A. PLACARDS MUST BE FILLED OUT COMPLETELY AND LEGIBLY WITH BLACK PERMANENT MARKER AND WATER PROOFED WITH DOCUMENT PROTECTORS.

3.C.15.B. PLACARDS WILL BE AFFIXED TO TWO SIDES OF EACH 463L PALLET, VISABLE OR ON ONE SIDE OF ANY A/C DECK-LOADED ITEM
3.C.15.C. ALL PLACARDS WILL REFLECT ACTUAL (AS PRESENTED FOR EMBARKATION) WEIGHTS AND DIMENSIONS (NOT DATA PLATE OR PLANNING WEIGHTS AND DIMENSIONS).
3.C.15.D. AIRLIFT PLACARDS MUST BE PREPARED AS FOLLOWS:
3.C.15.D.1. UNIT: FULL NAME OF UNIT
3.C.15.D.2. POC: FULL NAME AND PHONE NUMBER
3.C.15.D.3. APOE: LOCATION
3.C.15.D.4. APOD: LOCATION
3.C.15.D.5. DESC: ITEMS ON PALLET OR EQUIP TYPE
3.C.15.D.6. WEIGHT: ACTUAL WEIGHT IN POUNDS
3.C.15.D.8. ULN: UNIT LINE NUMBER IS ASSIGNED PER TPFDD
3.C.15.D.9. FINAL DEST: DESTINATION/CAMP/BLDG NUMBER
3.C.15.D.10. HAZ MAT: YES OR NO
3.C.15.E. AIRLIFT PLACARDS FOR REDEPLM WILL BE FORMATTED THE SAME AS DEPLM PLACARDS, WITH MODIFICATIONS TO APOE/APOD AS APPLICABLE, (EG., APOE; (LOCATION), APOD; (LOCATION).
3.C.16. IN-COUNTRY TRANSPORTATION
3.C.16.A. MARFOR/MEF/MEB MSCS ARE REQUIRED TO ACTIVATE A UMCC FWD FROM (DATE) TO (DATE). REPORT ACTIVATION/DEACTIVATION, LOCATION AND POC INFO TO THE MEF/MEB MDDOC NLT (DATE).
3.C.16.B. INLAND TRANSPORTATION OF PAX/BAGGAGE WILL BE IAW THE DIRECTION OF THE MEF/MEB MDDOC.
3.C.16.C. CARGO MOVEMENT FROM THE A/SPOD TO FINAL DESTINATION IN (LOCATION) WILL BE COORDINATED BY THE MEF/MEB MDDOC PHIT COORDINATOR.
3.C.16.D. PASSENGER MOVEMENT (CTP AND STRATEGIC LIFT) FROM THE A/SPOD TO FINAL DESTINATION IN T(LOCATION) WILL BE COORDINATED BY JRC PER REF (L), AND THE MDDOC PHIT COORDINATOR.
3.C.16.E. UPON ARRIVAL AT APOES ALL PERS MUST PROVIDE THEIR ULN TO THE (JRC) PRIOR TO MOVEMENT FROM THE APOE TO DESTINATION.
3.C.16.F. ENSURE THAT ALL MOVEMENT REQUEST/REQUIREMENTS TO INCLUDE SUBMISSION AND EXECUTION OF COMBINED HIGHWAY CLEARANCE REQUESTS AND COMBINED MOVEMENT REQUESTS ARE PROCESSED THROUGH THE MEF/MEB MDDOC IN A TIMELY AND ACCURATE MANNER.
3.C.17.G. (IF APPLICABLE) THE ONLY DEPLM AND REDEPLM CONVOYS/TACTICAL VEHICLE MOVEMENTS AUTH ARE ONE-WAY MOVEMENTS FROM (LOCATION) LANDING SITE OR (LOCATION). THOSE CONVOYS WILL BE COORDINATED BY THE MEF/MEB MDDOC, AND STRICTLY CONTROLLED.
3.C.18.H. (IF APPLICABLE) ANY REQUIRED TRANSPORTATION BETWEEN TRAINING AREAS AND OFF BASE LOCATIONS DURING THE EXERCISE SHOULD BE CONTRACTED VIA HOST NATION SUPPORT.
3.C.18.I. (IF APPLICABLE) ALL TACTICAL VEHICLE DRIVERS WILL HAVE THE APPROPRIATE MILITARY LICENSE AND VALID TRIP TICKET. DRIVERS AND A/DRIVERS WILL WEAR THE REQUIRED PPE. USE OF

TACTICAL VEHICLES FOR THE PURPOSE OF TRANSPORTING PASSENGERS BETWEEN PORT AND TRAINING AREAS IS NOT AUTH.
3.C.19.J. (IF APPLICABLE) TACTICAL VEHICLE MOVEMENT DURING THE EXERCISE WILL BE RESTRICTED TO TRAINING AREAS. TACTICAL VEHICLES ARE NOT AUTH TO LEAVE THE TRAINING AREA FOR ANY REASON UNLESS AUTH BY MEF/MEB MDDOC MOVEMENT CONTROL.
3.C.19.K. ALL CONVOYS WILL REQUIRE A MOVEMENT TRANSPORTATION NUMBER PROVIDED BY THE MEF/MEB MDDOC.

4. ADMINISTRATION AND LOGISTICS
4.A. REPORTING INSTRUCTIONS WILL BE OUTLINED IN FORTHCOMING MEF/MARFOR REPORTING INSTRUCTIONS.
4.B. SUPERCARGO ALLOCATIONS ARE PER THE VALIDATED TPFDD. SUPERCARGOES MUST REPORT TO THE SLE/POG OIC NLT (TIME) ON THE FIRST DAY OF LOADING WITH FIVE COPIES OF THEIR ORDERS (ULN REFLECTED ON ORDERS), SEABAG, PACK, AND CARRY-ON ITEMS. TRANSPORTATION TO THE PORT IS A UNIT RESPONSIBILITY. SUPERCARGOES WILL BERTH ON THE VESSEL WHILE ON-LOAD OPS ARE CONDUCTED AND UNTIL OFFLOAD OPERATIONS ARE COMPLETE.
4.C. MESSING FOR PERS INVOLVED IN STAGING AND ONLOAD OPS AT EACH SPOE/D IS A UNIT RESPONSIBILITY. RECOMMEND UNITS COORDINATE WITH POG OIC OR WITH (APPLICABLE DINING FACILITY) FOR BOX LUNCHES.
4.D. DESIGNATED ALES WILL SUBMIT A WHEELS IN THE WELL REPORT FOR ALL ACFT DEPARTING THEIR APOE WITHIN TWO HOURS AFTER ACFT DEPARTURE TO THE FOL E-MAIL ADDRESS: (E-MAIL)
4.E. THE SLES AT (LOCATION) AND (LOCATION) WILL SUBMIT A CARGO AND PERS MOVEMENT REPORT WITHIN TWO HOURS OF VESSEL DEPARTURE TO THE FOL E-MAIL ADDRESS: (E-MAIL)
4.F. FOR (LOCATION) AND (LOCATION) POO TO POE AND POD TO POO TRANS, COMMERCIAL CONTRACTED ASSETS (CULT AND CONTRACTED BUSES) WILL BE UTILIZED SPARINGLY. MMCC WILL TASK MEF ORGANIC TRANS AND LIFT ASSETS TO THE GREATEST EXTENT POSSIBLE. EX SUPPORT/OP FUNDING TAC FOR CULT/COMMERCIAL TRANS SUPPORT WILL BE PROVIDED TO MMCC VIA SEPCOR.
4.G. DISTRIBUTION. AS PART OF THE DEPLOYED MEF/MEB MDDOC, SUSTAINMENT DISTRIBUTION OPERATIONS ARE ADDRESSED IN SEPARATE LOIS.
4.H. ATTACHED IS AN MS EXCEL SPREADSHEET CONTAINING A SUMMARY OF DEPLM/REDPLM DATA AND REQUIREMENTS SUBMISSION DUE DATES ADDRESSED ABOVE IN PARA 3.
4.I. PERSONNEL INVOLVED IN PREPARATION, MOVEMENT AND DEPLM OF (EX/OP) PERS AND EQUIP ARE ENCOURAGED TO ATTEND THE PRE-DEPLM MOBILITY CONF. CONF DATE, LOCATION AND AGENDA WILL BE ADDRESSED VIA SEPCOR.
4.J. SAFETY/SECURITY

4.J.1. SAFETY IS PARAMOUNT. ANY PERSON, REGARDLESS OF RANK, IS RESPONSIBLE TO CEASE OPERATIONS IF THEY OBSERVE AN UNSAFE ACT. ENSURE ALL PERS WORKING IN OR AROUND THE AIRFIELD AND/OR PORT EMPLOY THE PROPER PPE FOR THE MISSION.
4.J.2. SECURITY OF CARGO IS A UNIT RESPONSIBILITY. UNITS THAT WISH TO PROVIDE SECURITY FOR THEIR EQUIP MUST COORDINATE WITH THE APPROPRIATE A/DACG OR POG PERS.
4.J.3. PIER, STAGING AND LOADING AREAS ARE DESIGNATED AS HARD HAT AREAS DURING OPS. ALL PERS WORKING IN AND AROUND THESE AREAS ARE REQUIRED TO HAVE EITHER A HARD HAT OR KEVLAR HELMET.

5. COMMAND AND SIGNAL
5.A. PRIMARY MEANS OF COMMUNICATION WILL BE BASE/COMMERCIAL/CELL TELEPHONE FOR DEPLM/REDEPLM OPERATIONS. REQ MSC'S SUBMIT (EX/OP) EMBARK POC INFORMATION TO (MDDOC E-MAIL) UPON RECEIPT OF THIS MESSAGE.
5.B. MEF G4 MDDOC SHARE POINT WEB PORTAL ADDRESS IS: (LINK)
5.C. MEF/MEB POCS LISTED BELOW:
5.C.1. RANK, NAME, AND GARRISON BILLET (MMDOC)
DEPLOYED COOMAND AND BILLET
NIPR: E-MAIL
DSN: PHONE #
DEPLOYED CELL: PHONE #
5.C.2. RANK, NAME, AND GARRISON BILLET (MDDOC)
DEPLOYED COOMAND AND BILLET
NIPR: E-MAIL
DSN: PHONE #
DEPLOYED CELL: PHONE #
5.C.3. RANK, NAME, AND GARRISON BILLET (MHG)
DEPLOYED COOMAND AND BILLET
NIPR: E-MAIL
DSN: PHONE #
DEPLOYED CELL: PHONE #
5.C.4. RANK, NAME, AND GARRISON BILLET (MAW)
DEPLOYED COOMAND AND BILLET
NIPR: E-MAIL
DSN: PHONE #
DEPLOYED CELL: PHONE #
5.C.5. RANK, NAME, AND GARRISON BILLET (DIV)
DEPLOYED COOMAND AND BILLET
NIPR: E-MAIL
DSN: PHONE #
DEPLOYED CELL: PHONE #
5.C.6. RANK, NAME, AND GARRISON BILLET (MLG)
DEPLOYED COOMAND AND BILLET
NIPR: E-MAIL
DSN: PHONE #

DEPLOYED CELL: PHONE #
5.C.7. MMCC POINTS OF CONTACT:
5.C.7.1. RANK, NAME, AND GARRISON BILLET (MMCC)
DEPLOYED COOMAND AND BILLET
NIPR: E-MAIL
DSN: PHONE #
DEPLOYED CELL: PHONE #
BT//

Appendix P

AVIATION LOGISTICS IN FDP&E

1. General. Since Marine aircraft and aviation systems are procured and managed with Navy (blue) dollars, they are heavily influenced and shaped by Navy procedures, terms, and data systems. Thus, the incorporation of aviation logistics within the Marine Corps FDP&E and the JOPES TPFDD processes has the potential to be cumbersome and inconsistent. Given the size and footprint of the ACE relative to the rest of the MAGTF, it is critical that MAGTF planners pay particular attention to AVLOG elements and ensure accurate and effective integration into the overall FDP&E process.

2. Aviation Logistics Concepts. In garrison, Marine aircraft squadrons of a specific T/M/S are usually consolidated in specific Marine Aircraft Groups (MAGs). In combat or other contingencies, the Marine Corps task-organizes to provide a tailored force with appropriate capabilities for the designated mission. Requirements to task-organize means that Marine aviation will likely deploy by combining (compositing) different T/M/S aircraft from several MAGs into a single ACE. The result is a task organized squadron, MAG or MAW depending on the size of the force required.

3. Marine Aviation Logistics Support Program (MALSP). Prior to MALSP, there was no standard method of task-organizing aviation spare parts, support equipment, Mobile Facilities (MFs), and personnel. Although AVLOG support was provided, it was neither responsive nor effective. To support the task organization, formation, and in theater support of the ACE, AVLOG planners now use MALSP when developing AVLOG support capabilities. MALSP was implemented to provide flexible and effective operational AVLOG to the deployed ACE. It enables ACE AVLOG planners to use these building blocks to rapidly and efficiently identify, marshal, and deploy those AVLOG elements that are necessary to support any task-organized mix of Marine aircraft. MALSP. See Figure P-1.

Figure P-1.--MALSP Building Blocks

a. Support Equipment (SE). SE includes test equipment, tools, ground support equipment, and aviation support equipment.

b. Spare/Repair Parts. Spare and repair parts are divided into Aviation Consolidated Allowance List (AVCAL), Shore Consolidated Allowance List (SHORCAL), and Coordinated Shipboard Allowance List (COSAL) items.

(1) Aviation Consolidated Allowance List (AVCAL). An AVCAL is an allowance of spare and repair parts authorized to an activity, including a MALS or supporting ship by the Naval Supply Systems Command (NAVSUP) Weapon Systems Support (WSS). An AVCAL is designed to support a specific base load of aircraft for a period of 90 days based on combat flying hours. Each active duty Marine Aviation Logistics Squadron (MALS) has an AVCAL.

(2) Shore Consolidated Allowance List (SHORCAL). A SHORCAL is an allowance of spare and repair parts authorized to support a specific base load of aircraft for a period of 30 days based on peacetime flying hours. Marine Reserve aviation units are supported by SHORCALs held at Naval Air Stations or at the MALS. In wartime, aviation prepositioned war reserve materiel augments the SHORCAL to provide reserve aviation units with a complete 90-day capability based on combat flying hours.

(3) Coordinated Shipboard Allowance List (COSAL). A COSAL is an allowance of spare and repair parts authorized to an activity, including a MALS or supporting ship by the Naval Inventory Control Point (NAVICP-M), Mechanicsburg, PA. A COSAL is designed to support specific aircraft weapon systems, and test and support equipment. A COSAL is designed to provide support for a period of 90 days based on combat flying hours.

c. Mobile Facilities (MF)/Shelters. A MF is a specifically configured shelter outfitted to support Marine Aviation Contingency Support Packages in garrison and when deployed. There is a range of different type MFs with different capabilities, such as providing working and/or storage spaces.

d. Personnel. Each squadron rates all the specialists unique to the T/M/S aircraft it operates. The personnel trained to perform Operational (O) level maintenance work in the flying squadron. Those who perform Intermediate (I) level maintenance normally work at the MALS, which has the requisite spares,

support equipment, mobile facilities, and personnel for "I" level maintenance.

2. Tailoring Aviation Logistics Capability. MALSP enables the to tailoring of aviation logistics support for any particular mix of T/M/S aircraft in the ACE. These support packages consist of personnel, support equipment, spares and MFs. A MALS provides the nucleus around which the logistics capability is built (see Figure P-2). The host (deploying) MALS and parent (non-deploying) MALS provide the necessary Fly-in Support Packages (FISP), Common Contingency Support Packages (CCSP), Peculiar Contingency Support Packages (PCSP), and Follow-On Support Packages (FOSP). See Figure P-3.

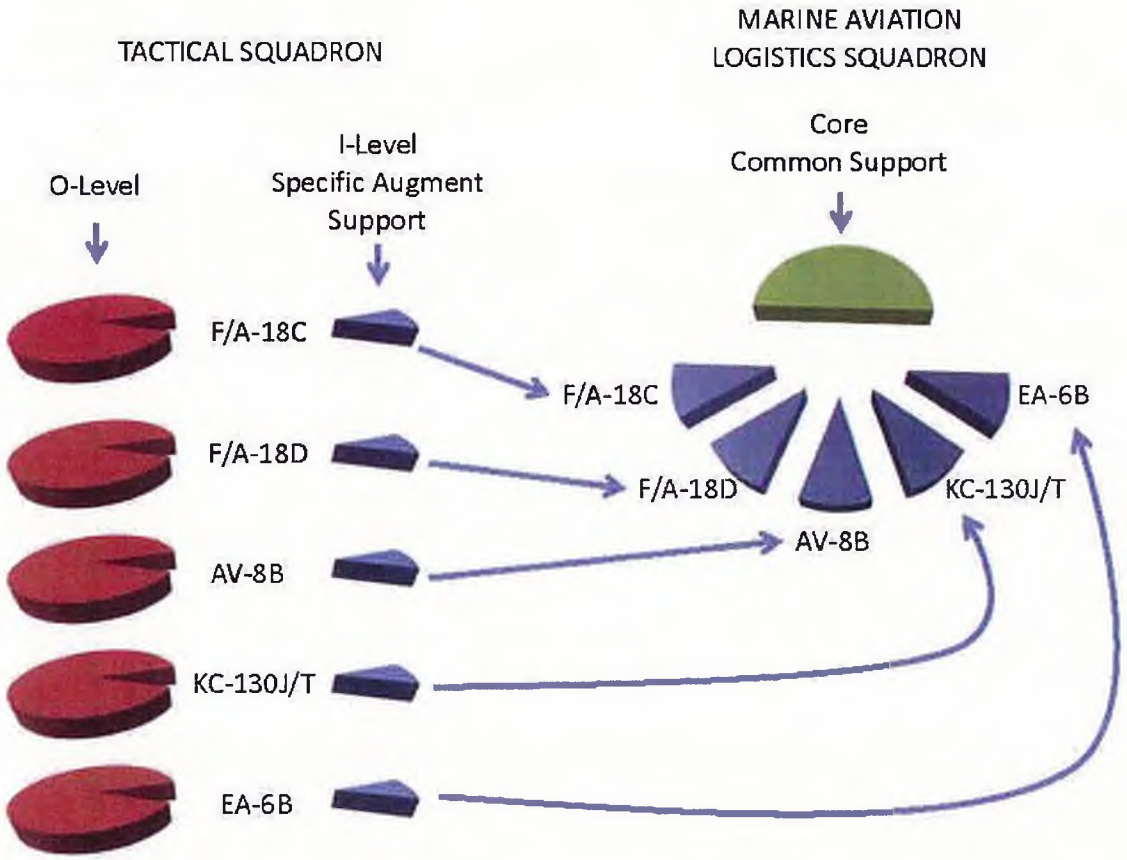

Figure P-2.--Example Fixed Wing MALS Support Organization

a. Fly-in Support Package (FISP). FISPs are support packages made up of "O" level parts and are designed to support FIE aircraft of a MAGTF ACE. A FISP, flown in with the FIE aircraft, is designed to provide readiness and sustainability

for the deployed aircraft for up to 30 days and until the intermediate maintenance support capability arrives in the theater of operations.

b. Contingency Support Package (CSP). CSPs consist of the common and peculiar "O" and "I" level logistical support required for the deployment of detachments/squadrons of particular T/M/S aircraft. CSP allowances provide the spares and repair parts to support both "O" and "I" level maintenance. CSP allowances are computed at the Combat Flying Hours (CFH) utilization rate for a 90-day endurance period. There are four types of CSP's, the CCSP, the PCSP, the FOSP, and the Remote Expeditionary Support Package (RESP).

(a) Common Contingency Support Package (CCSP). CCSP's consist of "O" and "I" level aviation related assets that are common to two or more T/M/S aircraft. The host MALS, whether it is for a Rotary Wing (R/W) or Fixed Wing (F/W) ACE, provides the CCSP to support the number of aircraft assigned.

(b) Peculiar Contingency Support Package (PCSP). The PCSP consists of those peculiar items and personnel required to provide both "O" and "I" level support for a specific T/M/S and quantity of aircraft, and associated support equipment, that a MAG provides to a MAGTF ACE. A peculiar item is an item that is peculiar to a specific aircraft/support equipment application.

(c) Follow-on Support Package (FOSP). FOSP equipment consists of those items that, although not required to initiate the assault, are required to sustain the assault. These are items that, because of sealift and airlift constraints must be phased into a deployment area in Assault Follow-on Echelon (AFOE) or follow-on shipping. Because FOSP assets are required to sustain the assault, the allowances to support these items are built to a 90-day endurance level.

(d) Remote Expeditionary Support Package (RESP). The RESP is a combination of a FISP, Aeronautical Weapons Support Equipment (AWSE), Aviation Support Equipment (ASE), MFs, and personnel that would detach from a supporting MALS to provide aviation-peculiar logistics support to an ACE. A RESP is moved to an Area of Responsibility and designed to provide aviation logistics support (minus Class V(A)) to a standard number of specific type aircraft until the arrival of more robust, follow-on logistics support from MALSP sources (PCSP, CCSP, FOSP), MPF assets, Host Nation Support, or other Joint/Combined logistics resources. When ACE missions,

endurance, and bed down scenarios so dictate, the RESP may not be augmented by any additional follow-on support and shall serve as a stand-alone support package for the ACE. Composition of RESPs include the AVLOG support elements currently resident within FISPs, PCSPs, and CCSPs, and require no additional economic resources.

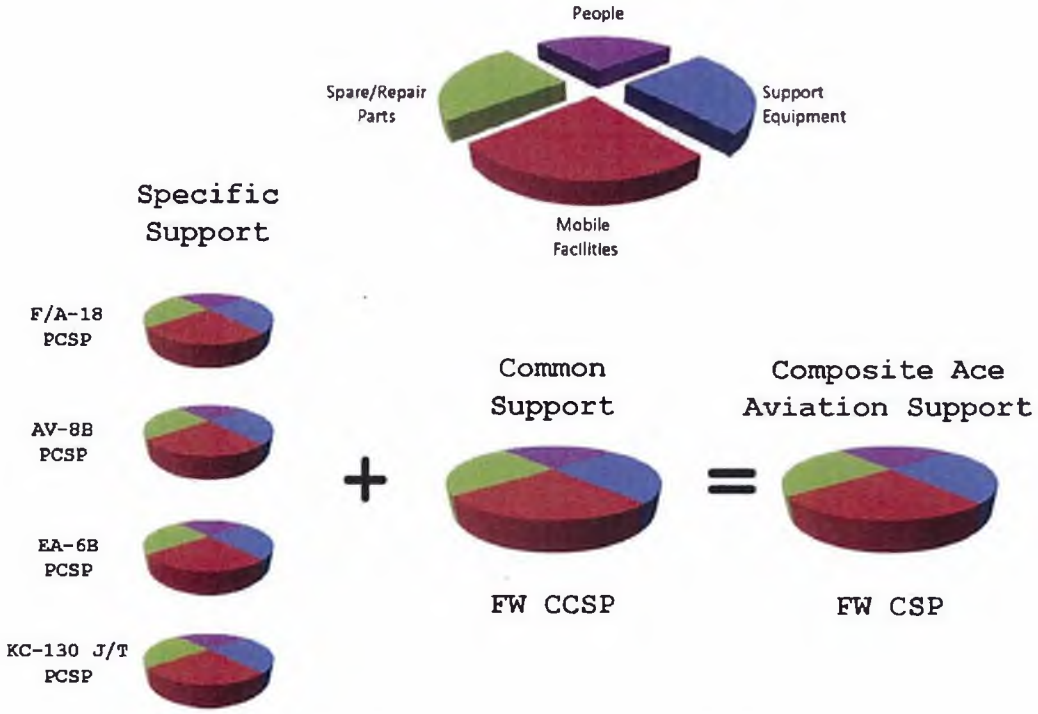

Figure P-3.--Contingency Support Packaging

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Appendix Q

EXERCISE PLANNING

1. Purpose. This appendix provides general information for planning Joint and Service Exercises and can be used in addition to specific exercise planning guidance to support exercise planning.

2. Overview. The Joint Staff, CCDRs, and Services conduct exercises for a multitude of purposes - from mission and plan rehearsal, to joint training and concept analysis, to doctrine validation and interagency integration

a. Joint exercises are the principal means for the CCDRs to maintain trained and ready forces, exercise their contingency plans, support their theater campaign plan engagement activities, and achieve joint and multinational (combined) training.

b. Service exercises are the principle means for the Services to ensure the readiness of forces in order to meet the established standards of their Service specific capabilities.

3. Exercise Planning.

a. Exercises are developed IAW established Joint and Service Planning Processes. Exercise planning encompasses long-range planning in the Joint Training Informational Management System (JTIMS) and detailed planning within JOPES.

b. Figure Q-1 below provides the basic workflow considerations during exercise planning.

STEP 1	STEP 2	STEP 3	STEP 4	STEP 5
Long Range Exercise Requirements are identified	Force Requirements Placed in TPFDD following IPC	Force Requirements Sourced in TPFDD Following MPC and verified After Final Planning Conference	Force deployed to Exercise	Force redeployed from Exercise

Figure Q-1.--Exercise Deployment Planning Workflow

c. Exercise planners establish the schedule for planning and execution of the exercise, determine exercise objectives and requirements, and task future planning as appropriate. MAGTF Planner participation in exercise planning is usually required during the IPC and MPC or other conference/s where determination and sourcing of requirements occurs.

d. After the CCDR's exercise TPFDD is established, TPFDD requirements can be built within JOPES. This usually occurs after the Initial Planning Conference (IPC), but may occur earlier or later as required by the planning schedule.

e. Exercise and MAGTF planners ensure all force requirements are incorporated into the JOPES TPFDD during planning.

f. Exercise force sourcing is completed within the TPFDD as early as possible in order to determine transportation feasibility and develop cost estimates.

g. Due to the short duration of most exercises, planning for both deployment and redeployment occurs simultaneously. To the maximum extent possible, MAGTF Planners at all levels should monitor accuracy of both deployment and redeployment ULNs within exercise TPFDDs.

h. To differentiate between the deployment and redeployment phases of the same exercise, MAGTF planners should associate a PID and FM with all ULNs in appropriate newsgroup message. (Note: Where the CCDR has specified FMs for an exercise, these should be referenced in the verification request newsgroup message).

i. ULNs supporting redeployment should be redeployed to target and forwarded to the Supported Component simultaneously with the deployment verification.

j. During CJCS exercises, the majority of personnel will deploy via military airlift or under the Commercial Ticketing Program (CTP). When feasible, cargo can deploy under the Small Commercial Cargo Program (SCCP). Both CTP and SCCP are refundable expenses through the supported CCDR's CJCS exercise budget.

k. The CTP is intended to provide a mechanism for individual commercial air travel in circumstances where military airlift or commercial air charter is not an efficient or

economical means to transport CJCS Exercise Program participants. Requirements ISO CJCS directed exercises are required to be sourced and validated in JOPES. CTP funds can only be used to move personnel who are participating in a CJCS or CCDR sponsored joint training exercise. CTP funds generally fund commercial air travel from the APOE to the APOD (in some cases CCDR's may authorize total costs of Origin to Destination). CTP cannot be used for persons who are visiting the exercise site but not participating in the exercise or for contractors who are prohibited from using CTP by the joint travel regulations. CTP funding will not be authorized for, or used in support of CJCS contingency operations. Once CTP is approved, the supported CCDR will release an authorization message in their exercise newsgroup identifying the number of passengers by ULN; the amount of funds authorized by ULN; and the Service responsible for CTP funding. (Note: Some CCDRs require force providers to annotate total cost of a roundtrip ticket for each ULN). Estimated costs will be annotated in the appropriate baseline field in JOPES.

1. The SCCP is similar to the CTP and is intended to provide CJCS exercise transportation funding for shipment of small amounts of cargo using the Transportation Management Office, Distribution Management Office (TMO/DMO), or Installation Transportation Office (ITO) procured air cargo tenders (i.e. worldwide express, GSA small package contracted programs, etc.). SCCP funding can be used to move cargo from the APOE to the APOD. Due to commercial carrier infrastructure, the deploying unit and/or installation transportation function should determine the most cost-effective cargo routing to the US Government (USG), which may include movement from, or near origin and/or final destination. (Note: Every effort must be made to obtain a CRAF carrier quote. If no CRAF carrier is available, then non-CRAF is acceptable). All cargo requirements should be included in JOPES.

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Appendix R

REPORT FOR PLANNING AND INITIATING DIRECTIVE EXAMPLE

FM COMMARFORCOM//G3-5-7//

TO SUPPORTING ORGS//
SUPPORTED ORG//

INFO CMC WASHINGTON DC//PP&O//
COMUSMARCENT G3
CG I MEF//G3/G5//
CG I MEF//G3/G5//
COMMARFORPAC//UC//
COMMARFORRES//UC//

MSGID/ORDER/MARFORCOM/-/SEP//
REF/A/DOC/RFF FTN 12345678912/DTG//
REF/B/DOC/SDOB FYXX GFMAP MOD 11/DTG//
REF/C/GENADMIN/MCBUL3120/DTG//
REF/D/GENADMIN/ACT-MOB RE/DTG//
REF/E/GENADMIN/HQMC ACT-MOB APPROVAL/DTG//
REF/F/DOC/MCTFSPRIUM/DTG//
REF/G/DOC/JAGINST 5800.7E/DTG//

NARR/REF A IS REQUEST FOR FORCES ICO SPECIAL PURPOSE MARINE CORPS AIR GROUND TASK FORCE FYXX. REF B IS THE FYXX GLOBAL FORCE MANAGEMENT ALLOCATION PLAN. REF C IS THE FYXX INITIAL MARINE CORPS FORCE ALLOCATION SCHEDULE. REF D IS THE REQUEST FOR MOBILIZATION OF FORCES. REF E IS HQMC APPROVAL OF FORCE MOBILIZATION REQUEST. REF F IS THE MARINE CORPS TOTAL FORCE SYSTEM POLICY AND OVERVIEW. REF G IS THE JUDGE ADVOCATE GENERAL INSTRUCTION.

ORDTYP/INITIATING DIRECTIVE/COMMARFORCOM//

PURPOSE/(U) THIS IS A COMMARFORCOM INITIATING DIRECTIVE INTENDED TO ENABLE THE FORMING, ORGANIZING, TRAINING, CERTIIFCATION AND DEPLOYMENT OF ACTIVATED RC UNITS AS FORCE-FY-XX FOR EMPLOYMENT IN THE CCDR AREA OF RESPONSIBILITY (AOR).

1. (U) SITUATION.
1.A. (U) REF A AND B ID CCDR REQUIREMENT FOR A SPECIAL PURPOSE MARINE AIR GROUND TASK FORCE (SPMAGTF) TO BE DEPLOYED FOR THE PERIOD FROM - TO IOT CONDUCT TARGETED SECURITY COOPERATION ACTIVITIES FOCUSED IN THE AOR, REGIONS TO INCREASE ALLY AND PARTNER NATION CAPACITY TO CONTRIBUTE TO NATO/CCDR/SERVICE

OPERATIONS AND PROVIDE FOR THEIR OWN SECURITY, STRENGTHEN REGIONAL PARTNERSHIPS, FOSTER STABILITY AND CONDUCT PREDEPLOYMENT TRAINING FOR ISAF CONTRIBUTORS IN COIN, PATROL, COUNTER-IED, CALLS FOR FIRE, CHECKPOINT OPERATIONS AND CORDON AND SEARCH OPERATIONS. REF B DIRECTS FORCE ALLOCATION OF SPMAGTF TO DEPLOY/EMPLOY IN SUPPORT OF CCDR.
1.B. (U) IAW REF C <AND D-G AS APPLICABLE THE SPMAGTF WILL FORM, ORG, TRAIN, EQUIP, DEPLOY TO THE CCDR'S AOR FOR THE EMPLOYMENT PERIOD OF FROM - TO.

2. (U) MISSION.
2.A. (U) FORCE DEPLOYS O/A DATE TO THE CCRD AOR TO CONDUCT SPMAGTF OPERATIONS PER THE GEF, MCCSP, CCDR THEATER CAMPAIGN PLAN, AND CONPLAN XXXX. BPT SUPPORT NATO/CCDR/SERVICE. THE FOLLOWING INFORMATION IS PUBLISHED IN ANTICIPATION OF FORCE.
2.B. (U) BATTLE SPACE: PER OPORD TO BE PUBLISHED BY MARFOR.
2.C. (U) ENEMY FORCES: PER OPORD TO BE PUBLISHED BY MARFOR.
2.D. (U) FRIENDLY FORCES: PER OPORD TO BE PUBLISHED BY MARFOR.

3. (U) EXECUTION
3.A. (U) COMMANDERS INTENT: I INTEND TO FORM, ORGANIZE, TRAIN AND EQUIP A FORCE IOT DEPLOY TO THE CCDR AOR TO MEET CCDR VALIDATED MISSION REQR AS SPECIFIED IN REF A. FORCE WILL BE MANNED, TRAINED AND EQUIPPED APPROPRIATELY TO EXECUTE THE MISSION AND TASKS AS SPECIFIED; AND COMPRISED WITH REQUISITE AIR/GROUND AND CSS CAPABILITIES TO ENSURE MISSION SUCCESS. UPON DEPLOYMENT, I WILL RELINQUISH COMMAND OF THE FORCE, AND FACILITATE THE TRANSFER TO CCDR X, OPCON FOR EMPLOYMENT. UPON MISSION CONCLUSION, FORCE REDEPLOYS TO THE DESIGNATED R-ILOC AT WHICH TIME I WILL RESUME COMMAND AND INITIATE RESET/RECONSTITUTION, DECOMPOSITION AND DEMOB ACTIONS AS REQUIRED. AT COMMENCEMENT OF DEMOB ACTIONS, I WILL RELINQUISH COMMAND TO COMMARFORRES FOR MVMT COORDINATION AND CONTROL FROM THE R-ILOC SITE TO HOME TRAINING CENTERS (HTC).
3.B. (U) CONCEPT OF OPERATIONS. FORCE FORMS, ORGANIZES, TRAINS, EQUIPS, AND DEPLOYS TO CCDR AOR, SPECIFICALLY THE LOCATIONS , IOT CONDUCT RSOI AND EMPLOY THEATER SECURITY COOPERATION IN THE FOLLOWING COUNTRIES: MULTIPLE LOCATION WITHIN THE AOR. UPON END OF MISSION, THE FORCE WILL REAGGREGATE IN LOCATION AND PREPARE FOR AIR MVMT BACK TO CONUS (RILOC AT CAMPEN OR CAMPLEJ) WITH THE FINAL DESTINATION OF HTC'S.
3.C. (U) FORCE MOBILIZES ON DATE AND AGGREGATES AT THE (HTC) FOR ADMINISTRATIVE AND ILOC PRE-MOVEMENT COORDINATION. ON OR ABOUT DATE, FORCE WILL PROCEED FROM THEIR INDIVIDUAL HTCS TO ILOC VIA COORDINATED AIR AND OVERLAND TRANSPORTATION. UPON ARRIVAL AT ILOC LOCATION; MARINE CORPS FORCES REPORTS MOVEMENT

COMPLETE AND RELINQUISHED COMMAND AUTHORITY TO COMMARFORCOM VIA APPROPRIATE AMHS NAVAL MESSAGE.
3.D. (U) FORCE WILL MOBILIZE FOR A PERIOD NOT TO EXCEED 400 DAYS. DURING THIS PERIOD, FORCE WILL UTILIZE APPROXIMATELY NUMBERED DAYS OR LESS TO CONDUCT MOVEMENT TO ILOC, PRE-DEPLOYMENT TRAINING (PTP), AND OVERSEAS MOVEMENT TO CCDR AOR. UPON END OF MISSION FORCE REAGGREGATES IN LOCATION AND REDEPLOYS VIA STATLIFT BACK TO CONUS (RILOC) WITH THE FINAL DESTINATION OF HTC'S.

3.E. (U) TASKS

3.E.1. (U) COMMARFOR, REQUEST:
3.E.1.A. (U) COORD FOR FORCE PDSS REQR WITH COMMARFORCOM. HQMC APPROVED RC SOURCING SOLUTION WITH AUTH TO DEPLOY SPECIFIED IN REFS B THRU D,
3.E.1.B. (U) PUB OPORD/PLANORD ISO FORCE DEPLOYMENT TO MARFOR'S AOR.
3.E.1.C. (U) ID SPECIFIC THEATER FORCE ENTRY REQUIRMENTS (PASSPORT/VISA REQR BY COUNTRY (IF NOT ALREADY DONE), PTP REQUIREMENTS, AND APPLICABLE CERTIFICATION PROCESS NLT DATE.
3.E.1.D. (U) VALIDATE MISSION ESSENTIAL TASKS DRAFTED BY FORCE CMDR IOT FACILITATE DEVELOPMENT OF PTP PLAN AND ENABLING OF READINESS REPORTING. SUBMIT FINAL METLS TO COMMARFORCOM FOR DRRS-MC UPLOAD.
3.E.1.E. (U) ID EXER/OPER EMPLOYMENT TEEP TO FORCE.
3.E.1.F (U) PROV JOPES/TPFDD PLANNING LOI TO COMMARFORCOM NLT DATE, INCLUDE PDSS DATES, ID JOPES TPFDD ULN STUCTURE, APOD/SPOD AND FORCE PHASING DATA IN TPFDD.
3.E.1.G. (U) PROV CCDR FUNDING LINES AS APPLICABLE TO PDSS UPON ARRIVAL.
3.E.1.H. (U) ID SUSTAINMENT PROCEDURES AND AUTHORITIES FOR FORWARD DEPLOYED FORCE ELEMENTS NLT DATE. ID SPECIFIC SUSTAINMENT AUTHORITIES REQR FOR FORCE (I.E. CONTRACTING OFF; MAINT MGT; SUPPLY SUPPORT; ETC).
3.E.1.I. (U) PROV IPC/MPC/FPC REQR TO CO, .
3.E.1.J. (U) PROV AFTER ACTION/LESSON LEARNED TO SUPPORTING CHAIN OF COMMAND NLT 45 DAYS AFTER MISSION COMPLETION.
3.E.1.K. (U) IDENTIFY TO CO, DEPLOYED DODAAC.
3.E.1.L. (U) ID IPAC PERSONNEL SUPPORT REQUIRED, COORDINATE WITH COMMARFORCOM AND MARFOR FOR MOBILIZATION OF MARINES REQUIRED.
3.E.1.M. (U) ID GTCC APC FOR COORDINATION OF TRANSFER OF ALL GTCC UPON UNIT REPORTING TO AOR.
3.E.1.N. (U) IDENTIFY/VALIDATE EDL AND INDIVIDUAL EQUIPMENT LIST. EDL SENT TO HQMC PP&O FOR INITIAL APPROVAL. REQUESTS FOR EDL MODIFICATION OR ADDITIONS WILL BE SENT VIA MESSAGE TO HQMC

PP&O CC COMMARFORCOM AND COMMARFORPAC. ANY SHORFTFALLS AFTER TRANSFER TO THE GFC WILL BE IDENTIFIED VIA MESSAGE TO HQMC PP&O, CC COMMARFORCOM AND COMMARFORPAC.
3.E.1.O. (U) BPT SUPPORT DEPLOYING FORCE WITH DEVELOPING, PLANNING AND COORDINATING IN-THEATER AND CONUS SUSTAINMENT SUPPORT (INCL SUPPLY AND MAINT MGT SYSTEM SPT) FOR DURATION OF DEPLM.

3.E.2 (U) MARFOR, REQUEST:
3.E.2.A. (U) NLT DATE; CONFIRM FORCE SOURCING COMPOSITION.
3.E.2.B. (U) IDENTIFY SENIOR FORCE MARINE OFFICER. ID SNO BY LAST NAME/FIRST NAME/MIDDLE INITIAL, DATE OF RANK AND UNIT BILLET IS ALIGNED WITH.
3.E.2.C. (U) PER REF I, PUBLISH FLAG OFFICER ORDER DESIGNATING SELECTED MARINE AS OFFICER IN CHARGE (OIC), FORCE. COORDINATE WITH SJA WRT FORMAT AND APPROPRIATE CONTENT. ORDER WILL IDENTIFY REQUISITE LEVEL AUTHORITIES TO THE OIC, FORCE. SPECIAL COURT MARTIAL AUTHORITY WILL BE RETAINED BY HHQ.
3.E.2.D. (U) NLT DATE, ID MARINE FORCES IPAC SUPPORT ISO FORCE TO MARFORCOM G-3/5/7.
3.E.2.E. (U) TRANSFER ALL FORCE PERSONNEL GTCC TO THE GFC WHEN UNIT REPORTS TO AOR.
3.E.2.F. (U) NLT DATE, COORD W/MARFORCOM TO ENSURE UIC/UTC ARE LOADED IN DRRS-MC. UPON COMPOSITE/RC ACTIVATION (DATE); COMMARFORCOM WILL ESTABLISH A READINESS ACCOUNT.
3.E.2.G. (U) SUBMIT REVISED METLS FOR FORCE FORCES ISO DRRS-MC UPLOAD, TO COMMARFORCOM G/3/5/7. COMMARFORCOM WILL NOTIFY ALCON WHEN UPLOAD IS COMPL.
3.E.2.H. (U) NLT DATE, ID FORCE PTP AND DEPLM TE OR EDL SHORTFALLS TO COMMARFORCOM G3/5/7.
3.E.2.I. (U) BPT SUPPORT DEPLOYING FORCE WITH EKMS SUSTAINMENT SUPPORT.
3.E.2.J. (U) ENSURE COMPOSTIE/MOBILIZED UNITS AND PERSONNEL ARE ALL MOBILIZED TO THE SINGLE SUB RU (RUC) REQUESTED BY MEF ISO FORCE.
3.E.2.K. (U) MARFOR SHALL VERIFY REQR TO MARFORCOM PER JOPES TPFDD LOI.

3.E.3. (U) MARFOR/CG XMEF, REQUEST:
3.E.3.A (U) O/A DATE, BPT RECEIVE COMPOSITE/ACTIVATED/MOBILIZED FORCES/UNITS ABOARD ILOC FOR PRE-DEPLOYMENT TRAINING.
3.E.3.B. (U) CG X MEF ENSURE ACCURATE MANIFESTING AND CARR ONLOAD PER JOPES AND MCO 3000.18.
3.E.3.C. (U) O/A DATE, INITIATE FORCE PRE-DEPLOYMENT TRAINING (PTP) IAW ILOC FOS.

3.E.3.D. (U) COORDINATE WITH MCICOM AND FORCES TO PROVIDE FACILITIES, TRAINING SUPPORT, ADMINISTRATIVE/LOGISTICAL SUPPORT, AND SUPPORT EQUIPMENT DURING ILOC.
3.E.3.E. (U) UPON COMPL OF PTP, CG X MEF CERTIFIES FORCE AS PTP COMPLETE AND DEPLOYS THE FORCE TO CCDR AOR PER JOPES/TPFDD PROCEDURES.
3.E.3.F. (U) IAW REF B, DEPLOY FORCE ISO CCDR REGISTERED AND VALIDATED GFM REQUIREMENTS.
3.E.3.G. (U) UPON FORCE DEPLOYMENT/ARRIVAL AT POD, RELINQUISH COMMAND FOR DURATION OF DEPLOYMENT/EMPLOYMENT; RETAIN ADMINISTRATIVE REPORTING AND GENERAL SUSTAINMENT SUPPORT RESPONSIBILITES PER TITLE 10, USC.
3.E.3.H. (U) BPT RESUME COMMAND, AS REQUESTED BY COMMARFORCOM, UPON FORCE END OF MISSION AND REDEPLOYMENT TO HOME STATION O/A DATE.
3.E.3.I. (U) COORD W/COMMARFORCOM/G1 AND CMC (MI) TO ESTABLISH SUB RU FOR UNIT DETACHMENTS IAW REF F IOT FACILITATE TIMELY MCTFS REPORTING. BPT MAINTAIN SUB RU UNTIL SUPPORTING UNIT REACHES END OF MISSION, DISAGGREGATES AND RETURN TO PARENT COMMANDS. (X MEF IPAC UTILIZE SUB RU REQUEST FORM FOUND IN MCTFSPRIUM TO REQUEST SUBORDINATE RUC FOR FORCE PERSONNEL.)
3.E.3.J. (U) BPT PROVIDE SUSTAINMENT SUPPORT (I.E. SMU, SECREPS, IMA, ETC).
3.E.3.K. (U) PROVIDE EMBARKATION AND MOBILITY SUPPORT ROUTINELY PROVIDED TO DEPLOYING/REDEPLOYING FORCES AT THE APOE/APOD AND SPOE/SPOD.

3.E.4. (U) CO, FORCE
3.E.4.A. (U) IDENTIFY MANPOWER SHORTFALLS VIA MARINE CORPS FORCES CHAIN OF COMMAND.
3.E.4.B. (U) COORD W/HQ MARINE FORCES TO IDENTIFY SENIOR MARINE OFFICER TO BE DESIGNATED AS OIC, TO COMMARFORCOM/G3/5/7. ID BY LAST NAME/FIRST NAME/MIDDLE INITIAL, DATE OF RANK AND UNIT RESOURCING SNO TO COMMARFORCOM VIA MARINE FORCES CHAIN OF COMMAND.
3.E.4.C. (U) NLT DATE, COORD W/MARINE CORPS FORCES TO ENSURE FORCE COMPOSITE/MOBILIZATION ORDERS AND DOCUMENTATION IS CONDUCTED WITHIN THE APPROPRIATE RUC AND/OR SUB RU.
3.E.4.D. (U) BPT SUBMIT REVISED METLS FOR DRRS-MC UPLOAD BASED UPON FORCE ROATATION AFTER-ACTION/LESSONS LEARNED.
3.E.4.E. (U) ID FORCE DEPLM TE OR EDL SHORTFALLS TO MARFORCOM G3/5/7 AND G4.
3.E.4.F. (U) UPON COMPOSITE/MOBILIZATION, SUBMIT ACCURATE ROSTERS OF EVERY RC UNIT/DET TO COMMARFORCOM G3/5/7 INTEGRATION POC. ROSTERS SHOULD IDENTIFY MEMBERS BY LAST/FIRST/MIDDLE/SSN/RANK/MOS. THIS WILL SERVE AS THE FORCE "ALPHA ROSTER".

3.E.4.G. (U) COORD W/MARFOR FOR THE DEPLOYED DODAAC.
3.E.4.H. (U) DEVELOP ORGANIC SUSTAINMENT CAPABILITIES (I.E. PEB, TOOL SETS & KITS, MAINTENANCE, SUPPLY, ETC).
3.E.4.I. (U) DEVELOP IN-THEATER AND CONUS SUSTAINMENT PROCESSES WITH SUPPORTING COMMANDS.
3.E.4.J (U) PREPARE MDSS-II EMBARKATION DATA AND SUB TO X MEF NLT DATE.

4.A. (U) ADMIN:
4.A.1. (U) NOMINATED FORCE LIST AS PER MARFOR MESSAGE.
4.A.2. (S) FORCE DEPLOYMENT WILL BE EXECUTED VIA COMMARFORCOM RELEASED DEPORD. ADVON AUTH TO FWD DEPLOY VIA MROWS OR TAD ORDERS ON COML OR STRATEGIC/CHANNEL LIFT AS REQR. UPON ARRIVAL IN THE AOR, ADVON WILL RE-AGGREGATE WITH FORCE CE/MB.

4.B. (U) LOGISTICS
4.B.1. (U) FORCE WILL DEPLOY WITH PERSONAL AND TE WEAPON SYSTEMS.
4.B.2. (U) FORCE WILL DRAW CL V SMALL ARMS AMMUNITION FROM ILOC ASP FOR PTP. FORCE WILL COORD CL V SMALL ARMS REQR WITHIN AOR DURING EMPLOYMENT.
4.B.3. (U) 4.B.3. (U) FORCE WILL PREPARE AND ISSUE EMBARKATION LOI
4.B.4. (U) FORCE FUNDING DATA PROVIDED AS FOLLOWS:
4.B.4.A. (U) MARFOR PTP ADOS/PER DIEM FUNDS (IPAC/PTP SUPPORT)
4.B.4.B. (U) MARFOR ACE ADOS/PER DIEM FUNDS
4.B.4.C. (U) MARFOR/ MEF FUNDS (PTP/DEPLOYMENT)
4.B.4.D. (U) MARFOR O&M FUNDS (AOR EMPLOYMENT/REDEPLOYMENT)
4.B.4.E. (U) CCDR FUNDS (AOR EMPLOYMENT)
4.B.4.F. (U) CCDR FUNDS (AOR EMPLOYMENT)
4.B.4.G. (U) AMCI AND AMIS FUNDS (AOR EMPLOYMENT)
4.B.4.H. (U) CCDR FUNDS (AOR EMPLOYMENT)
4.B.5. (U) FORCE DRAWS PTP EQUIPMENT FROM X MEF/ MSC'S DURING ILOC PTP. MARFOR COORD AOR PROVIDED EQUIP.
4.B.6. (U) FOLLOWING THE COMPLETION OF ADMINISTRATIVE TASKS, COMPOSITE/ MOBILIZED PERSONNEL WILL BE AFFORDED THE OPPORTUNITY TO REMAIN ON ORDERS DURING THE USE OF ACCRUED LEAVE. THIS PERIOD SHOULD BE LIMITED TO THE AMOUNT OF LEAVE AND PDMRA (IF ANY) ACCRUED DURING THIS MOBILIZATION PERIOD. MOBILIZATION PERIODS WILL NOT EXCEED 400 DAYS FOR ANY INDIVIDUALS OR DETS WITHOUT PRIOR APPROVAL OF HQMC.

5. (U) COMMAND AND CONTROL.
5.A. (U) COMMAND
5.A.1. (U) COMMAND RELATIONSHIPS DURING FORCE ACTIVATION/MOBILIZATION/ PTP/DEPLOYMENT ARE GOVERNED BY THE

INTERIM GUIDANCE PUBLISHED IN ANTICIPATION OF PENDING FYXX MAID-P REWRITE.
5.A.2. (U) UPON ACTIVATION FORCE IS COMMANDED BY COMMARFORCOM, WHO REQUESTS TO ADMIN ATTACH TO MARFOR WHO DELEGATES TO CG X MEF FOR CONDUCT OF PTP AND DEPLOYMENT, O/A DATE, AT WHICH TIME, THE FORCE WILL BE TRANSFERRED, OPCON, TO MARFOR FOR EMPLOYMENT.
5.A.3. (U) SPECIFIC COMMAND RELATIONSHIPS IN THE AOR WILL BE DETERMINED BY THE COMBATANT COMMANDER AND CONVEYED TO REGIONAL COMPONENTS. IAW JOINT DOCTRINE, IT IS ANTIC THAT THE REGIONAL MARFOR WILL BE DELEGATED OPCON OF FORCE.
5.A.4. (U) FORCE IS AUTH DIRLAUTH WITH COMMARFOR UNTIL DEPLM. UPON DEPLM, FORCE REPORTS OPCON TO CCDR. KEEP ALL HEADQUARTERS INFORMED OF ANY CHANGE IN PLANS.
5.A.5. (U) COMMARFORRES IS THE SUPPORTED MARFOR DURING ACTIVATION/ MOBILIZATION AT THE HTC AND MVMT TO ILOC. COMMARFORCOM IS THE SUPPORTED MARFOR DURING ILOC/PTP/DEPLOYMENT. CG X MEF IS THE SUPPORTED ILOC COMMANDER DURING PTP, CERTIFICATION, DEPLOYMENT AND R-ILOC. COMMARFOR IS THE SUPPORTED MARFOR DURING EMPLOYMENT/REDEPLOYMENT. COMMARFORCOM IS THE SUPPORTED MARFOR DURING REDEPLOYMENT RSOI. COMMARFORRES IS THE SUPPORTED MARFOR DURING DEMOB/DEACTIVATION.

5.B. (U) SIGNAL: POINT OF CONTACT INFORMATION AS FOLLOWS:

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Appendix S

AIRLIFT/SEALIFT LIAISON ELEMENT (ALE/SLE) RESPONSIBILITIES

1. Airlift Liaison Element (ALE). The supporting MEF/supported MAGTF commander will establish an ALE at each Aerial Port Of Embarkation (APOE) and Aerial Port Of Debarkation (APOD) to provide for coordination with the Arrival/Departure Airfield Control Group (A/DACG).

a. ALE responsibilities (APOE).

(1) Mobility/Embarkation.

(a) Establish liaison with the DACG and other deployment support agencies.

(b) Assist in the final preparation of vehicles and equipment in accordance with DODR 4500.9-R, Part III.

(c) Ensure that required dunnage, shoring, and tie down materiel accompany unit loads to the Joint Inspection (JI) area.

(d) Provide load plans, personnel, and cargo manifests, with appropriate copies to the DACG in accordance with DODR 4500.9-R, Part III; and assemble personnel, supplies, and equipment into sequenced preplanned aircraft loads in accordance with established load plans.

(e) Ensure equipment has appropriate ITV IAW DODR 4500.9-R, Part III App H.

(f) Ensure plane team and/or troop commanders are appointed and properly briefed on their responsibilities.

(g) Ensure aircraft loads arrive at the JI area at times required/coordinated with the DACG.

(h) Ensure correction of all load discrepancies found during JIs. Adjust aircraft load sequence.

b. ALE responsibilities (APOD).

(1) Mobility/Embarkation.

(a) Establish liaison with the AACG and other arrival support agencies.

(b) IAW TPFDD, ensure onward transportation has been coordinated for passenger and cargo movement to final destination.

(c) Coordinate with proper J/RSO agencies to ensure billeting (if applicable) is available.

(d) Ensure plane team and/or troop commanders are properly briefed on the billeting and transportation plan.

2. Sealift Liaison Element (SLE). The supporting MEF/supported MAGTF commander will establish an SLE at each Surface Port of Embarkation (SPOE) and Surface Port of Debarkation (SPOD) to provide for coordination with the Port Operation Group (POG).

a. SLE responsibilities (SPOE).

(1) Mobility/Embarkation.

(a) Establish liaison with the Port Operations Group (POG)/Surface Deployment Distribution Command (SDDC) and other deployment support agencies.

(b) Assist in the final preparation of vehicles and equipment in accordance with DODR 4500.9-R, Part III.

(c) Ensure that required dunnage, shoring, and tie down materiel accompany unit loads.

(d) Provide load plans (as needed), personnel, and cargo manifests, with appropriate copies to the POG/SDDC in accordance with DODR 4500.9-R, Part III.

(e) Ensure equipment has appropriate ITV IAW DODR 4500.9-R, Part III App H.

(f) Ensure sealift loads arrive at the staging area at times required/coordinated with the POG/SDDC.

(g) Ensure correction of all discrepancies found during inspection.

(h) Ensure deploying unit Super Cargo are properly briefed on arrival times and duties (if applicable).

b. SLE responsibilities (SPOD).

(1) Mobility/Embarkation.

(a) Establish liaison with the POG/SDDC and other arrival support agencies.

(b) IAW TPFDD, ensure onward transportation has been coordinated for passenger and cargo movement to final destination.

(c) Coordinate with proper J/RSO agencies to ensure billeting (if applicable) is available for super cargo.

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Appendix T

FDP&E REFERENCE LIST

DATE	REF NUMBER	NAME
15-Sep-11	CJCSI 3141.01D	MANAGEMENT AND REVIEW OF CAMPAIGN AND CONTINGENCY PLANS
1-Mar-09	CJCSI 3170.01G	JOINT CAPABILITIES INTEGRATION AND DEVELOPMENT SYSTEM
24-Jun-11	CJCSI 3511.01B	JOINT EXERCISE TRANSPORTATION PROGRAM
29-Sep-06	CJCSM 3122.01A	JOPES VOL I
1-Apr-11	CJCSM 3122.02D	JOPES VOL III
17-Aug-07	CJCSM 3122.03C	JOPES VOL II
25-Mar-11	CJCSM 3150.02B	GLOBAL STATUS OF RESOURCES AND TRAINING SYSTEM (GSORTS)
1-Dec-08	CJCSM 3150.16D	JOPESREP
30-Mar-07	CJCSM 3150.17D	TEDREP
30-Mar-07	CJCSM 3150.24C	TUCHAREP
2-May-07	JP 1	DOCTRINE FOR THE ARMED FORCES OF THE UNITED STATES
8-Nov-11	JP 1-02	DOD DICTIONARY OF MILITARY AND ASSOCIATED TERMS
11-Aug-11	JP 3-0	DOCTRINE FOR JOINT OPERATIONS
13-Feb-06	JP 3-13	JOINT DOCTRINE FOR INFORMATION OPERATIONS
7-May-07	JP 3-35	DEPLOY & REDEPLOY OPERATIONS
19-Mar-03	JP 4-01	JOINT DOCTRINE FOR THE DEFENSE TRANSPORTATION SYSTEMS
19-Mar-02	JP 4-05	JOINT DOCTRINE FOR JOINT MOBILIZATION PLANNING
11-Nov-98	JP 4-05.1	RESERVE COMPONENT
11-Aug-11	JP 5-0	JOINT OPERATION PLANNING
25-Jan-02	JP 5-00.1	CAMPAIGN PLANNING
13-Jan-99	JP 5-00.2	JOINT TASK FORCE PLANNING GUIDANCE AND PROCEDURES
5-May-00	MCO 1001.61	POLICY AND PROCEDURE FOR SOURCING PERSONNEL TO MEET IA REQUIREMENTS
4-May-09	MCO 3000.18A	FORCE DEPLOYMENT PLANNING & EXECUTION (FDP&E) MANUAL
25-Aug-10	MCO 3000.19A	U.S. MARINE CORPS TOTAL FORCE MOBILIZATION, ACTIVATION, INTERGRATION, AND DEACTIVATION PLAN (MAID-P)
8-Feb-11	MCO P4400.39	WAR RESERVE MATERIEL POLICY
10-Mar-04	MCO P4400.150E	RADIOACTIVE COMMODITIES IN THE DEPARTMENT OF DEFENSE SUPPLY SYSTEMS
21-Jun-99	MCO P4400.151B W/CH 1-2	INTERMEDIATE-LEVEL SUPPLY MANAGEMENT POLICY MANUAL
23-Oct-07	MCO 4470.1	MAGTF DEPLOYMENT DISTRIBUTION OPERATIONS CENTER (MDDOC)
10-May-07	MCO 5215.1K	MARINE CORPS DIRECTIVES MANAGEMENT PROGRAM
8-Jan-10	MCO 5320.12G	PRECEDENCE LEVELS FOR MANNING AND STAFFING
15-Apr-97	MCO 8010.1E	CLASS V(W) PLANNING FACTORS FOR FLEET MARINE FORCE COMBAT OPERATIONS
9-Aug-11	MCDP 1-0	MARINE CORPS OPERATIONS
16-Apr-98	MCDP 3	EXPEDITIONARY OPERATIONS

DATE	REF NUMBER	NAME
21-Feb-97	MCDP 4	LOGISTICS
21-Jul-97	MCDP 5	PLANNING
4-Oct-96	MCDP 6	COMMAND & CONTROL
10-Dec-04	MCRP 4-11.3G	UNIT EMBARKATION HANDBOOK
23-Jul-98	MCRP 5-12C	MARINE CORPS SUPPLEMENT TO THE DOD DICTIONARY
13-Oct-98	MCRP 5-12D	ORGANIZATION OF MARINE COPRS FORCES
21-Oct-02	MCWP 3-21.2	AVAITION LOGISTICS
23-Feb-04	MCWP 3-32	MARITIME PREPOSITIONING FORCE OPERATIONS
27-Sep-05	MCWP 3-40.1	MARINE AIR GROUND TASK FORCE COMMAND AND CONTROL
13-Dec-01	MCWP 3-40.7	JOINT FORCE LAND COMPONENT COMMANDER HANDBOOK
13-Feb-09	MCWP 3-40.8	MARINE CORPS COMPONENCY
20-Jul-00	MCWP 3-41.1	REAR AREA OPERATIONS
15-Apr-99	MCWP 4-1	LOGISTICS OPERATIONS
5-Sep-01	MCWP 4-11.3	TRANSPORTATION OPERATIONS
13-Jun-00	MCWP 4-11	TACTICAL LEVEL LOGISTICS
30-Jan-02	MCWP 4-12	OPERATIONS LEVEL LOGISTICS
24-Aug-10	MCWP 5-1	MARINE CORPS PLANNING PROCESS (MCPP)
27-Nov-02	MCWP 5-11.1	MAGTF AVIATION PLANNING
8-Nov	MSTP 5-0.3	MAGTF PLANNER MANUAL
2-Jan	MSTP PAMPHLET 4-0.2	LOGISTICS PLANER GUIDE
2-Jan	MSTP PAMPHLET 6-0.3	FDP&E ISO MAGTF OPS
11-Dec	SECNAV M-5210.1	STANDARD SUBJECT IDENTIFICATION CODE (SSIC) MANUAL
1-Mar-10	SECNAVIST 5216.5D	DEPARTMENT OF THE NAVY CORRESPONDENCE MANUAL
18-Oct-10	NAVMC 4000.1	WAR RESERVE MATERIEL PROGRAM HANDBOOK
30-Jun-06	NAVMC DIR 3000.18	FDP&E MANUAL
15-May-06	NAVMC DIR 5210.11E	MARINE CORPS RECORDS MANAGEMENT PROGRAM
26-Oct-99	OPNAV 4441.12C	RETAIL SUPPLY SUPPORT OF NAVAL ACTIVITIES AND OPERATING FORCES
30-Jun-00	OPNAV 4442.5	READINESS BASED SPARING (RBS)
10-May	N/A	NATIONAL SECURITY STRATEGY 2010
8-Jun	N/A	NATIONAL DEFENSE STRATEGY 2008
2004	N/A	NATIONAL MILITARY STRATEGY 2004
1-Feb-10	N/A	TITLE 10
1-Oct-86	N/A	GOLDWATER-NICHOLS DOD REORG ACT OF 1986
N/A	N/A	HQMC ROTATIONAL FORCE EQUIPPING POLICY
26-Jul-47	N/A	NATIONAL SECURITY ACT OF 1947
13-Oct-03	N/A	DOD MRP MONITIONS REQUEST
17-Dec-08	N/A	UNIFIED COMMAND PLAN 2008
1-Mar-08	N/A	JOINT STRATEGIC CAPABILITIES PLAN (JSCP) 2008
2008	N/A	GUIDANCE FOR THE EMPLOYMENT OF THE FORCE (GEF) 2008
2010	N/A	GLOBAL FORCE MANAGEMENT IMPLEMENTATION GUIDANCE (GFMIG) 2010-2011
1-Apr-08	N/A	GUIDACE FOR THE DEVELOPMENT OF THE FORCE (GDF) 2008
8-Jan-07	N/A	MOBILIZATION GUIDANCE FOR THE JSCP 2008
		INTERIM POLICY ON EQUIPPING ROTATIONAL FORCES IN SUPPORT OF OVERSEAS CONTINGENCY OPERATIONS