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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.

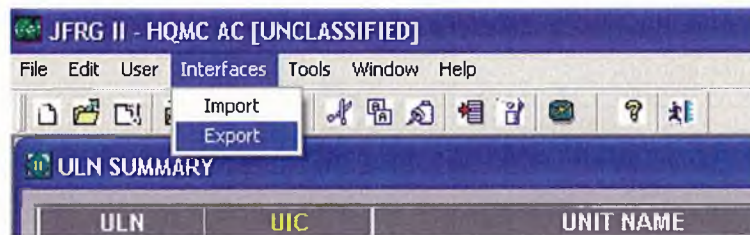
3. Execution. Para 4 below provides the step by step air-gap procedure to include system screen shots to help planners chronologically execute the air-gap procedure. The air-gap procedures are IAW the Marine Corps Information Assurance Standards 008 Secure Data Transfer (MC IA OPSTD 008).

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

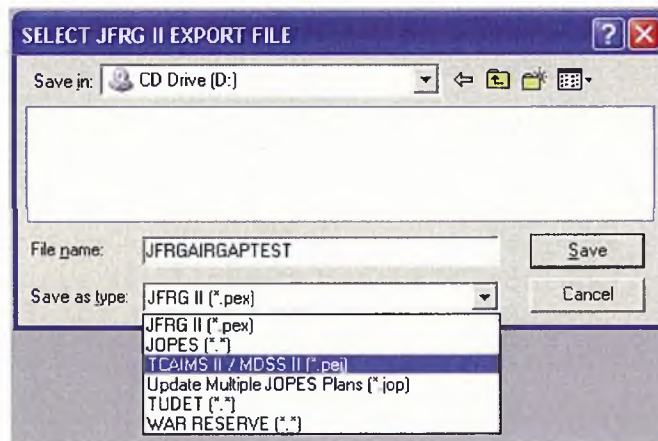
4. Air-gap procedure.

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"

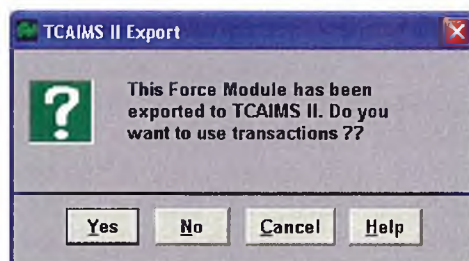
h. Select Force Module from Window "Select Force Modules for Export".



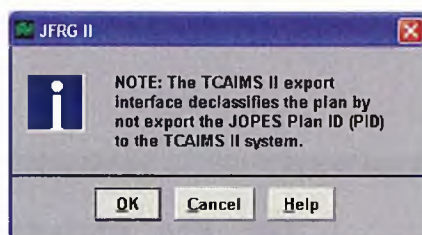
i. Click "OK"

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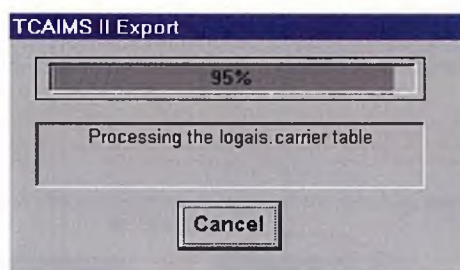
***Note: If the following screen is displayed you need to rename your Force Module and restart the process. ***



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



k. Window "TCAIMS II Export"



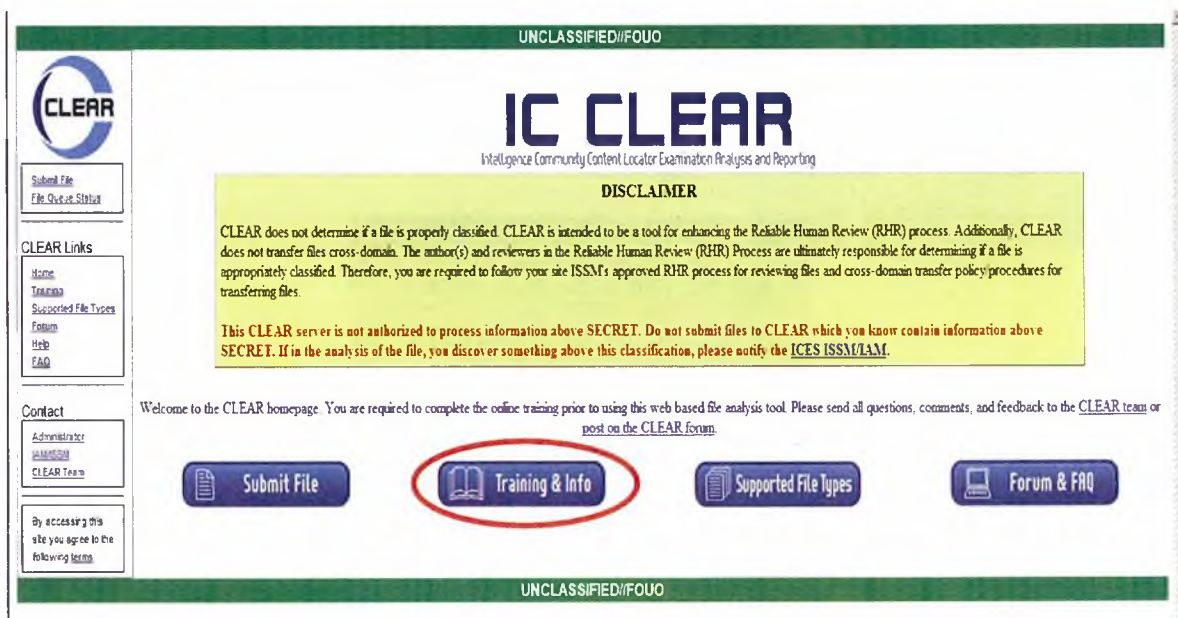
l. Window "JFRG II", Click "OK"

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.)

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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.)

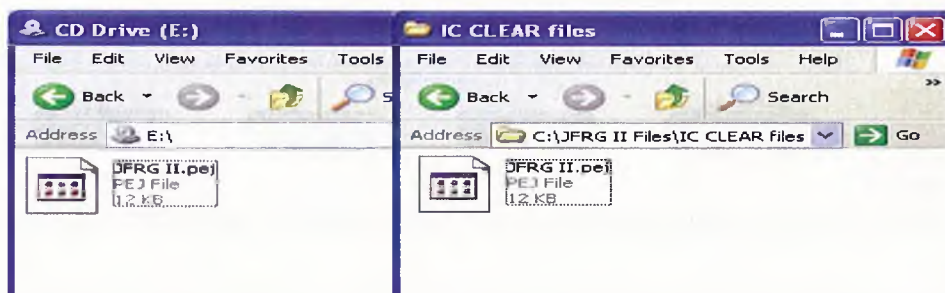
a. All personnel are required to take the training available on the website prior to utilizing IC CLEAR. Use the following steps to complete the air-gap process.



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.



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

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IC CLEAR
Intelligence Community Content Locator Examination Analysis and Reporting

DISCLAIMER

CLEAR does not determine if a file is properly classified. CLEAR is intended to be a tool for enhancing the Reliable Human Review (RHR) process. Additionally, CLEAR does not transfer files cross-domain. The author(s) and reviewers in the Reliable Human Review (RHR) Process are ultimately responsible for determining if a file is appropriately classified. Therefore, you are required to follow your site ISSM's approved RHR process for reviewing files and cross-domain transfer policy procedures for transferring files.

This CLEAR server is not authorized to process information above SECRET. Do not submit files to CLEAR which you know contain information above SECRET. If in the analysis of the file, you discover something above this classification, please notify the JCES ISSM/IA.

Welcome to the CLEAR homepage. You are required to complete the online training prior to using this web based file analysis tool. Please send all questions, comments, and feedback to the [CLEAR team](#) or post on the [CLEAR forum](#).

Submit File **Training & Info** **Supported File Types** **Forum & FRQ**

UNCLASSIFIED//FOUO

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

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File Submission

This interface will register a file for security analysis. The file will be entered into the analysis queue for processing. Once analysis is complete an e-mail will be sent with a link to the analysis report.

User Email: Enter your e-mail address for your analysis receipt (ex: cmrset@nmc.navy.mil)

Destination Domain: Select the target security domain for your file selection

Reason for Transfer: Enter the reason for this analysis
CONSIDER CLASSIFICATION

File: Select the file to scan. Ensure that the name of your file does not contain classified information (ex: h1a.doc)

Note: Items in RED are required

DISCLAIMER

IC CLEAR does not determine if a file is properly classified. CLEAR is intended to be a tool for enhancing the Reliable Human Review (RHR) process. Additionally, CLEAR does not transfer files cross-domain. The author(s) and reviewers in the Reliable Human Review (RHR) Process are ultimately responsible for determining if a file is appropriately classified. Therefore, you are required to follow your site ISSM's approved RHR process for reviewing files and cross-domain transfer policy procedures for transferring files.

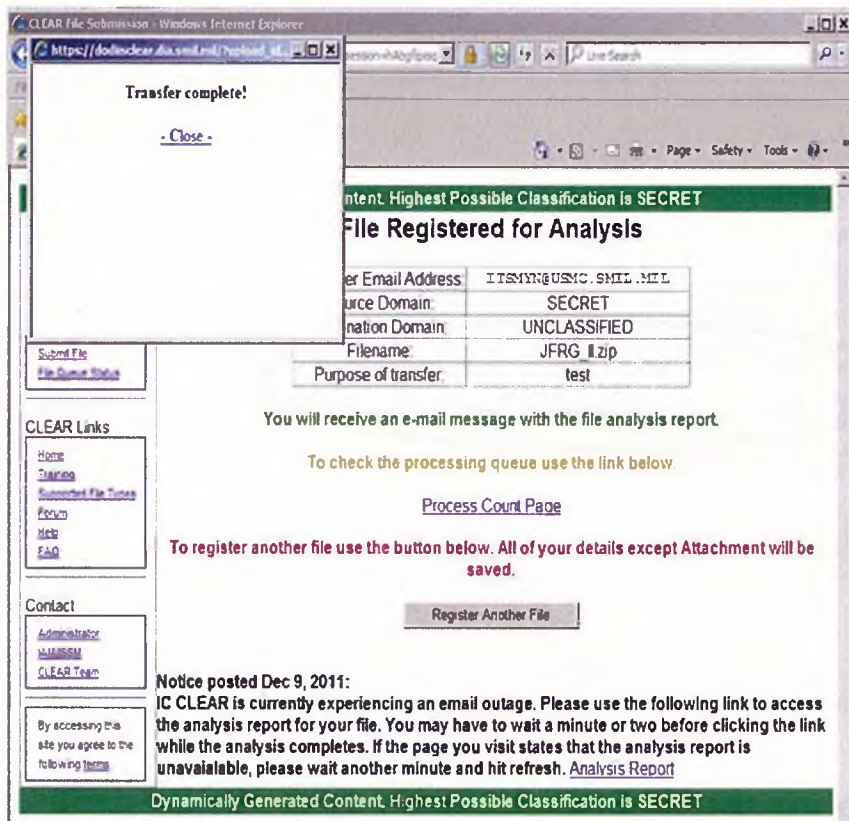
This CLEAR server is not authorized to process information above UNCLASSIFIED//FOUO. Do not submit files to CLEAR which you know contain information above UNCLASSIFIED//FOUO. If in the analysis of the file, you discover something above this classification, please notify the JCES ISSM/IA.

Submit File

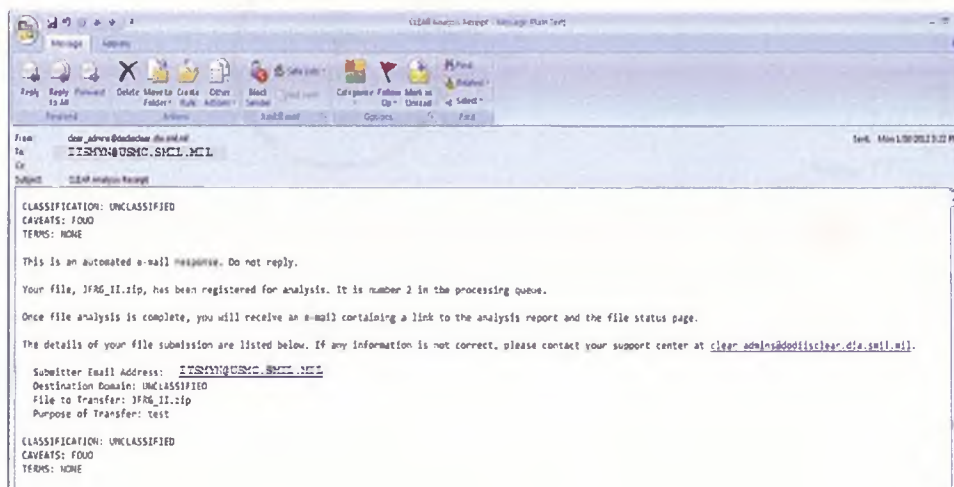
Training & Info **Forum & FRQ** **Supported File Types**

UNCLASSIFIED//FOUO

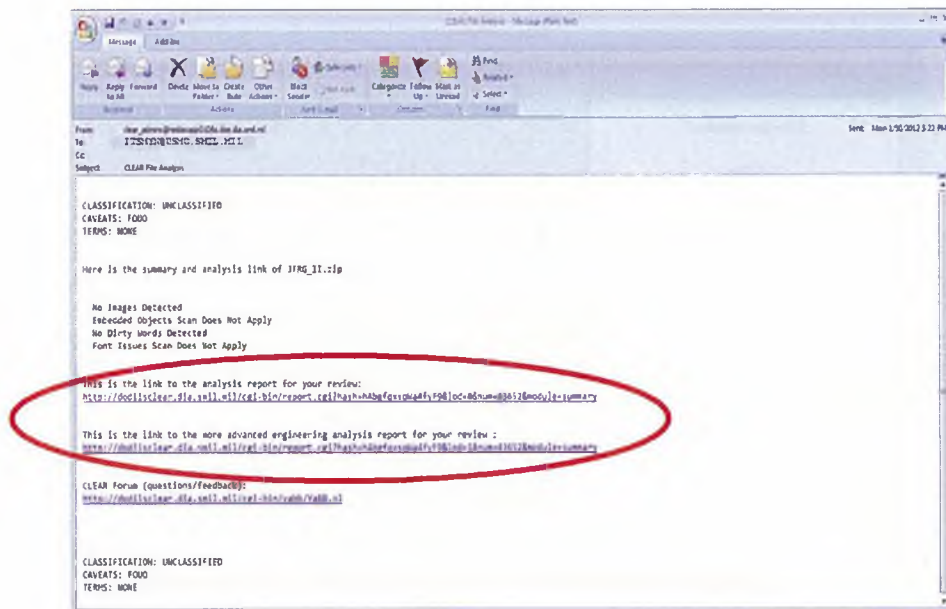
e. Window "File Registered for Analysis" - means the file has been transmitted. Users need to read the fine print located under the register another file button. The notice will provide users access to the analysis report if IC Clear is experiencing any email outages.



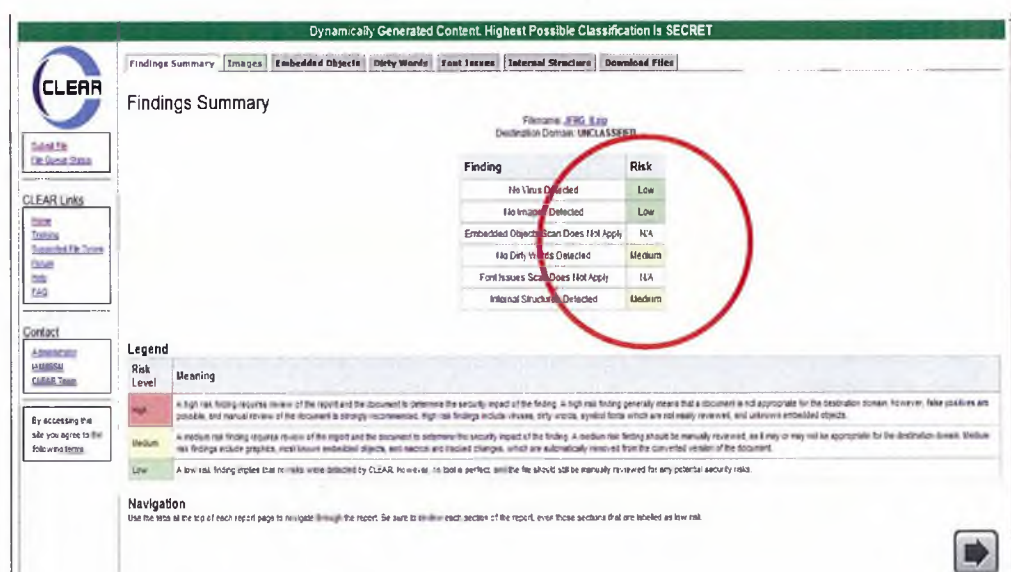
f. You will receive the first email that confirms your file has been registered and is in the processing queue.



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

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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 (QRRR), 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.

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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.

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(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

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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.

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(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.

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

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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

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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.

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(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

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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.

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(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.

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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.

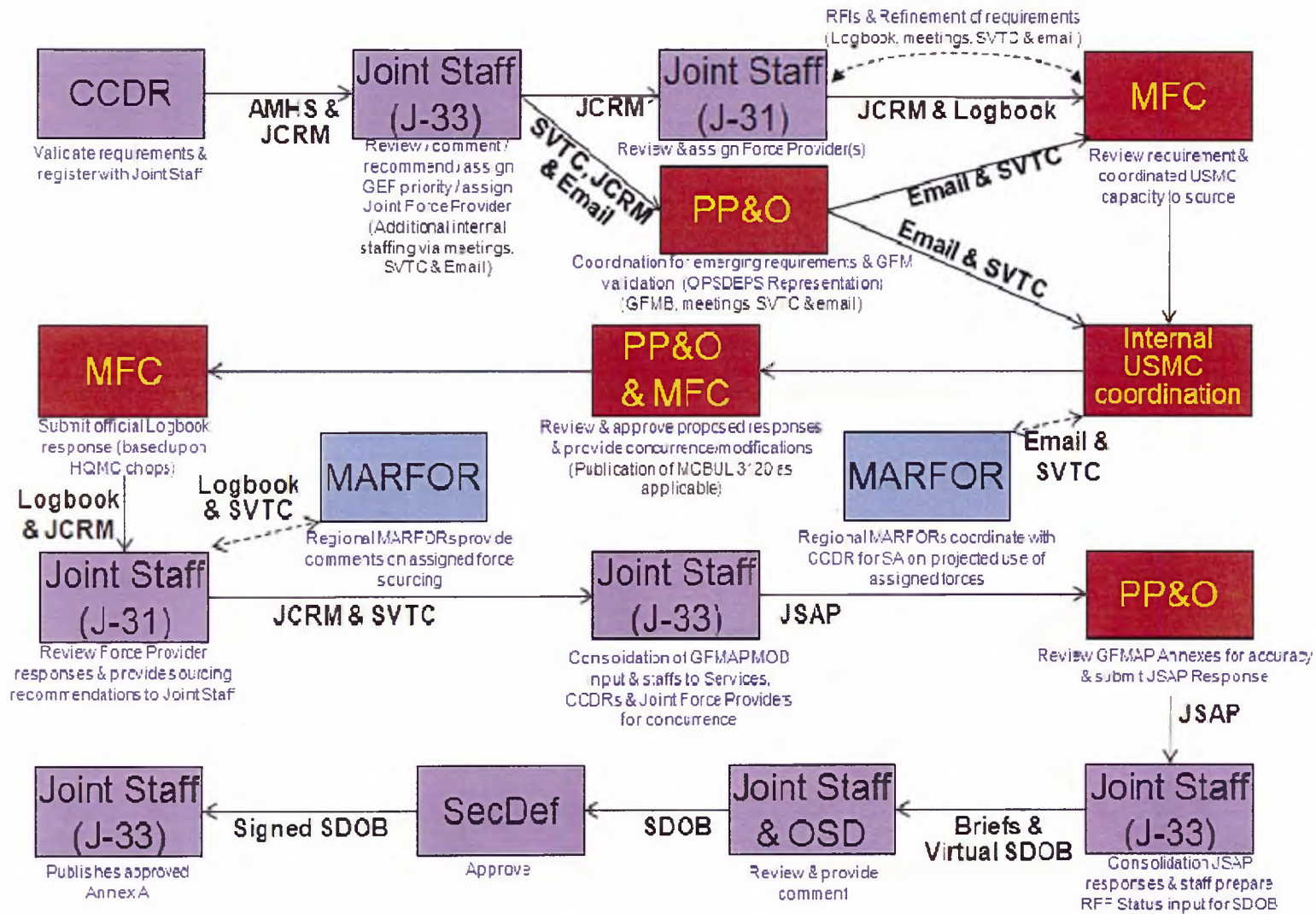
(a) Active component requirements will be submitted NLT 120 days prior to commencing training.

(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



*Reflects conventional unit sourcing process with the Joint Community (not JIA/JMD or SOF sourcing process); effective 01 AUG 11

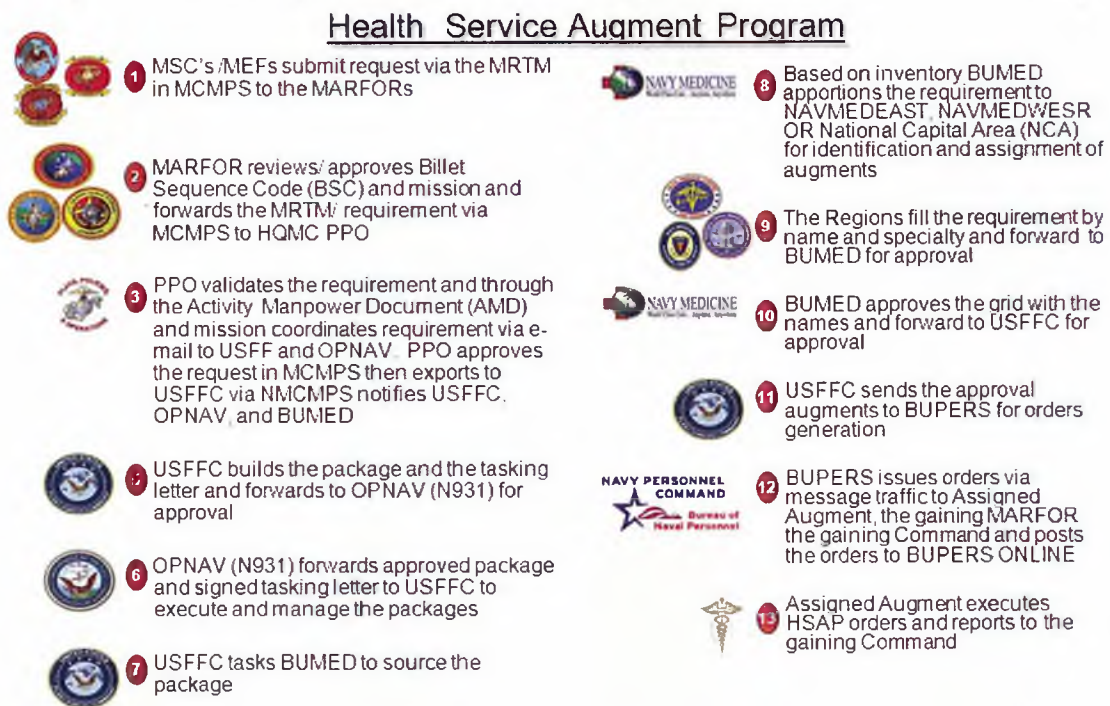
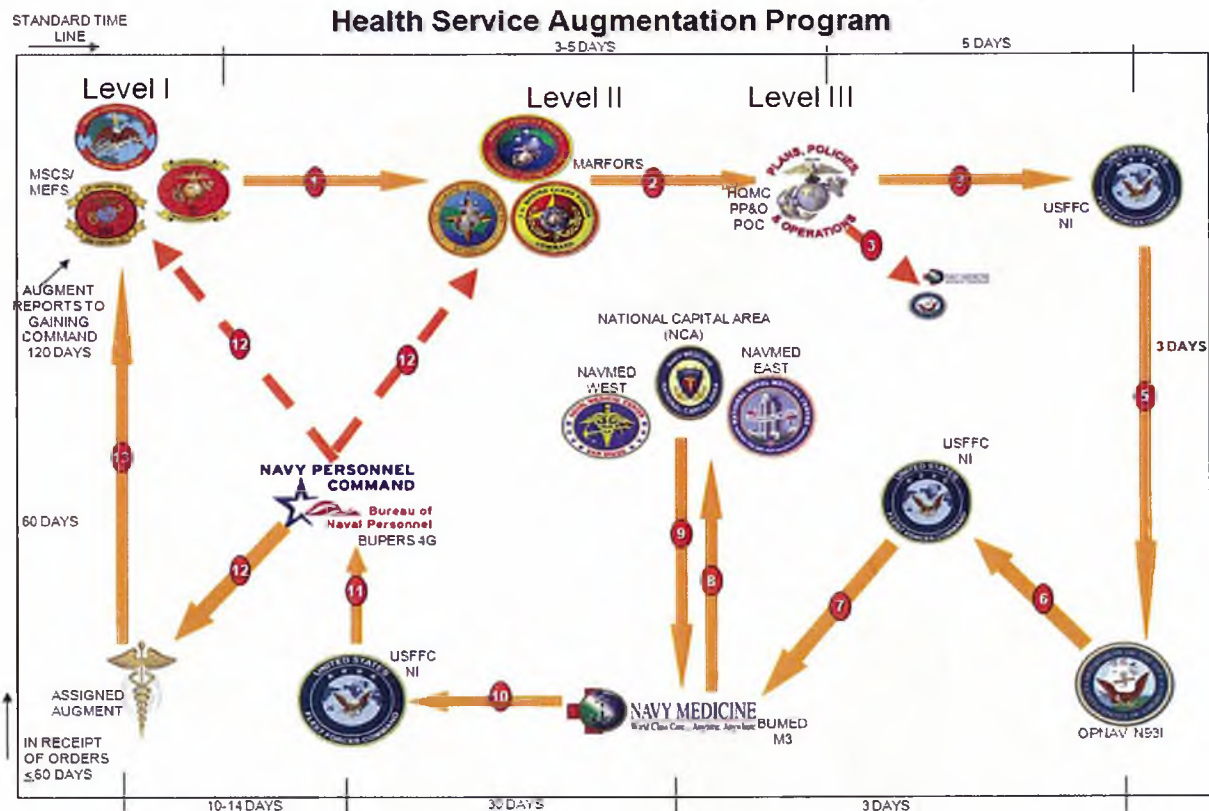


Figure L-2.--Health Service Augmentation Program

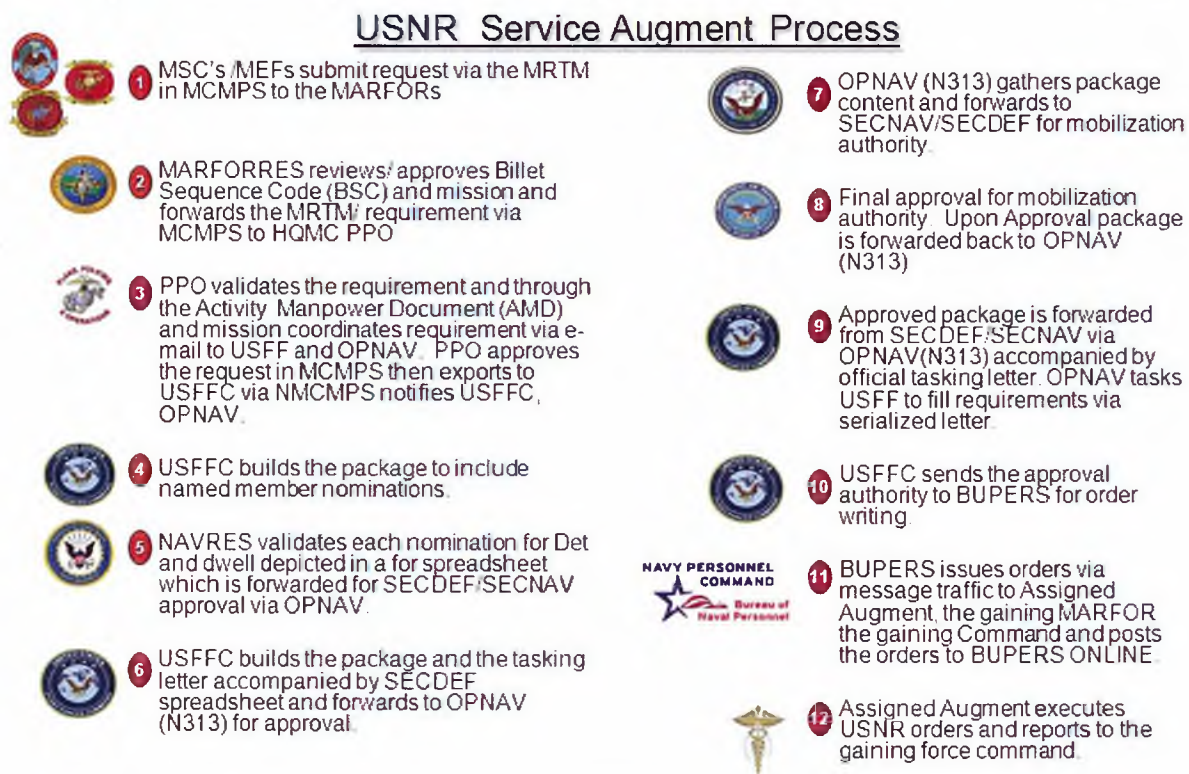
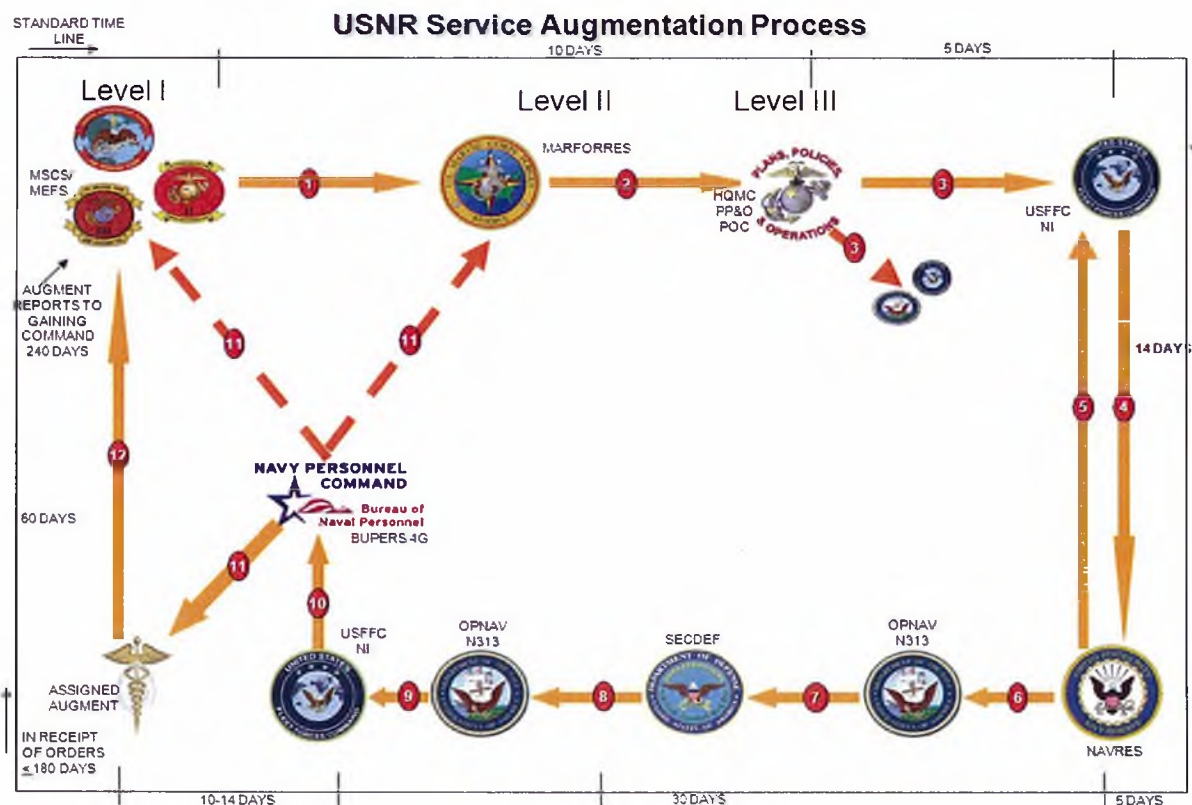


Figure L-3.--USNR Service Augmentation Program

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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 0-6 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.

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(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).

LAD Shift Process for request generated by the Supporting Component Command

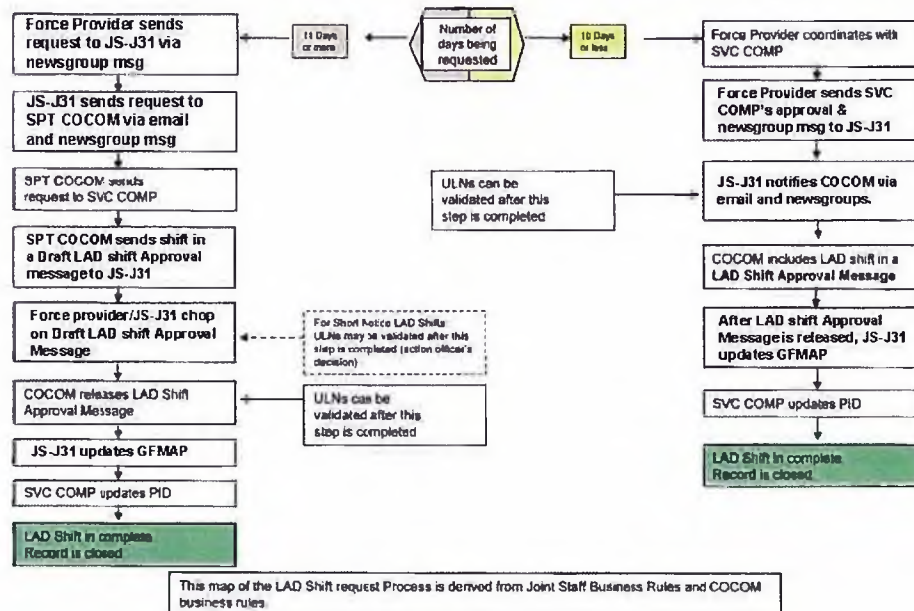


Figure L-4.--LAD Shift Process for supporting COMMARFOR

LAD Shift Process for requests generated by the Supported Combatant Command

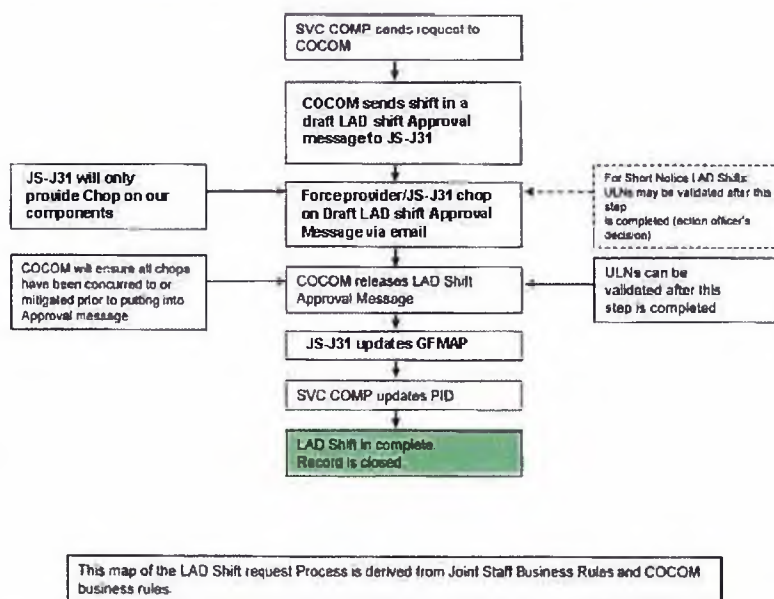


Figure L-5.--LAD Shift Process for supported COMMARFOR

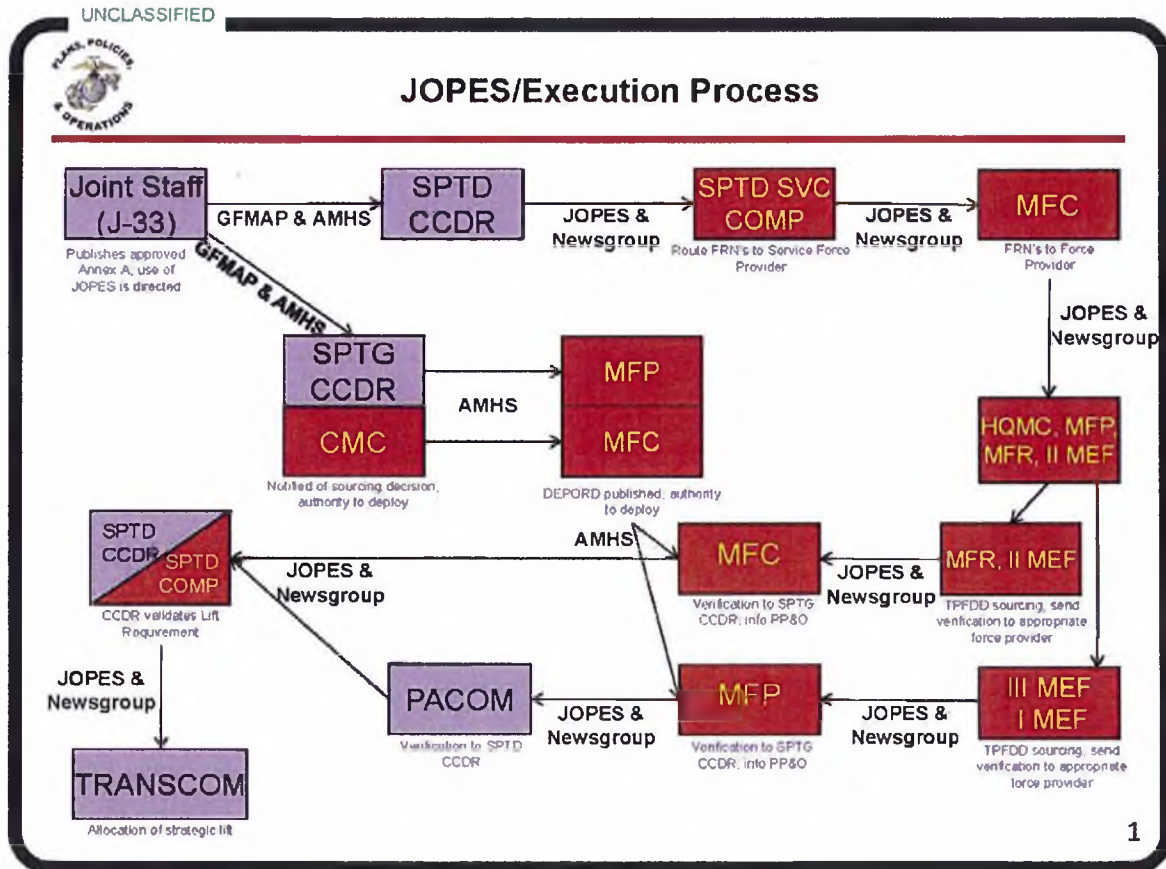


Figure L-6.—JOPES/Execution Process

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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.

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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.

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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.

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(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:

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(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 (JOPEX) 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
 - (l) 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

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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-configured aircraft for trail ESTA, conforming to the TACAIR route of flight. Load plans will be generated by requesting unit upon allocation of airlift, IAW reference

(1). The passenger and cargo weights within the allowable cabin loads (ACL) will be broken out in the ESTA request.

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(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 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:

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(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

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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
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(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

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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

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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
(X000)

1. Upon receipt of ESTA SAAM request from USTRANCOM TCJ3, X000 shall notify X00K 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, X000 will coordinate with the appropriate Marine Forces Command (MARFOR) and XOB to ascertain if alternate sourcing is feasible that preserves the current Coronet Schedule. X000 will coordinate with X00K 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, X000 will refer the ESTA SAAM request back to the USTRANCOM DDOC with the sourcing options as provided by XOB and coordinated through X00K.

(c) The 618 TACC/X00K will be responsible for planning and tracking of the Coronet mission during the planning phase.

1. Once the SAAM ESTA mission number is received, X00K 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

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all tanker missions associated with the Coronet. X000 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, X00K will notify X000 and TCJ3-SR of any changes to a Coronet mission that could impact an associated ESTA SAAM. If X000 or USTRANSCOM determine that the changes to the Coronet will impact an ESTA EAD or LAD, X00K shall work with X000, 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 X000 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 X000 and X00K. 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.

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(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

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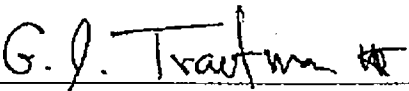
Officer (SMBMARFORCOMFDP&EChief@usmc.smil.mil) and the USMC Liaison Officer at 618 TACC (amc.marine.liaison@scott.af.mil) for analysis, recommendations, and routing within the respective commands. The USMC 618 TACC Liaison Officer will hold these

Subj: EN ROUTE SUPPORT OF TRANSIENT AIRCRAFT


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
DEPUTY COMMANDANT / AVIATION
UNITED STATES MARINE CORPS



MAJOR GENERAL MIKE GOULD
DIRECTOR OF OPERATIONS AND PLANS
US TRANSPORTATION COMMAND

MCO 3000.18B
27 Apr 12

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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

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(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.

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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 ASSIGNMENT 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.

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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

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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/REDEPLM 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.

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- 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

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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.

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- 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.

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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).

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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

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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/COMMERCIALY 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

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- 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.

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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 COMMERCIALY 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

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- 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.

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- 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

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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 LUNCHESES.

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

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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 (MDDOC)
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 #

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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.

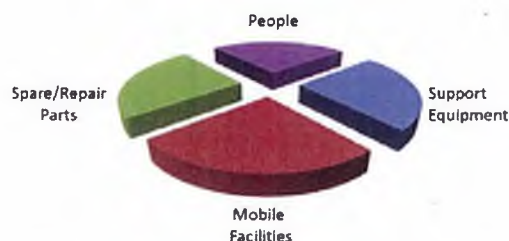


Figure P-1.--MALSP Building Blocks

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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,

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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.

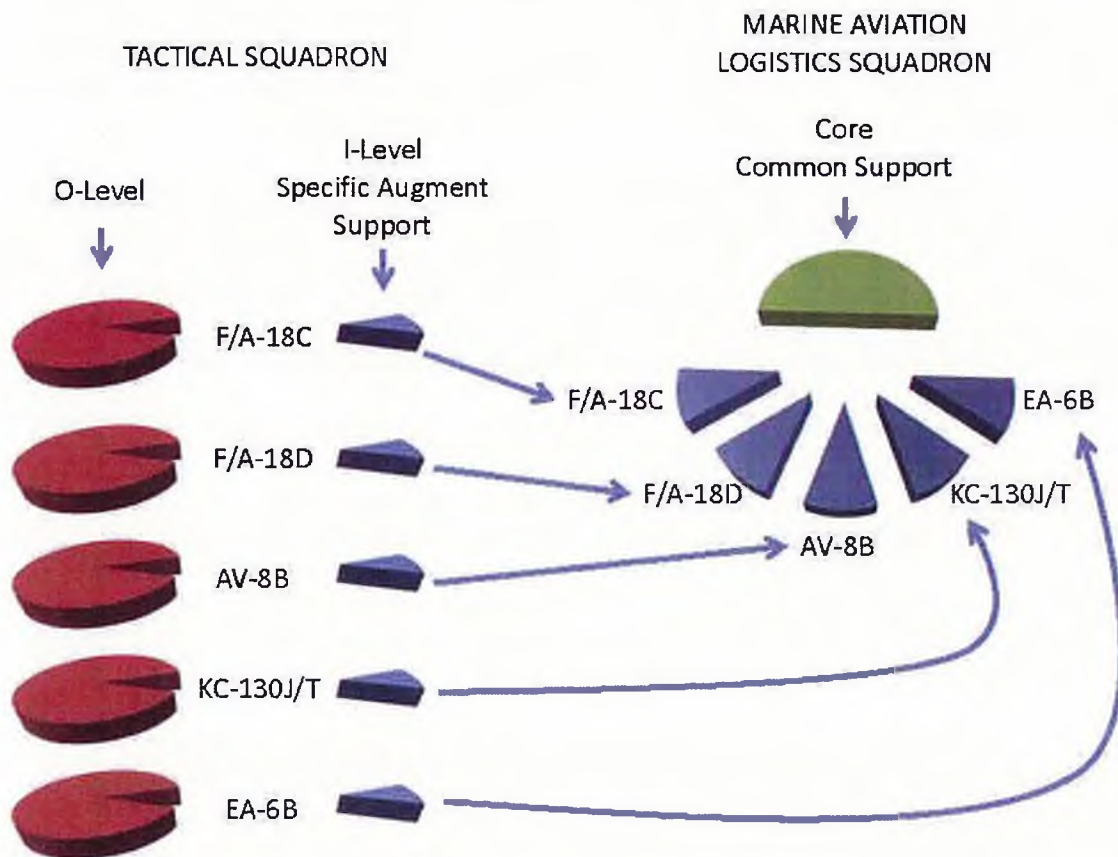


Figure P-2.--Example Fixed Wing MALS Support Organization

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

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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,

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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.

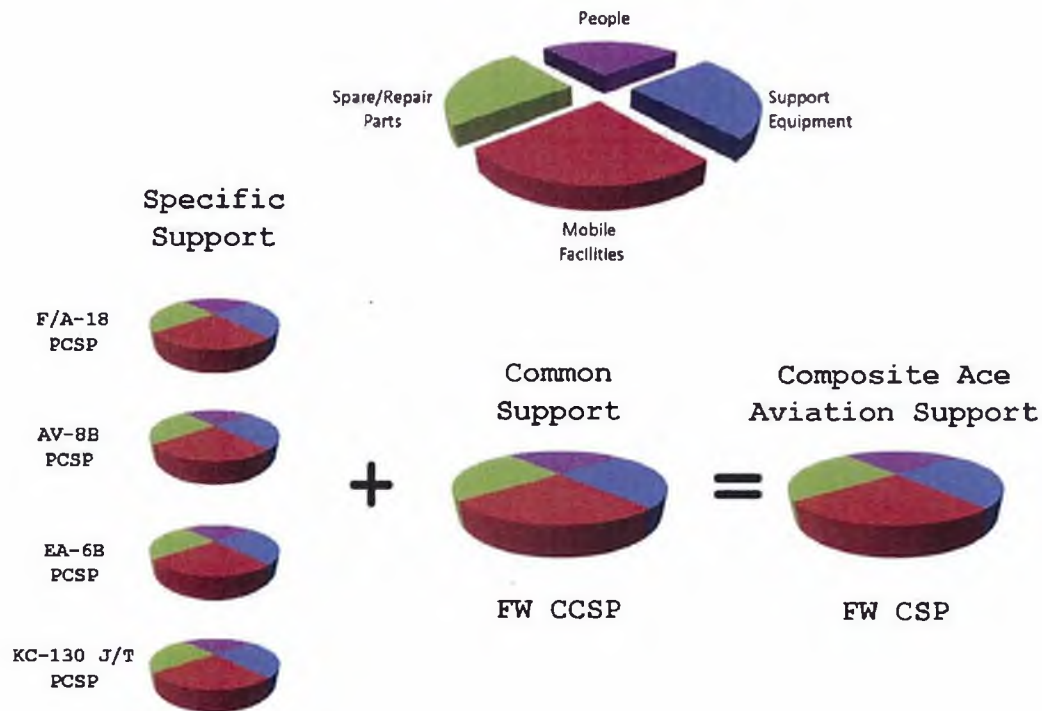


Figure P-3.--Contingency Support Packaging

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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

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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

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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, CERTIFICATION 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

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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 CCCR.

1.B. (U) IAW REF C <AND D-G AS APPLICABLE THE SPMAGTF WILL FORM, ORG, TRAIN, EQUIP, DEPLOY TO THE CCCR'S AOR FOR THE EMPLOYMENT PERIOD OF FROM - TO.

2. (U) MISSION.

2.A. (U) FORCE DEPLOYS O/A DATE TO THE CCCR AOR TO CONDUCT SPMAGTF OPERATIONS PER THE GEF, MCCSP, CCCR THEATER CAMPAIGN PLAN, AND CONPLAN XXXX. BPT SUPPORT NATO/CCCR/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 CCCR AOR TO MEET CCCR VALIDATED MISSION REQOR 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 CCCR 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 CCCR 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

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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 REQ R 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 REQUIREMENTS (PASSPORT/VISA REQ R 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 STRUCTURE, 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 REQ R FOR FORCE (I.E. CONTRACTING OFF; MAINT MGT; SUPPLY SUPPORT; ETC).

3.E.1.I. (U) PROV IPC/MPC/FPC REQ R 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

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PP&O CC COMMARFORCOM AND COMMARFORPAC. ANY SHORTFALLS 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 REQ 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.

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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 RESPONSIBILITIES 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 ROTATION 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".

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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

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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 CDR. 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.

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(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	JOPEP VOL I
1-Apr-11	CJCSM 3122.02D	JOPEP VOL III
17-Aug-07	CJCSM 3122.03C	JOPEP VOL II
25-Mar-11	CJCSM 3150.02B	GLOBAL STATUS OF RESOURCES AND TRAINING SYSTEM (GSORTS)
1-Dec-08	CJCSM 3150.16D	JOPEP
30-Mar-07	CJCSM 3150.17D	TEDREP
30-Mar-07	CJCSM 3150.24C	TUCHARP
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

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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	AVAIATION 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 (MCPPE)
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

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Appendix U

TERMS AND DEFINITIONS

Acceptability - Operation plan review criterion. The determination as to whether the contemplated course of action is worth the cost in manpower, materiel, and time involved; is consistent with the law of war; and is militarily and politically supportable. (Joint Pub 1-02)

Accompanying Supplies - Unit supplies that deploy with forces. (Joint Pub 1-02)

Adaptive Planning - Future joint capability to create or revise plans rapidly and systematically, as circumstances require. Adaptive planning occurs in a networked, collaborative environment, and results in plans containing a range of viable options.

Adequacy - Operation plan review criterion. The determination as to whether the scope and concept of a planned operation are sufficient to accomplish the task assigned. (Joint Pub 1-02)

Aerial Port - An airfield that has been designated for the sustained air movement of personnel and materiel, as well as an authorized port for entrance into or departure from the country where located. Also called APORT. (Joint Pub 1-02)

Airhead - A designated area in a hostile or threatened territory which, when seized and held, ensures the continuous air landing of troops and materiel and provides the maneuver space necessary for projected operations. Normally it is the area seized in the assault phase of an airborne operation. A designated location in an area of operations used as a base for supply and evacuation by air. (Joint Pub 1-02)

Airlift Requirement - The total number of passengers and/or weight/cubic displacement of cargo required to be carried by air for a specific task. (Joint Pub 1-02)

Air Mobility Command (AMC) - The Air Force component command of the US Transportation Command. (Joint Pub 1-02)

Air Movement - Air transport of units, personnel, supplies, and equipment including airdrops and air landings. (Joint Pub 1-02)

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Alert - A warning received by a unit or a headquarters that forewarns of an impending operational mission. (Joint Pub 1-02)

Alert Order - A crisis action planning directive from the SecDef, issued by the Chairman of the Joint Chiefs of Staff, that provides essential guidance for planning and directs the initiation of execution planning for the selected course of action authorized by the SecDef. A planning directive that provides essential planning guidance and directs the initiation of execution planning after the directing authority approves a military course of action. An alert order does not authorize execution of the approved course of action. (Joint Pub 1-02)

Allocation - In a general sense, distribution of limited resources among competing requirements for employment. Specific allocations (e.g., air sorties, nuclear weapons, forces, and transportation) are described as allocation of air sorties, nuclear weapons, etc. (Joint Pub 1-02)

Allowable Cabin Load - The maximum payload that can be carried on an individual sortie. Also called ACL. (Joint Pub 1-02)

Amphibious Lift - The total capacity of assault shipping utilized in an amphibious operation, expressed in terms of personnel, vehicles, and measurement or weight tons of supplies. (Joint Pub 1-02)

Apportionment - In the general sense, distribution for planning of limited resources among competing requirements. Specific apportionments (e.g., air sorties and forces for planning) are described as apportionment of air sorties and forces for planning, etc. (Joint Pub 1-02)

Assembly Area - An area in which a command is assembled preparatory to further action. In a supply installation, the gross area used for collecting and combining components into complete units, kits, or assemblies. (Joint Pub 1-02)

Augmentation Forces - Forces to be transferred from a supporting commander to the combatant command (command authority) or operational control of a supported commander during the execution of an operation order approved by the National Command Authorities. (Joint Pub 1-02)

Assignment - Those forces and resources that have been placed under the combatant command (command authority) of a unified commander by the direction of the Secretary of Defense in his

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"Forces for Unified Commands Memorandum" IAW Title 10 USC Section 162. Forces and resources so assigned are available for normal peacetime operations of that command.

Available to Load Date - A day, relative to C-day, in a TPFDD, that unit and non-unit equipment and forces can begin loading on aircraft or ship at the port of embarkation. Also called ALD. (Joint Pub 1-02)

Basic Load - The quantity of supplies required to be on hand within, and which can be moved by, a unit or formation. It is expressed according to the wartime organization of the unit or formation and maintained at the prescribed levels. (Joint Pub 1-02)

Bulk Cargo - That which is generally shipped in volume where the transportation conveyance is the only external container; such as liquids, ore, or grain. Dimensions less than oversized cargo. (Joint Pub 1-02)

Campaign Plan - A plan for a series of related military operations aimed at accomplishing a strategic or operational objective within a given time and space. (Joint Pub 1-02)

Cargo Increment Number - A seven-character alphanumeric field that uniquely describes a non-unit-cargo entry (line) in a JOPES TPFDD. (CJCSM 3122.01)

C-Day - See times.

Certification/Certify - The identification by a Force Provider of sourcing actual units, their origins, intermediate location (ILOC), ports of embarkation, and movement characteristic to satisfy the time-phased force requirements of a supported commander operation plan approved by President and Secretary of Defense. Identification of unit movement to ILOC for pre-deployment training.

Combat Load - is defined as the standard quantity and type of munitions carried by a weapons platform and/or its dedicated support vehicle. (Joint Pub 1-02)

Combatant Commanders Required Date - The original date relative to C-day, specified by the combatant commander for arrival of forces or cargo at the destination; shown in the time-phased

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force and deployment data to assess the impact of later arrival. Also called CRD. (Joint Pub 1-02)

Combatant Command - Nontransferable command authority established by section 164 of reference (f), exercised only by commanders of unified or specified combatant commands unless otherwise directed by the President or the SecDef. Combatant command (command authority) cannot be delegated and is the authority of a combatant commander to perform those functions of command over assigned forces involving organizing and employing commands and forces, assigning tasks, designating objectives, and giving authoritative direction over all aspects of military operations, joint training, and logistics necessary to accomplish the missions assigned to the command. Combatant command (command authority) should be exercised through the commanders of subordinate organizations. Normally this authority is exercised through subordinate joint force commanders and service and/or functional component commanders. Combatant command (command authority) provides full authority to organize and employ commands and forces as the combatant commander considers necessary to accomplish assigned missions. Operational control is inherent in combatant command (command authority). Also called COCOM. (Joint Pub 1-02)

Combat Forces - Those forces whose primary missions are to participate in combat. (Joint Pub 1-02)

Combined - Between two or more forces or agencies of two or more allies. (When all allies or services are not involved, the participating nations and services shall be identified, e.g., combined navies.) (Joint Pub 1-02)

Command and Control - The exercise of authority and direction by a properly designated commander over assigned and attached forces in the accomplishment of the mission. Command and control functions are performed through an arrangement of personnel, equipment, communications, facilities, and procedures employed by a commander in planning, directing, coordinating, and controlling forces and operations in the accomplishment of the mission. Also called C2. (Joint Pub 1-02)

Command and Control Systems - The facilities, equipment, communications, procedures, and personnel essential to a commander for planning, directing, and controlling operations of assigned forces pursuant to the missions assigned. (Joint Pub 1-02)

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Component - One of the subordinate organizations that constitute a joint force. Normally a joint force is organized with a combination of service and functional components. (Joint Pub 1-02)

Concept of Operations - A verbal or graphic statement, in broad outline, of a commander's assumptions or intent in regard to an operation or series of operations. The concept of operations frequently is embodied in campaign plans and operation plans; in the latter case, particularly when the plans cover a series of connected operations to be carried out simultaneously or in succession. The concept is designed to give an overall picture of the operation. It is included primarily for additional clarity of purpose. Also called commander's concept or CONOPS. (Joint Pub 1-02)

Concept Plan - An operation plan in concept format. Also called CONPLAN. (Joint Pub 1-02)

Contingency Plan - A plan for major contingencies that can reasonably be anticipated in the principal geographic sub-areas of the command. (Joint Pub 1-02)

Contingency Planning - The Joint Operation Planning and Execution System process involving the development of joint operation plans for contingencies identified in joint strategic planning documents. Contingency planning is accomplished in prescribed cycles that complement other Department of Defense planning cycles in accordance with the formally established Joint Strategic Planning System. A planning process for the deployment and employment of apportioned forces and resources that occurs in response to a hypothetical situation. Contingency planners rely heavily on assumptions regarding the circumstances that shall exist when the plan is executed. (Joint Pub 1-02)

Coordinating Authority - A commander or individual assigned responsibility for coordinating specific functions or activities involving forces of two or more Military Departments, two or more joint force components, or two or more forces of the same service. The commander or individual has the authority to require consultation between the agencies involved, but does not have the authority to compel agreement. In the event that essential agreement cannot be obtained, the matter shall be referred to the appointing authority. Coordinating authority is a consultation relationship, not an authority through which command may be exercised. Coordinating authority is more

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applicable to planning and similar activities than to operations. (Joint Pub 1-02)

Course of Action - A plan that would accomplish, or is related to, the accomplishment of a mission. The scheme adopted to accomplish a task or mission. It is a product of the JOPES concept development phase. The supported commander shall include a recommended course of action in the commander's estimate. The recommended course of action shall include the concept of operations, evaluation of supportability estimates of supporting organizations, and an integrated time-phased data base of combat, combat support, and combat service support forces and sustainment. Refinement of this database shall be contingent on the time available for course of action development. When approved, the course of action becomes the basis for the development of an operations plan or operations order. Also called COA. (Joint Pub 1-02)

Crisis Action Planning - The Joint Operation Planning and Execution System process involving the time-sensitive development of joint operation plans and orders in response to an imminent crisis. Crisis action planning follows prescribed crisis action procedures to formulate and implement an effective response within the time frame permitted by the crisis. The time-sensitive planning for the deployment, employment, and sustainment of assigned and allocated forces and resources that occurs in response to a situation that may result in actual military operations. Crisis action planners base their plan on the circumstances that exist at the time planning occurs. Also called CAP. (Joint Pub 1-02)

Critical Item List - Prioritized list, compiled from commander's composite critical item lists, identifying items and weapon systems that assist service and Defense Logistics Agency in selecting systems for production surge planning. (Joint Pub 1-02)

Data Element - A basic unit of information built on standard structures having a unique meaning and distinct units or values. In electronic record keeping, a combination of characters or bytes referring to one separate item of information, such as name, address, or age. (Joint Pub 1-02)

D-Day - See times.

Debarkation - The unloading of troops, equipment, or supplies from a ship or aircraft. (Joint Pub 1-02)

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Defense Readiness Condition - A uniform system of progressive alert postures for use between the Chairman of the Joint Chiefs of Staff and the commanders of unified and specified commands and for use by the services. Defense readiness conditions are graduated to match situations of varying military severity (status of alert). Defense readiness conditions are identified by the short title DEFCON (5), (4), (3), (2), and (1), as appropriate. Also called DEFCON. (Joint Pub 1-02)

Deployability Posture - The state or stage of a unit's preparedness for to deployment participate in a military operation, as defined in five levels as follows:

a. Normal Deployability Posture (ND). Unit conducting normal activities. Commanders monitoring the situation in an area of tension and reviewing plans. No visible overt actions being taken to increase Deployability posture. Units not at home station report their scheduled closure time at home station or the time required to return to home station if ordered to return before scheduled time and before desired mode of transportation are available.

b. Increased Deployability Posture (ID). Unit is relieved from commitments not pertaining to the mission. Personnel recalled from training areas, pass, and leave to meet the deployment schedule. Preparation for deployment of equipment and supplies initiated. Predeployment personnel actions completed. Essential equipment and supplies located at CONUS or overseas installations identified.

c. Advanced Deployability Posture (AD). All essential personnel, mobility equipment, and accompanying supplies checked, packed, rigged for deployment, and positioned with deploying unit. Unit remains at home station. Movement requirements confirmed. Airlift, sealift, and intra CONUS transportation resources identified, and initial movement schedules completed by the TCCs.

d. Marshaled Deployability Posture (MD). First increment of deploying personnel, mobility equipment, and accompanying supplies marshaled at designated POEs but not loaded. Sufficient strategic airlift or sealift assets positioned at, or en route to, the POE either to load the first increment or to sustain a flow, as required by the plan or directive being considered for execution. Adequate supporting ALCEs, stage aircrews (if

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required), and support personnel to sustain the airlift flow at on-load, en route, and offload locations shall be positioned.

e. Loaded Deployability Posture (LDP). First increment equipment and companying supplies, personnel prepared for loading aboard aircraft on minimum notice. Follow-on increments of cargo and personnel are en route or available to meet projected ship loading schedules. Sufficient airlift is positioned and loaded at the port of embarkation to move the first increment or to initiate and sustain a flow, as required by the plan or directive being considered for execution. Supporting ALCEs, stage aircrews (if required), and support personnel adequate to sustain the airlift flow at on-load, enroute, and offload locations are positioned, as required per ref

(a). Deployment -

a. In naval usage, the change from a cruising approach or contact disposition to a disposition for battle.

b. The movement of forces within operational areas.

c. The positioning of forces into a formation for battle.

d. The relocation of forces and materiel to desired operational areas. Deployment encompasses all activities from origin or home station through destination, specifically including intra-continental United States, inter-theater, and intra-theater movement legs, staging, and holding areas. (Joint Pub 1-02)

Deployment Database - The Joint Operation Planning and Execution System database containing the necessary information on forces, materiel, and filler and replacement personnel movement requirements to support execution. The database reflects information contained in the refined time-phased force and deployment data from the contingency planning process or developed during the various phases of the crisis action planning process, and the movement schedules or tables developed by the transportation component commands to support the deployment of required forces, personnel, and materiel. (Joint Pub 1-02)

Deployment Order - A planning directive from the SecDef, issued by the Chairman of the Joint Chiefs of Staff, which authorizes and directs the transfer of forces between combatant commands by

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reassignment or attachment. A deployment order normally specifies the authority that the gaining combatant commander shall exercise over the transferred forces. (Joint Pub 1-02)

Deployment Planning - Operational planning directed toward the movement of forces and sustainment resources from their original locations to a specific operational area for conducting the joint operations contemplated in a given plan. Encompasses all activities from origin or home station through destination, specifically including intra-continental United States, inter-theater, and intra-theater movement legs, staging areas, and holding areas. (Joint Pub 1-02)

Deployment Preparation Order - An order issued by competent authority to move forces or prepare forces for movement (e.g., increase deployability posture of units). (Joint Pub 1-02)

Deterrent Options - A course of action, developed on the best economic, diplomatic, political, and military judgment, designed to dissuade an adversary from a current course of action or contemplated operations. (In constructing an operation plan, a range of options should be presented to effect deterrence. Each option requiring deployment of forces should be a separate force module.) (Joint Pub 1-02)

Earliest Arrival Date - A day, relative to C-day, that is specified by a planner as the earliest date when a unit, a resupply shipment, or replacement personnel can be accepted at a port of debarkation during a deployment. Used with the latest arrival data, it defines a delivery window for transportation planning. Also called EAD. (Joint Pub 1-02)

Embarkation - The process of putting personnel and/or vehicles and their associated stores and equipment into ships and/or aircraft. (Joint Pub 1-02)

Employment - The strategic, operational, or tactical use of forces. (Joint Pub 1-02)

Execution Order -

a. An order issued by the Chairman of the Joint Chiefs of Staff, by the authority and at the direction of the SecDef, to implement a National Command Authorities decision to initiate military operations.

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b. An order to initiate military operations as directed. Also called EXORD. (Joint Pub 1-02)

Execution Planning - The phase of the Joint Operation Planning and Execution System crisis action planning process that provides for the translation of an approved course of action into an executable plan of action through the preparation of a complete operation plan or operation order. Execution planning is detailed planning for the commitment of specified forces and resources. During crisis action planning, an approved operation plan or other National Command Authorities approved course of action is adjusted, refined, and translated into an operation order. Execution planning can proceed on the basis of prior contingency planning, or it can take place in the absence of prior planning. Also called EP. (Joint Pub 1-02)

Feasibility - Operation plan review criterion. The determination as to whether the assigned tasks could be accomplished by using available resources. (Joint Pub 1-02)

Flexible Deterrent Options - A planning construct intended to facilitate early decision by laying out a wide range of interrelated response paths that begin with deterrent-oriented options carefully tailored to send the right signal. The flexible deterrent option is the means by which the various deterrent options available to a commander (such as economic, diplomatic, political, and military measures) are implemented into the planning process. Also called FDO. (Joint Pub 1-02)

Force Closure - The point in time when a supported joint force commander determines that sufficient personnel and equipment resources are in the assigned operational area to carry out assigned tasks. (Joint Pub 1-02)

Force List - A total list of forces required by an operation plan, including assigned forces, augmentation forces, and other forces to be employed in support of the plan. (Joint Pub 1-02)

Force Module - A grouping of combat, combat support, and combat service support forces, with their accompanying supplies and the required non-unit resupply and personnel necessary to sustain forces for a minimum of 30 days. 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 Joint Operation Planning and Execution System databases to enhance flexibility and usefulness of the operation plan during a crisis. Also called FM. (Joint Pub 1-02)

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Force Requirement Number - An alphanumeric code used to uniquely identify force entries in a given operation plan time phased force and deployment data. Also called FRN. (Joint Pub 1-02)

Functional Component Command - A command normally, but not necessarily, composed of forces of two or more Military Departments that may be established across the range of military operations to perform particular operational missions that may be of short duration or may extend over a period of time. (Joint Pub 1-02)

Grossly Transportation Feasible - A determination made by the supported commander that a draft operation plan could be supported with the apportioned transportation assets. This determination is made by using a transportation feasibility estimator to simulate movement of personnel and cargo from port of embarkation to port of debarkation within a specified time frame. (Joint Pub 1-02)

H-Hour - See times.

Host Nation - A nation that receives the forces and/or supplies of allied nations, coalition partners, and/or NATO organizations to be located on, to operate in, or to transit through its territory. Also called HN. (Joint Pub 1-02)

Integrated Materiel Manager - The exercise of total Department of Defense-level management responsibility for a federal supply group or class, commodity, or item for a single agency. It normally includes computation of requirements, funding, budgeting, storing, issuing, cataloging, standardizing, and procuring functions. Also called IMM. (JP 4-07)

Integrated Priority List - A list of a combatant commander's highest priority requirements, prioritized across service and functional lines, defining shortfalls in key programs that, in the judgment of the combatant commander, adversely affect the capability of the combatant commander's forces to accomplish their assigned mission. The integrated priority list provides the combatant commander's recommendations for programming funds in the planning, programming, and budgeting system process. Also called IPL. (Joint Pub 1-02)

Intensive Management - The continuous process by which the supported and supporting commanders, the services, transportation component commands, and appropriate Defense

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agencies ensure that movement data in the Joint Operation Planning and Execution System time-phased force and deployment data for the initial days of deployment and/or mobilization are current to support immediate execution. (Joint Pub 1-02)

Joint Force - A general term applied to a force composed of significant elements, assigned or attached, of two or more Military Departments operating under a single joint force commander. (Joint Pub 1-02)

Joint Operation Planning - Planning for contingencies that can reasonably be anticipated in an area of responsibility or joint operations area of the command. Planning activities exclusively associated with the preparation of operation plans, operation plans in concept format, campaign plans, and operation orders (other than the Single Integrated Operational Plan) for the conduct of military operations by the combatant commanders in response to requirements established by the Chairman of the Joint Chiefs of Staff. Joint operation planning is coordinated at the national level to support SecDef Contingency Planning Guidance, strategic requirements in the National Military Strategy, and emerging crises. As such, joint operation planning includes mobilization planning, deployment planning, employment planning, sustainment planning, and redeployment planning procedures. Joint operation planning is performed in accordance with formally established planning and execution procedures. (Joint Pub 1-02)

Joint Operation Planning and Execution System - A system that provides the foundation for an execution system of conventional command and control by national and combatant command-level commanders and their staffs. It is designed to satisfy their information needs in the conduct of joint planning and operations. Joint Operation Planning and Execution System (JOPEs) includes joint operation planning policies, procedures, and reporting structures supported by communications and automated data processing systems. JOPEs is used to monitor, plan, and execute mobilization, deployment, employment, sustainment, and redeployment activities associated with joint operations. Also called JOPEs. (Joint Pub 1-02)

Joint Planning and Execution Community - Those headquarters, commands, and agencies Community involved in the training, preparation, movement, reception, employment, support, and sustainment of military forces assigned or committed to a theater of operations or objective area. It usually consists of the Joint Staff, services, service major commands (including the

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service wholesale logistic commands), unified commands (and their certain service component commands), sub-unified commands, transportation component commands, joint task forces (as applicable), Defense Logistics Agency, and other Defense agencies (e.g., Defense Intelligence Agency) as may be appropriate to a given scenario. Also called JPEC. (Joint Pub 1-02)

Joint Strategic Capabilities Plan - The Joint Strategic Capabilities Plan provides guidance to the combatant commanders and the Joint Chiefs of Staff to accomplish tasks and missions based on current military capabilities. It apportions resources to combatant commanders, based on military capabilities resulting from completed program and budget actions and intelligence assessments. The Joint Strategic Capabilities Plan provides a coherent framework for capabilities-based military advice provided to the President and SecDef. Also called JSCP. (Joint Pub 1-02)

Joint Strategic Planning System - The primary means by which the Chairman of the Joint Chiefs of Staff, in consultation with the other members of the Joint Chiefs of Staff and the combatant commanders, carries out the statutory responsibilities to assist the President and SecDef in providing strategic direction to the Armed Forces; prepares strategic plans; prepares and reviews contingency plans; advises the President and SecDef on requirements, programs, and budgets; and provides net assessment on the capabilities of the Armed Forces of the United States and its allies as compared with those of their potential adversaries. Also called JSPS. (Joint Pub 1-02)

Joint Tactics, Techniques and Procedures - The actions and methods that implement joint procedures doctrine and describe how forces shall be employed in joint operations. They are authoritative; as such, joint tactics, techniques, and procedures shall be followed except when, in the judgment of the commander, exceptional circumstances dictate otherwise. They shall be promulgated by the Chairman of the Joint Chiefs of Staff, in coordination with the combatant commands and services. Also called JTTP. (Joint Pub 1-02)

Joint Task Force - A joint force that is constituted and so designated by the SecDef, a combatant commander, a sub-unified commander, or an existing joint task force commander. Also called JTF. (Joint Pub 1-02)

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Latest Arrival Date - A day, relative to C-Day, that is specified by the supported combatant commander as the latest date when a unit, a resupply shipment, or replacement personnel can arrive at the port of debarkation and support the concept of operations. Used with the earliest arrival date, it defines a delivery window for transportation planning. Also called LAD. (Joint Pub 1-02)

Level of Detail - Within the current joint planning and execution systems, movement characteristics are described at five distinct levels of detail.

a. Level I. Aggregated Level - Expressed as total number of passengers and total short tons, total measurement tons, total square feet, and/or total hundreds of barrels by unit line number (ULN), cargo increment number (CIN), and personnel increment number (PIN).

b. Level II. Summary Level - Expressed as total number of passengers by ULN and PIN and short tons, measurement tons (including barrels), total square feet of bulk, oversize, outsize, and non-air-transportable cargo by ULN and CIN.

c. Level III. Detail by Cargo Category - Expressed as total number of passengers by ULN and PIN and short tons and/or measurement tons (including barrels) as well as total square feet of cargo as identified by the ULN or CIN three-position cargo category code.

d. Level IV. Detail expressed as number of passengers and individual dimensional data (expressed in length, width, and height in number of inches) of cargo by equipment type by ULN.

e. Level V. Detail by Priority of Shipment - Expressed as total number of passengers by service specialty code in deployment sequence by ULN, individual weight (in pounds), and dimensional data (expressed in length, width, and height in number of inches) of equipment in deployment sequence by ULN.

f. Level VI. Detail expressed for passengers by name and SSAN or for coalition forces and civilians by country national identification number; and for cargo by Transportation Control Number (TCN). Non-Unit cargo includes FSN/NSN detail. Cargo can be nested. Cargos with TCNs that are nested are referred to as "secondary load". Example: 11 vehicles of the same type would be represented by 11 level VI records. These records would be summed to I in level IV record. (Joint Pub 1-02)

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L-Hour - See times.

Limiting Factor - A factor or condition that, either temporarily or permanently impedes mission accomplishment. Illustrative examples are transportation network deficiencies, lack of in-place facilities, malpositioned forces or materiel, extreme climatic conditions, distance, transit or over flight rights, political conditions, etc. (Joint Pub 1-02)

Line of Communications - A route, either land, water, and/or air, that connects an operating military force with a base of operations and along which supplies and military forces move. Also called LOC. (Joint Pub 1-02)

Marine Air-Ground Task Force - The Marine Corps principal organization for all missions across the range of military operations composed of forces task-organized under a single commander capable of responding rapidly to a contingency anywhere in the world. The types of forces in the Marine Air Ground Task Force (MAGTF) are functionally grouped into four core elements: a command element, an aviation combat element, a ground combat element, and a Logistics Combat Element. The four core elements are categories of forces, not formal commands. The basic structure of the MAGTF never varies, though the number, size, and type of Marine Corps units comprising each of its four elements shall always be mission dependent. The flexibility of the organizational structure allows for one or more subordinate MAGTFs to be assigned. Also called MAGTF. (Joint Pub 1-02)

Marine Expeditionary Brigade - A Marine Air-Ground Task Force that is constructed around a reinforced infantry regiment, a composite Marine aircraft group, and a brigade service support group. The Marine expeditionary brigade (MEB), commanded by a general officer, is task-organized to meet the requirements of a specific situation. It can function as part of a joint task force, as the lead echelon of the Marine expeditionary force (MEF), or alone. It varies in size and composition, and is larger than a Marine Expeditionary Unit but smaller than a MEF. The MEB is capable of conducting missions across the full range of military operations. Also called MEB. (Joint Pub 1-02)

Marine Expeditionary Force - The largest Marine Air-Ground Task Force (MAGTF) and the Marine Corps principal warfighting organization, particularly for larger crises or contingencies. It is task-organized around a permanent command element and normally contains one or more Marine divisions, Marine aircraft

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wings, and Marine logistics groups. The Marine Expeditionary Force is capable of missions across the range of military operations, including amphibious assault and sustained operations ashore in any environment. It can operate from a sea base, a land base, or both. Also called MEF. (Joint Pub 1-02)

Marine Expeditionary Unit - A Marine Air-Ground Task Force (MAGTF) that is constructed around a reinforced infantry battalion, a reinforced helicopter squadron, and a task organized Logistics Combat Element. It normally fulfills Marine Corps forward sea-based deployment requirements. The Marine Expeditionary Unit provides an immediate reaction capability for crisis response and is capable of limited combat operations. Also called MEU. (Joint Pub 1-02)

Marine Expeditionary Unit - (Special Operations Capable). The Marine Corps standard, forward-deployed, sea-based expeditionary organization. The Marine Expeditionary Unit (Special Operations Capable) (MEU(SOC)) is a Marine Expeditionary Unit, augmented with selected personnel and equipment, that is trained and equipped with an enhanced capability to conduct amphibious operations and a variety of specialized missions of limited scope and duration. These capabilities include specialized demolition, clandestine reconnaissance and surveillance, raids, in-extremis hostage recovery, and enabling operations for follow-on forces. The MEU(SOC) is not a special operations force but, when directed by the National Command Authorities, the combatant commander, and/or other operational commander, may conduct limited special operations in extremis, when other forces are inappropriate or unavailable. Also called MEU(SOC). (Joint Pub 1-02)

Maritime Pre-Positioning Ship - Civilian-crewed, Military Sealift Command-chartered ships that are organized into three squadrons and are usually forward deployed. These ships are loaded with pre-positioned equipment and 30 days of supplies to support three Marine expeditionary brigades. Also called MPS. (Joint Pub 1-02)

Measurement Ton - The unit of volumetric measurement of equipment associated with surface-delivered cargo. A measurement ton equals total cubic feet divided by 40 (1 MTON = 40 cubic feet). Also called M/T, MT, MTON. (Joint Pub 1-02)

Military Objectives - A derived set of military actions to be taken to implement National Command Authorities guidance in support of national objectives. A military objective defines the

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results to be achieved by the military and assign tasks to commanders. (Joint Pub 1-02)

Military Options - A range of military force responses that can be projected to accomplish assigned tasks. Options include one or a combination of the following: civic action, humanitarian assistance, civil affairs, and other military activities to develop positive relationships with other countries; confidence building and other measures to reduce military tensions; military presence; activities to convey threats to adversaries as well as truth projections; military deceptions and psychological operations; quarantines, blockades, and harassment operations; raids; intervention operations; armed conflict involving air, land, maritime, and strategic warfare operations; support for law enforcement authorities to counter international criminal activities (terrorism, narcotics trafficking, slavery, and piracy); support for law enforcement authorities to suppress domestic rebellion; and support for insurgency, counterinsurgency, and civil war in foreign countries. (Joint Pub 1-02)

Military Sealift Command - A major command of the U.S. Navy reporting to Fleet Forces Command and the U.S. Transportation Command's component command responsible for designated common user sealift transportation services to deploy, employ, sustain, and redeploy US forces on a global basis. Also called MSC. (Joint Pub 1-02)

Mobilization -

a. The act of assembling and organizing national resources to support national objectives in time of war or other emergencies. See also industrial mobilization.

b. The process by which the Armed Forces or part of them are brought to a state of readiness for war or other national emergency. This includes activating all or part of the Reserve Component as well as assembling and organizing personnel, supplies, and materiel. Mobilization of the Armed Forces includes but is not limited to the following categories:

(1) Selective Mobilization. Expansion of the active Armed Forces resulting from action by Congress and/or the President to mobilize Reserve Component units, Individual Ready Reservists, and the resources needed for their support to meet the requirements of a domestic emergency that is not the result of an enemy attack.

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(2) Partial Mobilization. Expansion of the active Armed Forces resulting from action by Congress (up to full mobilization) or by the President (not more than 1,000,000 for not more than 24 consecutive months) to mobilize Ready Reserve Component units, individual reservists, and the resources needed for their support to meet the requirements of a war or other national emergency involving an external threat to the national security.

(3) Full Mobilization. Expansion of the active Armed Forces resulting from action by Congress and the President to mobilize all Reserve Component units in the existing approved force structure, as well as all individual reservists, retired military personnel, and the resources needed for their support to meet the requirements of a war or other national emergency involving an external threat to the national security. Reserve personnel can be placed on active duty for the duration of the emergency plus six months.

(4) Total Mobilization. Expansion of the active Armed Forces resulting from action by Congress and the President to organize and/or generate additional units or personnel beyond the existing force structure, and the resources needed for their support, to meet the total requirements of a war or other national emergency involving an external threat to the national security. Also called MOB. (Joint Pub 1-02)

Mode of Transport - The various modes used for a movement. For each mode, there are several means of transport. They are:

- a. Inland surface transportation (rail, road, and inland waterway).
- b. Sea transport (coastal and ocean).
- c. Air transportation.
- d. Pipelines. (Joint Pub 1-02)

Movement Schedule - A schedule developed to monitor or track a separate entity, whether it is a force requirement, cargo or personnel increment, or lift asset. The schedule reflects the assignment of specific lift resources (such as an aircraft or ship) that shall be used to move the personnel and cargo included in a specific movement increment. Arrival and departure times at ports of embarkation, etc., are detailed to show a flow

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and workload at each location. Movement schedules are detailed enough to support plan implementation. (Joint Pub 1-02)

Movement Table - A table giving detailed instructions or data for a move. When necessary it shall be qualified by the words road, rail, sea, air, etc., to signify the type of movement. Normally issued as an annex to a movement order or instruction. (Joint Pub 1-02)

N-Day - See times.

Nonair Transportable - That which is not transportable by air by virtue of dimension, weight, or special characteristics or restrictions. (Joint Pub 1-02)

Noncombatant Evacuation Operations - Operations directed by the Department of State, the Department of Defense, or other appropriate authority whereby noncombatants are evacuated from foreign countries when their lives are endangered by war, civil unrest, or natural disaster to safe havens or to the United States. Also called NEO. (Joint Pub 1-02)

Nonstandard Unit - A force requirement identified in a time-phased force and deployment data for which movement characteristics have not been described in the type unit characteristics file. The planner is required to submit detailed movement characteristics for these units. (Joint Pub 1-02)

Non-Unit Record - A time-phased force and deployment data file entry for non-unit-related cargo and personnel. Characteristics include using and providing organization, type of movement, routing data, cargo category, weight, volume, area required, and number of personnel requiring transportation. (Joint Pub 1-02)

Non-Unit-Related Cargo - All equipment and supplies requiring transportation to an operational area, other than those identified as the equipment or accompanying supplies of a specific unit (e.g., resupply, military support for allies, and support for nonmilitary programs, such as civil relief). Also called NURC. (Joint Pub 1-02)

Normal Operations - Generally and collectively, the broad functions that a combatant commander undertakes when assigned responsibility for a given geographic or functional area. Except as otherwise qualified in certain unified command plan paragraphs that relate to particular commands, "normal operations" of a combatant commander include: planning and

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execution of operations throughout the range of military operations; planning and conduct of cold war activities; planning and administration of military assistance; and maintaining the relationships and exercising the directive or coordinating authority prescribed in JP 0-2 and JP 4-01. (Joint Pub 1-02)

Operational Control - Command authority that may be exercised by commanders at any echelon at or below the level of combatant command. Operational control is inherent in combatant command (command authority) and may be delegated within the command. When forces are transferred between combatant commands, the command relationship the gaining commander shall exercise (and the losing commander shall relinquish) over these forces must be specified by the SecDef. Operational control is the authority to perform those functions of command over subordinate forces involving organizing and employing commands and forces, assigning tasks, designating objectives, and giving authoritative direction necessary to accomplish the mission. Operational control includes authoritative direction over all aspects of military operations and joint training necessary to accomplish missions assigned to the command. Operational control should be exercised through the commanders of subordinate organizations. Normally this authority is exercised through subordinate joint force commanders and service and/or functional component commanders. Operational control normally provides full authority to organize commands and forces and to employ those forces as the commander in operational control considers necessary to accomplish assigned missions; it does not, in and of itself, include authoritative direction for logistics or matters of administration, discipline, internal organization, or unit training. Also called OPCON. (Joint Pub 1-02)

Operation Order - A directive issued by a commander to subordinate commanders for the purpose of effecting the coordinated execution of an operation. Also called OPORD. (Joint Pub 1-02)

Operation Plan - Any plan, except for the Single Integrated Operational Plan, for the conduct of military operations. Plans are prepared by combatant commanders in response to requirements established by the Chairman of the Joint Chiefs of Staff and by commanders of subordinate commands in response to requirements tasked by the establishing unified commander. Operation plans are prepared in either a complete format (OPLAN) or as a concept plan (CONPLAN). The CONPLAN can be published with or without a time-phased force and deployment data (TPFDD) file. OPLAN is an

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operation plan for the conduct of joint operations that can be used as a basis for development of an operation order (OPORD). An OPLAN identifies the forces and supplies required to execute the combatant commander's strategic concept and a movement schedule of these resources to the theater of operations. The forces and supplies are identified in TPFDD files. OPLANs shall include all phases of the tasked operation. The plan is prepared with the appropriate annexes, appendixes, and TPFDD files as described in the Joint Operation Planning and Execution System manuals containing planning policies, procedures, and formats. Also called OPLAN. (Joint Pub 1-02)

Operational Environment - A composite of the conditions, circumstances, and influences that affect the employment of military forces and bear on the decisions of the unit commander. Some examples are as follows.

a. Permissive Environment. Operational environment in which host country military and law enforcement agencies have control as well as the intent and capability to assist operations that a unit intends to conduct.

b. Uncertain Environment. Operational environment in which host government forces, whether opposed to or receptive to operations that a unit intends to conduct, do not have totally effective control of the territory and population in the intended operational area.

c. Hostile Environment. Operational environment in which hostile forces have control as well as the intent and capability to effectively oppose or react to the operations a unit intends to conduct. (Joint Pub 1-02)

Origin - Beginning point of a deployment where unit or non-unit-related cargo or personnel are located. (Joint Pub 1-02)

Other War Reserve Stock - The quantity of an item acquired and placed in stock against the other war reserve materiel requirement. (Joint Pub 1-02)

Outsized Cargo - Cargo that exceeds the dimensions of oversized cargo and requires the use of C-5 or C-17 aircraft or surface transportation. A single item that exceeds 1,000 inches long by 117 inches wide by 105 inches high in any one dimension. (Joint Pub 1-02)

Oversized Cargo -

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a. Large items of specific equipment such as a barge, side loadable warping tug, causeway section, powered, or causeway section, non-powered. Requires transport by sea.

b. Air cargo exceeding the usable dimension of a 463L pallet loaded to the design height of 96 inches, but equal to or less than 1,000 inches in length, 117 inches in width, and 105 inches in height. This cargo is air transportable on C-5, C-17, C-141, C-130, KC-10 and most civilian contract cargo carriers. (Joint Pub 1-02)

Personnel Increment Number - A seven-character, alphanumeric field that uniquely describes a non-unit-related personnel entry (line) in a Joint Operation Planning and Execution System time-phased force and deployment data. Also called PIN. (Joint Pub 1-02)

Plan Identification Number -

a. A command-unique four-digit number followed by a suffix indicating the Joint Strategic Capabilities Plan (JSCP) year for which the plan is written, e.g., "2220-95".

b. In the Joint Operation Planning and Execution System (JOPEs) database, a five-digit number representing the command unique four-digit identifier, followed by a one-character, alphabetic suffix indicating the operation plan option, or a one-digit number numeric value indicating the JSCP year for which the plan is written. Also called PID. (Joint Pub 1-02)

Planning Factor - A multiplier used in planning to estimate the amount and type of effort involved in a contemplated operation. Planning factors are often expressed as rates, ratios, or lengths of time. (Joint Pub 1-02)

Planning Order -

a. An order issued by the Chairman of the Joint Chiefs of Staff (CJCS) to initiate execution planning. The planning order shall normally follow a commander's estimate and a planning order shall normally take the place of the CJCS alert order. National Command Authorities approval of a selected course of action is not required before issuing a CJCS planning order.

b. A planning directive that provides essential planning guidance and directs the initiation of execution planning before

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the directing authority approves a military course of action.
(Joint Pub 1-02)

Port of Debarkation - The geographic point at which cargo or personnel are discharged. This may be a sea port or aerial port of debarkation; for unit requirements; it may or may not coincide with the destination. Also called POD. (Joint Pub 1-02)

Port of Embarkation - The geographic point in a routing scheme from which cargo or personnel depart. This may be a sea port or aerial port from which personnel and equipment flow to a port of debarkation; for unit and non-unit requirements, it may or may not coincide with the origin. Also called POE. (Joint Pub 1-02)

Psychological Operations - Planned operations to convey selected information and indicators to foreign audiences to influence their emotions, motives, objective reasoning, and ultimately the behavior of foreign governments, organizations, groups, and individuals. The purpose of psychological operations is to induce or reinforce foreign attitudes and behavior favorable to the originator's objectives. Also called PSYOP. (Joint Pub 1-02)

Ready-to-Load Date - The date when a unit shall be ready to move from the origin, i.e., mobilization station. Also called RLD.
(Joint Pub 1-02)

Record Information - All forms (e.g., narrative, graphic, data, computer memory) of information registered in either temporary or permanent form so that it can be retrieved, reproduced, or preserved. (Joint Pub 1-02)

Redeployment - The transfer of forces and materiel to support another joint force commander's operational requirements, or to return personnel, equipment, and materiel to the home and/ or demobilization stations for reintegration and/or out-processing.
(Joint Pub 1-02)

Required Delivery Date - The date that a force must arrive at the destination and complete unloading. Also called RDD. (Joint Pub 1-02)

Resupply - The act of replenishing stocks in order to maintain required levels of supply. (Joint Pub 1-02)

Service Retain - (unassigned forces) Forces not assigned to a CCDR IAW Title 10 USC Section 162 and instead retained under Service control in order to carry out functions of the Secretary

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of Military Department IAW Title 10 USC Sections 3013(b), 5013(b), 8013(b).

Shortfall - The lack of forces, equipment, personnel, materiel, or capability, reflected as the difference between the resources identified as a plan requirement and those apportioned to a combatant commander for planning that would adversely affect the command's ability to accomplish its mission. (Joint Pub 1-02)

Short Ton - 2,000 pounds. Also called S/T or STON. (Joint Pub 1-02)

Subordinate Command - A command consisting of the commander and all those individuals, units, detachments, organizations, or installations that have been placed under the command by the authority establishing the subordinate command. (Joint Pub 1-02)

Supported Commander -

a. The commander having primary responsibility for all aspects of a task assigned by the Joint Strategic Capabilities Plan or other joint operation planning authority. In the context of joint operation planning, this term refers to the commander who prepares operation plans or operation orders in response to requirements of the Chairman of the Joint Chiefs of Staff.

b. In the context of a support command relationship, the commander who receives assistance from another commander's force or capabilities, and who is responsible for ensuring that the supporting commander understands the assistance required. (Joint Pub 1-02)

Supporting Commander -

a. A commander who provides augmentation forces or other support to a supported commander or who develops a supporting plan. Includes the designated combatant commands and Defense agencies as appropriate.

b. In the context of a support command relationship, the commander who aids, protects, complements, or sustains another commander's force, and who is responsible for providing the assistance required by the supported commander. (Joint Pub 1-02)

Supporting Forces - Forces stationed in or to be deployed to an operational area to provide support for the execution of an operation order. Combatant command (command authority) of

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supporting forces is not passed to the supported commander.
(Joint Pub 1-02)

Supporting Plan - An operation plan prepared by a supporting commander or a subordinate commander to satisfy the requests or requirements of the supported commander's plan. (Joint Pub 1-02)

Sustainment - The provision of personnel, logistic, and other support required to maintain and prolong operations or combat until successful accomplishment or revision of the mission or of the national objective. (Joint Pub 1-02)

Throughput - The average quantity of cargo and passengers that can pass through a port on a daily basis from arrival at the port to loading onto a ship or plane, or from the discharge from a ship or plane to the exit (clearance) from the port complex. Throughput is usually expressed in measurement tons, short tons, or passengers. Reception and storage limitation may affect final throughput. (Joint Pub 1-02)

Time-Phased Force and Deployment Data - The Joint Operation Planning and Execution System database portion of an operation plan; it contains time-phased force data, non-unit-related cargo and personnel data, and movement data for the operation plan, including the following:

- a. In-place units.
- b. Units to be deployed to support the operation plan with a priority indicating the desired sequence for their arrival at the port of debarkation.
- c. Routing of forces to be deployed.
- d. Movement data associated with deploying forces.
- e. Estimates of non-unit-related cargo and personnel movements to be conducted concurrently with the deployment of forces.
- f. Estimate of transportation requirements that must be fulfilled by common-user lift resources as well as those requirements that can be fulfilled by assigned or attached transportation resources. Also called TPFDD. (Joint Pub 1-02)

Time-Phased Force and Deployment Data Maintenance - The contingency planning process that requires a supported commander

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to incorporate changes to time-phased force and deployment data (TPFDD) that occur after the TPFDD becomes effective for execution. TPFDD maintenance is conducted by the supported combatant commander in coordination with the supporting combatant commanders, service components, U.S. Transportation Command, and other agencies as required. At designated intervals, changes to data in the TPFDD, including force structure, standard reference files, and services' type unit characteristics files, are updated in Joint Operation Planning and Execution System (JOPEs) to ensure currency of deployment data. TPFDD maintenance may also be used to update the TPFDD for Chairman of the Joint Chiefs of Staff or Joint Strategic Capabilities Plan submission in lieu of refinement during the JOPEs plan development phase. Also called TPFDD maintenance. (Joint Pub 1-02)

Time-Phased Force and Deployment Data Refinement - For both global and regional operation plan development, the process consists of several discrete phases time-phased force and deployment data (TPFDD) that may be conducted sequentially or concurrently, in whole or in part. These phases are concept, plan development, and review. The plan development phase consists of several sub-phases: forces, logistics, and transportation, with shortfall identification associated with each phase. The plan development phases are collectively referred to as TPFDD refinement. The normal TPFDD refinement process consists of sequentially refining force, logistic (non unit-related personnel and sustainment), and transportation data to develop a TPFDD file that supports a feasible and adequate overlapping of several refinement phases. The decision is made by the supported commander, unless otherwise directed by the Chairman of the Joint Chiefs of Staff. For global planning, refinement conferences are conducted by the Joint Staff in conjunction with US Transportation Command. TPFDD refinement is conducted in coordination with supported and supporting commanders, services, the Joint Staff, and other supporting agencies. U.S. Transportation Command, shall normally host refinement conferences at the request of the Joint Staff or the supported commander. Also called TPFDD refinement. (JP1-02)

Time-Phased Force and Deployment List - Appendix 1 to Annex A of the operation plan. It identifies types and/or actual units required to support the operation plan and indicates origin and ports of debarkation or ocean area. It may also be generated as a computer listing from the time-phased force and deployment data. Also called TPFDL.

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Times - (C-, D-, M-days end at 2400 hours Universal Time (Zulu time) and are assumed to be 24 hours long for planning.) The Chairman of the Joint Chiefs of Staff normally coordinates the proposed date with the commanders of the appropriate unified and specified commands, as well as any recommended changes to Cday. L-hour shall be established per plan, crisis, or theater of operations and shall apply to both air and surface movements. Normally, L-hour shall be established to allow C-day to be a 24-hour day.

a. C-day. The unnamed day on which a deployment operation commences or is to commence. The deployment may be movement of troops, cargo, weapon systems, or a combination of these elements using any or all types of transport. The letter "C" shall be the only one used to denote the above. The highest command or headquarters responsible for coordinating the planning shall specify the exact meaning of C-day within the aforementioned definition. The command or headquarters directly responsible for the execution of the operation, if other than the one coordinating the planning, shall do so in light of the meaning specified by the highest command or headquarters coordinating the planning.

b. D-day. The unnamed day on which a particular operation commences or is to commence.

c. F-hour. The effective time of announcement by the SecDef to the Military Departments of a decision to mobilize Reserve units.

d. H-hour. The specific hour on D-day at which a particular operation commences.

e. H-hour (amphibious operations). For amphibious operations, the time the first assault elements are scheduled to touch down on the beach, or a landing zone, and in some cases the commencement of countermine breaching operations.

f. L-hour. The specific hour on C-day at which a deployment operation commences or is to commence.

g. L-hour (amphibious operations). In amphibious operations, the time at which the first helicopter of the helicopter-borne assault wave touches down in the landing zone.

h. M-day. The term used to designate the unnamed day on which full mobilization commences or is due to commence.

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i. N-day. The unnamed day an active duty unit is notified for deployment or redeployment.

j. R-day - Redeployment day. The day on which redeployment of major combat, combat support, and combat service support forces begins in an operation.

k. S-day. The day the President authorizes Selective Reserve call-up (not more than 200,000).

l. T-day. The effective day coincident with Presidential declaration of national emergency and authorization of partial mobilization (not more than 1,000,000 personnel exclusive of the 200,000 call-up).

m. W-day. Declared by the National Command Authorities, W day is associated with an adversary decision to prepare for war (unambiguous strategic warning). (Joint Pub 1-02)

Type Unit - A type of organizational or functional entity established within the Armed Forces and uniquely identified by a five-character, alphanumeric code called a unit type code. (Joint Pub 1-02)

Unified Command - A command with a broad continuing mission under a single commander and composed of significant assigned components of two or more Military Departments that is established and so designated by the President, through the SecDef with the advice and assistance of the Chairman of the Joint Chiefs of Staff. (Joint Pub 1-02)

Unit-

a. Any military element whose structure is prescribed by competent authority, such as a table of organization and equipment; specifically, part of an organization.

b. An organization title of a subdivision of a group in a task force.

c. A standard or basic quantity into which an item of supply is divided, issued, or used. In this meaning, also called unit of issue.

d. With regard to Reserve Components of the Armed Forces, denotes a Selected Reserve unit organized, equipped, and trained

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for mobilization to serve on active duty as a unit or to augment or be augmented by another unit. Headquarters and support functions without wartime missions are not considered units. (Joint Pub 1-02)

Unit Designation List - A list of actual units by unit identification code designated to fulfill requirements of a force list. (Joint Pub 1-02)

Unit Identification Code (UIC) - A six-character, alphanumeric code that uniquely identifies each Active, Reserve, and National Guard unit of the Armed Forces. (Joint Pub 1-02)

Unit Line Number - A seven-character alphanumeric code that describes a unique increment of a unit deployment, i.e., advance party, main body, equipment by sea and air, reception team, or trail party, in a Joint Operation Planning and Execution System time-phased force and deployment data. Also called ULN. (Joint Pub 1-02)

Unit Type Code (UTC) - A Joint Chiefs of Staff developed and assigned code, consisting of five characters that uniquely identify a "type unit." (Joint Pub 1-02)

Validation - The Supported Command reviews ULNs that contain a date in the Supported Component Verification (SPD Comp Ver) block in ULN detail window. From this collection, the supported commander populates the Combatant Commanders Validation (CCDR Validation) date in the ULN detail window that meets the Supported Commander's concept for deployment, that reflect forces whose deployment is approved by the President and Secretary of Defense, that are properly time-phased against the allocated lift limits and, in the case of exercise TPFDD, if funding for the movement is available. Supported Commander then transmits a validation message to CDRUSTRANSCOM stating all requirements are ready for scheduling and movement by lift providers. Validation messages to lift provider includes special handling or special time requirements

Verification - The force provider, in collaboration with the supported command's Service component commands, reviews the ULNs selected for submission. Selected units meet the following criteria for force provider verifications:

- a. Selected units conform to the supported command readiness level of deployment.

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b. Selected units are to be available at the origin to begin movement to the planned POE on the planned RLD.

c. The unit has been alerted for deployment and meet CMC requirements for predeployment training plan (PTP).

d. The unit deployment plan has been coordinated with the lift providers and the supported command's Service component commands.

e. Unit deployment list cargo data has been developed to the transportation control number (TCN) level and is available to the lift providers and movement execution functions.

f. HAZMAT is documented in accordance with the Defense Transportation Regulation, Part II and III.

g. ULN unit, passenger, and Level IV cargo data are free of all fatal and correctable errors and accurate for the tailored unit.

h. Force Verification Dates are populated in the ULN detail window by the supporting component, supporting command and supported MARFOR level.

Warning Order -

a. A preliminary notice of an order or action that is to follow.

b. (DOD only) A crisis action planning directive issued by the Chairman of the Joint Chiefs of Staff that initiates the development and evaluation of courses of action by a supported commander and requests that a commander's estimate be submitted.

c. (DOD only) A planning directive that describes the situation, allocates forces and resources, establishes command relationships, provides other initial planning guidance, and initiates subordinate unit mission planning (Joint Pub 1-02).

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Appendix V

ACRONYMS

ABBREVIATION	LONG TITLE	PAGE
A/DACG	ARRIVAL/DEPARTURE AIRFIELD CONTROL GROUP	3 - 32
AAA	ARRIVAL AND ASSEMBLY AREA	3 - 34
AACG	ARRIVAL AIRFIELD CONTROL GROUPS	3 - 33
AALPS	AUTOMATED AIR LOAD PLANNING SYSTEM	3 - 5
AAOE'S	ARRIVAL AND ASSEMBLY OPERATIONS ELEMENT	3 - 34
AAOG	ARRIVAL AND ASSEMBLY OPERATIONS GROUP	3 - 34
ABAC	ATTRIBUTE- BASED ACCESS CONTROL	B - 6
AC	ACTIVE COMPONENT	2 - 37
ACA	AIR CLEARANCE AUTHORITY	3 - 8
ACC	AIR COMBAT COMMAND	N - 1-5
ACE	AVIATION COMBAT ELEMENT	3 - 6
ACL	ALLOWABLE CABIN LOADS	N - 1-2
ADAL	AUTHORIZED DENTAL ALLOWANCE LIST	4 - 27
ADCON	ADMINISTRATIVE CONTROL	3 - 32
ADNETS	APEX DATA NETWORK SERVICES	B - 6
AFOE	ASSUALT FOLLOW ON ECHELON	P - 4
AIS	AUTOMATED INFORMATION SYSTEMS	2 - 40
AIT	AUTOMATED INFORMATION SYSTEMS	2 - 42
ALD	AVAILABLE TO LOAD DATE	4 - 17
ALE	AIRLIFT LIAISON ELEMENT	S - 1
ALERTORD	ALERT ORDER	2 - 18
AMAL	AUTHORIZED MEDICAL ALLOWANCE LIST	4 - 27
AMC	AIR MOBILITY COMMAND	2 - 7
AMHS	AUTOMATED MESSAGE HANDLING SYSTEM	3 - 30
AMMRL	AIRCRAFT MAINTENANCE MATERIEL READINESS LIST	B - 12
AO	AREA OPERATION	3 - 18
AOA	AMPHIBIOUS OBJECTIVE AREA	3 - 33
AOR	AREA OF RESPONSIBILITY	1 - 7
AOS	AIR OPERATIONS SQUADRON	N - 1-5
AP	AVIATION PLANS, POLICIES AND REQUIREMENTS DIVISION	E - 2
APEX	ADAPTIVE PLANNING AND EXECUTION	2 - 2
APOD	AERIAL PORT OF DEBARKATION	2 - 40
APOE	AERIAL PORT OF EMBARKATION	3 - 33
ARG	AMPHIBIOUS READY GROUP	5 - 10
ASCII	AMERICAN STANDARD CODE FOR INFORMATION INTERCHANGE	D - 3
ASE	AVIATION SUPPORT EQUIPMENT	P - 4

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ABBREVIATION	LONG TITLE	PAGE
ATLASS	ASSET TRACKING LOGISTICS AND SUPPLY SYSTEM	B - 7
ATO	AIR TASKING ORDER	N - 2
AUTODIN	AUTOMATIC DIGITAL NETWORK	B - 10
AVCAL	AVIATION CONSOLIDATED ALLOWANCE LIST	P - 2
AVLOG	AVIATION LOGISTICS	3 - 29
AWSE	AERONAUTICAL WEAPONS SUPPORT EQUIPMENT	P - 4
BCT	BRIGADE COMBAT TEAM	L - 11
BICmd	BLOUNT ISLAND COMMAND	3 - 9
BISOG	BLUE ISO GREEN	L - 1
BOG	BEACH OPERATIONS GROUP	3 - 33
BPLAN	BASE PLAN	2 - 15
C2	COMMAND AND CONTROL	2 - 25
CACO	CASUALTY ASSISTANCE CALLS OFFICER	4 - 13
CAP	CRISIS ACTION PLANNING	1 - 2
CAX	COMBINED ARMS EXERCISES	2 - 12
CCDR	COMBATANT COMMANDER	1 - 2
CCSP	COMMON CONTINGENCY SUPPORT PACKAGE	P - 3
C-DAY	COMMENCEMENT DATE	C - 6
CDRUSSOCOM	COMMANDER, UNITED STATES SPECIAL OPERATIONS COMMAND	L - 5
CFH	COMBAT FLYING HOURS	P - 4
CIF	CONSOLIDATED ISSUE FACILITY	4 - 26
CJCS	CHAIRMAN JOINT CHIEFS OF STAFF	2 - 3
CMOS	CARGO MOVEMENT OPERATIONS SYSTEM	B - 8
CMPF	COMMANDER, MARITIME PRE-POSITIONED FORCE	3 - 18
CNO	CHIEF OF NAVAL OPERATIONS/ COMPUTER NETWORK OPERATIONS	5 - 7
COA	COURSE OF ACTION	2 - 13
CCDR	COMBATANT COMMANDER	2 - 28
COMMARFOR	COMMANDER MARINE FORCES	1 - 2
COMMARFORCOM	COMMANDER, MARINE CORPS FORCES COMMAND	2 - 30
COMMARFORRES	COMMANDER, MARINE CORPS FORCES RESERVE	3 - 13
COMMCICOM	COMMANDER, MARINE CORPS INSTALLATIONS COMMAND	3 - 15
COMREL	COMMAND RELATIONSHIP	2 - 31
CONOPS	CONCEPT OF OPERATIONS	1 - 7
CONPLAN	CONCEPT PLAN	2 - 15
CONUS	CONTINENTAL UNITED STATES	2 - 40
COSAL	COORDINATED SHIPBOARD ALLOWANCE LIST	P - 2
CRAF	CIVIL RESERVE AIR FLEET	2 - 7
CRD	COMMANDERS REQUIRED DELIVERY DATE	2 - 27
CRE	CONTINGENCY RESPONSE ELEMENT	3 - 33
CSA	COMBAT SUPPORT AGENCY	2 - 10

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ABBREVIATION	LONG TITLE	PAGE
CSP	CONTINGENCY SUPPORT PACKAGES	4 - 18
CSS	COMBAT SERVICE SUPPORT	3 - 5
CSSD	COMBAT SERVICE SUPPORT DETACHMENT	5 - 23
CSSE	COMBAT SERVICE SUPPORT ELEMENT	2 - 41
CTP	COMMERCIAL TICKET PROGRAM	3 - 10
D2	DEPLOYMENT AND DISTRIBUTION	4 - 8
DACG	DEPARTURE AIRFIELD CONTROL GROUP	3 - 32
DC AVN	DEPUTY COMMANDANT , AVIATION	3 - 6
DC I&L	DEPUTY COMMANDANT FOR INSTALLATIONS AND LOGISTICS	3 - 4
DC M&RA	DEPUTY COMMANDANT FOR MANPOWER AND RESERVE AFFAIRS	3 - 6
DC PP&O	DEPUTY COMMANDANT FOR PLANS, POLICIES AND OPERATIONS	2 - 30
DDOC	DEPLOYMENT DISTRIBUTION OPERATIONS CENTER	N - 1-3
DEPOD	DEPLOYMENT ORDER	2 - 18
DEST	DESTINATION	H - 3
DIRALUTH	DIRECT LIASON AUTHORIZED	2 - 30
DISA	DEFENSE INFORMATION SYSTEM AGENCY	2 - 8
DIV	DIVISION	A - 1
DLA	DEFENSE LOGISTIC AGENCY	2 - 7
DLC	DISTRIBUTION LIASION CELLS	3 - 33
DMC	DISTRIBUTION MANAGEMENT CENTER	3 - 8
DMO	DISTRIBUTION MANAGEMENT OFFICE	4 - 13
DNBI	NON-BATTLE CASUALTIES	B - 11
DOD	DEPARTMENT OF DEFENSE	2 - 2
DODAAC	DEPARTMENT OF DEFENSE ACTIVITY ADDRESS CODE	4 - 8
DON	DEPARTMENT OF THE NAVY	B - 12
DOT	DEPLOYMENT OPERATION TEAM	3 - 17
DRRS-MC	DEFENSE READINESS REPORTING SYSTEM-MARINE CORPS	B - 4
DS	DISPOSITION SERVICES	5 - 15
DTS	DEFENSE TRANSPORTATION SYSTEM	2 - 39
DVL	DATA VIRTUALIZATION LAYER	B - 5
ECG	EXECUTIVE COORDINATION GROUP	5 - 6
ESC	EXECUTIVE STEERING COMMITTEE	E - 1
ESTA	ENROUTE SUPPORT OF TRANSIENT AIRCRAFT	4 - 25
EWTGLANT	EXPEDITIONARY WARFARE TRAINING GROUP-ATLANTIC	3 - 3
EXORD	EXECUTE ORDER	2 - 13
FAA	FEDERAL AVIATION ADMINISTRATION	2 - 8
FAM	FUNCTIONAL AREA MANAGERS	3 - 4
FCC	FUNCTIONAL COMBAT COMMANDERS	2 - 6

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ABBREVIATION	LONG TITLE	PAGE
FDE	FORCE DEPLOYMENT EXECUTION	1 - 4
FDP	FORCE DEPLOYMENT PLANNING	1 - 4
FDP&E	FORCE DEPLOYMENT PLANNING AND EXECUTION	1 - 2
FDPWG	FDP WORKING GROUP	3 - 17
FIE	FLY IN ECHLON	3 - 12
FISP	FLY-IN SUPPORT PACKAGE	P - 3
FM	FUNCTIONAL MANAGER	3 - 3
FMs	FORCE MODULE	C - 5
FOC	FULL OPERATIONAL CAPABILITY	3 - 15
FOSP	FOLLOW-ON SUPPORT PACKAGE	P - 3
FPC	FINANCIAL PLANNING CONFERENCE/ FUTURE PLAN CELL	5 - 17
FRN	FORCE REQUIREMENT NUMBER	3 - 30
FTN	FORCE TRACKING NUMBER	2 - 29
FY	FISCAL YEAR	2 - 29
GATES	GLOBAL AIR TRANSPORTATION EXECUTION SYSTEM	2 - 40
GCC	GEOGRAPHIC COMBATANT COMMANDERS	2 - 6
GCCS	GLOBAL COMMAND AND CONTROL SYSTEM	B - 1
GCCS-J	GLOBAL COMMAND AND CONTROL SYSTEM-JOINT	2 - 8
GCSS-MS	GLOBAL COMMAND SUPPORT SYSTEM - MARINE CORPS	B - 8
GDSS	GLOBAL DECISION SUPPORT SYSTEM	B - 9
GEF	GUIDANCE FOR EMPLOYMENT OF THE FORCES	2 - 9
GENSER	GENERAL SERVICE	C - 2
GEOLOC	GEOGRAPHIC LOCATION	B - 4
GFM	GLOBAL FORCE MANAGEMENT	1 - 2
GFMAP	GLOBAL FORCES MANAGEMENT ALLOCATION PLAN	2 - 4
GFMB	GLOBAL FORCE MANAGEMENT BOARD	2 - 4
GFMIG	GLOBAL FORCE IMPLEMENTATION GUIDANCE	2 - 10
GMT	GREENWICH MEAN TIME	C - 7
GO	GENERAL OFFICER	4 - 32
GOES	GENERAL OFFICER ENDORCEMENTS	4 - 32
GRF	GLOBAL RESPONSE FORCE	1 - 4
GSORTS	GLOBAL STATUS OF RESOURCES AND TRAINING SYSTEM	B - 2
GTN	GLOBAL TRANSPORTATION NETWORK (GTN)	2 - 39
HAZDIP	HAZARDOUS MATERIEL DIPLOMATIC CLEARANCE	3 - 30
HAZMAT	HAZARDOUS MATERIEL	3 - 18
HHQ	HIGHER HEADQUARTERS	2 - 12
HLZ	HELICOPTER LANDING ZONE	3 - 33

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ABBREVIATION	LONG TITLE	PAGE
HNS	HOST NATION SUPPORT	2 - 38
HQ	HEADQUARTERS	2 - 12
HQMC	HEADQUARTERS MARINE CORPS	1 - 3
HST	HELICOPTER SUPPORT TEAM	3 - 32
HTC	HOME TRAINING CENTERS	3 - 14
IA	INDIVIDUAL AUGMENTATION	4 - 10
IATA	INTERNATIONAL AIR TRANSPORT ASSOCIATION	C - 9
IAW	IN ACCORDANCE WITH	A - 1
ICAO	INTERNATIONAL CIVIL AVIATION ORGANIZATION	C - 9
ICO	IN CASE OF	4 - 15
ICODES	INTERGATED COMPUTERIZED DEPLOYMENT SYSTEM	4 - 36
ICW	IN COORDINATION WITH	2 - 18
IDE	INTEGRATED DATA ENVIROMENT	2 - 39
IGC	INTEGRATED DIGITAL ENVIROMENT (IDE) /GLOBAL TRANSPORTATION NETWORK (GTN) CONVERGENCE	2 - 39
IGS	INTERGRATED GAMING SYSTEM	B - 5
ILOC	INTERMEDIATE LOCATION	3 - 10
INS+	INFORMATION SERVICE PLUS	B - 3
IPC	INITIAL PLANNING CONFERENCE	5 - 7
IPR "A"	IN PROGRESS REVIEW "A"	2 - 13
IPR "C"	IN PROGRESS REVIEW "C"	2 - 13
IPR "F"	IN-PROGRESS REVIEW "F"	2 - 13
IPR "R"	IN PROGRESS REVIEW "R"	2 - 14
IRR	INDIVIDUAL READY RESERVE	4 - 19
ISO	IN SUPPORT OF	3 - 5
ISS	IN SYSTEM SELECT	N - 1-8
ISSO	INFORMATION SYSTEMS SECURITY OFFICER	A - 1-1
IT	INFORMATION TECHNOLOGY	2 - 11
ITARS	INTRA-THEATER AIRLIFT REQUESTS SYSTEM	4 - 16
ITO	INSTALLATION TRANSPORTATION OFFICE	Q - 3
ITV	IN-TRANSIT VISIBILITY	2 - 39
J/RSO&I	JOINT RECEPTION, STAGING, ONWARD MOVEMENT AND INTEGRATION	1 - 4
J/RSO&I/R	JOINT RECEPTION, STAGING, ONWARD MOVEMENT AND INTEGRATION, REDEPLOYMENT	5 - 7
J/RSO&R	JOINT RECEPTION, STAGING, ONWARD MOVEMENT AND REDEPLOYMENT	5 - 30
JAG	JOPEs ACTION GROUP	2 - 5
JCCA	JOINT COMBAT CAPABILITIES ASSESSMENT	2 - 5
JCCAG	JOINT COMBAT CAPABILITIES ASSESSMENT GROUP	K - 1

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ABBREVIATION	LONG TITLE	PAGE
JCET	JOINT COMBINED EXCHANGE TRAINING	C - 1-2
JCRM	JOINT CAPABILITIES REQUIREMENT MANAGER	3 - 10
JCS	JOINT CHIEF STAFF	2 - 3
JDDE	JOINT DEPLOYMENT DISTRIBUTION ENTERPRISES	3 - 4
JDDOC	JOINT DEPLOYMENT DISTRIBUTION OPERATIONS CENTER	2 - 40
JDNETS	JOPEs DATA NETWORK SERVICES	B - 6
JDPO	JOINT DEPLOYMENT PROCESS OWNER	2 - 5
JDTC	JOINT DEPLOYMENT TRAINING CENTER	2 - 5
JET	JOPEs EDITING TOOL	A - 2-1
JFAST	JOINT FLOW AND ANALYSIS SYSTEM FOR TRANSPORTATION	B - 4
JFC	JOINT FORCE COMMANDER	1 - 6
JFP	JOINT FORCE PROVIDER	2 - 4
JFRG II	JOINT FORCES REQUIREMENTS GENERATOR II	3 - 3
JFRR	JOINT FORCE READINESS REVIEW	K - 1
JFW	JPES FRAMEWORK	B - 5
JI	JOINT INSPECTION	S - 1
JIA	JOINT INDIVIDUAL AUGMENTS	L - 1
JIAS	JOINT INDIVIDUAL AUGMENTS	L - 1
JMD	JOINT MANNING DOCUMENT	2 - 12
JOPEs	JOINT OPERATION PLANNING AND EXECUTION SYSTEM	1 - 2
JOPEsREP	JOINT OPERATION PLANNING AND EXECUTION SYSTEM REPORTING SYSTEM	2 - 5
JOPP	JOINT OPERATION PLANNING PROCESS	2 - 2
JOWPD	JOINT OPERATIONS WAR PLANS DIVISION	2 - 5
JP-1	JOINT PUBLICATION 1	2 - 28
JPEC	JOINT PLANNING AND EXECUTION COMMUNITY	2 - 2
JPERMS	JOPEs PERMISSIONS	A - 2-1
JPES	JOINT PLANNING AND EXECUTION SYSTEM	B - 4
JPM	JPES PERMISSIONS MANAGER	B - 5
JS	JOINT STAFF	2 - 4
JSCP	JOINT STRATEGIC CAPABILITIES PLAN	2 - 10
JSPS	JOINT STRATEGIC PLANNING SYSTEMS	2 - 9
JTF	JOINT TASK FORCE	2 - 7
JTIMS	JOINT TRAINING INFORMATIONAL MANAGEMENT SYSTEM	Q - 1
JWG	JOINT WORKING GROUP	L - 10
KT	KNOWLEDGE TODAY	A - 1-1
LAD	LATEST ARRIVAL DATE	2 - 25
LCE	LOGESTIC COMBAT ELEMENT	3 - 32
LFSP	LANDING FORCE SUPPORT PARTY	3 - 32
LOC	LOGISTICS OPERATIONS CENTER	3 - 8

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ABBREVIATION	LONG TITLE	PAGE
LOI	LETTER OF INSTRUCTION	2 - 26
LP	LOGISTIC PLANS, POLICY AND STRATEGIC MOBILITY DIVISION	3 - 4
LPC	LIFE CYCLE MANAGEMENT BRANCH	3 - 5
LPD	LOGISTICS DISTRIBUTION & POLICY BRANCH	3 - 4
LPO	LOGISTIC PLANS & OPERATIONS BRANCH	3 - 4
M&RA	MANPOWER RESERVE AFFAIRS	3 - 6
M/S	MODE/SOURCE	C - 3
MAGs	MARINE AIRCRAFT GROUPS	P - 1
MAGTF	MARINE AIR-GROUND TASK FORCE	1 - 2
MAGTF LOGAIS	MARINE AIR GROUND TASK FORCE/ LOGISTICS AUTOMATED INFORMATION SYSTEM	B - 6
MALS	MARINE AVIATION LOGISTICS SQUADRON	5 - 27
MALSP	MARINE AVIATION LOGISTICS SUPPORT PROGRAM	3 - 6
MARCENT	MARINE FORCES CENTRAL COMMAND	H - 2
MARCORLOGCOM	MARINE CORPS LOGISTICS COMMAND	3 - 8
MARCORSYSCOM	MARINE CORPS SYSTEMS COMMAND	3 - 7
MARFOR	MARINE FORCES	1 - 6
MARFORAF	MARINE FORCES AFRICA	3 - 11
MARFORCENT	MARINE FORCES CENTRAL	3 - 11
MARFORCYBER	MARINE FORCES CYBERSPACE	3 - 11
MARFOREUR	MARINE FORCES EUROPE	3 - 11
MARFORK	MARINE FORCES KOREA	3 - 11
MARFORNORTH	MARINE FORCES NORTH	3 - 11
MARFORPAC	MARINE FORCES PACIFIC	3 - 11
MARFORSOUTH	MARINE FORCES SOUTH	3 - 11
MARFORSTRAT	MARINE FORCES STRATEGIC	3 - 11
MARSOC	MARINE FORCES SPECIAL OPERATIONS	3 - 11
MAW	MARINE AIRCRAFT WING	4 - 14
MCA	MOVEMENT CONTROL AGENCY	3 - 32
MCBUL	MARINE CORPS BULLETIN	3 - 3
MCC	MOVEMENT CONTROL CENTER	3 - 34
MCI	MARINE CORPS INSTALLATIONS	4 - 25
MCICOM	MARINE CORPS INSTALLATION COMMAND	A - 4
MCMPs	MARINE CORPS MOBILIZATION PROCESSING SYSTEM	4 - 28
MCO	MARINE CORPS ORDER	3 - 2
MCPP	MARINE CORPS PLANNING PROCESS	1 - 2
MCPP-N	MARINE CORPS PREPOSITIONING PROGRAM-NORWAY	1 - 7
MCSCG	MARINE CORPS SECURITY COOPERATION GROUP	A - 4
MCSF	MARINE CORPS SECURITY FORCES	A - 4
MDDOC	MAGTF DEPLOYMENT & DISTRIBUTION	2 - 42

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ABBREVIATION	LONG TITLE	PAGE
	OPERATIONS CENTER	
MDDP	MAGTF DEPLOYMENT DISTRIBUTION POLICY	3 - 4
MDL	MAGTF DATA LIBRARY	3 - 7
MDO	MAGTF DISTRIBUTION OFFICER	2 - 41
MDSS II	MAGTF DEPLOYMENT SUPPORT SYSTEM II	2 - 40
MEB	MARINE EXPEDITIONARY BRIGADE	1 - 7
MEF	MARINE EXPEDITIONARY FORCE	1 - 2
MEU	MARINE EXPEDITIONARY UNIT	1 - 3
MF	MOBILE FACILITIES	P - 1
MFCDO	MARFOR COMPONENT DISTRIBUTION OFFICER	2 - 41
MHE	MATERIEL HANDLING EQUIPMENT	3 - 33
MLC	MARINE LOGISTICS COMMAND	2 - 41
MLG	MARINE LOGISTICS GROUP	2 - 41
MM	PERSONNEL MANAGEMENT DIVISION	3 - 6
MMCC	MAGTF MOVEMENT COONTROL CENTER	3 - 32
MMDC	MAGTF MATERIEL DISTRIBUTION CENTER	3 - 32
MMFA	MANPOWER MANAGEMENT FORCE AUGMENTATION	4 - 28
MOLT	MAFTF OFFLOAD LIASON TEAM	3 - 33
MOS	MILITARY OCCUPATION SPECIALTY	4 - 19
MOU	MEMORANDUM OF UNDERSTANDING	N - 1
MP	MANPOWER PLANS & POLICY	3 - 6
MPC	MID PLANNING CONFERENCE	5 - 10
MPF	MARITIME PREPOSITIONING FORCE	3 - 9
MPS	MARITIME PREPOSIONTING SHIPS	3 - 4
MPSRON	MARITIME PREPOSITIONING SHIP SQUADRON	1 - 7
MRP	MATERIEL RETURNS PROGRAM	5 - 15
MRTM	MANPOWER REQUIREMENTS TRACKING MODULE	4 - 28
MSC	MILITARY SEALIFT COMMAND	2 - 7
MSC	MAJOR SUBORDINATE COMMANDS	3 - 20
MSE	MAJOR SUBORDINATE ELEMENT	3 - 34
MSL	MILITARY SHIPPING LABELS	4 - 36
NAVAIR	NAVAL AIR SYSTEMS COMMAND	3 - 7
NAVFOR	NAVY FORCE	3 - 14
NAVICP	NAVAL INVENTORY CONTROL POINT PHILADELPHIA, PA	P - 2
NAVICP-M	NAVAL INVENTORY CONTROL POINT MECHANICSBURG, PA	P - 2
NAVSUP	NAVAL SUPPLY SYSTEMS COMMAND	P - 2
NBC	NUCLEAR, BIOLOGICAL AND CHEMICAL	B - 11
NCO	NON COMMISSIONED OFFICER	A - 2
NCR	NATIONAL CAPITAL REGION	3 - 3
N-DAY	NEGATIVE DAY	C - 6
NDS	NATIONAL DEFENSE STRATEGY	2 - 9
NLT	NO LATER THAN	H - 3
NMCB	NAVAL MOBILE CONSTRUCTION BATTALION	4 - 14

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ABBREVIATION	LONG TITLE	PAGE
NMS	NATIONAL MILITARY STRATEGY	2 - 9
NSA	NATIONAL SECURITY AGENCY	2 - 3
NSC	NATIONAL SECURITY COUNCIL	2 - 3
NSE	NAVAL SUPPORT ELEMENT	3 - 33
NSS	NATIONAL SECURITY STRATEGY	2 - 9
O/A	ON OR ABOUT	L - 11
OAG	OPERATIONS ADVISORY GROUP	3 - 2
OEF	OPERATION ENDURING FREEDOM	H - 1
OIC	OFFICER IN CHARGE	R - 4
OIF	OPERATION IRAQI FREEDOM	H - 1
OPCON	OPERATIONAL CONTROL	2 - 7
OPLAN	OPERATIONS PLAN	2 - 15
OPNAV	OFFICE OF THE CHIEF OF NAVAL OPERATIONS	5 - 6
OPORD	OPERATION ORDER	2 - 13
OPP	OFF-LOAD PREPERATION PARTY	3 - 33
OPSDEPS	SERVICE OPERATIONS DEPUTIES	K - 4
OPT	OPERATIONAL PLANNING TEAM	3 - 27
OSD	OFFICE OF THE SECRETARY OF DEFENSE	2 - 9
PAP	POLICY ADMINISTRATION POINT	B - 5
PASPRC	PASSWORD PROCESSOR	A - 2-1
PBA	PERFORMANCE BASED AGREEMENT	4 - 26
PAX	PASSANGER	4 - 13
PCD	PROPOSED CLOSED DATE	C - 7
PCSP	PECULIAR CONTINGENCY SUPPORT PACKAGE	P - 3
PDP	POLICY DECISION POINT	B - 5
PEI	PLANS AND COORDINATES EQUIPMENT	3 - 7
PID	PLAN IDENTIFICATION	3 - 3
PLANORD	PLANNING ORDER	2 - 18
PLN	NATIONAL PLANS BRANCH	3 - 2
PM-ICE	PROGRAM MANAGER-INFANTRY COMBAT EQUIPMENT	4 - 26
PMO	PROVOST MARSHAL OFFICE	4 - 13
PO	PREPOSITIONING OBJECTIVE	3 - 9
POA&M	PLAN OF ACTION AND MILESTONE	I - 1
POC	CURRENT OPERATIONS BRANCH	3 - 3
POD	PORT OF DEBARKATION	1 - 6
POE	PORT OF EMBARKATION	1 - 5
POE	EXPEDITIONARY OPERATIONS BRANCH	3 - 3
POG	PORT OPERATIONS GROUP	3 - 32
POL	PETRO/ OILS/LUBRICANTS	4 - 26
POR	READINESS OPERATIONS BRANCH	3 - 4
POV	PRIVATELY OWNED VEHICLE	4 - 31
PTDO	PREPARE TO DEPLOY ORDERS	4 - 7
PTP	PREDEPLOYMENT TRAINING PLAN	R - 3

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ABBREVIATION	LONG TITLE	PAGE
QDR	QUADRENNIAL DEFENSE REVIEW	2 - 9
QRRRC	QUARTERLY READINESS REPORT TO CONGRESS	K - 1
R&FI	RECEPTION AND FORCE INTEGRATION	4 - 42
R3	RETROGRADE, RECONSTITUTION AND REDEPLOYMENT	3 - 5
RATE	REFINE, ADAPT, TERMINATE AND EXECUTE	2 - 14
RBE	REMAIN BEHIND ELEMENT	3 - 13
RC	RESERVE COMPONENT	2 - 37
R-DAY	REDEPLOYMENT DAY	5 - 17
RDD	REQUIRED DELIVERY DATE	4 - 19
RESP	REMOTE EXPEDITIONARY SUPPORT PACKAGES	P - 4
RFC	REQUEST FOR CAPABILITY	2 - 28
RFF	REQUEST FOR FORCES	2 - 4
RFFDAT	RAPID FORCE FLOW DEVELOPMENT AND ANALYSIS TOOL	B - 4
RFID	RADIO FREQUENCY IDENTIFICATION TAGS	4 - 36
RILOC	REDEPLOYMENT ILOC	3 - 14
RIP	RELIEF IN PLACE	4 - 19
RIP/TOA	RELIEF IN PLACE/TRANSFER OF AUTHORITY	N - 1-2
RLD	READY TO LOAD DATE	C - 6
RLST	RECONSTITUTION LIASION SUPPORT TEAM	5 - 12
ROG	RAILHEAD OPERATIONS GROUP	3 - 32
RQT	RAPID QUERY TOOL	A - 2-1
RRF	READY RESERVE FORCE	2 - 8
RSO&I	RECEPTION, STAGING, ONWARD MOVEMENT AND INTEGRATION	C - 7
RSO&R	RECEPTION , STAGING, ONWARD MOVEMENT AND REINTEGRATION	3 - 19
RTB	RAPID TPFDD BUILDER	B - 5
SA	SERVICE AUGMENTATION	4 - 10
SA/IA	SERVICE AND INDIVIDUAL AUGMENTS	1 - 7
SAAM	SPECIAL ASSIGNMENT AIRLIFT MISSION	4 - 30
SASSY	SUPPORTED ACTIVITIES SUPPLY SYSTEM	4 - 21
SCCP	SMALL COMMERCIAL CRAGO PROGRAM	Q - 2
SDDC	MILITARY SURFACE DEPLOYMENT AND DISTRIBUTION COMMAND	2 - 7
SDOB	SECRETARY OF DEFENSE OPERATIONS BOOK	L - 10
SDT	SECOND DESTINATION TRANSPORTATION	3 - 4
SE	SUPPORT EQUIPMENT	B - 12
SECDEF	SECRETARY OF DEFENSE	2 - 3
SECNAV	SECRETARY OF THE NAVY	L - 3
SERMIS	SUPPORT EQUIPMENT RESOURCES MANAGEMENT INFORMATION SYSTEMS	3 - 7
SGD	SECURE GLOBAL DESKTOP	A - 2-1
SGEWG	STRATEGIC GROUND EQUIPMENT WORKING	3 - 3

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ABBREVIATION	LONG TITLE	PAGE
	GROUP	
SHORCAL	SHORE CONSOLIDATED ALLOWANCE LIST	P - 2
SITREP	SITUATION REPORT	4 - 42
SLRP	SURVEY LIASION AND RECONNAISSANCE PARTY	3 - 33
SMEs	SUBJECT MATTER EXPERTS	B - 1
SMS	SINGLE MOBILITY SYSTEM	B - 9
SMU	SUPPLY MANAGEMENT UNIT	4 - 21
SOP	STANDARD OPERATION PROCEDURES	3 - 28
SPMAGTF	SPECIAL PURPOSE MARINE AIR-GROUND TASK FORCE	3 - 32
SPOD	SEA PORT OF DEBARKATION	2 - 40
SPOE	SEA PORT OF EMBARKATION	2 - 39
SSGD	SUN SECURE GLOBAL DESKTOP	A - 2-1
SSO	SINGLE SIGN ON	A - 2-1
STAP	SPECIAL TRAINING ALLOWANCE POOL	3 - 14
SUB FM	SUBORDINATE FM	A - 4
SVTC	VIDEO TELECONFERENCE	M - 2
T/E	TABLE OF EQUIPMENT	3 - 4
T/M/S	TYPE/MODEL/SERIES	4 - 14
T/O	TABLE OF ORGANIZATION	4 - 13
T/O&E	TABLE OF ORGANIZATION AND EQUIPMENT	3 - 30
TAA	TACTICAL ASSEMBLY AREAS	4 - 40
TAAT	TECHNICAL ASSISTANCE AND ADVISORY TEAM	3 - 34
TAC	TRANSPORTATION ACCOUNT CODE	3 - 4
TACAIR	TACTICAL AIRCRAFT	4 - 23
TACC	TANKER AIRLIFT CONTROL CENTER	N - 1
TACON	TACTICAL CONTROL	2 - 31
T-AKE	DRY CARGO AMMUNITION SHIPS	4 - 14
TAMCNS	TABLE OF AUTHORIZED CONTROL NUMBER	D - 3
TAP	TRAINING ALLOWANCE POOL	4 - 26
T-AVB	AVIATION LOGISTIC SUPPORT SHIP	4 - 14
TCC	TRANSPORTATION COMPONENT COMMAND	2 - 37
TCM	TRANSPORTATION CAPACITY MANAGERS	3 - 32
TCP'S	THEATER CAMPAIGN PLANS	2 - 15
TEDREP	TYPE UNIT EQUIPMENT DETAIL	2 - 5
TFSD	TOTAL FORCE STRUCTURE DIVISION	C - 6
TFSMS	TOTAL FORCE STRUCTURE MANAGEMENT SYSTEM	3 - 7
TM	TECHNICAL MANUAL	D - 3
TMO/DMO	TRANSPORTATION MANAGEMENT OFFICE, DISTRIBUTION MANAGEMENT OFFICE	Q - 3
TMT	TPFDD MANAGEMENT TOOL	A - 1
TOA	TRANSFER OF ASSIGNMENT	C - 4
TOO	TERMINAL OPERATIONS ORGANIZATIONS	3 - 32

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ABBREVIATION	LONG TITLE	PAGE
TPFDD	TIME-PHASED FORCE AND DEPLOYMENT DATA	1 - 2
TSC	THEATER SECURITY COOPERATION	1 - 3
TUCHA	TYPE UNIT CHARACTERISTICS	3 - 3
TUCHARREP	TYPE UNIT CHARACTERISTICS REPORT	2 - 5
TUDET	TYPE UNIT EQUIPMENT DETAIL	B - 4
UCP	UNIFIED COMMAND PLAN	2 - 9
UDL	UNIT DEPLOYMENT LIST	3 - 19
UDMIPS	UNIT DIARY- MARINE INTERGRATED PERSONNEL SYSTEM	4 - 28
UDP	UNIT DEPLOYMENT PROGRAM	1 - 3
UIC	UNIT IDENTIFICATION CODE	4 - 22
ULC	UNIT LEVEL CODE	C - 6
ULN	UNIT LINE NUMBER	4 - 23
UMA	UNIT MARSHALLING AREAS	4 - 20
UMCC	UNIT MOVEMENT CONTROL CENTERS	3 - 32
UNIX	UNIPLEXED INFORMATION AND COMPUTING SYSTEM	B - 3
USC	UNITED STATES CODE	2 - 9
USG	US GOVERNMENT	Q - 3
USSOCOM	US SPECIAL OPERATIONS COMMAND	2 - 6
USSTRATCOM	US STRATEGIC COMMAND	2 - 6
USTRANSCOM	UNITED STATES TRANSPORTATION COMMAND	1 - 7
UTC	UNIT TYPE CODE	C - 5
VISA	VOLUNTARY INTERMODAL SEALIFT AGREEMENT	2 - 26
VOIP	VOICE OVER IP	M - 2
WARNORD	WARNING ORDER	2 - 18
WEBSM	WEB SCHEDULING AND MOVEMENT	4 - 38
WPS	WORLD PORT SYSTEM	2 - 40
WRM	WAR RESERVE MATERIEL	1 - 7
WRMR	WAR RESERVE MATERIEL REQUIREMENT	1 - 7
WRMRF	WAR RESERVE MATERIEL REQUIREMENT FORCE HELD	3 - 9
WRMRI	WAR RESERVE MATERIEL REQUIREMENT IN-STORES	3 - 9
WRPB	WAR RESERVE PLANNING BRANCH	4 - 9
WRRP	WAR RESERVE REQUIREMENTS PROGRAM	1 - 2
WRS	WAR RESERVE SYSTEM	4 - 21
WSMC	WEAPON SYSTEMS MANAGEMENT CENTER	3 - 8
WRWP	WAR RESERVE WITHDRAWAL PLAN	3 - 4
WSS	WEAPON SYSTEMS SUPPORT	P - 2
WTI	WEAPONS AND TACTICS INSTRUCTOR	2 - 12