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HEADQUARTERS UNITED STATES MARINE CORPS
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27 Apr 2012

MARINE CORPS ORDER 3000.18B

From: Commandant of the Marine Corps
To: Distribution List

Subj: MARINE CORPS FORCE DEPLOYMENT PLANNING AND EXECUTION
MANUAL, (SHORT TITLE: FDP&E MANUAL)

Ref: (a) CJCSM 3122.01A
(b) CJCSM 3122.03C
(c) CJCSM 3122.02D
(d) CJCSM 3150.16D
(e) JP-5, "Joint Operation Planning" (11 August 2011)
(f) JP 3-35, "Joint Deployment and
Redeployment Operations" (7 May 2007)
(g) MCO 3000.19A
(h) MCO 4400.39
(i) NAVMC 4000.1
(j) MCO 4470.1
(k) "Interim Policy on Equipping Rotational Forces in
Support of Overseas Contingency Operations"
(1 August 2010) (NOTAL)
(l) MCWP 5-1
(m) MCWP 3-32
(n) MCWP 3-21.2
(o) MCRP 4-11.3G
(p) Msg/CMC/Washington/DC PPO 151101Z Apr 11, "FY11
USMC Conventional Force Allocation and
Synchronization Process" (NOTAL)
(q) Msg/CMC/Washington/DC PPO PL 051809Z Aug 11,
"USMC Process and Procedures for Joint Combat
Capability Assessments (JCCA) and Contingency
Sourcing" (NOTAL)
(r) Strategic Ground Equipment Working Group (SGEWG)
Charter, dtd 3 August 09 (NOTAL)
(s) DoD Directive 4140.1 "Supply Chain Materiel Management
Policy" (April 22, 2004)
(t) MCO 4610.37C
(u) CJCSI 4310.01C

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- (v) FY 12-13 Global Force Management Implementation Guidance (GFMIG) (S) (15 November 2011) (NOTAL)
- (w) MCO 1001.61 Ch 1
- (x) CJCS 4120.02B Ch 1
- (y) Global Employment of the Force (GEF) 2010-2012 (11 April 2011) (NOTAL)
- (z) MCO 5215.1K
- (aa) SECNAV M-5210.1

Encl: (1) FDP&E Process Manual

1. Situation. This order establishes the process for developing and executing force deployment and redeployment plans for Marine Corps forces and identifies responsibilities of Headquarters U.S. Marine Corps, Commanders of Marine Forces, and other Marine Corps commands and agencies. This order is in compliance and supports joint procedures outlined in references (a) through (c).

2. Cancellation. MCO 3000.18A

3. Mission. The Commandant of the Marine Corps (CMC) establishes force deployment policies/procedures and develops supporting systems required to ensure Marine Corps forces deploy rapidly and effectively in support Service and Combatant Commander (CCDR) planning/operational requirements.

4. Execution

a. Commander's Intent. Commanders shall develop and execute plans for the deployment and redeployment of Marine Corps forces in compliance with this order.

b. Concept Of Operations. This order shall be reviewed and updated on an annual basis per reference (z). Marine Corps commands and agencies are encouraged to submit changes to the CMC (PLN) when deemed necessary.

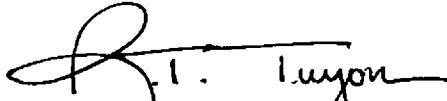
5. Administration and Logistics. This order is available for download from the Headquarters U.S. Marine Corps Records, Reports and Directives website at: <http://www.marines.mil/news/publications/Pages/Orders.aspx>. Records created as a result of this Order shall be managed according to National Archives and Records Administration approved dispositions per reference (aa) to ensure proper maintenance, use, accessibility and preservation, regardless of format or medium.

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6. Command and Signal

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

b. Signal. This order is effective on the date signed.

A handwritten signature in black ink, appearing to read "R. T. Tryon". The signature is stylized with a large loop at the beginning and a horizontal line extending to the right.

R. T. TRYON
Deputy Commandant for
Plans, Policies and Operations

DISTRIBUTION: PCN 10203045800

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LOCATOR SHEET

Subj: MARINE CORPS FORCE DEPLOYMENT PLANNING AND EXECUTION
MANUAL, (SHORT TITLE: FDP&E MANUAL)

Location:

(Indicates the location(s) of the copy(ies) of
this Manual.)

RECORD OF CHANGES

Log completed change action as indicated.

Change Number	Date of Change	Date Entered	Signature of Person Incorporating Change

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Chapter 1

Introduction to USMC FDP&E

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1000. OVERVIEW

1. Force Deployment Planning and Execution (FDP&E) is the Marine Corps process for developing force deployment and redeployment plans and executing the deployment and redeployment of forces to support the commander's concept of employment.

2. The Marine Corps FDP&E process is a critical part of the Marine Corps Planning Process (MCPPE), and is conducted in accordance within joint and Combatant Commander (CCDR) force deployment procedures. Deployment and redeployment planning and execution are inherently joint, complex, and require detailed planning and synchronization. Therefore, "nesting" the joint planning process, MCPPE and the FDP&E process is critical to ensure Marine Air Ground Task Force (MAGTF)/unit deployment plans are supportable within joint and CCDR deployment guidelines.

3. Marine Corps FDP&E involves several functional areas across multiple levels of command, and requires a total unity of effort in planning the deployment and redeployment of the force and effectively managing execution. Main functional areas include: (1) MAGTF plans/Joint Operations Planning and Execution (JOPEs); (2) Global Force Management (GFM); (3) Mobility and embarkation; (4) Distribution; (5) Supply and sustainment; (6) War Reserve Requirements Program (WRRP); (7) Prepositioning; and (8) Personnel.

4. USMC force deployment and redeployment requirements are developed within multiple automated data systems, and ultimately registered in the Time-Phased Force and Deployment Data (TPFDD) portion of the JOPEs for refinement and execution when directed. In order to ensure plan integrity and compliance, planners must utilize and adhere to Joint, CCDR, Commander, Marine Forces (COMMARFOR) and Marine Expeditionary Force (MEF) TPFDD guidance supporting force deployment, redeployment planning and execution.

1001. PURPOSE & OBJECTIVE OF MANUAL

1. The purpose of this manual is to provide all personnel involved in the FDP&E process with the essential information and guidance necessary to carry out FDP&E responsibilities in support of deliberate planning, Crisis Action Planning (CAP), CCDR operational requirements, Service requirements, and exercises within the Marine Corps and Joint Community. This manual amplifies and augments general policy and process

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prescribed in various Marine Corps and joint publications. This manual provides information on the FDP&E process and associated tasks to be performed from the Headquarters Marine Corps (HQMC) level down to the battalion and separate company echelons.

2. Objectives of this manual

- a. Serves as authoritative Service policy on the FDP&E process.
- b. Identifies the USMC FDP&E process and associated command and staff responsibilities.
- c. Identifies the functional areas involved in FDP&E and defines main tasks and responsibilities within the FDP&E process supporting deployment and redeployment.
- d. Identifies FDP&E organization within USMC and identifies key linkages between force deployment and redeployment agencies and functional areas.
- e. Provides planners detailed reference information on individual FDP&E processes and supporting systems.

1002. DEFINITION AND SCOPE OF FDP&E

1. FDP&E. The Marine Corps collective process that enables the deployment and redeployment of forces in support of CCDR or Service requirements.
2. Scope of FDP&E. Current CCDR and Marine Corps requirements that require an FDP&E process includes the following:
 - a. Contingency Plans
 - b. Contingency Operations (Major theater war or crisis response)
 - c. Theater Security Cooperation (TSC)
 - d. Exercises
 - e. Service Requirements (Unit Deployment Program - (UDP))
 - f. Marine Expeditionary Unit (MEU) deployment
 - g. Global Response Force (GRF)

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1003. PHASES OF FDP&E

1. The two phases of FDP&E are Force Deployment Planning (FDP), and Force Deployment Execution (FDE). Although FDP and FDE activities are sequential in order, activities will overlap and become parallel efforts once a plan is approved for execution.

2. Force Deployment Planning (FDP). FDP includes deliberate planning (Contingency plans), CAP, TSC, joint/Service rotational planning and exercise planning. Force deployment and redeployment planning occurs in concert with the MCPP and involves the first six FDP&E activities, starting with mission analysis and ending in the refinement of force requirements in the TPFDD. Main FDP objectives include:

a. Determining the force requirement (unit type or capability with associated personnel/equipment).

b. Identifying unit equipment, cargo and supplies proposed for deployment, or redeployment and ensuring effective preparation.

c. Determining deployment, or redeployment support, ports, and unit load configuration requirements.

d. Identifying throughput requirements and developing the plan from a unit's origin to the final destination /assembly area, or home station.

e. Phasing, sourcing and refining force requirements in the TPFDD in preparation for deployment/redeployment.

3. Force Deployment Execution (FDE). FDE involves the integration and management of joint, CCDR and Service processes and procedures required to deploy and redeploy a unit from the origin to the final destination/assembly area, or home station. More often than not, execution will parallel planning activities associated with either the same deployment, redeployment or another operation. FDE includes the last four FDP&E activities, starting with the verification of movement requirements and ending in completion of Joint/Reception, Staging and Onward Movement and Integration (J/RSO&I). Main FDE objectives include:

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- a. Completion of sourcing, refinement and adjustments of unit TPFDD requirements and conducting embarkation and pre-deployment staging.
- b. Preparation of embarkation/debarkation ports and throughput nodes, and deployment of advance parties and enablers.
- c. Verification of USMC TPFDD requirements to the CCDR for lift allocation and preparation of equipment/materiel loads for embarkation at ports.
- d. Force closure, management of unit deployment and/or redeployment movements from origin to the assembly areas, or home stations.

1004. TEN ACTIVITIES AND EIGHT FUNCTIONAL AREAS OF FDP&E

1. Marine Corps FDP&E is organized into ten activities within eight functional areas and serves as the basis for the FDP&E process. The activities are normally performed in sequential order, but most often occur concurrently. For each activity, there are several key tasks that need to be accomplished or considered by each responsible functional area during planning and execution. The FDP&E process for deployment and redeployment (Chapters 4 and 5) defines each activity in detail.

2. The ten activities of Marine Corps FDP&E

- a. Force Deployment Planning (FDP)
 - (1) Receive and analyze the mission
 - (2) Develop the concept of operations
 - (3) Determine requirements
 - (4) Phasing force flow
 - (5) Source requirements
- b. Force Deployment Execution (FDE)
 - (1) Tailor and refine requirements
 - (2) Verify movement requirements

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- (3) Marshal and move to Port of Embarkation (POE)
- (4) Manifest and move to Port of Debarkation (POD)
- (5) J/RSO&I to assembly areas or final destination

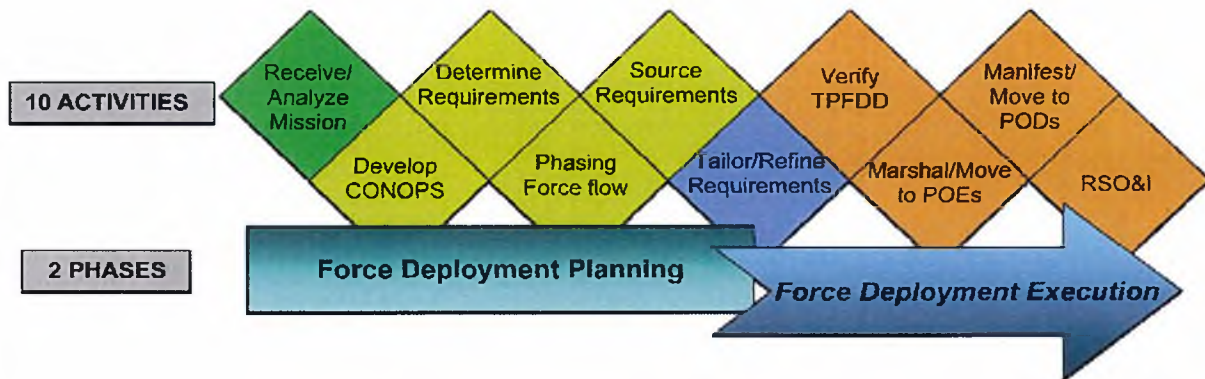


Figure 1-1.--USMC FDP&E Process

3. The eight functional areas associated with FDP&E

a. MAGTF plans/JOPEs. Primary functional area within FDP&E and provides key deployment and redeployment planning linkage between unit, MAGTF, Marine Forces (MARFOR), and Joint Force Commander (JFC)/CCDR. Develops the supported COMMARFOR/MAGTF force deployment and redeployment plans within CCDR TPFDD guidance and the JOPEs TPFDD process, and delivers the TPFDD plan to the CCDR in order to identify the Marine Corps strategic and operational lift requirement.

b. Global Force Management (GFM) process. Joint and supporting Marine Corps process that develops MAGTF/unit sourcing in response to validated CCDR and Service operational requirements. Sourcing solutions identify specific units that will support the requirement and directly feeds into force deployment planning when developing the force deployment plan and TPFDD.

c. Mobility/Embarkation. Primary functional area within FDP&E that includes both deployment and redeployment preparation and is execution focused. Preparation involves the physical preparation of unit equipment and materiel for deployment and redeployment via multiple conveyances, as designated in subsequent planning and notification. Execution involves process management and supervision of unit embarkation and movements from the origin to assembly areas during deployment.

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During redeployment, execution involves management and supervision of unit embarkation and movements from origins to home station or final destinations in another Area of Responsibility (AOR) during redeployment. The mobility functional area/sections provide key strategic, operational and tactical linkage between the MAGTF/unit and United States Transportation Command (USTRANSCOM) and its components.

d. Distribution. Process that synchronizes elements of the logistical system to deliver equipment and materiel in support of the MAGTF. Synchronization between FDP&E and the distribution process enables efficient and effective delivery of equipment and materiel from origins/vendors to the unit's final destination or assembly areas.

e. Supply/Sustainment. Includes long-term planning and distribution of all classes of supply and sustainment in support of the MAGTF exceeding the initial 90 days of War Reserve Materiel (WRM) (Non-WRM long-term sustainment support begins after 61 days). Supply/sustainment is directly involved with the FDP&E process in order to ensure that requirements are synchronized with the Concept of Operations (CONOPS) and registered within the TPFDD when needed.

f. War Reserve Materiel Requirements (WRMR) program. Provides 90 days of "initial" sustainment to the MAGTF after employment. The WRMR is used in combination with pre-positioned assets to maintain the MAGTF until the industrial base and theater support operations can establish supply channels. WRMR related FDP&E areas include planning the MAGTF's initial sustainment requirements and coordinating the movement and deployment to support force closure.

g. Prepositioning. Maritime Prepositioning Force (MPF) and Marine Corps Prepositioning Program - Norway (MCPN) are considered MAGTF level enablers that enable a rapid deployment and assembly of Marine expeditionary forces in a secure area. FDP&E tasks and considerations for prepositioning are generally the same as in planning and executing the deployment of unit equipment and materiel requirements.

h. Personnel. Specific role includes three areas within FDP&E: (1) Coordinate casualty estimation and conduct combat replacement planning; (2) Planning Service and Individual Augments (SA/IA) to support the supported COMMARFOR and MAGTF; and (3) Provide DOT representation in order to coordinate/plan strategic lift requirements for SA/IAs and maintain situational

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awareness of deployment/redeployments in order to assist in resolving personnel related issues when needed.

Chapter 2

Strategic and Operational Context

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2000. OVERVIEW

1. This chapter provides strategic and operational level context in relation to FDP&E. Marine Corps FDP&E is a supporting process within joint operational planning and the joint operation planning process, therefore, it is critical to understand the main areas associated with strategic and operational level planning and organization.
2. Joint operation planning consists of planning activities associated with joint military operations by CCDRs and their subordinate JFCs in response to contingencies and crises. It transforms national strategic objectives into activities by developing operational products that include planning for the mobilization, deployment, employment, sustainment, redeployment, and demobilization of joint forces.
3. Joint operation planning occurs within Adaptive Planning and Execution (APEX), which is the Department of Defense (DOD) system of joint policies, processes, procedures, and reporting structures. APEX is supported by communications and information technology that is used by the Joint Planning and Execution Community (JPEC) to monitor, plan, and execute mobilization, deployment, employment, sustainment, redeployment, and demobilization activities associated with joint operations.
4. Strategic guidance and planning. Joint plans and orders are developed with the strategic and military end states derived from strategic guidance. Joint operation planning is an adaptive process that occurs within APEX, requiring dialogue among senior leaders, concurrent and parallel plan development, and collaboration across multiple planning levels. Strategic guidance and interaction between senior leaders and planners promote an early, shared understanding of operational problems, strategic/military end states, objectives, mission, planning assumptions, considerations and risks.
5. In conducting joint operation planning, commanders and staff apply operational art to operational design using the Joint Operation Planning Process (JOPP). Planners use JOPP to conduct detailed planning to fully develop options, identify resources, and identify/mitigate risk. Planners develop the CONOPS, force plans, deployment plans, and supporting plans that contain multiple options in order to provide the flexibility to adapt to changing conditions and remain consistent with the JFC's intent. The MCPP closely resembles the JOPP and is used to provide input into the JOPP during deliberate planning and CAP.

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2001. NATIONAL ORGANIZATION

1. Joint operational planning is an inherent command responsibility established by law and directive. This responsibility extends from the President and Secretary of Defense (SecDef), with advice from the Chairman/Joint Chiefs of Staff (CJCS/JCS), to the CCDRs and their subordinate Service components and JFCs. A working knowledge of the elements of the national security structure is essential to understanding the role of each organization. The following senior leadership, organizations and agencies play an important role in joint operational planning.

a. President of the United States and Secretary of Defense (SecDef). By law, the President and the SecDef have the sole authority to conduct military operations and direct the movement of forces in support of such operations. In the planning process, the President and SecDef issue policy, strategic guidance and direction to the CCDRs that supports national security objectives and strategy.

b. National Security Council (NSC). The NSC has four statutory members: the President; Vice President; Secretary of State; and SecDef. The CJCS and the Director of National Intelligence serve as statutory advisers to the NSC. The National Security Advisor (NSA) is responsible for the day-to-day functions of the NSC. The NSC presents its national security policy recommendations to the President for consideration and approval.

c. Joint Planning and Execution Community (JPEC). Collective term for all headquarters, commands, and agencies involved with joint operational planning. JPEC "membership" starts with the CJCS, CCDRs and extends down to the Service component/combat support agency levels. To ensure unity of effort during the planning process, the JPEC is organized by supporting/supported command relationships from the CCDR/Service, to the subordinate commander levels.

d. Chairman/Joint Chiefs of Staff (CJCS/JCS). The JCS consist of the CJCS and the chiefs of each military service. The CJCS serves as the principle military advisor to the President, NSC and SecDef, and is responsible for specific supervisory responsibilities within joint operational planning.

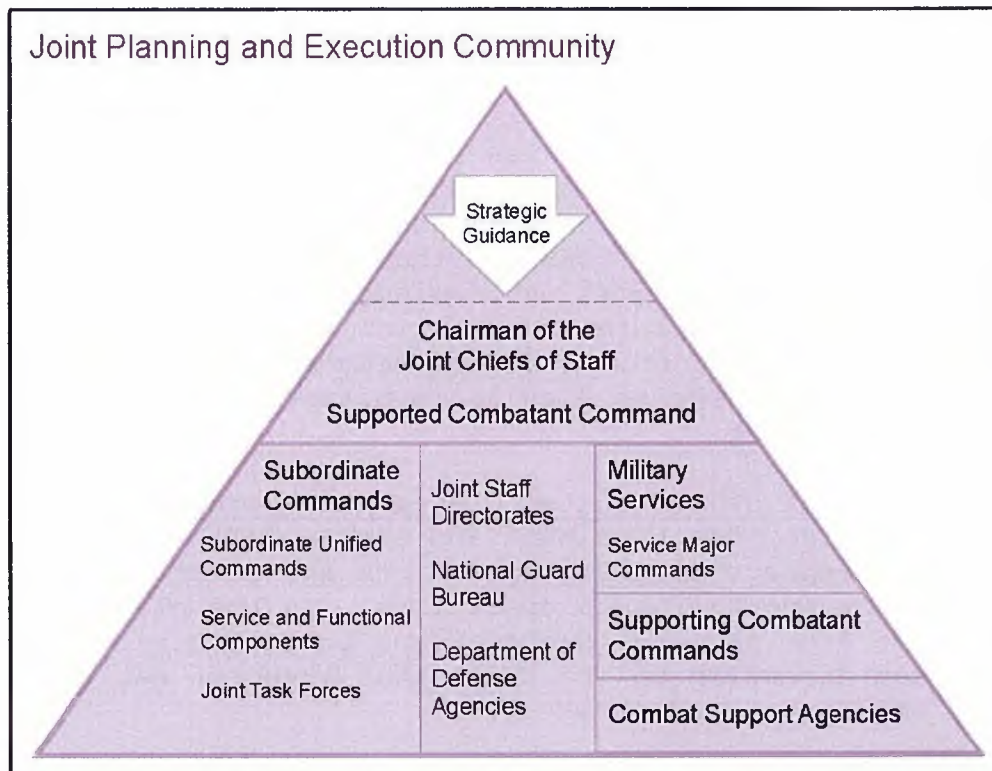


Figure 2-1.--Joint Planning & Execution Community (JPEC)

The CJCS provides for the preparation and review of CCDR contingency plans, prepares joint logistic and mobility support plans and develops standardized joint deployment planning and execution processes for the JPEC. Specific FDP&E related responsibilities within key Joint Staff (JS) departments include:

(1) JS J3 Director of Operations. The JS J3 is responsible to the Chairman for the overall management and administration of CAP and its execution.

(2) JS J3 (J33) Deputy Directorate for Regional Operations). The JS J33 is responsible for validating and approving CCDR force requirements through the Global Force Management Board (GFMB) process (rotational requirements), or Request for Forces (RFF) process (emergent requirements). Approved force requirements are published within the Global Force Management Allocation Plan (GFMAP) for execution.

(3) JS J3 (J31) Joint Force Provider (JFP). The JS J31 is responsible for three main areas relating to FDP&E:

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(a) Serves as the JFP responsible for developing conventional force sourcing solutions validated by the J33 in response to supported CCDR requirements. The J31 coordinates, develops and identifies conventional force sourcing solutions (rotational and emergent) and forwards to the J33 for approval and inclusion into the GFMAP.

(b) Serves as the Joint Deployment Process Owner (JDPO) to the JPEC to improve the joint deployment and redeployment processes in order to enable effective execution of military force power projection.

(c) Serves as functional manager focused on joint requirements in the development and implementation of the APEX.

(4) JS J3 (J36) Deputy Directorate for Command, Control and Nuclear Operations. The JS J36 is responsible for executive agent management of JOPES to include JOPES process enforcement through the JOPES Action Group (JAG), and development/update of CJCS Instruction (JOPES volumes, Joint Operation and Planning Execution System - Reporting Structure (JOPESREP), Type Unit Characteristics Report (TUCHAREP) and Type Unit Equipment Detail Report (TEDREP)). The J36 is also part of APEX development and governance.

(5) JS J5 (Joint Operations War Plans Division (JOWPD)). The JS J5 conducts strategic campaign and contingency plan and policy assessment in order to support analysis of war plan execution to include identification of feasibility, risk and transition from steady state to contingency execution. The JS J5 is directly involved in Joint Combat Capabilities Assessments (JCCA) and supporting APEX development.

(6) JS J7. The JS J7 is responsible for sponsoring joint deployment training (via the Joint Deployment Training Center (JDTC)), developing standardized joint deployment process curriculum and for overall management and administration of contingency plans.

e. Military Services. The Military Services are responsible for force planning, which primarily involves the creation and maintenance of military capabilities to include; organization, training, equipping, administrative and logistical support of their respective forces. Services are assigned a "supporting" role in joint operational planning and conduct periodic reviews of CCDR plans at the CJCS level to ensure force requirements are supportable and mission ready. When tasked,

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Services are responsible for planning the deployment of their forces and ensuring the supported CCDR receives forces on time in order to support operational requirements.

f. Geographical Combatant Commanders (GCCs). As directed by the President and the SecDef, GCCs have the primary responsibility of conducting joint operational planning as it pertains to their assigned geographic AORs. GCC theater strategy links national strategy to operational-level activities and operations. GCCs guide joint operational planning at the operational level, which links the tactical employment of forces to strategic objectives. GCCs are responsible for the planning and execution of force deployment, sustainment, rotational and redeployment operations in their respective AORs in support of joint force operations.

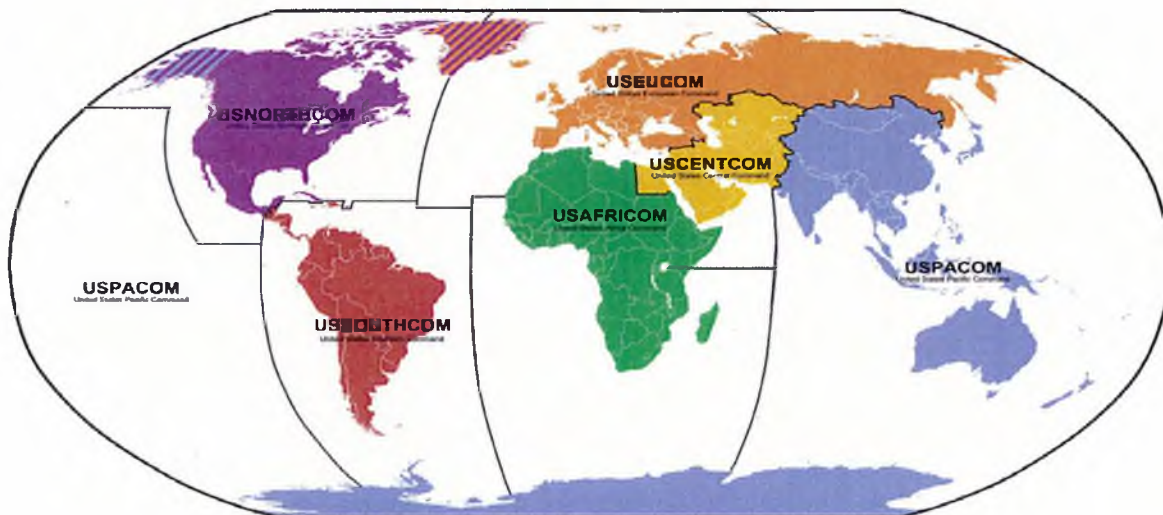


Figure 2-2.--GCC Area of Responsibility

g. Functional Combatant Commanders (FCCs). Functional Combatant Commanders are responsible to the President and the SecDef in the execution of their functional area responsibilities. FCCs participate in joint operational planning as a "supporting" command to a "supported" GCC, or can be a "supported" command when developing assigned plans. FCCs include: USTRANSCOM; United States Special Operations Command (USSOCOM); and United States Strategic Command (USSTRATCOM). USTRANSCOM plays a critical role in joint operational planning in regards to force deployment planning and execution.

(1) USTRANSCOM. Assigned the main responsibility of synchronizing deployment and distribution operations, and

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advises/assists the JPEC on the use of common-user airlift, sealift, and surface movement capabilities to enable rapid force projection and response in support of the GCCs and national military strategy objectives. USTRANSCOM exercises Operational Control (OPCON) of government owned or chartered transportation assets for use by all DOD elements, or other US government agencies when authorized. In order to accomplish its functional mission, USTRANSCOM is organized to support air, sea and surface lift requirements within its three transportation component commands:

(a) Air Mobility Command (AMC). AMC's air fleet provides strategic and tactical airlift, air refueling, and aero-medical evacuation services for deploying, sustaining and redeploying U.S. forces. AMC also contracts commercial air carriers through the Civil Reserve Air Fleet (CRAF), commercial carriers and foreign military/civilian carriers in order to support Service, or GCC personnel/cargo transportation requirements.

(b) Military Sealift Command (MSC). Provides sealift transportation with a fleet of government owned and chartered U.S. flagged ships that deploy, sustain and redeploy U.S. forces from U.S. to GCC AORs. In addition to sealift ships, MSC operates a fleet of prepositioned ships strategically placed around the world and loaded with equipment and materiel to sustain Army, Navy, Marine Corps, Air Force and Defense Logistics Agency (DLA) operations.

(c) Military Surface Deployment and Distribution Command (SDDC). Provides ocean terminal, commercial ocean liner service and traffic management services to deploy, sustain and redeploy U.S. forces. SDDC is responsible for all surface transportation and is the interface between DOD shippers and the commercial transportation carrier industry.

h. Service Components. Assigned to CCDRs in order to provide Service command linkage and ensure CCDR requirements are met and Marine forces are employed within their capabilities. Primary Component responsibility is to serve as a Service force provider and sustainer, but may also be assigned as a functional component, and/or Joint Task Force (JTF) Commander with specific operational tasks and objectives. During CCDR operational planning, components prepare supporting plans that include force deployment, sustainment and distribution planning.

i. Other key supporting agencies

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(1) Defense Logistics Agency (DLA). DLA is the combat support agency of the DOD and provides worldwide logistic support to the Services, CCDRs, other DOD components, federal agencies, foreign governments, and international organizations (through foreign military sales). DLA requires common-user transportation to move, stage, and recover its logistic resources in support of joint force operations.

(2) Defense Information Systems Agency (DISA). Combat support agency responsible for planning, engineering, acquiring, fielding, and supporting global net-centric solutions to serve the needs of the President, Vice President, SecDef, and other DOD components across the range of military operations. DISA ensures the interoperability of the Global Command and Control System - Joint (GCCS-J), which is critical in maintaining the JOPES systems.

(3) Department of Transportation. During national defense emergencies, the Department of Transportation manages the Office of Emergency Transportation, the Federal Aviation Administration (FAA), and the Maritime Administration Ready Reserve Force (RRF). The RRF program supports rapid worldwide deployment of US military forces and is a key element of strategic sealift. The RRF is specifically structured to transport Army and Marine Corps unit equipment and initial re-supply for forces deploying anywhere in the world during the critical period before adequate numbers of commercially available ships can be marshaled. Under national defense emergency conditions and in coordination with DOD agencies and commands, the Department of Transportation is responsible for:

(a) Developing systems for control of priorities and allocations for moving passengers and materiel by civil transportation.

(b) Providing clearance authority for moving out-sized, over-sized, and hazardous military cargo.

(c) Apportioning militarily planned and required civil transportation resources.

2002. NATIONAL, DEFENSE AND MILITARY GUIDANCE AND SUPPORTING SYSTEMS

1. The National Security Council is the President's principal forum for considering national security and foreign policy

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matters with senior national security advisors and cabinet officials. For DOD, the President's decisions drive strategic guidance promulgated by the Office of the Secretary of Defense (OSD) and refined by the Joint Strategic Planning System (JSPS). To carry out Title 10, United States Code (USC), statutory responsibilities, the CJCS utilizes the JSPS to provide a formal structure in aligning ends, ways, and means. The JSPS is also used to identify and mitigate risk for the military in shaping the best assessments, advice, and direction of the Armed Forces for the President and SecDef.

a. National Security Counsel (NSC) System. The NSC system is the principal forum for interagency deliberation of national security policy issues requiring Presidential decision. The NSC prepares national security guidance that, with Presidential approval, becomes national security policy, and when implemented, provides the guidance for military planning and programming.

b. National Security Strategy (NSS). The NSS is a comprehensive report required annually and is prepared by the executive branch of the government for Congress. The NSS outlines the major national security concerns of the United States and how the administration plans to address them using all instruments of national power. The document is general in content, and its implementation relies on elaborating guidance provided in supporting documents (i.e. National Defense Strategy (NDS), the Guidance for Employment of the Force (GEF), and the National Military Strategy (NMS)).

c. National Defense Strategy (NDS). The NDS addresses how the Armed Forces of the United States will fight and win America's wars and describes how DOD will support objectives outlined in the NSS. The NDS also provides a framework for other DOD strategic guidance, specifically on deliberate planning, force development, and intelligence.

d. Quadrennial Defense Review (QDR). The QDR articulates a NDS consistent with the most recent NSS by defining force structure, modernization plans, and a budget plan allowing the military to successfully execute the full range of missions within that strategy.

e. Unified Command Plan (UCP). The UCP establishes CCDR missions and responsibilities, addresses assignment of forces, delineates AORs for GCCs, and specifies responsibilities for FCCs.

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f. Guidance for Employment of the Force (GEF). The GEF provides two-year direction to CCDRs for operational planning, force management, security cooperation, and posture planning. The GEF is the method through which OSD translates strategic priorities set in the NSS, NDS, and QDR into implementable direction for operational activities.

g. Joint Strategic Planning System (JSPS). The JSPS is the primary system by which the CJCS, in coordination with the other members of the JCS and the CCDRs, conduct deliberate planning and provides military advice to the President and SecDef.

h. National Military Strategy (NMS). The NMS, derived from the NSS and NDS, prioritizes and focuses the efforts of the Armed Forces of the United States while conveying the CJCS's advice with regard to the security environment and the necessary military actions to protect vital US interests. The NMS defines national military objectives, how to accomplish these objectives, and addresses the capabilities required to execute the strategy.

i. Joint Strategic Capabilities Plan (JSCP). The JSCP is the primary vehicle through which the CJCS exercises responsibility for directing the preparation of joint plans. The JSCP provides military strategic and operational guidance to CCDRs, Service Chiefs, Combat Support Agencies (CSAs), and applicable defense agencies for preparation of campaign plans and contingency plans based on current military capabilities. The JSCP serves as the link between strategic guidance provided in the GEF and the joint operation planning activities and products that accomplish that guidance.

j. Global Force Management Implementation Guidance (GFMIG). The GFMIG integrates assignment, apportionment, and allocation information into a single GFM document. GFM aligns force assignment, apportionment, and allocation methodologies in support of the NDS, joint force availability requirements and assessments. It provides comprehensive insights into the global availability of military resources and provides senior decision makers a process to quickly and accurately assess the impact and risk of proposed changes in force assignment, apportionment, and allocation.

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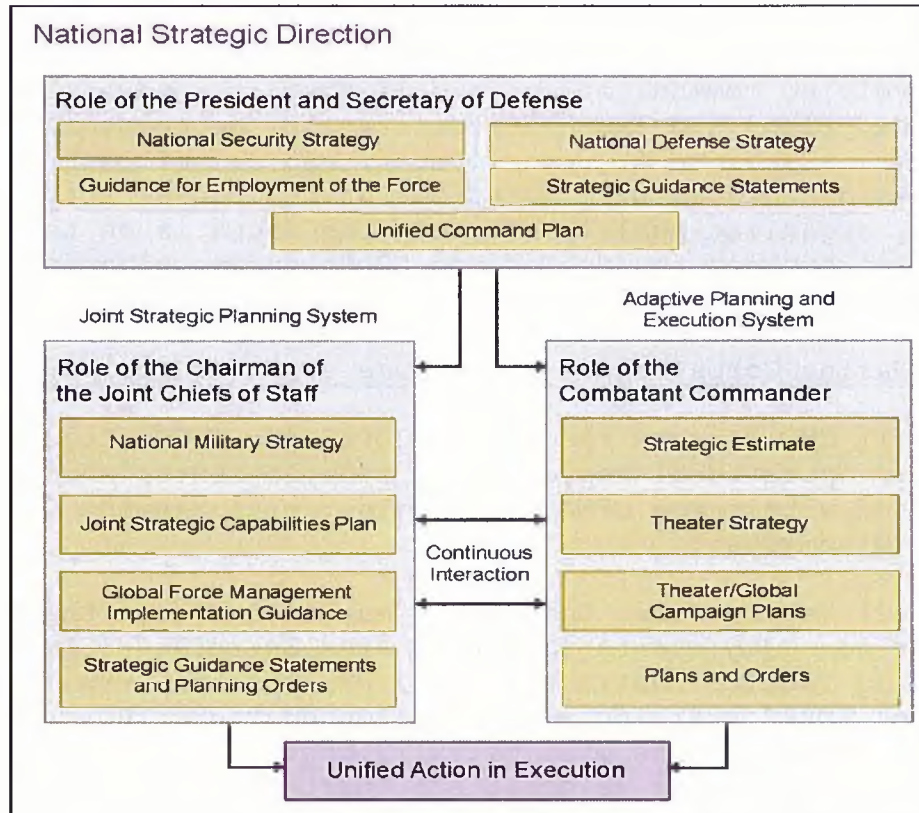


Figure 2-3.--National Strategic Direction

2. Adaptive Planning & Execution (APEX). DOD is in the process of transitioning from JOPES to APEX. However, specific JOPES Information Technology (IT) will still be needed in the future for force deployment planning and execution, and will remain on the GCCS-J under APEX. As part of the APEX implementation process, current JOPES volumes are being updated and will be either subsumed in a future APEX publication/s, or used as stand alone publications. For the sake of maintaining currency and accuracy within this order, the term "APEX" is used when identifying the overall process, however, "JOPES" remains the system of record and is referred to when describing the "location" of USMC force deployment/redeployment requirements during planning and execution. Future updates to this order will reflect major APEX transitions as they occur. (Appendix B provides current information on joint and Marine Corps planning and execution systems).

a. APEX defined. APEX is the Joint process to develop, maintain, assess and implement campaign plans, contingency plans and orders, supported by IT tools. The APEX vision improves upon the existing JOPES by increasing DOD's ability to create

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and revise plans rapidly and systematically, and transition to execution when needed. APEX will be supported by existing and future evolving communications and IT that is used by the JPEC to monitor, plan, and execute mobilization, deployment, employment, sustainment, redeployment, and demobilization activities associated with joint operations. APEX activities span many organizational levels, but the focus is on the interaction between the SecDef and CCDRs during planning and execution.

b. Marine Corps Policy on the use of JOPES for FDP&E

(1) CMC directs the use of JOPES for CJCS directed exercises, operational deployments, redeployments, and rotations as directed within the GFMAP (excluding Joint Manning Documents (JMD) requirements).

(2) Marine Corps Commanders may also direct the use of JOPES for non-CJCS events (Combined Arms Exercises (CAX), UDP, Weapons and Tactics Instructor (WTI) deployments, etc.) in order to conduct FDP&E training among the Headquarters (HQ) staff and sections. These events must be fully coordinated with subordinate and Higher Headquarters Quarters (HHQ) to provide the appropriate level of detail and attention to be effective. Planning non-CJCS events in JOPES for training purposes are not to supersede CJCS events requiring JOPES actions.

2003. CONTEXT AND CATEGORIES OF PLANNING

1. Joint operation planning. Joint operation planning encompasses a number of elements, including three operational activities, four planning functions, and a number of related products.

a. Operational activities of joint operation planning

(1) Situational awareness. Addresses procedures for describing the operational environment, including threats to national security. This occurs during continuous monitoring of the national and international political and military situations so that JFCs/CCDRs and their staffs can determine and analyze emerging crises, notify decision makers, and determine the specific nature of the threat.

(2) Planning. Translates strategic guidance and direction into campaign plans, level 1-4 plans, and Operation Orders (OPORDs). Joint operation planning may be based on

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defined tasks identified in the GEF and the JSCP. Alternatively, joint operation planning may be based on the need for a military response to an unforeseen current event, emergency, or time-sensitive crisis.

(3) Execution. Begins when the President decides to use a military option to resolve a crisis. Only the President or SecDef can authorize the CJCS to issue an Execute Order (EXORD). Depending upon time constraints, an EXORD may be the only order a JFC/CCDR receives. The EXORD defines the time to initiate operations and conveys guidance not provided earlier. Execution continues until the operation is terminated or the mission is accomplished.

b. Planning functions. Although the four planning functions of joint operation planning (strategic guidance, concept development, plan development, and plan assessment) are generally sequential, they often run simultaneously in the effort to accelerate the overall planning process. Planning functions include:

(1) Strategic guidance. Used to formulate politico-military assessments at the strategic level, develop and evaluate military strategy and objectives, apportion and allocate forces and other resources, formulate concepts and strategic military options, and develop planning guidance leading to the preparation of Courses of Action (COAs). In-Progress Review "A" (IPR "A") supports this function.

(2) Concept Development. During deliberate planning, the supported CCDR develops several COAs, each containing an initial CONOPS that identifies, at a minimum, major capabilities required and task organization, major operational tasks to be accomplished by components, a concept of employment, and assessment of risk for each COA. Each COA should contain embedded options that describe multiple alternatives to accomplish designated end states as conditions change (i.e. operational environment, problem, strategic direction). In Progress Review "C" (IPR "C") supports this function.

(3) Plan Development. Used to fully develop campaign plans, contingency plans, or orders, with applicable supporting annexes, and to refine preliminary feasibility analysis. This function integrates mobilization, deployment, employment, sustainment, conflict termination, redeployment, and demobilization activities. The CCDR briefs the final plan to the SecDef during the In-Progress Review "F" (IPR "F"). CCDRs

may repeat the IPR "F", as needed until approval is granted. The primary product is an approved plan or order.

(4) Plan Assessment (Refine, Adapt, Terminate, Execute-RATE). The supported CCDR continually reviews and assesses the complete plan, resulting in four possible outcomes: Refine (R), Adapt (A), Terminate (T), or Execute (E). In-Progress Review "R" (IPR "R") supports this function.

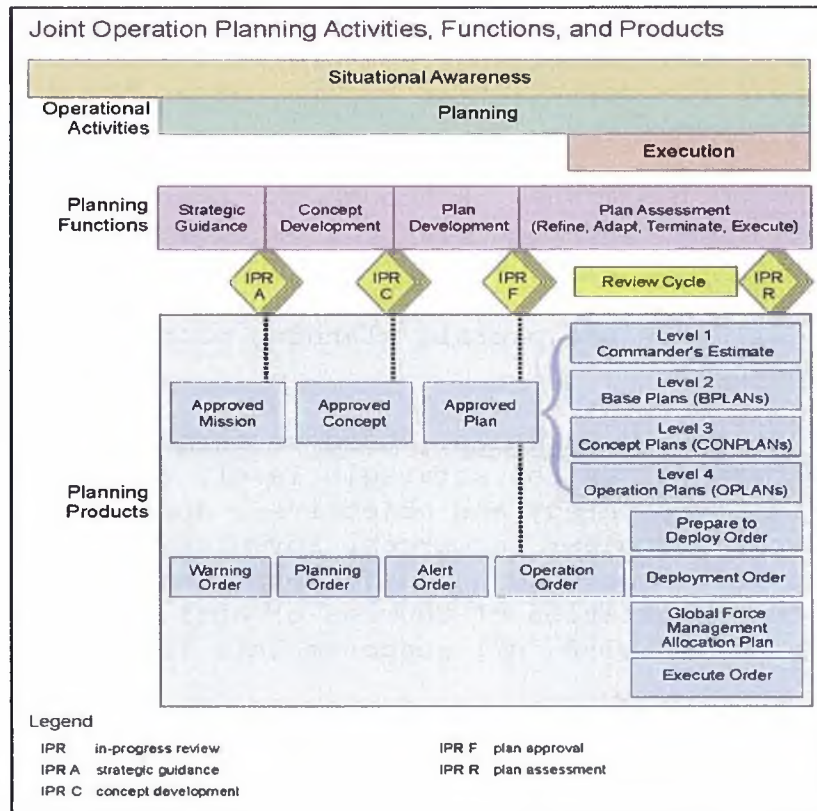


Figure 2-4.--Joint Operation Planning Activities, Functions and Products

2. Deliberate planning. Deliberate planning encompasses the preparation of plans that occur in non-crisis situations. It is used to develop campaign and contingency plans for a broad range of activities based on requirements identified in the GEF, JSCP, or other planning directives. Theater and global campaign plans are the centerpiece of the DOD's planning construct. They provide the means to translate CCDR theater or functional strategies into executable plans.

a. Campaign Plans. Global campaign plans and Theater Campaign Plans (TCPs) "operationalize" the CCDR's theater or

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functional strategies. Campaign plans should focus on the CCDR's steady-state activities, which include ongoing operations, military engagement, security cooperation, deterrence, and other shaping or preventive activities. Campaign plans provide the vehicle for linking steady-state shaping activities to the attainment of strategic and military end states.

b. Contingency plans. The GEF, JSCP and other planning directives guide the development of contingency plans, which address potential threats that put one or more end states at risk in ways that warrant military operations. Contingency plans are built to account for the possibility that steady-state activities could fail to prevent aggression, preclude large-scale instability in a key state or region, or mitigate the effects of a major disaster. Under the GEF's campaign planning concept, contingency plans are conceptually considered branches of the overarching campaign plans. Contingency plans facilitate the transition to CAP and informs the TCP. There are four levels of planning detail for contingency plans:

(1) Level I plan detail (Commander's estimate).

Involves the least amount of detail, and focuses on producing multiple COAs to address a contingency. The level I plan can be a COA briefing, command directive, commander's estimate, or a memorandum.

(2) Level II plan detail (Base Plan (BPLAN)). Describes the CONOPS, major forces, concepts of support, and anticipated timelines for completing the mission and normally does not include annexes or a TPFDD.

(3) Level III plan detail (Concept Plan (CONPLAN)). A CONPLAN is an Operations Plan (OPLAN) in an abbreviated format that may require expansion or alteration to convert it into an OPLAN/CONPLAN or OPORD. It includes a plan summary and a base plan with the following specified annexes: A (Task Org); B (Intelligence); C (Operations); D (Logistics); J (Command Relations); K (Communications); V (Interagency); and Z (Distribution). It may also produce a troop list and TPFDD if applicable (Referred to as a level 3(T) plan).

(4) Level IV plan detail (OPLAN/CONPLAN). Complete and detailed plan that contains a full description of the CONOPS, annexes and TPFDD. It identifies the specific forces, functional support, and resources required to execute the plan and provide closure estimates for their flow into the theater.

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OPLANS/CONPLANS can be quickly developed into an OPORD and is normally prepared when the contingency is critical to national security and requires detailed prior planning to determine plan requirements.

c. Global Plans. When the scope of contemplated military operations exceeds the authority or capabilities of a single CCDR to plan and execute, the President or SecDef directs the CJCS to implement global planning procedures. The decision to implement global planning procedures may come from multiple CCDRs addressing a similar threat or a single assessment from a CCDR addressing the threat from a global, cross-AOR, or functional perspective. Situations that may trigger this assessment range from major combat operations to the threat of asymmetric attack that extend across CCDR boundaries and functions, and require the strategic integration of the campaigns and major operations of two or more GCC's. In the event of global planning procedures, the CJCS or delegated CCDR, issues a planning directive to the JPEC and assigns or assumes the role of a supported commander for planning purposes only. CCDRs will develop subordinate plans to satisfy the planning requirements of DOD global campaign plans, however, CCDRs will remain the supported commanders for the execution of their plans unless otherwise directed by SecDef. CCDRs include supporting global campaign plans within their specific TCPs.

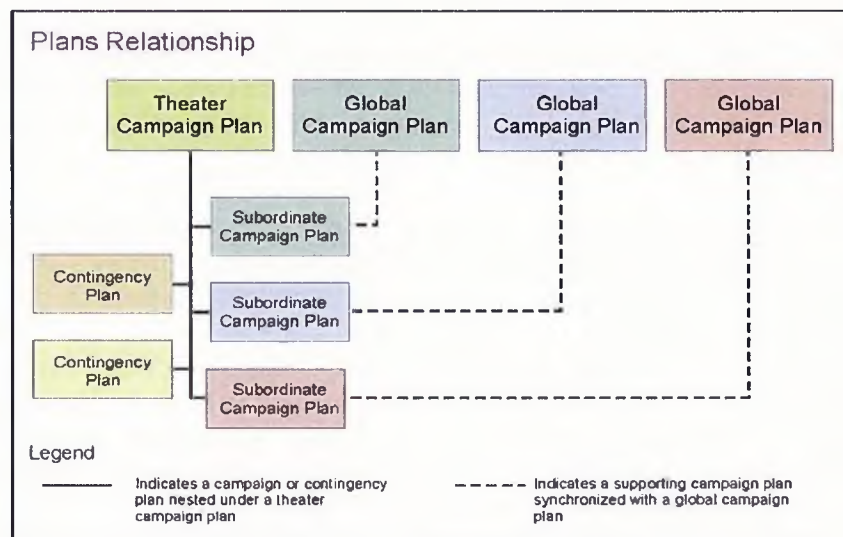


Figure 2-5.--Plan Relationships

d. Supporting Plans. Supporting CCDRs, subordinate JFCs, component commanders, and CSAs prepare supporting plans as tasked by the JSCP or other planning guidance. Commanders and

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staffs prepare supporting plans that follow the supported CCDR's concept and describe how the supporting commanders intend to achieve their assigned objectives and tasks. Supporting commanders and staffs develop these plans responsively in collaboration with the supported CCDR's planners. Supported CCDRs specify the level of detail required and review and approve the resulting supporting plans. Supporting commanders or agencies may, in turn, assign their subordinates the task of preparing additional supporting plans if needed.

3. Crisis Action Planning (CAP)

a. CAP Defined. CAP provides the CJCS and CCDRs a process for getting vital decision making information up the chain of command to the President and SecDef. CAP encompasses the activities associated with the time sensitive development of OPODs for the deployment, employment, and sustainment of assigned, attached, and allocated forces and capabilities in response to a situation that may result in military operations. CAP procedures provide for the rapid and effective exchange of information and analysis, the timely preparation of military COAs for consideration by the President or SecDef, and the prompt transmission of their decisions to the JPEC.

b. CAP Activities and Procedures. CAP activities are similar to deliberate planning activities, but CAP is based on dynamic, real-world conditions. CAP procedures provide for the rapid and effective exchange of information and analysis, the timely preparation of military COAs for consideration by the President or SecDef, and the prompt transmission of their decisions to the JPEC. CAP activities may be performed sequentially or in parallel, with supporting and subordinate plans or OPODs being developed concurrently. The exact flow of activities is determined by the time available to complete the planning and by the significance of the crisis.

c. CAP Procedures. During a crisis, the procedures below may be conducted concurrently or eliminated, depending on the situation. No specific length of time can be associated with any particular planning activity.

(1) After decision to develop military options, the CJCS issues a planning directive to the JPEC initiating the development of COAs, requesting the supported CCDR submit a commander's estimate of the situation and recommended COA to resolve the situation. Normally, the directive will be a Warning Order (WARNORD), but a Planning Order (PLANORD) or Alert

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Order (ALERTORD) may be used if the nature and timing of the crisis warrant accelerated planning. If the directive contains a force deployment preparation order or Deployment Order (DEPORD), SecDef approval is required.

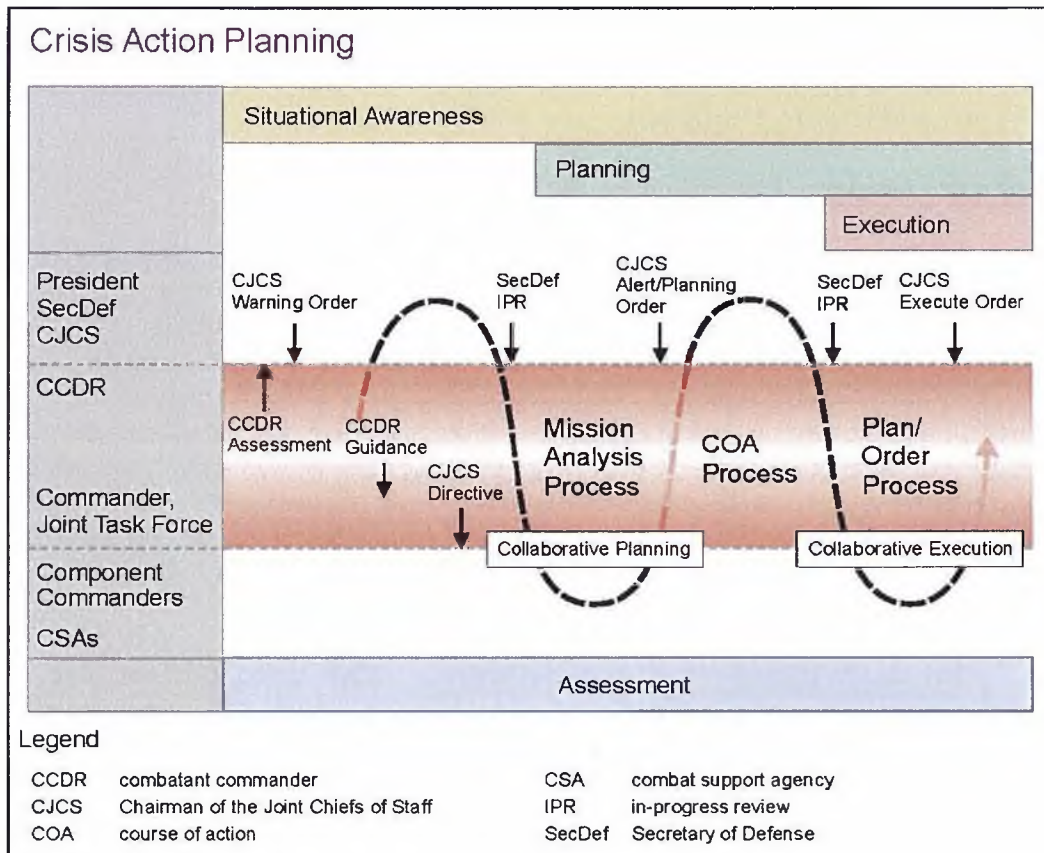


Figure 2-6.--Crisis Action Planning

(2) The WARNORD describes the situation, establishes command relationships, and identifies the mission and planning constraints. The WARNORD may identify forces and strategic mobility resources, or it may request that the supported commander develop these factors. The WARNORD may establish tentative dates and times to commence mobilization, deployment, or employment, or it may solicit the recommendations of the supported CCDR. If the President, SecDef, or CJCS directs development of a specific COA, the WARNORD will describe the COA and request the supported CCDR's assessment.

(3) In response to the WARNORD, the supported CCDR, in coordination with (ICW) subordinate, supporting commanders and the JPEC, reviews existing contingency plans for applicability and develops, analyzes, and compares COAs and prepares a

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commander's estimate that provides recommendations and advice to the President and SecDef for COA selection. Based on the supported CCDR's guidance, supporting commanders begin their planning activities. CCDRs can use an existing OPLAN or CONPLAN to facilitate rapid COA development by modifying it to fit the specific situation. TPFDDs developed for specific plans are stored in the JOPES database and are available to the JPEC for review.

(4) The CJCS, in consultation with other members of the JCS and CCDRs, reviews and evaluates the supported CCDR's estimate and provides recommendations and advice to the President and SecDef for COA selection. The supported CCDR's COAs may be refined or revised, or new COAs may have to be developed. The President or SecDef selects a COA and directs that detailed planning be initiated.

(5) Upon receiving directions from the President or SecDef, the CJCS issues, and the SecDef approves release of an ALERTORD. ALERTORDs should describe the selected COA in sufficient detail to allow the supported CCDR, ICW with members of the JPEC, to conduct the detailed planning required to deploy, employ, and sustain forces. (ALERTORDs do not authorize execution of the approved COA.)

(6) The supported CCDR develops an OPORD using the approved COA. The supported CCDR and subordinate commanders identify force requirements, contract requirements and management, and mobility resources, and describe the CONOPS. The supported CCDR reviews available assigned and allocated forces that can be used, and then submits an RFF to JS for forces to be allocated if needed. ICW with the Services and supporting CCDRs, the JFP provides a sourcing solution for each of the requested forces and the SecDef authorizes allocation of the force. The Joint Staff publishes a modification to the GFMAP documenting the force allocation and the GFMAP annex serves as the DEPORD to deploy forces. The supported CCDR, ICW force providers, further refines the TPFDD.

(7) The supported CCDR submits the completed OPORD for approval to the President or SecDef via the CJCS. The President or SecDef may decide to begin deployment in anticipation of executing the operation, execute the operation, place planning on hold, or cancel planning pending resolution by some other means. In CAP, plan development continues after execution, but when the crisis does not lead to execution, the CJCS provides

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guidance regarding continued planning under either CAP or deliberate planning procedures.

Deliberate Planning and Crisis Action Planning Comparison		
	Deliberate Planning	Crisis Action Planning
Time available	As defined in authoritative directives (normally 6+ months)	Situation dependent (hours, days, up to 12 months)
Environment	Distributed, collaborative planning	Distributed, collaborative planning and execution
JPEC involvement	Full JPEC participation (Note: JPEC participation may be limited for security reasons.)	Full JPEC participation (Note: JPEC participation may be limited for security reasons.)
APEX operational activities	Situational awareness Planning	Situational awareness Planning Execution
APEX functions	Strategic guidance Concept development Plan development Plan assessment	Strategic guidance Concept development Plan development Plan assessment
Document assigning planning task	CJCS issues: 1. JSCP 2. Planning directive 3. WARNORD (for short suspense planning)	CJCS issues: 1. WARNORD 2. PLANORD 3. SecDef-approved ALERTORD
Forces for planning	Apportioned in JSCP	Allocated in WARNORD, PLANORD, or ALERTORD
Planning guidance	CJCS issues JSCP or WARNORD CCDR issues PLANDIR and TPFDD LOI	CJCS issues WARNORD, PLANORD, or ALERTORD CCDR issues WARNORD, PLANORD, or ALERTORD and TPFDD LOI to subordinates, supporting commands, and supporting agencies
COA selection	CCDR selects COA and submits strategic concept to CJCS for review and SecDef approval	CCDR develops commander's estimate with recommended COA
CONOPS approval	SecDef approves CSC, disapproves or approves for further planning	President/SecDef approve COA, disapproves or approves further planning
Final planning product	Campaign plan Level 1-4 contingency plan	OPORD
Final planning product approval	CCDR submits final plan to CJCS for review and SecDef for approval	CCDR submits final plan to President/SecDef for approval
Execution document	Not applicable	CJCS issues SecDef-approved EXORD CCDR issues EXORD
Legend ALERTORD alert order APEX Adaptive Planning and Execution CCDR combatant commander CJCS Chairman of the Joint Chiefs of Staff COA course of action CONOPS concept of operations CSC commanders' strategic concept EXORD execution order JPEC joint planning and execution community JSCP Joint Strategic Capabilities Plan LOI letter of instruction PLANDIR planning directive PLANORD planning order OPORD operations order SecDef Secretary of Defense TPFDD time-phased force and deployment data WARNORD warning order		

Figure 2-7.--CAP and Deliberate Planning Comparison

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5. Joint Operation Planning Process (JOPP)

a. JOPP defined. JOPP is an orderly, analytical process which consists of a set of steps to examine a mission: develop, analyze, and compare alternative COAs; select the best COA; and produce a plan or order. JOPP provides a process to organize the work of the commander, staff, subordinate commanders, and other partners, to develop plans that will appropriately address the problem to be solved. JOPP focuses on defining the military mission and development and synchronization of detailed plans to accomplish that mission. JOPP applies to both supported and supporting JFCs and to joint force component commands when components participate in joint planning. Together with operational design, JOPP facilitates interaction between the commander, staff, and subordinate and supporting headquarters throughout planning. JOPP helps commanders and their staffs organize their planning activities, share a common understanding of the mission and commander's intent, and develop effective plans and orders.

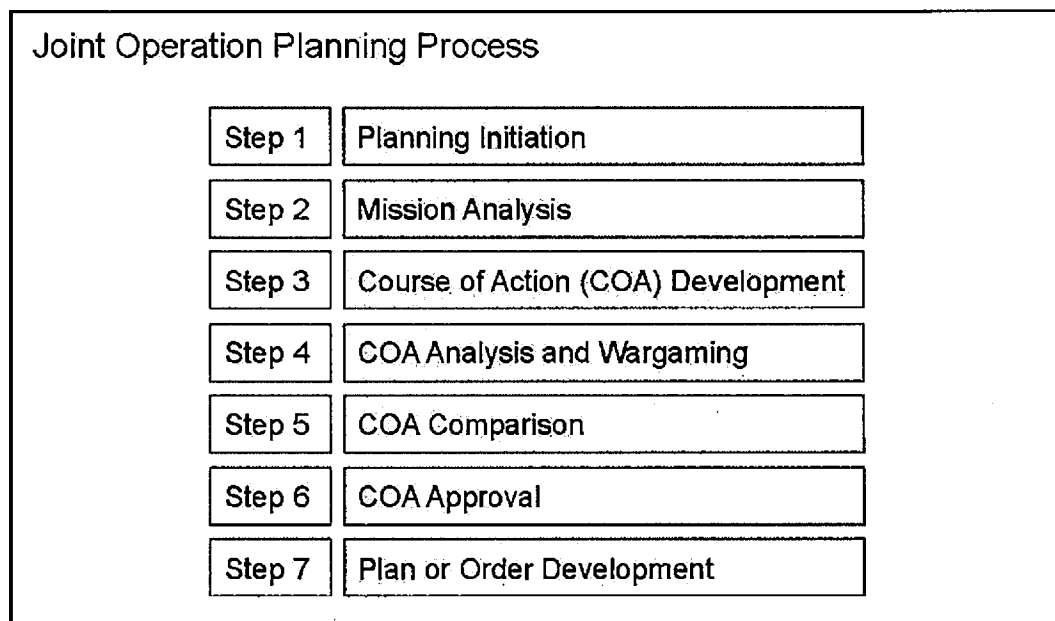


Figure 2-9.--Joint Operation Planning Process

b. Joint operation planning initiation. Joint operation planning begins when an appropriate authority recognizes potential for military capability to be employed in response to a potential or actual crisis. At the strategic level, the President, SecDef, or CJCS initiates planning by deciding to

develop military options. CCDRs and other commanders also initiate planning on their own authority when they identify a planning requirement not directed by higher authority. When planning for crises, the JFC will perform an assessment to determine time available until mission execution, the current status of intelligence products and staff estimates, and other factors relevant to the specific planning situation. The JFC typically will provide initial planning guidance based upon current understanding of the operational environment, the problem, and the initial operational approach for the campaign or operation. Initial planning guidance could specify time constraints, outline initial coordination requirements, or authorize movement of key capabilities within the JFC's authority.

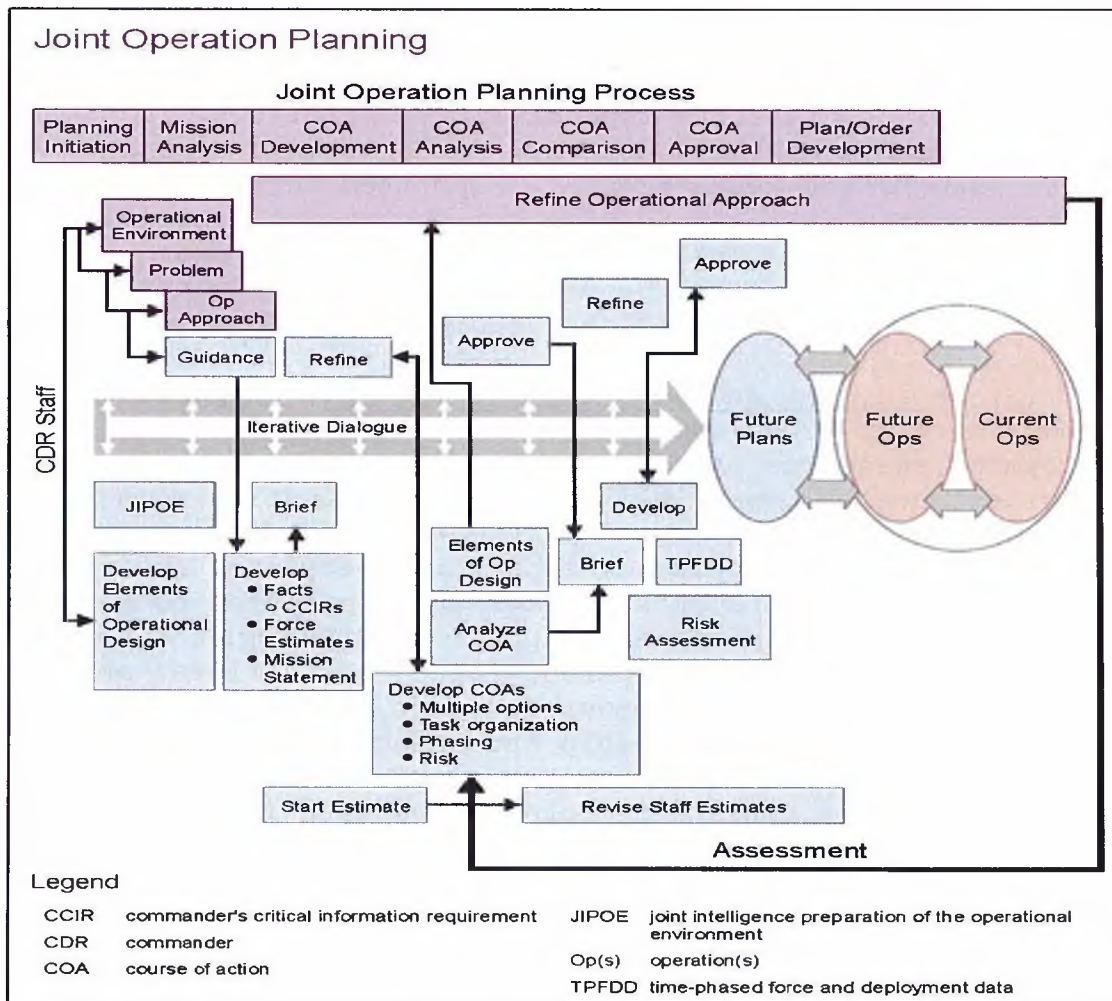


Figure 2-10.--Joint Operation Planning

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c. Specific deployment and redeployment planning within JOPP

(1) Deployment and redeployment planning is considered a "plan development activity" under plan or orders development. Force and support planning activities determine the force deployment/redeployment requirement. Deployment and redeployment planning is conducted on a continuous basis when developing contingency plans and as required during CAP. Mission requirements of a specific operation define the scope, duration, and scale of both deployment and redeployment operation planning. Unity of effort is paramount, since both deployment and redeployment operations involve numerous commands, agencies, and functional processes.

(2) Operational Environment. Deployment planning decisions are based on the anticipated operational environment, which may be permissive, uncertain, or hostile. The operational environment will dictate the type of entry operations, deployment concept, mobility options, predeployment training, and force integration requirements. Supported CCDRs, their subordinate commanders, and Service components are responsible for providing theater support parameters, strategic and operational lift allocations by phase (for both force movements and sustainment) and pre-positioned equipment planning guidance.

(3) Deployment and Redeployment Concept. Supported CCDRs must develop a deployment concept and identify specific predeployment standards necessary to meet mission requirements. The Services' predeployment planning and coordination with the supporting CCDR must ensure predeployment standards specified by the supported CCDR are achieved, supporting personnel and forces arrive in the supported CCDR's theater fully prepared to perform their mission. The Services and supporting CCDRs must ensure unit contingency plans are prepared, forces are tailored and echeloned, personnel and equipment movement plans are complete and accurate, command relationship and integration requirements are identified, mission-essential tasks are rehearsed, mission specific training is conducted, force protection is planned and resourced, and both logistics and personnel service support sustainment requirements are identified. Careful and detailed planning ensures that only required personnel, equipment and materiel deploy; unit training is exacting; missions are fully understood; deployment changes are minimized during execution; and the flow of personnel, equipment and materiel movement into theater aligns with the CONOPS. Supported CCDRs must also develop a redeployment CONOPS to identify how forces and

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materiel will either redeploy to home station, or to support another JFC's operation. Redeployment CONOPS may include a proposed sequence for redeployment of units, individuals, and materiel. Responsibilities and priorities for recovery, reconstitution, and return to home station may also be addressed along with transition requirements during mission handover. As a campaign or operation moves through the different operational plan phases, the CCDR will be able to develop and issue a redeployment order based on a refined redeployment CONOPS. Effective redeployment operations are essential to ensure the Services have sufficient time to source and prepare forces for force rotations or other CCDR/Service requirements.

(4) Movement Planning. Movement planning integrates unit requirements, self-deployment capabilities, activities requiring lift support, and transportation of sustainment and retrograde equipment.

(a) After publication of the GFMAP Annex Schedule specifying the Latest Arrival Date (LAD), Service components of the supported CCDR continue to build/refine the TPFDD.

(b) The supported CCDR is responsible for theater movement control and sequence of arrival. The supported CCDR exercises this authority through the TPFDD and the JOPES validation process. The supported commander will use organic lift and non-organic, common-user, strategic lift resources made available for planning by the CJCS. Competing requirements for limited strategic lift resources, support facilities, and intratheater transportation assets will be assessed in terms of impact on mission accomplishment. The supported CCDR's operational priorities and any movement constraints are used to prepare a movement plan. The plan will consider enroute staging locations and the ability of these locations to support the scheduled activity. This information, together with an estimate of required site augmentation, will be communicated to supporting commanders. USTRANSCOM will assess transportation feasibility and develop recommendations on final POE selections for those units without organic lift capability. Movement feasibility requires current analysis and assessment of movement Command and Control (C2) structures and systems; available organic, strategic, and theater lift assets; transportation infrastructure; and competing demands and restrictions.

(c) After transportation analysis, the supported CCDR may adjust the CONOPS to improve movement feasibility where operational requirements remain satisfied. CDRUSTRANSCOM should

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adjust or reprioritize transportation assets to meet the supported CCDR's operational requirements. If this is not an option due to requirements from other commanders, then the supported CCDR adjusts TPFDD requirements, or is provided additional strategic and theater lift capabilities using (but not limited to) CRAF and/or Voluntary Intermodal Sealift Agreement (VISA) capabilities as necessary to achieve end-to-end transportation feasibility.

(d) Operational requirements may cause the supported CCDR and/or subordinate commanders to alter their plans, potentially impacting the deployment priorities or force requirements. Planners must understand and anticipate the impact of change and potential for a sequential pattern of disruption when changes are made to the TPFDD either in altering the flow of previously planned movements, or adding movements to deploy or redeploy additional forces or capabilities. A unit displaced by a change might not simply move on the next available lift, but may require rescheduling for movement at a later time. This may not only disrupt the flow, but may also interrupt the operation. Time is also a factor in TPFDD changes. Airlift can respond to short-notice changes, but at a cost in efficiency. However, sealift requires longer lead times, and cannot respond to change in a short period. These plan changes and the resulting modifications to the TPFDDs must be handled during execution.

(5) Joint/Reception, Staging, Onward Movement, and Integration (J/RSO&I). J/RSO&I planning is conducted to ensure deploying forces arrive and become operational in the AOR as scheduled. Effective integration of the force into the joint operation is the primary objective during J/RSO&I and the deployment process.

(6) CJCS and supported CCDR TPFDD Letter of Instruction (LOI). The supported CCDR publishes supplemental instructions for TPFDD development in the TPFDD LOI. The LOI provides operation-specific guidance for utilizing the JOPES processes and systems to provide force visibility and tracking, force mobility, and operational agility through the TPFDD and the validation process. It provides procedures for deployment, redeployment and rotations of the joint force, and outlines theater-specific information (i.e. theater clearance requirements, bilateral/multilateral agreements information, etc.). The LOI provides instructions on force planning, sourcing, reporting, and TPFDD validation. It defines planning and execution milestones and details movement control procedures

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and lift allocations to the JPEC. A TPFDD must ensure force visibility, support the phases of the concept of operation, and be transportation feasible.

(7) Deployment and J/RSO&I Refinement. TPFDD refinement is conducted by the supported CCDR in coordination with the JS, Services, USTRANSCOM, and supporting commands. During deployment execution, the flexibility of LADs is specified in the GFMAP. The purpose of TPFDD refinement is to ensure the force deployment plan maintains force mobility throughout any movements, provides force visibility, provides for effective force preparation, and fully integrates forces into a joint operation.

(8) TPFDD conferences. CCDR TPFDD conferences examine planned missions, priority of the missions within each of the OPLAN phases, and the forces assigned to those missions. By mission, the TPFDD conference examines force capabilities, force size, support requirements, mission preparation, force positioning and basing, weapon systems, major equipment, force protection, and sustainment requirements. The feasibility of both force closure by the Commander's Required Delivery Date (CRD) and successful mission execution within the timeframe established by the CCDR under the deployment concept is assessed. TPFDD conferences should also assess potential success of all force integration requirements. Transition criteria for all phases should be evaluated for force redeployment, including rotation requirements.

2004. GLOBAL FORCE MANAGEMENT (GFM)

1. Global Force Management (GFM) integrates the three force management processes of assignment, apportionment, and allocation. GFM enables the SecDef to make proactive, risk-informed force management decisions resulting in timely allocation of forces and capabilities necessary to execute CCDR missions and alignment of forces against future requirements. In essence, GFM is the application of limited assets to seemingly unlimited requirements. GFM goals are:

a. Account for forces and capabilities committed to ongoing operations and constantly changing unit availability.

b. Identify the most appropriate and responsive force or capability that best meets the CCDR's requirements.

c. Identify risk associated with sourcing recommendations.

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d. Improve ability to fulfill requirements in support of multiple overlapping conflicts.

e. Improve responsiveness to unforeseen contingencies.

f. Provide predictability for rotational force requirements.

g. Identify forces and capabilities that are unsourced or difficult to source.

2. GFM scope. The UCP, JSCP and Joint Publication 1 (JP-1) "Doctrine for the Armed Forces of the US" are baseline documents that establish GFM policy and procedures. The GFMIG provides direction on assignment of forces to CCDRs, guidance on force apportionment and includes the force allocation process. The GFMB is a flag officer body that includes the JS, Services, CCDRs, OSD, and defense agencies. The GFMB convenes periodically to provide senior DOD decision makers the means to assess operational effects of force management decisions and provides strategic planning guidance.

3. Assignment, allocation and apportionment processes

a. Assignment. Assigned forces are those forces that have been placed under the Combatant Command (COCOM) authority of a unified commander. Sections 161, 162 and 167 of Title 10, USC outlines force assignment guidance. The President, through the UCP, instructs the SecDef to document his direction for force assignment in the "Forces for Unified Commands Memorandum".

b. Allocation. Allocation is the temporary transfer of forces from one CCDR (supporting CCDR) to another CCDR (supported CCDR) in order to meet operational requirements in execution planning and/or execution. Per section 162 of Title 10 USC, "a force assigned to a CCDR may be transferred from the command to which it is assigned only by authority of the SecDef; and under procedures prescribed by the SecDef and approved by the President." Forces are attached when transfer is temporary and are considered attached upon deployment via a SecDef approved deployment order. Force allocation is divided into two categories:

(1) Emergent (Request for Forces/Request for Capability - RFF/RFC). CCDR's request forces or individual requirements that cannot be met using their available assigned forces or

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forces already allocated. The CCDR documents each RFF requirement containing information of what type of force is needed as well as the operational risk if the force is not provided. Each requirement is validated by the CCDR and assigned a Force Tracking Number (FTN). Each FTN and corresponding RFF message is sent to the JS (J33) for validation against other GEF priorities and sourcing guidance. Upon validation, the JS (J33) passes requirement sourcing to the JFP (JS J31) which generates a recommended sourcing solution to include operational and force provider risks. The JS briefs the approved sourcing solutions through the CJCS to endorse, and to the SecDef for final decision. The approved sourcing solution is entered into the GFMAP (mod) and published for execution.

(2) Rotational. The rotational process begins with a PLANORD from the JS directing the CCDRs to submit force and individual requirements for an entire Fiscal Year (FY). This process normally begins two years prior to the start of the required FY, and mirrors the emergent process with many of the steps being coordinated via force sourcing conferences. The JFP (JS J31) rotational sourcing recommendations are endorsed by the GFMB and approved by the SecDef. Final sourcing solutions are published within the GFMAP for execution.

c. Apportionment. The distribution of forces to a unified commander is the starting point for contingency planning. Apportioned forces are projected to be available for employment during the period of time for which the plans are effective. Per section 162 of Title 10 USC, "the CJCS is responsible for the preparation of strategic plans, including plans which conform to resource levels projected by the SecDef to be available for the period of time for which the plans are to be effective." The CJCS apportions forces to CCDRs based on the guidance in the GEF.

4. Force sourcing. Force sourcing is done by all commands and services across the JPEC in order to identify units to meet a force requirement, either during planning, plan assessment or execution. Sourcing methodologies include:

a. Execution sourcing. Inherent to allocation process, JFPs via their service components identify and recommend forces to support CCDR emergent force requirements.

b. Contingency sourcing. Usually performed during the plan assessment stage of deliberate planning in order to provide greater fidelity in force planning. Contingency sourced forces

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are specific forces identified by JFPs that meet the planning requirement at a specified point in time. Since these forces are identified based on planning assumptions and planning guidance provided for the sourcing effort, there should be no expectation that forces identified during contingency sourcing will be the actual forces sourced during execution sourcing. The CCDRs propose plans to be contingency sourced to the JS (normally top priority plans), which recommends a schedule to contingency source selected plans for the GFMB to endorse.

c. Preferred sourcing. Forces that are identified by the supported CCDR in order to continue employment, sustainment and transportation planning and assess risk. These forces are planning assumptions only; they are not considered "sourced" units and do not indicate that these forces will be contingency or execution sourced. The preferred forces identified for a plan by the CCDR should not be greater than the number of forces apportioned for planning unless the CJCS either grants permission or has provided amplifying planning guidance.

5. GFM and the Marine Corps role

a. The Marine Corps GFM process is nested within the joint process and is primarily focused on determining Service risk, force prioritization in satisfying validated CCDR requirements, while meeting Service Title 10 requirements and responsibilities.

b. As directed in the "Forces For" and GEF, the Marine Corps either retains forces or provides forces to the CCDRs (assigned and/or apportioned). In the case of force allocation, the Marine Corps publishes force allocation guidance consistent with the joint GFM process to support both rotational and/or emergent CCDR force requirements.

c. CMC retains overall authority for Marine Corps force allocation recommendations to SecDef.

d. Deputy Commandant, Plans Policies & Operations (DC PP&O) serves as the Marine Corps global force manager responsible for assessing Service risk, conducting prioritization and approval for all force and individual sourcing recommendations provided by and coordinated through Commander, Marine Corps Forces Command (COMMARFORCOM).

e. COMMARFORCOM serves as the Marine Corps coordinating authority for conventional force allocation/synchronization and

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JCCA/contingency sourcing. COMMARFORCOM executes sourcing synchronization through; (1) Direct Liaison Authorized (DIRALUTH) with the JS J31, (2) coordination authority with the CCDRs, and (3) coordination with the MARFORs, supporting establishment and HQMC. As the USMC coordinating authority for GFM, COMMARFORCOM collects and maintains global visibility of Marine Corps forces (commitment, readiness, availability, deployment and redeployment) in order to provide total force sourcing recommendations to DC PP&O.

2005. COMMAND RELATIONSHIPS

1. Command Relationships (COMREL) are expressed in terms of authority and responsibility and include requirements for exercising coordination and support. When forces are transferred, COMREL between the force and gaining commander must be specified and established. All Service forces (except Service retained) are assigned to CCDRs by the SecDef in the "Forces for Unified Commands Memorandum".

2. Types of command authority

a. Combatant Command (COCOM). The command authority over assigned forces is vested only in the CCDRs by Section 164 of Title 10, USC, or as directed by the President in the UCP. COCOM cannot be delegated or transferred and only the President or the SecDef has the authority to change COCOM. COCOM is the authority of a CDR to perform those functions of command over assigned forces involving; (1) organizing and employing forces, (2) assigning tasks, (3) designating objectives, (4) giving authoritative direction over operations, joint training and logistics necessary to accomplish the missions assigned to the command.

b. Operational Control (OPCON). The command authority delegated or transferred to echelons below the CDR. OPCON is inherent in COCOM and should be exercised through commanders of subordinate organizations, normally, JFCs, or Service/functional component commanders. OPCON is the authority to perform those functions of command over subordinate forces involving: (1) Organizing and employing forces; (2) Assigning tasks; (3) Designating objectives; (4) Giving authoritative direction necessary to accomplish the mission; and (5) Directs operations and joint training. OPCON does not include authoritative direction for logistics, or matters of administration, discipline, internal organization, or unit training. FDP&E activities fall under command, OPCON or command authority.

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c. Tactical Control (TACON). Inherent in OPCON, TACON is the command authority used in the execution of operations. TACON is the command authority over assigned or attached forces that are limited to the detailed and usually local direction and control of movements or maneuvers in the operational area necessary to accomplish the mission. TACON may be delegated to and exercised by commanders at any echelon at or below COCOM.

d. Support. Support is a command authority that a commander establishes between subordinate commanders when one organization should aid, protect, complement, or sustain another force. Support may be exercised by commanders at any echelon at or below COCOM. Categories of support include the following:

(1) General support. Action given to supported force as a whole.

(2) Mutual support. Action units render to each other.

(3) Direct support. Action provided to a specific force.

(4) Close support. Action against targets near the supported force.

e. Administrative Control (ADCON). Direction or exercise of authority over subordinate or other organizations with respect to administration and support to include: (1) Organization of Service forces; (2) Control of resources and equipment; (3) Personnel management; (4) Unit logistics; (5) Individual and unit training; (6) Readiness; (7) Mobilization; (8) Demobilization; (9) Discipline; and (10) other matters not included in the operational missions.

f. Coordinating Authority. A responsibility assigned to a commander or individual for coordinating specific functions or activities involving forces of two or more Services, 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.

g. Direct Liaison Authorized (DIRLAUTH). Authority granted by a commander to a subordinate to directly consult/coordinate an action with a command or agency within or outside of the granting command. DIRLAUTH is more applicable to planning than operations and always carries with it the requirement of keeping the granting commander informed. DIRLAUTH is a coordination relationship, not an authority through which command may be exercised.

Command Authority	Authority	How and Where Exercised	Restrictions	Remarks
COCOM	(1) Organize & employ forces; (2) Assign tasks; (3) Designate objectives; (4) Operations; (5) Joint training; (6) issue logistics directives	Normally through subordinate joint force, service and/or functional component commanders	Combatant commanders only; cannot be delegated	Established by 10 USC 164; OPCON & TACON are inherent
OPCON	(1) Organize & employ forces; (2) Assign tasks; (3) Designate objectives; (4) Direct accomplishment of assigned missions; (5) Direct operations & joint training; (6) May be delegated	At any echelon at or below a combatant command; normally through subordinate commanders	Does not include admin., logistics, discipline, internal organization or unit training	OPCON is inherent within COCOM; TACON is inherent within OPCON
TACON	Detailed direction and control of the movements or maneuvers of attached or assigned forces needed to accomplish assigned tasks or missions; may be delegated	At any echelon at or below a combatant command	No organizational or ADCON authority	TACON is inherent within OPCON
SUPPORT	To aid, protect, complement or sustain another force as directed by a higher command for a specified mission	Under a directive issued from a higher command	As prescribed by the higher command	This is a command relationship
ADCON	(1) Organization of service forces; (2) Control of resources/equipment; (3) Personnel management; (4) Unit & individual training plus readiness; (5) Mobilization & demobilization; (6) Discipline	Normally by Service or component commanders directly over subordinate or other formations	Does not include any matters relating to operational missions	May be modified or restricted by COCOM authority.
Coordinating Authority	Coordinates specific functions or activities involving forces from two or more Services and/or joint force components or two or more elements from the same Service; can require the parties to consult each other	Normally used in connection with planning rather than operations.	Has no authority to compel agreement; if no agreement is reached, must refer to appointing authority	Establishes a consulting relationship, not command authority.
DIRLAUTH	Authority granted by a commander (any level) to a subordinate to directly consult or coordinate with a command or agency outside the granting command.	Normally used in connection with planning rather than operations.	Granting commander must be kept informed	A coordinating, not a command relationship.

Figure 2-11.--Command Relationships

3. Command relationships and the MAGTF

a. Generally, OPCON is delegated to the Marine Component Commander to ensure the unique capability of the MAGTF is

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properly employed. Typically, TACON will then be delegated to the commander employing the MAGTF.

b. CCDRs who exercise COCOM over supporting MAGTFs may delegate OPCON to subordinate unified commanders, or to a JTF established by the unified commander.

c. Functional Component Commanders will normally exercise TACON over attached MAGTFs.

d. The Naval Component Commander may exercise OPCON over the MAGTF, but will typically only be given TACON, as directed by the JFC.

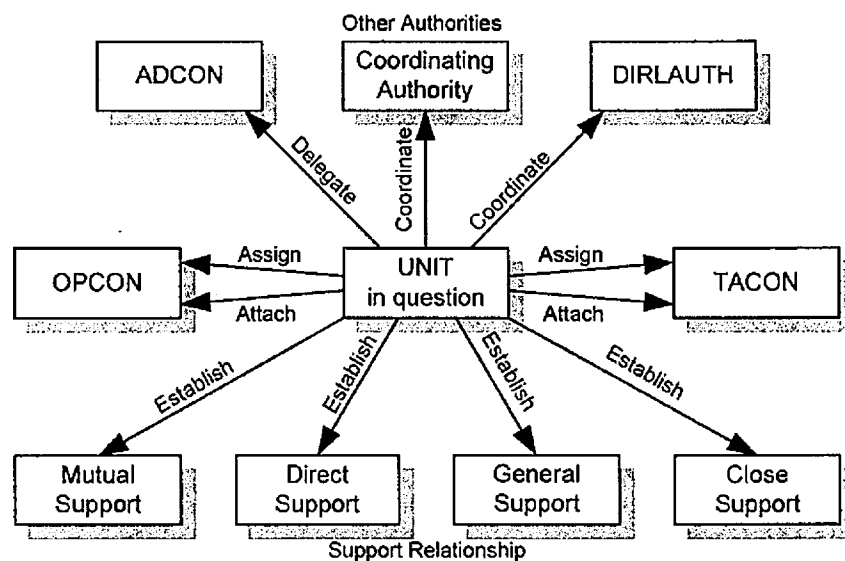


Figure 2-12.--Command Relationships for MAGTF Units

4. Primary planning authority

a. Planning relationships vary according to each plan and/or CCDR supported. The mission assigned to a MAGTF in various plans has the greatest bearing on COMREL, therefore, COMREL must be established for each plan to which forces are apportioned.

b. The GFMIG apportions major combat forces to the CCDRs for the preparation of contingency plans, and the JSCP gives direction and authorization to the CCDRs to commence their deliberate planning. Planning guidance is published by a supported or supporting combatant commander, directing allocated and/or assigned forces to formally begin planning.

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c. The primary authority for plan development rests with the CCDRs. Tasking from the CCDRs flow to assigned component commanders as a requirement for supporting plans. Planning authority exists at all echelons of command. In deliberate planning, the primary planning authority for Marine Corps forces is the COMMARFOR.

d. The COMMARFOR coordinates all Marine Corps activities and Service support for the CCDCR to which assigned.

e. The COMMARFOR may delegate some of his planning authority to a MEF commander. Units smaller than MEF are not normally staffed to adequately handle component planning responsibilities. In that case, the MEF may become the principal planning agent and is authorized to speak for the COMMARFOR in development of the component part of the CCDCR's plan.

f. To enable Marine Corps FDP&E activities, the supported COMMARFOR or his principal planning agent will normally have DIRLAUTH with the supporting COMMARFORs/MAGTFs per guidance provided in the report for planning message.

2006. JOINT FORCE PROJECTION AND STRATEGIC MOBILITY

1. Joint force projection is the ability to systematically and rapidly deploy military forces and materiel in response to requirements across the range of military operations. Force projection allows the CCDCR to strategically position and mass forces to set the conditions for mission success. Force projection, enabled by GFM, forward presence and force mobility, is critical in achieving NSS objectives and supporting CCDCR TCPs. When forward presence forces are not sufficient in addressing a situation, the rapid projection of forces from other locations may be necessary.

2. Joint force projection encompasses a range of processes that are dependent upon the joint operation. Planning for and execution of these processes normally occurs in a continuous, overlapping, and iterative sequence during each phase and for the duration of the operation. The following identifies each process:

a. Mobilization. Process of assembling and organizing national resources to support national objectives in time of war or other emergencies. This includes assembling and organizing

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personnel and materiel from active and reserve military forces and mobilizing the industrial and training bases in order to bring the Armed Forces of the United States to a state of readiness for war or other national emergency.

b. Deployment. The movement or relocation of forces to operational areas in order to position forces into a formation for battle. Deployment encompasses all activities from a unit's origin/home station to the destination (including intra-continental United States, inter-theater, intra-theater and tactical movement legs). The type and nature of deployments vary widely according to the CONOPS and the operational environment.

c. J/RSO&I. As the last phase of deployment, J/RSO&I is the responsibility of the supported CCDR. J/RSO&I includes the processes required to transition arriving forces and materiel into a capable force able to employ to meet mission requirements. J/RSO&I serves as the critical link between deployment and employment of the joint forces. The time period during J/RSO&I is potentially the period of greatest vulnerability due to the inability of the joint force to fully sustain or defend themselves, or contribute to mission accomplishment, therefore, J/RSO&I planning is focused on the rapid integration of deploying forces.

d. Employment. Employment planning prescribes how to apply force/s to attain specified national strategic objectives. The CONOPS establishes the phases, missions, and force requirements of a given operation. It is developed by JFCs/CCDRs using the JOPP.

e. Sustainment. Provision of personnel, logistic and other support required to maintain and prolong operations or combat until successful accomplishment or revision of the mission. Sustainment is ongoing throughout the operation and must be closely linked to the phases and mission priorities of the concept of operations to ensure mission effectiveness without logistic shortages or excesses, which could reduce the efficiency of the force. Sustainment requirements are projected and planned based on the phases and missions of the operation and the consumption is monitored throughout the operation to support continuous operations. Sustainment planning should be included in the deployment concept.

f. Redeployment. Transfer of forces and materiel to either support another JFC's/CCDR's operational requirements, or return

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personnel, equipment, and materiel to the home stations for reintegration and Service reset/reconstitution. Redeployment planning must consider optimization of readiness, security, and mobility of redeploying forces in order to support mission requirements in another area of operation, or to meet Service reset/reconstitution plans.

3. Joint force mobility. Mobility is the capability of the military force to move from place to place while retaining the ability to fulfill their mission. Mobility requires standard procedures; global force visibility; integrated employment and deployment planning; effective execution of pre-deployment actions; and movement execution supported by networked operation planning, deployment, and transportation information systems. The combination of organic force movement and rapid mobility capabilities, bolstered by pre-positioned assets, provides the supported JFC with flexible mobility options that can be tailored to meet any crisis situation. Major deployment operations involve a combination of organic unit and common-user lift supported movements using land (road and rail), sea, and air resources, with augmentation from pre-positioned assets.

a. Strategic Mobility Triad. Encompasses common-user airlift, sealift, and pre-positioned equipment and materiel. Successful response across the range of military operations depends on sufficient port throughput capacity and the availability of sufficient mobility assets to rapidly deploy, sustain and reconstitute the joint force. To meet this requirement, USTRANSCOM and its Transportation Component Commands (TCCs) exercise OPCON of government-owned or chartered transportation assets for use by DOD.

(1) Common-user airlift. Pool of common-user airlift that consists of designated airlift assets from some or all of the following sources; Active Component (AC) and Reserve Component (RC); the CRAF (when activated); contracted commercial assets; and foreign military or civil carriers.

(2) Common-user sealift. Sealift forces are those "militarily useful" merchant-type ships available to DOD to execute the sealift requirements across the range of military operations. These ships transport Service cargo requirements from POE to POD. This sealift force is composed of shipping from some or all of the following sources: (1) Active government-owned or controlled shipping; (2) Government-owned reserve or inactive shipping; (3) U.S. privately owned and operated commercial shipping; (4) U.S. privately owned, foreign

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flag commercial shipping; and (5) Foreign owned and operated commercial shipping.

(3) Pre-positioned force. Pre-positioned land and sea-based equipment and/or supply programs are critical for reducing closure times of combat and support forces needed in the early stages of a contingency. Pre-positioned forces also contribute significantly to reducing demands on common-user air and sea lift assets.

(4) Operational and tactical lift. There are numerous transportation resources available to a JFC to support operational and tactical lift requirements within the AOR. Normally, operational and tactical movements are executed by the following methods; organic assets assigned to the CCDR, Host-Nation Support (HNS), multinational civil transportation support, or third-party logistic operations. When needed, theater lift resources and forces may be augmented by either assigning or attaching additional assets.

2007. STRATEGIC AND THEATER DISTRIBUTION

1. Distribution is the operational process of synchronizing all elements of the logistic system to deliver the "right things" to the "right place" at the "right time," to support the CCDR. In order to support joint operations, a distribution system will utilize existing global commercial distribution capabilities, host nation infrastructure, operate nodes and modes of supply and provide transportation to distribute forces and sustainment.

2. Three elements of the DOD distribution pipeline:

a. Defense Logistics Agency (DLA). Primary operator of the defense supply and depot system. It comprises the first pipeline segment and is responsible for acquisition, receipt, storage, issuance, and the generation of source data for all materiel flowing in the defense pipeline with the exception of materiel procured by the individual Services.

(1) DLA manages and distributes over 80 percent of existing defense materiel, including distribution of Service owned stocks and nearly all of the fuel and petroleum products for military usage.

(2) The generation of source data is critical to the distribution process and enables logisticians to locate, distribute, and redirect critical materiel when needed. Source

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data identifies and accompanies the shipment throughout the distribution process and is utilized to update joint and Service information systems. Source data combined with continued update of shipment status provides input into the Integrated Data Environment (IDE) Global Transportation Network (GTN) Convergence (IGC), which establishes the asset and In-Transit Visibility (ITV) picture, allowing theater planners and operators to affect the flow of materiel and units into and within their operational area.

b. Defense Transportation System (DTS). The second segment of the defense distribution pipeline and involves the movement of units and materiel from origin to the POD. The DTS consists of common-user military and commercial assets, services, and supporting systems. The DTS combines common-user transportation assets into an integrated network that optimizes the use of available transportation capabilities that enables greater visibility over operations. USTRANSCOM has the overall responsibility of management and synchronization of strategic lift and ITV. Through its TCCs (AMC, MSC and SDDC), USTRANSCOM provides strategic common-user air, land, sea transportation, and terminal services to deploy and sustain the military force.

(1) Upon unit and materiel movement to the POE, USTRANSCOM assumes responsibility for the movement and maintains and updates in-transit status of the shipments within the IGC.

(2) IGC is the database used to record movement that occurs from the shipping origin to the final destination. The visibility that IGC provides is critical to commanders and staff planners in determining the location and shipping status of materiel within the DTS. Movements within the DTS are divided into two segments:

(a) Origin to POE. SDDC orchestrates the movement of unit equipment and materiel from origin (installations, vendors/suppliers, or depots) to the POEs. Visibility allows the CCDR to make adjustments to the force flow prior to the loading of strategic lift assets if needed.

(b) POE to POD. This segment of the DTS pipeline is accomplished by two primary modes of transportation:

1. Movements via sealift. Depending on the operation, sealift is the most efficient and effective method of moving substantial amounts of unit equipment and materiel. SDDC directs water terminal operations including supervising movement

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operations, contracts, cargo documentation, security operations, and the overall flow of information. SDDC will also select the Sea Port of Embarkation (SPOE), make Sea Port of Debarkation (SPOD) recommendations to the CCDR, and coordinate vessel selections with MSC. Using the Worldwide Port System (WPS) as the single standard management and accountability system, SDDC provides visibility data to the IGC and transmits necessary advance cargo-related information (i.e. manifests) directly to the theater for planning purposes. Theater port personnel and movement control organizations utilize the advance information to pre-plan J/RSO&I of unit equipment and materiel.

2. Movements via air. Air mobility provides rapid movement of units and materiel to a CCDR's AOR. The AMC has primary responsibility for strategic airlift and coordinates selection of Aerial Ports of Debarkation (APODs) with the CCDR. Automated Information Systems (AIS), such as the Global Air Transportation Execution System (GATES) and the MAGTF Deployment Support System II (MDSS II) provide cargo information and load plans to be transported via airlift to a theater. These systems directly feed the IGC and enable port personnel and movement control organizations to prepare for J/RSO&I.

c. Theater Distribution System. As the third segment of the defense distribution pipeline, it commences at the PODs and terminates at the final destinations. Main components of the theater distribution system include the physical, financial, information, and communications networks that enable the physical movement of units and materiel, move information in the various Service and joint systems, and integrate the management process of the Service components into a seamless joint theater distribution system. The primary agencies responsible for execution of theater distribution are the CCDR's J-4, Service component logistic staff, and the Service component operational units which are all linked together in order to perform day-to-day distribution functions. Each level of command plays a unique part in the overall distribution process.

(1) CCDR J4. The J4 usually directs and manages theater movement control and distribution through a Joint Deployment Distribution Operations Center (JDDOC). The JDDOC is designed to synchronize, optimize and link national and theater multi-modal resources for deployment, distribution and sustainment to the tactical level. Main responsibilities include:

(a) Monitors execution of theater distribution (inbound and outbound), and coordinates theater priorities with

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the other logistic commands and agencies located in Continental U.S. (CONUS) or other theaters.

(b) Balances and synchronizes overall movement requirements based on the CCDR's priorities and available transportation assets.

(c) Recommends allocation of common-user transportation when movement requirements exceed capacity or when competing requirements result in unresolved conflicts.

(d) Directs lateral distribution and re-consignment in support of high priority requirements.

(2) Service component logistic staff. Plans and directs the activity of Service logistical units, advises the J-4 on capabilities of the individual logistical units to be allocated to the resource network, and provides supervision over the Service logistical units. The Service staffs plan and monitor execution of their specific Title 10, USC responsibilities and integrate the activities and execution of the CCDR's plans into their operational CONOPS.

(a) The COMMARFOR is responsible for the administrative and logistic support of Marine Corps forces. The supported COMMARFOR plans, coordinates, and supervises the execution of operational (theater) logistics for the assigned MAGTF to include coordination of the MAGTF's requirements within the DTS. The MARFOR Component Distribution Officer (MFCDO) assists coordination between theater distribution activities and the MAGTF's requirements and capabilities. The supported COMMARFOR may designate a Combat Service Support Element (CSSE) to be a Marine Logistics Command (MLC) to coordinate the execution of operational level logistics.

(b) The MLC is an employment option available to the supported COMMARFOR for executing operational logistics during contingency operations. The MLC is a temporary organization, task-organized around a Marine Logistics Group (MLG) to provide logistic support to the MARFOR and MAGTF, coordinate host nation, joint, and coalition support and establish theater support structure to facilitate MAGTF J/RSO&I operations. Establishment of an MLC creates an operational/tactical logistic structure within the MARFOR where one CSSE serving as an MLC is normally responsible for operational-level logistics, and the MAGTF CSSE is responsible for combat service support of the MAGTF.

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(c) Through the direction of the MAGTF Distribution Officer (MDO), the MAGTF Deployment and Distribution Operations Center (MDDOC) within the MAGTF Command Element coordinates and supervises the MAGTF's deployment and distribution process. The MDO works in close coordination with MAGTF staff and subordinates to coordinate and direct MAGTF integrated deployment and distribution planning and operations. In the absence of an MLC and in coordination with the MDDOC, the CSSE provides theater distribution logistic support to the MAGTF, which the size and capabilities of its elements will vary with the mission. The MLG is the largest logistic support organization of the MAGTF and is a grouping of general/direct support logistical regiments/battalions that provides tactical-level ground logistic support to all elements of the MEF.

(3) Distribution nodes. Logistical units perform the day-to-day operations of the theater distribution system. Within the theater, the primary distribution node functions are supply, maintenance, and materiel transfer. These functions are assigned to the Service components and form the physical distribution network (to include host nation and multinational capabilities when available). All these activities must have the capability to read and write to multiple Automated Identification Technology (AIT) devices and create and report military standard materiel transactions. CCDRs will develop and employ its distribution nodes according to mission requirements, geography and the number and types of units that comprise the physical network. Types of distribution nodes include:

(a) Supply Activities. Provide traditional supply-oriented activities (i.e. receipt, store, and issue) and accountability for materiel. At these locations, the units perform receipt operations upon delivery of equipment and materiel.

(b) Maintenance Activities. Serve as maintenance and repair facilities where items are repaired, and returned to the owning unit, or in the case of in-theater repair, items are placed back into the Service's supply system. The maintenance node establishes and maintains visibility of the item while in the repair process and coordinates shipment back into strategic distribution networks in order to receive higher echelons of repair if needed.

(c) Materiel transfer. Perform materiel transfer and/or shipment reconfiguration activities and are located

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between transportation segments. Materiel transfers to these nodal operators do not establish accountability or take ownership of the materiel or equipment.

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Chapter 3

FDP&E Organization

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3000. INTRODUCTION

1. Developing force deployment plans and executing the deployment of Marine Corps forces involves several functional areas across multiple levels of command. Whether deploying forces in support of an exercise or a major contingency operation, each level of command has specific roles and responsibilities within the FDP&E process. This chapter outlines main FDP&E responsibilities throughout all levels of command and agencies within the Marine Corps.

3001. LEVELS OF COMMAND - ROLES AND RESPONSIBILITIES

1. When Supporting CCDR or Service operational requirements, the supported COMMARFOR and MAGTF are the focal point in FDP&E, and each level of command within the Marine Corps has a supporting role in ensuring Marine forces are effectively formed, embarked and deployed to support the mission. FDP&E roles and responsibilities range from the HQMC to unit level, and include applicable manpower and staff within each command/agency to support FDP&E functions.

2. Deputy Commandant, Plans, Policy & Operations (DC PP&O). Responsible for coordinating the development and execution of Service plans and policies related to the structure, deployment and employment of Marine Corps forces. Serves as the Marine Corps deployment process owner and maintains policy and overall staff cognizance for Marine Corps FDP&E. Main FDP&E roles include:

a. National Plans Branch (PLN)

(1) Maintains Marine Corps FDP&E policy (Marine Corps Order (MCO) 3000.18 FDP&E Manual).

(2) Reviews FDP&E portions of contingency plans during Joint Staff contingency plan assessments and JCCAs.

(3) Participates in supported CCDR and COMMARFOR force deployment/redeployment planning and ensures CMC planning guidance is incorporated into FDP&E when needed.

(4) Chairs the HQMC FDP&E Operations Advisory Group (OAG) with the main purpose of reviewing, recommending, and monitoring implementation of USMC FDP&E policies and procedures.

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(5) Serves as Marine Corps lead representative to the JPEC for JOPES/APEX, USMC Type Unit Characteristics (TUCHA), and assigned as the executive agent for the Joint Force Requirements Generator II (JFRG II).

(6) Assigned as Functional Manager (FM) for HQMC JOPES accounts within the National Capitol Region (NCR).

(7) Responsible for maintaining HQMC 0900-09ZZ series Plan Identification (PIDs) that support: MEU planning/execution PIDs; COMMARFORCOM PIDs; and Expeditionary Warfare Training Group - Atlantic (EWTGLANT) MAGTF planner school house training PIDs.

b. Current Operations Branch (POC)

(1) Reports Marine force deployment and redeployment execution to CMC.

(2) Serves as GFM office within DC, PP&O.

(3) Releases Marine Corps Bulletin (MCBUL) 3120 that identifies CMC approved force sourcing solutions supporting CCDR and Service operational requirements and enables final force sourcing refinement of the TPFDD.

(4) Responsible for management of HQMC (NCR) TPFDD deployment requirements to the supported COMMARFOR, and manages the deployment of these requirements from origin to POD. (i.e. sourcing, coordinating, verification, manifest/reporting of carriers, etc.)

(5) Monitors both deployment and redeployment of Marine Corps forces.

(6) Identifies Service equipment and reconstitution priorities during redeployment.

c. Expeditionary Operations Branch (POE)

(1) Advises CMC on operational capabilities of MPFs and MCPP-N, and develops policy to ensure strategic prepositioning programs best support CCDR requirements.

(2) Co-chairs the Strategic Ground Equipment Working Group (SGEWG) responsible for: (1) Reviewing the supported COMMARFOR's additional equipment list (above Unit Table of

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Equipment Requirement (T/E)); (2) Prioritizes equipment needs across the force; (3) Approving/directing global sourcing actions; and (4) During Service reset, prioritizes equipment distribution to support Service reconstitution.

(3) ICW the MARFORs, determines War Reserve Withdrawal Plan (WRWP) objectives in terms of force missions, compositions and troop strengths, methods of deployment and employment duration.

d. Readiness Operations Branch (POR). Establishes Service readiness policy, ensures compliance with joint directives on readiness, and ICW the MARFORs, assesses and reports on unit readiness in order to inform the Marine Corps GFM process.

3. Deputy Commandant, Installations & Logistics (DC I&L). Responsible for Marine Corps logistics plans and policy, and serves as the Marine Corps agent for distribution management and policy. The Logistics Plans, Policy, and Strategic Mobility (LP) Division is primarily involved with Marine Corps FDP&E process. Main FDP&E roles include:

a. Logistics Distribution & Policy Branch (LPD)

(1) Maintains the MAGTF Deployment and Distribution Policy (MDDP) and oversight of modernization of distribution processes and implementing supporting technology within the Joint Deployment Distribution Enterprise (JDDE).

(2) Interfaces with the strategic level distribution pipeline for sustainment from external sources to POD.

(3) Performs the function of transportation and distribution Functional Area Manager (FAM) for systems.

(4) Manages Second Destination Transportation (SDT) funding and publishes MCO 4610.37, "Cargo and Personal Property Transportation Account Code (TAC) Data for Fiscal Year".

b. Logistics Plans & Operations Branch (LPO)

(1) Maintains Marine Corps policy, staff cognizance, and provides logistical planning in support of Maritime Prepositioning Force (MPF) and MCPP-N programs.

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(2) Maintains Marine Corps policy, staff cognizance, and provides logistical planning in support of supply and the WRM program.

(3) Co-chair of the SGEWG, responsible for: (1) Reviewing the supported COMMARFOR's additional equipment list (above Unit T/E); (2) Prioritizes equipment needs across the force; (3) Approving/directing global sourcing actions; and (4) During Service reset, prioritizes equipment distribution to support Service reconstitution.

(4) Develops and oversees implementation of Service equipment reset strategy by promulgating logistical support policy and equipment/materiel redistribution plans based on the supported COMMARFOR's Retrograde, Reconstitution and Redeployment (R3) plan.

(5) Develop, coordinate and synchronize Marine Corps unit move deployment and strategic mobility policy and procedures and facilitates joint wartime transportation.

(6) Integrates the unit move logistical domain portfolio (MDSS II) and joint transportation systems (Automated Air Load Planning System (AALPS)/Integrated Computerized Deployment System (ICODES)), providing service level functional oversight, and advocacy for unit move AIT and AIS.

c. Life Cycle Management Branch (LPC)

(1) Develops policy and solutions for Enterprise Total Life Cycle Management that optimizes the acquisition and logistics chains across the Marine Corps in support of the operating forces and supporting establishment.

(2) Responsible for logistics and Combat Service Support (CSS) policies, materiel program objectives, and programs relating to materiel readiness. Plans and establishes requirements for research and development efforts in the area of logistics and CSS. Responsible for the ground materiel equipment required for support of operations.

(3) Exercises oversight of maintenance programs from organizational to depot level maintenance to include: core capability, partnerships, requirements, etc.; projects the health and status of Marine Corps equipment based on current and projected operations.

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4. Deputy Commandant, Manpower & Reserve Affairs (DC M&RA). Responsible for personnel management within the Marine Corps and maintains staff cognizance to ensure supporting manpower systems and procedures are established to provide individual manpower to augment/reinforce active and reserve units and the supporting establishment. Main FDP&E roles include:

a. Manpower Plans & Policy (MP) and Personnel Management Division (MM)

(1) In the event of crisis action or rotational planning, MP establishes total force manpower policy to enable force deployment planning in case of individual and combat replacement requirements.

(2) MM is responsible for managing MAGTF/individual augmentation, personnel and combat replacement requirements to support the supported COMMARFOR/MAGTF.

(3) During deliberate/crisis action planning, MP and MM assist the supported COMMARFOR/MAGTF in casualty planning.

(4) Maintains situational awareness and participates in the Marine Corps GFM process (MCBUL 3120) in order to plan future manpower requirements.

5. Deputy Commandant, Aviation (DC AVN). Maintain staff cognizance to ensure that Navy systems, procedures, and processes support the deployment, employment, and sustainment of Marine aviation.

a. Main DC, Aviation FDP&E roles:

(1) Reviews aviation specific FDP&E portions of contingency plans in order to assess appropriate aviation support packages and force flow phasing/requirements.

(2) Provides aviation logistical planning in support of the Marine Aviation Logistics Support Program (MALSP) which provides the means to rapidly task organize and deploy aviation logistics assets to support the MAGTF Aviation Combat Element (ACE).

(3) When appropriate, coordinates with DC I&L and advocates use of MAGTF aviation assets performing distribution operations.

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(4) Provides aviation equipment data located in the Navy's Support Equipment Resources Management Information System (SERMIS) to DC PP&O (PLN) to support USMC TUCHA management.

(5) Plans and coordinates aircraft and equipment replacement and rotation plans with Naval Air Systems Command (NAVAIR), ICW the supported COMMARFOR.

6. Marine Corps System Command (MARCORSYSCOM). The Marine Corps principle agent for acquisition of systems and equipment. Main FDP&E roles include:

a. Operations Cell

(1) Member of the SGEWG, reviews the supported COMMARFOR's additional equipment list, provides feasibility of support by providing equipment procurement plan and fielding forecast, and coordinates sourcing and deployment upon sourcing approval.

(2) ICW Marine Corps Logistics Command (MARCORLOGCOM), develops distribution coordination plan for fielding new and replacement equipment to forward deployed MAGTFs.

(3) Coordinates ground equipment reset planning and execution strategies across MARCORSYSCOM and program executive offices during redeployment.

b. Product Group directors/managers

(1) Responsible for maintaining correct equipment dimensional and tech data within the Total Force Structure Management System (TFSMS) in order to allow data extracts for TUCHA reporting and the MAGTF Data Library (MDL) to facilitate Marine Corps equipment deployment planning through supporting systems.

(2) ICW MARCORLOGCOM, plans and coordinates equipment Principle End Items (PEI) replacement/rotation plans with the supported COMMARFOR.

(3) Assigned as program manager for Marine Corps force deployment systems. (i.e. WRM, MDSS II, MDL, JFRG II).

(4) Assigned as program manager for Marine Corps transportation and distribution systems.

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7. Marine Corps Logistics Command (MARCORLOGCOM). The Marine Corps distribution process owner responsible for providing worldwide, integrated logistics and supply chain distribution management, maintenance management, and strategic prepositioning capability in support of the operating force. Main FDP&E roles include:

a. Distribution Management Center (DMC)

(1) Serves as the Service level strategic/operational distribution manager responsible for distribution of all classes of supply (to include WRM) to sustain forward deployed forces.

(2) Manages retrograde/redeployment of non-unit move equipment and materiel from theater (excess/depot level repairable) when needed.

(3) Maintains enterprise level asset visibility and ability to expedite on demand changes from origin to final destination.

(4) Coordinates the movement of supplies for MARCORSYSCOM originating from vendor locations.

(5) Monitors the DTS and provides advocacy at strategic throughput nodes where MARFOR/MAGTF presence is not established.

(6) Manages and operates the Air Clearance Authority (ACA) for the Marine Corps for sustainment requirements.

(7) Manages/assigns USMC freight expeditors at Air and Sea POE/POD's.

(8) Provides a forward footprint in theater to perform DMC functions.

(9) Verifies deployment TPFDD requirements for globally sourced equipment. (Per Appendix H)

b. Logistics Operations Center (LOC) and Weapon Systems Management Center (WSMC)

(1) Plans and coordinates distribution of on hand stocks and releases requisition to item managers for procurement and shipment to PODs.

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(2) Manages the Marine Corps War Reserve WRM Program, which includes: (1) WRMR Requirements In-stores (WRMRI) registration (includes WRMRI and WRMR-Force-held (WRMRF) T/A Delta); (2) WRMRI contingency release and shortfall requisition; and (3) Coordination of WRMRF requirements with the MARFORs.

(3) Plans and coordinates WRMRI/WRMRF requirements with the supported COMMARFOR and supporting MEFs, and is responsible for the sourcing and deployment of TPFDD requirements.

(4) As a member of the SGEWG, reviews the supported COMMARFOR's additional equipment list, provides feasibility of support by assessing equipment availability across the force, and coordinates sourcing and deployment/distribution upon sourcing approval.

(5) ICW MARCORSSYSCOM and the supported COMMARFOR, plans and coordinates PEI replacement/rotation.

(6) Serves as the executive agent for tactical coordination, planning and execution of ground equipment reset during redeployment.

c. Blount Island Command (BICmd). Manages and maintains MCPP-N and Maritime Prepositioning Force (MPF) equipment and materiel (Prepositioning Objective - (PO)) before deployment in support of exercises or contingency operations. Reports readiness and coordinates equipment, sustainment and loading requirements with the MARFORs in order to support future operations and force requirements.

8. Commander, Marine Corps Forces Command (COMMARFORCOM). Commands Service retained active component operating forces and activated reserve forces; serves as Marine Corps coordinating authority for GFM.

a. Main FDP&E roles include:

(1) Directs Service retained operating forces to conduct deployment planning and execution when needed in support of CCDR and Service requirements. Verifies Service retained force requirements to the supported CCDR, via the supported COMMARFOR during force deployment execution.

(2) ICW the supported COMMARFOR and CMC approved sourcing recommendations, coordinates Service force sourcing actions within the CCDR TPFDD with force providers.

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(3) Collects, collates and maintains global visibility of all USMC forces in order to develop and provide Service force/individual sourcing recommendations. Responsible for development and management of the Service Force Synchronization Playbook that provides recommended and/or approved sourcing solutions to enable TPFDD sourcing actions.

(4) When directed by DC PP&O, and ICW with the J31 and supported COMMARFOR, conducts contingency sourcing/JCCA actions.

(5) When directed and ICW the supported COMMARFOR and force providers, develops and coordinates Service-level force deployment options that involve complex global sourcing solutions in order to ensure effective force closure in support of the supported CCDR (i.e. coordinate supportable LAD shifts for major forces during RFF process ICW DC PP&O and JS J31 when needed).

(6) Assigned as FM for Service retained forces for JOPES (Joint Capabilities Requirements Manager (JCRM)), LOGBOOK, and JOPES IT accounts.

(7) Manage/coordinates the Commercial Ticket Program (CTP) with the supported COMMARFOR and JS J7 for all CJCS directed exercises.

(8) ICW Commander, Marine Forces Reserve (COMMARFORRES), DC PP&O and DC M&RA, submits reserve activation requests when needed (Per reference g) and commands activated reserve forces after arrival at the deployment Intermediate Location (ILOC) and redeployment POD.

(9) ICW USTRANSCOM, MFC coordinates lift allocation, mitigation for force closure delays, force flow and publishes changes to validated requirements.

9. Commander, Marine Corps Forces (COMMARFOR). Assigned to each combatant command, the primary responsibility of the COMMARFOR is as a force provider and sustainer of Marine forces to the CCDR. The COMMARFOR provides Service specific administrative and logistical support to assigned or attached Marine forces. The COMMARFOR sets the conditions for MAGTF operations by advising their CCDRs on force capabilities, appropriateness of specific tasks assigned to Marine Corps forces, and directing and coordinating movement and sustainment of Marine forces to/within/from the AOR. Marine Corps

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components to combatant commands include: Marine Forces Pacific (MARFORPAC), Marine Forces Korea (MARFORK), Marine Forces Europe (MARFOREUR), Marine Forces Africa (MARFORAF), Marine Forces South (MARFORSOUTH), Marine Forces North (MARFORNORTH), Marine Forces Special Operations Command (MARSOC), Marine Forces Central (MARFORCENT), Marine Forces Strategic (MARFORSTRAT), and Marine Forces Cyberspace (MARFORCYBER).

a. "Supported" COMMARFOR. COMMARFOR assigned to a CCDR that has primary responsibility for all aspects of a task assigned by the JSCP, or other joint operation planning authority (i.e. the CCDR tasked to prepare operations plans/orders in response to CJCS requirements. Main FDP&E roles include:

(1) Responsible for developing and overall management of Marine Corps force deployment/redeployment TPFDD plans in support of CAP/contingency operations, CCDR exercises and deliberate planning (TSC and contingency plans).

(2) ICW the supported CCDR and MAGTF, develops and validates the MAGTF force list in order to enable CMC approval, sourcing and deployment planning.

(3) Publishes MARFOR deployment and redeployment TPFDD guidance.

(4) Coordinates/establishes initial force deployment and redeployment guidance for Marine forces and equipment in order to facilitate Service and supporting COMMARFOR force deployment/redeployment planning.

(5) Conducts Marine Corps TPFDD conferences in order to develop Marine force deployment and redeployment TPFDDs.

(6) ICW MARCORLOGCOM (WRPB/DMC), develops WRM requirements during MEF and plans level conferences, ensures correct registration of WRM TPFDD requirements, and publishes the WRWP release message to enable deployment of WRMRF and WRMRI when needed.

(7) Validates the MAGTF's required theater specific equipment (above T/E) to DC PP&O, participates in the SGEWG to justify equipment requirements and identify theater provided/in place equipment for sourcing (if applicable), and provides deployment guidance/coordination to force providers (Per Appendix H).

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(8) Monitors deployment force flow into theater, prioritizes/coordinates TPFDD changes with the MAGTF and supporting COMMARFORs, and ensures force closure of Marine forces from POD to final destination/assembly area.

(9) Responsible for verification of Marine force redeployment requirements to the supported CCDR, and manages redeployment of forces from origin to final destination/assembly areas within another AOR, or back to home station POD.

(10) Validates Service augmentation and combat replacement requirements and provides deployment guidance and coordination to force providers.

(11) ICW the MAGTF, provides oversight and coordinates inter-theater lift requirements with USTRANSCOM and intra-theater lift with the CCDR's JDDOC to ensure effective force closure of Marine forces during deployment and redeployment.

(12) Plans and coordinates distribution operations with host nation, joint/inter-service agencies and the MAGTF, linking distribution pipelines and nodes from PODs in order to facilitate movement of Marine forces, equipment and materiel through the J/RSO&I framework.

(13) ICW the supported CCDR and DC, PP&O, identifies new force requirements within the CCDR's deployment TPFDD and coordinates sourcing and deployment with force providers when approved.

(14) Identifies MPF requirements within the CCDR deployment TPFDD, and ICW the MAGTF, develops the MPF (PO & Fly In Echelon (FIE)) employment, arrival/assembly, deployment, and distribution plans in order to support MAGTF employment and operations. If directed and ICW the MAGTF and MARCORLOGCOM (BICmd), conducts MPF reconstitution and redeployment planning and operations at conclusion of the mission.

(15) ICW DC I&L, DC Aviation, MARCORSYSCOM, MARCORLOGCOM, plans and coordinates PEI replacement/rotation with the MAGTF.

(16) ICW the MAGTF, DC I&L (LPO) and the supporting establishment, responsible for developing the R3 plan IAW CCDR operational requirements and Service reset strategy.

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b. "Supporting" COMMARFOR. Provide augmentation forces or other support to a supported CCDR when directed. Main FDP&E roles include:

(1) Responsible for sourcing, refinement and management of MARFOR force requirements (assigned and/or augmenting forces, combat replacements, individual/Service augments) within the supported CCDR's deployment TPFDD.

(2) Conducts intra-MARFOR cross leveling of equipment to fill deploying unit shortfalls, participates in the SGEWG to provide feasibility to source Service equipment shortfalls, and coordinates sourcing of remaining MARFOR and Service shortfalls.

(3) Responsible for verification of deployment requirements to the supported COMMARFOR (via supporting CCDR), and oversees the deployment of forces from origin to POD.

(4) ICW the MEF, provides oversight and coordinates inter-theater lift requirements with USTRANSCOM to ensure effective force closure of forces during deployment.

(5) Coordinates and provides inter-service, agency and base support to the MEF in order to enable marshalling, staging and movement of forces from origin to POE.

(6) Monitors redeployment force flow, coordinates redeployment TPFDD changes with the supported MAGTF and COMMARFOR when needed, and ensures force closure from the POD to final destination/home station.

(7) Plans and coordinates MARFOR distribution operations with DOD, Service and theater level commands/agencies in order to enable effective distribution of supplies and sustainment to support the deployment and employment of the force.

(8) ICW MARCORLOGCOM (BICmd), monitors MPF equipment and sustainment readiness, and reviews/recommends changes to equipment lists and load plans to support future deployments in support of exercises or operations.

(9) ICW Marine Corps Installations and MEFs, responsible for the identification, accountability, custody, and management of Remain Behind Equipment (RBE) during the first 60 days after the deployment of forces. (Per reference s)

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(10) ICW Fleet/Navy Force commands (NAVFORs) and supporting MEFs, publishes MEU TPFDD LOIs in order to promulgate guidance on MEU TPFDD preparation and deployment execution.

10. Commander, Marine Forces Reserve (COMMARFORRES).

COMMARFORRES commands Service retained reserve forces as directed by CMC under Title 10 responsibilities to organize, train, and equip Reserve Forces. COMMARFORRES transfers command of activated reserve units to COMMARFORCOM to integrate activated reserve forces with the AC (per guidance contained in reference g). Reserve forces are primarily used to augment and reinforce the AC as required in support of contingency planning, exercises, and service/CCDR requirements.

a. Main FDP&E roles include:

(1) ICW COMMARFORCOM, responsible for sourcing and management of COMMARFORRES force requirements within the supported CCDR's deployment TPFDD.

(2) ICW MARCORLOGCOM and the supported COMMARFOR, supports the development of WRM requirements during MEF and plans level conferences in order to ensure correct calculation of sustainment for inclusion into the overall WRWP requirement to include initial issue and the Active Force Initial Issue (Special Training Allowance Pool - (STAP)).

(3) ICW COMMARFORCOM, conducts intra-MARFORRES cross leveling of equipment to fill deploying unit shortfalls when needed, participates in the SGEWG to provide feasibility to source Service equipment shortfalls, and coordinates sourcing of remaining COMMARFORRES and Service shortfalls.

(4) ICW COMMARFORCOM, COMMARFORPAC and the supporting MEF, plans and identifies deployment ILOC and Redeployment ILOC (RILOC) requirements in order to support embarkation and movement of COMMARFORRES units and equipment from the ILOC to POE and from POD to RILOC/Home Training Center (HTC).

(5) TPFDD requirement verification/certification responsibilities:

(a) Activated reserve units under CG II MEF command. COMMARFORRES certifies deployment requirements to COMMARFORCOM, manages movement of forces from origin to ILOC, and supports movement from the RILOC to final destination (HTC) during redeployment. II MEF verifies and manages reserve unit TPFDD

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requirements while the activated unit is at the ILOC, and is responsible for movement from ILOC to POE and deployment to POD. II MEF is also responsible during redeployment for movement of the activated reserve unit from POD to the RILOC, and back to the final destination (HTC).

(b) COMMARFORPAC (I/III MEF) executing ADCON of activated reserve units. COMMARFORRES manages movement of forces to the ILOC, refines and manages TPFDD requirements with the activated units, verifies deployment requirements to COMMARFORCOM and supports movement from the RILOC to final destination (HTC) during redeployment. I/III MEF are responsible for coordinating lift schedules, POE/POD requirements and movement of the activated reserve unit from the ILOC to POE during deployment, and POD to the RILOC and final destination (HTC) during redeployment. COMMARFORCOM is responsible for verifying deployment TPFDD requirements to the Supported CCDR (via supported COMMARFOR) and monitoring the deployment of reserve units from POE to POD in the TPFDD.

(c) During exercises or TSC, COMMARFORRES is responsible for verifying TPFDD deployment requirements to COMMARFORCOM (when use of a CCDR's TPFDD is directed), and manages movement/deployment of forces from origin to POD. COMMARFORRES coordinates redeployment planning and execution with the supported COMMARFOR.

(6) Monitors redeployment force flow from theater to HTCs and coordinates redeployment TPFDD changes with COMMARFORCOM and the supported COMMARFOR when needed.

(7) ICW COMMARFORCOM, plans and coordinates distribution requirements in order to enable effective distribution of supplies and sustainment to support the deployment and employment of the COMMARFORRES units.

11. Commander, Marine Corps Installations Command (COMMCICOM) (Bases and Stations). Provides installation and infrastructure to enable Marine Corps forces to develop and sustain operational readiness, support the deployment of the force and provides capabilities to augment the MAGTF when needed.

a. Main FDP&E roles include:

(1) Upon achieving Full Operational Capability (FOC) (Oct 2012), ICW the supported COMMARFOR, COMMARFORCOM and subordinates, responsible for sourcing and management of

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base/station force requirements within the supported CCDR's force deployment TPFDD in support of exercises, contingency plans, or CAP/contingency operations.

(2) Verifies base/station force deployment TPFDD requirements (MAGTF augmentation/capabilities) to the supported COMMARFOR.

(3) ICW subordinate HQ's, responsible for the movement of base/station force deployment requirements from the origin to POE. Coordinates lift schedules and POE requirements with the supporting MEF.

(4) ICW subordinate HQs, monitors redeployment force flow and manages force closure of base/station requirements from the POD to final destination.

(5) ICW subordinate HQs and the supporting MEF, coordinates common-user inter-theater lift requirements with USTRANSCOM to ensure effective force closure of capabilities during deployment.

(6) ICW the supporting COMMARFOR and MEF, provide base/station support to enable unit marshalling, staging and movement to POE during deployment and from POD to final destination during redeployment.

(7) Plans and coordinates distribution requirements in order to enable effective distribution of supplies and sustainment to support the deployment of base/station capabilities when needed.

(8) ICW the supporting COMMARFOR and MEF, provide for the identification, accountability, custody, and management of RBE during the first 60 days after the deployment of forces. (IAW references (h) and (s))

12. Commander, Marine Air-Ground Task Force (MAGTF) ("Supported" MAGTF). A supported MAGTF consisting of Marine forces that have been assigned, allocated, or apportioned for planning to a CCDR that has the primary responsibility for all aspects of tasks assigned in the GEF, JSCP, GFMAP, or other joint operation planning authority (i.e. the CCDR tasked to prepare operations plans/orders in response to CJCS requirements). Since the main objective of FDP&E is to deploy/redeploy the force in support of the commander's concept of employment, the supported MAGTF and its subordinate commands

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are primarily responsible for development of the detailed force deployment and redeployment plans and execution of deployment and redeployment operations.

a. Main FDP&E roles include:

(1) ICW the supported COMMARFOR, develops the supported MAGTF deployment and R3 plans with supporting TPFDDs, and manages execution of the supported MAGTF's redeployment TPFDD.

(2) ICW the supported COMMARFOR, develops and refines the supported MAGTF's force list and task organization in order to enable force validation/CMC approval, sourcing, and deployment and redeployment planning.

(3) Establishes the FDP Working Group (FDPWG), Deployment Operations Team (DOT), and publishes MAGTF R3 TPFDD guidance.

(4) Serves in lead role to the supported COMMARFOR during Marine Corps TPFDD conferences and ensures deployment and redeployment TPFDDs are developed per the supported MAGTF's force deployment and redeployment plans.

(5) Participates in sustainment planning with the supported COMMARFOR in order to develop WRM sustainment requirements.

(6) Develops and submits equipment requirements (above T/E) to the supported COMMARFOR for validation, participates in the SGEWG to justify equipment requirements, and coordinates deployment guidance with the supported COMMARFOR.

(7) Monitors deployment force flow into theater, prioritizes/coordinates supported MAGTF TPFDD changes with the supported and supporting COMMARFORs when needed, and manages force closure of the supported MAGTF from POD to final destination.

(8) Verifies all supported MAGTF redeployment requirements to the supported COMMARFOR, and manages redeployment from origin to POD.

(9) Registers new force requirements in the deployment TPFDD and coordinates sourcing with the supported COMMARFOR and force providers when needed.

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(10) Identifies Service augments and combat replacement requirements to the supported COMMARFOR via the G-1.

(11) Manages execution of intra-theater and tactical lift/movement requirements with joint and inter-service agencies in order to ensure effective force closure of the supported MAGTF.

(12) Manages movement control and terminal operations agencies, marshalling/staging areas, and support nodes across the supported MAGTF to enable J/RSO&I of the supported MAGTF between the MAGTF's Area of Operation (AO) and theater POE/POD.

(13) Conducts distribution planning and operations across the supported MAGTF in order to enable effective distribution of supplies and sustainment to support the deployment and employment of the supported MAGTF.

(14) Supervises subordinate embarkation process, submits load plans, Hazardous Materiel (HAZMAT) documentation and other embarkation requirements (based on mode/source) to USTRANSCOM (TCCs) in order to plan and execute movement of unit equipment and materiel.

(15) ICW the Commander, Maritime Prepositioning Force (CMPF) and supported COMMARFOR, develops the MPF deployment plan (PO & FIE) including arrival/assembly, integration/distribution, and reconstitution/redeployment in order to support the supported MAGTF's employment and operations.

(16) ICW MARCORSYSCOM, MARCORLOGCOM, and DC Aviation, plans and coordinates PEI replacement/rotation in order to coordinate deployment and redeployment requirements.

13. Commander, Marine Expeditionary Force ("Supporting" MEF). As a force provider, provides augmentation forces and/or other support to a supported MAGTF, COMMARFOR, and JFC/CCDR.

a. Main FDP&E roles include:

(1) ICW the supporting COMMARFOR, sources and manages supporting MEF requirements within the supported CCDR's deployment TPFDD (To include MEU deployment requirements within planning/execution PIDs).

(2) Establishes the FDPWG, DOT, and publishes the supporting MEF's deployment TPFDD guidance.

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(3) ICW the supporting COMMARFOR and MSCs, the supporting MEF develops WRM/sustainment requirements based on forces sourced, Table of Equipment (T/E) or Unit Density List (UDL) and ensures sustainment block requirements are registered in the deployment TPFDD.

(4) Manages supporting MEF cross leveling of equipment to fill deploying unit shortfalls, participates in the SGEWG to provide feasibility to source MARFOR/Service equipment shortfalls, and coordinates sourcing of remaining MEF, MARFOR and Service shortfalls.

(5) Verifies supporting MEF deployment requirements to the supporting COMMARFOR, and manages the deployment of supporting MEF units from origin to POD.

(6) Verifies MEU force deployment requirements in PIDS provided by HQMC to the supported COMMARFOR (via appropriate Fleet/NAVFOR commands).

(7) Monitors redeployment force flow and manages Reception, Staging, Onward movement and Reintegration (RSO&R) of supporting MEF units from POD to home station.

(8) Manages deployment execution of the supporting MEF's inter-theater lift requirements with USTRANSCOM to ensure effective closure of the supporting MEF's units during deployment.

(9) Manages movement control and terminal operations agencies, marshalling/staging areas, and support nodes across the supporting MEF to enable movement of units between origin and POE.

(10) Conducts distribution planning and operations across the supporting MEF in order to enable effective distribution of supplies and sustainment to support the deployment and employment of the supporting MEF's units.

(11) Supervises subordinate embarkation process and submits load plans, HAZMAT documentation and other embarkation requirements (based on mode/source) to USTRANSCOM (TCCs) in order to plan and execute movement of unit equipment and materiel.

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(12) ICW MARCORLOGCOM and the supporting/supported COMMARFOR, supports the development of WRM requirements during MEF and plans level conferences in order to ensure correct calculation of MEF sustainment for inclusion into the WRMR.

14. Major Subordinate Command (MSC). In a force provider role, provides augmentation forces or other support to a supported MAGTF, COMMARFOR and JFC/CCDR, or deploys as a component of the supported MAGTF.

a. As a "force provider", main FDP&E roles include:

(1) ICW the supporting MEF, develops MSC force deployment plans, sources deployment requirements in the deployment TPFDD when directed, and manages MSC TPFDD requirements during deployment.

(2) ICW the supporting MEF, develops and refines the MSC force list and task organization in order to enable force validation/CMC approval, sourcing, and deployment planning.

(3) ICW the supporting MEF, manages cross leveling of equipment within the MSC if needed, transfers/receives equipment to fill shortfalls, and conducts marshalling, embarkation and movement as directed.

(4) Verifies MSC deployment requirements to the supporting MEF, and manages the movement of units from origin to POD during deployment.

(5) Monitors redeployment of MSC force flow, and manages RSO&R of units from POD to home station during redeployment.

(6) Sources augmentation/replacement force requirements in the deployment TPFDD when directed.

(7) Supervises and coordinates execution of the MSC's lift and movement requirements with the supporting MEF and subordinates to ensure effective force closure of units during deployment/redeployment.

(8) Manages unit movement control agencies, marshalling and staging areas, and support nodes to enable the movement of subordinate units between origin and POE during deployment and POD to home station during redeployment.

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(9) Conducts distribution planning in order to enable effective distribution of supplies and sustainment to support the deployment of subordinate units.

(10) Manages the MSC's embarkation process, verifies subordinate unit level IV data, and reviews transportation requests and load plans in order to plan and execute the movement and deployment of unit cargo.

(11) ICW subordinate units, reports departure of strategic lift missions to the MEF (IAW ref c) during deployment and ensures accurate reporting of personnel/cargo to include justification for under-utilization of lift (i.e. dropping pre-planned pax from an allocated mission).

b. As a component of a supported MAGTF, main FDP&E roles include:

(1) ICW the supported MAGTF, develops MSC R3 plans, sources R3 requirements in the redeployment TPFDD when directed, and manages MSC TPFDD requirements during redeployment.

(2) ICW the supporting MEF, develops and refines the MSC force list and task organization in order to enable force redeployment planning.

(3) ICW the supported MAGTF, identifies unit equipment needs (above T/E) to support mission requirements during deployment planning.

(4) Verifies MSC redeployment requirements to the supported MAGTF, and manages R3 from origin to final destination in another AOR, or back to home station POD.

(5) As directed, identifies new force requirements in the deployment TPFDD for force provider sourcing and deployment.

(6) Identifies Service augmentation and combat replacement requirements in the deployment TPFDD when required.

(7) Supervises and coordinates execution of the MSC's lift and movement requirements with the supported MAGTF and subordinates to ensure effective force closure of units during deployment/redeployment.

(8) Manages unit movement control agencies, marshalling and staging areas to enable unit J/RSO&I during deployment, and

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movement from origin to POE during redeployment.

(9) Conducts distribution planning and operations in order to enable effective distribution of supplies and sustainment to support the deployment and employment of subordinate units.

(10) Manages the MSC's embarkation process, verifies subordinate unit level IV data, and reviews transportation requests and load plans in order to plan and execute the movement and redeployment of unit cargo.

(11) ICW subordinate units, reports departure of strategic lift missions to the MEF (IAW ref c) during redeployment and ensures accurate reporting of personnel/cargo to include justification for under-utilization of lift (i.e. dropping pre-planned pax from an allocated mission).

15. Regimental/Group Commander. In a force provider role, provides augmentation forces or other support to a supported MAGTF, COMMARFOR and JFC/CCDR, or deploys as a component of the supported MSC/MAGTF.

a. As a "force provider", main FDP&E roles include:

(1) Provides input into the development of deployment plans, conducts sourcing in the deployment TPFDD when directed, and refines deployment requirements when needed.

(2) Identifies unit requirements and task organization in order to enable deployment planning, sourcing and verification of deployment TPFDD requirements.

(3) Identifies unit personnel/equipment shortfalls to support mission requirements, cross levels equipment between units if needed, transfers and receives equipment to fill shortfalls, and conducts marshalling, embarkation and movement during deployment as directed.

(4) Verifies unit deployment requirements to the MSC/HHQ, and executes unit deployment from origin to POE.

(5) Monitors unit redeployment force flow, and executes unit RSO&R from POD to home station during redeployment.

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(6) Coordinates lift and movement requirements with the MSC/HHQ and subordinate units to ensure effective force closure and movement of units during deployment and redeployment.

(7) Coordinates unit movements with MSC/HHQ movement control agencies, marshalling and staging areas, and support nodes during deployment and redeployment.

(8) Identifies supply/sustainment requirements during planning and coordinates distribution with MSC/HHQ logistics/distribution agencies to support the deployment of units.

(9) Reviews subordinate unit deployment data, load plans and HAZMAT documentation, and supervises unit embarkation in order to plan and execute movement and deployment of cargo.

(10) Ensure personnel accountability is accurate to enable correct manifesting at the POE during deployment. In the event that subordinate unit ULNs are under-manifested (pax drops from pre-planned/allocated ULNs) at the strategic POE, be prepared to report justification through the operational chain to the MSC within two hours of mission departure.

b. As a component of a supported MAGTF, main FDP&E roles include:

(1) Provides input into the development of R3 plans, conducts sourcing in the redeployment TPFDD when directed, and refines redeployment requirements when needed.

(2) Identifies unit requirements and task organization in order to enable redeployment planning, sourcing and verification of R3 TPFDD requirements.

(3) Identifies unit personnel/equipment to support mission requirements during deployment and R3, reorganizes and redistributes personnel/equipment between units if needed to support redeployment to another AOR, and conducts marshalling, embarkation and movement during redeployment as directed.

(4) Verifies unit redeployment requirements to the MSC/HHQ, and executes unit redeployment from origin to final destination within another AOR, or back to home station.

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(5) Identifies new force requirements (to include Service augments/combat replacements) in the deployment TPFDD when required.

(6) Coordinates lift and movement requirements with the MSC/HHQ and subordinate units to ensure effective force closure and movement of units during deployment and redeployment.

(7) Coordinates unit movements with MSC/HHQ movement control agencies, marshalling and staging areas, and support nodes during deployment and redeployment.

(8) Identifies supply/sustainment requirements and coordinates distribution with MSC/HHQ logistics/distribution agencies to support the deployment and redeployment of units.

(9) Reviews subordinate unit redeployment data, load plans and HAZMAT documentation, and supervises unit embarkation in order to plan and execute movement and redeployment of cargo.

(10) Ensure personnel accountability is accurate to enable correct manifesting at the POE during redeployment. In the event that subordinate unit ULNs are under-manifested (pax drops from pre-planned/allocated ULNs) at the strategic POE, be prepared to report justification through the operational chain to the MSC within two hours of mission departure.

16. Battalion or Company/Detachment Commander. In a force provider role, provides augmentation forces or other support to a supported MAGTF, COMMARFOR and JFC/CCDR, or deploys as a component of an MSC/supported MAGTF.

a. As a "force provider", main FDP&E roles include:

(1) Provides accurate personnel and equipment deployment data to the Regt/Group, or HHQ for input within the deployment TPFDD.

(2) Maintains an accurate garrison UDL, identifies unit shortfalls, transfers and receives equipment to fill shortfalls to support mission requirements, and conducts marshalling, embarkation and movement during deployment and redeployment as directed.

(3) Coordinates and executes unit lift/movement with the Regt/Group, or HHQ to ensure effective force closure and unit movement during deployment and redeployment.

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(4) Coordinates and executes unit movements with HHQ movement control agencies, marshalling and staging areas, and support nodes during deployment and redeployment.

(5) Identifies supply/sustainment requirements during planning and coordinates distribution with HHQ logistics/distribution sections to support unit deployment.

(6) Maintains a unit embarkation program in order to plan and execute the movement and deployment of unit personnel, equipment and materiel.

(7) Ensure personnel accountability is accurate to enable correct manifesting at the POE during deployment. In the event that subordinate unit ULNs are under-manifested (pax drops from pre-planned/allocated ULNs) at the strategic POE, be prepared to report justification through the operation chain to the MSC within two hours of mission departure.

b. As a component of a supported MAGTF, main FDP&E roles include:

(1) Provides accurate personnel and equipment redeployment data to the Regt/Group, or HHQ for input within the redeployment TPFDD.

(2) Identifies unit equipment needs (above T/E) during deployment planning to support mission requirements, maintains an accurate deployed UDL, and conducts marshalling, embarkation and movement as directed during deployment and redeployment.

(3) Coordinates and executes unit lift/movement with the Regt/Group, or HHQ to ensure effective force closure and unit movement during deployment and redeployment.

(4) Coordinates and executes unit movements with HHQ movement control agencies, marshalling and staging areas, and support nodes in order to conduct unit movement during deployment and redeployment.

(5) Identifies supply/sustainment requirements and coordinates distribution with HHQ logistics/distribution sections/agencies to support unit deployment and redeployment.

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(6) Prepares equipment/supplies and executes correct unit embarkation in order to plan and execute the movement and redeployment of unit personnel, equipment and materiel.

(7) Ensure personnel accountability is accurate to enable correct manifesting at the POE during redeployment. In the event that subordinate unit ULNs are under-manifested (pax drops from pre-planned/allocated ULNs) at the strategic POE, be prepared to report justification through the operational chain to the MSC within two hours of mission departure.

3002. FORCE DEPLOYMENT PLANNING WORKING GROUP (FDPWG) AND DEPLOYMENT OPERATIONS TEAMS (DOT)

1. The FDPWG and DOT should be established at the MAGTF level and above in order to integrate force deployment planning within the Marine Corps planning process, and ensure effective command and control over force deployment execution.

2. FDPWG and DOT membership and responsibilities

a. MAGTF FDP&E Officers/Plans Chiefs. Serve as staff lead over the FDPWG and DOT and provides critical linkage between the MAGTF, MARFOR and CDR during the force deployment planning and deployment execution processes. FDP&E Officers/Plans Chiefs are assigned to the MEF and MARFOR level headquarters (Chiefs down to MSC levels), and should be assigned within any deploying MAGTF staff above the MEB level. FDP&E Officers/Plans Chiefs have two primary responsibilities as lead over the FDPWG and DOT:

(1) FDPWG. Engages the Operations Planning Team (OPT) early and throughout the planning process to ensure that the force deployment and redeployment plan and supporting TPFDD effectively support the Commander's concept of operations, and are IAW CDR TPFDD guidance.

(2) DOT. Provides oversight, communicates the commander's deployment and redeployment priorities, and facilitates timely force flow management decisions and actions during force deployment execution in order to ensure accurate force closure.

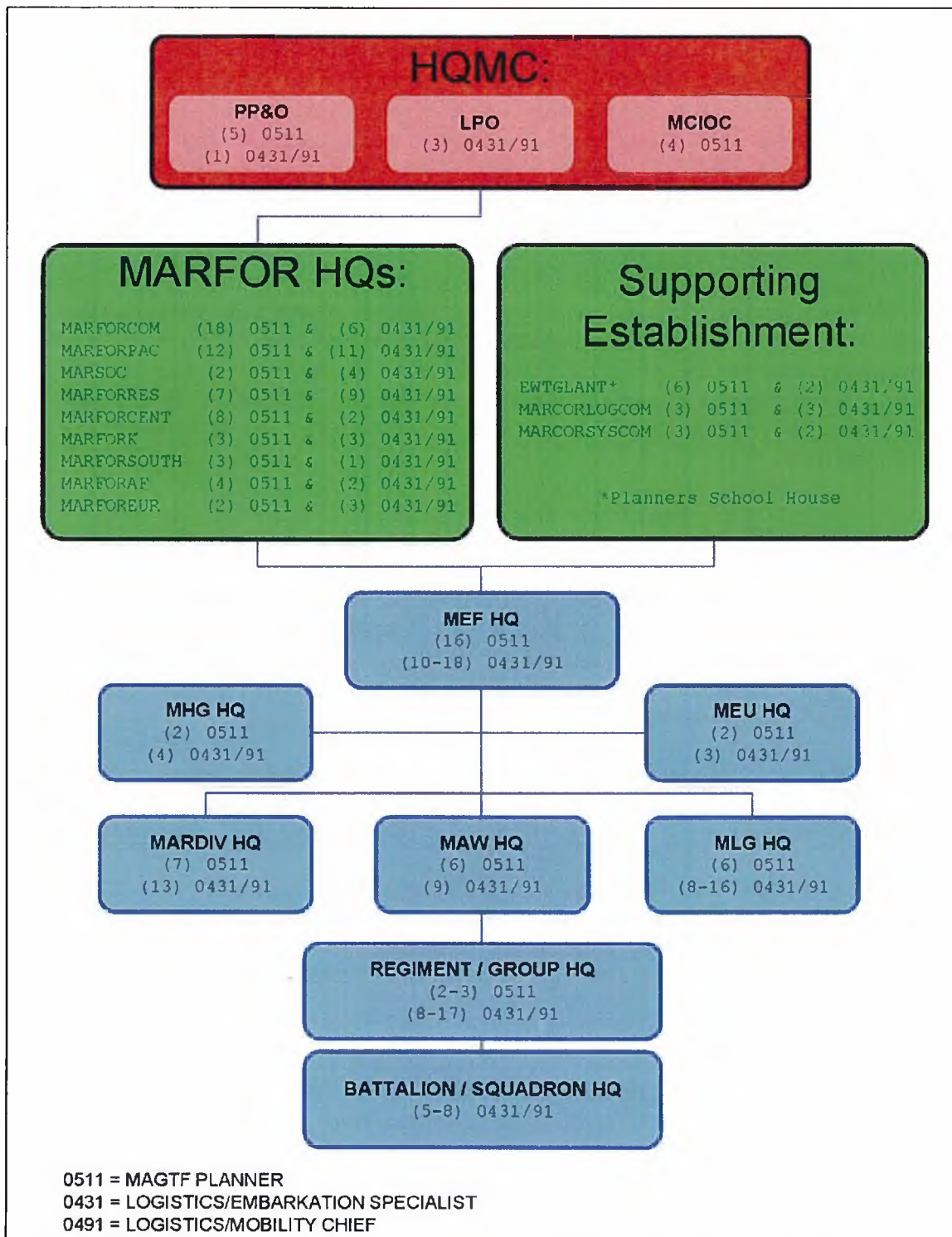


Figure 3-1.--MAGTF Planner & Embarkation Specialist Structure

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b. MAGTF Deployment and Distribution Operations Center (MDDOC) Strategic Mobility and 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. The MDDOC is a MEF agency responsible for managing deployment and redeployment execution, and distribution operations of the supporting MEF/ supported MAGTF. Primary force deployment planning and DOT responsibilities include:

(1) FDPWG. ICW the FDPWG and OPT, conducts deployment and operational distribution/sustainment planning to include: assessment of lift requirements; load planning considerations; throughput capacity analysis and identification of movement control and support requirements; physical network analysis (ports/nodes); and identification of external sustainment requirements.

(2) DOT. Monitors registration of deployment and redeployment air/surface requirements, supervises/reports submission of accurate load plans and HAZMAT documentation, and provides allocation scheduling for confirmation and movement coordination. 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/JDDOC.

c. Major Subordinate Commands (MSC) MAGTF Planners/Chiefs, Plans Officers. Provide FDP&E linkage between the MAGTF and MSC, main responsibility within the FDPWG and DOT includes:

(1) FDPWG. ICW the supporting MEF/supported MAGTF, develops the force deployment and redeployment plan and TPFDD for the MSC during the planning process and ensures both are IAW published Standard Operating Procedure (SOPs) and TPFDD guidance.

(2) DOT. Reviews TPFDD verifications and movement requirements. Coordinates any changes to ensure correct unit requirements are allocated, manifested and reported at the POE in order to ensure accurate force flow and closure.

d. COMMARFORRES FDP&E Officers, MAGTF Planners/Chiefs and activated units. Provide FDP&E linkage between COMMARFORCOM, COMMARFORRES units and the supporting MEF/supported MAGTF. Main responsibility within the FDPWG and DOT includes:

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(1) FDPWG. COMMARFORRES ICW COMMARFORCOM, the supported MAGTF and MSCs during the planning process, develops deployment and redeployment TPFDD for activated reserve units that are augmenting the MAGTF. Ensure the TPFDD is developed IAW published TPFDD guidance.

(2) DOT. Activated reserve units review verified TPFDD requirements, POE requirements and coordinate movements with the supporting MEF/supported MAGTF during deployment and redeployment. In the event of an activated reserve unit deploying out of a non-MEF controlled POE, DOT actions will be conducted between the unit, COMMARFORRES and COMMARFORCOM.

e. MAGTF G-1 Personnel Representatives. Provides MEF/MAGTF G-1 personnel representation to the FDPWG and DOT, main responsibility within the DOT includes:

(1) FDPWG. ICW the supported COMMARFOR and medical planners, coordinate casualty estimation planning.. ICW MAGTF planners, ensure that Service and individual augmentation requirements are included and sourced in the supporting TPFDD when needed. In the event requirements exceed capacity, identify shortfalls with planners and coordinate with HHQ for sourcing (per reference w).

(2) DOT. ICW the supporting MEF/supported MAGTF, MSCs and other agencies, assist 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. Maintain 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 FDPWG and DOT as required to support MAGTF deployment planning and force deployment and redeployment execution. Other attendees may include, FDP&E functional area representatives from commands and bases/stations, logistical planners, activated reserve units, other Services (i.e. AMC Liaisons), etc, to facilitate MAGTF force deployment and redeployment planning and execution.

3. FDPWG and DOT functions during FDP&E

a. FDPWG

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(1) Serve as the functional experts to the commander and OPT on FDP&E.

(2) Establish newsgroups, liaison and coordination with supporting agencies.

(3) Conduct initial force flow estimate and analysis in support of the Supported COMMARFOR and CCDR.

(4) Review HHQ orders, deployment guidance, supplemental TPFDD LOIs, and prepare/disseminate MEF/MAGTF TPFDD guidance and movement LOI.

(5) Develop overall deployment and redeployment plans to include "sub" plans (i.e. MPF, aircraft build-up/ Aviation Logistics (AVLOG) pre-stage, etc).

(6) Build TPFDD Force Requirement Numbers (FRNs) based upon task organization/force list to include WRM sustainment requirements, emergent, combat replacement requirements, etc. and coordinate/ensure sourcing as directed in MCBUL 3120.

(7) Identify and monitor Table of Organization and Equipment (T/O&E) shortfalls and coordinate equipment redistribution and deployment.

(8) Analyze initial TPFDD feasibility in order to ensure plan remains within throughput limits and aggregation.

(9) Conduct initial TPFDD refinement and tailoring as requirements are generated or changed.

(10) Be prepared to verify initial TPFDD force requirements per JOPEs Vol. III, or CCDR direction.

(11) Coordinate initial load planning to support CONOPS.

b. DOT

(1) Activate deployment support agencies.

(2) Review/confirm TPFDD requirements.

(3) Refine, tailor, review, verify and submit airlift/sealift load/stow plans and respective documentation (i.e. Hazardous Materiel Diplomatic Clearance (HAZDIP)/pre-manifests).

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(4) Review all MAGTF allocations against TPFDD requirements to ensure correct lift allocation, usage and correct phasing/ closure, and coordinate movement to POE.

(5) Review all non-MAGTF force allocations (i.e. aggregated requirements from other Services, etc.) in order to facilitate proper mission execution.

(6) Ensure proper manifesting and reporting personnel and cargo at the POE/inter-theater nodes and report arrival at the POD.

(7) Monitor movement, maintain ITV and provide forecasted deployment and force closure reporting to the command.

(8) Maximize proper use of available transportation assets and enhance force flow throughput.

(9) Enforce TPFDD procedural discipline.

(10) Ensure communications between DOT and supporting units.

(11) Track and document newsgroup/Automated Message Handling System (AMHS) message traffic.

3003. MAGTF DEPLOYMENT AND DISTRIBUTION ORGANIZATION

1. MAGTF Deployment and Distribution Policy (MDDP). The MDDP provides the framework to establish, manage, and integrate the tactical, operational, and strategic level distribution services associated with the planning, movement, and distribution of materiel, personnel, and services. The MDDP defines the distribution capabilities and processes that support the MAGTF while not hampering its inherent speed, flexibility, and agility. The MDDP integrates the functions of transportation and inventory management (i.e. shipping, receiving, packaging, warehousing, embarkation, and movement) under a single distribution process owner for the MAGTF (See reference j for more information on MDDP). There are eight elements comprising distribution capability within the MAGTF distribution process:

a. Marine Forces Component Distribution Officer (MFCDO).

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Located within the MARFOR, the MFCDO coordinates with the MAGTF MDO and CCDR'S JDDOC for all matters relating to the Marine Corps distribution efforts within the CCDR's AOR.

b. MAGTF Distribution Officer (MDO). Located within the MAGTF Command Element, the MDO coordinates and directs integrated distribution planning and operations across the MAGTF. The MDO works in close coordination with the appropriate staff representatives to coordinate and direct MAGTF integrated distribution planning and operations.

c. MAGTF Deployment and Distribution Operations Center (MDDOC). Located within the MAGTF Command Element, the MDDOC will conduct integrated planning, provide guidance and direction, and coordinate and monitor transportation and inventory resources as they relate to management of the MAGTF's distribution process.

d. MAGTF Movement Control Center (MMCC). The MMCC, a standing element of the MDDOC, allocates, schedules, and coordinates ground transportation requirements based on the MAGTF Commander's priorities. The size and scope of the MMCC scales to meet mission requirements for the size of MAGTF in which it supports (MEF, MEB, MEU, and Special purpose MAGTF (SPMAGTF)). The MMCC may require augmentation to execute movement command and control based on operational tempo. The MMCC supports the planning and execution of MAGTF movements and reports directly to the MDDOC. The MMCC coordinates all MAGTF ground movement scheduling, equipment augmentation, transportation requirements, materiel handling equipment, and other movement support. In addition, it coordinates activities with installation operations, support groups, and Unit Movement Control Centers (UMCC), and directs the efforts of Terminal Operations Organizations (TOO).

e. Unit Movement Control Center (UMCC). UMCCs are established as standing organizations at MSCs, and as required for units subordinate to MSCs. UMCCs serve as Transportation Capacity Managers (TCM). UMCCs ensure units are prepared for embarkation and coordinate the movement of forces.

f. MAGTF Materiel Distribution Center (MMDC). The MMDC will be located in the Logistics Combat Element (LCE). The mission of the MMDC is to provide general shipping, receiving, and consolidated distribution and to maintain asset visibility to enhance throughput velocity and sustain operational tempo. The MMDC is considered a distribution agency.

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g. Distribution Liaison Cells (DLC). DLCs are considered distribution elements and will be manned by the LCE. DLCs will be task organized and structured to perform various distribution tasks.

h. Terminal Operations Organizations (TOO). TOOs are integral to the deployment and distribution system by providing support at strategic, operational, and tactical nodes. TOOs are established under the operational control of the MMCC and/or the MDDOC. Examples of TOOs are Arrival/Departure Airfield Control Group (A/DACG), Port Operations Group (POG), Beach Operations Group (BOG), Rail Operations Group (ROG), and the Movement Control Agency (MCA) of the Landing Forces Support Party (LFSP). TOOs will be task organized, manned by the LCE, and augmented by MSCs as required. Types of TOOs include:

(1) Port/Beach Operations Groups (POG/BOG). POGs are organized to support ship embarkation, traffic control, Materiel Handling Equipment (MHE), and stevedore support for loading and unloading of ships. BOGs organize and develop the beach area as necessary to support the offload and throughput of equipment and supplies (BOGs also support MPF offload operations).

(2) Departure/Arrival Airfield Control Groups (DACG and AACG). The DACG is responsible for receiving deploying equipment from units at the APOE, and coordinating with the Air Force Contingency Response Element (CRE). DACGs ensure that cargo and personnel are properly prepared for air shipment and positioned at the ready line. AACGs operate at the APOD and ensure that cargo and personnel are properly unloaded from aircraft and pass through the APOD.

(3) Helicopter Support Teams (HST). HSTs support the rapid build-up of combat power into Helicopter Landing Zones (HLZ) during employment of helicopter-borne forces. The HST supports the establishment of the HLZ and the rigging of equipment when needed.

(4) Railhead Operations Group (ROG). ROGs provide the expertise in loading and securing equipment on different types of railcars, and conducts traffic control/coordination at the railhead.

2. MPF organizations (MPF enablers). The MAGTF will form a number of temporary organizations whose purpose is to transform

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the personnel, equipment and materiel of an MPF into a viable combat force.

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

b. MAGTF Offload Liaison Team (MOLT). A MOLT is a small organization usually comprised of the MAGTF MPF cell that coordinates MPS off-load between the Naval Support Element (NSE), the ship's master, and the Marine Offload Preparation Party (OPP). The team also acts as the Arrival and Assembly Operations Group (AAOG) liaison on-board the MPS flagship.

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

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

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

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

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

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Chapter 4

FDP&E Process (Deployment)

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FDP&E PROCESS (DEPLOYMENT).	4001	4-6

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4000. MARINE CORPS PLANNING PROCESS (MCPPE) AND FDP&E1. MCPPE explained

a. The MCPPE is a doctrinal planning process used by Marine Corps operating forces. The MCPPE is aligned with both deliberate and CAP and serves as a vehicle for commanders and staff to provide input into the JOPP. The MCPPE interfaces with the deliberate planning process during the COMMARFOR's supporting plan development phase. COMMARFOR and MAGTF supporting plans are developed once the CCDR's concept has been approved and a plan has been developed. Supporting plans address the tasks identified for the MARFOR/MAGTF, and outline the missions of assigned and augmenting forces. The MCPPE interfaces with the CAP process as the crisis develops and continues throughout the process as MARFOR/MAGTF planners develop new plans, or expand/modify existing contingency plans.



Figure 4-1.--MCPPE Process

b. The MCPPE is organized into a six step process, however, planning is not sequential in nature, but is conducted in an interactive manner due to constant evolution of the situation and available information. The MCPPE provides the commander and his staff a means to organize their planning efforts and transmit the plan to HHQ, subordinates, and supporting commands. Through this process, all levels of command can begin their planning effort with a common understanding of the mission while meeting the commander's intent. Interactions among the planning steps allow for a concurrent, coordinated planning effort that maintains flexibility, makes efficient use of available time, and facilitates continuous information sharing.

2. FDP&E within the MCPPE and joint process. Force deployment and redeployment planning is considered functional planning that involves development of a detailed supporting deployment and redeployment plan during exercises, deliberate, or crisis action planning. Force deployment and redeployment execution is a command and control function focused on executing force deployment and redeployment operations after appropriate approval authority has been granted. Developing the MAGTF's deployment and redeployment plan and supporting TPFDDs is

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inherently joint, complex, and requires detailed planning and synchronization. Therefore, "nesting" the joint operation planning process, MCPP and the FDP&E process is critical to ensuring the MAGTF's deployment/redeployment plan is supportable within joint and the CCDR's deployment guidelines.

3. MCPP Steps and FDP&E activities. The MCPP is comprised of the following six steps: (1) Problem framing, (2) COA development, (3) COA wargaming, (4) COA comparison and decision, (5) Orders development, and (6) Transition. The ten FDP&E activities occur within each of the MCPP steps, however, just like in the MCPP, FDP&E activities are sequential, but may overlap, and need to be conducted in parallel due to compressed planning timelines and requirements. FDP activities take place during MCPP steps (1) through (5), while FDE activities usually begin during MCPP step (5) and carry through step (6). Depending on the situation, force deployment and redeployment planning and execution activities can run in a continuous parallel cycle in the case of force rotation, or to support redeployment operations. Below identifies a sequential listing of the ten FDP&E activities within each of the six MCPP steps:

- a. MCPP Step 1 (Problem framing)
 - Receive and analyze the mission
- b. MCPP Step 2, 3 and 4 (COA dev, War-gaming, Decision)
 - Develop the concept of operations
 - Determine requirements
 - Phasing force flow
 - Source requirements
- c. MCPP Step 5 (Orders development)
 - Tailor and refine requirements
- d. MCPP Step 6 (Transition) (Assuming parallel execution)
 - Verify movement requirements
 - Marshal and move to POE
 - Manifest and move to POD
 - J/RSO&I

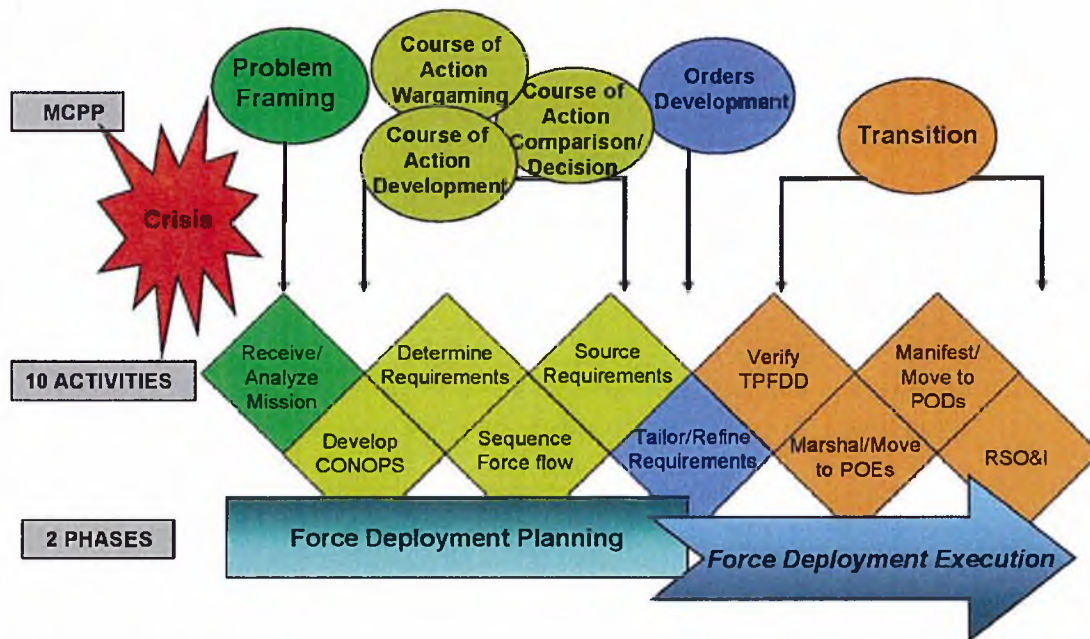


Figure 4-2.--MCPPE and FDP&E Process

4. FDP&E within the MCPPE

a. Establishment of the FDPWG and DOT. In order to ensure unity of effort, MAGTF commanders require a single source to develop deployment/redeployment plans and manage execution. To achieve this, after the MAGTF commander directs establishment of the OPT, the MAGTF should establish the FDPWG to integrate deployment and redeployment planning within the MAGTF's planning process. The FDPWG, MDDOC and the OPT should work as an integrated team throughout the planning process to ensure the MAGTF's force deployment/redeployment plan supports the commander's CONOPS and is IAW JFC/CCDR guidelines. Upon plan execution, the operations officer should direct the establishment of the DOT in order to manage the MAGTF's force deployment and redeployment execution.

b. Overview of force deployment plan development

(1) The MAGTF CONOPS serves as the basis for FDP&E and details phases of the operation, prioritizes missions within each phase, and identifies the forces required to meet mission requirements.

(2) Once a notional force list is identified and certain critical information from the JFC/CCDR is available, such as an

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area of operations, deployment C-Days, ports of embarkation and debarkation and throughput capacities, the FDPWG should develop an initial force deployment/redeployment concept and TPFDD during COA development. The FDPWG, MDDOC and OPT will review operational, logistical, and deployment/redeployment requirements of the MAGTF and the FDP&E Officer will construct an initial force deployment/redeployment concept that should include the MAGTF's force flow timeline from pre-deployment activities through J/RSO&I and force closure to final destinations. The deployment/redeployment concept will enable continued force provider planning and continued MAGTF FDP coordination and actions.

(3) Upon COA decision, when mission and force prioritization and requirements have been established, the detailed force deployment and redeployment plan and TPFDD can be developed, sourced and completed. ICW the OPT, the FDPWG develops the force deployment/redeployment plan and TPFDD by utilizing the MAGTF's task organization and known force requirements, then applying phasing of the force per the order of battle/R3 CONOPS. The FDPWG coordinates with GFM and logistical planners to ensure approved force sourcing and supporting materiel are resident within the TPFDD and continue to resolve unsourced requirements. During the MCPP, the supported COMMARFOR is required to submit the initial TPFDD to the supported CCDR in order to facilitate lift analysis, transportation planning and register the MAGTF's initial lift requirement. The FDPWG ensures the deployment/redeployment plan and TPFDD are IAW the supported CCDR's TPFDD guidance and continues to coordinate adjustments to the plan with the OPT, supporting/supported COMMARFORs and supported CCDR when needed.

(4) During orders development and transition, the FDPWG continues to refine force requirements within the deployment/redeployment plan and TPFDD with the OPT due to changes in mission, sourcing solutions, or new force requirements. If deployment/redeployment execution is approved, or there is a possibility of approval, the DOT will verify initial MAGTF force requirements to the CCDR or other agencies for validation, in order to enable CCDR and lift provider allocation and movement planning. The MDDOC will assess all modes of lift to support the deployment/redeployment of the force, coordinate requirements, and prepare for the movement of the force. The MDDOC will start pre-deployment/redeployment operations to include embarkation coordination, movement and staging, and mitigate issues with other members of the DOT when needed.

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c. Transitioning the force deployment plan to execution

(1) In the case of crisis or contingency, force deployment/redeployment operations can only be executed after release of an EXORD (intra-theater movements of equipment and materiel within a CCDR's AOR to set conditions can usually precede an EXORD). Force deployment/redeployment operations that support Service/CCDR requirements (exercise/TSC, etc.) need only appropriate Service/CCDR approval and coordination with lift providers.

(2) Upon approval of force deployment/redeployment operations, the DOT will assume its execution responsibilities. During execution, the DOT will review verification of TPFDD requirements, coordinate adjustments to the plan, and ICW MDDOC, MARFOR, and lift providers, set force flow priorities when needed. Upon allocation of lift and to ensure accurate force closure, ICW the MDDOC, the DOT reviews allocations against requirements to ensure correct allocation and utilization of lift, and verifies inter-theater movement schedules to coordinate movements to the POE. The MDDOC ensures effective port and nodal operations to support and manage the MAGTF's deployment, redeployment and J/RSO&I.

(3) The FDP&E Officer provides commanders, operations officers and staff with force flow updates that include pre-deployment/redeployment force movements to the POE, forces in transit, and force closure to final destination. During execution, the DOT and MDDOC work together in identifying issues that affect force closure with appropriate MAGTF staff, MARFORs, CCDR and other agencies.

4001. FDP&E PROCESS (Deployment)

1. The process is based on both force deployment planning and execution in support of a large contingency operation involving a MEB or higher force requirement. The FDP&E process can be used as a guideline during any situation and includes a maximum amount of FDP&E tasks that can be scaled down per the situation and deployment requirement. The process is organized under the FDP/FDE phases and ten FDP&E activities, with corresponding tasks associated to each of the eight functional areas.

2. Phase I - Force Deployment Planning (FDP) (Deployment). In response to an incident, or possible incident, the CJCS issues a WARNORD directing the supported CCDR to develop COAs for SecDef

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and CJCS review in order to provide military response recommendations to the President. The supported COMMARFOR participates in CCDR planning and assigned or attached MAGTF commanders support the COMMARFOR's planning process as directed in report for planning guidance. After approval of a COA, the CJCS will issue an ALERTORD, to direct continued planning and development of the OPORD. (Prior to SecDef approval, a PLANORD could be given to facilitate continued planning if needed). In the case of possible execution of crisis/contingency operations, Prepare to Deploy Orders (PTDO) may be given to start movement and/or positioning of forces in order to increase deployability posture.

a. Receive and analyze mission. The supported COMMARFOR and MAGTF receives HHQ planning guidance, conducts commander's orientation/guidance, analyzes tasks and develops mission statements that include operational requirements and information to include: major forces, type of operation, timing, location, purpose and intent. The supported COMMARFOR advises the CCDR on USMC capabilities to support probable COAs as they are developed. Initial staff assessments of supportability are prepared at all levels of command as needed.

(1) MAGTF Plans/JOPES

(a) In conjunction with the establishment of the OPT, supporting/supported COMMARFORs, supporting MEFs and the supported MAGTF establish the FDPWGs as required.

(b) The supporting/supported COMMARFORs, supporting MEFs and supported MAGTF review the supported CCDR's supplemental TPFDD LOI and other applicable orders/guidance, in order to prepare/disseminate deployment TPFDD guidance as required.

(c) The supported COMMARFOR ICW the MAGTF, assist in the CCDR's initial assessment of strategic movement requirements if needed (Based on an available contingency plan, or initial force list and TUCHA data).

(d) All levels establish communications via newsgroups and AMHS. (Ensure appropriate HQMC DCs/agencies and COMMARFORCOM are info'd in correspondence above the MEF level).

(e) The supporting/supported COMMARFORs, supporting MEFs and supported MAGTF ICW CCDR/Service JOPES FMs, ensure PID

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permissions are correct to enable planner access to JOPEs. (See Appendix A for detailed information on JOPEs accounts)

(2) Global Force Management (GFM)

(a) The supported COMMARFOR ICW the supported MAGTF, supporting COMMARFORs and DC PP&O start initial force planning and coordination to identify force requirements and sourcing solutions.

(b) The supported COMMARFOR ICW DC PP&O and COMMARFORCOM assess readiness of assigned/Service retained forces for future sourcing, and are prepared to identify force shortfalls for future USMC allocation process if needed.

(c) DC PP&O ICW COMMARFORCOM and the supporting/supported COMMARFORs start developing force allocation guidance.

(3) Mobility/Embarkation

(a) ICW the supporting MEFs, the MSCs maintain garrison unit deployment data in order to expedite sourcing of deployment requirements. (Per reference o)

(b) The MDDOC develops feasibility of support by considering likely force composition, inherent personnel, equipment, and supplies for deployment based on mission requirements. The MDDOC utilizes initial Deployment and Distribution (D2) architecture and nodal analysis intelligence and CONOPS assumptions to develop initial feasibility of support and initial requirements for external support, etc.

(4) Distribution

(a) DC I&L (LPD/LPC), ICW the supported COMMARFOR and MAGTF (MDDOC/MLG MMDC) establishes initial coordination with DLA distribution, commercial transportation providers, MARCORLOGCOM and CCDR J4 in order to coordinate DOD Activity Address Codes (DODAAC) pure pallet route plans and obtain visibility of initial CCDR theater distribution nodes/modes.

(b) DC I&L (LPD) coordinates, publishes and provides guidance for TAC to support all modes of transportation in order to ensure accurate billing. (Per reference t)

(5) War Reserve Materiel Requirements (WRMR) Program

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(a) DC I&L (LPO) releases guidance for the WRWP to support the supported MAGTF's initial sustainment and force deployment planning.

(b) The supporting MEFs will prepare and submit plan level data to the MARCORLOGCOM War Reserve Planning Branch (WRPB) IAW the DC I&L (LPO) guidance message. (Per reference i)

(6) Supply/Sustainment

(a) DC I&L, MARCORLOGCOM, the supported COMMARFOR and MAGTF begin initial coordination for long term sustainment support and planning with strategic (primarily DLA)/theater level support agencies and vendors.

(b) DC I&L (LPC) develops supply policy that addresses equipment accountability and reporting procedures.

(c) Class VII (major end items)

1. The supported MAGTF develops the initial equipment requirement utilizing the T/E as a baseline for future HQMC (SGEWG) assessment and validation (Detailed to the battalion/separate company/detachment levels) if needed.

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

(7) Prepositioning

(a) ICW the supported COMMARFOR, the supported MAGTF determines ashore and afloat based prepositioning requirements that best supports the mission.

(b) The supported MAGTF determines additional forces, equipment and supplies required to support MPF arrival and assembly operations.

(8) Personnel

(a) The supporting/supported COMMARFORs, supporting MEFs and supported MAGTF ensure all personnel planning requirements (Service augmentation (SA), individual augmentation (IA) and combat replacements) are accurately identified when

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planning the deployment of the MAGTF to include coordinating the sourcing of manning documents, per ref (w).

(b) DC M&RA verifies and establishes manpower policies to support future SA, IA and combat replacement requirements process.

b. Develop Concept of Operations (CONOPS). The CONOPS is a general description of actions taken to accomplish the mission and provides an overall picture of the operation. CONOPS development starts during COA development and is refined when the COA is approved. The approved COA will include: mission purpose and tasks for main and supporting efforts; initial task organization; operational phasing; supporting functional concepts; and updated staff estimates. FDP&E planners develop detailed functional FPD&E plans and supporting TPFDDs once the COA, CONOPS and functional concepts are complete.

(1) MAGTF Plans/JOPES

(a) ICW the supported MAGTF, the supported COMMARFOR develops the TPFDD shell (FRNs) (Based on the force list or initial task organization) to include major force requirements, CRD and POD. If necessary, the supported COMMARFOR should create supporting TPFDDs/force modules to support multiple COAs. Planning data (TUCHA) can be used to support initial planning until a detailed TPFDD can be developed.

(b) ICW the supported COMMARFOR, the supported MAGTF develops an initial force deployment concept that utilizes initial force requirements/phasing of force flow. The concept should include a planning timeline that supports embarkation, movements to ports, force deployment, force closure and J/RSO&I (throughput) to the final destination.

(c) The supported MAGTF assesses COAs and the supporting force deployment concept against CCDR force deployment guidance to ensure the commander's CONOPS and priorities are supportable within CCDR force deployment constraints and guidance.

(d) All levels coordinate and verify early deployment requirements when needed (i.e. Site surveys, advance parties, MPF enablers, etc.).

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Detail	FRN
ULN:	M1CG1
UTC:	PHRAA
Force Description:	RECON BN (-)
Service:	M
UIC:	(EMPTY)
Unit Name:	(EMPTY)
ProvOrg:	(EMPTY)
PAX:	45
SIC:	S
Cargo:	45.3
RLD:	(EMPTY)
ALD:	(EMPTY)
EAD:	C224
LAD:	C226
RDD:	C229
Origin:	(EMPTY)
POE:	(EMPTY)
POD:	Ali Al Salem
POD M/S:	AK
Destination:	Al Asad
FTN:	5550K045069

Figure 4-3.--FRN Information

(e) The supporting MEFs and supported MAGTF stay abreast of MDDOC movement control planning and distribution planning.

(f) The supporting MEFs and supported MAGTF integrate mobilized reserve units in planning and coordinate FDPWG representation when needed.

(g) The supporting MEF and supported MAGTF coordinate with non-Marine units that will be attached to the MAGTF in order to facilitate deployment planning and FDPWG representation when needed.

(2) Global Force Management (GFM). The supported COMMARFOR ICW the supported MAGTF, supporting COMMARFORs/MEFs, DC PP&O and COMMARFORCOM continue force planning in order to plan future sourcing solutions.

(3) Mobility/Embarkation

(a) The supporting MEF and supported MAGTF MDDOC refine movement preparation and execution support planning based

on CONOPS requirements and initiate movement control and nodal support requirements planning.

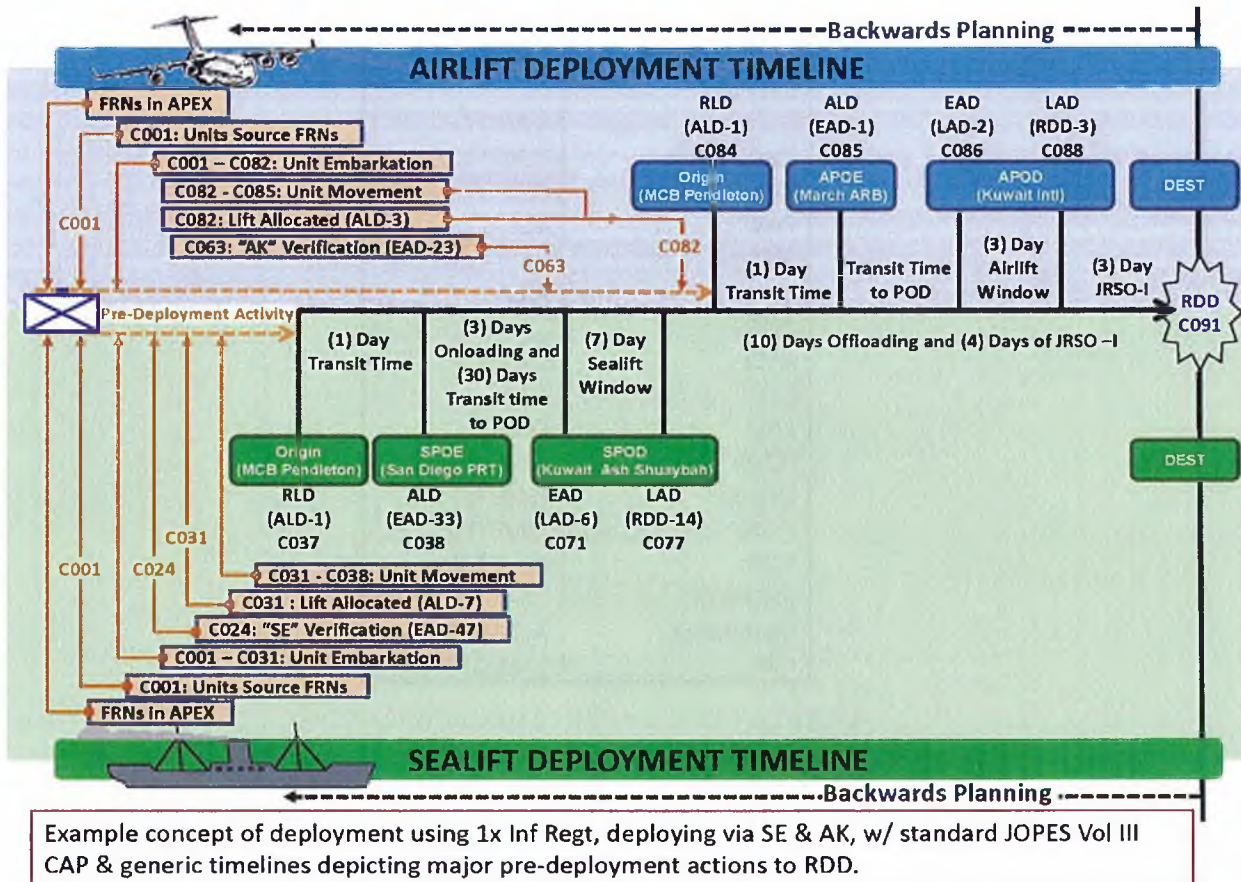


Figure 4-4.--Conceptual Force Deployment Timeline

(b) The supporting MEF and supported MAGTF MDDOC validate feasibility of support for holistic CONOPS movement planning and execution support. Verify planned force-list units, equipment and supplies can be deployed by likely conveyances. Identify equipment and supplies/containers planned for deployment that require special consideration for conveyance, nodal support or movement control.

(c) ICW the supporting MEF's FDP&E section, the MDDOC verifies deployment POE/D and attendant support requirements (i.e. inland transportation, etc.).

(d) The MDDOC begins to develop required guidance (i.e. marshalling, movement, AIT/AIS and embarkation LOI). (See Appendix O for example LOI)

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(e) The MDDOC determines AIT/AIS concept of operations and/or requirements for MAGTF-level (to incl MPF) ITV support to include nodal support from origin to destination.

(4) Distribution

(a) The supporting MEF MDDOC ICW supporting establishment (Distribution Management Offices (DMO) bases/stations) starts to identify staging areas for cargo, passengers (PAX) and PEIs for inclusion into the future movement and embarkation LOI.

(b) The MLG ICW the supporting MEF and supported MAGTF identifies MMDC Table of Organization (T/O) and T/E surge requirements to support both home station and forward deployment sustainment reception and distribution requirements.

(c) ICW the supporting establishments (base/stations DMO/Provost Marshal Offices (PMO), and facilities), the MEF G-1/G-4 identifies deployment storage of personal effects/vehicles for future input into the supporting MEF's deployment LOI to support unit and possible Casualty Assistance Calls Officer (CACO) requirements.

(d) The MMCC coordinates availability of commercial assets (Bus, rail, truck, MHE, etc.) to support unit movement to POE.

(e) ICW the MDDOC, supporting establishments (bases/stations) develop CONOPS to execute future commercial movement requirements.

(5) War Reserve Materiel Requirements (WRMR) Program. MARCORLOGCOM ICW DC I&L (LPO), the supporting COMMARFORs/MEFs and supported COMMARFOR continues to assess the supported MAGTF's WRWP initial sustainment requirement and force deployment planning.

(6) Supply/Sustainment

(a) ICW the supporting MEF and supported MAGTF, the Marine Aircraft Wing (MAW) provides initial determination of pre-staged AVLOG requirements based on projected aircraft Types, Models, and Series (T/M/S) to support the mission.

(b) Class VII (major end items). The supported MAGTF continues development of equipment requirements.

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(7) Prepositioning

(a) The supported CCDR will submit MPS requirements via RFF (if MPS was not previously identified as part of an approved OPLAN or OPORD), and SecDef approval of MPS deployment will be contained in relating DEPORD/EXORD. (Per reference u)

(b) The supported COMMARFOR ICW the supported MAGTF determines major units that will be assigned prepositioned assets and ensure FIE FRN requirements are identified in the TPFDD.

(c) ICW the supported COMMARFOR, the supported MAGTF determines prepositioning employment (ashore/afloat) CONOPS to include:

1. Movement of enablers to execute MPF arrival and assembly.

2. Ensure NSE and Naval Mobile Construction Battalion (NMCB) integration in MPF planning efforts.

3. Develop Aviation Logistics Support Ship (T-AVB) and Dry Cargo-Ammunition Ships (T-AKE) requirements and concept of employment.

(d) ICW the supported COMMARFOR, the supported MAGTF develops MPF arrival and assembly CONOPS to include all temporary arrival and assembly organizations.

(8) Personnel. IAW DC M&RA planning guidance, the supported COMMARFOR develops deployment guidance for SA, IA, and combat replacements.

c. Determine requirements. Determining force requirements starts during COA development and continues through detailed planning, TPFDD verification and deployment. After major force requirements are identified by the CCDR and coordinated by the supported COMMARFOR, detailed force requirement planning shape the MAGTF and ensures all capabilities are identified. Determining detailed force requirements will include: identifying specific force capabilities; theater specific and unit equipment and initial sustainment requirements.

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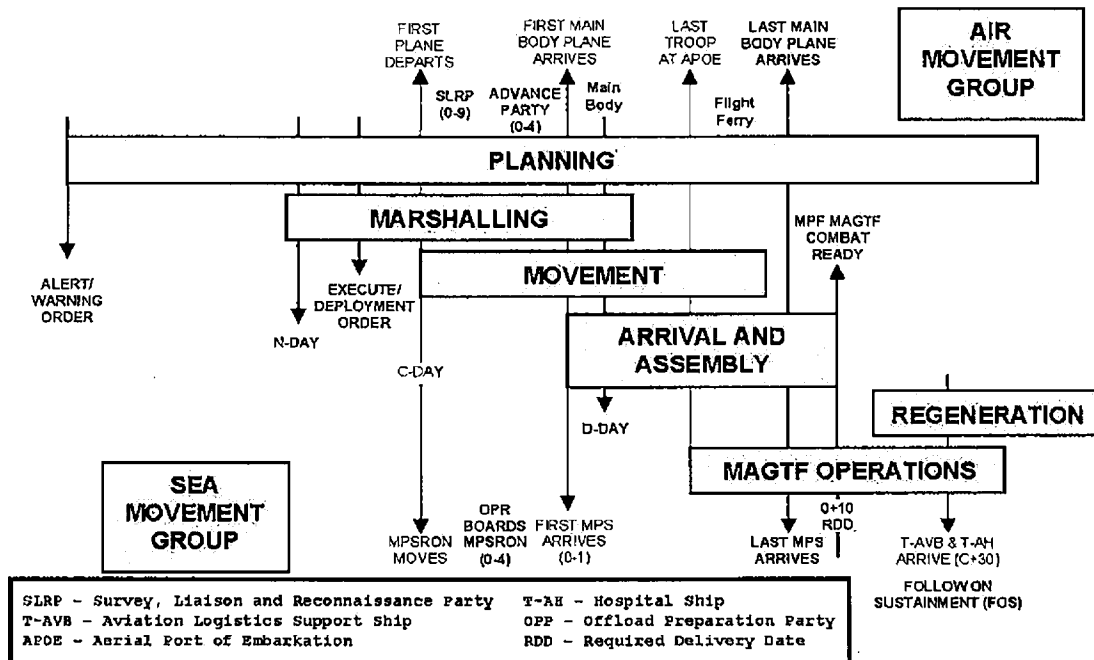


Figure 4-5.--MPS CONOPS/Phases of Operations

(1) MAGTF Plans/JOPES

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

(b) ICW the supported MAGTF, the supported COMMARFOR determines and creates FRNs when required for initial SA/IA requirements.

(c) The supported COMMARFOR and MAGTF participate in the HQMC (SGEWG) global equipment sourcing planning process in order to provide initial deployment plan (timelines and requirements) to facilitate future global equipment sourcing and deployment if needed.

(d) The supported COMMARFOR/MAGTF and supporting MEFs participate in the process to source units requiring augmentation (SA, IA and combat replacements) (per reference w).

(e) In case of (ICO) MEU employment requiring intra-theater lift, the supported MEU must BPT develop force

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deployment requirements within the CCDR's designated intra-theater deployment TPFDD and/or submit requirements within Intra-Theater Airlift Requests System (ITARs) during execution.

(2) Global Force Management (GFM)

(a) The supported COMMARFOR ICW supporting COMMARFOR registers force requirements (to include MPF) within the JCRM in order to identify force requirements.

(b) Upon receipt of validated CCDR/Service requirements, COMMARFORCOM ICW DC PP&O, DC M&RA, supported/supporting COMMARFORs, MARFORRES and the MAGTF, determines force sourcing solutions.

1. Verify the readiness of assigned CCDR forces and determine forces to be allocated to the supported CCDR via RFF/RFC process. DC PP&O approves the force allocation plan.

2. IAW reference g, MARFORCOM ICW MARFORRES ensures reserve unit sourcing solutions are sourced against force requirements with a LAD no earlier than + 34 days from the reserve unit's future activation. (Unless a reserve unit's availability and readiness is determined feasible to meet an earlier deployment Available to Load Date (ALD)).

3. Determine sourcing of MAGTF augmentation, SA and IAs. ICW COMMARFORCOM, DC M&RA approves as required.

4. COMMARFORCOM submits USMC force sourcing solution to include force shortfalls via DC PP&O to the JFP (JS J31) for approval, and final CJCS approval.

5. COMMARFORCOM submits request for activation to DC PP&O for reserve forces allocated to support the operation. (See reference g for more information on the reserve activation process)

(c) Units requiring individual augmentation will submit requirements with justification for inability to source IAW reference w IOT determine individual augmentation requirements.

(3) Mobility/Embarkation

(a) ICW the supporting/supported COMMARFORs, the supporting MEF and supported MAGTF initiates movement planning,

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identifies key transportation milestones and nodes, and begins coordination for establishing support requirements (To include mobility/support assets (i.e. pallets, dunnage, etc.)).

(b) ICW the supported COMMARFOR, the supported MAGTF conducts intra-theater and tactical movement planning.

(c) ICW the supporting/supported COMMARFOR, the supported MAGTF determines unit move (including MPF) AIT/AIS requirements.

(4) Distribution

(a) The supporting MEF and supported MAGTF determine level of cargo expeditors (DLC teams) at POE/Ds, to include planning for personnel and equipment/systems needed at key nodes.

(b) The MDDOC initiates and refines distribution movement and JDDE interface planning (with specific attention to aviation requirements planning).

(5) War Reserve Materiel Requirements (WRMR) Program.
ICW the supported COMMARFOR, DC I&L (LPO) and MARCORLOGCOM assess existing sustainment plans in order to identify existing stocks and potential sustainment requirements.

(6) Supply/Sustainment

(a) ICW HQMC agencies and supported COMMARFOR/MAGTF, the supporting COMMARFOR and MEFs begin to determine supply requirements (Class I - X) for both WRM and long term sustainment.

(b) No later than (NLT) 90 days before MAGTF deployment, the supported COMMARFOR validates equipment requirements (identifies above T/E - detailed to Bn level).
(Per reference k)

(c) ICO global equipment sourcing, HQMC (SGEWG) begins sourcing assessment (available supply inventory, war reserve and prepositioning programs, and programmed/un-programmed procurements), and DC I&L (LPO) updates the deploying MAGTF's equipment requirements to ensure visibility and accountability across the Service.

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(d) ICW the supporting MEF and supported MAGTF, the MAW refines employment of Contingency Support Packages (CSPs) based on MAGTF CONOPS and the ACE's mission.

(e) Using the MALSP, and ICW the MAGTF ACE, the supporting MAW determines notional CSP sources, types, and concept of deployment/employment and integration with Navy and prepositioned assets (if applicable).

(7) Prepositioning

(a) The supported COMMARFOR ICW the MAGTF determines all units that will be assigned prepositioned assets, refines FIE requirements and ensures accurate FRNs are created within the deployment TPFDD.

(b) ICW the supported COMMARFOR, the supported MAGTF determines employment prepositioning (ashore and/or afloat) requirements to include:

1. Finalize enabler requirements to execute MPF arrival and assembly (sourcing, movement (inclusive or separate from MAGTF), timing, etc.)

2. Ensure synchronization of NSE and NMCB enabler requirements within the MPF arrival and assembly plan.

(c) ICW the supported COMMARFOR, the supported MAGTF identifies if with-hold MPF shipping to support mission requirements after MPS off-load is needed.

(8) Personnel

(a) ICW with the supporting COMMARFOR and MEF, the supported COMMARFOR and MAGTF identifies initial SA, IA, and combat replacement requirements for deployment in order to coordinate the creation of FRNs in the supporting TPFDD as needed.

(b) ICW the supporting COMMARFOR, MEF and DC M&RA, the supported COMMARFOR and MAGTF coordinate casualty estimation in order to identify combat replacement requirements. Output should be by grade and Military Occupational Specialty (MOS), and is used in TPFDD development. G-1's coordinate with medical planners, who determine Navy echelons of care for medical support and MEDLOG.

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(c) ICW the supported COMMARFOR, the supporting COMMARFOR includes identified casualty replacement planning requirements in the deployment TPFDD when needed.

(d) ICW COMMARFORCOM, supported/supporting COMMARFORs, MEF/MAGTF, DC M&RA begins planning combat replacement pools using both active and reserves (IRR) if needed.

d. Force phasing. Phasing force flow starts during COA development and continues through detailed planning until TPFDD verification of deployment requirements. During initial force planning, major force requirements are identified and assigned Required Delivery Date (RDD)/CRDs by the CCDR ICW the supported COMMARFOR. Based on the RDD or CRDs, the MAGTF ICW the supported COMMARFOR will determine detailed phasing of MAGTF capabilities in the order in which units should arrive in theater. FDP&E planners will ensure that phasing supports the commander's CONOPS, while abiding by established CCDR TPFDD guidance.

(1) MAGTF Plans/JOPEs

(a) ICW the supported COMMARFOR, the supported MAGTF develops the force deployment plan utilizing the MAGTF task organization and determines detailed phasing for unit deployment and arrival in theater IAW the CONOPS and CCDR TPFDD guidance. (See Appendix G for example of a deployment and Relief In Place (RIP) plan)

(b) The supported COMMARFOR ICW the supported MAGTF ensures accurate phasing in the TPFDD shell and completes FRNs for future sourcing by the supporting COMMARFOR/MEFs.

(c) The supporting/supporting COMMARFORs and supported MAGTF coordinate adjustments to the TPFDD phasing based upon changes in the commander's priority, operational environment, or unit readiness.

(d) The supporting MEF ICW the MDDOC identifies and coordinates unit phasing requirements in order to ensure synchronization of pre-deployment embarkation and movement planning to POE.

(e) The supported COMMARFOR and MAGTF participate in CCDR J/RSO&I planning conferences when necessary to provide the

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MAGTF's throughput requirements, identify constraints, mitigate delays and refine the force deployment plan.

(f) The supported COMMARFOR builds WRWP FRNs in the deployment TPFDD (by supply class and associate to MAGTF level) for future MARCORLOGCOM (WRPB) sourcing and deployment of on-hand sustainment materiel.

(2) Global Force Management (GFM)

(a) Within the GFM process, the supporting COMMARFORs ICW the supported COMMARFOR/MAGTF, and supporting establishment, ensures pre-deployment training is planned IAW deployment phasing.

(b) COMMARFORCOM ICW DC PP&O, DC M&RA, supported/supporting COMMARFORs and the supported MAGTF, continues to develop and coordinate sourcing solutions.

(3) Mobility/Embarkation

(a) The MDDOC assesses unit deployment phasing to ensure embarkation and deployment support is considered, and confirms the supporting MEF's movement plan from Unit Marshalling Areas (UMAs) to designated POEs.

(b) ICW the approved force flow, the MDDOC assesses deployment POE/D and key nodes to ensure supportability. POE/D supportability assessment should include conveyance compatibility capabilities and staging and throughput capabilities.

(c) ICW the supported COMMARFOR, the supported MAGTF begins planning for J/RSO&I.

(4) Distribution

(a) ICW the Supported Activities Supply System (SASSY) Management Unit (SMU) and DLA (Distribution), the supporting MEF and supported MAGTF begin initial sustainment distribution assessment from home station to final destination.

(b) ICW the supporting establishment (SMU/base and stations), the MMDC refines mode/source assessment estimates for sustainment originating out of bases and stations.

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(c) The supporting establishment (bases/stations) refines the commercial asset mode/node movement plan.

(d) ICW the supported COMMARFOR, the MDDOC executes pre-deployment planning with JDDOC, DLA, and USTRANSCOM in order to identify theater distribution node/mode requirements and sustainment support (customs/ITV/routes).

(e) ICW the MLG/SMU/ACE (ground materiel), the supported MAGTF MDDOC (MMDC) refines the forward deployment sustainment reception/distribution per force phasing timelines.

(5) War Reserve Materiel Requirements (WRMR) Program

(a) MARCORLOGCOM (WRPB), the supported COMMARFOR and supporting MEFs conduct the "Plan Level Conference" in order to tailor the MEF's WRM to support the specific contingency WRWP sustainment requirement.

(b) ICW MARCORLOGCOM (WRPB), the supported COMMARFOR establishes the base force list, to include sourcing solutions, specific unit data and phasing within the War Reserve System (WRS).

(c) The supporting MEFs provide and update parameter data within the WRS in order to support the specific WRWP sustainment calculations.

(d) ICW the supported COMMARFOR and supporting MEFs, MARCORLOGCOM (WRPB) completes the WRM sustainment computation to prepare for determination of all classes of supply (minus class V and VIII) shortfalls, procurement requirements and transportation planning.

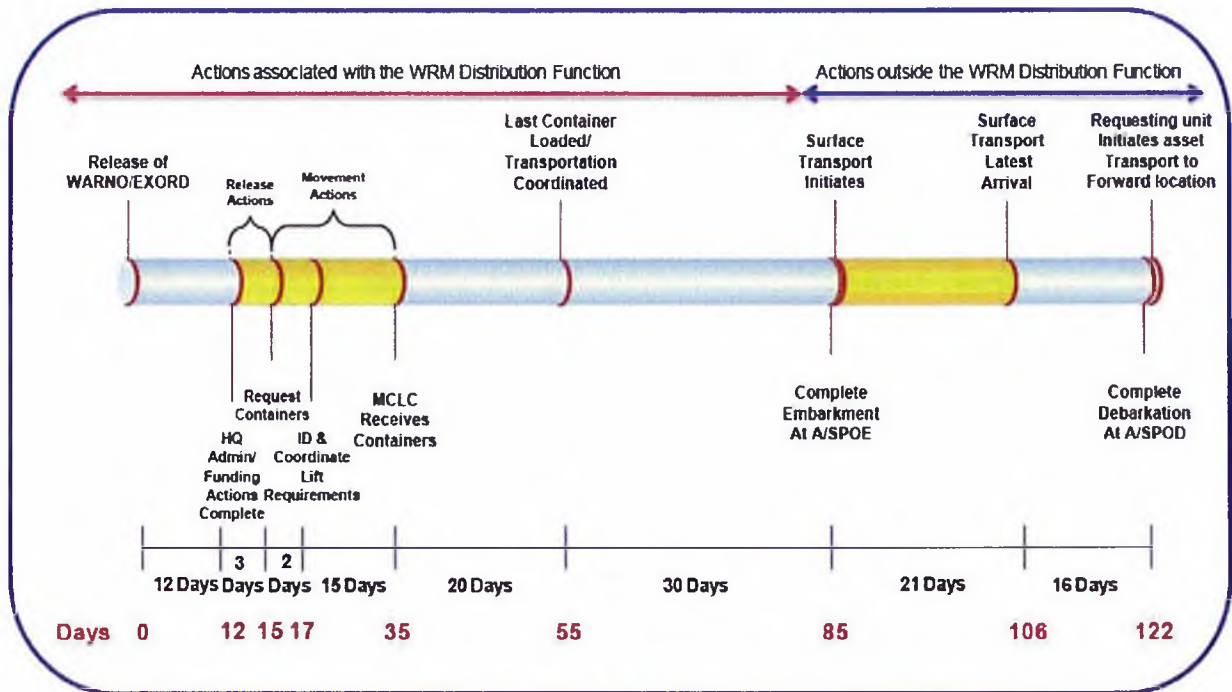
(6) Supply/Sustainment

(a) DC I&L (LPC) releases supply policy that addresses equipment accountability and reporting procedures.

(b) DC PP&O approves the supported COMMARFOR's validated equipment requirement and publishes approval message to facilitate global sourcing if needed.

(c) The supporting/supported COMMARFORs and HQMC (SGEWG) continue to assess ability to source global equipment requirements from available supply inventory, war reserve and

prepositioning programs, and programmed/un-programmed procurements.



Assumptions

- Timeline is for a single MEF's worth of equipment with only 10% of the total requirement purchased and on-hand at Albany/Barstow.
- All WRMP requests/authorizations conducted in the minimum amt of time.
- MEFs have entire WRMRF on-hand
- Containerization process assumes 45 day Timeline with 20 trucks/40 containers loaded per day, an augmented team, and two loaders

Constraints

- Sustainment requirements may not meet operational timelines due to:
 - Lower WRM priority against other DoD requirements, extended sailing times & throughput limitations
- Marine Corps visibility of all assets is dependent upon MCLC receipt of WRM Materiel Request Orders (MROs) to build Transportation Control Numbers (TCNs) in JOPES

Figure 4-6.--Notional WRM Withdrawal Timeline

(d) ICW the supporting MEFs and supported MAGTF, the ACE synchronizes the flow of Tactical Aircraft (TACAIR) with associated AVLOG CSPs, ensuring integration with the MAGTF's force flow in order to support CONOPS.

(7) Prepositioning

(a) The supported MAGTF ICW the supported COMMARFOR ensures MPF phasing for both PO and FIE FRNs are synchronized within the MAGTF's plan and deployment TPFDD.

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(b) The supported MAGTF ensures phasing of enabler capabilities (USMC/USN) support MPF arrival and assembly operations.

(8) Personnel

(a) ICW with COMMARFORCOM, supporting COMMARFOR/MEF, the supported COMMARFOR and MAGTF ensures initial SA, IA, and combat replacement requirements are phased correctly in the supporting TPFDD as needed.

(b) DC M&RA issues total force manpower guidance that establishes specific manpower reporting and unit diary instructions, provides manpower planning to include SA, IA and combat replacement requirements and sourcing, and includes guidance on activation of reserve units and individuals.

e. Source requirements. Sourcing of the MAGTF's force requirements will occur throughout detailed planning until TPFDD verification of approved sourcing solutions, and continue after the deployment of the MAGTF to satisfy new requirements. Sourcing is the association of actual units, equipment and materiel to requirements as identified in the TPFDD FRNs. The association of actual unit, personnel and cargo data transforms the FRN into one or more Unit Line Numbers (ULNs), by populating the Unit Identification Code (UIC). At this point, the requirement is considered sourced. During sourcing, unit shortfalls are identified in the TPFDD for future sourcing coordination and actions as needed.

(1) MAGTF Plans/JOPEs

(a) The supported COMMARFOR notifies COMMARFORCOM that FRNs are ready to source in the TPFDD. COMMARFORCOM coordinates with supporting COMMARFORs and other Marine Corps force providers to source requirements in the TPFDD per the approved and published sourcing solutions (i.e. MCBUL 3120). (reference p provides detailed information on the Marine Corps force allocation process).

(b) ICW the supporting MEFs, MSCs export files from JOPEs, import and export FRNs in JFRG II, and send down to MSEs. Unit embark sections will import TPFDD (FRNs) into MDSS II for level VI unit sourcing. (Appendix B provides specific process details)

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(c) When directed, units UDL are defined and MDSS II files are populated with actual data in order to support the movement.

(d) After units source requirements in MDSS II, files are sent to the appropriate level command for upload into JOPES via the JFRG II feeder system per the supported COMMARFOR and supporting MEF direction. All levels report completion of sourcing as directed.

Detail	FRN	Sourced ULN
ULN:	M1CG1	M1CG1
UTC:	PHRAA	PHRAA
Force Description:	RECON BN (-)	RECON BN (-)
Service:	M	M
UIC:	(EMPTY)	M13011
Unit Name:	(EMPTY)	3D RECON BN, 3D MARDIV
ProvOrg:	(EMPTY)	5
PAX:	45	23
SIC:	S	A
Cargo:	45.3	15.2
RLD:	(EMPTY)	C222
ALD:	(EMPTY)	C223
EAD:	C224	C224
LAD:	C226	C226
RDD:	C229	C229
Origin:	(EMPTY)	CP Schwab
POE:	(EMPTY)	Kadena AB
POD:	Ali Al Salem	Ali Al Salem
POD M/S:	AK	AK
Destination:	Al Asad	Al Asad
FTN:	5550K045069	5550K045069

Figure 4-7.--Sourced ULN Information

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

(f) All levels ICW personnel sections, confirm and coordinate sourcing of approved SA and IA requirements in the TPFDD when required.

(g) The supporting MEF, ICW the MAW creates lead and trail maintenance En-route Support to Transient Aircraft (ESTA)

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requirements and flight ferry in the deployment TPFDD for ITV.
(For a detailed process refer to Appendix N)

(h) ICO MEU employment requiring intra-theater lift, the supported MEU sources and refines force requirements within the CCDR's designated intra-theater deployment TPFDD.

(2) Global Force Management (GFM)

(a) COMMARFORCOM ensures sourcing solutions (pre-decisional or approved) are correct and resident in HQMC MCBUL 3120 (Playbook) for supporting COMMARFORs and all levels to reference when sourcing the TPFDD.

(b) COMMARFORCOM ICW HQMC, supporting COMMARFORs, MARFORRES, supporting MEFs and Marine Corps Installations (MCIs) (bases/stations) develop an ILOC plan for activated reserve units for pre-deployment integration and training.

(3) Mobility/Embarkation

(a) Units import JFRG II TPFDD FRNs into MDSS II.

(b) Units source FRNs to create a deployment UDL.

(c) Based on the mode/source, unit embark sections identify containerization and associate equipment and materiel within MDSS II.

(d) Units provide sourced MDSS II export to MAGTF planners as directed for subsequent upload into JFRG II.

(4) Distribution. The MDDOC refines sustainment, deployment planning and materiel to support the supported MAGTF based upon initial sourced requirements.

(5) War Reserve Materiel Requirements (WRMR) Program

(a) The supported COMMARFOR approves and registers the WRWP with HQMC for future release and CMC approval.

(b) MARCORLOGCOM (WRPB) determines WRWP shortfall requirements (sustainment not available in-stores), and coordinates future procurements from DOD sources (DLA, vendors, etc.).

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(c) ICW the supported COMMARFOR, MARCORLOGCOM (WRPB-DMC) sources WRM TPFDD FRNs based on the availability of in-store materiel. ULNs are associated to MAGTF level (not unit) for strategic lift planning/execution. Shortfalled WRM will not be included in the TPFDD and will be distributed by the vendor or MARCORSYSCOM ICW MARCORLOGCOM (DMC) direct to the supported MAGTF via commercial/sustainment channels, which will require re-distribution in theater.

(6) Supply/Sustainment. Classes of supply as they relate to initial WRM sustainment:

(a) Class I (subsistence). The DLA is the executive agent for class I and the only approved source of supply for operational rations. A Performance Based Agreement (PBA) has been established between HQMC and DLA which provides procedures and responsibilities for supporting CONUS and OCONUS WRM requirements.

(b) Class II (individual equipment (-) weapons/optics). Mission specific individual combat equipment to be drawn from supporting Training Allowance Pool (TAP). Source class II replacement blocks from supporting Consolidated Issue Facility (CIF). Identify shortfalls to Program Manager Infantry Combat Equipment (PM-ICE) for sourcing.

(c) Class III (petro/oils/lubricants-POLs). Source/schedule bulk fuel for ground equipment and aircraft and aviation support equipment operations. Source packaged POLs from supporting establishment retail activities.

(d) Class IV (construction materiels). Source class IV from supporting establishment retail activities.

(e) Class V (ammo). Source Class V (A) (Air) and Class V (W) (Ground) ammunition from supporting ammunition supply points IAW established allocations provided in the WRM Stocks Force-held (WRMSF) and the Marine Ammunition Requirements Support Order (MARSO) (Published annually by PM Ammo). Ammo shortfalls are to be identified to PM Ammo for sourcing.

(f) Class VI (personal items). Source as needed.

(g) Class VII (major end items). Based on the approved equipment requirement, equipment shortfalls (organic and above T/E) are cross leveled throughout the supporting COMMARFOR, MEF, MSC and MSE levels via the supply process.

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Global equipment sourcing is used to fill shortfalls after MARFOR cross leveling. (per reference k)

(h) Class VIII (medical supplies). ICW HQMC policy, Authorized Medical Allowance List (AMAL) and Authorized Dental Allowance List (ADAL) shortages are sourced through the supporting intermediate medical logistics activity.

(i) Class IX (repair parts)

1. Force providers source aviation MALSP/CSP packages.

2. Force providers source ground equipment consumable repair parts from supporting intermediate supply activities.

3. Force providers source consumable and secondary repairable blocks from supporting repairable issue points.

(j) Class X (non-military items). Source as needed.

(7) Prepositioning

(a) The supporting COMMARFOR and MEFs ICW the supported MAGTF source FIE requirements based on existing PO assignments as identified in FRNs in the deployment TPFDD.

(b) The supporting COMMARFOR and MEFs ICW the supported MAGTF source MPF enabler requirements in the deployment TPFDD.

(8) Personnel. All levels coordinate sourcing of SA and IAs (per reference w), and ensure correct sourcing of TPFDD requirements when needed. SA, IA and combat replacement sourcing involves:

(a) SA/IAs. The supporting COMMARFOR utilizes assigned personnel to source SA/IA requirements through Unit Diary Marine Integrated Personnel System (UDMIPS). The supporting COMMARFOR identifies remaining shortfall requirements to CMC (MMFA) via the manpower requirements tracking module (MRTM) of the Marine Corps mobilization processing system (MCMPS). MCMPS (MRTM) is used to request, approve, and manage all active/reserve augment requirements provided to DC, M&RA.

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(b) Combat replacements. The supported COMMARFOR and MAGTF coordinate to refine casualty estimation based on current situation and other known planning factors. Once the refined requirement is approved by the supported COMMARFOR, CMC determines, based on recommendation by DC M&RA, whether active or reserve will be used to source initial combat replacements.

1. The supported COMMARFOR will determine the flow of replacements into theater based on requirements and prior planning. When IRR Marines are utilized, DC M&RA (MP) and DC PP&O (PO) will coordinate with the supported COMMARFOR to select either a 7 or 15 day pre-deployment training program of instruction (general timeline used for planning - training requirements are TBD) in order to satisfy MAGTF and/or theater training requirements.

2. The supported COMMARFOR will register TPFDD requirements, and the supporting COMMARFOR will source and deploy combat replacements as coordinated via COMMARFORCOM.

3. Phase II - Force Deployment Execution (FDE) (Deployment). Upon the President's decision on the employment of a military option in support of crisis or contingency operations, the SecDef directs OPORD execution via an EXORD. DEPORDs and/or an approved GFMAP are released by the SecDef and Services to authorize transfer of augmentation forces to the supported CCDR. The supporting COMMARFOR/MEFs will begin verifying force deployment requirements (via the supported COMMARFOR) to the supported CCDR in order to initiate strategic lift allocations and the movement of the force. Supporting COMMARFOR and Service distribution support agencies will begin/continue coordinating non-TPFDD movement of equipment and materiel to support MAGTF operations.

a. Tailor and refine requirements. Tailoring and refining force requirements will occur after COA decision, during orders development and in stride with sourcing force requirements until TPFDD verification. Due to parallel planning efforts, compressed planning timelines, changes in CONOPS and embarkation/data requirements, tailoring and refining will be needed in order to provide accurate lift requirements and adjust phasing of forces into theater. Once fully sourced and refined, the TPFDD can be used by lift providers to calculate gross lift requirements in support of deployment planning and schedule lift once the requirement has been validated.

(1) MAGTF Plans/JOPES

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(a) All levels coordinate adjustments to the deployment TPFDD based on changes identified in developing tactical situation, commander's priorities and CCDR's force flow.

(b) All appropriate levels participate in supported COMMARFOR and CCDR TPFDD conferences in order to tailor and refine the TPFDD and coordinate changes in a collaborative environment.

(c) All levels maintain situational awareness over emergent force requirements:

1. The supported COMMARFOR ICW the supported MAGTF identifies emergent force requirements in the TPFDD by building FRNs when needed.

2. COMMARFORCOM coordinates sourcing of emergent FRNs with the force providers once validated by the CCDR and approved for sourcing by DC PP&O.

(d) Supporting/supported COMMARFORs, supporting MEFs and supported MAGTF FDP&E planners participate in the HQMC (SGEWG) global equipment sourcing conference to assess unit force flow against the initial equipment sourcing plan in order to identify correct sourcing and deployment categories for all globally sourced equipment if needed. (See Appendix H for details)

(e) All levels monitor receipt of globally sourced equipment with supply sections/SMU and complete TPFDD actions when needed.

(f) The supported MAGTF determines effective DOT organization and location to support FDP&E once deployed. (i.e. forward deployed vs reachback. etc.).

(2) Global Force Management (GFM). COMMARFORCOM ICW DC PP&O, DC M&RA, supported/supporting COMMARFORs, and the supported MAGTF, continue to coordinate remaining sourcing solutions and coordinate emergent force sourcing requirements (To include LAD shifts for major forces if needed - see Appendix L for detailed information).

(3) Mobility/Embarkation

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(a) All levels confirm sourced ULNs and incorporate changes via feeder systems (MDSS II/JFRG II).

(b) Units continue preparation of cargo and personnel for deployment.

(c) Supporting COMMARFORs/MEFs participate in the HQMC (SGEWG) global equipment sourcing conference and prepare to receive and embark, transport, or deploy globally sourced equipment per the CMC approved global equipment sourcing plan.

(d) The supporting MEF, ICW the MAW coordinates and submits Special Assignment Airlift Mission (SAAM) request for lead and trail maintenance ESTA ICW CORONET via the MARFOR, to support TACAIR from home station/POE to final destination.

(4) Distribution

(a) ICW the SMU and DLA (Distribution), the supporting COMMARFOR and MEFs refine initial sustainment distribution requirements.

(b) ICW the supporting establishment (SMU/base and stations), the MDDOC activates staging areas and refines commercial mode support for unit personnel, equipment and sustainment originating out of bases and stations.

(c) ICW the supporting MEF MDDOC, the bases/stations DMO continues to refine the commercial asset mode/node movement plan.

(d) Bases/stations DMO coordinates commercial staging requirements with bases and stations (PMO/facilities).

(e) ICW the supported COMMARFOR and MDDOC, the MMDC establishes expeditors (DLC teams) to all theater distribution nodes and reception points as required (i.e. customs/ITV).

(f) ICW the supporting MEF, the supporting establishment (bases/stations) executes distribution support (storage of personal effects, privately owned vehicles (POVs) etc.).

(5) War Reserve Materiel Requirements (WRMR) Program

(a) ICW the supported COMMARFOR, MARCORLOGCOM (WRPB/DMC) continues to refine the WRWP TPFDD requirements,

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ensures container support for embarkation and deployment, and plans/coordinates non-TPFDD distribution and shipment of procured WRM with vendors.

(b) ICW the supported MAGTF, the supported COMMARFOR publishes the WRM plan release message to DC I&L (LPO).

(c) DC I&L (LPO) publishes WRM withdrawal execution authorization message granting authority to release and deploy WRM.

(6) Supply/Sustainment

(a) Class VII (major end items)

1. ICW the supported/supporting COMMARFORs and MAGTF/MEFs FDPWGs, HQMC (SGEWG) convenes a global equipment sourcing conference to develop the global equipment sourcing solution plan. The SGEWG and FDPWG reviews equipment sourcing solutions against the force deployment plan in order to ensure that globally sourced equipment can be deployed/supported within the FDP&E process (per Appendix H).

2. Upon CMC approval, DC PP&O (SGEWG) will release the global equipment sourcing solution message.

(b) DC I&L, MARCORLOGCOM, the supported COMMARFOR and MAGTF continue coordination for long term sustainment support (61 days post deployment commencement) with strategic (primarily DLA)/theater level support agencies and vendors.

(c) Requisitioning; the supported CCDR and MARCORLOGCOM route plan requirements as needed.

(7) Prepositioning

(a) The supported MAGTF ICW the supported COMMARFOR continues to refine PO distribution plans and FRNs as needed.

(b) The supporting COMMARFOR/MEFs ICW the supported COMMARFOR and MAGTF refine FIE requirements as needed.

(8) Personnel. All levels continue coordination of sourcing of SA, IA and combat replacements per established manpower guidance and ensure correct refinement of TPFDD requirements when needed.

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b. Verify movement requirements. Verification of Marine Corps TPFDD requirements occurs during orders development/transition and in stride with the tailoring and refinement of TPFDD requirements. The JOPEs validation process begins at the MSE level and progresses up the chain of command to the supported CCDR for validation of the requirement and subsequent lift allocation. Verification of Marine Corps requirements will occur up until force closure of the MAGTF and will continue for emergent force requirements as needed. (In order to start initial planning of allocations and scheduling, the supported CCDR can direct verification of requirements before an EXORD is given if needed during planning refinement.)

(1) MAGTF Plans/JOPEs

(a) All levels verify TPFDD requirements IAW supported COMMARFOR and CCDR TPFDD guidance, and track requirements through validation process.

(b) The supporting MEFs and supported COMMARFOR must submit General Officer (GO) Endorsements (GOEs) in order to change ULNs already scheduled by lift providers that affect strategic movement schedules as established in TPFDD guidance.

(c) The supporting MEFs and COMMARFOR must provide justification with GOEs based on operational need when not covered by CJCS DEPORD in order to submit short-notice validations. (See detailed information in reference c, or Supported CCDR Supplemental TPFDD LOI regarding GOE requirements)

(d) All levels monitor strategic lift, organic and non-common user lift and coordinate with strategic mobility planners to ensure lift allocation is aligned with validated TPFDD requirements.

(e) All levels continue to monitor global sourcing execution, refine and verify requirements as required.

(f) ICO MEU employment requiring intra-theater lift, the supported MEU verifies force deployment requirements within the CCDR's designated intra-theater deployment TPFDD to either the supported COMMARFOR, or Fleet/NAVFOR command (COMREL TBD), and/or submits requirements within ITARs.

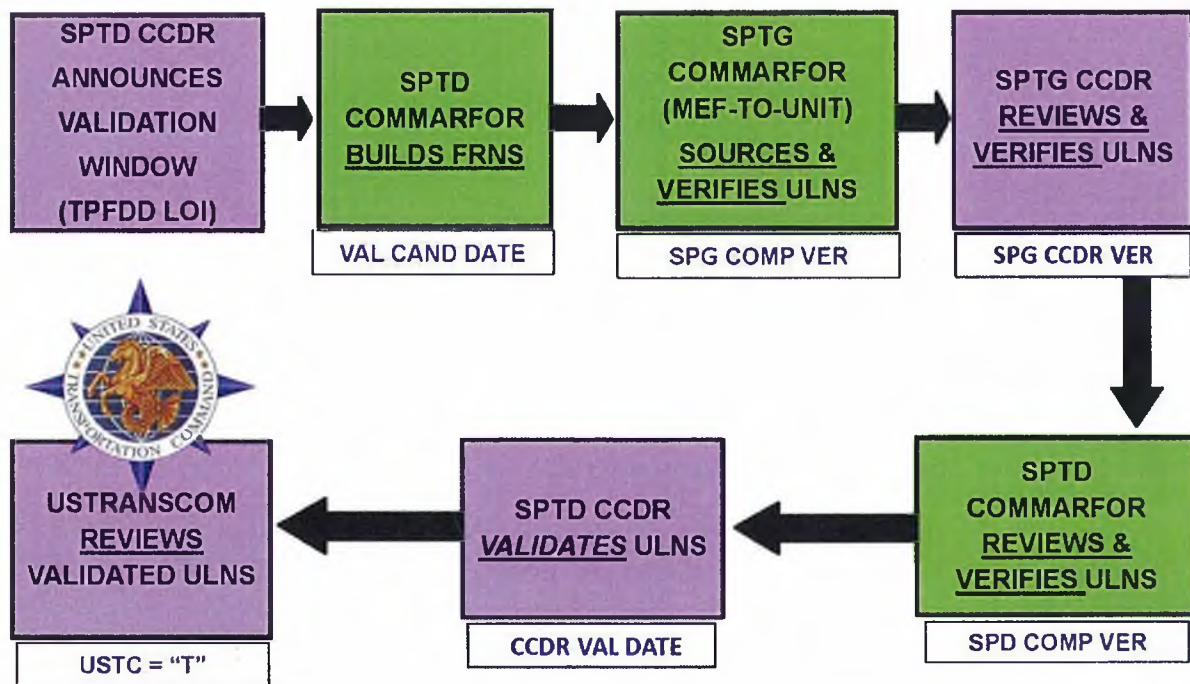


Figure 4-8.--TPFDD Verification/Validation Process

(2) Global Force Management (GFM). COMMARFORCOM ICW DC PP&O, DC M&RA, supported/supporting COMMARFORs, and the supported MAGTF, continue to coordinate remaining sourcing solutions and emergent sourcing requirements.

(3) Mobility/Embarkation

(a) All levels continue to monitor global equipment sourcing execution (if utilized), and refine data, embark and prepare for deployment as required.

(b) In preparation for deployment, the supporting MEFs prepare and submit load plans, required transportation documentation (i.e. HAZMAT diplomatic clearances) and AIS exports.

(c) In preparation for deployment, the supporting MEFs generate and maintain required ITV information via designated ITV mediums (i.e. SAAM submissions, self deploying itineraries).

(d) The MDDOC ensures nodal support infrastructure is in place and activates UMAs.

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(e) IAW the TPFDD, the MDDOC coordinates and submits movement requests to the MMCC to trigger DMO execution of commercial transportation to POE.

(4) Distribution

(a) The supporting MEF MDDOC confirms ITV accuracy of distribution and sustainment data from bases/stations and DLA.

(b) Upon receipt of movement requests, the supporting establishment DMOs IAW the TPFDD and ICW with MDDOC, coordinates and submits movement requests within the JDDE for execution of commercial transportation to POE.

(c) The supporting MEF MDDOC and SMU coordinate with external distribution agencies as required in order to leverage JDDE support.

(5) War Reserve Materiel Requirements (WRMR) Program. ICW DLA Barstow and Albany, MARCORLOGCOM (DMC) manages CONUS movement, positioning, embarkation and accountability of WRMRI and verifies TPFDD ULN requirements to the supported COMMARFOR as directed.

(6) Supply/Sustainment

(a) Class VII (major end items). All levels continue to execute and monitor global equipment sourcing actions and coordinate receipt of equipment for future embarkation and deployment.

(b) ICW the supporting MEF, the MAW verifies AVLOG CSP movement requirements.

(7) Prepositioning

(a) The supporting COMMARFOR/MEFs verify MPF FIE and enabler TPFDD deployment requirements.

(b) The supporting COMMARFOR/MEFs verify MPF PO TPFDD deployment requirements (for visibility only).

(8) Personnel. In order to fully utilize strategic lift, all levels coordinate with FDP&E Sections to ensure channel and commercial requirements are only planned when

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strategic lift is not available, or does not meet the requirement.

c. Marshal and move to Port of Embarkation (POE).

Marshalling and movement of the force to the POE occurs during orders development/transition and in stride with verification of TPFDD requirements and allocation of strategic lift. Deploying forces marshal at origins where units are inspected and then transported to the POE. Upon arrival at the POE, units stage in preparation for boarding the ships and/or aircraft that will transport them to the theater of operations. Movement from origin to POE is coordinated and controlled by the MDDOC. The MDDOC directs activation of UMCCs and TOOs in order to facilitate deployment and distribution operations and nodal throughput.

(1) MAGTF Plans/JOPES

(a) The supporting/supported COMMARFOR, supporting MEFs and supported MAGTF coordinates force deployment execution via their respective DOT.

(b) All levels provide and report deployment updates to their commands.

(2) Global Force Management (GFM). COMMARFORCOM ICW DC PP&O, DC M&RA, supported/supporting COMMARFORs, and the supported MAGTF, continue to coordinate remaining sourcing actions and emergent sourcing requirements.

(3) Mobility/Embarkation

(a) The UMCC will commence actions at the UMA to include equipment confirmation/preparation and pre-inspections before movement to POE. (Military Shipping Labels (MSLs), Radio Frequency Identification Tags (RFID), etc.).

(b) UMCCs conduct confirmation of deployment ULNs ICW Personnel Sections.

(c) The MDDOC (MCC) and UMCCs facilitate movement of personnel, equipment and materiel to POE.

(d) Under supervision of the MDDOC and MSC's, deploying units conduct final equipment preparations and joint equipment inspections prior to deployment at POE.

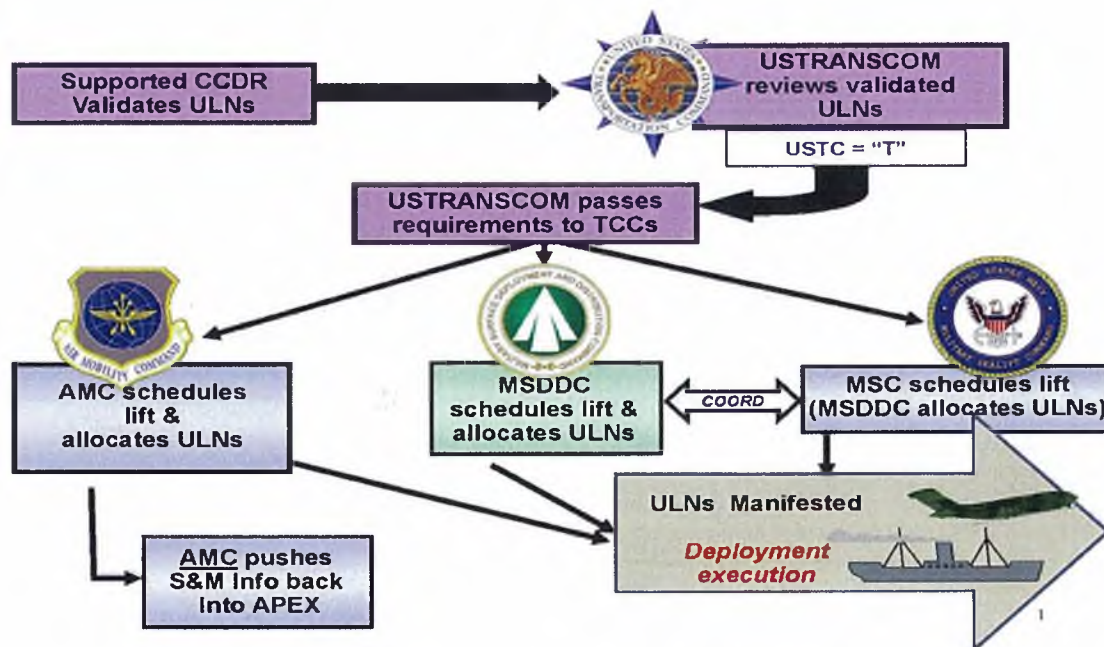


Figure 4-9.--Scheduling and Allocation Process
(Common User Lift)

(4) Distribution

(a) Bases/stations DMO receives commercial transportation assets, coordinates, schedules and executes movement to UMAs In Support Of (ISO) the force movement plan to POE.

(b) The DMO establishes receiving teams at POEs to offload commercial assets to ensure expedient offload and re-employment of assets in order to eliminate detention charges.

(c) The MDDOC coordinates and executes distribution support at strategic and tactical nodes within the JDDE as needed.

(d) The supporting MEF MDDOC and supported MAGTF MDDOC continue to leverage external sustainment support from within the JDDE (i.e. channel routing matrix, ACA activity, monitoring channel nodes).

(5) War Reserve Materiel Requirements (WRMR) Program. ICW DLA Barstow and Albany, MARCORLOGCOM (DMC) manages movement of WRM to POE for deployment.

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(6) Supply/Sustainment

(a) The supporting MAW synchronizes and coordinates AVLOG CSP element transfer from parent to host MALS (if applicable) in preparation for movement to the POE.

(b) Establish intermediate supply activities (ammo/medlog/PEI, etc.) in order to prepare to receive/issue supported MAGTF equipment and materiel.

(7) Prepositioning

(a) Designated units comprising the MPF FIE and MPF enablers begin marshal and movement to POE as part of the unit move/deployment process IAW the allocation schedule and MDDOC movement plan.

(b) After completion of normal maintenance cycles, the MPS with embarked PO deploys from assigned home ports for future deployment to PODs (BICmd manifests each MPS (PO) in IGC upon completion of normal maintenance).

(8) Personnel. None.

d. Manifest and move to Port of Debarkation (POD). Manifesting and movement of the force to POD occurs during transition with verification of TPFDD requirements. During unit manifesting and movement to POD, units arrive at the POE, verify manifest information, board transportation and move to POD in theater via aircraft/ship. Unit commanders are responsible for ensuring accurate personnel/equipment are accounted for at the POE so that USTRANSCOM (TCCs), or the MDDOC TOO can accurately manifest ULN passenger/cargo information into ITV systems. In the event that TCCs are not responsible for port operations, FDP&E sections record manifest data in JOPES Web Scheduling and Movement (WebSM) when needed. The supported COMMARFOR reports change of operational control of the arriving unit to the supported CDR.

(1) MAGTF Plans/JOPES

(a) Manifests at the APOE are to be entered into JOPES WebSM within two hours after aircraft departure and within (48) hours after ship departure from SPOE (or (24) hours before ship arrival at the SPOD (whichever is first)). (Per reference c)

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(b) When USTRANSCOM TCCs manifest at the APOEs, the supporting MEFs (MSCs) confirm requirements manifested in JOPEs WebSM and report manifest via newsgroup to the supporting MEF. ICW the MDDOC manifesting at APOE, the supporting MEFs (MSCs) manifest requirements in JOPEs WebSM and report manifest via newsgroup to the supporting MEF.

(c) ICW supporting MEFs, the MAW will report carrier on-load time of departure of deployment and manifests in JOPEs WebSM for self-deploying forces (i.e. TACAIR deployments).

(d) All levels continue to provide and report deployment force closure updates to their commands.

(2) Global Force Management (GFM). COMMARFORCOM ICW DC PP&O, DC M&RA, supported/supporting COMMARFOR, and the supported MAGTF, continue to coordinate remaining sourcing actions and emergent sourcing requirements.

(3) Mobility/Embarkation

(a) When in control of deployment port operations, USTRANSCOM TCCs manifest requirements in IGC (via GATES). When TCCs are not in control of deployment port operations, the supporting MEF MDDOC is responsible for manifesting via IGC. ICW MAGTF planners, manifests at the APOE are to be entered into JOPEs WebSM within two hours after aircraft departure, and within (48) hours after ship departure from SPOE (or (24) hours before ship arrival at the SPOD (whichever is first)). (Per reference c)

(b) The supported MDDOC, ICW MAGTF planners reports carrier off-load at time of arrival at the POD for units deployed via strategic, non-common user-lift (Reporting carrier off-load for self deploying TACAIR is completed by the ACE).

(c) The supporting MEF MDDOC ensures ITV and monitors through IGC. (See annex B for more information on the system specifics)

(d) The MDDOC coordinates self-move requirements with AMC when needed to support lead/trail maintenance ESTA supporting TACAIR. (Per Appendix N)

(4) Distribution

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(a) The MDDOC continues to coordinate and mature sustainment and distribution support established by the advanced party from within the JDDE.

(b) DLCs continue to facilitate expedited movement of sustainment cargo through strategic, theater and tactical nodes as required (ITV, DTS documentation).

(5) War Reserve Materiel Requirements (WRMR) Program. MARCORLOGCOM (DMC) coordinates strategic lift requirements with the supported COMMARFOR and USTRANSCOM, provides ITV for WRM deployed via strategic lift, and continues to manage distribution of shortfalled WRM requirements via commercial/sustainment channels.

(6) Supply/Sustainment. The supporting MAW and ACE monitors AVLOG CSP movements and statuses, ensuring synchronization with tactical aircraft departures and arrivals. If required, ICW the MAGTF and MDDOC, the ACE coordinates intra-theater movements of CSP elements to tactical aircraft detachment locations.

(7) Prepositioning

(a) MPF FIE units and enablers manifest and deploy to POD.

(b) The supporting COMMARFOR/MEF report departure of the MPS (PO) from assigned home ports IAW MSC helm reports. Upon arrival at the POD, the supported COMMARFOR and MAGTF reports arrival of the MPS.

(8) Personnel. Maintain situational awareness of unit deployments and related issues in order to support DOT actions and coordination.

e. Joint Reception, Staging, Onward Movement and Integration (J/RSO&I). J/RSO&I of the force occurs during transition and upon arrival of units at the POD. J/RSO&I incorporates the following steps in sequential order; (1) Reception at POD, (2) Staging of units for training, outfitting, organizing and marshalling units, (3) Conducting intra-theater movements to final destinations, and (4) Conducting final tactical movement and integration of forces at TAAs before operations. As units arrive at the POD, ITV systems are used to report arrival. ICW the DOT, the MDDOC coordinates intra-theater transportation as required with the CCDR's JDDOC and

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plans/manages tactical movements of units to TAAs. The MDDOC coordinates distribution of MAGTF materiel from theater distribution agencies; elements of the MAGTF execute tactical distribution.

(1) MAGTF Plans/JOPES

(a) All levels report force closure upon arrival of ULNs at the POD via newsgroup, and continue to provide deployment updates to their commands.

(b) Based on the established RDDs and MAGTF Commander's priorities, the supported MAGTF's DOT establishes priorities and oversees intra-theater movement of units and equipment from the POD to final destinations in order to ensure continuity of the force deployment plan, and synchronization of force closure of the unit (personnel, equipment and materiel).

(c) Supported MAGTF and MSC planners provide TPFDD force flow information to the MDDOC and air planners in order to plan and schedule follow-on tactical air and ground transportation for units and equipment from final destinations to TAAs/operating areas.

(2) Global Force Management (GFM). COMMARFORCOM ICW DC PP&O, DC M&RA, supported/supporting COMMARFORs, and the supported MAGTF, continue to coordinate remaining sourcing actions and emergent sourcing requirements.

(3) Mobility/Embarkation

(a) The supported MAGTF's MDDOC maintains status of MAGTF deployment through designated TOOs.

(b) The supported MAGTF's MDDOC participates in ground/air boards in order to coordinate tactical lift priorities.

(c) Unit MCCs are established near strategic POD locations (i.e. ILOCs/PODs, etc.) to provide positive control of the onward movement of personnel and equipment during the J/RSO&I process.

(4) Distribution

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(a) The MDDOC oversees coordination and execution of sustainment and distribution support and DLC team requirements within the JDDE as required.

(b) The MMDC supports and executes tactical distribution IAW established supported MAGTF routes as directed.

(c) The MDDOC coordinates and synchronizes organic, commercial/host nation assets to support movement from POD to final destinations.

(5) War Reserve Materiel Requirements (WRMR) Program

(a) The supported MAGTF receives WRMRI via strategic, channel, or commercial lift and re-distributes as needed.

(b) COMMARCORLOGCOM (DMC) continues to manage distribution of shortfalled WRM requirements.

(6) Supply/Sustainment

(a) ICW the supported COMMARFOR, COMMARFORCOM and lift providers, COMMARCORLOGCOM determines long-term sustainment requirements (61 days post deployment commencement) for the MAGTF and COMMARCORLOGCOM (DMC) coordinates lift requirements when needed utilizing channel, commercial, theater and tactical distribution pipelines.

(b) ICW the supported MAGTF and MDDOC, the ACE coordinates and executes movement for AVLOG CSP elements to detachment locations.

(7) Prepositioning

(a) The supported MAGTF ICW NSE and the CCDDR JDDOC conducts arrival, off-load, and J/RSO&I of PO equipment and FIE force.

(b) After MPS off-load, designated shipping will be released to common-user sea-lift pool, or maintained as withhold shipping to support MAGTF operations if needed.

(8) Personnel. Maintain situational awareness of unit deployments and related issues in order to support DOT actions and coordination.

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5000. DEFINITIONS

1. Redeployment occurs after termination or transition of the mission, and involves; (1) The reconstitution and transfer of forces and materiel to support another Joint Force Commander's operational requirements, or (2) The return of forces and materiel back to home stations for reconstitution to support future operations.
2. Retrograde is the process for the movement of non-unit equipment and materiel from a forward location to a reset (replenishment, repair, or recapitalization) program, or to another AO to replenish unit stocks, or satisfy stock requirements.
3. Reconstitution involves those actions taken by a military force during or after operational employment to restore its combat capability to full operational readiness. (Reconstitution operations include regeneration and reorganization)
4. Reset is a term used to represent a series of actions taken to restore units to a desired level of combat capability commensurate with mission requirements and available resources. Reset enables Service reconstitution.
5. R3. For the purpose of this manual, R3 is defined as retrograde, reconstitution and redeployment actions as planned and executed by the supported COMMARFOR and MAGTF. R3 actions support redeployment to another AOR, back to home station, or to support force rotations.

5001. OVERVIEW

1. Redeployment operations are dependent on the supported CCDR's defined mission, end state, concept for redeployment, or requirements to support another JFC's CONOPS. Decisions made concerning the termination of operations, withdrawal timetables, residual forces and reserve stocks to remain in the host country will shape the pace and nature of the redeployment. Service equipment redistribution plans should be planned ICW supported CCDR redeployment plans in order to ensure Marine forces, equipment and materiel can be reconstituted in the most efficient manner to support future CCDR and Service requirements.
2. Redeployment planning is the responsibility of the supported CCDR, and is conducted in close coordination with the supporting

Chapter 5

FDP&E Process (Redeployment)

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CCDRs/components, Services and gaining supported CCDR or JFC (when redeployment is to another AOR). When required, supporting CCDR's, components and Services are responsible for providing force generation and reconstitution requirements based on the GFMAP and Service plans. The scope of redeployment planning will depend on whether Marine forces are redeploying to another AOR for operations or returning back to home station. In addition to planning redeployment to another AOR and/or back to home station, redeployment planning may be conducted to support steady-state operations during a prolonged campaign that requires regular force rotation.

3. The greater the size and difficulty of redeployment operations, the more likely unit redeployment will outpace retrograde and redeployment of equipment and materiel. Due to complexity of the retrograde, competing priorities in theater, and lift constraints, the supporting COMMARFOR and MAGTF will most likely have to reorganize or deploy additional capabilities to assist in the command and control and execution of R3 (i.e. elements of MARCORLOGCOM). Creating SPMAGTFs, delaying CSS redeployment, deploying additional CSS capabilities, and/or utilizing unit rear parties to enable and execute R3 operations as the MAGTF draws down are likely options. Depending upon the situation, equipment and materiel should be redeployed via the normal unit move process. Utilizing a combination of unit move and a SPMAGTF to conduct the disposition and R3 of equipment and materiel may be needed to meet Service reset requirements. The standard unit move process is the most effective means to redeploy a unit's equipment and materiel, since supporting processes are established around the unit commander's responsibility to account for, prepare and redeploy unit equipment and materiel.

5002. FDP&E PROCESS (REDEPLOYMENT)

1. The FDP&E process for redeployment identifies a "general" FDP&E process that can be used as a guideline during any situation that requires the redeployment of Marine forces and includes a maximum amount of FDP&E tasks that can be scaled down per the situation and redeployment requirement. Like deployment, the redeployment process is organized within the two planning and execution phases, ten FDP&E activities and seven functional areas (minus WRMR Program). Tasks are identified under each functional area and activity in sequential order, but most often will occur concurrently among multiple organizations once a plan is approved for execution and redeployment begins. Although the redeployment of forces involves different planning

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considerations and factors from deployment, most of the same tasks and requirements addressed in the deployment process will have to be addressed in planning and executing redeployment.

2. Phase I - Force Deployment Planning (FDP) (Redeployment).

In the event of the redeployment of Marine Forces to support operations in another JFC or CCDR's AOR, information contained in the FDP&E deployment process in Chapter 4 identifying the CJCS orders process and supported/supporting CCDR/COMMARFOR planning actions and tasks within each activity directly applies. In the event of redeployment to another AOR, back to home stations or to support force rotation of Marine forces, the supported CCDR's intent for redeployment may be detailed in the GFMAP, OPOD, or redeploy orders. Redeployment planning is conducted by the JFC and/or CCDR and will usually occur during deployment planning and continue until redeployment execution. As in deployment, redeployment planning occurs in concert with the MCPP.

a. Receive and analyze mission. The supported COMMARFOR and MAGTF receive higher headquarters redeployment planning guidance, conduct commander's orientation/guidance, analyze tasks and develop mission statements. Specific operational requirements and information to be considered include: identification and phasing of major forces and materiel for redeployment and/or rotation; R3 responsibilities; transition requirements for RIP; equipment and materiel accountability and processing and host nation support for MAGTF R3. Initial staff estimates of supportability are prepared at all levels of command as needed.

(1) MAGTF Plans/JOPES

(a) In conjunction with the establishment of the OPT, the supported COMMARFOR and MAGTF establish the FDPWG in order to plan R3.

(b) The supported COMMARFOR and MAGTF review the supported CCDR supplemental TPFDD LOI and pertinent orders in order to prepare and disseminate specific MARFOR/MAGTF TPFDD guidance in reference to R3.

(c) The supported COMMARFOR ICW the supported MAGTF, assist CCDR initial assessment of strategic movement requirements (Based on force requirements in the supporting deployment TPFDD).

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(d) All levels within the supported MAGTF maintain communications via newsgroups and AMHS. (Ensure appropriate HQMC DCs/agencies and COMMARFORCOM are info'd in correspondence above the MEF level).

(e) The supported COMMARFOR and MAGTF ensure PID permissions are correct to enable planner access to JOPEs. (See Appendix A for detailed information on JOPEs accounts)

(2) Global Force Management (GFM)

(a) ICW the supported COMMARFOR and MAGTF, DC PP&O, DC I&L and COMMARCORLOGCOM begins initial force planning and coordination in identifying force requirements and sourcing solutions needed to support R3.

(b) ICW COMMARFORCOM, DC PP&O reviews and adjusts MCBUL 3120 as appropriate to account for force redeployment and unit availability to support other CCDR and Service requirements. (Early identification of redeployment requirements is critical to avoid unnecessary mobilization of Reserve forces)

(3) Mobility/Embarkation

(a) ICW the supported MAGTF, MSCs maintain UDLs and data in order to expedite TPFDD sourcing of redeployment requirements when needed.

(b) ICW the supported COMMARFOR, the supported MAGTF develops feasibility of support by considering force composition, inherent personnel, equipment and supplies for redeployment. Utilize existing D2 architecture and nodal analysis intelligence and CONOPS assumptions to develop initial feasibility of support and requirements for external support, etc.

(4) Distribution

(a) The supported COMMARFOR ICW DC I&L (LPD/LPC) and the supported MAGTF MDDOC establishes initial redeployment coordination with DLA distribution, commercial transportation providers, MARCORLOGCOM and CCDR J4.

(b) ICO redeployment to another AOR, MARCORLOGCOM coordinates DODAAC pure pallet route plans and obtains

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visibility of initial supported CCDR theater distribution nodes/modes.

(c) DC I&L (LPD) coordinate and publish TAC to support all modes of transportation in order to ensure accurate billing. (Per reference t)

(5) Supply/Sustainment

(a) DC I&L, MARCORLOGCOM and the supported COMMARFOR begin initial coordination for continued force sustainment support and planning with strategic (primarily DLA)/theater level support agencies and vendors ICO redeployment to another AOR.

(b) DC I&L (LPO), ICW DC PP&O, MARCORLOGCOM, MARCORSYSCOM, supporting COMMARFORs/MEFs and the supported COMMARFOR/MAGTF, initiates Service equipment reset and reconstitution planning to support redeployment to another AOR, and/or redeployment and retrograde back to home station.

(c) Class VII (major end items). ICW the supported COMMARFOR, the supported MAGTF develops equipment requirements ICO redeployment to another AOR for operations.

(d) DC I&L (LPC) reviews existing supply policy and ensures that equipment accountability and reporting procedures support both the supported MAGTF's R3 and Service reset processes.

(e) ICW the supported COMMARFOR, the supported MAGTF ensures and maintains accountability of all equipment and materiel.

(6) Prepositioning

(a) MPF reconstitution begins once the supported MAGTF operations end or the CCDR determines it can begin without affecting on-going operations (reference m provides detailed MPF reconstitution process).

(b) To assist the supported COMMARFOR with planning MPF reconstitution, DC PP&O ICW Office of the Chief of Naval Operations (OPNAV) N75 will establish the Executive Coordination Group (ECG).

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(c) IAW Chief of Naval Operations (CNO)/CMC guidance, the ECG develops the MPF reconstitution planning guidance message.

(d) The ECG conducts an Initial Planning Conference (IPC) to develop timelines and initiate/coordinate MPF reconstitution requirements with the supported COMMARFOR.

(7) Personnel

(a) The supporting/supported COMMARFORs, supporting MEFs and supported MAGTF ensure all personnel planning requirements (SA, IA and combat replacements) continue to be accurately identified when planning redeployment of the MAGTF.

(b) DC M&RA ensure manpower policies supporting future SA, IA and combat replacement requirements process addresses redeployment considerations.

b. Develop Concept of Operations (CONOPS). The CONOPS is a general description of actions taken to accomplish the mission and provides an overall picture of the operation. CONOPS development starts during COA development and is refined when the COA is approved. The approved COA will include: mission purpose and tasks for main/supporting efforts; initial task organization; redeployment phasing; R3 and other supporting functional concepts; and updated staff estimates. FDP&E planners develop detailed functional FDP&E plans and supporting TPFDDs once the CONOPS and functional concepts are complete.

(1) MAGTF Plans/JOPEs

(a) ICW the supported MAGTF, the supported COMMARFOR develops the TPFDD FRNs to include all R3 force requirements. If necessary, the supported COMMARFOR should create supporting TPFDDs/force modules to support multiple CONOPS if redeployment of Marine forces is being conducted to support another AOR and back to CONUS for reset/reconstitution.

(b) ICW the supported COMMARFOR, the supported MAGTF develops an initial force redeployment concept that utilizes initial force requirements and phasing of force flow. The initial concept should include a planning timeline that supports R3 and includes embarkation, movements to ports and J/RSO&I Re-integration (J/RSO&I/R) to the final destination.

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(c) The supported MAGTF assesses the force redeployment concept against CCDR force redeployment guidance to ensure commander's CONOPS and redeployment priorities are supportable within CCDR force redeployment constraints and guidance.

(d) In the event of force rotation/RIP with another Marine or joint/coalition force, ICW the supported COMMARFOR, the supported MAGTF is responsible for developing the RIP plan. The supported MAGTF begins initial planning with relieving HQ in order to establish deployment and redeployment phasing based on deployment J/RSO&I requirements and RIP operations.

(e) All levels within the supported MAGTF coordinate and verify early redeployment requirements when needed (i.e. post deployment advance parties, site-surveys (ICO redeployment to another AOR), MPF enablers, etc.).

(f) The supported MAGTF stays abreast of MDDOC movement control planning and redistribution planning.

(g) The supported MAGTF ensures integration of non-Marine units attached to the MAGTF during redeployment planning.

(2) Global Force Management (GFM). The supported COMMARFOR ICW the MAGTF, supporting COMMARFORs and DC PP&O continue force planning in order to source Service requirements in support of MAGTF R3 requirements and operations in another AOR if needed.

(3) Mobility/Embarkation

(a) The supporting MEF and supported MAGTF refine R3 movement preparation and execution support planning based on CONOPS requirements and initiates movement control and nodal support planning to support both theater and home station requirements (i.e. marshalling area, wash down sites, sterile yards, etc.).

(b) The supporting MEF and supported MAGTF validate feasibility of support for holistic CONOPS movement planning and execution support for both theater and home station requirements. Verify units, equipment and materiel can be redeployed by likely conveyances. Identify equipment and supplies planned for redeployment that require special consideration for conveyance, nodal support or movement control.

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(c) ICW the supporting MEF and supported MAGTF FDP&E Sections, the MDDOC verifies redeployment POE/Ds and terminal operations support.

(d) The supported MAGTF MDDOC starts to develop marshalling, movement and embarkation guidance to support R3.

(e) ICW the supported COMMARFOR, the supported MAGTF determines AIT/AIS concept of operations and/or requirements for MAGTF-level ITV to include nodal support from origin to destination.

(4) Distribution

(a) The supporting MLG ICW the supporting MEF and supported MAGTF identifies MMDC T/O and T/E and surge requirements to support both home station and redeployment sustainment reception and distribution requirements.

(b) ICW the supporting establishments (base/stations DMO/PMO/facilities), the supporting MEF G-1/G-4 identifies return of deployment storage of personal effects/POVs to unit personnel for future input into the supporting MEF's redeployment LOI to support unit and CACO/wounded warrior requirements.

(c) The MDDOC identifies availability of commercial assets to support movement to POE in theater and POD in another AOR or home station.

(d) The MDDOC develops CONOPS to execute future commercial requirements.

(5) Supply/Sustainment. Class VII (major end items). The supported MAGTF continues development of equipment requirements ICO redeployment to another AOR for operations if needed.

(6) Prepositioning

(a) IAW CNO/CMC guidance, DC PP&O releases the MPF reconstitution planning guidance message.

(b) The ECG schedules the MPF reconstitution Mid-Planning Conference (MPC).

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(7) Personnel. IAW DC M&RA planning guidance, the supported COMMARFOR includes guidance for SA, IA, and combat replacement redeployment in redeployment guidance.

c. Determine requirements. Determining force requirements for redeployment starts during COA development and continues through detailed planning, TPFDD verification and redeployment. After forces are identified for redeployment, detailed force requirement planning shapes the MAGTF and ensures all capabilities are identified to support and maintain both operations and R3. Determining detailed force redeployment requirements will include: identifying and reorganizing forces to conduct R3 operations, support redeployment to another AOR and/or home station; and sustainment requirements.

(1) MAGTF Plans/JOPES

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

(b) ICO RIP operations with another Marine or joint/coalition force, the supported MAGTF continues RIP planning with the relieving HQ in order to coordinate deployment and redeployment phasing with J/RSO&I requirements and RIP operations.

(c) The supported COMMARFOR and MAGTF planners participate in MAGTF R3 planning in order to provide the initial redeployment plan (timelines and requirements) and JOPES planning considerations.

(d) ICW the supported MAGTF, the supported COMMARFOR determines and creates FRNs for additional force requirements to support R3 if needed.

(e) ISO MEU redeployment back to either the Amphibious Ready Group (ARG), or home station, the MEU develops force redeployment requirements (inter/intra theater) within the CCDR's designated redeployment TPFDD ICW the supported MAGTF and/or Fleet/NAVFOR commands (COMREL dependant).

(2) Global Force Management (GFM)

(a) The supported COMMARFOR ICW supporting COMMARFORs registers additional force requirements within JCRM

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in order to identify the supported MAGTF's R3 force requirements.

(b) Upon receipt of validated CCDR/Service requirements to support redeployment, COMMARFORCOM develops force sourcing solutions as required (per reference p).

(3) Mobility/Embarkation

(a) ICW the supporting COMMARFOR/MEFs, the supported COMMARFOR and MAGTF initiate movement planning, identify key transportation milestones and nodes, and begin coordination for establishing support requirements.

(b) Supported COMARFOR and MAGTF mobility planners participate in MAGTF R3 planning to ensure unit movement and embarkation requirements are considered within the R3 plan.

(c) ICW the supported COMMARFOR, the supported MAGTF conducts intra-theater and tactical movement planning.

(d) ICW the supported COMMARFOR, the supported MAGTF determines unit move (including MPS) AIT/AIS requirements.

(e) Throughout redeployment, the supported MAGTF ensures mobility support assets (containers, pallets, flat racks, etc.) to support redeployment and coordinates additional requirements with the MDDOC and the supported COMMARFOR during planning.

(4) Distribution

(a) The supporting MEFs and supported MAGTF determine the level of cargo expeditors (DLC teams - personnel, equipment and systems) at POE/Ds and key nodes.

(b) The MDDOC initiates and refines distribution movement and JDDE interface planning.

(5) Supply/Sustainment

(a) ICW the supported COMMARFOR and MAGTF, the supporting COMMARFOR and MEFs begin to determine supply requirements (Class I - X) for continued sustainment ICO redeployment to another AOR, and/or to support R3 until redeployment to home station.

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(b) ICO redeployment to another AOR, the supported COMMARFOR validates equipment requirements (identifies above T/E - detailed to Bn level).

(c) DC I&L (LPO), ICW DC PP&O, MARCORLOGCOM, MARCORSYSCOM, the supporting/supported COMMARFORs and supported MAGTF, continues Service reset and reconstitution planning to support redeployment to another AOR and/or back to home station.

(d) ICO redeployment to another AOR, the MAW refines employment of CSPs based on the supported MAGTF's CONOPS and the ACE's mission. Using the MALSP, and ICW the MAGTF ACE, the supporting MAW determines notional CSP sources, types, and concept of deployment/employment and integration with Navy and prepositioned assets (if applicable). (Additional aviation CSP information in Appendix P)

(e) ICW the supported COMMARFOR, the supported MAGTF identifies excess/obsolete equipment and materiel for future disposition and R3.

(6) Prepositioning

(a) HQMC deploys the MPF Reconstitution Liaison Support Team (RLST) to conduct a site visit and coordinate reconstitution of the MPF with the supported COMMARFOR.

(b) The supported COMMARFOR identifies and validates support personnel, equipment and infrastructure required to support reconstitution sites.

(c) The ESG conducts the MPC in order to review and validate MPF operational and logistical requirements, identify equipment downloaded, to be returned and reconstitution priorities, prepare sourcing/PO attainment strategies, and develop plans, orders and LOIs. (Detailed MPC objectives are listed in reference m)

(7) Personnel

(a) ICW with the supporting COMMARFOR and MEFs, the supported COMMARFOR and MAGTF identify SA, IA, and combat replacement requirements to support MAGTF R3 and coordinate creation of FRNs in the supporting TPFDD as needed.

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(b) ICO redeployment to another AOR, the supported COMMARFOR and MAGTF conducts casualty estimation and combat replacement planning to meet future operational requirements.

(c) ICO redeployment to another AOR, DC M&RA initiates planning combat replacement pools using both active and reserves (IRR).

d. Force phasing. Phasing force flow begins during COA development and continues through detailed planning until verification of redeployment requirements. During redeployment planning, forces are identified for off-ramp and redeployment by the CCDR ICW the supported COMMARFOR and MAGTF. Redeployment C-Days are determined based on mission requirements, deployment duration constraints (i.e. boots on ground limits) and/or deployment timelines set by another JFC/CCDR if redeploying to another AOR for operations. The MAGTF ICW the supported COMMARFOR will determine detailed phasing of MAGTF capabilities in the order in which units should depart theater. FDP&E planners will ensure that phasing supports the commander's CONOPS, while abiding by established CCDR guidance.

(1) MAGTF Plans/JOPES

(a) ICW the supported COMMARFOR, the supported MAGTF develops the force redeployment plan utilizing the MAGTF task organization and determines detailed phasing for unit redeployment and arrival to another AOR, or home station IAW MAGTF CONOPS and CCDR TPFDD guidance.

(b) The supported COMMARFOR ICW the supported MAGTF ensures accurate phasing in the TPFDD FRNs and completes FRNs for future sourcing by the supported (redeploying) MAGTF.

(c) ICW the supporting COMMARFOR/MEF, the supported COMMARFOR and MAGTF will adjust TPFDD phasing based upon changes in the commander's priority, or operational environment.

(d) ICW the MDDOC and logistics planners, supported MAGTF planners identify and coordinate unit phasing requirements in order to ensure synchronization with MAGTF R3, embarkation and movement planning.

(e) The supported COMMARFOR and MAGTF participate in CCDR redeployment planning conferences when necessary to provide the supported MAGTF's throughput requirements, identify

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constraints, mitigate delays and refine the force redeployment plan.

(2) Global Force Management (GFM). COMMARFORCOM ICW DC PP&O, DC M&RA, supported/supporting COMMARFORs and the supported MAGTF, continues to develop and coordinate in order to source Service requirements in support of MAGTF R3 requirements and operations in another AOR if needed.

(3) Mobility/Embarkation

(a) The supported MAGTF assesses unit redeployment phasing to ensure embarkation and redeployment support is considered and confirms the R3 plan from unit origins UMAs/washdown and sterile sites to designated POEs.

(b) ICW the approved force flow, the supporting MEFs and supported MAGTF assess redeployment POE/Ds to ensure supportability. POE/D supportability assessments should include conveyance compatibility, staging and throughput and customs inspection capabilities.

(c) The supporting MEFs and supported MAGTF MDDOC begin planning for J/RSO&I/R in another AOR and/or home station.

(4) Distribution

(a) ICW the SMU and DLA distribution, the supported MAGTF begins initial sustainment reset assessment to support both redeployment to home station and another AOR if needed.

(b) ICW the supporting establishment (SMU/base and stations), the MDDOC refines mode/source assessment estimates for sustainment redeploying to home station and another AOR if needed.

(c) The MDDOC refines the commercial asset mode/node movement plan.

(d) ICW the supported COMMARFOR, the MDDOC executes pre-redeployment planning with JDDOC, DLA and USTRANSCOM in order to identify theater distribution node/mode requirements and sustainment support (customs/ITV/routes).

(e) ICW the supporting MLG/SMU, the MMDC refines redeployment sustainment reception and distribution per force phasing timelines.

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(5) Supply/Sustainment

(a) DC I&L (LPO), ICW DC PP&O, MARCORLOGCOM, MARCORSYSCOM, the supporting/supported MARFOR and supported MAGTF, finalizes and publishes the Service reset/reconstitution strategy. Intent of the strategy should prioritize asset redistribution/reset plans with force capabilities and programs in order to support current and future Service operational priorities (i.e. operating forces, WRWP, prepositioning programs, etc.).

(b) DC I&L (LPC) releases supply policy that addresses equipment accountability and reporting procedures to support both MAGTF R3 and the Service equipment reset process.

(c) The supported MAGTF, ICW the JFC/CCDR, DLA, supported COMMARFOR, MARCORLOGCOM, and MARCORSYSCOM, identifies disposition of all classes of supply in order to identify those supplies to be turned in, and/or redistributed to the JFC/CCDR, DLA and home station to support continuing/future operations and Service reset. Identified equipment/materiel requiring redeployment to home station or to another location will either be included in the TPFDD and redeploy via unit move, or will redeploy using channel/commercial modes as coordinated by the supporting MAGTF/COMMARFOR.

1. Class I (subsistence). The supported MAGTF will likely reduce order quantities at C-90 in order to consume in theater to the maximum extent possible and request disposition instructions for serviceable excesses from theater support activity.

2. Class II (individual equipment). Unserviceable materiel and HAZMAT will likely be turned into DLA DS and serviceable excesses will likely be rolled back to the SMU. The supported COMMARFOR/MAGTF will request disposition instructions from PM-ICE for Marine Corps specific individual equipment. Non-Service specific serviceable excesses will likely be submitted for the MRP for credit.

3. Class III (Petro, Oils, Lubricants). Unserviceable packaged POLs will likely be turned into the DLA DS and serviceable excess packaged POLs will likely be rolled back to the SMU. Bulk fuel will be redistributed within theater to the maximum extent possible and the supported MAGTF will

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coordinate disposition for excesses that cannot be redistributed through the theater support activity.

4. Class IV (construction materiel).

Unserviceable materiel or HAZMAT will likely be turned into DLA DS and the supported MAGTF will coordinate with theater support activity to redistribute or donate serviceable excesses.

5. Class V (ammo). Unserviceable materiel that

cannot be reconditioned will likely be destroyed. Serviceable excesses will be retrograded ICW supported CCDR's directions or redistributed through the theater support activity.

6. Class VI (personal items). Source as

needed.

7. Class VII (major end items). The supported

MAGTF will redistribute equipment to support unit reconstitution for redeployment to another AOR, or retrograde and redeploy back to home stations and/or maintenance facilities per Service reconstitution plans.

8. Class VIII (medical materiel).

Unserviceable materiel and HAZMAT will likely be turned in to DLA DS. Serviceable excesses will likely be rolled back to MEDLOG. Retrograde serviceable equipment will likely fill home station AMAL or ADAL shortages.

9. Class IX (repair parts)

a. ICO redeployment to another AOR, ensure AVLOG CSP requirement validity and integration in redeployment force flow as required.

b. Unserviceable consumable repair parts will likely be turned into DLA (DS) and serviceable excesses will likely be rolled back to the SMU. Serviceable excesses will likely be submitted for the MRP for credit.

c. ICW MARCORLOGCOM, the supported MAGTF will either retrograde or turn in unserviceable secondary repairable items to DLA DS. Serviceable secondary repairable items will likely be retrograded or submitted for the MRP for credit.

10. Class X (non-military items). Source as

needed.

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(d) DC PP&O approves the supported COMMARFOR validated equipment requirement and publishes approval message to facilitate unit reconstitution and redeployment to another AOR if needed.

(e) ICO redeployment to another AOR, the ACE, ICW the supporting MEFs and supported MAGTF, synchronizes flow of tactical aircraft with associated AVLOG CSPs, ensuring integration with overall MAGTF force flow in order to support to the MAGTF Commander's CONOPS.

(6) Prepositioning

(a) ICW the ECG, the supported COMMARFOR, establishes the MPF "Redeployment Day" (R-Day) in order to identify MPF reconstitution timelines.

(b) The ECG conducts the Final Planning Conference (FPC) in order to finalize reconstitution timelines, complete preparation of enabler sites, review CONUS equipment shipment timelines and review entire MPF reconstitution process before execution. (~60 days) - detailed FPC objectives are listed in reference m)

(7) Personnel

(a) ICW with the supporting COMMARFOR/MEFs, the supported COMMARFOR and MAGTF ensure initial SA, IA, and combat replacement requirements are phased correctly in the deployment TPFDD as needed to support R3 requirements.

(b) DC M&RA issues updates to the total force manpower guidance that establish specific manpower reporting/unit diary instructions, provide manpower planning to include SA, IA and combat replacement requirements/sourcing, and include guidance on deactivation of reserve units and individuals.

e. Source requirements. Sourcing of the MAGTF's force redeployment requirements will occur throughout detailed planning until TPFDD verification, and continue until redeployment force closure. Sourcing is the association of deployed units, equipment and materiel to redeployment requirements as identified in the TPFDD FRNs. As in deployment, the association of actual unit and cargo data transforms the FRN into one or more ULNs by populating the UIC.

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(1) MAGTF Plans/JOPEs

(a) ICO redeployment to home station, ICW the supported COMMARFOR, the supported MAGTF sources redeployment FRNs in the redeployment TPFDD.

(b) ICO redeployment to another AOR, the supported COMMARFOR (in new AOR) releases FRNs to COMMARFORCOM to coordinate sourcing in the deployment TPFDD with the supported (redeploying) MAGTF and other force providers.

(c) ICW the supported MAGTF, MSCs export files from JOPEs, import and export FRNs in JFRG II, and send down to MSEs. Unit embarkers will import TPFDD FRNs into MDSS II for level VI unit sourcing. (Appendix B provides specific process details)

(d) When directed, supported MAGTF UDLs are refined to account for retrograded equipment/materiel. MDSS II files are populated with actual data in order to ensure movement feasibility.

(e) After supported MAGTF units source requirements in MDSS II, the files are sent to the appropriate level command for upload into the TPFDD per the supported COMMARFOR and MAGTF direction. All levels within the supported MAGTF report completion of sourcing in the redeployment TPFDD as directed.

(f) As a deployed unit's equipment/UDL changes due to retrograde or unit redistribution/reconstitution requirements (ICO redeployment to another AOR), units must refine TPFDD ULNs to ensure most accurate force requirements are in JOPEs.

(g) All levels within the supported MAGTF ICW Personnel Sections ensure/coordinate sourcing of force requirements in the redeployment TPFDD when required.

(h) The supported MAGTF, ICW the ACE creates ESTA lead and trail maintenance requirements and flight ferry in the redeployment TPFDD for ITV. (For a detailed process refer to Appendix N)

(i) ISO MEU redeployment, the supported MEU sources and continues to refine force requirements within the CCDR's designated redeployment TPFDD to support inter-theater and/or intra-theater lift if needed.

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(2) Global Force Management (GFM)

(a) COMMARFORCOM ensures sourcing solutions to support R3 (pre-decisional or approved) are correct and resident in the HQMC MCBUL 3120 (Playbook) for all levels to reference when sourcing other Service requirements.

(b) COMMARFORCOM, ICW HQMC, supporting COMMARFORs, COMMARFORRES, MEFs and bases/stations, develops a RILOC plan for activated reserve units for redeployment RSO&R.

(3) Mobility/Embarkation

(a) Deployed units under the supported MAGTF import the JFRG II TPFDD FRNs into MDSS II.

(b) Deployed units under the supported MAGTF source FRNs to create redeployment UDL.

(c) Based on the mode/source, deployed unit embarkation sections associate equipment and materiel within MDSS II.

(d) Deployed units under the supported MAGTF provide sourced MDSS II export as directed for subsequent upload into JFRG II.

(4) Distribution. The MDDOC refines sustainment, redeployment planning and materiel to support the MAGTF based upon redeployment requirements to include en-route requisition sustainment.

(5) Supply/Sustainment. ICW the supported COMMARFOR, the supported MAGTF initiates execution of R3 supply actions for equipment and materiel.

(6) Prepositioning

(a) The supported COMMARFOR, ECG and RLST continue final MPF reconstitution planning/preparation in order to transition to execution. (~60 days)

(b) The RLST coordinates initial redeployment requirements (units/personnel involved with MPF reconstitution) with the supported COMMARFOR and MAGTF.

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(7) Personnel. All levels coordinate sourcing of SA and IAs per established manpower guidance, and ensure correct sourcing in deployment TPFDD to support MAGTF R3 requirements if needed.

3. Phase II - Force Deployment Execution (FDE) (Redeployment). Redeployment execution is directed by the supported CCDR through redeployment orders IAW President/SECDEF and CJCS direction. Redeployment orders authorize transfer of forces back to the supporting CCDR, or another CCDR as appropriate. As in deployment, redeployment involves the integration and management of joint, CCDR and Service processes and procedures required to redeploy a unit from the origin to the final destination in another AOR, and/or back to home station. Redeployment execution will parallel planning activities associated with redeployment of the force to support another JFC's operation, redeployment back to home station, or a combination of both. MAGTF R3 should be considered a separate line of operation, and conducted concurrently with continuing operations. The supported COMMARFOR will begin verifying MAGTF force redeployment requirements to the supported CCDR in order to initiate strategic lift allocations and the movement of the force, and MARFOR/Service distribution support agencies will begin coordinating the non-TPFDD movement of equipment and materiel to support MAGTF redeployment operations.

a. Tailor and refine requirements. Tailoring and refining force requirements will occur during orders development, in stride with sourcing TPFDD requirements and is continuous until verification. Due to parallel planning efforts, compressed planning timelines, changes in mission/CONOPS, and R3 operations, a certain amount of tailoring and refining will be needed in order to provide accurate phasing and lift requirements. Once fully sourced and refined, the TPFDD can be used by lift providers to calculate gross lift requirements in support of redeployment planning and/or schedule lift once the requirement has been validated.

(1) MAGTF Plans/JOPES

(a) All levels within the supported MAGTF coordinate adjustments to the TPFDD to affect force flow changes based on changes identified in the developing tactical situation, redeployment or RIP plan, R3 and commander's priorities.

(b) The supported MAGTF and MSCs participate in supported COMMARFOR and CCDR TPFDD conferences in order to

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tailor and refine the redeployment TPFDD and coordinate changes in a collaborative environment. (Detailed information on the conduct of TPFDD conferences are in Appendix I)

(c) ICO RIP operations, supported MAGTF planners maintain close coordination with the incoming MAGTF, or the joint/coalition force in order to maintain integrity of the RIP plan and supporting TPFDDs.

(d) All levels within the supported MAGTF maintain situational awareness over emergent force requirements supporting R3:

1. The supported COMMARFOR ICW the supported MAGTF identifies emergent force requirements in the deployment TPFDD by building FRNs.

2. COMMARFORCOM coordinates sourcing of FRNs in the deployment TPFDD once validated by the CCDR and approved by HQMC.

(e) The supported COMMARFOR, ICW the supported MAGTF, ensures redeployment TPFDD requirements are built and refined as necessary to support in-theater MPF reconstitution.

(f) The supported MAGTF determines effective DOT organization and location to support redeployment (i.e. forward deployed vs. reachback at home station, etc.).

(2) Global Force Management (GFM). COMMARFORCOM ICW DC PP&O, DC M&RA, supported/supporting COMMARFORs and the supported MAGTF, continues to develop and coordinate sourcing solutions to support R3 requirements and operations in another AOR if needed.

(3) Mobility/Embarkation

(a) All levels within the supported MAGTF confirm sourced ULNs and incorporate R3 changes via feeder systems (MDSS II/JFRG II).

(b) Deployed units under the supported MAGTF continue preparation of cargo and personnel for R3.

(c) The supported MAGTF, ICW the ACE, coordinates and submits a SAAM request to the supporting MEF for lead and trail maintenance ESTA ICW CORONET to support redeployment of TACAIR to support operations in another AOR or home station.

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(See Appendix N for detailed information on ESTA planning responsibilities to support TACAIR rotations)

(4) Distribution

(a) ICW the SMU and DLA distribution, the supported MAGTF refines initial redeployment sustainment distribution requirements.

(b) The MDDOC continues to refine commercial asset mode/node redeployment plan to home station and/or another AOR.

(c) ICW the DMO, the MDDOC communicates commercial staging requirements with bases/stations (PMO/facilities) ISO returning forces.

(d) ICW the supported COMMARFOR, the supporting MEF and supported MAGTF MDDOC coordinate employment of expeditors (DLC teams) to all theater and relevant home station distribution nodes and reception points as required (i.e. customs/ITV).

(e) ICW the supporting MEF, the supporting establishment (Bases/stations) executes distribution support for the return of stored personal effects, POVs etc.

(5) Supply/Sustainment

(a) DC I&L, MARCORLOGCOM and the supported COMMARFOR continue coordination for redeployment sustainment support with strategic (primarily DLA)/theater level support agencies and vendors.

(b) The supported CCDR and MARCORLOGCOM continue to cancel or redirect requisition of supply/materiel requirements as appropriate.

(c) MARCORLOGCOM (DMC), ICW the supported COMMARFOR, COMMARFORCOM and lift providers, coordinates sustainment lift requirements to support MAGTF R3.

(d) All levels within the supported MAGTF continue to execute and monitor R3 supply actions for equipment and materiel.

(6) Prepositioning. The supported COMMARFOR (via a SPMAGTF or Combat Service Support Detachment (CSSD)) conducts

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in-theater reconstitution of the MPF from in-theater assets and/or assets from CONUS. Extent of MPF reconstitution in-theater is determined by the supported CCDR's directed operational/redeployment timelines. (~180-200 days)

(7) Personnel. All levels continue coordination of sourcing of SA, IA and combat replacements to support MAGTF R3 per established manpower guidance and ensure refinement of TPFDD deployment requirements when needed.

b. Verify movement requirements. The verification process occurs during orders development/transition and in stride with the tailoring and refinement of requirements. The supported CCDR can direct verification of requirements before an EXORD is given in order to start initial planning of redeployment allocations and scheduling. The verification process begins at the supported MAGTF MSE level and progresses up the chain to the supported COMMARFOR, then the supported CCDR for validation of the requirement for lift allocation. Verification of requirements will occur up until completion of the supported MAGTF's redeployment to another AOR, and/or home station.

(1) MAGTF Plans/JOPES

(a) All levels within the supported MAGTF and supported COMMARFOR verify R3 TPFDD requirements IAW supported COMMARFOR TPFDD guidance and track all requirements through validation process (To include joint/coalition forces attached to the MAGTF if directed).

(b) The supported MSCs, MAGTF and COMMARFOR must submit GOEs in order to change redeployment ULNs already scheduled by lift providers that affect movement schedules.

(c) The supported MSCs, MAGTF and COMMARFOR must provide justification with GOEs based on operational need when not covered by CJCS deployment order in order to submit short-notice validations. (See detailed information in reference c and/or supported CCDR TPFDD Business Rules)

(d) All levels within the supported MAGTF monitor strategic, organic and non-common user lift, and coordinate with strategic mobility planners to ensure lift allocation is aligned with the validated redeployment TPFDD requirement.

(e) All levels within the supported MAGTF and COMMARFOR continue to refine R3 TPFDD requirements as required.

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(f) ISO MEU redeployment, the supported MEU verifies force redeployment requirements within the CCDR's designated redeployment TPFDD to the supported MAGTF, (or verifies directly to the supported COMMARFOR or Fleet/NAVFOR commands depending on COMREL). (ICO redeployment back to the ARG, MEU intra-theater requirements may have to be submitted via ITARS in addition to the TPFDD)

(2) Global Force Management (GFM). COMMARFORCOM, ICW the DC PP&O, DC M&RA, supported/supporting COMMARFORs, and the supported MAGTF, continues to coordinate remaining sourcing solutions and emergent sourcing requirements to support R3 requirements and operations in another AOR if needed.

(3) Mobility/Embarkation

(a) All levels within the supported MAGTF continue to refine data, embark and prepare for R3 as required.

(b) In preparation for R3, the supported MAGTF prepares and submits load plans, required transportation documentation (i.e. HAZMAT diplomatic clearances) and AIS exports. (See reference o for detailed information).

(c) In preparation for redeployment, the supported MAGTF generates and maintains required ITV information via designated ITV mediums (i.e. SAAM submissions, self deploying itineraries).

(d) ICW the supported COMMARFOR, the supported MAGTF ensures R3 nodal support infrastructure is in place and activates UMAs.

(4) Distribution

(a) Upon receipt of movement requests, the supporting MEF MDDOC IAW the TPFDD and ICW with the MMDC, coordinates and submits movement requests within the JDDE for execution of commercial transportation from POD to home station.

(b) The MMDC confirms/writes ITV accuracy of distribution and sustainment data/tags from theater to home station and/or POD in another AOR.

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(c) The supported MAGTF MDDOC and supporting MEF MDDOC coordinate with external distribution agencies as required in order to leverage JDDE support in theater and home station.

(5) Supply/Sustainment

(a) All levels within the supported MAGTF continue to execute and monitor R3 supply actions for equipment and materiel.

(b) ICW the supported COMMARFOR, the supported MAGTF redistributes and/or turns in designated classes of supply to the JFC/CCDR and/or DLA to support continuing/future operations.

(c) ICW the supported MAGTF, the ACE verifies AVLOG CSP movement requirements ICO redeployment to another AOR.

(6) Prepositioning

(a) The supported COMMARFOR (via a SPMAGTF or CSSD) continues in-theater stage I reconstitution of the MPF from in-theater assets and/or assets from CONUS. (~180-200 days)

(b) The SPMAGTF/CSSD verifies TPFDD redeployment requirements to the supported COMMARFOR, or MAGTF (depending on COMREL).

(7) Personnel. In order to fully utilize strategic lift, all levels coordinate with FDP&E Sections to ensure channel and commercial requirements are only planned when strategic lift is not available, or does not meet the requirement.

c. Marshal and move to Port of Embarkation (POE). Marshalling and movement of the force to the POE occurs during orders development/transition and in stride with verification of TPFDD requirements. Redeploying forces marshal at origins/designated areas where units are reconstituted if needed, equipment is washed down, inspected and then transported to the POE. Upon arrival at the POE, unit personnel, equipment and materiel are staged in preparation for boarding ships and/or aircraft that will transport them to another AOR, or back to home station. Movement from origin to POE is coordinated and controlled by the MDDOC. The MDDOC directs activation of UMCCs and TOOs in order to facilitate redeployment and distribution operations and nodal throughput.

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(1) MAGTF Plans/JOPES

(a) The supported COMMARFOR and MAGTF coordinate force redeployment execution via their respective DOT. (See Appendix M for detailed information)

(b) All levels within the supported MAGTF provide and report redeployment updates to their commands.

(2) Global Force Management (GFM). COMMARFORCOM, ICW DC PP&O, DC M&RA, supported/supporting COMMARFORs, and the supported MAGTF, continues to coordinate remaining sourcing actions and emergent sourcing requirements supporting MAGTF R3 requirements and operations in another AOR if needed.

(3) Mobility/Embarkation

(a) The UMCC will commence actions at the UMAs to include: equipment redistribution, preparation, washdowns and pre-inspections before movement to POE (MSLs, RFID, etc.).

(b) The UMCC conducts confirmation of redeployment ULNs ICW Personnel Sections.

(c) The MDDOC (MMCC) and UMCC facilitate movement of personnel and equipment to POE.

(d) Under supervision of the MDDOC and MSCs, deployed unit actions at redeployment nodes and POE include: final equipment preparations and joint equipment inspections, customs inspections and agricultural certifications, etc.

(4) Distribution

(a) The supported MAGTF MDDOC continues to leverage external redeployment sustainment support from within the JDDE (i.e. channel routing matrix, ACA activity and monitoring channel nodes).

(b) The supported MAGTF MDDOC coordinates/executes redeployment distribution support at strategic and tactical nodes within the JDDE as needed.

(c) The supporting MEF MDDOC/supported MAGTF MDDOC ICW DMO bases/stations receive commercial transportation assets, IOT coordinate, schedule and execute movement to/from UMAs ISO

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the force movement plan to the POE, from POD, and from POD to final destination in another AOR.

(d) ICO redeployment to home station, the DMO establishes receiving teams at home station to ensure expedient offload and re-employment of assets in order to eliminate detention charges.

(5) Supply/Sustainment

(a) All levels within the supported MAGTF continue to execute and monitor R3 supply actions for equipment and materiel.

(b) The supporting MAW synchronizes and coordinates AVLOG CSP element transfer from parent to host Marine Aviation Logistics Squadron (MALS) (if applicable) in preparation for movement to the POE ISO redeployment.

(6) Prepositioning

(a) The supported COMMARFOR (via a SPMAGTF or CSSD) continues in-theater stage I reconstitution of the MPF from in-theater assets and/or assets from CONUS (~180-200 days).

(b) SPMAGTF/CSSD units/personnel marshal and move to POE IAW MPF enabler redeployment plan.

(7) Personnel. None.

d. Manifest and move to Port of Debarkation (POD).

Manifesting and movement of the force to POD occurs during transition with verification of TPFDD requirements. During unit manifesting and movement to POD, units arrive at the POE, verify manifest information, board transportation and move to POD in theater via aircraft/ship. Unit commanders are responsible for ensuring accurate personnel/equipment are accounted for at the POE so that USTRANSCOM (TCCs), or the MDDOC TOO can accurately manifest ULN passenger/cargo information into ITV systems. (In the event that TCCs are not responsible for port operations, FDP&E sections record manifest data in JOPES WebSM when needed). Upon arrival at the POD in another AOR and/or home station, units change operational control to the gaining supported CCDR, original assigned supporting CCDR, or Service HQ (for Service retained forces).

(1) MAGTF Plans/JOPES

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(a) ICW the supported MAGTF, the ACE will report carrier on-load time of departure for redeployment and manifests in JOPES WebSM for self-deploying forces (i.e. TACAIR redeployments).

(b) When USTRANSCOM (TCCs) manifest at the APOEs, the supported MAGTF (MSCs) confirm requirements manifested in JOPES WebSM and report manifest via newsgroup to the supported MAGTF.

(c) Manifests at the APOE are to be entered into JOPES WebSM within two hours after aircraft departure, and within (48) hours after ship departure from SPOE (or (24) hours before ship arrival at the SPOD (whichever is first)). (Per reference c)

(d) All levels continue to provide and report redeployment force closure updates to their commands.

(2) Global Force Management (GFM). COMMARFORCOM, ICW DC PP&O, DC M&RA, supported/supporting COMMARFOR, and the supported MAGTF, continues to coordinate remaining sourcing actions and emergent sourcing requirements in support of MAGTF R3 requirements and operations in another AOR if needed.

(3) Mobility/Embarkation

(a) When in control of redeployment port operations, USTRANSCOM (TCCs) manifest requirements in IGC (via GATES). When TCCs are not in control of redeployment port operations, the supported MAGTF MDDOC is responsible for manifesting via IGC. ICW MAGTF planners, manifests at the APOE are to be entered into JOPES WebSM within two hours after aircraft departure, and within (48) hours after ship departure from SPOE (or (24) hours before ship arrival at the SPOD (whichever is first)). (Per reference c)

(b) ICW the MDDOC, the supporting (or gaining) MEF reports carrier off-load at time of arrival at the POD at home station/another AOR for units redeployed via non-common user-lift. (Reporting carrier off-load for self redeploying TACAIR is completed by the supporting (or gaining) MAW)

(c) The supported MAGTF MDDOC ensures ITV, which can be monitored through IGC. (See annex B for more information on the system specifics)

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(d) The supported MAGTF MDDOC coordinates self move requirements with AMC when needed to support lead/trail maintenance ESTA supporting TACAIR redeployment. (Per Appendix N)

(4) Distribution

(a) The MDDOC continues to coordinate and mature sustainment and distribution support established by the advance party from within the JDDE to support operations in another AOR, or back to home station if needed.

(b) The DLCs continue to facilitate expedited movement of sustainment cargo through strategic, theater and tactical nodes as required (ITV, DTS documentation).

(c) DMO bases/stations establish field office at redeployment POD in order to execute movement of personnel and cargo to UMAs/home station and ensure expedient offload and re-employment of assets in order to eliminate detention charges.

(5) Supply/Sustainment

(a) All levels within the supported MAGTF continue to execute and monitor R3 supply actions for equipment and materiel.

(b) ICO redeployment to another AOR, the supporting MAW and supported ACE monitors AVLOG CSP status of movement, ensuring synchronization with tactical aircraft departures and arrivals. If required, ICW the supported MAGTF and MDDOC, the ACE coordinates intra-theater movements of CSP elements to tactical aircraft detachment locations.

(6) Prepositioning

(a) After stage I completion of in-theater MPF reconstitution, the MPF transfers to designated CONUS reconstitution sites to initiate stage II reconstitution and maintenance cycle under MARCORLOGCOM. (~3-5 year maintenance cycle)

(b) The supported COMMARFOR manifests and reports departure of the MPS from the POE in IGC. MARCORLOGCOM (BICmd) reports arrival of the MPF at designated reconstitution sites.

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(7) Personnel. Maintain situational awareness of unit redeployments and related issues in order to support DOT actions and coordination.

e. Joint Reception, Staging, Onward Movement and Integration/Reintegration (J/RSO&I/R). J/RSO&I/R of the force occurs during transition in theater and upon arrival of units at the POD. Redeployment for further employment in another AOR involves the same J/RSO&I tasks as in deployment. Joint Reception, Staging, Onward Movement and Reintegration (J/RSO&R) after redeployment to home station is the responsibility of the Service/assigned COMMARFOR, and incorporates the following steps in sequential order: (1) Reception at POD, (2) Conducting movements of personnel and equipment to final destinations (home stations/RILOCs/repair facilities), (3) Units conduct reintegration by completing post-deployment training, individual equipment and administration requirements, and (4) Reserve forces conduct final unit movements from RILOCs to HTCs for final reintegration/deactivation. As units arrive at the POD, ITV systems are used to report arrival by USTRANSCOM (TCCs) (or supporting MEF MDDOC/MAGTF planners when TCCs are not in control of the port). ICW the DOT, the supporting MEF's MDDOC coordinates transportation as required with supporting DMO base/station agencies and plans and manages unit movement to home station/RILOC. The MDDOC coordinates redeployment redistribution of MAGTF materiel from theater/CONUS distribution agencies.

(1) MAGTF Plans/JOPES

(a) ICO redeployment to another AOR, the supported MAGTF's DOT establishes priorities and oversees intra-theater movement of units and equipment from the POD to final destinations based on supported CCDR RDDs and MAGTF commander's priorities in order to ensure continuity of the force redeployment plan and synchronization of force closure of units, equipment and materiel.

(b) ICO redeployment to another AOR, the supported MAGTF and MSC planners provide TPFDD force flow information to the MDDOC and air planners in order to plan and schedule follow-on tactical air and ground transportation for units and equipment from final destinations to TAAs/operating areas.

(c) ICO redeployment to home stations, supporting MEF and MSC planners, through the DOT, support the MDDOC in providing redeployment TPFDD force flow information in order to

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plan and schedule follow-on transportation requirements for redeploying units and equipment from POD to home stations.

(d) The supporting MEF reports unit redeployment force closure upon arrival of ULNs at the POD via newsgroup.

(2) Global Force Management (GFM). COMMARFORCOM, ICW DC PP&O, DC M&RA, supported/supporting COMMARFORs, and the supported MAGTF, continues to coordinate remaining sourcing actions and emergent sourcing requirements to support MAGTF R3 requirements and operations in another AOR if needed.

(3) Mobility/Embarkation

(a) The supporting MEF and supported MAGTF MDDOC maintain status of MAGTF redeployment through designated TOOs and ITV systems.

(b) The supported MAGTF's MDDOC participates in ground/air boards in order to coordinate tactical lift priorities to support movements to rear areas within the AOR during R3, and during redeployment to another AOR if needed.

(c) Unit MCCs are established near strategic POD locations (i.e. ILOCs/PODs, etc.) to provide positive control of the onward movement of personnel and equipment during J/RSO&I/R process.

(4) Distribution

(a) The supported MAGTF's MDDOC continues to coordinate and execute redeployment sustainment/distribution support and DLC team requirements within the JDDE as required.

(b) As needed, the supported MAGTF's MDDOC supports and executes tactical distribution IAW established supported MAGTF routes as directed.

(c) The MDDOC coordinates and synchronizes commercial assets to support movement from POD in another AOR, or home station.

(5) Supply/Sustainment

(a) MARCORLOGCOM (DMC) continues to manage distribution and redistribution of the supported MAGTF's R3 sustainment requirements.

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(b) ICO redeployment to another AOR, the ACE coordinates movement of AVLOG CSP elements with the supported MAGTF and MDDOC to detachment locations.

(c) All levels within the supported MAGTF continue to execute and monitor R3 supply actions for equipment and materiel.

(6) Prepositioning. MARCORLOGCOM continues to conduct stage II reconstitution/maintenance cycle of the MPF at designated sites. (~3-5 year maintenance cycle)

(7) Personnel. Maintain situational awareness of unit redeployments and related issues in order to support DOT actions and coordination.

Appendix A

JOPEs ACCOUNT GUIDANCE

1. Purpose. This appendix identifies Service policy on TPFDD development and establishes a standard process and control measures in regard to TPFDD Management Tool (TMT) role and JOPEs IT permissions that will help to safeguard both USMC and Joint data within the JOPEs database during planning. (This appendix replaces HQMC "INTERIM GUIDANCE ON JOINT OPERATIONS PLANNING AND EXECUTION" (UC) msg DTG: 171456Z Dec 10, and HQMC "INTERIM GUIDANCE FOR JOPEs JCRM ACCOUNTS POST JFCOM" (UC) msg DTG: 041554Z Aug 11)

2. TPFDD Management Tool. The JOPEs TMT database role is not restricted by series and allows users to modify any plan within JOPEs. TMT role can be used for uploading, downloading, and OPLAN data manipulations for JOPEs IT. USMC planners primarily use this role to perform infrequent data upload from the JFRG II to JOPEs IT. Assignment of the TMT role is not necessary below the MSC level due to the infrequency of use and need for direct HHQ oversight because of lack of TMT restrictions. TMT role will only be assigned to 0511 chiefs and one 0511 alternate at MARFOR/MEF/MSc (MAW/Division (DIV)/MLG/MEU) levels. In the absence of the MSC chief and alternative, coordination can be made with the HHQ to upload deployment data if needed. COCOMs functional managers may downgrade users JOPEs IT permissions to their series plans based on a users database roles as deemed necessary IAW CCDR's guidance.

3. JOPEs IT permission. Permissions are assigned by PID series, or individual PID's as assigned by the CCDR FM at the CCDR/service HQ level. Newly assigned 0511 MAGTF Planners (school house graduates and lat movers), to include newly assigned officers and civilians serving in planner billets with no previous JOPEs IT TPFDD experience will only be granted update, supporting CCDR component verification, supported CCDR component verification permissions to execution plans 60 days after completion of MOS school and/or performance of their billet responsibilities applies in support of all permissions and at all levels of command. This timeline may be extended if the command deems it necessary. This guideline allows proper time to train the new 0511 MAGTF planner, officers and civilians in JOPEs process and policies. The following identifies the permissions to be utilized by USMC JOPEs users and allows maximum flexibility in developing/refining plans:

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- a. Read Permission for Working PIDs. Any USMC JOPES IT user can be assigned per the command's planning requirement. Users will be able to only view force requirements in the performance of their planning duties.
- b. Read Permissions for Execution PIDs. Any USMC JOPES IT user can be assigned per the command's planning requirement. Users will be able to only view force requirements in the performance of their planning duties.
- c. Update Permissions for Working PIDs. Any USMC JOPES IT user can be assigned per the command's planning requirement. Users will be able to build and refine force requirements in order to enable copy into the execution PID.
- d. Update Permissions for Execution PIDs. Update permissions will only be assigned to USMC JOPES IT users (Non-Commissioned Officer (NCO) and above) at the MSC HQS and above (to include the MEU) per the command's planning requirement. Users will be able to build and refine force requirements in the execution PID and copy requirements from working PIDs into execution PIDs when needed. Newly assigned 0511 MAGTF planners (school house graduates and lat movers) will be granted update permissions 60 days after completion of MOS school and/or performance of their billet responsibilities. This timeline may be extended if the command deems it necessary. This guideline allows proper time to train the new 0511 MAGTF planner. COCOMs functional managers may downgrade users JOPES IT update permissions to their series plans based on a users database roles as deemed necessary in accordance with (IAW) CCDR's guidance.
- e. Supporting CCDR Component Verification Permissions for Execution PIDs. Will only be assigned to USMC JOPES IT users at the MEF's/MARFOR's and MEU's/forward deployed MAGTF 30 days prior to deployment per the command's planning requirement. Users will be able to build/refine and populate the supporting component force verification/USTRANSCOM flag date for all force requirements in the execution PID.
- f. Supporting CCDR Verification Permissions for Execution PIDs. Will only be assigned to USMC JOPES users at COMMARFORCOM. Users will be able to build/refine and populate the supported CCDR force verification date for all force requirements in the execution PID.

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g. Supported CCDR Component Verification Permissions for Execution PIDs. Will only be assigned to USMC JOPES IT users at the supported MARFOR's and JTF's. Users will be able to build/refine and populate the supported component force verification date for all force requirements in the execution PID.

h. In consideration of possible manning limitations for forward deployed MAGTF and MSC HQs, USMC JOPES IT users below the NCO level at the MSC level and above should be assigned temporary update permissions in execution PIDs and TMT role to support force deployment planning/execution if needed.

4. Restricting access. Restricting access to execution plans by utilizing series working plans when developing force deployment requirements:

a. During force deployment planning and execution, Marine Corps working plans must be utilized to the maximum extent possible when modifying requirements. The building and refinement of force requirements in execution PIDs, and the copy of requirements from the working to execution PIDs will not occur below the MSC level and will only be conducted by the MSC chief, or NCO's assigned the update permissions. USMC JOPES IT users are not authorized at any time to perform a JFRG II upload into an execution PID and will only use working PIDs to upload JFRG II files. Users are reminded that PIDs must be changed within the B8 files prior to uploading a file into JOPES IT.

b. In order to enable utilization of working PIDs during USMC force deployment planning, MARFORs ICW CCDR'S should assign individual working plans to MEF's for planning purposes. In the case of major contingency operations or CJCS exercises, the supported MARFOR should establish a consolidated working PID in order to facilitate unity of effort in planning and consolidation of USMC planning requirements. In the event of force deployment execution, the MEF's should establish internal coordination and procedures in ensuring complete requirements are copied from the working to the execution PID/s in order to mitigate concerns with version control and facilitate aggregation solutions when required.

c. Utilizing working PIDs to the maximum extent to build and refine USMC force requirements still provides USMC planners access and flexibility in developing force deployment plans, but also provides control measures needed to help prevent accidental corruption of data within JOPES IT.

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5. Functional managers. Series Functional Manager creates user accounts, assigns JOPEs IT series functional permissions, and controls PID series access to USMC JOPEs IT users. Unit commanders request JOPEs IT accounts (to include type of permissions and roles) via their chain of command. MARFORs should submit requests for JOPEs IT accounts to CCDR FM'S. The series FM will assist in the proactive management of JOPEs IT by resolving site and series user data access issues, including user account and permissions and OPLAN management. Series Subordinate FM (Sub-FM) assists the series FM in managing JOPEs IT permissions and accounts

a. Service retained operational forces requiring a JOPEs IT or JCRM account will route a request through either HQMC FM or COMMARFORCOM FM. The following changes are to be applied immediately to all JOPEs IT and JCRM account requests for service retained operational forces.

(1) The following commands will route requests through the HQMC FM:

- (a) NCR
- (b) MARCORSYSCOM
- (c) EWTGLANT
- (d) COMMCICOM

(2) The following commands will route request through the MARFORCOM FM:

- (a) MARFORRES
- (b) II MEF
- (c) MARCORLOGCOM
- (d) Marine Corps Security Forces (MCSF).
- (e) Marine Corps Security Cooperation Group (MCSCG).
- (f) Marine Corps Installation Command (MCICOM)

(3) MARFORPAC, I MEF, and III MEF will continue to route request through PACOM FM until an internal Marine Corps process is established.

b. All JOPES IT accounts created by HQMC and MARFORCOM will use the following guidelines:

1st and 2nd characters:	M for Marines	
3rd character:	User location:	
MMA -MARFORLOGCOM	MMI -MCICOM	MMR -MARFORRES
MMC -MARFORCOM	MML -MLG	MMT -EWTGLANT
MMD -GCE	MMM -II MEF/MHG	MMU -MEU
MMH -NCR (HQMC/MCIOC)	MMO -MCSCG/CBIRF/FAST	MMW -MAW
4th thru 6th characters:	1st (3) letters of user's Lname	
7th character:	user's first initial	
8th character:	user's middle initial or "N" for none.	

c. TPFDD'S currently established in the 09XX block (HQMC managed in order to support force deployment planning/execution for service retained forces and preposition programs) are as follows:

- (1) 090XX and 09EXX: HQMC exercises and deployment
- (2) 093XX: EWTGLANT (0511 school house)
- (3) 09CXX and 09DXX: COMMARFORCOM
- (4) 09MXX: MPF

d. The current designated FM'S are as follows:

HQMC:		
JOPES IT FM:	0511 SNCOIC	703-604-6204
JOPES IT SUB-FM:	0511 NCOIC	703-604-6208
JCRM FM:	PP&O, PLN	703-604-6204
JCRM FM:	PP&O, POC	703-571-1046
MARFORCOM:		
JOPES IT FM:	FDP&E FDO	757-836-1636
JOPES IT SUB-FM:	FDP&E ANALYSIS	757-836-1631
JCRM FM:	FDP&E FDO	757-836-1636
JCRM FM:	FDP&E ANALYSIS	757-836-1631

e. HQMC and COMMARFORCOM FM'S and SUB-FM'S Will conduct a quarterly review of all accounts and permissions for accounts

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within their purview. MARFORCOM FM will submit results to HQMC (PLN) via newsgroup.

f. The USMC GCCS-J Access Request form NAVMC 11829 (03-12) (EF) must be submitted electronically with digital signatures via NIPR and is available <https://navalforms.daps.dla.mil> to corresponding FMs.

g. Users whos account have been inactive for more than 1 year will be deleted annually in January.

6. Enclosure (1) to Appendix A is guidance for establishing a JCRM account.

7. Enclosure (2) to Appendix N is the user password change procedure step by step. Each new administrative user will be given a unique user name and temporary password. When logging into Global for the first time, the user is required to change his or her password immediately to a properly constructed password only known to the user. Every Marine is responsible for protecting his or her password against loss or disclosure, and will be held liable for any improper use of the password. Users must change their password every 50 days to avoid being locked out of the account. If a user that incorrectly enters a password three time consecutively the account will be locked. Users will be notified beginning 14 days before password expiration. The password must be changed at least the day before the expiration date. If a user fails to change password in a timely manner and becomes locked out, then you must contact a Functional manager to reset your password. Users can only change their password every 14 days. This doesn't apply if the password was changed by another user i.e. FM or SUB FM.

Appendix A Enclosure 1

JCRM ACCOUNT GUIDANCE

1. Purpose. Service policy on JCRM accounts development and establishment of a standard process and control measures in regard to JCRM Management; permissions that will help to safeguard both USMC and Joint data within the database during allocation and execution process.

2. JCRM ACCOUNT. To request an account for JCRM there are two requirements for all personnel requesting an account.

a. First, utilize the GCSS-J NAVMC 11829 (03-12) (EF) form located at <https://navalforms.daps.dla.mil>. This form ensures your security clearance is verified by a security manager and that you have a need to know.

b. Second, on the classified side go to the following URL: <https://jsins.jss.js.smil.mil/JCRM> click on "Request an Account" (located under login password and populate required information.

(1) For Service Retained Force select COMMARFORCOM for Command and for all others select USMC, to establish a read only account.

(2) For MARFOR's needing an account with write permission, your request must be submitted to the appropriate CCDR. Ensure the appropriate option under Command is selected went requesting an account.

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Appendix A Enclosure 2

USER PASSWORD CHANGE PROCEDURES

1. Background. To support the Secure Global Desktop (SGD) JOPEs Editing Tool (JET)/Rapid Query Tool (RQT) Single Sign-on (SSO), a JOPEs IT application called Password Processor (PASPRC) holds the user password for three hours after login to Sun Secure Global Desktop (SSGD) applications (e.g. JET, RQT). Once three hours idle time is exceeded the password must be re-entered. This presents a problem if the password is changed using JOPEs Permissions (JPERMS) within this three hour period as there will be a password mismatch and use of application after the password change will likely result in a locked account.

2. Procedure. There are two timeframes that a JOPEs IT user can change their password.

a. Beginning of the Day - Password is changed prior to opening JET or RQT for the day

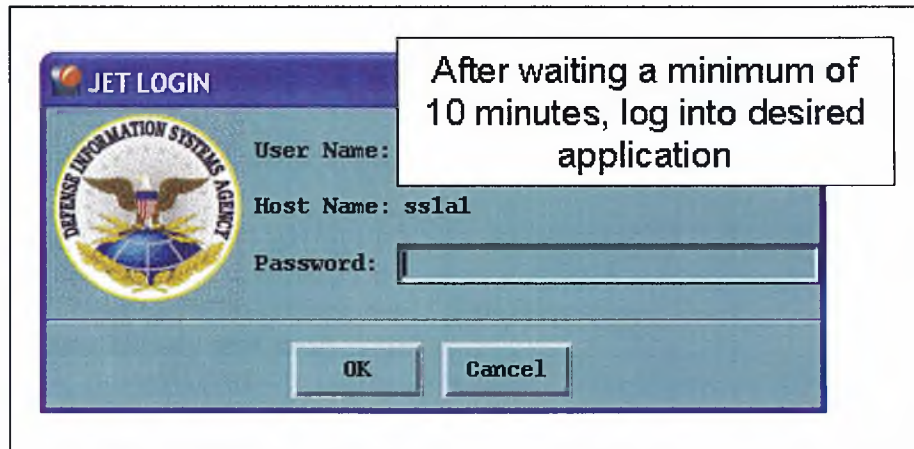
(1) Use JPERMS to change your password

(2) Click change password

(3) Change password, must enter old password once and new password twice. After you enter password click submit and wait until operation is complete.

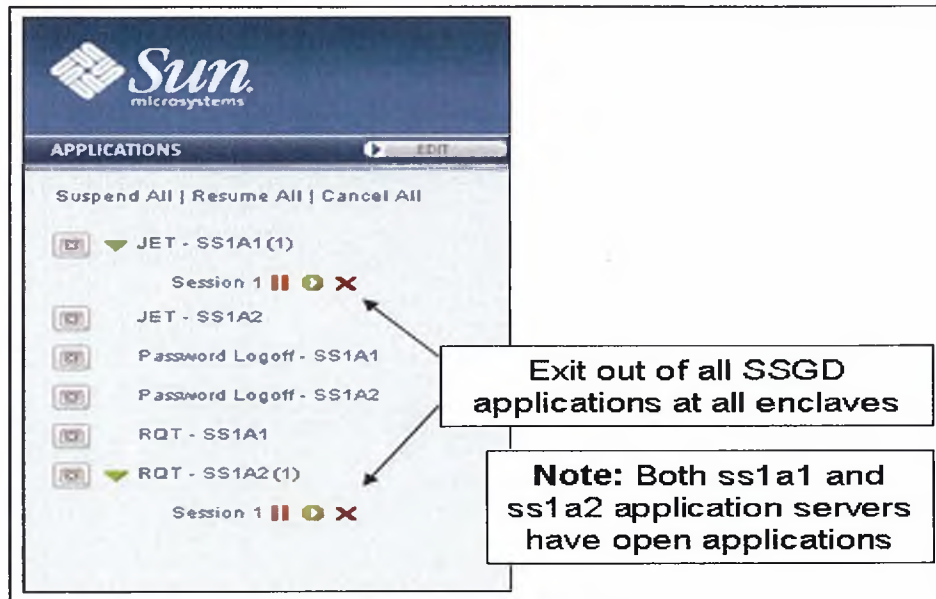
(4) After operation is complete logout of your account by clicking logout in the upper right hand corner

(5) Wait a minimum of ten minutes for replication to occur before attempting to login with the new password

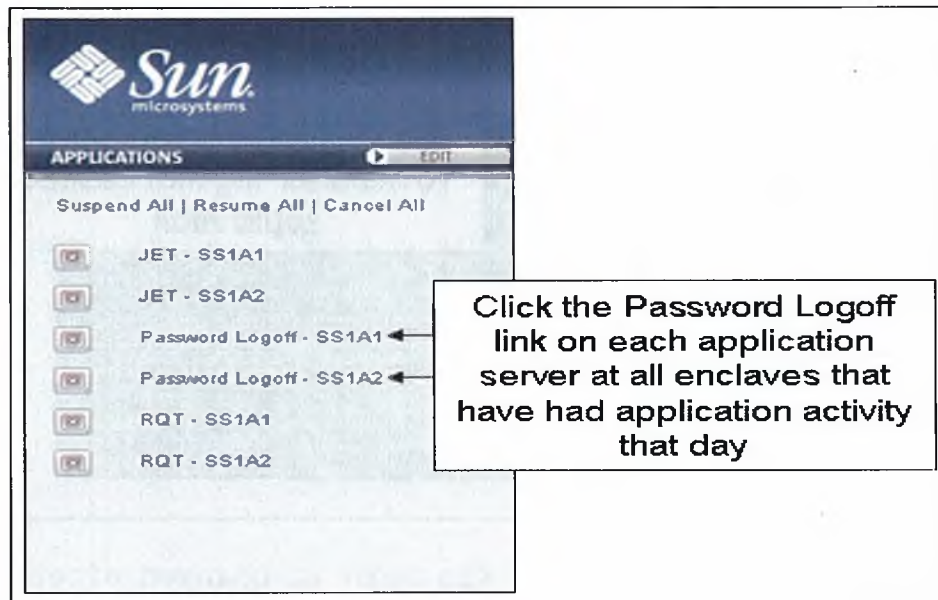


b. During the Work Day - Password is changed after opening JET or RQT that day

(1) Logout of all SSGD applications (e.g., JET, RQT) on all application servers at all enclaves



(2) Click on the 'Password Logoff' link for each application server at all enclaves where you have had application activity that day



(3) Use JPERMS to change your password using steps 1-5 from above.

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3. JPERMS provides a limited safeguard as it will check to see if there are open Client/Server sessions on the corresponding JPERMS application server within that enclave and will provide a warning if any open sessions are found. No checks can be made on application servers within other enclaves.

4. If the above steps were not followed prior to changing a password, the following steps will remove the stored password from memory.

a. After making the password change in JPERMS, wait a minimum of ten minutes for replication to occur before attempting to proceed

b. Click on save and then the 'Password Logoff' link corresponding to the application server at the enclave where an open application is running

c. Exit the application.

d. Depending on the state of the application, the application will either exit normally or query for a password.

e. If a password query is received, enter the new password.

5. For Web Applications, simply logoff the JOPES Homepage and wait at least 10 minutes before logging back into the JOPES Web Applications.

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Appendix B

FDP&E SYSTEMS

1. Purpose. This appendix identifies the main force deployment planning and execution systems used by Marine Corps planners and functional area Subject Matter Experts (SMEs). Planners and SMEs use several joint and Service systems in order to ensure that force deployment and redeployment planning and execution is conducted in a collaborated and controlled environment. Effective deployment and redeployment of Marine forces requires detailed knowledge and application of both joint and Marine Corps systems.

2. Joint Planning & Execution Systems.

a. Global Command and Control System (GCCS). The GCCS provides a single joint command and control system for the CJCS. It helps CCDRs and JFCs maintain their battlefield awareness through a fused, integrated, near real time picture of the battle space. The GCCS provides information processing support in the areas of planning, mobility, and sustainment to CCDRs, Services and DOD agencies. The GCCS also provides worldwide user-to-user information exchange for command and control, communications, intelligence, functional and administrative management, including logistics, transportation, personnel, and medical support.

b. Joint Operations Planning and Execution System (JOPES). JOPES is the integrated command and control system used to plan and execute joint military operations. This system is a combination of joint policies, procedures, personnel, training, and a reporting structure supported by automated data processing on the GCCS. These capabilities support translation of the Presidential and SecDef policy decisions into planning and execution of joint military operations. JOPES systems are used for joint command and control and interface with selected Service applications in order to provide essential data for joint planning. JOPES core databases reside at the following selected GCCS sites:

- (1) National Military Command Center
- (2) U.S. European Command
- (3) U.S. Pacific Command

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(4) U.S. Transportation Command

(5) SKYDEP3 deployed support server

c. JOPEs Editing Tool (JET). JET provides a capability to create, add, modify, delete, and generate deployment and redeployment related information contained in a TPFDD and processes both unit and non-unit OPLAN data. While using JET, the user may view carrier related information for selected force requirements and generate reports for JET list displays. For detailed reports, the RQT may be directly used for predefined or ad-hoc reports on selected unit or non-unit records. This TPFDD edit capability is a critical tool used during both deliberate and crisis action planning.

d. Rapid Query Tool (RQT). RQT is a tool that allows users to access JOPEs data. It includes functions to design, print, or save tailored ad-hoc reports, and provides graphical and mapping displays to help "visualize" JOPEs data. RQT consists of several "domains" that focus on a cross section of data to include OPLAN, Carrier, Global Status of Resources and Training System (GSORTS), standard JOPEs reference files and audit information. RQT creates a "snapshot" through rapid retrieval using parallel processing, which can be saved on the client workstation and used when generating reports. This approach allows rapid report tailoring and greatly reduces the number of times the GCCS Oracle database is accessed. Reports can be developed using user-defined parameters, stored queries, predefined reports, or tabular reports. Standard reference files may be saved in specific JOPEs formats for input into other offline systems. The audit domain allows for analysis of OPLAN update history by USERID and update date. The new TPFDD "visualization" tools permit force data to be depicted graphically by using the "Flow Analysis" functions or overlaid on a rudimentary map display utilizing the "Map Requirements" function. RQT is integrated with JET to permit editing of RQT displayed requirements in selected functions, or conversely, launching of RQT based on requirements displayed in JET.

e. Web Scheduling and Movement (WebSM). WebSM provides the capability to add, review, update, and delete carrier data. Carriers may be created and linked to OPLANs complete with itinerary information. Itinerary information includes planned and reported arrival/departure times at itinerary routing locations. Further, OPLAN requirements may be allocated and manifested on carriers, and linked with specific carrier on-load and off-load locations. Carriers that are no longer needed may

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be deleted from the database to include related itinerary, allocation, and manifest data. The following roles are granted to users using the JPERM application.

(1) WebSM Read User. This role allows the user to access the database to view the tables under the WebSM application.

(2) WebSM Organic User. This role allows organic carrier changes plus manifesting of common carriers.

(3) WebSM USTC User. This role allows common-user carrier changes.

f. JOPEs Permissions (JPERMS). JPERMS is used to create and maintain JOPEs user accounts on the system to which users connect. Account security and access permissions are replicated to the other systems using a combination of Oracle replication and Network Information Service Plus (INS+) replication. A JOPEs account is a composite of an Oracle account, a UNiplexed Information and Computing System (UNIX) account and JOPEs permission set. The UNIX account provides GCCS security and access permissions, while the Oracle account enables the interface with the Oracle-based JOPEs database, and the JOPEs permission set controls the user's access and privileges to a particular OPLAN and OPLAN series. The JOPEs permission set also determines the delegation of privileged capabilities to other users. All three accounts are required for JOPEs users.

g. TPFDD Management Tool (TMT). TMT is the JOPEs application tool used to perform various operations involving all series OPLANS. These operations include creating, editing, or deleting PIDs. TMT also gives the user the ability to upload and download these PIDs in various formats (i.e. B8, H3, and DEX).

h. Joint Force Requirements Generator II (JFRG II). JFRG II is a computer application to support remote and forward deployed users in generating TPFDDs. JFRG II provides a unit level deployable, microcomputer-based deployment-planning tool for the joint planner community. It facilitates identification of accurate unit data down to the unit personnel and level VI cargo detail. It consolidates joint and Service specific reference information and codes from numerous sources. JFRG II can produce JOPEs executable TPFDDs, an JOPEs transaction file for modifications to an existing OPLAN database, and can download existing JOPEs plans. JFRG II provides a bridge

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between JOPES and Service deployment data systems (i.e. MDSS II).

i. Global Status of Resources and Training System (GSORTS). Like TUCHA, Type Unit Equipment Detail (TUDET) and the Geographical Location (GEOLOC) reference files, GSORTS is the reference data base within GCCS that is essential in managing the movement process within JOPES. GSORTS is a joint readiness system that contains personnel, equipment, and training data on every DOD unit (Active and Reserve) and depicts each unit's readiness for deployment. GSORTS also contains basic unit identity data, such as each unit's name, unit type, current location, home station location, and UIC. The Defense Readiness Reporting System - Marine Corps (DRRS-MC) currently feeds USMC readiness data into GSORTS (Eventually, DRRS-Joint will replace GSORTS).

j. Joint Flow & Analysis System for Transportation (JFAST). JFAST is a multi-modal transportation analysis model developed/managed by USTRANSCOM and used to assess transportation feasibility of a plan. JFAST supports crisis action, operational and deliberate planning, and deployment/redeployment execution. JFAST receives transportation requirements from JOPES IT and/or Rapid Force Development and Analysis Tool (RFFDAT) in order to perform: (1) Course of action analysis, (2) Create transportation schedules, and (3) Project delivery profiles.

3. Transition to Adaptive Planning and Execution (APEX). DOD is in the process of transitioning from the JOPES to APEX. However, specific JOPES process and IT systems will still be needed for force deployment planning and execution. To support the transition to APEX and enhance DOD's current planning and execution capability, IT systems are currently being developed to support future APEX. Most IT systems are being developed by DISA within its Joint Planning & Execution Service (JPES) and are envisioned to be mainly utilized by planners at the Service Component, CCDR and higher levels. JPES IT tools are being developed to interface between existing JOPES systems and other JPES tools in order to utilize planning data between systems to ensure consumption of source data and support cross functional planning to support future APEX. Systems evolution (to include JOPES modernization) is expected to continue into the future to support APEX implementation.

a. Joint Capabilities Requirements Manager (JCRM). JCRM is part of the main JPES suite. JCRM is a web-based joint GFM

management tool that provides a consolidated database of all force requirements (Rotational, Emergent, Exercise, Individual Augmentation and Contingency planning) generated by geographic CCDRs. The tool will provide the JPEC with accurate and timely information to facilitate risk-informed force allocation decisions. JCRM interfaces with JOPEs and contributes to GFM and deployment planning efficiency by identifying CDR force requirements, then transmitting "major" force requirements to JOPEs for force sourcing and/or subsequent force deployment planning when needed.

Command & Control Capabilities

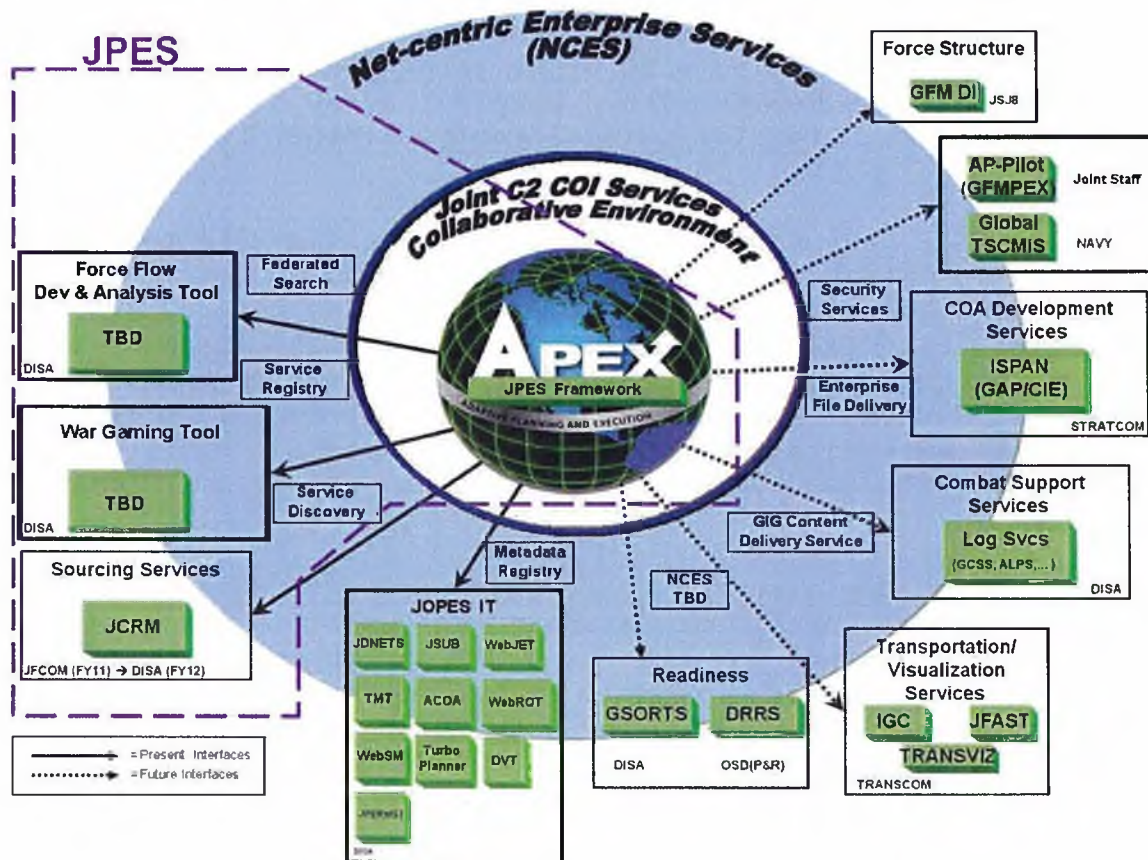


Figure B-1.--Future APEX Capabilities

b. JPES Framework (JFW). JFW is part of the main JPES suite. JFW will provide a single JPES authorization management capability composed of five core capability areas: (1) JPES Permissions Manager (JPM), (2) Data Virtualization Layer (DVL)

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(Provides existing authoritative C2 data sources into a consolidated single virtual data source for JPES and other APEX applications), (3) JPES Policy Administration Point (PAP) (Provides Web services allowing JPES applications to store/retrieve XACML security policies through machine-to-machine automation), (4) JPES Policy Decision Point (PDP) (Provides Attribute-Based Access Control (ABAC) to permit or deny access on JPES resources, (5) APEX Data Network Services (ADNETS) (Provides a proxy to the JOPEs Data Network Services (JDNETS)).

4. Marine Corps Planning Systems. Marine Air Ground Task Force/Logistics Automated Information System (MAGTF LOGAIS) is the Marine Corps' family of coordinated, mutually supporting automated systems that provides the means to plan, execute, and employ forces in a Joint environment. The MAGTF LOGAIS family of systems, when coupled with other joint and Marine Corps systems, provides MAGTFs with a powerful array of planning and execution tools. The following identifies MAGTF LOGAIS IT systems:

a. MAGTF Data Library (MDL). The MDL is a database that provides logistics reference data to a broad family of Marine Corps logistics systems. The Marine Corps Equipment Characteristics File is represented by the tech data file in the MDL and is the source for dimensional data for the MAGTF/LOGAIS family of systems. MDL pulls data from over two dozen reference files from various military information systems and is integrated with the Joint Deployment Data Library in support of JFRG II.

b. MAGTF Deployment Support System II (MDSS II). MDSS II is a unit level deployment database management system capable of deliberate planning and supporting CAP and deployment execution anywhere in the world. MDSS II allows personnel at various echelons within the FDP&E process to build and maintain a database that contains force and equipment data reflecting how the operating forces shall be configured for deployment (not employment). This data should be maintained during normal day-to-day garrison activities and updated during plan development and execution. Extracted MDSS II data provides all echelons with an accurate picture of force composition and lift requirements by passing the data through JFRG II and into JOPEs.

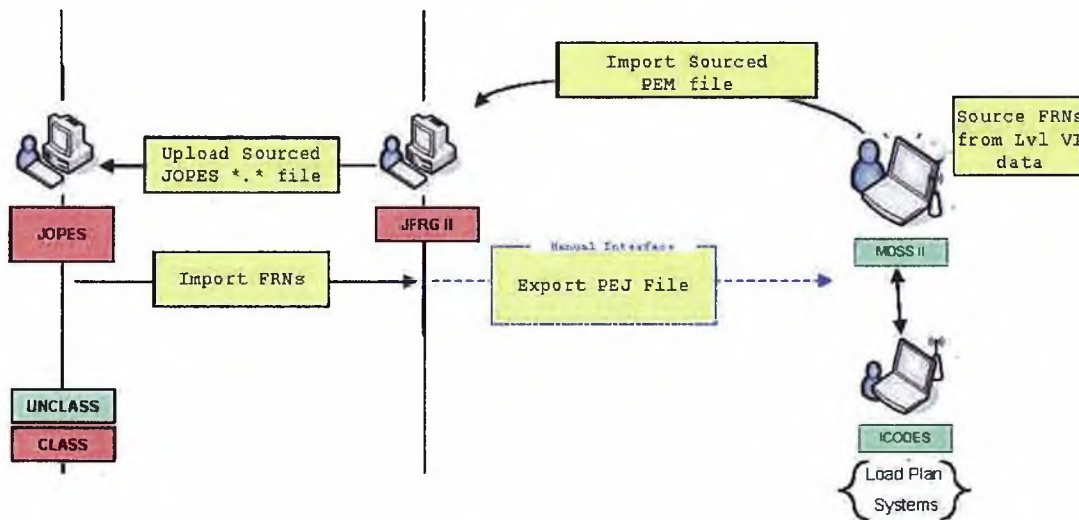


Figure B-2.--JOPES, JFRG II, and MDSS II Interface

c. Asset Tracking Logistics and Supply System (ATLASS). ATLASS is a deployable computer-based management system that supports the Marine Corps with logistics inventory for all ground equipment, requisitions and asset tracking. Future development shall include plans, schedules, reports, track maintenance actions, supply, and related logistics support actions. ATLASS provides total asset visibility for unit and intermediate level organizations and represents a common picture of critical supply and maintenance information across the Marine Corps. Currently, the Marine Corps is transitioning to the Global Command Support System - Marine Corps (GCSS-MC) which incorporates the ATLASS capability.

d. Automated Air Load Planning System (AALPS). AALPS is the aircraft load planning system for the DOD and assists users in planning and execution of both commercial and military aircraft load plans. AALPS uses preplanned data (estimates) and actual data to support deliberate planning, crisis action planning and war-gaming scenarios. AALPS is used for estimating airlift requirements (by specific aircraft type and delivery method), producing AMC certified load plans, and providing airlift/movement summary data and load reports ranging from a single mission to full-scale deployments. Marine Corps embarkation planners interface their MDSS II data with AALPS to create aircraft load plans to support unit move. Like ICODES, AALPS planning must first be conducted in MDSS II by assigning carriers using the embarkation workbench module and creating an export file for AALPS.

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e. Integrated Computerized Deployment System (ICODES). ICODES supports USTRANSCOM and SDDC in providing for integrated systems management tools for common transportation functions throughout the DOD. The planning function enables planners to execute the loading and stowage of military cargo (aboard military or commercial ships) for onward movement in support of training and operations. The reporting functions support the requirement to provide commanders with strict accountability of these cargoes during loading, trans-shipment, and discharge at the POD. Marine Corps embarkation planners interface their MDSS II data with ICODES to create shipload plans to support unit move. ICODES planning must first be conducted in MDSS II by assigning the appropriate carriers in the embarkation workbench module, then creating an export file for upload into ICODES.

f. Cargo Movement Operations System (CMOS). CMOS is a U.S. Air Force standard system that integrates basic DOD and USTRANSCOM transportation policy and procedure. CMOS automates information management in receiving, shipment planning, packing and crating, and air/surface terminal work centers during normal operations and transportation mobility operations during wartime/crisis situations. CMOS provides the Marine Corps with base level and theater level distribution center movement traffic management.

5. In-Transit Visibility (ITV). ITV is the ability to track the identity, status, and location of DOD units, non-unit cargo (excluding bulk petroleum, oils, and lubricants) and passengers, medical patients, and personal property from origin to consignee or final destination across the range of military operations. The ITV process requires feeds from GTN/IGC feeder systems which in turn feed into JOPEs via the GCCS.

a. Integrated Data Environment Global Transportation Network Convergence(IGC). IGC gives its customers located anywhere in the world a seamless, near-real-time capability to access and employ transportation and deployment information. IGC is an automated command and control system developed and managed by USTRANSCOM that supports the family of transportation users and providers (DOD and commercial), by providing an integrated system of ITV information and command and control capabilities. IGC collects and integrates transportation information from selected transportation systems which can be provided to the JPEC to support transportation planning and decision making during planning and execution. IGC has converged with the Defense Logistics Agency's IDE system to create the IGC system. The convergence of these two programs

will create a single place between DLA and USTRANSCOM for consistent access to common, authoritative data, business standards, and information.

b. Global Air Transportation Execution System (GATES). Is a web-based capability that provides AMC, DOD and commercial partners with an aerial port operations and management information system. GATES is designed to support automated cargo and passenger processing, support management of resources, provide logistical support information, generate standard and ad-hoc reports, and provide message routing and delivery service for virtually all aircraft data. GATES is used by AMC for the reporting of in-transit visibility data to IGC and billing to AMC's financial management directorate.

c. Global Decision Support System (GDSS). Is a worldwide command and control system used by AMC for executing strategic airlift and air refueling missions during training and operations. GDSS provides automated tools to track aircraft and aircrew movement.

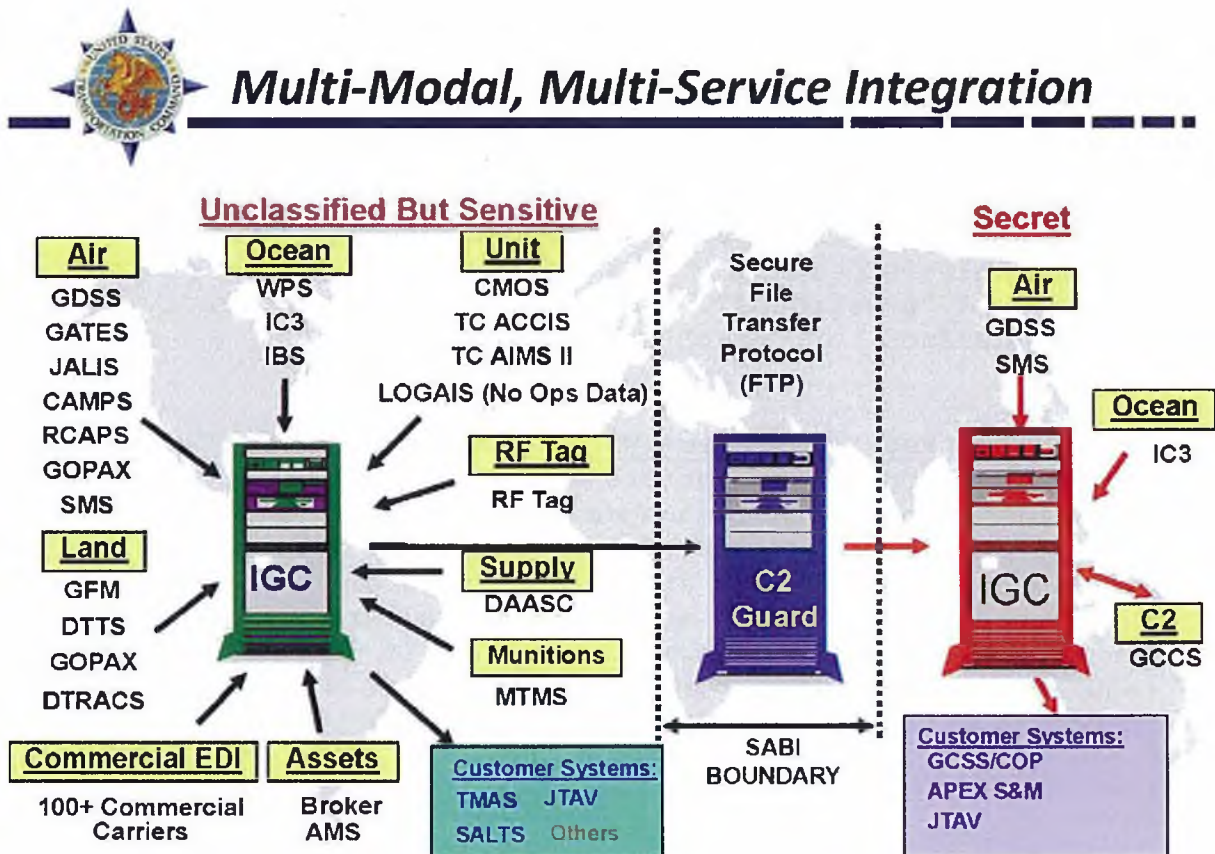


Figure B-3.--ITV Systems

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d. Worldwide Port System (WPS). WPS is a DOD automated information system to provide cargo management and accountability to water port and regional commanders while providing itv to IGC.

e. Single Mobility System (SMS). SMS is a web-based computer system that provides visibility of air, sea, and land transportation assets and provides aggregated reporting of cargo and passenger movements. SMS does this by collecting plane, ship, and truck movement data from other computer systems such as IGC.

6. Stand Alone Applications.

a. Automated Message Handling Service (AMHS). AMHS provides the capability to receive, organize, search, transmit, and retrieve Automatic Digital Network (AUTODIN) message traffic. AMHS is functionally divided into two components: the tasker and message assembler and the topic (search) software application. These components provide the user with capabilities to create, coordinate, validate, and release an AUTODIN message as well as receive, organize, view, and print incoming AUTODIN traffic.

b. Newsgroups. Newsgroups provide the ability for JPEC users to broadcast information which many users can receive in near real time. The user connects to a news server, which is a host maintaining copies of messages which have been posted to one or more "newsgroups". Users can read, print, reply to listed messages, or "post" new messages.

c. War Reserve System (WRS). WRS is a Marine Corps system designed to support deliberate and crisis action planning for sustainment and overall management of requirements for WRMR. The WRS receives equipment lists from MAGTF II, computes sustainment requirements at the supply parameters, and computes sustainment requirements at the supply class/subclass level. The WRS then exports this data to MAGTF II to provide movement requirements to JOPES. (The future JFRG II v1.4.4 will interface with the WRS to replace MAGTF II)

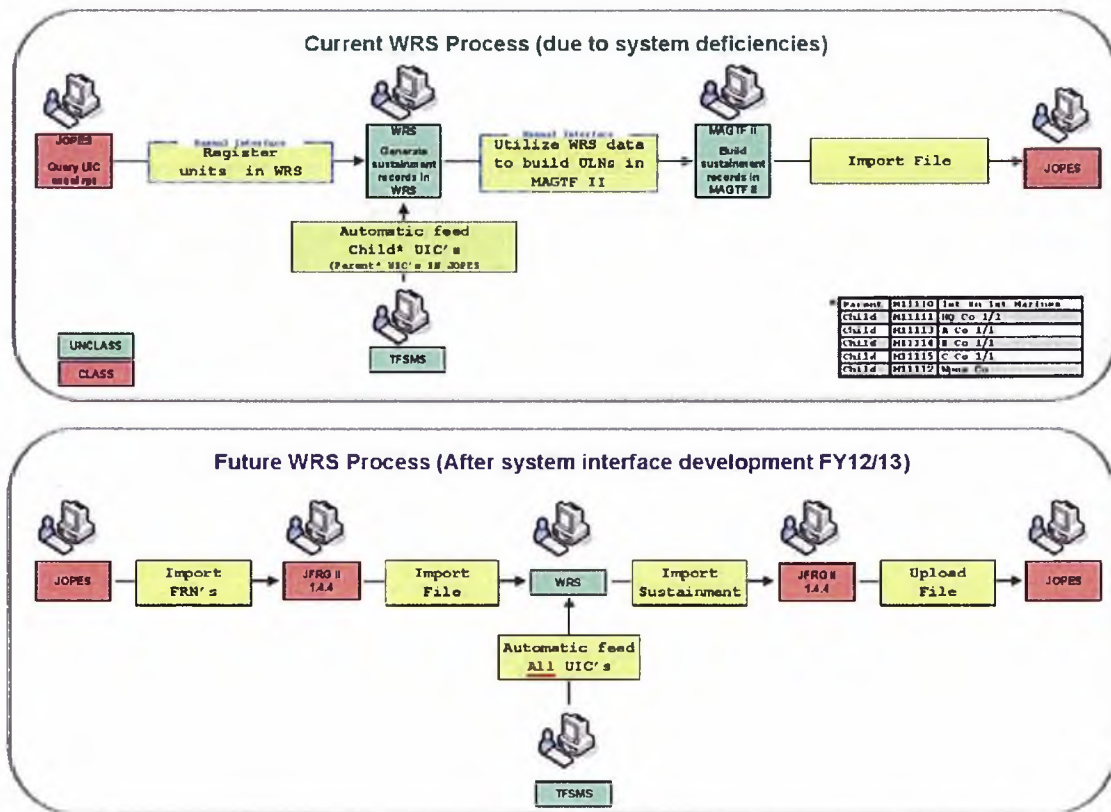


Figure B-4.--WRS Interface

d. Total Force Structure Management System (TFSMS). TFSMS is Marine Corps enterprise system that combines manpower and equipment data for the purpose of managing the total force. TFSMS serves as the primary data source for the Marine Corps and allows users to view and analyze total force data. Total force data (ground equipment and personnel) from TFSMS is used to update Marine Corps TUCHA (level IV equipment/personnel) within the JOPEB reference file to support FDP&E planning.

e. Support Equipment Resources Management Information System (SERMIS). SERMIS is the primary automated management IT system for the Department of the Navy (DON) supporting the Aircraft Maintenance Materiel Readiness List (AMMRL) program, as well as Navy and Marine Corps Support Equipment (SE) logistics managers. SERMIS provides all levels of SE logistics management to include allowance, inventory, and rework data to ensure the readiness of the fleet. SERMIS maintains the data necessary for effective aircraft SE asset management and provides formal SE allowance computation, depot level rework tracking, transaction (transfer and receipt) reporting, inventory tracking, and queries and reports of allowance and inventory data. Since the

TFSMS does not manage USMC aviation assets, SERMIS is currently used to collect aviation equipment/materiel data for the USMC TUCHA reference file within JOPES.

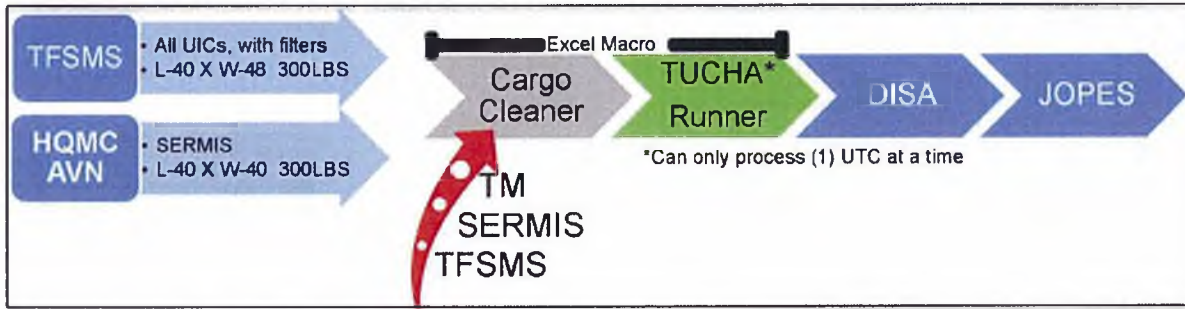


Figure B-5.--TUCHA Systems

Appendix C

MAGTF PLANNERS QUICK REFERENCE GUIDE

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

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

Figure C-1.--OPLAN Matrix

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

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

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

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

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

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

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

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

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

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

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Site/Command:	Newsgroup Server:
CENTCOM	news.centcom.smil.mil
EUCOM	eucomnews.gccs.eucom.smil.mil
FORSCOM	macksa002news.forcel.army.smil.mil
HQDA	aoc-svr2.hqda.army.smil.mil.119
HQMC	gccsdta.mcw.ad.usmc.smil.mil
MARFORPAC	205.53.122.138
NORAD/USNORTHCOM	nncnews.gccs.northcom.smil.mil
NMCC	j42new.nmcc.smil.mil
PACAF	news.pacaf.hickam.af.smil.mil
PACOM	scgsfnews.gccs.pacom.smil.mil
SOCOM	news.socom.smil.mil
SOUTHCOM	scshggc232.c2.southcom.smil.mil
STRATCOM	sgz191.gccs.stratcom.smil.mil

Figure C-2.--Command Newsgroup Servers

5. JET Main Window - JET Shortcut Commands.

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

Figure C-3.--Jet Shortcut Commands

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

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

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

First Character:		Second Character: Misc Missions	
F	CENTCOM: Intra-theater missions	C	Transfer of Assignment (TOA)
M	OAS and CMDR	D	Support
O	Commercial Air Msn (Charter)	E	Training
S	USSOUTHCOM	G	C-130 Rotations
4	Non-USAF Aircraft	H	Hurricane/Typhoon or other catastrophic type missions
		U	Local Flights (unit training, aerial refueling training, and home station sorties)

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

Figure C-4.--USMC Airlift Mission Numbers

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

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

- a. ULNs contain five major types of movement information:

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- (1) Deploying units.
- (2) Dates associated with the movement.
- (3) Locations involved with the movement.
- (4) Number of personnel and quantity of cargo to move.
- (5) Type of transportation required to move the force.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Figure C-10.--Zulu Standard Time Zone

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

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

16. Transportation Status Flag.

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

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

- (1) T - ULN pulled and being worked by USTRANSCOM
- (2) A - ULN has been allocated a carrier by USTRANSCOM
- (3) M - ULN has been manifested to a carrier
- (4) B - ULN is both allocated and manifested.
- (5) BLANK - Not scheduled

17. Force Providing Organization Codes.

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

Figure C-5.--ProvOrg

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

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

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

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

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

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

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

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

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

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

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

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

(1) ILOC Stop Codes.

(a) C = Stop between Origin and POE

(b) B = Stop between POE and POD

(c) A = Stop between POD and Destination

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

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

Figure C-6.--GEOFILE INSTALLATION TYPE

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

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

a. Cargo Category Codes.

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

Figure C-7.--Cargo Category Codes

b. Extent Cargo Size Classification.

(1) Non-air-transportable. Cargo incapable of being transported on a C5 (1453"x216"x156") or weights heavier than a C5's planning weight of 122,600lbs.

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

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

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

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c. Levels of detail.

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

Figure C-8.--Cargo Level of Detail

24. Aircraft Reference.

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

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

Figure C-9.--Aircraft Characteristics

25. Common Formulas.

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

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

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

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

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26. Useful Web Links.

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

Figure C-10.—Web Links

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Appendix C Enclosure 1

MISSION PRIORITY CODES

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

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

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

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

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

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Appendix C Enclosure 2

UNIT LEVEL CODE

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

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

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Appendix C Enclosure 3

TRANSPORTATION MODE AND SOURCE

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

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Appendix C Enclosure 4

GEO AND ICAO CODES



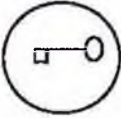

















COUNTRY/STATE NAME	GEO CODE	ICAO CODE	GEOLOCATION NAME	INS TYPE
BAHRAIN	ATXK	OBBI	BAHRAIN INTL	IAP
CALIFORNIA	CPMC	KNXF	CAMP PENDLETON MC	APT
CALIFORNIA	TWEN	KTNP	TWENTYNINE PALMS	APT
CALIFORNIA	NGWV	KSAN	SAN DIEGO INTL	JAP
CALIFORNIA	CAAP	KNFG	CAMP PENDLETON MC	MAP
CALIFORNIA	FSPM	KEDW	EDWARDS AFB	MAP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

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

Appendix C Enclosure 5

CLASSES AND SUBCLASSES OF SUPPLY

CLASS I SUBSISTENCE			A NONPERISHABLE C COMBAT RATIONS R REFRIGERATED S OTHER NONREFRIGERATED W WATER
CLASS II INDIVIDUAL EQUIPMENT			A AIR B GROUND SUPPORT MATERIAL E GENERAL SUPPLIES F CLOTHING G ELECTRONICS M WEAPONS T INDUSTRIAL SUPPLIES
CLASS III PETROLEUM, OILS, LUBRICANTS (POL)			A POL FOR AIRCRAFT W POL FOR SURFACE VEHICLES P PACKAGED POL
CLASS IV CONSTRUCTION MATERIALS			A CONSTRUCTION B BARRIER
CLASS V AMMUNITION			A AIR DELIVERY W GROUND
CLASS VI PERSONAL DEMAND ITEMS			
CLASS VII MAJOR END ITEMS			A AIR B GROUND SUPPORT MATERIAL D ADMIN VEHICLES C ELECTRONICS J RACKS, ADAPTERS, PYLONS K TACTICAL VEHICLES L MISSILES M WEAPONS N SPECIAL WEAPONS X AIRCRAFT ENGINES
CLASS VIII MEDICAL SUPPLIES			A MEDICAL MATERIAL B BLOOD / FLUID
CLASS IX REPAIR PARTS			A AIR B GROUND SUPPORT MATERIAL D ADMIN VEHICLES C ELECTRONICS K TACTICAL VEHICLES L MISSILES M WEAPONS N SPECIAL WEAPONS T INDUSTRIAL MATERIAL X AIRCRAFT ENGINES
CLASS X NON-MILITARY PROGRAMS			

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Appendix C Enclosure 6

JULIAN CALENDAR

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

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

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Appendix D

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

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

2. Overview.

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

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

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

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

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

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

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

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

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

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

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

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

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

3. USMC TUCHA Management Process.

a. TUCHA Data information and constraints.

(1) 189 total standard UTCs in USMC TUCHA.

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

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

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

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

b. TUCHA Management Process.

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

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

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

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

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

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

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

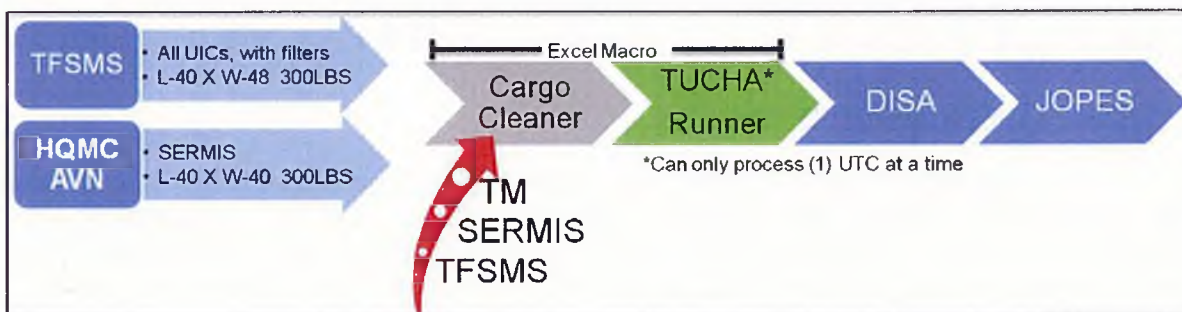


Figure D-3.--TUCHA Process

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

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

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

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

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

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

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

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

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

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

b. MPF FRN Structure.

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

Figure D-4.-MPF FRN Structure

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

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

Figure D-5.-7TH Character for Ships

Appendix E



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

IN REPLY REFER TO:
3000
PLN

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

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

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

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

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

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

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

a. Executive Steering Committee (ESC)

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

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

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

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

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

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

(b) HQMC branches will provide below representatives:

- PP&O (POC, POE)
- I&L (LPO, LPD, MARCORSYSCOM, MARCORLOGCOM)

(c) HQMC branches/agencies will provide below representatives when directed/required depending on agenda:

- PP&O (POG, POR)
- AVN (APP)
- M&RA (MPP, MMFA)
- C41
- CD&I (TFSD, MCCDC, TECOM)

c. Type Unit Characteristics (TUCHA) Working Group

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

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

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

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

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

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

5. Action

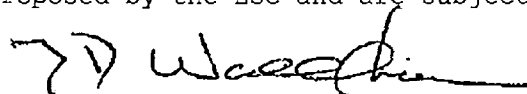
a. Head, PLN convenes and chairs the FDP&E and TUCHA Working Groups to review issues and develop recommendations for resolution or improvement as required. The working groups prepare and staff designated QAG action items and present them to the ESC with recommended solutions or proposals.

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

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

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

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



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

MCO 3000.18B
27 Apr 12

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Appendix F

TPFDD BUSINESS RULES TEMPLATE

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

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

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RMKS/1. (U) PURPOSE. TO PROVIDE GUIDANCE FOR THE FORCE DEPLOYMENT PLANNING, EXECUTION, AND MANAGEMENT OF OPERATIONXXX USMC TPFDD REQUIREMENTS. THIS MESSAGE IS EFFECTIVE IMMEDIATELY AND SUPERCEDES PREVIOUSLY PUBLISHED COMMARFOR BUSINESS RULES.

1.A. (U) BACKGROUND.

1.B. (U) COMMARFOR OPERATION X FDP&E BUSINESS RULES ARE LOCATED ON AT [HTTP://WWW.COMMARFOR.USMC.SMIL.MIL](http://www.commarfor.usmc.smil.mil).

2. (U) PLANNING AND EXECUTION TPFDD.

2.A. (U) ALL MARINE CORPS REQUIREMENTS WILL BE REFINED IN THE FOLLOWING PLANNING TPFDD.

2.A.1. (U) FOR DEPLOYMENT:

2.A.1.A. (U) PID ALL ULNS WITH LAD IN CALENDAR YEAR ####.

2.A.1.B. (U) PID ALL ULNS WITH LAD IN CALENDAR YEAR ####.

2.A.2. (U) FOR REDEPLOYMENT:

2.A.2.A. (U) PID ALL ULNS WITH LAD IN CALENDAR YEAR ####.

2.A.2.B. (U) PID ALL ULNS WITH LAD IN CALENDAR YEAR ####.

2.B. (U) EXECUTION TPFDD.

2.B.1. (U) ALL MARINE CORPS REQUIREMENTS WILL BE EXECUTED IN THE FOLLOWING EXECUTION TPFDD.

2.B.1.A. (U) FOR DEPLOYMENT:

2.B.1.A. (U) PID ALL ULNS WITH LAD IN CALENDAR YEAR ####.

2.B.1.B. (U) PID ALL ULNS WITH LAD IN CALENDAR YEAR ####.

2.B.2. (U) FOR REDEPLOYMENT:

2.B.2.A. (U) PID ALL ULNS WITH LAD IN CALENDAR YEAR ####.

2.B.2.B. (U) PID ALL ULNS WITH LAD IN CALENDAR YEAR ####.

2.B.3. (U) ANY REQUIREMENT LACKING A VALIDATION CANDIDATE DATE BY EAD MINUS ## WILL BE MOVED TO ITS RESPECTIVE PLANNING TPFDD.

2.B.4. (U) REQUIREMENTS EMERGING WITHIN EAD MINUS ## WILL BE CREATED AND WORKED IN THE PLANNING TPFDD. COORDINATION IS REQUIRED WITH COMMARFOR VIA NEWSGROUP PRIOR TO TRANSFER INTO THE EXECUTION TPFDD.

2.B.5. (U) JOINT FORCE REQUIREMENT GENERATOR (JFRG) UPLOADS ARE NOT AUTHORIZED TO THE EXECUTION TPFDD. ALL DATA WILL BE UPLOADED TO A PLANNING TPFDD AND COPIED TO THE EXECUTION TPFDD.

2.C. (U) EXECUTION TPFDD CHANGE POLICY.

2.C.1. (U) ALTHOUGH INDIVIDUAL ULNS ARE NOT LOCKED UNTIL, VALIDATION, THE DATA THAT RESIDES IN THE EXECUTION TPFDD WILL BE DECONFLICTED FOR REFINEMENT AND AGGREGATION SOLUTIONS WHEN NEEDED. THE TPFDD WILL BE DEEMED TRANSPORTATION FEASIBLE BASED ON PLANNING AND FORCE FLOW ANALYSIS; IT IS IMPERATIVE THAT THE TPFDD MAINTAIN INTEGRITY GAINED FROM FINAL PLANNING EFFORTS.

2.C.2. (U) APPROVAL FROM THIS HQTRS MUST BE RECEIVED BY THE FORCE PROVIDER AND/OR THE FWD DEPLOYED MAGTF PRIOR TO ANY CHANGES BEING MADE TO THE EXECUTION TPFDD.

2.C.3. (U) THE FWD DEPLOYED MAGTF WILL COORDINATE DIRECTLY WITH COMMARFOR.

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2.C.4. (U) ALL CHANGES IN THE EXECUTION TPFDD MUST BE COORDINATED VIA NEWSGROUP WITH JUSTIFICATION, WITH THE EXCEPTION OF CASES COVERED IN PARA 2.C.8.

2.C.5. (U) AN AMHS MESSAGE TO THIS HQTRS WILL BE REQUIRED FOR ALL EAD/LAD CHANGES OF 10 DAYS OR MORE WITH JUSTIFICATION FOR MAIN BODY REQUIREMENTS.

2.C.6. (U) AMHS MESSAGE AND/OR NEWSGROUP WILL BE THE ONLY OFFICIAL MEANS FOR REQUESTING CHANGES, AUTHORIZATIONS OR APPROVALS.

2.C.7. (U) CHANGES MUST NOT JEOPARDIZE ANY AGGREGATION SOLUTIONS, TO INCLUDE DUAL STOP POE/PODS.

2.C.8. (U) THE FOLLOWING ARE EXCEPTIONS TO THE EXECUTION TPFDD CHANGE POLICY; ADJUSTMENTS MAY BE MADE BY FORCE PROVIDERS AND THE FWD DEPLOYED MAGTF WITHOUT COMMARFOR COORDINATION:

2.C.8.A. (U) ADJUST EAD/LAD FOR ADVANCE PARTY REQUIREMENTS THAT CONTAIN 20 PAX OR LESS.

2.C.8.B. (U) CREATE AND REFINE PDSS REQUIREMENTS.

2.C.8.C. (U) ADJUST PAX COUNTS TO INCREASE/DECREASE PAX, UNLESS THE MODIFICATION EXCEEDS BASE FORCE LIST REQUIREMENTS, THROUGHPUT LIMITATIONS OR FALLS BELOW THE 100 PAX STRATLIFT MINIMUM (AGGREGATION SOLUTION MUST BE COORDINATED VIA NEWSGROUP).

2.C.8.D. (U) ADJUST CARGO TO DECREASE CARGO REQUIREMENT, UNLESS THE MODIFICATION FALLS BELOW THE 15 STONS STRATLIFT MINIMUM (AGGREGATION SOLUTION MUST BE COORDINATED VIA NEWSGROUP).

2.C.8.E. (U) SOURCE, FRAG AND INSERT PREVIOUSLY UNSOURCED/SHORTFALL OEF REQUIREMENTS FOR WHICH A SOURCING SOLUTION HAS BEEN DETERMINED.

3. (U) FORCE REQUIREMENT NUMBER (FRN) AND UNIT LINE NUMBER (ULN) GUIDANCE

3.A. (U) FORCE REQUIREMENT NUMBER (FRN)

3.A.1. (U) COMMARFOR WILL PROVIDE FRNS FOR INITIAL BASE FORCE LIST REQUIREMENTS, MODIFICATION TO BASE FORCE LIST AND ANY NEW REQUIREMENTS ESTABLISHED BY THE CCDR COMMANDER.

3.A.2. (U) FRNS WILL BE FORWARDED TO MARFORCOM FOR SOURCING UPON COMPLETION OF TPFDD FRNS. AT THAT TIME ANY FRNS THAT REQUIRE MULTIPLE SOURCING SOLUTIONS WILL BE FRAGGED BY MFC AND DESIGNATED A FIFTH CHARACTER. THE FIFTH CHARACTER IS RESERVED FOR COMMARFOR AND MFC USE ONLY.

3.A.3. (U) THE 6TH AND 7TH POSITION WILL REPRESENT THE FRAGMENTATION AND INSERT SEGMENT OF THE ULN IAW REF K. SIXTH/SEVENTH POSITION WILL BE IN SEQUENTIAL ORDER IOT REFLECT PRIORITY/SEQUENCE OF DEPLOYMENT (STARTING WITH (0) ZERO FIRST AND ENDING WITH (Z) ZULU, EXCLUDING (I) INDIA AND (O) OSCAR.

3.A.4. (U) FRN GUIDANCE FOR HQMC, LOGCOM, AND OTHER UNITS OPCON TO COMMARFOR WILL BE PROVIDED BY SEPCOR.

3.B. (U) UNIT LINE NUMBER (ULN)

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3.B.1. (U) SUPPORTING SERVICE COMPONENT COMMANDS, FORCE PROVIDERS, AND THE FWD DEPLOYED MAGTF ARE REQUIRED TO ENSURE THAT FRAGS AND INSERTS RESULTING FROM SOURCING, PHASING AND REFINEMENT RETAIN ASSIGNED FRN STRUCTURE.

3.B.2. (U) ULNS WILL BE CREATED IN A MANNER, THAT WHEN THE PARENT FRN AND ASSOCIATED FRAGS ARE QUERIED, ONE CAN DETERMINE IF THE TOTAL REQUIREMENT HAS BEEN SOURCED.

3.B.3. (U) UPON RELEASE OF THE ACTUAL ARRIVAL DATE (AAD) MEMO, THE FWD DEPLOYED MAGTF WILL DEVELOP THE REDEPLOYMENT TPFDD BY UTILIZING THE "REDEPLOY TO TARGET" JOPES COMMAND. THE TARGET OPLAN WILL BE IAW PARA. 2.A.2. REDEPLOYMENT ULN STRUCTURE WILL MATCH DEPLOYMENT ULN(S). ALL FRAGS AND INSERTS MUST MAINTAIN PARENT ULN/FRN STRUCTURE IOT REFLECT ADDITIONAL REQUIREMENTS THAT MAY REDEPLOY ON A DIFFERENT TIMELINE.

4. (U) MANDATORY DATA ENTRIES.

4.A. (U) ANY ULN VERIFICATION NOT CONTAINING MANDATORY DATA IN THE FOLLOWING FIELDS WILL BE RETURNED: FORCE MODULE ASSIGNMENT, ACCURATE UTC, FORCE DESCRIPTION, UIC, PROV ORG, FTN, BASELINE 1, BASELINE 3, BASELINE 4, AND POC FIELD.

4.A.1. (U) FORCE MODULE IDENTIFICATION (FMID) ASSIGNMENTS. SUPPORTING SERVICE COMPONENT COMMANDS, FORCE PROVIDERS, AND THE FWD DEPLOYED MAGTF ARE AUTHORIZED TO EXPAND FORCE MODULE STRUCTURE WITHIN THEIR ASSIGNED FORCE MODULE RANGE, ENSURING FORCE MODULE DESCRIPTIONS/DETAILS AND CONTENTS REMAIN ACCURATE:

4.A.1.A. (U) MA, MB, MAGTF COMMAND ELEMENT

4.A.1.B. (U) MC, MD, GROUND COMBAT ELEMENT

4.A.1.C. (U) ME, MF, AIR COMBAT ELEMENT

4.A.1.D. (U) MG, MH, MARINE LOGISTICS GROUP

4.A.1.E. (U) MJ, MK, RESERVED FM BLOCK FOR MARFORCOM

4.A.1.F. (U) ML, MM, RESERVED FM BLOCK FOR MARFORPAC

4.A.1.G. (U) MN, MP, RESERVED FM BLOCK FOR MARFORRES

4.A.1.H. (U) MQ, MR, RESERVED FM BLOCK FOR I MEF

4.A.1.I. (U) MS, MT, RESERVED FM BLOCK FOR II MEF

4.A.1.J. (U) MU, MV, RESERVED FM BLOCK FOR III MEF

4.A.1.K. (U) MX, RESERVED FM BLOCK FOR HQMC/LOGCOM/SYSCOM

4.A.1.L. (U) MY, MZ, M0-M9 RESERVED FOR COMMARFOR

4.A.2. (U) ULNS WILL BE INDEXED IN THEIR RESPECTIVE FMID PRIOR TO VERIFICATION.

4.A.3. (U) COMMARFOR WILL ENSURE THAT ACCURATE UTCs RESIDE IN THE UTC FIELD PRIOR TO RELEASING FRNS FOR SOURCING. CHANGES TO THIS FIELD ARE NOT AUTHORIZED WITHOUT PRIOR COORDINATION WITH THIS COMMAND.

4.A.4. (U) COMMARFOR WILL ENSURE THAT THIS FIELD ACCURATELY DESCRIBES THE REQUIREMENT PRIOR TO RELEASING FRNS FOR SOURCING. CHANGES TO THE FORCE DESCRIPTION FIELD ARE NOT AUTHORIZED WITHOUT PRIOR COORDINATION WITH COMMARFOR. DO NOT USE UNIT NAMES AND PERSONNEL NAMES.

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4.A.5. (U) FORCE PROVIDERS AND SOURCING UNITS WILL ENSURE THAT SORTS REPORTABLE UIC IS ACTIVE AND ACCURATE. UIC, ULN, AND MOVEMENT DATA WILL NOT BE ROLLED UP WITH ANOTHER UNITS UIC/CAPABILITY REGARDLESS OF TACTICAL EMPLOYMENT AND ORGANIZATION.

4.A.6. (U) PROVIDING ORGANIZATION FIELD WILL BE IAW WITH XXXX.

4.A.7. (U) FTN FIELD WILL BE POPULATED BY COMMARFOR PRIOR TO RELEASE OF FRNS. SOURCING UNITS WILL ENSURE DATA INTEGRITY IS MAINTAINED FOR FRAGS AND INSERTS. CHANGES TO THIS FIELD ARE NOT AUTHORIZED.

4.A.8. (U) THE BASELINE 1 FIELD FOR ALL ULNS WILL BE POPULATED WITH THE APPLICABLE FTN, FOLLOWED BY A COLON, THE LETTER R, AND THE INTERNAL ROTATION NUMBER FOLLOWED BY A COLON (EXAMPLE XXXXCXXXXXX:R1:). COMMARFOR WILL ENSURE THAT FRNS ARE POPULATED WITH CORRECT DATA PRIOR TO RELEASING THEM FOR SOURCING. SOURCING UNITS WILL ENSURE DATA INTEGRITY FOR FRAGS AND INSERTS IS MAINTAINED. CHANGES TO THIS FIELD ARE NOT AUTHORIZED WITHOUT PRIOR COORDINATION WITH COMMARFOR.

4.A.9. (U) BASELINE 2 IS RESERVED FOR CDR/COMMARFOR ONLY. CHANGES TO THIS FIELD ARE NOT AUTHORIZED.

4.A.10. (U) BASELINE 3 WILL BE USED FOR FORCE DESCRIPTION DISCRIMINATORS. DISCRIMINATORS WILL BE USED TO IDENTIFY MOVEMENTS OTHER THAN MAIN BODY. THE FOLLOWING IS A LIST OF MOST COMMONLY USED DISCRIMINATORS:

4.A.10.A. (U) PDSS - (PRE-DEPLOYMENT SITE SURVEY).

4.A.10.B. (U) ADVON - (ADVANCE DEPLOYMENT TEAM).

4.A.10.C. (U) CARGO - (UNIT CARGO ONLY AND CARGO RIDERS).

4.A.10.D. (U) LATE DEPLOYER - (PAX THAT ARE NEW JOINS AND ARE NOT PTP COMPLETE PRIOR TO MAIN BODY DEPARTING).

4.A.10.E. (U) ADMIN REPLACEMENT - (REPLACEMENTS FOR PERSONNEL WHO MUST RE-DEPLOY DUE TO PCS/PCA, EAS, SPLIT DEPLOYMENT, LEGAL).

4.A.10.F. (U) MEDICAL REPLACEMENT - (PREGNANT, CONDITIONS THAT CAN NOT BE TREATED IN COUNTRY).

4.A.10.G. (U) COMBAT REPLACEMENT (IMMEDIATE REPLACEMENT).

4.A.10.H. (U) TAD (TEMPORARY ADDITIONAL DUTY).

4.A.10.I. (U) INDIVIDUAL AUGMENTS (IA).

4.A.10.J. (U) INTERNAL ROTATIONS (IR).

4.A.11. (U) THE POC FIELD WILL CONTAIN THE 24-HOUR POINT OF CONTACT (POC) FOR THE ULN. THE UNIT'S 24-HOUR COMMAND CENTER MUST BE ABLE TO CONTACT THE POC WITHIN 1 HOUR. RANK, LAST NAME, DSN AND EMAIL ADDRESS ARE REQUIRED IN THIS FIELD.

4.A.12. (U) SERVICE RESERVE CODES ARE RESERVED FOR THE FWD DEPLOYED MAGTF TO DESIGNATION THE FINAL DESTINATION.

5. (U) FORCE FLOW MOVEMENT GUIDANCE FOR PAX

5.A. (U) INTER-THEATER PAX MOVEMENT.

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

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6.A. (U) SEALIFT.

6.A.1. THE PRIMARY MEANS OF DEPLOYING AND REDEPLOYING CARGO IS SEALIFT. FORCE PROVIDERS AND THE FWD DEPLOYED MAGTF WILL PLAN AND ENFORCE INTERNAL SOPS FOR MOVEMENT OF CARGO VIA SEALIFT TO THE GREATEST EXTENT POSSIBLE.

6.A.3. (U) CARGO RIDERS ARE NOT REQUIRED TO ESCORT WIR/PEI/EXCESS CARGO.

6.A.4. (U) TRANSIT TIMELINES AND AUTHORIZED SPOES/SPODS MAY BE FOUND IN REF X.

6.A.5. (U) ALL SEALIFT ULNS WILL CONTAIN A #-DAY EAD/LAD WINDOW (LAD=EAD+#).

6.B. (U) MULTI-MODAL.

6.B.2. (U) STRATEGIC AIRLIFT FOR CARGO IS RESERVED FOR SENSITIVE/CRITICAL CARGO ONLY. CRITICAL CARGO IS DEFINED AS CARGO THAT MUST BE IN-PLACE AND DIRECTLY IMPACTS A UNIT'S OPERATIONAL CAPABILITY.

6.B.3. (U) TWO STOP APOE/APOD REQUEST.

6.B.3.A. (U) PER REF F, CARGO TWO STOP REQUESTS ARE EVALUATED ON A CASE BY CASE BASIS.

6.B.4. (U) DEFINING "CRITICAL/SENSITIVE" ITEMS. IAW DEFENSE TRANSPORTATION REGULATION (DTR), DOD 4500.9-R, PART II, CHAPTER 205, SECT. F:

6.B.4.1. (U) PROTECTED CARGO: ITEMS DESIGNATED AS HAVING CHARACTERISTICS REQUIRING THEM TO BE IDENTIFIED, ACCOUNTED FOR, SECURED, SEGREGATED OR HANDLED IN A SPECIAL MANNER TO ENSURE THEIR SAFETY OR INTEGRITY (FOR EXAMPLE, CRYPTO OR OTHER HAND-RECEIPT ITEMS).

6.B.4.2. (U) SENSITIVE MATERIEL/CARGO: ARMS, AMMUNITION, EXPLOSIVES AND CLASSIFIED CARGO WHOSE NATURE AND PRESENCE, IF VIEWED BY PERSONNEL WITHOUT PROPER LEVEL OF CLEARANCE, COULD IMPACT MISSION ACCOMPLISHMENT AND AFFECT NATIONAL SECURITY.

6.B.4.3. (U) ALSO, ITEMS DEEMED CRITICAL BY THE REQUISITIONED, SERVICE, OR INVENTORY CONTROL POINT BASED ON MISSION REQUIREMENTS, SUCH AS HIGH-DEMAND/LOW DENSITY (HD/LD) ITEMS, AND OTHER ITEMS WHICH, IF NOT DELIVERED, COULD HAVE A SIGNIFICANT NEGATIVE OPERATIONAL IMPACT TO THE WARFIGHTER.

6.B.5. (U) PER REF J REQUESTS FOR STRATEGIC AIRLIFT MUST BE PREAPPROVED BY COMMARFOR PRIOR TO VERIFICATION. REQUESTS MUST BE SUBMITTED VIA AMHS MESSAGE NLT ## DAYS PRIOR TO ALD AND CONTAIN JUSTIFICATION FOR THE NEED TO USE STRATEGIC AIRLIFT. CARGO THAT DOES NOT DIRECTLY SUPPORT OPERATIONS WILL NOT BE CONSIDERED FOR STRATEGIC AIRLIFT AND WILL BE CONSIDERED SUSTAINMENT. BOTH AIR AND SURFACE TRANSPORTATION SUPPORT IS AVAILABLE THROUGH CHANNEL HUBS.

6.B.9. (U) FOR DEPLOYING AIRLIFT CARGO USE THE FOLLOWING LOCATION: XXXXX AFD (GEOLOC: XXXX)

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6.B.10. (U) FOR REDEPLOYING AIRLIFT CARGO USE THE FOLLOWING LOCATION: XXXXX AFD (GEOLOC: XXXX)

6.B.11. (U) CARGO RIDERS FOR STRATEGIC AIRLIFT. CARGO RIDERS ARE REQUIRED FOR ALL STRATEGIC AIRLIFT CARGO MOVES. CARGO RIDERS SHOULD BE LIMITED TO THOSE PERSONNEL NECESSARY TO ONLOAD AND OFFLOAD CARGO AND MAINTAIN/ACCOUNT FOR CARGO. A MAXIMUM OF 10 CARGO RIDERS PER AIRCRAFT ARE AUTHORIZED, WITH THE EXCEPTION OF EOD, MWD, AND AIRCRAFT MAINTAINER BUILDING TEAMS TRAVELING WITH EQUIPMENT. PERSONNEL NOT DIRECTLY ASSOCIATED WITH THESE FUNCTIONS SHOULD NOT BE UTILIZING CARGO AIRLIFT FOR MOVEMENT UNLESS PRIOR COORDINATION IS MADE WITH COMMARFOR.

6.B.12. (U) THE STRATEGIC LIFT MINIMUMS FOR AIRLIFT CARGO IS ##.# STONS, THIS MAY BE MET BY INDIVIDUAL ULNS OR THROUGH ULN AGGREGATION. REQUESTS FOR STRATEGIC LIFT MINIMUM WAIVERS WILL BE CONSIDERED ON A CASE BY CASE BASIS.

6.B.13. (U) EAD/LAD WINDOW FOR CRITICAL/SENSITIVE CARGO (STRAT AIR). REQUIREMENTS CONTAINING LESS THAN ### STONS WILL CONTAIN A #-DAY EAD/LAD (EAD +#) WINDOW FOR STRATEGIC AIRLIFT REQUEST. REQUIREMENTS CONTAINING MORE THAN ### STONS WILL CONTAIN A #-DAY EAD/LAD (EAD +#) WINDOW FOR STRATEGIC AIRLIFT REQUEST.

6.B.14. (U) ALL CARGO REQUIREMENTS NOT DELIVERED DIRECTLY TO FINAL DESTINATION THAT REQUIRE THEATER AIR LIFT SUPPORT WILL REQUIRE SUBMISSION OF AN ITARS REQUEST BY THE FORWARD DEPLOYED MAGTF. IT IS RECOMMENDED THAT EACH FWD DEPLOYED MAGTF MOVEMENT COORDINATION CENTER (MCC) POSSESS AN INDIVIDUAL WITH AN ITARS ACCOUNT. ACCOUNTS FOR AN ITARS REQUEST CAN BE CREATED AND ARE REQUIRED IOT SUBMIT AN ITARS REQUEST.

7. (U) SPECIAL HANDLING: FOLLOW-ON DEPLOYMENTS, INTERNAL ROTATIONS, CARGO AND ESTA CONSIDERATIONS.

7.A. (U) FOLLOW-ON DEPLOYMENTS ARE DEFINED AS DEPLOYMENT OF INDIVIDUALS, GROUPS OR UNIT EQUIPMENT IN SUPPORT OF A UNIT SHORTFALL WHICH OCCURS AT A TIME LATER THAN THE MAIN BODY.

7.B. (U) SPECIAL HANDLING CARGO.

7.B.1. (U) THE SUPPORTED COMMARFOR WILL VERIFY SENSITIVE, SPECIAL HANDLING REQUIREMENTS THAT DO NOT MEET STRATEGIC AIRLIFT MINIMUMS ON A CASE BY CASE BASIS AND WAIVE THE ## STON REQUIREMENTS. JUSTIFICATION MUST BE PROVIDED AND SPECIFY WHY AN AGGREGATION SOLUTION IS NOT FEASIBLE, TO INCLUDE LOAD PLANS. AN EXAMPLE OF SENSITIVE, SPECIAL HANDLING CARGO ARE MILITARY WORKING DOGS (MWD) THAT REQUIRE ENVIRONMENTAL CONTROL, CAREFUL ATTENTION TO DIP CLEARANCES, AND WILL CUBE OUT AN AIRCRAFT WITHOUT REACHING STRATLIFT MINIMUMS. BASED ON LESSONS LEARNED, FORCE PROVIDERS AND THE FWD DEPLOYED MAGTF ARE STRONGLY ENCOURAGED TO PLAN FOR AND PROVIDE AN OPERATIONALLY FEASIBLE AGGREGATION SOLUTION PRIOR TO REQUESTING A WAIVER.

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

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

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

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

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

8. (U) AGGREGATION SOLUTIONS.

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

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

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

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

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

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

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

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

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

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Appendix G

FORCE DEPLOYMENT/REDEPLOYMENT AND RELIEF IN PLACE (RIP) PLANSEXAMPLE

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

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

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

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

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

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

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

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

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

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

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

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Appendix G Enclosure 1

FORCE DEPLOYMENT OR REDEPLOYMENT PLAN

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

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

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Appendix G Enclosure 2

RELIEF IN PLACE (RIP) PLAN

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

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

Appendix H

INTEGRATED EQUIPMENT SOURCING AND DEPLOYMENT PROCESS

1. Purpose. Over the next several years as the Marine Corps continues to re-set the force and update unit tables of equipment, global sourcing of equipment will still be required to some degree in equipping units to meet operational requirements. This appendix integrates Strategic Ground Equipment Working Group (SGEWG) and FDP&E processes in order to properly source and deploy Marine Corps forces in support of future contingency/crisis operations.
2. Background. Since inception, the JOPES deployment process has effectively supported the deployment of Marine forces. This has been largely due to the fact that USMC unit organization is established around an on-hand table of organization/equipment that can be effectively identified and registered in JOPES, accounted for, properly embarked, and deployed as part of a unit to ensure force closure. During Operation Iraqi Freedom (OIF) and Operation Enduring Freedom (OEF), new/additional equipment requirements far exceeding unit TO&E's, required the Service to cross level and globally source equipment solutions to satisfy unit requirements. During the global equipment sourcing process, it was evident that in order to support force closure, equipment requirements, strict adherence to established JOPES, and embarkation processes and procedures was necessary.
3. Intent. This process places priority on fully equipping units before deployment in order to utilize the FDP&E process, ensure optimum force closure and minimize the supported MAGTF's re-distribution in theater. The process also identifies the point where the supporting commands can effectively source and deploy equipment in support of the supported MAGTF using established FDP&E procedures, and where MARCORLOGCOM and MARCORSYSCOM needs to conduct global sourcing and distribution to support the supported MAGTF.
4. Main References.
 - a. Strategic Ground Equipment Working Group (SGEWG) Charter, dtd 3 Aug 09 (reference r). HQMC forum (DC, PP&O/I&L co-chaired) that addresses Service ground equipment shortfalls by coordinating and prioritizing equipment allocation and sourcing recommendations to CMC for decision.

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

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

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

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

a. Receive and analyze the mission.

(1) SGEWG Phase I: Develop equipment requirements.

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

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

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

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

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

b. Develop the concept of operations.

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

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

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

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

c. Determine requirements.

(1) SGEWG Phase II: Validation.

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

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

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

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

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

d. Phasing force flow.

(1) SGEWG Phase III: Approval.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

g. Verify movement requirements.

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

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

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

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

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

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

h. Marshal and move to POE.

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

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

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

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

(c) Monitor MPS deployment.

i. Manifest and move to POD.

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

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

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

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

(c) Monitor MPS/MCPP-N deployment.

j. J/RSO&I.

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

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

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

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

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

The supported MAGTF coordinates intra-theater, tactical airlift and ground transportation requirements for equipment from POD to final destinations/assembly areas in order to ensure accurate force closure.

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

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

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

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

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

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

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

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

General Timeline for Equipment Sourcing & FDP&E

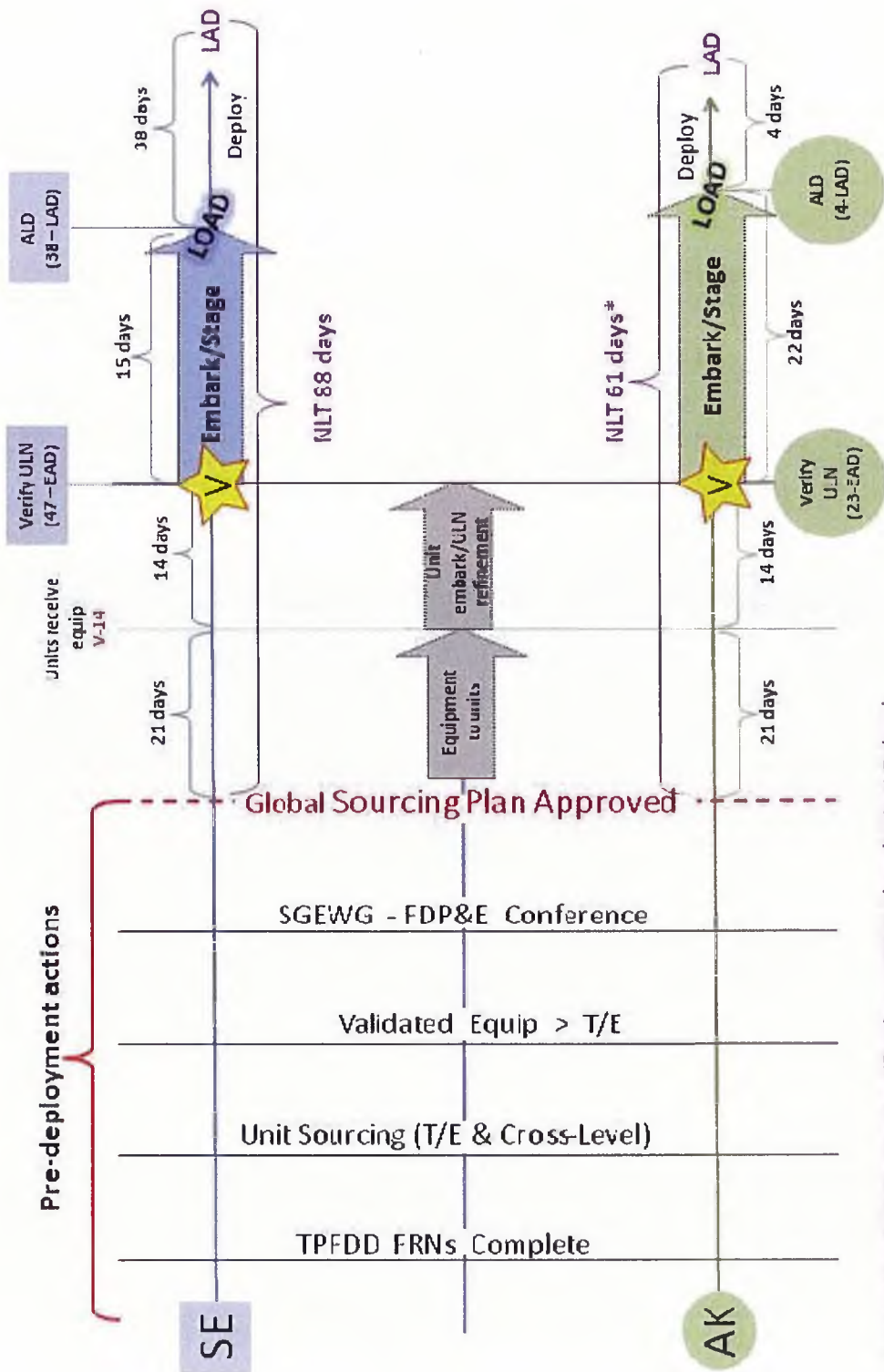
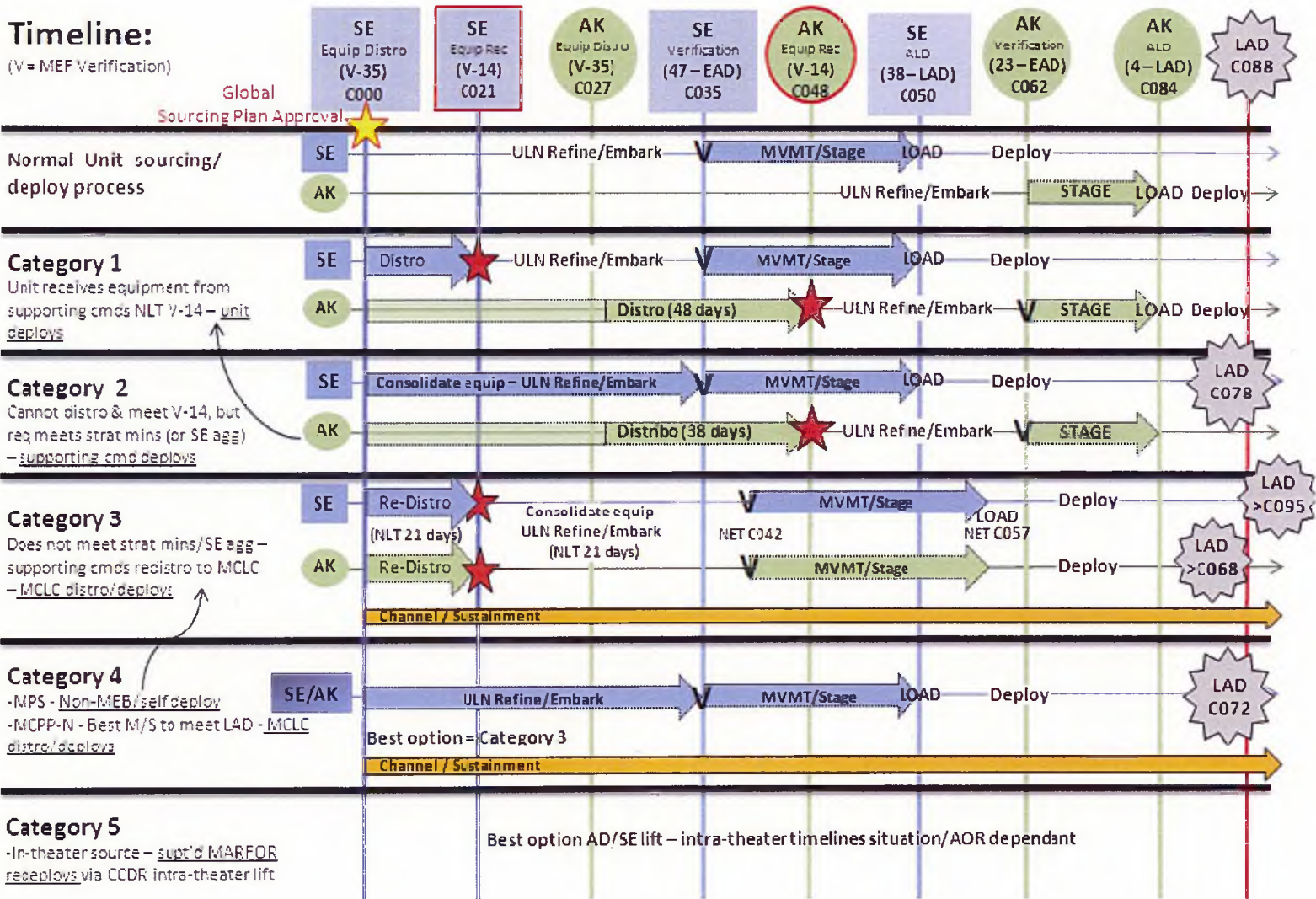


Figure H-2.--General Timeline for Equipment Sourcing and FDP&E

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



H-13

Enclosure (1)

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Appendix I

STANDARD OPERATING PROCEDURES FOR CONDUCTING FORCE FLOW/TPFDD
CONFERENCES

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

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

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

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

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

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

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

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

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

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

i. Review and ensure initial aggregation solutions.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Appendix I Enclosure 1

UNCLASSIFIED MARFOR CONFERENCE CALLING MESSAGE EXAMPLE

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

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1300-1400: MARFOR BRIEF TO MARINES
1400-1500: INITIAL LINE-BY-LINE REVIEW (CE)
1500-1600: INITIAL LINE-BY-LINE REVIEW (GCE)
1600-1630: MARFOR DAILY WRAP-UP BRIEF
DD MMM YY (WEDNESDAY):
0800-0830: MARFOR DAILY UPDATE BRIEF
0830-0930: INITIAL LINE-BY-LINE REVIEW (LCE)
0930-1030: INITIAL LINE-BY-LINE REVIEW (ACE)
1030-1130: FINAL LINE-BY-LINE REVIEW (CE)
1130-1300: CHOW
1300-1400: FINAL LINE-BY-LINE REVIEW (GCE)
1400-1500: FINAL LINE-BY-LINE REVIEW (LCE)
1500-1600: FINAL LINE-BY-LINE REVIEW (ACE)
1600-1630: MARFOR DAILY WRAP-UP BRIEF
DD MMM YY (THURSDAY):
0730-0800: MARFOR DAILY UPDATE BRIEF
0800-0900: PAX SPIKE MITIGATION/AGGREGATION
0900-1100: FINAL LINE-BY-LINE (ALL MEF/MSC)
1100-1300: CHOW
1300-1500: OCC FIELD SPONSOR BRIEF (ALL 0511)
1500: FIRST DATA SNAP SHOT FOR JFAST
1530-1600: MARFOR DAILY WRAP-UP BRIEF
DD MMM YY (FRIDAY):
0900: MARFOR OUTBRIEF
1200: MEF/MSC TRAVEL TO HOME STATION
DD MMM YY (SATURDAY)
1700: SECOND DATA SNAP SHOT FOR JFAST
DD MMM YY (MONDAY)
0800: MODIFICATIONS/REFINEMENTS WORKED AS DIRECTED BY HHQ.
DD MMM YY (TUESDAY)
1500: HHQ CERTIFIES TPFDD ACCURACY, THIRD DATA SNAP SHOT FOR
JFAST
DD MMM YY (WEDNESDAY)
1300: FINAL JFAST OUTPUT
DD MMM YY (THURSDAY)
0830-1000: CONFERENCE OUTBRIEF AND CLOSING REMARKS.
DD MMM YY (FRIDAY) MEF/MSC TRAVEL TO HOME STATION
5. (U) THIS CONFERENCE WILL BE CONDUCTED AT THE SECRET LEVEL.
CONFERENCE PARTICIPANTS MUST POSSESS A SECRET OR HIGHER SECURITY
CLEARANCE. HAND-CARRIED SECURITY CLEARANCES ARE NOT VALID.
SECURITY MANAGERS ARE REQUIRED TO SUBMIT SECURITY INFORMATION TO
USTRANSCOM VIA JPAS SMO CODE USTC-SDDC (YOU MUST USE THE
HYPHEN). CONTACT USTRANSCOM FORCE PROTECTION TO CONFIRM RECEIPT
OF CLEARANCE DATA: VOICE DSN 779-8192.
5.A. (U) REF A PARA 5.C. CONTAINS SPECIFIC INSTRUCTIONS ON THE
USE AND IMPORT OF ADP AND CLASSIFIED MATERIEL.

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6. (U) THERE WILL BE A \$20 CONFERENCE FEE (CASH ONLY) AT THE TIME OF CHECK-IN. PHOTO ID WILL BE COLLECTED AS COLLATERAL FOR USTRANSCOM VISITOR BADGE ISSUE.

7. (U) BILLETING. CONTACT SCOTT AFB BILLETING OFFICE, DSN: 576-2045, OPTION 1. ROOMS HAVE NOT BEEN RESERVED FOR THE CONFERENCE. NON-AVAILABILITY STATEMENTS FOR OFF BASE BILLETING WILL ONLY BE PROVIDED TO PARTICIPANTS WHO HAVE ARRANGED BILLETING THROUGH THE SCOTT AFB BILLETING OFFICE.

8. (U) POCS ARE: MSGT KASSNER, DSN 567-5309.//

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Appendix J

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

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

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

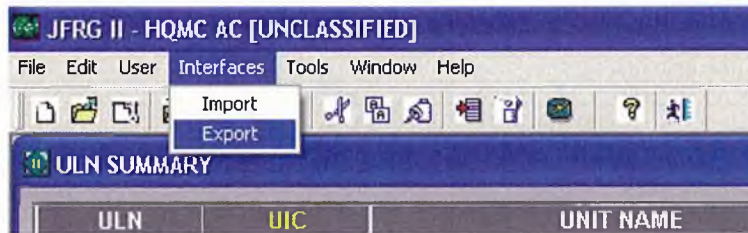
3. Execution. Para 4 below provides the step by step air-gap procedure to include system screen shots to help planners chronologically execute the air-gap procedure. The air-gap procedures are IAW the Marine Corps Information Assurance Standards 008 Secure Data Transfer (MC IA OPSTD 008).

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

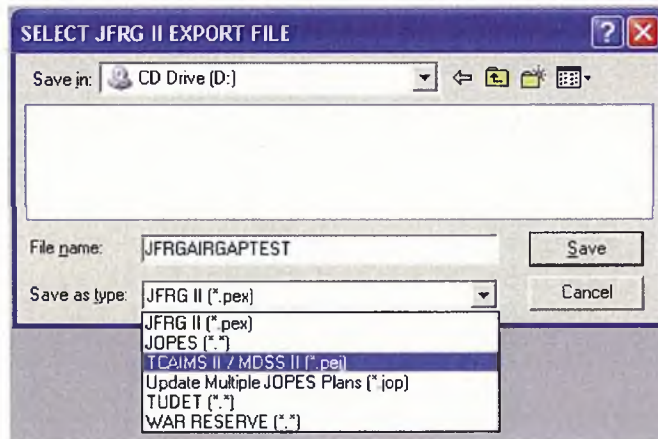
4. Air-gap procedure.

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

b. Select "Export"



c. Window "Select JFRG II Export File"



d. Name file (example - JFRGAIRGAPTEST)

e. Select drive

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

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

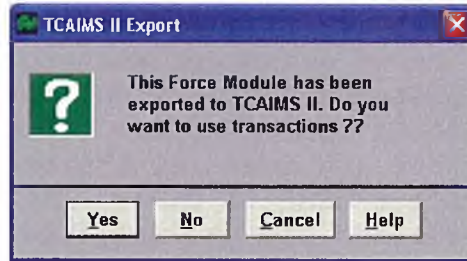
g. Click "Save"

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

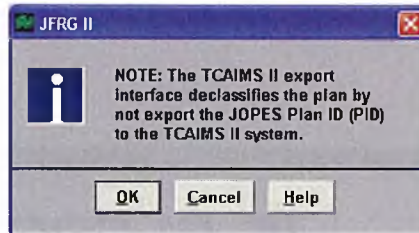


i. Click "OK"

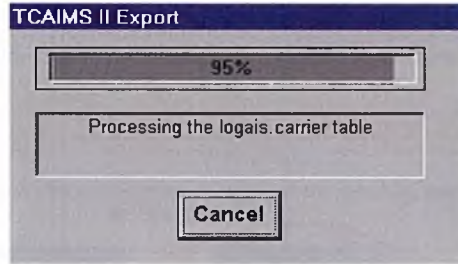
***Note: If the following screen is displayed you need to rename your Force Module and restart the process. ***



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



k. Window "TCAIMS II Export"



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

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

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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.)

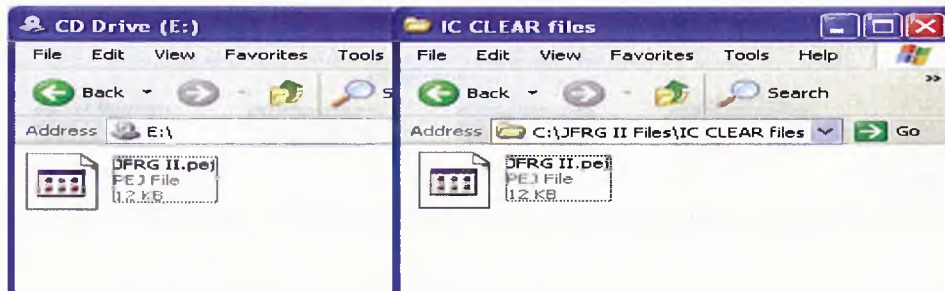
a. All personnel are required to take the training available on the website prior to utilizing IC CLEAR. Use the following steps to complete the air-gap process.

The screenshot shows the IC CLEAR website interface. At the top, a green banner displays "UNCLASSIFIED//FOUO". Below this, the "IC CLEAR" logo is prominently displayed, with the subtitle "Intelligence Community Content Locator Examination Analysis and Reporting". A central yellow box contains a "DISCLAIMER" stating that CLEAR does not determine file classification and that users are responsible for proper classification. Below the disclaimer, a red warning message reads: "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 ICES ISSM/IAM." A navigation bar at the bottom features four buttons: "Submit File", "Training & Info" (circled in red), "Supported File Types", and "Forum & FAQ". A sidebar on the left includes a "CLEAR Links" section with links to Home, Training, Supported File Types, Forum, Help, and FAQ, and a "Contact" section with links to Administrator, ICES/ISAM, and CLEAR Team. A footer at the bottom of the page also displays "UNCLASSIFIED//FOUO".

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



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



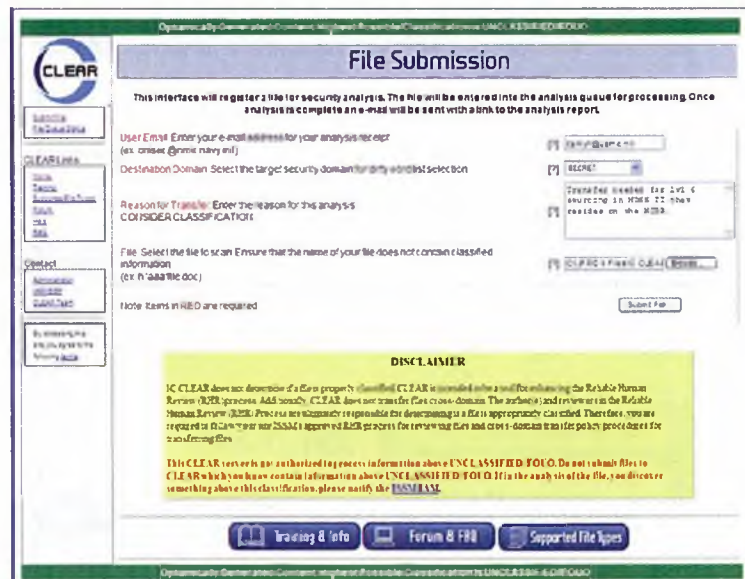
(2) Right click on the file in folder IC CLEAR files (JFRG II.pej) and rename the extension to .zip.



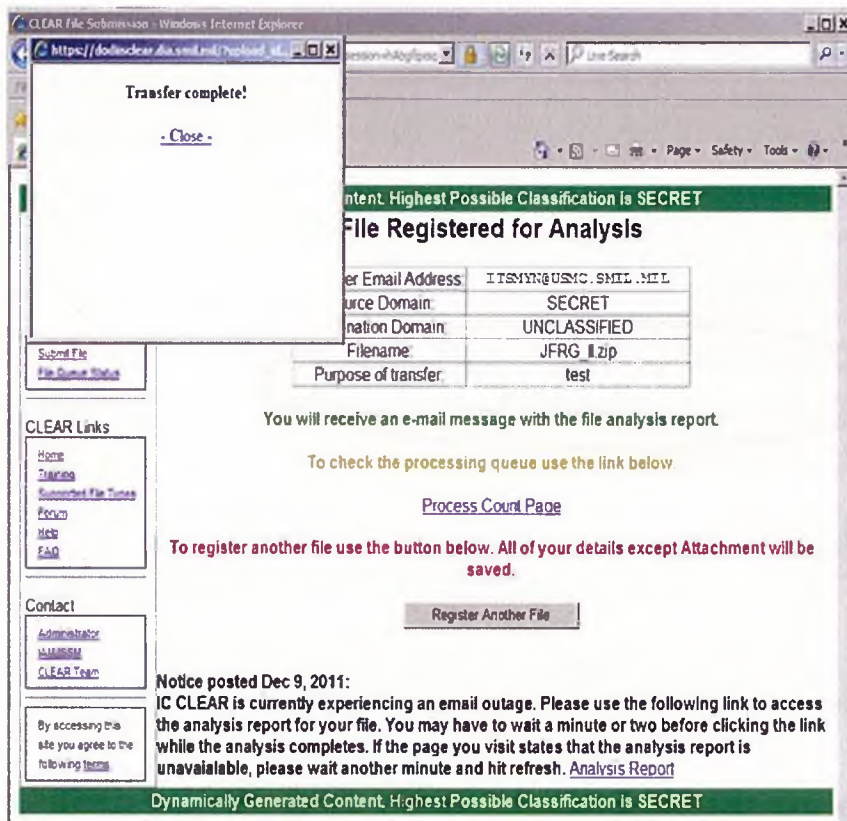
c. Access IC CLEAR at <https://dodiisclear.dia.smil.mil> and click "Submit File".



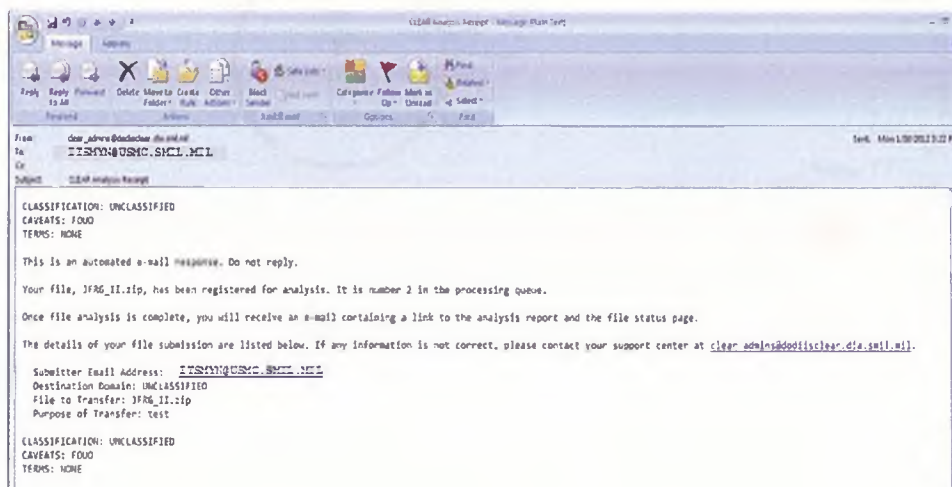
d. Window "File Submission" - fill in all the blanks and click submit file.



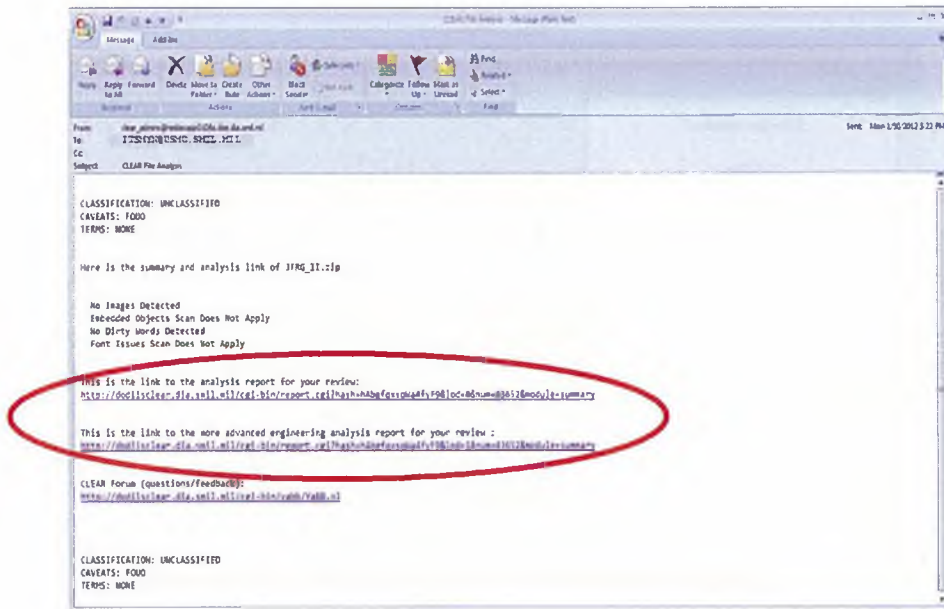
e. Window "File Registered for Analysis" - means the file has been transmitted. Users need to read the fine print located under the register another file button. The notice will provide users access to the analysis report if IC Clear is experiencing any email outages.



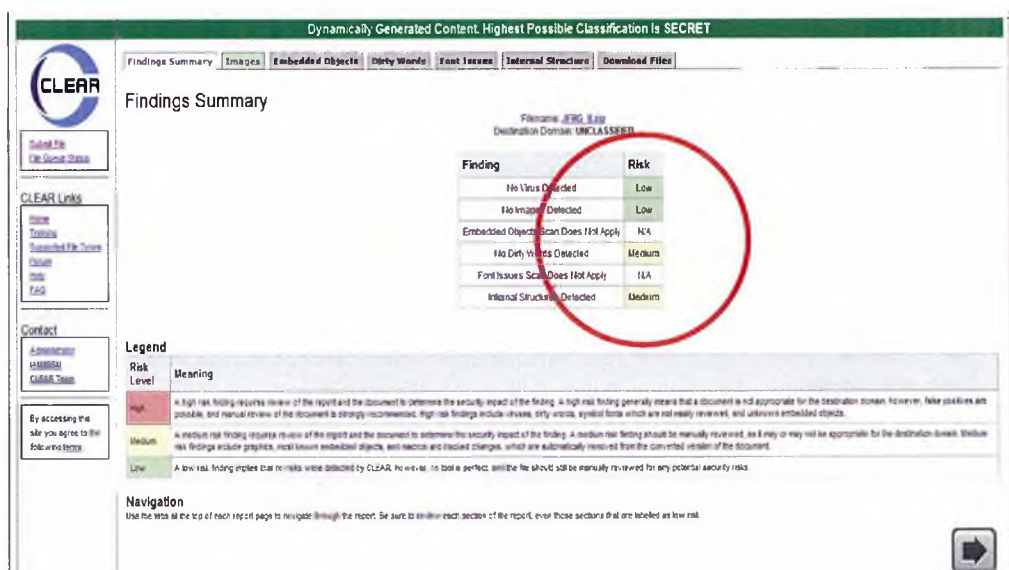
f. You will receive the first email that confirms your file has been registered and is in the processing queue.



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.

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.

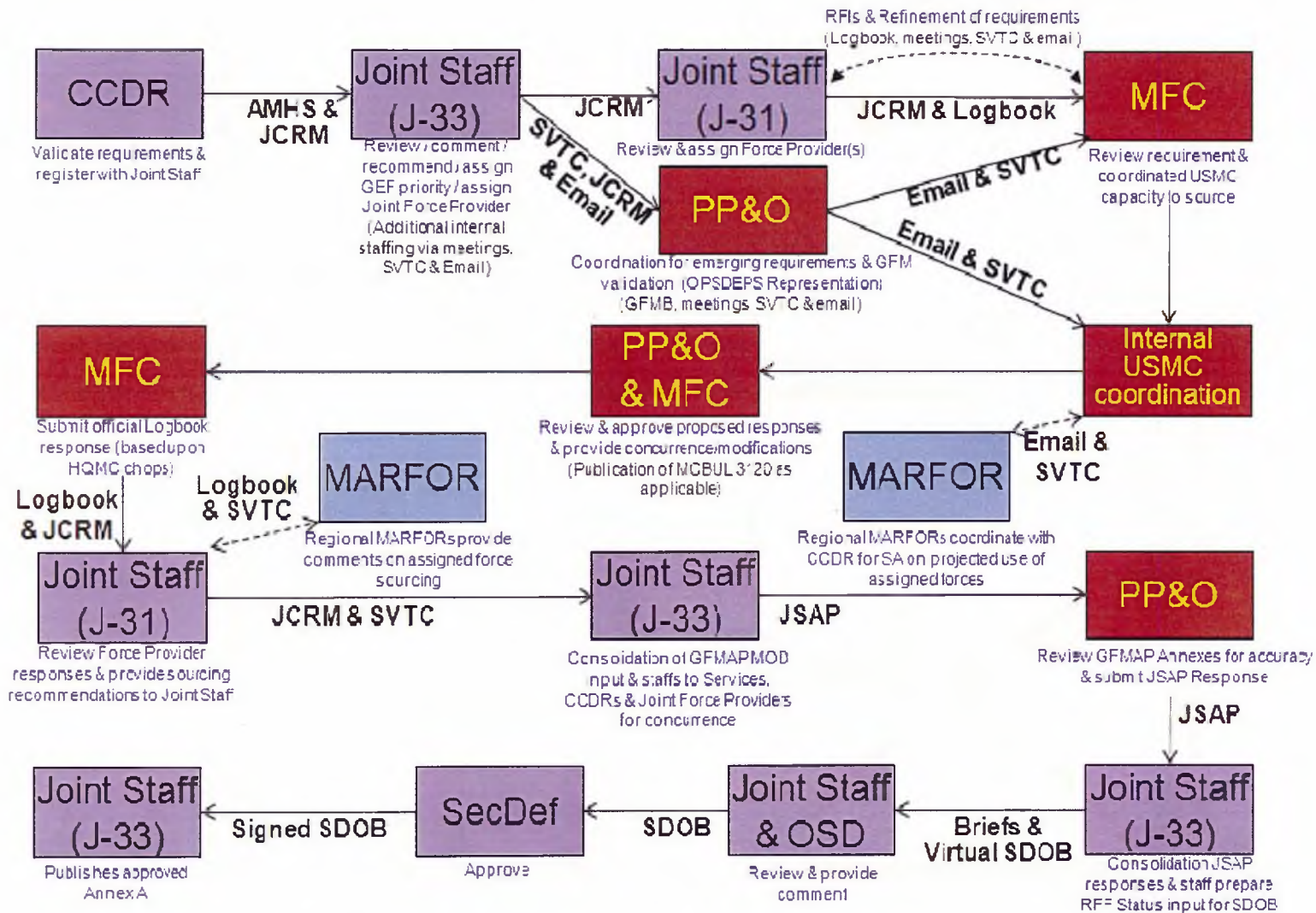
(a) Active component requirements will be submitted NLT 120 days prior to commencing training.

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

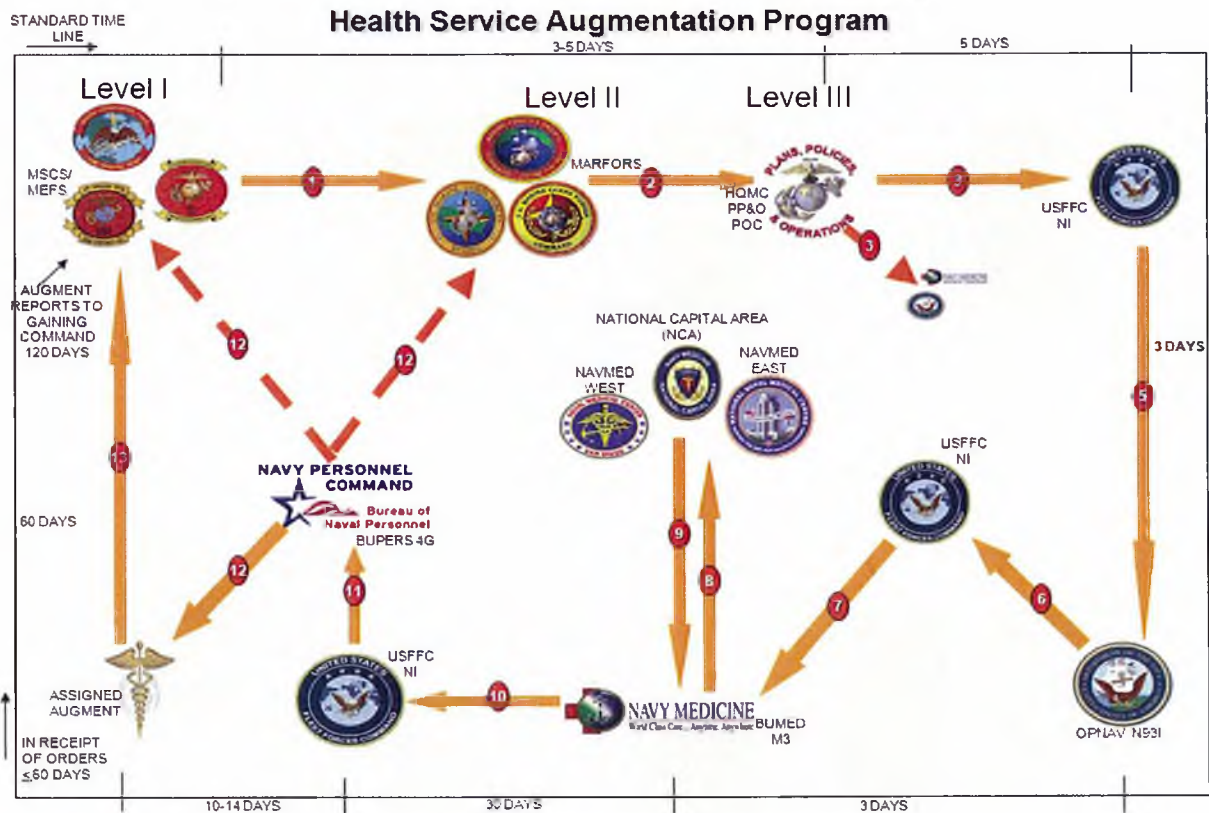
(3) DC PP&O (POC) submits BISOG requirement to OPNAV, with concurrent staffing between MARFORCOM and Fleet Forces Command in order to determine sourcing.

(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 I-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



Health Service Augment Program













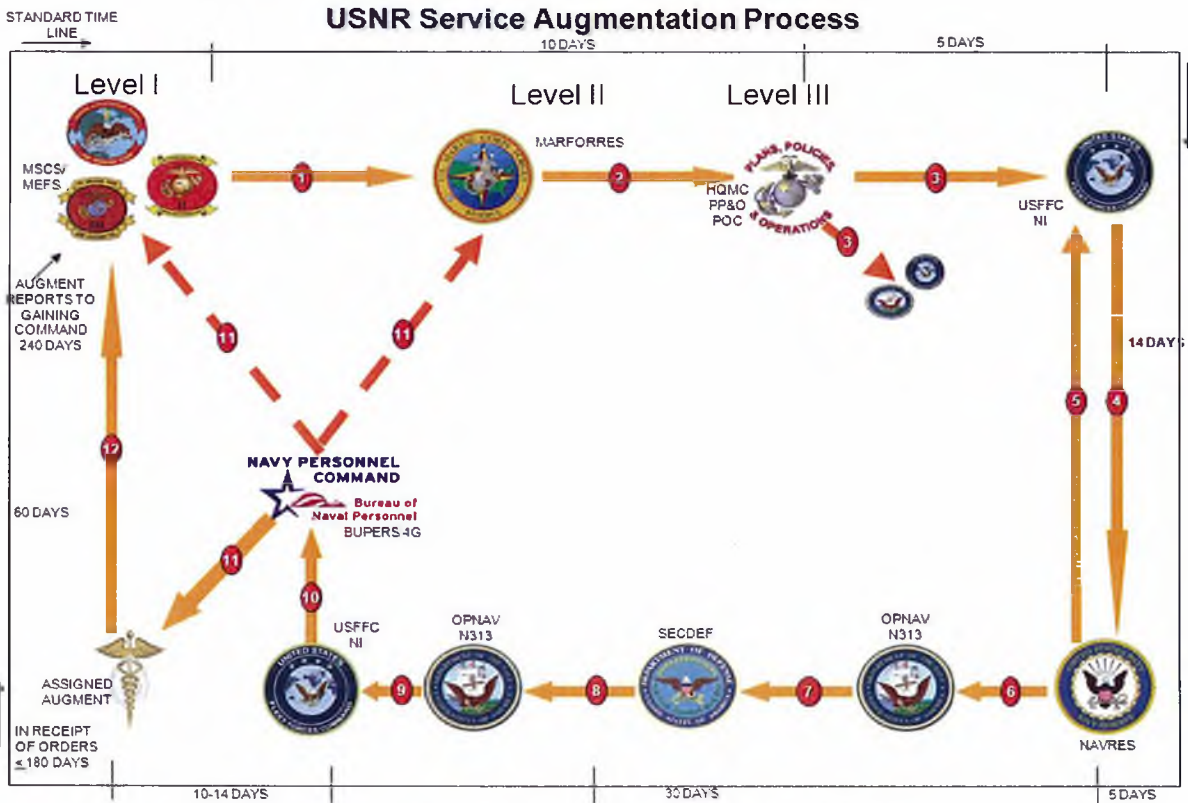
- 
1 MSC's /MEFs submit request via the MRTM in MCMPS to the MARFORs
- 
2 MARFOR reviews/ approves Billet Sequence Code (BSC) and mission and forwards the MRTM/ requirement via MCMPS to HQMC PPO
- 
3 PPO validates the requirement and through the Activity Manpower Document (AMD) and mission coordinates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

Figure L-2.--Health Service Augmentation Program



USNR Service Augment Process

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

Figure L-3.--USNR Service Augmentation Program

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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.

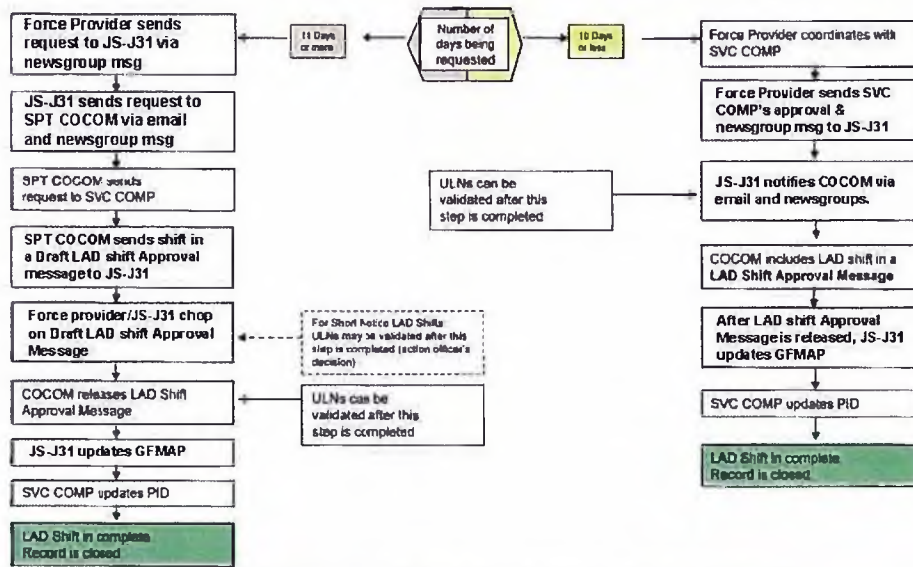
(3) JFPs are authorized to publish the change in the JFP GFMAP Annex Schedule provided that the requesting CCDR, Force Providers, and affected Military Departments concur, and these changes do not violate any SecDef deployment policies. SecDef approval is required when an affected CCDR, Force Providers, 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).

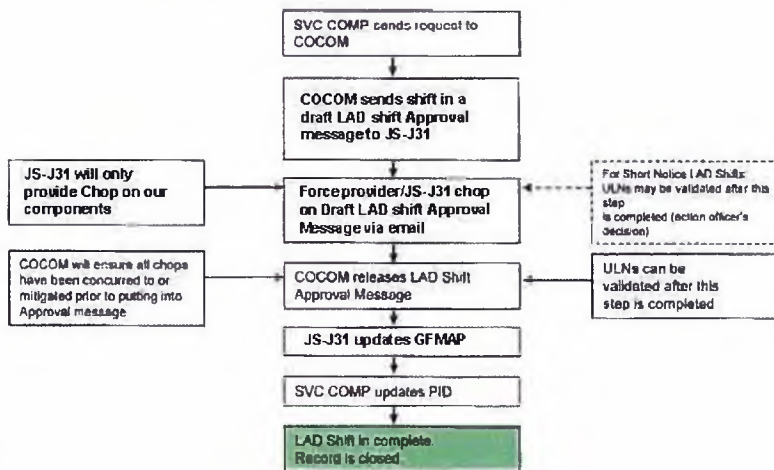
LAD Shift Process for request generated by the Supporting Component Command



This map of the LAD Shift request Process is derived from Joint Staff Business Rules and COCOM business rules.

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

LAD Shift Process for requests generated by the Supported Combatant Command



This map of the LAD Shift request Process is derived from Joint Staff Business Rules and COCOM business rules.

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

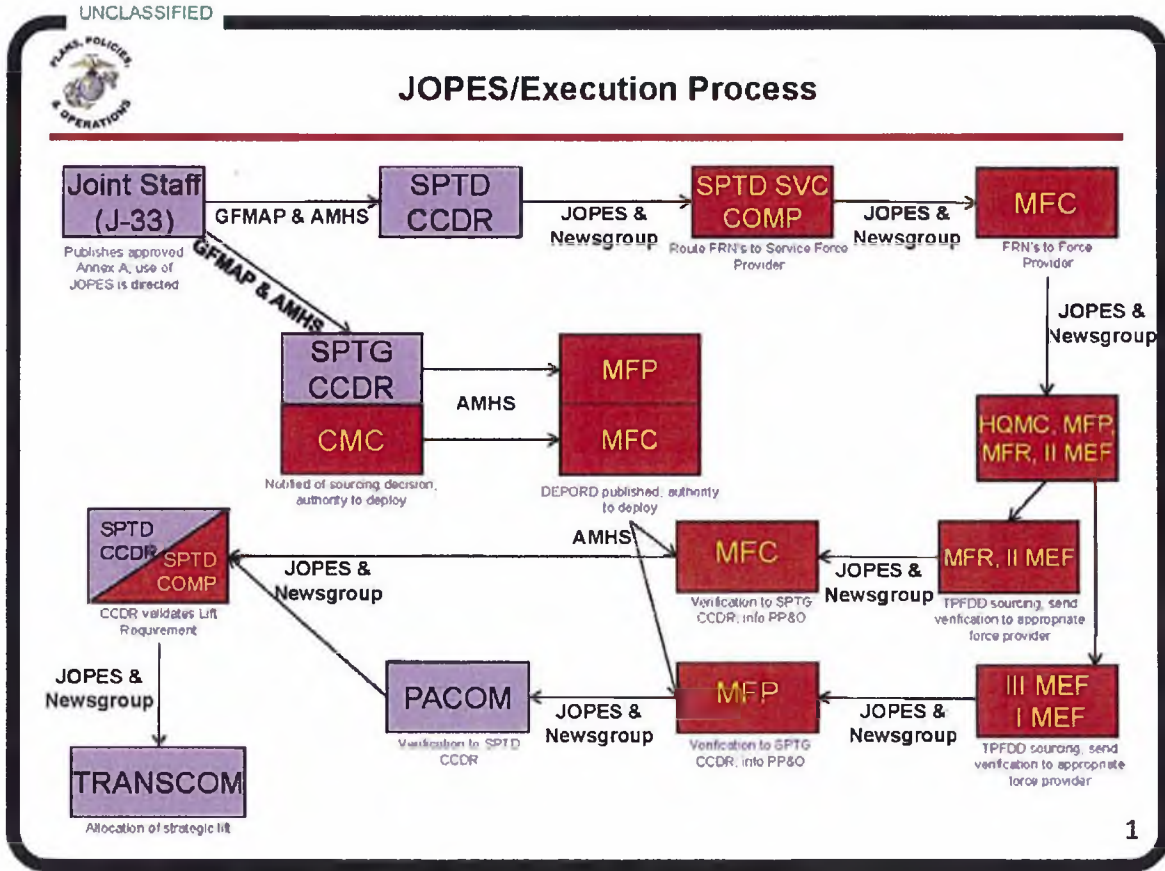


Figure L-6.—JOPES/Execution Process

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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 TCAIR 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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Subj: EN ROUTE SUPPORT OF TRANSIENT AIRCRAFT

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

2. Problem

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

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

4. Understanding

a. USMC ESTA Requirements

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

(2) The USMC TACAIR standard for transoceanic AV-8B, F/A-18(A+/C/D), and EA-6B ESTA is one ramp-configured aircraft for lead ESTA and one ramp-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:

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

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

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

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

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

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

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

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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
Subj: EN ROUTE SUPPORT OF TRANSIENT AIRCRAFT

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

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

b. Request Procedures and Sourcing Processes

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

(2) Operational requirements are validated in Joint Operation Planning and Execution System (JOPEX). 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 XOOK of the request for inclusion in the remarks section of the Coronet Schedule.

2. If informed by Mobility Management Division (XOB) that sourcing by the primary aircraft is not possible, 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 XOOK to determine the feasibility of moving a lead maintenance element on a primary tanker.

3. If alternate sourcing is not viable on the original timelines, X000 will refer the ESTA SAAM request back to the USTRANCOM DDOC with the sourcing options as provided by XOB and coordinated through XOOK.

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

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

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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, XOOK 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, XOOK 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 XOOK. This assessment will be shown in days shifted from EAD or LAD LAW reference

(a).

c. Execution Expectations

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

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

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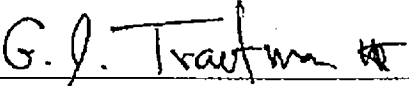
Officer (SMBMARFORCOMFDP&EChief@usmc.smil.mil) and the USMC Liaison Officer at 618 TACC (amc.marine.liaison@scott.af.mil) for analysis, recommendations, and routing within the respective commands. The USMC 618 TACC Liaison Officer will hold these

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

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

5. Effective Date: 20 Nov 08.



LTGEN G. J. TRAUTMAN, III
DEPUTY COMMANDANT / AVIATION
UNITED STATES MARINE CORPS



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

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Appendix N Enclosure 2

SAAM REQUEST EXAMPLE ISO ESTA

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

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

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

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

Appendix O

MDDOC MARSHALLING AND MOVEMENT LOI EXAMPLE

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

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

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

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

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

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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: MTRV, 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. PTC'S 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 POC'S 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,

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.

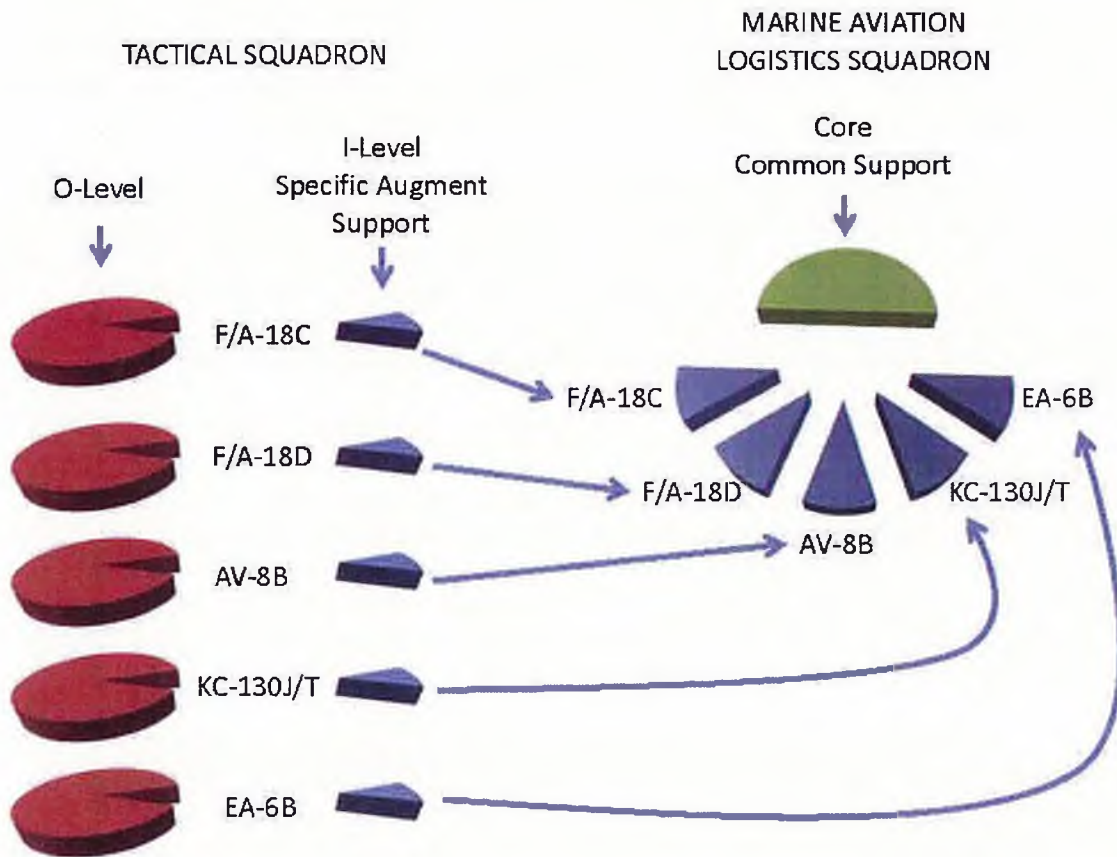


Figure P-2.--Example Fixed Wing MALS Support Organization

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.

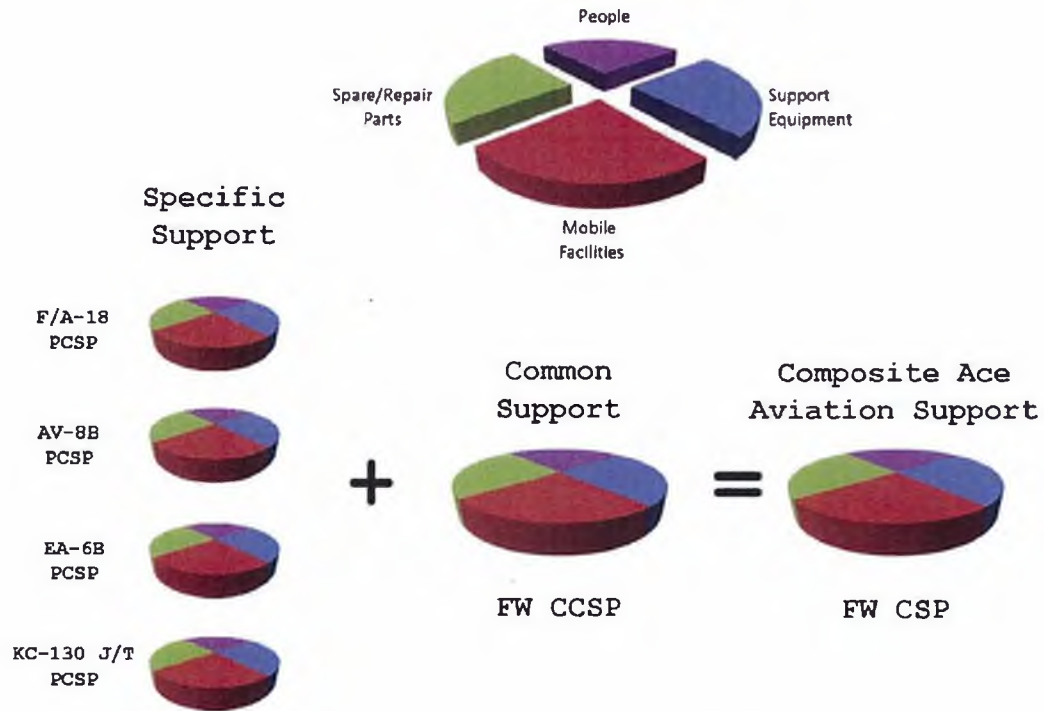


Figure P-3.--Contingency Support Packaging

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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 CCDR.

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

2. (U) MISSION.

2.A. (U) FORCE DEPLOYS O/A DATE TO THE CCRD AOR TO CONDUCT SPMAGTF OPERATIONS PER THE GEF, MCCSP, CCDR THEATER CAMPAIGN PLAN, AND CONPLAN XXXX. BPT SUPPORT NATO/CCDR/SERVICE. THE FOLLOWING INFORMATION IS PUBLISHED IN ANTICIPATION OF FORCE.

2.B. (U) BATTLE SPACE: PER OPORD TO BE PUBLISHED BY MARFOR.

2.C. (U) ENEMY FORCES: PER OPORD TO BE PUBLISHED BY MARFOR.

2.D. (U) FRIENDLY FORCES: PER OPORD TO BE PUBLISHED BY MARFOR.

3. (U) EXECUTION

3.A. (U) COMMANDERS INTENT: I INTEND TO FORM, ORGANIZE, TRAIN AND EQUIP A FORCE IOT DEPLOY TO THE CCDR AOR TO MEET CCDR VALIDATED MISSION 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 CCDR X, OPCON FOR EMPLOYMENT. UPON MISSION CONCLUSION, FORCE REDEPLOYS TO THE DESIGNATED R-ILOC AT WHICH TIME I WILL RESUME COMMAND AND INITIATE RESET/RECONSTITUTION, DECOMPOSITION AND DEMOB ACTIONS AS REQUIRED. AT COMMENCEMENT OF DEMOB ACTIONS, I WILL RELINQUISH COMMAND TO COMMARFORRES FOR MVMT COORDINATION AND CONTROL FROM THE R-ILOC SITE TO HOME TRAINING CENTERS (HTC).

3.B. (U) CONCEPT OF OPERATIONS. FORCE FORMS, ORGANIZES, TRAINS, EQUIPS, AND DEPLOYS TO CCDR AOR, SPECIFICALLY THE LOCATIONS , IOT CONDUCT RSOI AND EMPLOY THEATER SECURITY COOPERATION IN THE FOLLOWING COUNTRIES: MULTIPLE LOCATION WITHIN THE AOR. UPON END OF MISSION, THE FORCE WILL REAGGREGATE IN LOCATION AND PREPARE FOR AIR MVMT BACK TO CONUS (RILOC AT CAMPEN OR CAMPLEJ) WITH THE FINAL DESTINATION OF HTC'S.

3.C. (U) FORCE MOBILIZES ON DATE AND AGGREGATES AT THE (HTC) FOR ADMINISTRATIVE AND ILOC PRE-MOVEMENT COORDINATION. ON OR ABOUT DATE, FORCE WILL PROCEED FROM THEIR INDIVIDUAL HTCS TO ILOC VIA COORDINATED AIR AND OVERLAND TRANSPORTATION. UPON ARRIVAL AT ILOC LOCATION; MARINE CORPS FORCES REPORTS MOVEMENT

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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 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 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 FOR FORCE (I.E. CONTRACTING OFF; MAINT MGT; SUPPLY SUPPORT; ETC).

3.E.1.I. (U) PROV IPC/MPC/FPC REQ 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 REQR TO MARFORCOM PER JOPEs TPFDD LOI.

3.E.3. (U) MARFOR/CG XMEF, REQUEST:

3.E.3.A (U) O/A DATE, BPT RECEIVE COMPOSITE/ACTIVATED/MOBILIZED FORCES/UNITS ABOARD ILOC FOR PRE-DEPLOYMENT TRAINING.

3.E.3.B. (U) CG X MEF ENSURE ACCURATE MANIFESTING AND CARR ONLOAD PER JOPEs AND MCO 3000.18.

3.E.3.C. (U) O/A DATE, INITIATE FORCE PRE-DEPLOYMENT TRAINING (PTP) IAW ILOC FOS.

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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 ROATATION AFTER-ACTION/LESSONS LEARNED.

3.E.4.E. (U) ID FORCE DEPLM TE OR EDL SHORTFALLS TO MARFORCOM G3/5/7 AND G4.

3.E.4.F. (U) UPON COMPOSITE/MOBILIZATION, SUBMIT ACCURATE ROSTERS OF EVERY RC UNIT/DET TO COMMARFORCOM G3/5/7 INTEGRATION POC. ROSTERS SHOULD IDENTIFY MEMBERS BY LAST/FIRST/MIDDLE/SSN/RANK/MOS. THIS WILL SERVE AS THE FORCE "ALPHA ROSTER".

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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 Debarcation (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 (GSHORTS)
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	AVATION 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 (MCPD)
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

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.

Debarcation - 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 accompanying 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)

Oversized 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 supportincommanders, 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	AMPIBIOUS 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	JOPEX 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	JOPEX DATA NETWORK SERVICES	B - 6
JDPO	JOINT DEPLOYMENT PROCESS OWNER	2 - 5
JDTC	JOINT DEPLOYMENT TRAINING CENTER	2 - 5
JET	JOPEX 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
JOPEX	JOINT OPERATION PLANNING AND EXECUTION SYSTEM	1 - 2
JOPEXREP	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	JOPEX 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 PREPOSITIONING 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
QRRC	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