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MARINE CORPS ORDER 3000.18A

From: Commandant of the Marine Corps
To: Distribution List

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

Ref: (a) CJCSM 3122.01A, "Joint Operation Planning and Execution System (JOPEX) Volume I, (Planning Policies and Procedures)," September 29, 2006
(b) CJCSM 3122.02C, "Joint Operation Planning and Execution System (JOPEX) Volume III, (Crisis Action Time-Phased Force and Deployment Data Development and Deployment Execution)," June 19, 2006
(c) Joint Publication 3-35, "Joint Deployment and Redeployment Operations," May 7, 2007
(d) MCO 3000.19
(e) Joint Strategic Capabilities Plan (JSCP) (S), March 1, 2008
(f) Title 10, U.S.C.
(g) National Security Act of 1947
(h) Goldwater-Nichols DOD Reorganization Act of 1986
(i) Unified Command Plan, May 5, 2006
(j) Joint Publication 1-0, "Doctrine for the Armed Forces of the United States," May 14, 2007
(k) CJCSM 3122.03C, "Joint Operation Planning and Execution System Volume II, Planning Formats and Guidance," August 17, 2007
(l) CJCSM 3150.16C, "Joint Operation Planning and Execution System Reporting Structure (JOPEXREP)," March 16, 2007
(m) Forces for Unified Combatant Commands Memorandum (S)
(n) CJCSI 3141.01D, "Management and Review of Campaign and Contingency Plans," April 24, 2008

DISTRIBUTION STATEMENT A: Approved for public release,
distribution is unlimited.

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- (o) Joint Publication 1-02, "Department of Defense Dictionary of Military and Associated Terms," April 12, 2001
- (p) MCO P4400.150E
- (q) MCO P4400.151B
- (r) MCWP 4-12
- (s) MCO P4400.39H
- (t) UM-4400-185, "War Reserve System Users Manual"
- (u) MCO 8010.1E
- (v) MCO 5320.12F
- (w) MCO 1001.60
- (x) Guidance For Employment of the Force (GEF)(S) March 1, 2008
- (y) Joint Publication 5-0, "Joint Operation Planning," December 26, 2006
- (z) MCWP 5-1
- (aa) NAVMC DIR 5210.11E
- (bb) SECNAV M-5210.1
- (cc) OPNAV Instruction 4441.12C
- (dd) OPNAV Instruction 4442.5
- (ee) MCBUL 5400
- (ff) CJCSM 3150.24

Encl: (1) FDP&E Process Manual

1. Situation. Per references (a) through (dd), this Order establishes processes, procedures, and standards for developing and executing plans for the deployment and redeployment of Marine Corps forces. This Order assigns responsibilities and taskings to Headquarters U.S. Marine Corps, Commanders of Marine Forces, Commanders Marine Corps Bases Atlantic/Pacific, and other Marine Corps commands and agencies. This Order shall also update policy and responsibilities governing the Marine Corps Force Deployment Planning and Execution (FDP&E) Process per the references.

2. Cancellation. MCO 3000.18 and NAVMC Directive 3000.18.

3. Mission. The Commandant of the Marine Corps (CMC) establishes policies, procedures, and develops information systems required to ensure U.S. Marine Corps forces deploy rapidly and efficiently to provide combat ready Marine Air Ground Task Forces (MAGTFs) to supported Combatant Commanders (CCDRs). CMC tracks USMC force deployment and provides reports as required in support of his duties as a member of the Joint Chiefs of Staff (JCS). This Order is published in order to establish Marine Corps operational procedures that support joint

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procedures outlined in references (a) through (c), as well as Marine Corps related deployments, redeployments, and rotations.

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

(1) Marine Corps commands/agencies are encouraged to submit changes to the CMC (PLN).

(2) This Order shall be reviewed/revised upon republishing of references (a) through (e) and (y).

5. Administration and Logistics. This Order is available for download from the Headquarters U.S. Marine Corps Records, Reports and Directives website at <https://portal.mceits.usmc.mil/sites/hqmcarr/ard/ardb/default.aspx>

6. Command and Signal

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

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



J. F. DUNFORD JR.
Deputy Commandant for
Plans, Policies, and Operations

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MCO 3000.18A, MARINE CORPS FDP&E PROCESS MANUAL

RECORD OF CHANGES

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Chapter 1

Introduction

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1000. PURPOSE, OBJECTIVE, DEFINITION

1. The purpose of this Manual is to provide all personnel involved in the Force Deployment Planning and Execution (FDP&E) process with the essential information and guidance necessary to carry out contingency, crisis action, operational, and exercise planning within the Marine Corps and joint community. This Manual refines, amplifies and augments the general procedures prescribed in various Marine Corps and joint publications. It provides information on the FDP&E tasks to be performed by commanders, staff officers and personnel from the Headquarters Marine Corps level to the battalion/squadron/separate company level. It also provides guidance and information for Marine Corps Logistics Command (MARFORLOGCOM) and Marine Corps bases and stations. While Marine Corps forces are normally deployed and employed as MAGTFs, the use of that term in this publication includes other non-MAGTF units performing FDP&E tasks.

2. The objectives of this Manual are to:

a. Serve as the authoritative reference document that identifies command and staff responsibilities throughout the FDP&E process.

b. Present an overview of the FDP&E process with an emphasis on contingency and crisis action planning and deployment processes.

c. Identify key reference documents.

d. Augment and amplify instructions and guidance in various instructions related to the preparation of Time-Phased Force and Deployment Data (TPFDD).

e. Provide information, guidance, and procedures for operational use of Joint Operations Planning and Execution System (JOPES) applications resident on the Global Command and Control System (GCCS) and stand-alone FDP&E software programs within the Marine Corps.

3. FDP&E is the USMC command and control process to source and deploy Marine Corps forces for employment in support of combatant command or service requirements. It encompasses all of those supporting functions required to deploy Marine Corps forces.

1001. CATEGORIES OF PLANNING

1. Joint operation planning is a coordinated process used by joint force commanders to determine the best method of accomplishing the mission. In peacetime, the contingency planning process is used to support contingency planning. In crisis situations, it is called crisis action planning. Execution of a contingency plan is accomplished using crisis action procedures. Joint planning is conducted under the policies and procedures established for the Joint Operations Planning and Execution System (JOPEs) and its supporting automated data processing (ADP) [or information technology (IT)] systems.

2. The particular procedures used by Marine Corps planners in support of the joint planning effort, depend largely on the time available to accomplish them. When time is not a critical factor, as during the normal contingency planning cycle, contingency planning processes are used. When time available is short and the result is expected to be an actual deployment and/or employment of forces, crisis action procedures are used. Overall, the processes for both contingency and crisis action planning are similar, as characterized below.

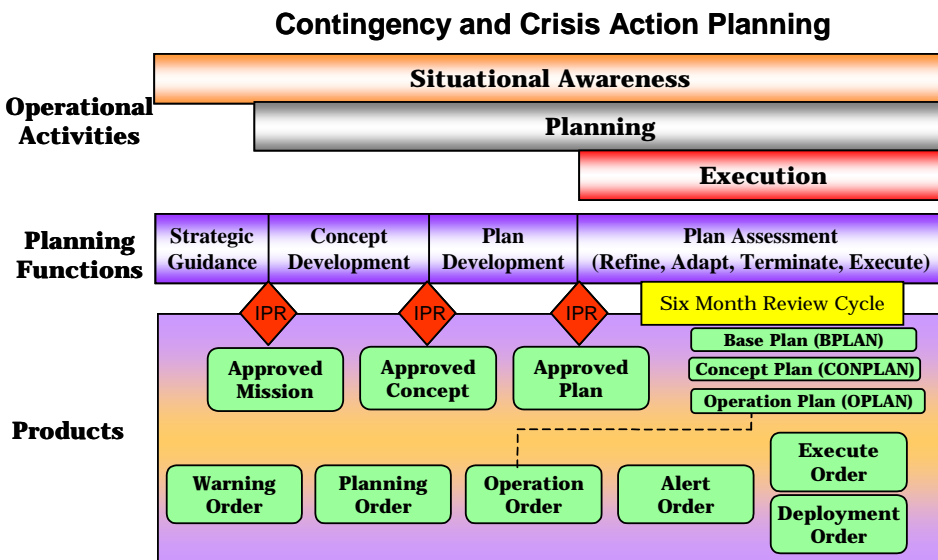


Figure 1-1.--JOPEs Operational Activities and Planning Functions

3. Joint planning is also categorized in terms of resources, the level of command and area of responsibility, and/or special areas of interest.

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a. Resources Planning

(1) Requirements based planning reflects the planner's task to identify all required forces and support to accomplish the mission. The command responsible for developing the plan analyzes an expected or actual enemy threat, then identifies the forces and support required to meet and defeat that threat.

(2) Capability based planning uses the forces and support currently available. The command responsible for developing the plan plans for the efficient use of existing forces, in a constrained environment, to meet and defeat a current or projected threat.

(3) Program planning measures future requirements against current capabilities. In addition, it helps determine resource allocation decisions for the future force requirements through the interface of the Joint Strategic Planning System (JSPS) with the Planning, Programming, and Budgeting System (PPBS).

b. Level of Command and Area of Responsibility

(1) Regional planning is the responsibility of unified or subordinate unified commanders and their staffs. The Chairman of the Joint Chiefs of Staff (CJCS) directs the unified commanders to develop regional contingency plans based on a current national perspective of geopolitical situations in designated regions. For regional plans, forces may be apportioned to support more than one unified command. Forces receive a tasking for each plan to which they are apportioned in the Joint Strategic Capabilities Plan (JSCP), reference (e). In addition, unified commanders may develop regional plans that are not directed by the CJCS, but are deemed essential in response to potential areas of concern within their respective areas of responsibility. In this latter case, forces required for planning and execution must be coordinated through the Joint Staff for forces not already apportioned to the unified commander.

(2) Functional planning is conducted by the functional staff of a joint command. Each component staff concentrates on the planning in its assigned area, i.e. air component forces, land component forces, naval component forces, special operations forces, etc. A service command that is assigned as a functional component of a unified command/joint task force is

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responsible for functional area planning as well as service unique planning.

(3) Service planning focuses on service unique planning issues and is conducted by designated service commands or components within a unified commander's operational chain of command, e.g., Commander, U.S. Marine Corps Forces Pacific (COMMARFORPAC), as the service component commander to Commander, U.S. Pacific Command (COMUSPACOM), carries out service specific planning responsibilities in support of all COMUSPACOM regional plans to which COMMARFORPAC forces are apportioned or allocated. These responsibilities include force and sustainment sourcing and force deployment support. When Marine forces are apportioned or allocated to a unified commander's plan, a Marine Expeditionary Force (MEF) may be tasked to accomplish all functional planning responsibilities for those forces, including augmenting or attached forces. This MEF is called the principal planning agent when so designated.

(4) Special area planning refers to detailed planning in a particular area within the overall contingency planning effort. Examples are mobilization planning, deployment planning, employment planning, logistics planning, and sustainment planning. Staff planners at unified, subordinate unified, component, and service headquarters levels may establish teams to address these specific planning issues.

1002. ORGANIZATION FOR NATIONAL SECURITY

1. A working knowledge of the elements of the national security structure is essential to understanding the role of each national and joint staff organization. As directed in the Constitution, the President has ultimate authority and responsibility for national defense. The appointees and organizations described in the following paragraphs aid the President in the conduct of this specific obligation. The Marine Corps role in national defense is articulated in chapter 507, section 5063 of reference (f).

2. The President and Secretary of Defense (SecDef). The President and/or the SecDef, or their duly deputized alternates or successors, are, by law, the only officials in the chain of command that have the authority to direct the movement of forces and execution of military action.

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3. National Security Council (NSC)

a. The Assistant to the President for National Security Affairs (the National Security Advisor) 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.

b. The NSC has only four statutory members - the President, Vice President, Secretary of State, and SecDef.

c. The Chairman of the Joint Chiefs of Staff (CJCS) and the Director of National Intelligence serve as statutory advisers to the NSC.

d. Other participants in the NSC deliberations are invited by the President, and may include the Chief of Staff to the President, the Attorney General, the Secretary of the Treasury, and heads of executive department or agencies.

4. Department of Defense (DOD). DOD was established in 1949 as a result of an amendment to the National Security Act of 1947, reference (g). The head of the Department is the SecDef. He is the principal assistant to the President for all matters relating to DOD. Reference (h) made clear his position in the operational chain of command. DOD's organization is illustrated in Figure 1-2.

5. Joint Chiefs of Staff (JCS). The JCS consist of the Chairman, the Chief of Staff of the Army, the Chief of Naval Operations, the Chief of Staff of the Air Force, and the Commandant of the Marine Corps. The Chairman sets the agenda and presides over JCS meetings. Responsibilities as members of the JCS take precedence over duties as chiefs of military services. As established by reference (i), the JCS have no executive authority to command combatant forces.

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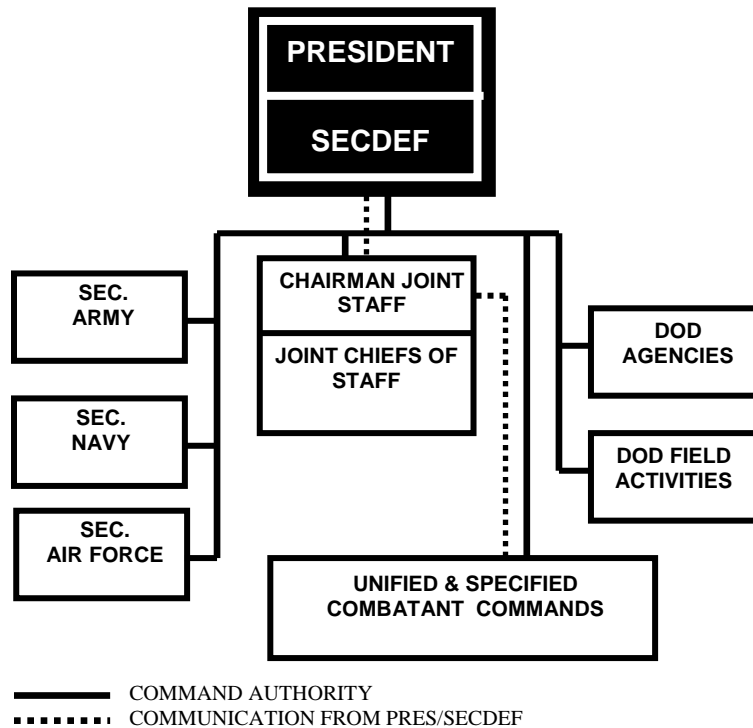


Figure 1-2.--Department of Defense Organizational Chart

6. Combatant Commanders. As stated in reference (g), the operational chain of command runs from the President, to the SecDef, to the combatant commanders. Combatant command (command authority) (COCOM) resides only in combatant commanders. Although a provision of the Act allows that communications between the President, the SecDef, and the combatant commanders pass through the CJCS; the combatant commanders are, nonetheless, responsible to the President and the SecDef for the performance of their assigned missions.

1003. DOD PLANNING SYSTEMS AND PROCESSES

1. The purpose of joint operation planning is to effectively use the military arm of national power to protect U.S. interests and implement national policy. Joint planning is a process whereby a commander applies a systematic series of actions or procedures to provide him information required to determine the best method of accomplishing assigned tasks.

2. The National Security Council (NSC) System. The NSC is the principal forum for deliberation of national security policy issues requiring Presidential decision. The NSC system provides

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the framework for establishing national strategy and policy objectives. The NSC develops policy options, considers implications, coordinates operational problems that require interdepartmental consideration, develops recommendations for the President, and monitors policy implementation. The CJCS discharges a substantial part of the statutory responsibilities as the principal military adviser to the President, the NSC and the SecDef through the institutional channels of the NSC. The CJCS regularly attends NSC meetings and presents the views of the JCS and the combatant commanders. The NSC prepares National Security Directives that, with Presidential approval, implement national security policy. The policy decisions in these directives provide the basis for both military planning and programming.

3. The Joint Strategic Planning System (JSPS)

a. The JSPS is the primary formal means by which the CJCS, in consultation with other members of the JCS and the combatant commanders, carries out strategic planning and policy responsibilities to prepare a military strategy that supports national objectives as detailed reference (f).

b. The JSPS is a flexible system that forms the basis for interaction with other DOD systems; provides supporting military advice to the DOD Planning, Programming, and Budgeting system (PPBS); and provides strategic guidance for use in JOPES.

c. JSPS provides for continuous study of the strategic environment to identify conditions or trends that may warrant a change in the strategic direction of the armed forces. The principal mechanism for this is the Joint Strategy Review (JSR). A decision to modify the strategic direction of the armed forces based on this review would be reflected in the National Military Strategy (NMS).

(1) The NMS articulates how the U.S. shall employ the military element of national power to support the national security objectives found in the President's National Security Strategy (NSS).

(2) The CJCS's vision describes the operational concepts and capabilities required for future joint forces.

d. The JSPS products, particularly the NMS, assist the CJCS in providing for the preparation of contingency plans and the development of the Joint Strategic Capabilities Plan (JSCP).

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The JSCP provides strategic guidance, establishes requirements, and apportions resources to the combatant commanders and service chiefs to accomplish tasks and missions based on near-term military capabilities.

e. The JSPS provides for timely and substantive participation by the Joint Staff, Services, combatant commanders, and combat support agencies in the development of each JSPS document. As programs are developed and resources allocated, JSPS products and JSPS-related documents provide a means to evaluate capabilities and assess program and budget adequacy and, where appropriate, propose changes.

4. Planning, Programming, and Budgeting System (PPBS). This DOD military strategy formulation and resource management system develops and integrates defense policy, military strategy, service programs, and the DOD budget. This system's ultimate objective is the acquisition and allocation of resources to meet the warfighting needs of the combatant commanders. The PPBS, in conjunction with the JSPS, is used to define national military strategy, recommended forces, and translate them into budgetary requirements to be presented to Congress.

5. Joint Operations Planning and Execution System (JOPES). Joint operation planning is performed per policies and procedures established in this formal DOD-directed, CJCS-selected system. JOPES is the single system for military operation planning and execution, including the request for forces. JOPES includes policies, procedures, reporting structures, and personnel supported by C4I systems. JOPES supports and integrates joint operation planning activities at the national, theater, and supporting command levels. JOPES interrelates with three other national systems: the NSCS, JSPS, and PPBE. JOPES is the principal system within DOD for translating policy decisions into operation plans (OPLANS), concept plans (CONPLANS), functional plans (FUNCPLANS), and operation orders (OPORDs) in support of national security objectives. It also assists in identifying shortfalls, which are converted to joint operation requirements in PPBS. The shortfalls are used in making national resource decisions that affect the PPBS and the JSPS. JOPES is also the mechanism for providing movement requirements to lift providers for plans, crises, and all supported combatant commander or CJCS-sponsored exercises.

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6. JOPES Planning Process

a. Joint operation planning and execution is a continuous, collaborative, interactive process across the full range of military operations. The activities of the entire Joint Planning and Execution Community (JPEC) are integrated through an interoperable and collaborative JOPES that provides for uniform policies, procedures, and reporting structures, supported by communications and computer systems, to monitor, plan, and execute the mobilization/activation, deployment, employment, sustainment, redeployment, and demobilization activities associated with joint operations.

b. JOPES provides for orderly and coordinated problem solving and decision-making. Application of this process is highly structured to support the thorough and fully coordinated development of contingency plans. During crisis action planning, the process is shortened, as necessary, to support the dynamic requirements of changing events. During the execution of military operations, the process adapts to accommodate greater decentralization of joint operation planning activities under the centralized command of the President, SecDef, and combatant commanders. In all its applications, the basic process remains fundamentally unchanged. It provides a consistent and logical approach for integrating the activities of the President, SecDef, CJCS, members of the JCS, combatant commanders, and all other members of the JPEC into a coherent planning and execution process to attain military objectives.

c. Based on the CJCS's JSCP planning requirements, the combatant commanders prepare four types of plans: OPLANs, CONPLANs with a TPFDD, CONPLANs without a TPFDD, and FUNCPLANs. These plans facilitate the rapid transition to crisis response for potential, perceived, and identified threats to U.S. security interests. Crisis action planning may begin with the contingency produced plan and continues through military option selection and courses of action (COA), operation plan, and operations order development and implementation. It ends when the requirement for the plan is cancelled, the operation is terminated, or the crisis is satisfactorily resolved.

d. Adaptive Planning (AP). The Secretary of Defense signed the AP Roadmap I on 13 December 2005 and AP Roadmap II on 5 March 2008, these documents directed that as AP matures it shall succeed the Department's current planning and execution system. AP is defined as "the Joint capability to create and revise plans rapidly and systematically, as circumstances require. AP

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occurs in a networked, collaborative environment, requires regular involvement of senior DOD leaders, and results in plans containing a range of viable options. At full maturity, AP shall form the backbone of a future joint Adaptive Planning and Execution System, supporting the development and execution of plans. AP shall preserve the best characteristics of present day contingency and crisis planning with a common process." Both the Guidance for Employment of the Force (GEF) and the Joint Strategic Capabilities Plan (JSCP) direct the use of AP processes and prototype tools for the development of top priority contingency plans during the current planning cycle. Further, the Secretary of Defense has directed that contingency plans undergo a six month cyclic review process as an interim step towards the maintenance of "living plans." This Manual incorporates the necessary processes and procedures to implement these directives and includes the AP imperative to integrate contingency and crisis action planning processes so that, when necessary, plans can be rapidly transitioned to execution. While AP language is incorporated in this revision of JOPES, the next revision of the Joint Operation Planning and Execution system manuals shall continue further incorporation of AP principles bringing DoD closer to the desired end state of an Adaptive Planning and Execution (APEX) process and shall heretofore be referred to as APEX manuals. The intent is to accelerate progress toward a more effective system for planning joint operations that meet the needs of our joint force commanders and senior civilian leaders.

1004. KEY JOINT PLANNING DOCUMENTS

1. Joint Strategic Capabilities Plan (JSCP). The JSCP is published biennially as planning guidance and is used by the JCS to initiate the JOPES contingency planning process. The JSCP assigns military tasks and apportions forces for planning to combatant commanders based on guidance from the SecDef and projected military capabilities in the near-term period. It directs the development of plans to support national security objectives.

2. Unified Command Plan (UCP). Reference (i) sets forth basic guidance to all combatant commanders, establishes their missions, responsibilities, and force structure; delineates the general geographical area of responsibility for geographic combatant commanders; and specifies functional responsibilities for functional combatant commanders.

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3. Joint Publication 1-0, "Doctrine for the Armed Forces of the United States". Reference (j) sets forth the policies, principles, doctrines, and functions governing the activities and performance of the Armed Forces of the United States when two or more military departments or service elements thereof are acting together.

4. CJCSM 3122.01, "JOPES Vol. I (Planning Policies and Procedures)". Reference (a) sets forth planning policies and procedures to govern the joint activities and performance of the U.S. Armed Forces. It provides military guidance for the exercise of authority by combatant commanders and other joint force commanders in development of selected tactics, techniques, and procedures for joint operations and training. It provides military guidance for use by the U.S. Armed Forces in preparing their appropriate plans. Specifically this publication describes JOPES functions and the environments in which planning for and executing conventional and nuclear joint military operations are conducted.

5. CJCSM 3122.03, "JOPES Vol. II (Planning Formats and Guidance)". Reference (k) sets forth administrative instructions and formats to govern the format of joint operational plans submitted for review to CJCS.

6. CJCSM 3122.02, "JOPES Vol. III (Crisis Actions Time-Phased Force and Deployment Data Development and Deployment Execution)". Reference (b) establishes procedures for the development of time-phased force and deployment data (TPFDD) and for the deployment and redeployment of forces within the context of JOPES in support of joint military operations, force rotations and exercises.

7. CJCSM 3150.16, "JOPES Reporting Structure (JOPESREP)". Reference (l) sets forth guidelines and standards to be used in the organization and development of information reporting to the JOPES database.

1005. KEY MARINE CORPS PLANNING DOCUMENTS. Marine Corps doctrinal publications, orders, and MAGTF Staff Planning Program Pamphlets serve as basic source documents for development of plans and orders. The list below contains those publications that relate to the FDP&E process:

MCDP 1-0, Marine Corps Operations
MCDP 5, Planning

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MCDP 4, Logistics
MCWP 5-1, Marine Corps Planning Process
MCWP 4-1, Logistics Operations
MCWP 4-12, Operational-Level Logistics
MCO 3000.19A, Total Force Mobilization, Activation,
Integration, and Deactivation Plan (MAID-P)
MCO P3000.17A, Maritime Pre-positioning Force Planning and
Policy
MCO P4400.39H, War Reserve Manual
MSTP Pamphlet 4-0.2A, Logistics Planner's Guide
MSTP Pamphlet 5-0.3, MAGTF Planner's Reference Manual
MSTP Pamphlet 6-3, FDP&E in Support of MAGTF Operations

1006. DIRECTED PUBLICATIONS TO MAINTAIN. The following is a list of directed publications to be held at Headquarters and Command Elements within those Marine Corps organizations involved with the FDP&E process:

CJCSM 3122.01A, JOPES Vol. I
CJCSM 3122.03C, JOPES Vol. II
CJCSM 3122.02C, JOPES Vol. III
CJCSM 3150 Series, Joint Reporting Structure Series
(JOPESREP)
Joint Publication 1-0, Personnel Support to Joint
Operations
MCDP 1-0, Marine Corps Operations
MCWP 4-12, Operational-Level Logistics
MCWP 5-1, Marine Corps Planning Process
Joint Pub 1-02, Department of Defense Dictionary of
Military and Associated Terms
Joint Pub 4-01.3, Joint Tactics, Techniques and Procedures
for Movement Control
MCO P4400.39H, War Reserve Material (WRM) Policy Manual
Joint Pub 3-0, Doctrine for Joint Operations
Joint Pub 5-0, Doctrine for Planning Joint Operations
Joint Pub 3-35, Joint Deployment and Redeployment
Operations
Joint Pub 4-01.8, Joint Tactics, Techniques, and Procedures
for Joint Reception, Staging, Onward Movement and
Integration
DOD 4500.9-R, Defense Transportation Regulation
MSTP Pamphlet 4-0.2A, Logistics Planner's Guide
MSTP Pamphlet 5-0.3, MAGTF Planner's Reference Manual
MSTP Pamphlet 6-3, FDP&E in Support of MAGTF Operations

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1007. COMBATANT COMMANDER AS THE FOCAL POINT

1. Role. By examining and anticipating the potential for instability or crisis, the geographical combatant commander develops plans for the deployment and employment of military assets (as well as examining the complementary economic, diplomatic, and political options). These options used singly or in various combinations, can be carried out with the intent of deterring or averting a crisis. They vary widely from large joint and combined operations with the deployment of task forces, to small mobile training teams and low-level military-to-military contacts. Forward presence forces throughout the world and at sea, though reduced in size, are fundamental to this concept.

2. Planning. Planning is decentralized to the combatant commanders to the maximum extent possible. The SecDef furnishes broad policy and strategy guidance, mission assignment, and final plan review. The assumptions, the concepts of operations, and specific forces to be employed are determined by the combatant commanders and approved by the SecDef/CJCS, in close coordination with the services and defense agencies.

1008. COMMAND RELATIONSHIPS. Command relationships are expressed in terms of authority and responsibility as well as on the exercising of coordination and support. Relationships discussed in this Manual reflect the information contained in reference (j). Appendix F (Terms and Definitions) contains descriptions of command relationships.

1009. TASKING AUTHORITY AND COMMAND RELATIONSHIPS FOR PLANNING

1. The JSCP apportions major combat forces to the combatant commanders for preparation of contingency plans.

a. With JSCP direction and authorization, the combatant commanders commence their detailed contingency planning for war.

b. Planning guidance is published by a supported or supporting combatant commander, directing apportioned or assigned forces to formally begin planning.

c. Combatant commanders who exercise COCOM over supporting MAGTFs may also delegate operational control (OPCON) to subordinate unified commanders or to a Joint Task Force (JTF) established by the unified commander.

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d. Generally, OPCON is delegated to the Marine component commander (COMMARFOR) to ensure the unique capability of the MAGTF is properly employed. Typically, TACON will then be delegated to the commander employing the MAGTF.

(1) Subordinate unified commanders, and JTF commanders, may exercise OPCON over MAGTFs when the MAGTF is designated as attached. Functional component commanders will normally exercise TACON over attached MAGTFs.

(2) The naval component commander may exercise OPCON over the MAGTF but will typically only be given TACON, as directed by appropriate authority the JFC.

2. Operational planning relationships vary according to each plan and/or combatant commander supported. The mission assigned to a MAGTF in various plans has the greatest bearing on command relationships. Therefore, command relationships must be established for each plan to which forces are apportioned.

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

a. The MARFOR commander is the U.S. Marine Corps service component commander to a combatant commander. He coordinates all U.S. Marine Corps activities and service support for the combatant commander to which assigned.

b. A MARFOR commander 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 MARFOR in development of the component part of the combatant commander's plan.

c. When coordinating TPFDD development, the supported MARFOR or his principal planning agent normally shall have authority for direct liaison with the supporting MAGTF per guidance provided in the report for planning message and as approved by the supporting MARFOR. Supporting MARFOR/MEFs must

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be kept informed of all communication between the principal planning agent and the supporting MAGTF.

1010. TOTAL FORCE ROLES AND PLANNING RESPONSIBILITY WITHIN THE MARINE CORPS

1. Deputy Commandant, PP&O (DC PP&O), HQMC, has overall staff cognizance for Marine Corps Total Force mobilization planning and execution. PP&O is the single point of contact for Marine Corps policy on joint or combined contingency and crisis action planning.

a. PP&O is responsible for coordinating the development and execution of service plans and policies, related to the structure, deployment and employment of Marine Corps forces in general and is the Commandant's principal staff agency for development and articulation of a wide spectrum of concepts, plans, and policies. Primary tasks include:

(1) Recommending supporting and supported MARFOR/MEFs when a combatant commander has been apportioned two or more MAGTFs.

(2) Form an OPLAN working group to coordinate staff guidance to the supported and supporting MARFOR/MAGTF commanders for plan development.

(3) Provide representation, as required, to all combatant commander planning conferences.

(4) PLN shall establish and chair the HQMC FDP&E Operations Advisory Group (OAG). This OAG shall review, recommend changes, and monitor the implementation of USMC FDP&E policies and procedures. The OAG shall include:

(a) PP&O (POC, POE, POG, POR, PLN).

(b) MARFORCOM, MARFORPAC, MARFORRES (as USMC force providers) and the following HQMC branches will provide one field grade officer as voting members of the FDP&E OAG.

(c) I&L (LPO).

(d) AVN (APP).

(e) M&RA (MMFA, RAC).

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(f) C4.

(g) IO.

(h) MARFORSOUTH, MARFOREUR, MARFORNORTH, MARFORSTRAT, MARFORSOC, MARFORAF and MARFORCENT may provide one field grade officer as voting members of the Force Deployment Working Group as desired based on OAG agenda items.

(i) Adjunct members shall include CNO (N1, N3, N5), BUPERS, MCCDC, MARCORLOGCOM, MARCORBASESLANT/PAC, MARCORSYSCOM, and other commands/agencies as required.

(5) Review and publish updates, as required, to this Order.

2. Deputy Commandant, M&RA (DC M&RA) is the point of contact for personnel management within the Marine Corps. DC M&RA has staff cognizance to ensure that systems and procedures are established to provide individual manpower to augment/reinforce active and reserve units and the supporting establishment. During the initial phases of plan development, M&RA shall establish manpower policies, to include personnel replacement policies. Detailed information on replacement operations shall be provided to the supported MARFOR, or his designated principal planning agent. DC M&RA shall provide staffing level planning factors for activation and future manpower planning based on the level of mobilization as directed by the President.

3. Deputy Commandant, I&L (DC I&L), is the single point of contact for Marine Corps policy on planning for ground logistics support to the supported MARFOR. Ground logistics policy shall be coordinated by Logistics Operations and Sustainment Center (LP) and/or the Logistics Readiness Coordination Center (LRCC) through the HQMC Crisis Response Cell (CRC) in a crisis or during plan execution. DC I&L, is responsible for assessing the capability to equip and sustain deploying MAGTFs, and supporting the increased base support actions during mobilization.

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

5. COMMARFORS have primary responsibility for advising their combatant commanders on the appropriateness of specific tasks assigned to USMC forces, providing U.S. Marine Corps forces and

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their appropriate TPFDD, identifying force requirements, and planning for reception and force integration when required.

6. COMMARFORRES (4th Marine Division, 4th Marine Aircraft Wing, 4th Marine Logistics Group, and Mobilization Command) is responsible for training, organizing, and equipping the Ready Reserve; and for the development and maintenance of accurate unit information utilizing standard Marine Corps planning systems. Reference (d) contains detailed guidance on policies and procedures for the mobilization, activation, integration, and deactivation of the Commander, U.S Marine Corps Reserve Forces (COMMARFORRES).

7. COMMARCORLOGCOM, Albany, has primary responsibility for managing the Marine Corps War Reserve Program (ground equipment and materiel); coordinating time-phased shipments with the MARFORs; and coordinating transportation for movement of time-phased shipments through the Commander, U.S. Transportation Command (CDRUSTRANSCOM).

Chapter 2

Planning Process

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2000. INTRODUCTION

1. This chapter contains information on the joint planning process, the Marine Corps Planning Process, and the relationship to the Marine Corps deployment planning and execution process. The Force Deployment Planning & Execution process is an intricate part of the overall planning process and is designed to provide command and control of deployment operations. Planning and executing force projection, that is the deployment of forces so that they can be employed to fulfill national security requirements, is the primary function of the DOD.

2. Joint Operation Planning. The process of planning joint operations occurs through a series of specific steps or phases. The first step is the overall operation plan tasking process, followed by the different phases of plan development.

a. Tasking for Military Planning. The focus of joint operation planning is the production of a contingency plan for military action. The process of plan production begins with the issuance of the President's National Security Strategy, which is supported with funding or resources by Congress. It is then defined by task assignment of the SecDef and CJCS through the National Military Strategy, the Guidance for Employment of the Force (GEF), and the Joint Strategic Capabilities Plan (JSCP). The individuals and agencies involved in the planning process include the President, the SecDef, the NSC, supporting executive level departments and agencies, and the Joint Planning and Execution Community (JPEC).

(1) Executive Level Departments and Agencies. Decisions on national policy, detailed development of resource levels, and overall strategic direction of the U.S. armed forces are made by the President and SecDef. The executive departments participating in the process are the Departments of Defense and State, and organizations within the Office of the President, specifically the National Security Council.

(2) JPEC. The JPEC is the label applied to a conceptual organization composed of all of the combatant commanders, their components, services, and any supporting agencies. The CJCS and the Joint Staff publish the JSCP, reference (e), for the SecDef, assign planning tasks, review the planning products, and approve the final version of JSCP directed plans. The supported combatant commander and his subordinate commanders are principally responsible for developing the contingency plan, and if directed, executing it. The combat support agencies (i.e.,

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Defense Intelligence Agency (DIA), National Intelligence Agency (NIA), Defense Information Systems Agency (DISA), and Defense Logistics Agency (DLA)) have an advisory role in the preliminary direction of contingency operations and approval of final plans. The services and their logistics organizations make available and provide forces and equipment for the supported combatant commands through their service component commanders.

3. Joint Operation Plan Development. The plan development process is a structured method of planning for joint operations, whether it is the production of a contingency plan or a crisis action plan. The Joint Operation Planning Process (JOPP) and JOPES are the DOD and the CJCS directed processes for joint planning per references (b) and (y). They are comprehensive enough to thoroughly prepare a concept of military operations and sufficiently automated to handle the vast quantities of data involved in military operation planning. The JOPES information technology tools afford reasonable assurance that the plan shall work as expected on execution, or can be modified during execution to adapt to changing circumstances.

2001. THE MARINE CORPS PLANNING PROCESS (MCP). The MCP is an internal planning process used by Marine Corps operating forces. It is aligned with, and complements, the Joint Contingency and Crisis Action Planning Processes. The MCP organizes the planning process into six manageable, logical steps. It provides the commander and his staff a means to organize their planning activities and transmit the plan to 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. The interactions among various planning steps allow a concurrent, coordinated effort that maintains flexibility, makes efficient use of available time, and facilitates continuous information sharing.

1. Phases of The Marine Corps Planning Process. The six steps that make up the Marine Corps Planning Process are: Mission Analysis, Course of Action Development, Course of Action War Game, Course of Action Comparison and Decision, Orders Development, and Transition. For additional details on the MCP see reference (z).

2. Marine Corps Planning Process Relationships

a. Contingency Planning Process Interface. The MCP interfaces with the Contingency Planning process during the

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supporting plan development phase. Supporting plans are developed once the combatant commander's concept has been approved and a plan has been developed. Marine Corps supporting plans address the tasks identified for Marine Corps operational forces and outline the actions of assigned and augmenting forces. The MCPP provides a disciplined approach for the Marine Corps component commanders and staffs to prepare these plans.

b. Crisis Action Planning Process Interface. The MCPP interfaces with the Crisis Action Planning Process as the crisis develops and continues throughout the process as Marine Corps planners develop new plans, or expand or modify existing plans.

3. Marine Corps FDP&E within the MCPP

a. MAGTF commanders require a single source of accurate and timely deployment information to ensure that deployment planning and execution supports the planning and execution for the employment of forces. MAGTF commanders need to present consolidated force and transportation requirements to the supported joint force commander and the transportation providers. Additionally, the MAGTF commander requires the ability to monitor and influence the phasing of Marine forces into theater using current capability sets and associated war fighting functions.

b. The MAGTF commander initiates the MCPP by directing his operations officer to stand up the Operational Planning Team (OPT). Although the operations officer is the principal staff officer responsible to the commander for plan development and execution, he is assisted by the entire staff. To fully integrate FDP&E into the planning process, the commander also directs the establishment of a Deployment Operations Team (DOT).

c. The DOT is a method of engaging those staff personnel involved with force deployment early in the planning process. The DOT normally consists of the following core personnel:

(1) Force Deployment Officer (FDO). The FDO is the G-3 or G-5 representative for FDP&E that provides oversight of deployment aspects for all operations. The FDO shall also chair DOT meetings during which the DOT maintains close scrutiny of all staff functional areas in support of deployments.

(2) Strategic Mobility Officer (SMO)/ Embarkation Officer. The SMO addresses all transportation issues and maintains a strategic mobility schedule of events. The SMO also

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reviews all TPFDDs for accuracy and publishes transportation planning guidance for strategic airlift and sealift movements.

(3) JOPES Officer. The JOPES Officer reviews TPFDDs and deployment orders for compliance with established policies, regulations, and commanders intent.

d. Other personnel are made available to the DOT as required to support deployment planning; i.e. Major Subordinate Command (MSC) representatives, Personnel Officers, Installation Transportation Management Officers (TMO), Supporting Command Liaison Officers.

e. The DOT and the OPT work as an integrated team. Once a notional force list is identified and certain critical information is available, such as an area of operations, plan identification, C-Day, earliest arrival date (EAD)/latest arrival date (LAD), ports of debarkation (PODs) and force requirement number (FRN) structure, plan "shells" can be developed and distributed to the MSCs. These plans reflect the results of the force requirements specified by the MAGTF commander and are coupled with his intent regarding the phasing of forces. The OPT and the DOT use the authority available through "report for planning" to gain further situational awareness and clarity on issues affecting operational, logistical and deployment planning. The OPT and the DOT shall develop both the FDP&E and reception, staging, onward movement and integration (RSO&I) plans concurrently, before a COA decision has been reached.

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Chapter 3

Marine Corps Force Deployment Planning & Execution (FDP&E)

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3000. INTRODUCTION

1. This chapter focuses on the Marine Corps FDP&E process and associated activities. The planning aspect of Marine Corps FDP&E focuses on developing a concept of operations, identifying and sourcing the requirements necessary to accomplish assigned tasks and developing a deployment plan that ensures arrival of combat power and capabilities that support the operational plan. The execution aspect of Marine Corps FDP&E focuses on the mechanics of deploying Marines, equipment, and supplies from bases and stations to the theater of operations, and onward to the tactical assembly areas. FDP&E encompasses the entirety of force development and projection, to include situational awareness, COA development, and reconstitution of the force at home station. The FDP&E process provides commanders with the command and control (C2) capability (procedural and near real time) to identify and source requirements (both operational and logistic) and report capabilities to accomplish assigned tasks.

3001. CMC POLICY ON THE USE OF JOPES PROCEDURES FOR USMC FDP&E

1. JOPES provides policies and procedures to ensure effective management of planning exercises and operations across the spectrum of mobilization, deployment, employment, sustainment, and redeployment. The CMC directs the use of JOPES for CJCS directed exercise and operational deployments, redeployments, and rotations. Additionally, Marine Corps Component Commanders shall utilize JOPES to include the Web Scheduling and Movement (WS&M) subsystem, for all OCONUS U.S. Marine Corps deployments, redeployments, and rotations in support of operations and exercises as directed by the Global Forces Management Allocation Plan (GFMAP) excluding "other activities" as defined in Appendix D.

2. Commanders may also direct the use of JOPES as a training platform for non-CJCS events such as Combined Arms Exercises (CAX) or Weapons and Tactics Instructor (WTI) deployment. We shall train the way we fight, using the JOPES process. These events must be fully coordinated and provide the appropriate level of detail to be effective. Commanders must take great care; however, in ensuring that these events do not interrupt, take precedence over, or impede the ability of each level of command to support planning and execution of CJCS directed exercises and operational deployments/redeployments and rotations, to include contingency planning.

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3002. USMC FDP&E ACTIVITIES OVERVIEW

1. The process that the Marine Corps uses for FDP&E is organized into ten activities. These activities are not always performed in sequential order, but most often occur concurrently.

2. The ten activities of Marine Corps FDP&E are:

- a. Receive and analyze the mission.
- b. Develop the concept of operations.
- c. Determine requirements.
- d. Phase deployment flow.
- e. Source requirements.
- f. Tailor and refine requirements.
- g. Verify movement requirements.
- h. Marshal and move to POE.
- i. Manifest and move to POD.
- j. Receive, stage, and move to tactical assembly areas or final destination.

3. Figure 3-1 illustrates the Marine Corps FDP&E process. The overlapping shapes in the figure convey the fact that many of the activities may occur simultaneously and often overlap. The first six activities of Marine Corps FDP&E are associated with or correlate to "Force Deployment Planning"; while the last four activities are normally accomplished in "Force Deployment Execution".

4. All ten activities are present in the Crisis Action Planning (CAP) process as described in references (b) and (y).

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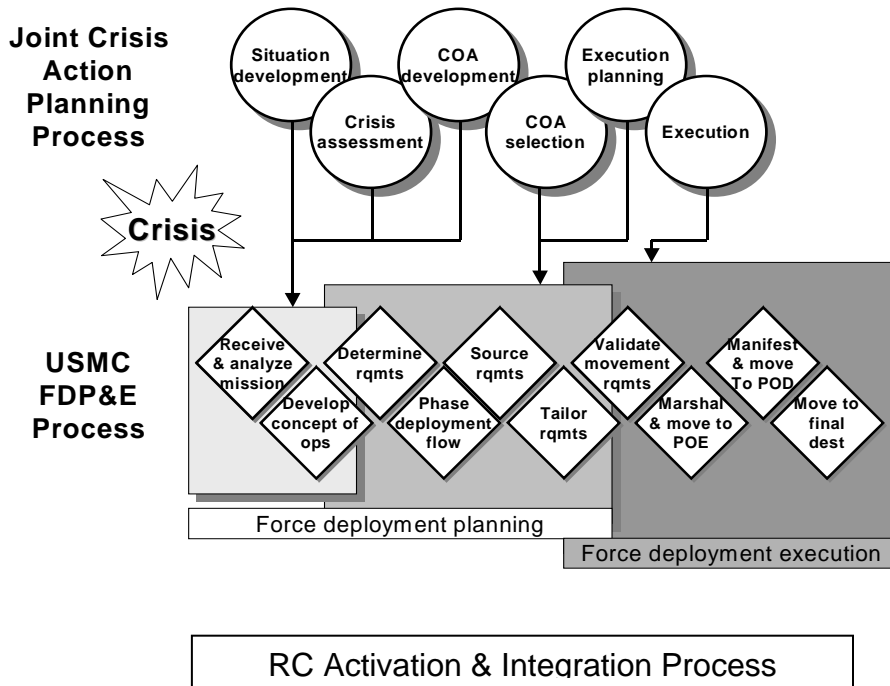


Figure 3-1.--Marine Corps FDP&E Process

5. For each activity, there are a number of specific tasks that need to be accomplished or considered during planning and execution. A matrix illustrating both the activities and tasks to be performed can be found in Appendix A. This matrix delineates who is responsible for the task's initiation and enforcement, who executes the action, and who shall monitor the task for information. It is intended to be used as a checklist for outlining actions that need to be accomplished during FDP&E.

3003. FDP&E ACTIVITIES AND TASKS

1. Receive and Analyze the Mission

a. This activity includes those tasks associated with the initial stages of planning. The MARFOR force deployment planners participate in CCDR FDP&E planning activities and determine required MARFOR planning efforts when a crisis occurs (or is anticipated) that will require the CCDR to develop military course of actions (COAs).

(1) Under normal circumstances, and as time allows, supported CCDRs task their Service Component Commanders with a written Alert Order. The MARFOR commander supports the mission analysis process with planning teams or Crisis Action Teams (CATs). Assigned or attached MAGTF commanders support the

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MARFOR commander's planning process as directed. If the MARFOR commander does not have assigned or attached USMC forces, he may request CMC (PP&O) establish planning relationships in coordination with COMMARFORCOM (as the USMC Service Component to CDRUSJFCOM and a USMC force provider) and COMMARFORPAC and COMMARFORRES (as USMC force providers).

(2) Throughout this process the MARFOR Commanders publish additional planning guidance, warning orders, or alert orders. The supported MARFOR shall advise the CCDR on USMC capabilities to support probable COAs as they are developed. Assessments of supportability are prepared, as directed, down the chain of command to include the deploying unit commander when the mission requires that level of detail and as time allows. The output of this phase is a revised mission statement from the specified and implied tasks assigned by the supported CCDR.

b. Receive and Analyze the Mission Tasks

(1) Execute the Marine Corps Planning Process (MCPPE). The MCPPE establishes procedures for analyzing a mission, developing and war gaming COAs, comparing friendly COAs against the commander's criteria, selecting a COA, preparing an OPORD or operation plan for execution, and transitioning the order or plan to those tasked with its execution (MCWP 5-1).

(2) Convene the Deployment Operations Team (DOT). The DOT is formed to coordinate planning and execution for a specific deployment event or a phase within a larger series of deployment. The DOT is chaired by the Force Deployment Officer and at a minimum, is composed of representatives from the Operations, Logistics/Strategic Mobility, Personnel, and Plans sections. The DOT's primary functions and responsibilities include:

(a) Ensure deployment requirements support mission requirements.

(b) Prepare and disseminate deployment planning guidance.

(c) Assist the deploying unit commander in properly identifying force and sustainment requirements.

(d) Assist the deploying unit commander with requirements sourcing.

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(e) Coordinate deployment/redeployment preparation and execution.

(f) Review appropriate orders, and provide subject matter expert (SME) on DEPORDS.

(g) Review and adjust requirements prior to verification of the TPFDD.

(h) Review allocation and manifesting.

(i) Coordinate with supporting and supported organizations.

(j) Maintain a record of all messages and actions pertaining to the deployment.

(k) Serve as the functional experts to the commander on all FDP&E issues.

2. Develop the Concept of Operations (CONOPS)

a. The focus of the "Developing the Concept of Operations" activity is to refine the mission based on the supported MARFOR Commander's planning guidance. The proper size force for the anticipated operation should be determined quickly so that the deploying unit commander can be designated.

(1) The deploying MAGTF commander begins detailed CONOPS planning. If the supported CCCR has already established a Joint Task Force (JTF) for the operation, the deploying MAGTF commander shall be directed to report to the JTF Commander for planning. It is possible that the deploying force size is specified in the supported MARFOR commander's initial planning guidance. If not, the decision must come as soon as analysis of the mission is sufficient to determine the tasks and appropriate force.

(2) Based on the emerging CONOPS, the supported CCCR develops a restatement of the mission for the President, SecDef, and the JCS.

b. Tasks to be Accomplished

(1) Develop a Task Organization for Employment. MAGTFs are task organized for the mission assigned them. All

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supporting elements within the designated MAGTF must be organized to support the envisioned CONOPS.

(2) Articulate the Command Relationships. Command relationships vary according to the demands of each mission and the needs of the supported warfighter. Command relationships, to include the Marine Corps and United States Navy (USN) supporting establishments, must be articulated and stated in each OPLAN or DEPOD to which forces are apportioned or allocated.

(3) Establish Report for Planning Relationships. Planning authority exists at all levels of command. Supported MARFOR commanders shall request higher and adjacent USMC supporting commands establish the required planning relationships. Supporting USMC, MARFOR, and subordinate commanders shall specify representatives for associated force planning. In adaptive planning within the joint planning community, the primary planning authority is the supported component command. With an established planning relationship, a supported service component commander may task a supporting subordinate command with developing portions of a contingency OPLAN or crisis OPORD.

3. Determine Requirements

a. Determining requirements includes sizing the force for the operation, and computing sustainment requirements. Additionally, during this phase an Annex A (force list) shall be developed based on an approved CONOPS. The supported MARFOR commander (with input from supporting commanders) shall advise the CCDR and/or the supported JTF commander on sizing the force for the operation and clarifying command relationships.

(1) Once the CONOPS has been published, commanders advise and recommend force and sustainment requirements to accomplish the mission. Based on the employing force commander's determination of the optimal task organization (accomplished in developing the CONOPS phase) for their forces, the employing and deploying force commanders develop their plan, and initial TPFDD guidance. These commanders shall also develop their force structure to support the plan.

(2) Supported MARFOR commanders enter the force structure into a CCDR assigned TPFDD. Unit requests shall be identified by Unit Type Code (UTC) during contingency planning unless otherwise directed by the supported CCDR. Force

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structure data is entered into the TPFDD by creating Force Requirement Numbers (FRNs). The FRN is the primary component of a Unit Line Number (ULN) and is comprised of the leading three to five characters, including any blank spaces. The detailed cargo data for these records is developed based on the tasks assigned to a specified command. Once created, the supported service component commander shall publish a formal notification newsgroup message to the Joint Force Provider (JFP) announcing that the FRNs are available for sourcing. The Marine Corps Service component to the JFP then disseminates to the appropriate sourcing agency. The resulting force structure and FRNs initially reflect the notional force and sustainment requirements the commanders deem necessary to complete the assigned task. FRNs do not provide actual unit cargo or personnel data for determining lift requirements.

b. Tasks Associated with Determining Requirements

(1) In accordance with the regional supplement to the joint TPFDD letter of instruction (LOI), and/or appropriate TPFDD guidance issued by the Supported CCDR, the MARFOR Commander will develop and publish initial TPFDD guidance which shall include at a minimum: appropriate newsgroups, the Plan Identification (PID), ULN structure, and Force Modules (FMs).

(2) The Supported CCDR allocates blocks of FRNs to their service component commands organized by service. Supported component commands structure FRNs to identify their forces that are reflected on the force list and require sourcing. With the exception of CDRUSTRANSCOM, USSTRATCOM, and USSOCOM, the supported CCDR assigns the first character for FRN and FMs to the supported service component commands. The MARFOR then develops FRNs and the associated force requirements to support the CONOPs and task organization. As stated in the activity, the supported MARFOR commander, in coordination with supporting commanders, determines the type and quantity of forces consistent with the task organization required to support each COA developed during planning. Supported MARFOR commanders may use previously developed contingency plans and their associated TPFDDs as source documents to build the FRNs if deemed suitable for a specific situation.

(3) To achieve maximum simplicity and flexibility for contingency and exercise TPFDD construction, forces shall be entered by the MARFORs and providing organizations using FRN/ULN and FM assignments.

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(4) Develop initial sustainment requirements. Identifying sustainment requirements requires the MAGTF commander's determination of the force to be supported, the duration for which that support is required, and other planning guidance (e.g., safety levels, external support available, and support responsibilities). With this information, the MAGTF commander and his staff shall coordinate with COMMARCORLOGCOM to compute, by class and sub-class of supply, the sustainment required and the phasing necessary to support the operational concept.

(5) Develop concept of logistic support. The designated MAGTF commander in coordination with COMMARCORLOGCOM shall determine 60 Days of Supply (DOS) sustainment for all classes and sub-classes of supply less aviation peculiar items such as: Classes V(A), VII(A), and IX(A). Additionally, the MAGTF commander prepares an initial concept of class V(W) requirements, which identifies the number of DOS at assault and sustained rates.

(6) Determine medical force and medical sustainment requirements.

(7) Determine USMC/USN Combat personnel replacement requirements. The supported MARFOR develops casualty estimates for each campaign phase based on USMC forces engaged, enemy capabilities and assumed combat intensity. This task is accomplished by using the approved Marine Corps Casualty Estimation Model (CASEST). It is used to evaluate combat scenarios and assists with analysis required by manpower planners to develop a casualty replacement plan. Information provided is categorized by grade/MOS/element of the MAGTF and by phase of the operation. CMC (PP&O) uses this information to source casualty replacement FRNs, in coordination with CMC (M&RA). CASEST has the capability to model conventional, NBC, and Disease Non-Battle Injury (DNBI) casualties.

(8) Determine Initial Individual Staff Augments and backfill requirements.

(9) It is paramount to involve all bases, stations, and military treatment facilities as early as possible in the planning process. Supporting base/station and installation commanders must determine initial deployment support augmentation and reinforcement requirements to include base, air station and medical treatment facility predeployment requirements. MCI and MARCORBASE commanders must forward these

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requirements to CMC through the Service chain of command as "force generation" requirements as early as possible.

(10) Determine theater predeployment requirements to include training and administration.

4. Phase Deployment Flow

a. Phasing the deployment flow includes determining the order in which units of the deploying force should arrive in theater to ensure that the deployment concept supports the employing force commander's concept of operations while maintaining transportation feasibility. The supported MARFOR commander issues additional planning guidance as required, along with guidance for the continued development of the TPFDD and procedures for the use of JOPES. The deploying MAGTF commander, assisted by higher headquarters, develops his forces' organization for deployment. The deploying force's phasing is reflected in the TPFDD by the supported MARFOR commander's assigned EADs, LADs, RDDs, and CRDs. The deploying force is then phased into the theater, based on those movement and delivery requirements. While phasing is being accomplished by the employing and deploying commanders, commanders at the MSC level analyze the capacity of supporting bases and stations to handle the throughput required during the deployment to include force protection measures.

b. Tasks Associated with Phasing Deployment Flow. The supported CCDR, in coordination with lift providers, may apportion lift to service component commanders for their use in time phasing requirement planning. The supported CCDR's apportionment message specifies the airlift priority; quantity of cargo and passengers, per day, per mode; and ports to be used by each component and supporting command in time-phasing the component TPFDD.

5. Sourcing Requirements

a. "Sourcing requirements" is defined as the association of actual units to the requirements as identified in the FRNs. The association of actual unit data and its attendant cargo data transforms the FRN into one or more Unit Line Numbers (ULNs), by populating the Unit Identifier Code (UIC). At this point, the requirement is considered sourced.

(1) At the deploying unit level, the notional cargo and personnel associated with the FRNs are replaced with accurate,

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up-to-date data. Unit cargo is uploaded from the Unit Deployment List (UDL) using MAGTF Deployment Support System II (MDSS II). The MDSS II data is then exported and uploaded into the Joint Force Requirements Generator II (JFRG II) for further personnel and routing refinement. Deploying units shall forward JFRG II data to their MSC for upload into the JOPEs TPFDD.

(2) Deploying unit commanders also identify force and sustainment shortfalls. The unsourced shortfall ULNs shall be forward up the chain of command to their MSC. MSC commanders then source the shortfalls from their on-hand assets to the maximum extent possible, forwarding the remaining unsourced shortfall requirements to their service component command. The MARFOR, forwards all remaining unsourced shortfall requirements to COMMARFORCOM for global Marine Corps sourcing. Should global sourcing not solve all the sourcing solutions, COMMARFORCOM will forward remaining shortfalls to COMUSJFCOM and request a joint sourcing solution. For sustainment shortfalls, CMC will request withdrawal of pre-positioned war reserve (PWR).

(3) If essential requirements are still unfilled by joint resolution, the CJCS may then direct the supported CCDR to perform a risk assessment based on sourced forces, shortfalls, and additional information. Supporting MARFOR commanders and the JTF commander (if designated) shall participate in this risk assessment. The supported CCDR then resolves deficiencies, reprioritizes, or adjusts the concept of operations to incorporate the relevant factors.

b. Tasks Associated with Sourcing Requirements

(1) Source Requirements from Assigned/Attached Forces. Upon receipt of the Alert Order or Warning Order, each supporting commander and the MARFOR of the supported CCDR review and source FRNs in the appropriate TPFDD and Force Module (FM) for the CONOPS. Sourcing of supported CCDR force requirements begins as soon as COMMARFORCOM and the supporting MARFOR commanders identify specific units to satisfy the supported CCDR's requirements.

(2) Identify Unsourced/Shortfall Requirements. If unable to source the force, the deploying unit commander populates the providing organization (PROVORG) codes in the FRN/ULN with an "X" and notifies the chain of command that a shortfall exists.

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(3) Request for Individual Augments (IA's). IA sourcing begins with the component command (G1) first using assigned personnel to source IA requirements. If the component command cannot source the IA requirements, the shortfall requirements are submitted 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 AC/RC service augment requirements provided to DC, M&RA. IAs shall be accounted for under the ULN of the unit to which they are assigned.

(4) CCDR Attempts to Source from Assigned/Attached Forces. If a supported MARFOR cannot source a force requirement, the supported CCDR shall attempt to source the requirement with another assigned/attached force under their command from other Service component commands.

(5) CCDR Builds JOPEs RFF/RFC and Submits to CJCS. The supported CCDR transmits the refined task-organized force list to components for sourcing with internal forces that do not require a SecDef deployment order (DEPORD). In the case where the supported CCDR does not have the internal forces assigned/attached to complete the mission, he forwards a request for forces (RFF) message to the Joint Staff/J-3 for sourcing of external forces that do require a SecDef DEPORD. A RFF message and a Depord are not required when an Execute Order is received for an OPORD with associated TPFDD. Providing organizations (PROVORG) are determined for forces that are assigned to CCDRs by the Forces for Unified Command document. Service Chiefs and supporting agencies determine PROVORGs for forces that are not assigned to CCDRs. Supported MARFORs enter appropriate PROVORG codes for force requirements after coordination with supporting service components commands and/or CMC.

(6) Upon receiving a RFF/RFC, the JCS shall staff and send the RFF to Joint force providers to coordinate the sourcing of the force requirements. COMMARFORCOM staffs the Marine Corps portion of the RFF to CMC (PO) and force providers/service components for sourcing feasibility.

(7) Develop and Submit Recommended Sourcing Solutions. CDRUSJFCOM, as coordinated by COMMARFORCOM, submits the Marine Corps recommended sourcing solutions to the JCS for selection and approval.

(8) CJCS Issues DEPORD for SecDef Approved Sourcing Solution. Upon completion of sourcing action and approval by

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the CJCS, the RFF DEPOD is submitted to the SecDef for approval. Upon approval by the SecDef, the DEPOD is released.

(9) Issue "Report for Planning" Order. Each supporting commander issues a report for planning order to his subordinate unit commanders to report to their employing force commanders.

(10) Supporting CCDR and Supporting MARFOR Commanders Issue DEPODs. The supporting CCDR directs sourcing of USMC force requirements to the supporting MARFOR commander. Supporting commanders issue a report for planning order to his subordinate unit commanders to report to their employing force commanders. Additionally, the supporting CCDR and supporting MARFOR commander issue DEPODs directing the deployment and transfer of the sourced units.

(11) Request Authority to Activate USMCR Forces. COMMARFORCOM shall request CMC direct USMCR activation. CMC (PO) prepares USMCR unit activation packages for CMC, SecNav, and SecDef approval. The basis for this request is the supported CCDR RFF that supports the appropriate SecDef DEPOD.

(12) Issue Total Force Manpower Guidance. CMC (M&RA) issues a USMC Total Force Manpower Guidance message that establishes specific manpower reporting/unit diary instructions and other manpower information to support activation of USMCR unit members and individuals.

(13) Direct COMMARFORRES to Activate Units. CMC (PO) issues an activation message to COMMARFORRES and informs other commands and agencies (as appropriate) directing USMCR units to report for activation as stated in the CMC (PO) activation message. This CMC (PO) message establishes a COMMARFORCOM and COMMARFORRES supported/supporting relationship (as required and requested by COMMARFORCOM) to ensure post-activation tasks are accomplished.

(14) Report Activation per reference (d).

(15) Update SORTS per reference (d).

(16) Activate other RC/Retiree requirements to source validated individual augmentation (IA) manpower requirements, combat replacements, and individual fillers for AC and activated USMCR units, Individual Mobilization Augmentee (IMA) requirements and other manpower requirements as directed.

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(17) Assess risks associated with any un-sourced requirements. (See paragraph 4.a.3 for guidance)

(18) Report Initial Remain Behind Equipment (IRBE). Early deploying unit commanders report IRBE to MSC commanders. Equipment remaining from an MPF or Marine Corps Prepositioning Program - Norway (MCPN) deployment shall be considered IRBE. Marine Corps RBE is defined as: That organic operating force equipment that remains behind when units deploy as part of a MAGTF using prepositioned equipment and is declared by the service component commander as in excess of requirements to the COMMARFORLOGCOM. RBE must be reported to LOGCOM 30 days after the start of the deployment.

(19) Source Deploying Unit Commander Equipment from IRBE. IRBE represents the most significant source within a service component to fill unit T/E deficiencies, replace unserviceable principal end items (PEIs), and support Marine Corps sustainment requirements. IRBE is available to the MEF and service component commanders to satisfy materiel requirements of active component and activated SMCR units.

(20) Identify equipment shortfalls to CMC for sourcing.

(21) Source equipment requirements via other service component commands.

(22) Report Final RBE to LOGCOM. The service component commands and MARFORRES shall declare the quantity and condition of RBE (i.e., IRBE which remains after redistribution) to COMMARFORLOGCOM by message, per references (p) and (q), no later than 60 days after the first deployment of forces. COMMARFORLOGCOM shall provide disposition instructions as appropriate.

6. Tailor and Refine Requirements

a. Tailoring and refining requirements are required to make the final determination of exactly what each unit commander intends to take when the unit deploys. Tailoring and refining focuses on two activities: refining and providing accurate lift requirements, and adjusting the phasing of forces into theater.

(1) A unit's embarkation database must be continuously maintained so that upon sourcing, the unit requirements can be tailored to reflect an accurate unit deployment list of equipment and supplies, as well as, a personnel manifest roster.

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Actual quantities of prescribed loads and accompanying supplies may change to meet alternative missions and tasks, as well as lift constraints.

(2) Therefore, tailoring is a separate activity from sourcing that includes adjusting the flow of forces by making adjustments to the TPFDD based on changes in the developing tactical situation. Once fully sourced and refined, the TPFDD can be used by lift providers to calculate gross lift requirements in support of deployment planning.

b. Task Associated with Tailoring and Refinement. The principal task to be accomplished during this activity is to refine force and sustainment requirements based on mission refinement. Refinement is conducted in coordination with supported and supporting commanders, services, the Joint Staff, and other supporting agencies to confirm that forces and sustainment are sourced and tailored within established guidance and to assess the adequacy of the combat support and combat service support.

7. Verification of Movement Requirements

a. Activities. The validation process includes verifying that the requirements are still required, and verifying that the TPFDD is correct and free from all logical and fatal errors. At this time, the CONOPs are refined into an OPORD. When the President/ SecDef decide to deploy the Joint force, a CJCS DEPORD is issued to the supported/supporting CCDR. Through this process, the use of GCCS newsgroups and DMS message traffic shall be used to expedite all the actions associated with validation.

(1) The first increment of the TPFDD for the deploying forces must now be verified in JOPES to enable lift providers to schedule lift assets against those movement requirements. The validation process begins at the deploying unit level and progresses up the chain to the supported CCDR.

(2) The validation process involves three key steps:

(a) Commanders from the deploying unit through the supporting component commander verify that the deploying personnel and cargo are ready to execute deployment and ensure the TPFDD is accurate to include the ability to meet movement timeline.

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1. When the deploying force is subordinate to the service component of the supporting commander, the deploying force commander verifies to the supporting service component commander that the force is ready to deploy and the personnel and cargo deploying are consistent with the movement requirement in the TPFDD. The MARFOR of the supporting commander in turn verifies this information to the supporting CCCR.

2. When the deploying force is subordinate to the MARFOR of the supported CCCR, the deploying force commander verifies to the supported component commander that the force is ready to deploy and the personnel and cargo deploying are consistent with the movement requirement in the TPFDD. The MARFOR of the supported CCCR in turn verifies this information and also verifies to the supported component commander that the deploying force meets the operational requirements of the mission.

(b) The supported MARFOR commander ensures that the verification by the supporting commanders is consistent with their requirements to the supported CCCR.

(c) The supported CCCR validates requirements to CDRUSTRANSCOM to schedule strategic lift.

(d) Operational Deployment Verifications.

Operational deployment verifications follow the operational chain of command. For forces deploying within their CCCR's AOR, the MARFOR verifies requirements to the CCCR they are assigned to. For instance, I MEF is deploying a unit within the PACOM AOR, and then MARFORPAC verifies their requirement to PACOM. For forces transferring between a supporting CCCR to a supported CCCR additional commands are involved. For example when transferring a II MEF unit OPCON to CENTCOM, the parent MARFOR, in this case MARFORCOM, verifies the requirement to their CCCR, i.e. USJFCOM, and informs the supported MARFOR, i.e. MARCENT. The supporting CCCR and the supported MARFOR then verify the requirement to the supported CCCR, in this case USJFCOM and MARCENT verify to CENTCOM. MARFORs do not cross CCCR boundaries and verify requirements direct to another MARFOR's CCCR.

(e) In the case of unassigned forces, those forces controlled by HQMC such as Base and Station assets (PROV Org M), HQMC is the requirement verifier and functions as a supporting Service. In this case the requirement is verified directly to the supported MARFOR. As an example, MARCORSYSCOM is deploying a new UAV system to a VMU unit deployed to the CENTCOM AOR. In

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this case HQMC verifies the requirement to MARCENT and MARCENT then verifies to CENTCOM. This is necessary because this requirement uses CENTCOM apportioned lift and the COCOM prioritizes this lift.

(f) Operational Redeployment Certifications.

Operational redeployment certifications follow the Operational chain of command. For units deploying from a supported CCDR back to their supporting CCDR, i.e. a II MEF force OPCON to CENTCOM redeploying back to Camp Lejeune, the certification simply goes from the supported MARFOR to the supporting CCDR, i.e. from MARCENT to CENTCOM. There is no need to certify to the supporting MARFOR or supporting CCDR, in this case MARFORCOM and USJFCOM.

(3) Movement Control Centers (MCC) are now established by the deploying forces. These organizations finalize contracts and schedules for moving forces from origin to POE. If organic airlift/non-common user lift is being used, the MCC schedule organic tactical aircraft and lift assets for self-deployment, ensuring the coordination of arrival times in theater with the final validation of the TPFDD.

(4) Movement of deploying units from the POD to the final destination in the theater of operations is the responsibility of the supported CCDR.

(5) The CCDR service components and subordinate unit planning staffs monitor the execution, provide direction and assistance, and coordinate with lift providers. The MCC coordinates and directs the physical movement of forces. The key activity in this period is load planning at the deploying unit level. Monitoring of the deployment/redeployment is the responsibility of everyone involved.

(6) Once load planning is completed by the deploying unit level, it is reviewed for accuracy by higher headquarters. Any outstanding lift shortfalls based on the first increment of assigned lift are forwarded up the chain to the CCDR service component where they are reflected in JOPES for resolution on required lift.

b. Tasks Associated with the Validation Process

(1) Supporting and supported MARFORs verify to the supported CCDR that all sourcing is complete for the first increment of the deployment flow (first seven days for air and

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first 30 days for sea), and schedule lift and allocate requirements for organic (non-common) movements in JOPES.

(2) Analyze TPFDD for fatal and logical errors. The first deployment increment is certified for movement scheduling by EAD/LAD. Verification is the execution procedure used by the supported service components, supporting commands, and providing organizations to confirm to the supported CCDR and lift providers that all TPFDD records contain no fatal transportation errors and accurately reflect the current status, attributes, and availability of unit requirements. Unit readiness, movement dates, and passenger and cargo details are confirmed with units before verification occurs. Error checks shall be accomplished throughout the TPFDD development process at all levels prior to the forwarding of TPFDD information to the next higher level.

(3) The Supported CCDR validates movement requirements and sourcing. The supported CCDR, in conjunction with supporting commanders, validates the first 7 days of the TPFDD to UTC level data or level IV detail. Work shall be completed per timelines established by the supported CCDR.

(4) Lift provider schedules and allocates lift. Movement scheduling begins after the TPFDD has been validated and locked. No movement scheduling is done until a calendar date for C-day has been established. Movement schedules created by lift providers attempt to match the TPFDD movement timeline. As the movement schedules are created, validated ULNs are allocated to carriers. Load plans and hazardous material declarations must be created and forwarded to lift providers for all cargo ULNs.

(5) Deploying units review allocation to ensure it meets lift requirements and immediately identify any lift shortfalls.

(6) Schedule organic moves/coordinate non-common user airlift. Deploying force commander in coordination with their MSCs shall create carriers, schedule, allocate, manifest and report itineraries for these ULNs in accordance with TPFDD LOIs. In-transit visibility must be maintained for all ULN movements regardless of mode and source.

8. Marshal and Movement to POE

a. The deploying MAGTF marshals at origin bases and stations, where individual units are inspected and then transported to the POE. Upon arrival at the POE, the deploying

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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 Force Movement Control Center (FMCC). Standing contracts for commercial transportation are now executed, and fragmentary orders are issued to those units controlling required movement support assets.

(1) The TPFDD continues to be verified at all levels in successive increments in the same manner as the first increment. Verification specifics, to include verification timelines, shall be accomplished in accordance with established TPFDD LOIs along the hierarchy established in reference (b).

(2) During the actual movement, the MCC supervises the activities of liaison groups at the various railheads, seaports, and airfields where embarkation takes place. In-transit visibility (ITV) tools are used at all levels with the MAGTF. ITV tools include Radio Frequency Identification (RFID), etc. They are designed to be used by units at every level to monitor the status of the movement; and they use MDSS II to interface with ITV systems used by USTRANSCOM.

b. Tasks Associated with Marshalling and Movement to POE

(1) Select Unit Marshalling Area. A unit marshalling area is a centralized location large enough to stage personnel, vehicles, supplies, and equipment to be organized and prepared for movement. If space is limited, a movement schedule must be established to phase a movement through the marshalling area.

(2) Activate Movement Control Center. The MCC keeps the component commanders informed of the status of subordinate unit movements. They also coordinate and prioritize force deployment requirements with USTRANSCOM.

(3) Activate Other Supporting Agencies. During a major deployment, the MEF commander will activate a Force Movement Control Center (FMCC), a Logistic Movement Control Center (LMCC), and a Unit Movement Coordination Center (UMCC) to coordinate all strategic, operational, and tactical lift requirements. The FMCC executes movement from the origin to POEs and is responsible for coordination at the POEs with USTRANSCOM.

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9. Manifest and Movement to POD

a. As the units arrive at the POE, deploying MAGTF commanders finalize their manifests. As units actually board transportation, each ULN is recorded and the manifest data is reported in JOPES Web Scheduling and Movement (WS&M). Individual ship/aircraft loads are manifested into the Global Transportation Network (GTN) per the supported commander's phasing concept. Self-deploying aircraft depart for the operational theater, using a combination of intermediate bases and en route air refueling. Manifest information is also made available to lift providers to enable the most efficient use of the transportation assets when changes are made. ITV is assured through the timely and accurate input of data into the JOPES WS&M.

b. Tasks Associated with Manifesting and Movement to POD

(1) Submit manifest data/load documentation. The deploying force commander is responsible for ensuring accurate manifest data. Normally, the commander responsible for operating the POE is responsible for entering actual manifested ULN passengers and cargo information into JOPES during execution. USTRANSCOM Transportation Component Commands (TCCs) are responsible for entering actual manifest information when USTRANSCOM TCCs control port operations. The Marine Corps component or supporting command providing the unit is responsible for entering actual manifest information when USTRANSCOM TCCs are not operating ports. The command operating the APOE enters final manifest information into JOPES WS&M not later than 2 hours after the aircraft departs. The command operating the SPOE enters final manifest information into JOPES WS&M not later than 24 hours after ship departs or 48 hours before ship arrival at SPOD whichever is first. Further guidance can be found in reference (b).

(2) The force provider is required to report carrier onload at time of departure of deployment for non-common-user-lift and self-deploying forces.

(3) The employing force commander is required to report carrier offload at time of arrival of deployment for non-common user-lift and self-deploying forces.

(4) The supported MARFOR reports change of operational control of the arriving deploying unit commander to CCDR.

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10. Movement to Final Destination

a. Activity. As the deploying units arrive at the POD, ITV systems are used to report arrival by the lift provider for strategic movement. Movement control centers also coordinate the theater transportation support as required, and report arrival of the unit at the destination.

b. Tasks Associated with Movement to Final Destination

(1) Total force movement to Tactical Assembly Area (TAA).

(2) Capture, record, and report costs.

(3) Report Force Closure. Force closure is the point in time when a supported commander determines that sufficient personnel and equipment resources are in the assigned area of operations to carry out assigned tasks. Once a ULN has arrived in theater and closed at the tactical assembly area/destination, the Gaining Force Commander shall report force closure of that ULN thru the supported chain of command.

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Chapter 4

Logistics and Force Sustainment

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4000. INTRODUCTION. This chapter provides information on logistics functions performed in support of MAGTF deployment planning and execution, to include planning guidelines for identifying and sourcing sustainment requirements.

SECTION 1: LOGISTICS SUPPORT CONCEPTS AND RESPONSIBILITIES

4100. PURPOSE. The purpose of this section is to describe logistics support concepts and responsibilities, to include specialized Navy and Marine aviation functions which support the MAGTF.

4101. CONCEPT OF LOGISTICS SUPPORT. Marine Corps logistics planning is focused on providing combat ready MAGTFs capable of self-sustained operations in accordance with MCWP 4-12, Operational Level Logistics, reference (r). MAGTF logistics encompasses accompanying supplies and resupply (sustainment), and organic CSS capabilities (enhanced as appropriate by coordination with external agencies), beginning with execution planning and ending with withdrawal/redeployment. Marine Corps logistics support typically comes from the sea; if planners anticipate extended inland operations; this fact must be addressed as a planning consideration.

1. Sources of Logistics Support. All MAGTFs have enough inherent sustainability to be basically self-sufficient for preplanned periods. MAGTF sustainability increases in depth, and gains additional technical capabilities, as MAGTFs get larger. MAGTFs also use external support to enhance their organic sustainability. Other service organizations assigned to, or operating in support of, a MAGTF on an as-required basis provide certain specialized capabilities. If planned for during the predeployment period, MAGTFs that are elements of naval/amphibious task forces can draw supply support for common non-aviation items as well as aviation-peculiar items from fleet support activities. Wartime host-nation support (WHNS) agreements and inter-service support agreements (ISSAs) may be used to augment--not replace--organic MAGTF capabilities.

2. Organic Sources. MAGTF Logistics Command Elements (LCE), Marine Aviation Logistics Squadron (MALS), Marine Wing Support Squadrons (MWSS), Combat Engineer Battalion, and Headquarters Battalion etc. provide organic MAGTF ground and aviation logistics/CSS capabilities.

a. Ground. LCEs are normally sourced and task organized from the Marine Logistics Group to support MAGTF mission

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requirements. Additional resources may be garnered from the Marine Aircraft Wing (MAW) and Marine division to further flush out the LCE.

b. Aviation. MALSS provide the Aviation Combat Element (ACE) with aviation logistics (maintenance and supply) support. They are organic to the MAW and are task organized for the aircraft type/model/series they support. MWSSs are also organic to the MAW and provide ground logistics support to the ACE.

3. MAGTF Sustainment. Deployed as a mix of accompanying supplies and resupply. The Marine Corps planning baseline for accompanying supplies is 60 days MEF, 30 days MEB, and 15 days MEU. Resupply is planned for as required.

a. Accompanying Supplies. The supplies and equipment that deploy with a MAGTF provide the initial sustainment necessary for employment. Accompanying supplies are shown with the unit in the TPFDD. Dedicated sealift and or airlift allow them to flow with the forces. Accompanying supplies may flow with both the Assault Echelon (AE) and/or the Assault Follow on Echelon (AFOE), but should not be considered AFOE. AFOE is a transportation echelon term. Accompanying supplies are an integral part of the apportioned/allocated MAGTF and in virtually all situations shall be transported on withheld shipping. If appropriate, MAGTFs can deploy with less than the full planning baseline for accompanying supplies. Accompanying supply "minimum" guidelines have been established. Normally, follow-on MAGTFs (e.g., MEB for a MEU, MEF for a MEB) would then include in their accompanying supplies the balance of the forward-deployed MAGTFs accompanying supplies baseline. Operational factors and/or supply availability may also make it necessary to adjust the balance between accompanying supplies and resupply. (The availability of aviation ordnance is theater-dependent, and usually below the 60 Days of Ammunitions (DOA) level; the availability of ground material fluctuates around the baseline level due to supply system dynamics. Similarly, the availability of bulk class III is theater-dependent and usually below the 60 day target level).

b. Resupply. MAGTF commanders plan for resupply support beyond the baseline sustainment requirements (and/or the level of accompanying supplies) to the end of the planning period established by the supported combatant commander.

c. Special Situations. Special Purpose MAGTFs (SPMAGTFs) require special sustainment planning considerations due to task

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organization and mission. Whenever operational constraints and/or combatant commander guidance permit, MAGTF commanders plan for resupply to make up the difference between the level of accompanying supplies and the baseline sustainment levels.

d. Cases for which it may be appropriate to deviate from the baseline/minimum supply levels discussed here should be coordinated with CMC (I&L).

4. The Marine Corps supply system (Marine Corps "green dollar" funded) and the naval supply system (Navy "blue dollar" funded) support a MAGTFs ground and aviation requirements, respectively. The Marine Corps supply system is designed to support MAGTF operations for 60 days with most classes of supply from on-hand assets. In order to meet operational requirements, MAGTFs can configure supplies in "packages" of varying numbers of DOS and mixes of supply classes with relative ease.

4102. EXTERNAL SUPPORT FOR THE MAGTF

1. Navy Support

a. Navy Support Element (NSE). Amphibious or MPF operations require augmentation and support from a variety of U.S. Navy units and activities. This support is critical during amphibious force operations and arrival and assembly of the MPF. The various Navy units and activities required for a particular operation are grouped under the descriptive heading of NSE. NSE assets available to support the assault forces in amphibious or MPF operations are listed below. The CNO apportions these forces to the Fleets through the Navy Capabilities and Mobilization Plan (NCMP).

(1) Naval Beach Group (NBG). The NBG is a command subordinate to the Commander, Amphibious Task Force (CATF), and is comprised of a commander, his staff, a beach master unit, an amphibious construction battalion, and assault craft units. This group or a team of this group is attached to the landing force as an integral element of the Landing Force Shore Party.

(2) Sea, Air, Land (SEALS). The SEALS are Navy forces with an unconventional warfare capability. However, they also provide an ATF underwater reconnaissance, hydrographic survey, and demolition of natural or man-made obstacles.

(3) Naval Cargo Handling Force. The Naval Cargo Handling Force is comprised of one Naval Cargo Handling Port

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Group (NAVCHAPGRU), one Naval Reserve Cargo Handling Training Battalion, and 12 Naval Reserve Cargo Handling Battalions (NRCHBs). Each of these units provides technical, supervisory, and general cargo handling services in support of both amphibious and MPF operations. Each MPS offload requires at least one (normally two) NRCHB.

b. Naval Construction Force (NCF). The NCF includes the Naval Mobile Construction Battalion (NMCB), Naval Construction Regiment, underwater construction team, and the naval construction force support unit. These organizations are responsible for the construction of advanced bases and other shore and near-shore facilities. Elements of the NCF may be assigned to the NSE and/or to the MAGTF.

c. Other Fleet Logistics Activities. MAGTFs attached to fleets are organic to those fleets until they are landed and control passes ashore. With appropriate planning, funding and coordination, the MAGTFs can draw common-item logistics support directly from associated fleet support activities.

2. Wartime Host-Nation Support (WHNS)

a. Host nation support can augment MAGTF capabilities. Bilateral WHNS agreements can be an integral element of sustainability and mobilization planning. Marine Corps forces shall use WHNS to enhance sustainability and support of MAGTFs. However, WHNS does not normally substitute for essential MAGTF organic logistics/CSS capability.

b. The designated MAGTF commander is responsible for identifying to the Marine component commander the WHNS desired by the MAGTF. Once support requirements have been identified, the Marine component commander negotiates/coordinates with the host nation during the WHNS agreement development process. The MAGTF commander is responsible for executing WHNS arrangements when executing an OPLAN.

3. Interservice Support Agreement (ISSA)

a. Force commanders negotiate ISSAs during peacetime to support recurring training operations per unified commander or other DOD guidance. Such agreements normally reflect "single manager" support for various classes of supply or logistics functions by in-place "dominant users." The MAGTF commander is responsible for identifying support requirements, and Marine

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component commanders are responsible for negotiating ISSAs with other service components.

b. MAGTFs can benefit by extending standing ISSAs to support OPLAN execution. If peacetime support agreements have not been established, the MAGTF, or its representative (e.g., Force commanders), should negotiate wartime ISSAs to provide previously provided levels. However, wartime ISSAs shall not be funded without approval by HQMC (LP).

4. HQMC. Logistics support to the MAGTF takes many forms. HQMC must provide information and guidance to ensure adequate logistical support to the MAGTF.

a. I&L. Provide overall logistical coordination and guidance to deploying Marine component commanders and MAGTF commanders.

b. PP&O. Coordinate assignment of supporting MAGTFs.

c. M&RA. Develop non-unit replacement policy.

d. Aviation. Coordinate aviation support to the supported MAGTF commander.

4103. SUPPLY SUPPORT. The Marine Corps and Navy supply systems, as parts of the DOD supply system, are designed to operate both in peace and in war. Characteristics of the systems include centralized management, decentralized distribution, maximum use of digital communications networks, and extensive automatic data processing systems.

1. Concept of Supply Support. The Marine Corps supply support concept, except for aviation peculiar support provided by the Navy supply system, provides for:

a. Support of consumable items by reliance on DOD Integrated Materiel Management (IMM).

b. Emphasis on support directly from supply source to user.

c. Management emphasis on overall weapon systems support.

d. Marine Corps ownership and control of prepositioned war reserve stocks and recognition of requirements provided to DOD IMM to be held as other war reserve material stocks.

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2. Sources of Supply for Specific Items. Due to their peculiar characteristics or management requirements, the following commodities are furnished from other service or agency wholesale sources:

a. Subsistence (Class I). Subsistence items are normally obtained from the Defense Logistics Agency (DLA). War reserve requirements for "B" rations, however, are currently provided by the U.S. Navy.

b. Bulk Fuel (Class III (Bulk)). Bulk petroleum, oils, and lubricants (POL) operating stocks are obtained from the Defense Energy Support Center (DESC). Bulk petroleum operating stock requirements are submitted to the Naval Petroleum Office (NAVPET) for consolidation and forwarding to DESC. War reserve requirements are furnished to the appropriate combatant commander Joint Petroleum Office (JPO) for consolidation and forwarding to DESC.

c. Ground Ammunition (Class V(W)). Ground ammunition is managed and controlled by COMMARCORSYSCOM as directed by CMC, until it is issued to MAGTFs. Due to limited storage capability and peculiar storage requirements, a majority of Marine Corps ground ammunition is stored worldwide in Army/Navy ammunition depots.

d. Aviation Material. Aviation peculiar material, except for Class V(A), is provided directly to Marine Corps units by the naval aviation supply system. Class V(A) is stored in various locations afloat and ashore worldwide, and is controlled by the fleet commanders.

e. Navy Publications. The Marine Corps supply system does not support the Navy publications and forms required for Navy personnel operating with Marine Corps. Instead of using the supply system, units must send off-line mail requisitions, with accounting data, to the Navy Publications and Forms Center, Philadelphia, Pennsylvania.

4104. LEVELS OF SUPPLY SUPPORT. Supply support is organized into three levels: wholesale, intermediate retail, and consumer retail. These levels distinguish between the supplies for which service, MAGTF, or organizational funds are obligated.

1. Wholesale. Wholesale level supply support consists of support provided by the Marine Corps Logistics Command (MARCORLOGCOM), Navy Inventory Control Points (ICPs); the DLA;

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IMMs; and in some cases field/theater depots and host nation support.

2. Intermediate Retail. The MLG or the MAGTF LCE provides intermediate retail level supply support for Marine Corps funded assets. Intermediate retail supply support for aviation peculiar assets is provided by MALSSs.

3. Consumer Retail. Using units employing organic logistics/CSS assets provides consumer retail level supply support. In this context, the only ground/aviation consumer level supply support consists of pre-expended bin (PEB) material, limited quantities of POL and paint type items, and day-to-day administrative support items.

4105. PACKAGING. All material packaging, whether planned or accomplished during contingency planning or in crisis response; either in CONUS or at intermediate support bases (ISBs) outside CONUS, shall conform to the following guidelines.

1. The dominant criterion for packaging is the MAGTF's plans for using the material.

a. Break-bulk/palletized cargo shall be maximized for assault echelon (AE) and airlifted elements of the MAGTF.

b. Containerization shall be maximized for Assault Follow-On Echelon (AFOE) dry cargo.

2. All Marine Corps and Navy furnished material shall be afforded packaging protection adequate to prevent corrosion, deterioration, and physical/mechanical damage during storage and distribution. Containerization is considered to be one of the highest potential payoff areas for reducing packaging costs. Containerization shall not reduce or eliminate the requirement for appropriate levels of protection for material being removed from the container and stored in a field environment.

3. Non-containerized material shall be provided appropriate military levels of protection or equivalent commercial packaging. Packaging protection may be reduced for containerized shipments when the items are intended for immediate use, when the container is retained as a storage and issue facility, or when it is known at time of shipment that favorable storage shall be available upon receipt. Material previously packaged at a higher degree of protection shall not be repacked for containerized shipments.

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4. Cargo documentation for all MAGTF supplies shall be prepared using automated methods such as automated information technology (AIT), in addition to those manual or other automated methods imposed by the commercial shipper or by CDRUSTRANSCOM for overland, sea, or air movements.

4106. REMAIN BEHIND EQUIPMENT (RBE). RBE is that organic operating force equipment that remains behind when units deploy as part of a MAGTF using pre-positioned equipment. If mission requirements do not require a units full T/E, and is declared by the MARFOR commander as in excess of requirements to Commander, Marine Corps Logistics Command (COMMARCORLOGCOM), the MARFOR commander and COMMARCORLOGCOM can use RBE to fill local and/or supply system shortages for active and reserve units, and to reduce transportation requirements.

1. Reference (s) provides detailed instructions on handling ground RBE.

2. Aviation RBE items are those items that are not embarked because they are excess to the Marine Aviation Logistics Support Program packages or they are part of the allowances to support training squadrons or other units not deployed. Items belonging to the Follow-on Support Package (FOSP) are required for sustainment and are phased into the employment area when required.

4107. CONTINGENCY AND CRISIS ACTION PLANNING RESPONSIBILITIES. MAGTFs have specific contingency planning responsibilities and relationships. Crisis action situations may overlay contingency planning responsibilities and relationships, or cause new assignments. In general terms, specific MAGTFs shall be directed to support designated unified combatant commanders. Additional MAGTFs (supporting MAGTFs) may be assigned to assist the first MAGTF (supported MAGTF) to deploy. Generally, this responsibility shall not be assigned to forces smaller than MEFs.

1. The supported MAGTF establishes planning guidance, general requirements, and milestones for itself and any supporting MAGTFs. The supported MAGTF develops force and sustainment requirement TPFDD records, and sources those requirements from its parent MEF/component command, for its organic elements. The supporting MAGTF shall develop its own force and sustainment requirement TPFDD records, and source those requirements from its own parent MEF/component command. In the same manner, each

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MAGTF identifies and plans for its own local deployment support requirements.

2. There are cases when the MAGTF is responsible for planning and sourcing sustainment for assigned elements of the NSE and NCF. MAGTF planners must verify all arrangements with their NSE/NCF counterparts to ensure that needed sustainment is neither overlooked nor duplicated during planning. In general, when the NSE is supporting an amphibious operation, CATF shall support it. During MPF operations, initial sustainment is planned for Naval Forces and units in the Pre-positioning Objective (NAVMC 2907) for MPS forces.

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SECTION 2: AVIATION LOGISTICS

4200. GENERAL. MAGTF organic aviation logistics support capability is developed under the framework of the Marine Aviation Logistics Support Program (MALSP) concept by combining "building blocks" of aviation supply, maintenance, ordnance, and aviation support equipment resources via task organization. Marine aviation logistics units are organized to provide complete aviation logistics support as one integrated package. Furthermore, the ACE has the capability to perform organic logistics tasks, which are unique within the MAGTF. This section is provided to explain the wide range of aviation logistics support capabilities and aviation logistics methodologies.

4201. CONTROLLING CUSTODIAN. The Commander, Naval Air Forces (COMNAVAIRFOR), and the Commander, Naval Air Force, Reserve (CNAFR) are the controlling custodians for Marine Corps aircraft and support equipment. They exercise the administrative control (assignment), employment, and logistics support of aircraft and engines, as specified by the Chief of Naval Operations (CNO).

4202. MARINE AVIATION LOGISTICS SUPPORT PROGRAM (MALSP)

1. MALSP Capabilities. The MALSP provides a means for commanders to rapidly task organize aviation logistics assets to deploy by available means to support the ACE. It provides an immediate contingency support capability in the form of a Fly-in Support Package (FISP). It also supports a subsequent rapid phased build up of combat capability in the operating area through the use of Peculiar and Common Contingency Support Packages (PCSPs and CCSPs) and Follow on Support Packages (FOSPs).

2. MALSP Concept. MALSP uses a building block concept. Each MALSP package plays a unique role in aviation support, and when used in a complementary role via the building block concept, provides total aviation logistics support to the ACE. The commander can tailor the support packages to the desired level of support required. The MALSP includes support equipment, spare/repair parts, mobile facilities/shelters, and personnel.

a. Support Equipment (SE). SE includes test equipment, tools, ground support equipment, and aviation support equipment. Most, but not all of this support equipment is easily identified in the units Individual Material Readiness List (IMRL). An IMRL is a consolidated allowance list specifying authorized

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quantities of certain aviation SE items required by a particular activity to perform its assigned maintenance level functions. NAVAIR computes IMRL allowances to support deployed operations for 90 days based upon flying hours. All Marine Corps and Navy aviation activities have IMRLs.

b. Spares. Spares 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 Inventory Control Point Philadelphia, PA (NAVICP-P). 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 MALS has an AVCAL, which was developed in accordance with refs (cc) and (dd) OPNAV Instruction 4441.12C and OPNAV Instruction 4442.5.

(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 material 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.

(4) Allowance Requirements Registers (ARRs), Allowance Lists (ALs), and Tables of Basic Allowances (TBA) for Aeronautical Material. ARRs, ALs, and the TBA are prepared by NAVAIR or by NAVICP-P under the coordinated direction of NAVAIR and NAVSUP. ARRs list the repair parts, accessories, and other materials required to support aircraft maintenance and operations. ALs lists the required maintenance support equipment. The TBA list the activity's other mission essential

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equipment and allows each site to tailor their TBA requirements to their unique environment.

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. A TBA specifies the quantity and types of MFs authorized. The appropriate NAVAIR Program Office determines actual numbers and types of MFs for each site. The Commander, Marine Forces Pacific (COMMARFORPAC) and Commander, Marine Forces Command (COMMARFORCOM) are the type commanders for mobile facilities.

d. Personnel. Marine Corps Tables of Organization (T/Os) specify the number, grade, and MOS of support personnel authorized by aviation units. Each squadron rates all the specialists unique to the Type/Model/Series (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. Personnel who perform aviation logistics functions common to more than one T/M/S normally are on the MALS T/O.

3. Aviation Logistics for the Marine Corps Reserve. Support for Marine Reserve aviation activities is parallel to and easily integrated with the MALSP procedures described herein. Reserve squadrons are supported by a SHORCAL instead of AVCAL. For Reserves, the 90-day endurance level requirements shall be sourced initially from 4th MAW and supporting air station assets, with the balance of support coming from the Prepositioned War Materiel Stocks (PWRMS), which are uniquely identified by project codes applicable to particular T/M/S aircraft. This Class IX material is identified but unsourced.

4203. LOGISTICS SUPPORT FOR DEPLOYING MAGTFS. When not deployed, Marine aircraft squadrons of a particular T/M/S aircraft are generally consolidated and attached to a specific Marine Aircraft Group (MAG) in each Marine Air Wing. However, in order to fulfill contingency requirements prescribed in the JSCP, the Marine Corps must be able to deploy and fight as task organized MAGTFs. The aviation component of a MAGTF, the ACE, can consist of a mix of fixed and rotary winged aircraft formed into a squadron, a group, or one or more aircraft groups or wings, depending upon the size of the MAGTF.

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1. Forming an ACE. Forming an ACE requires that one or more fixed rotary wing MAGs reconfigure themselves into a task organized fighting unit. As part of an ACE, or as a source of aircraft for another MAG that is forming an ACE, a non-deployed MAG has to be able to rapidly identify what aircraft it must retain, detach to another MAG, and/or leave behind.
2. Supporting an ACE. To support the task organization and the formation of the ACE, the MALSP enables aviation logisticians to individually identify the people, the SE, MFs, ordnance, and spare and repair parts needed to support each T/M/S aircraft that is part of the task organized ACE. Furthermore, the MALSP enables these logisticians to also identify the aviation support requirements to sustain a MEB or a MEF by employment of either a MPSRON or an aviation logistics support ship (T-AVB), or both.
3. Tailoring Aviation Logistics Capability. MALSP enables the commander to tailor 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. The host MALS and supporting MALS provide the necessary FISP, PCSP, CCSP, and FOSP packages to support the particular mix of aircraft in the ACE.

- a. Fly-in Support Package (FISP)

(1) FISPs are support packages made up of "O" level parts and are designed to support the Fly-in Echelon (FIE) aircraft of a MAGTF ACE. A FISP, flown in with the FIE aircraft, shall be combined with the "O" level aviation support equipment, off-loaded from MPF ships. This combination of assets is designed to provide readiness and sustainability for the deployed aircraft for up to 30 days and until the intermediate maintenance support capability arrives in the theater of operations.

(2) FISP allowances provide the supply parts normally removed and replaced at the squadron/detachment organizational maintenance level. The allowances are computed at combat hours to support a particular T/M/S and quantity of aircraft for 30 days and are additive to the allowances used in day-to-day operations. Until activated in support of a contingency, a FISP is protected stock material under the cognizance of the parent MALS aviation supply officer, and shall not be drawn down (except to rotate stock in order to maintain proper shelf life

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and configuration control) without the approval of HQMC-ASL through the appropriate MAW or MEF commander.

b. Contingency Support Package (CSP)

(1) 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. The four distinct elements that make up a CSP are:

- (a) Personnel.
- (b) Support Equipment.
- (c) MFs.
- (d) AVCAL/COSAL.

For each element there are master allowance documents (i.e., squadron/MALS Tables of Organization (personnel), MAG master IMRLs (support equipment), the TBA, and the MAG master AVCAL/COSAL allowances (spares and repair parts)). Because "O" level IMRL and MF allowances and personnel allocations are already separately identified and rapidly deployable, they do not need to be incorporated into a CSP.

(2) CSP allowances are computed at the Combat Flying Hours (CFH) utilization rate for a 90-day endurance period. IMRL pre-positioned coded "P" and "E" and management code "L" items are also identified to the appropriate CSP allowance category (defined below).

(a) Common Contingency Support Package (CCSP) Allowances. CCSP allowances 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. Weight, cube, cost, reliability, and supportability are the primary considerations in making this determination. For planning purposes, it is assumed that the F/W and R/W MALS shall be geographically separated. CCSPs contain organic computer systems that allow resupply from the naval supply system, thus providing long-term sustainment.

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(b) Peculiar Contingency Support Package (PCSP) Allowances. The PCSP allowances consist 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) Allowances. 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 AFOE or follow-on shipping, normally the T-AVB. Because FOSP assets are required to sustain the assault, the allowances to support these items are built to a 90-day endurance level. These are supplementary allowances that must be distinctly identified in allowance documents provided to each MALS.

(d) Remote Expeditionary Support Package (RESP). The RESP is a combination of a FISP, Aeronautical Weapons Support Equipment (AWSE), Aviation Support Equipment (ASE), Mobile Facilities (MFs), and personnel that would detach from a supporting MALS to provide aviation-peculiar logistics support to an ACE. A RESP is moved to an Area of Responsibility and designed to provide aviation logistics support (minus Class V(A)) to a standard number of specific type aircraft until the arrival of more robust, follow-on logistics support from MALSP sources (PCSP, CCSP, FOSP), MPF assets, Host Nation Support, or other Joint/Combined logistics resources. When ACE missions, endurance, and bed down scenarios so dictate, the RESP may not be augmented by any additional follow-on support and shall serve as a stand-alone support package for the ACE. Composition of RESPs includes the AVLOG support elements currently resident within FISPs, PCSPs, and CCSPs, and requires no additional economic resources.

4204. MARITIME PREPOSITIONING FORCE (MPF) AND AVIATION LOGISTICS SUPPORT SHIP (T-AVB) SUPPORT FOR MARINE AVIATION. All active force aircraft that are part of any MAGTF ACE can be supported in combination by any one of the three MPSRONS and one or both of the two T-AVBs.

1. MPF Operations in Support of Expeditionary Aviation Logistics. An MPF operation is the rapid deployment and assembly of a MAGTF into a permissive area using a combination of strategic airlift and forward-deployed MPSS. MPF operations

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are strategic deployment options that are global in nature, naval in character, and suitable for employment in a variety of circumstances. An MPF is a rapid response enabling force capable of being mission-tailored and self-sustainable. As such, MPF operations provide an essential element in conducting national military strategy. An MPF can directly support our national maritime strategy of protecting key naval choke points and sea lines of communication. MPF operations include the airlift of MAGTF and Navy elements (Navy support element, naval coastal warfare, etc.) with some associated equipment into an arrival and assembly area to join with equipment and supplies carried aboard MPSSs. "O" level support equipment has been funded, procured, and prepositioned aboard the three MPSTRONs to support any current potential mix and configuration of ACE aircraft. In addition, the "O" level supply support for repair of embarked MPF support equipment shall be contained in an embarked support equipment support package held aboard the MPSTRON.

2. T-AVB Operations in Support of Expeditionary AVLOG. The primary mission of the T-AVB is to provide dedicated sealift for movement of "I" level AVLOG support for rapid deployment of a MEB ACE. The T-AVB is designed to transport critical maintenance and supply assets to a forward operating area to establish an intermediate maintenance activity [MALS] in support of deployed Marine aircraft. Although the concept of operations for the T-AVB is primarily to support MAGTF operations, the T-AVB could be tasked to support other amphibious operations. An amphibious operation provides for forcible entry into an objective area, rather than the unopposed entry required for an MPF. In all cases, the T-AVB would still require an unopposed entry into an objective area before offloading ashore. If the embarked MALS intermediate maintenance support is phased ashore, a secondary mission can be performed to serve as an asset dedicated to strategic sealift.

4205. AIRCRAFT MAINTENANCE AND SUPPLY PLANNING AND DEPLOYMENT / EMPLOYMENT CONSIDERATIONS

1. Special Purpose MAGTF (SPMAGTF). Support for SPMAGTF operations shall be drawn from existing MALS assets. Generally, supply support shall be provided by means of a pack-up with the minimum essential SE, MFs, spare parts, and personnel to sustain the aircraft assigned for the expected duration of the operation.

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2. Marine Expeditionary Unit (MEU). "I" level support for the MEU ACE shall be provided by the Aircraft Intermediate Maintenance Department (AIMD) and supply department of the air capable ship (LHA/LHD) upon which the MEU ACE is embarked. If the AIMD does not have the capability to support particular MEU aircraft, the parent MALS shall augment the ship's organic support with the necessary personnel, support equipment, and spares/repair parts required in the short term, while Commander, Naval Surface Forces works to obtain the "I" level capability aboard the ship for the long term. If the reinforced squadron of the MEU is directed ashore, aviation logistics support can be provided in one of the following ways:

a. By the air capable ship operating offshore. AVLOG support of embarked Marine aircraft is the responsibility of the ship's aircraft intermediate maintenance department (AIMD), supply department, and ordnance department rather than the MALS.

b. By MEB MALS already ashore. This requires that the MALS ashore possess CSP allowances for the quantity and T/M/S aircraft that shall be attached. Since most of the support aboard an air capable ship is organic to the ship and since the AVCAL on the ship is difficult to offload, ACE logisticians must plan in advance for any CSPs required to accompany the MALS ashore (to support the aircraft coming off the ship).

c. By a RESP formed from FISPs and CSPs from supporting units. In some cases a MEU ACE may be directed ashore without aviation logistics support from an air capable ship or from a MALS already ashore. The MEU ACE's organic aviation logistics support may be augmented by using complete or tailored FISPs and/or CSPs provided by other units. This support must be approved by HQMC-ASL through the appropriate Wing, MEF, and MARFOR since these packages are normally protected for contingencies.

3. Marine Expeditionary Brigade (MEB). To sustain a MEB ACE requires intermediate level maintenance and supply support. This support must be able to sustain the deployment of aircraft for two separate locations; one capable of supporting fixed wing aircraft and the other supporting rotary wing aircraft. Each location may require an independent IMA support capability. At each location, a designated IMA (provided from existing MALS) shall act as the "host" for the aircraft that it receives. At each location, IMA support must be tailored to the particular aircraft assigned. The host IMA can provide common "I" level support to all assigned aircraft; however, peculiar support

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(i.e., personnel, SE, MFs, and spares/repair parts) must come from PCSPs provided by the "parent" MAG that provides the aircraft. The exact make-up of the MEB shall affect when and how both "O" and "I" level support is established.

a. MPF MEB. An MPF MEB ACE receives maintenance and supply support through a combination of means: MPS ships, a T-AVB, FISPs, and CSPs. The aviation support equipment aboard the MPS's, combined with the "O" level "remove and replace" spares provided in the FISP, are designed to--in combination--sustain ACE aircraft until "I" level capability arrives in the theater of operations. Partial "I" level capability could arrive in theater aboard a T-AVB, while the remainder could be transported by other means. The CSPs supporting the "I" level repair for a peculiar T/M/S aircraft, as well as the common, may be split between the T-AVB and other available means of transportation. Considerations:

(1) A FISP is only capable of supporting aircraft for a relatively short period of time. When a FISP is used without an MPF ship in support, the squadron supported shall have to bring with it the support equipment that would have been provided by the MPF ship. Further, if a FISP must support a particular T/M/S for a longer period or a greater number of flight hours than the FISP is designed to support, the parent MAG(s) must augment the T/M/S FISP with additional AVCAL/COSAL assets. At some point, a decision shall have to be made on whether to use transportation to continue re-supplying the FISP, or bring in an "I" level capability to continue sustainment, or a good combination of both.

(2) MPF ships do not contain all of the support equipment required to support organizational level maintenance for a particular T/M/S aircraft. Those items not aboard ship must be identified and brought in the Fly-In Echelon.

(3) The T-AVB provides limited "I" level capability for the ACE. When employed in the operational (versus transport) mode, approximately 186 MFs of the approximately 300 aboard can be operational. However, not all the parts aboard the ship are accessible and therefore the range of "I" level support is limited. The T-AVB can transport as many as 684 MFs, provided none are required to be operational. In either mode, the ACE may require additional strategic lift to bring any further "I" level capability into theatre.

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(4) When planning for the use of Marine aviation, planners must consider that CSPs and FISPs are designed to support a specific number of aircraft and utilization rate. Support of a greater number of aircraft or higher utilization rate shall require additional logistics support assets. This additional support shall most likely come from other support packages, which causes both the gaining and providing packages to be re-configured. This is both a time consuming and difficult task to accomplish quickly. Some CSPs and FISPs may have to be transported from one coast to the other, which requires time and transportation assets that planners must consider. Also, the MFs that require air-cushion vehicles/platforms for movement require special consideration.

b. Amphibious MEB. A MEB embarked on amphibious shipping shall generally have to bring ACE supply and maintenance support ashore, unless the amphibious ships remain in the AOA throughout the battle to provide support. If Navy amphibious shipping does leave the AOA, the support ashore must be provided by the use of FISPs and CSPs. If a T-AVB is used in an amphibious MEB scenario, vice an MPF Squadron, the "O" level support equipment (IMRL) that would have been provided by MPF ships in an MPF MEB scenario shall have to be brought by the squadrons.

4. Marine Expeditionary Force (MEF). Support for a MEF ACE is developed by combining the building blocks described above for supporting MEU and MEB sized MAGTFs.

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SECTION 3: SUSTAINMENT

4300. GENERAL. This section outlines sustainment planning procedures in detail.

4301. PURPOSE OF SUSTAINMENT PLANNING. Sustainment planning is the means by which the MAGTF commander:

1. Ensures the commander has the material necessary to accomplish his assigned mission.
2. Ensures that material deficiencies are identified so the MAGTF commander or combatant commander may consider alternate courses of action, and maintain Logistics Planning Factors for future courses of action.
3. Identifies transportation requirements to ensure that adequate transportation assets are available to support movement of the material into theater when it is required by the supported combatant commander.
4. Ensures the Marine Corps recognizes material deficiencies in order to correct them during the Marine Corps programming and budgeting process.

4302. OVERVIEW OF THE SUSTAINMENT PLANNING PROCESS. In order to understand how the detailed pieces of the sustainment process interact, a basic understanding of the sustainment process is required. The following paragraphs provide a simple framework.

1. The combatant commander or JTF commander provides planning guidance to his service components. This guidance specifies, service component missions, the length of the plan, responsibilities for providing dominant user support, the estimated time the lines of communication shall be established to allow the flow of resupply cargo, and specific guidance about use of JOPES to reflect sustainment requirements.
2. With mission and commander's planning guidance in hand, the MAGTF commander determines, builds, and requests sustainment to support a warfighting combatant commander's OPLAN. Each MAGTF commander must plan for a specific number of days of sustainment. There may be situations when the MARFOR or I&L (LP) shall direct a MAGTF commander without an employment mission to build a sustainment block for specified classes of supply and for a specific period of time.

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3. Once sustainment requirements have been determined, the MAGTF commander sources from force held assets to the maximum extent possible. He can also task supporting MAGTFs to identify requirements and source them from organic assets.

4. The MAGTF commander passes all unsourced requirements to the MARFOR for action. The MARFOR passes remaining unsourced requirements to HQMC for appropriate supporting agency (COMMARCORSSYSCOM for Class V(W), COMMARCORLOGCOM in the case of non-aviation Classes of Supply I, II, III, IV, VII, VIII and IX, and COMNAVAIRSYSCOM or AIRPAC/AIRLANT for aviation related items). MARFOR also passes common item support requirements to the appropriate service component(s) for processing.

5. The supporting agencies source requirements from service-held stocks or coordinate sourcing from service-owned stocks (e.g., MREs held by Defense Logistics Agency (DLA)). Remaining requirements are passed to the DLA or the appropriate item manager for sourcing.

6. The MAGTF commander reviews the items that cannot be sourced, and assesses the risk associated with not having those items available. If the risk is not acceptable, the MAGTF commander must work through the operational and service chains to reduce the risk, either by obtaining additional resources or by changing the operational concept to reduce the requirement.

7. The unsourced requirements become shortfalls.

4303. SUSTAINMENT PLANNING GUIDANCE

1. Timing for development of sustainment requirements is derived from each combatant commander's OPLAN guidance and TPFDD Letter of Instruction (LOI). These documents provide key planning information such as the length of the plan and required safety levels, which are critical to determining sustainment requirements. These documents are the best source of information for TPFDD requirements. Effective sustainment planning requires clear and adequate guidance from the combatant commander concerning the level of sustainment required. This information can generally be found in the strategic concept and TPFDD LOI during contingency planning and in Annex D of the Operations Order in crisis action planning.

2. Planning guidance may specify the number of days of supply the combatant commander requires available at any one time (safety stock). It may also, if the MAGTF commander has the

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preponderance of forces in theater, task him to provide support to other components or coalition forces for a specific period of time. This would be an appropriate mission for the MARFOR or Marine component commander of the JTF.

3. The MAGTF commander cannot delegate his responsibility for identifying sustainment requirements. He shall require input from the MAGTF element commanders to ensure that all requirements are met. The G-4, S-4, and ALD are the staff sections tasked with coordinating requirements with senior, adjacent, and subordinate commands. In the event that the MAGTF has logistics responsibilities to external forces, then it must aggressively solicit requirements and adjust its organic structure to meet those requirements.

4304. IDENTIFYING SUSTAINMENT REQUIREMENTS

1. General. Identifying sustainment requirements requires that the MAGTF commander determine three things: the force to be supported, the duration for which that support is required, and other planning guidance (e.g., safety levels, external support available, and support responsibilities). With this information in hand, the MAGTF commander and his staff can compute, by class and sub-class of supply, the sustainment required and the phasing necessary to support the operational concept.

2. Guidance for Sustainment Planning. The MAGTF commander receives guidance from many sources in the contingency planning cycle. One vital source is the TPFDD LOI. The TPFDD LOI provides the MAGTF commander with technical directions and procedures for the development, submission, and review of his forces and sustainment. Under the paragraph labeled General Instructions, the MAGTF commander shall find an essential element of information in determining the sustainment requirements: the length of the plan. The combatant commander or JTF commander for each plan shall specify this period. The length of plan has a profound effect on the sourcing process.

3. Policy. MAGTF commanders with employment missions shall plan to sustain the force for the period of the MAGTF's employment. The MAGTF commander determines the sustainment requirement for the force he is employing. Each MEF providing forces to the MAGTF sources the sustainment requirements from force held assets based on guidance from the MAGTF commander. Unless otherwise specified by I&L (LP), the amount of sustainment is commensurate with the size force provided to the

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supported MAGTF commander. However, the responsibility for sustaining the force rests with the supported MAGTF commander.

4. Methodology. The Marine Corps uses Day of Supply (DOS) and Day of Ammunition (DOA) as measures of effectiveness for sustainability. The Marine Corps planning baseline for sustainability is 60 days of supply, and a combat load plus 60 DOA for the MAGTF. This sustainment includes sufficient sustainment to deploy MEBs with 30 DOS/DOA plus a combat load and MEUs with 15 DOS/DOA plus a combat load. Special Purpose MAGTFs deploy with sustainment commensurate with the scope and duration of their mission. For Class V(A) the sustainment methodology is predicated on theater and Type/Model/Series (T/M/S) aircraft for a given plan. The non-nuclear ordnance requirements (NNOR) provide the factors for determining requirement/sustainability. For Class V(W), the sustainment methodology is predicated on duration of assault or sustaining operation, weapons densities, and the combat planning factors contained in reference (u).

a. The Marine Corps objective is to position the full level of sustainment with the active forces for use with the different types of MAGTFs. The unit's T/E and operating stocks form the bulk of this requirement. The remainder is termed war reserve materiel requirement (WRMR). However, funding, management and storage limitations normally dictate prepositioning less than the total WRMR in the active forces if COMMARCORLOGCOM and the IMMs at DLA can provide materiel resupply in a manner that shall meet plan execution schedules. Such stocks are termed war reserve material (WRM)-stores. Stocks held by the operating forces are termed WRM-force-held. The Marine Corps does not purchase or stock material required from day 61 through day 180. Such requirements are identified as other WRM-stores. OWRMS is not normally funded. However, the requirements are computed by the COMMARCORLOGCOM.

b. The Marine Corps calculates sustainment requirements using JFRG II, the war reserve system (WRS), and limited modeling techniques. The MARFOR/MAGTF uses JFRG II to generate a force structure/equipment list and uses this data in the WRS to develop tailored numbered war reserve withdrawal plans that support a specific plan. WRS is also the primary means by which COMMARCORLOGCOM sources sustainment. WRS addresses Classes of Supply I, II, III, IV, VII and IX, but excludes all aviation items and classes V, VI, and VIII, which are computed separately. Note that the interface between JFRG II and the WRS enables the MAGTF commander to use data on actual forces and

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equipment deploying instead of relying on notional T/E data that may not be current.

4305. THE SOURCING PROCESS. Once the MAGTF commander has determined the requirements, the sourcing process begins. The MAGTF commander's total sustainment requirement is filled from what he has available and what the Supporting Agencies have available. The following steps describe the process:

1. Source from Organic Assets. The MAGTF commander determines which requirements he can meet from organic assets. He sources these assets by inserting them into JFRG II. The MAGTF commander must look first to his own assets to satisfy the total requirement before turning to external sources. The following assets are available to the MAGTF commander from in-force assets:

- Class I (B)
- Class II (All Subclasses)
- Class III (A) and (W)
- Class IV (B)
- Class V (A) and (W)
- Class VII (W)
- Class VIII
- Class IX (W)

The MARFOR commander must identify items sourced internally to the supporting MARFOR commander, so that the planning effort is consistent for all MAGTFs employed.

2. Source from MARFOR Assets. The MAGTF commander identifies to the MARFOR commander all unsourced requirements. The MARFOR commander attempts to source these items from assets held in or owned by the MARFOR. The MARFOR frags and inserts ULNs to reflect sourcing at the MARFOR level. If the MARFOR is satisfied that the requirements are correctly identified, the unsourced requirements are passed to the appropriate agency as identified by HQMC for sourcing as a registered war reserve plan. The MARFOR registers a plan by transmitting a message, which includes HQMC (LP/POC), the appropriate force commander, and the supported MAGTF (normally MEF (G-4)) as information addressees. Once all withdrawal plans are registered, the supported MAGTF commander prioritizes the final sequence of the various withdrawal plans based on his logistic concept of operations. This information shall be sent via separate classified message to COMMARCORLOGCOM so that subsequent sourcing actions may begin.

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3. Source from MARCORLOGCOM Assets. MARCORLOGCOM sources the requirements for Classes I, II(W), III(W) (packaged), IV(B) (field fortification), VII, and IX from Marine Corps owned in-stores assets. This is accomplished through the use of the IMMs. If the asset is not physically in the custody of COMMARCORLOGCOM, they request information from IMMs of USMC owned stocks located at other DLA storage facilities. If the Marine Corps does not possess the requisite amount of materiel required in stores, the unsourced requirement is passed to external logistic agencies for sourcing.

4. Source from DLA/Item Managers. External sourcing agencies receive the unsourced requirements from all components involved in the plan. The Marine Corps and the Army are the only services that identify requirements down to the National Stock Number (NSN) level. The Air Force and the Navy only represent the requirement in terms of pounds per man per day. The aggregate requirements of the Marine Corps and Army are matched against DOD stocks and a decision is made whether the requirement is sourced or unsourced. The disadvantage to this system is that the other services do not item level source. It is quite possible that shortfalls shall exist upon execution of the Plan as the Navy and Air Force begin to identify actual item requirements.

5. Identify Unsourced Items. As each sourcing agency completes sourcing actions, COMMARCORLOGCOM ensures that the TPFDD reflects the origin and associated transportation data of each shipment. COMMARCORLOGCOM (or COMMARCORSYSCOM) shall report to the supported MARFOR the results of sourcing actions, indicating the ULNs that contain requirements remaining to be sourced. The MARFOR shall assess the risk associated with the lack of the specified items.

4306. DEVELOPING REQUIREMENTS IN JFRG II. Planning is the phase during which a plan requirement is recognized, plan development responsibilities are assigned, and the plan is developed. Planning is accomplished in either a contingency or crisis mode. The following overview provides an insight as to how requirements are developed within JFRG II.

1. Once the force list for the MAGTF has been determined and the MAGTF commander determines the sustainment requirements, the sustainment for the force can be developed. The logical place to begin is to review the equipment density of the MAGTF. Once this has been reviewed against unit mechanized allowance lists, the requirements are exported from JFRG II and input into the

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WRS. No data imports exist from JFRG II into the WRS. The interface between JFRG II and the WRS allows for actual asset sustainment building instead of using notional TUCHA data. This provides an accurate sustainment package. The war reserve system uses combat active replacement factors (CARFs) in determining total requirement. Actual formulas are continued in reference (t).

2. Requirements are phased into the theater of operations based on the requirements established by the MAGTF commander. To establish EADs and LADs, the MAGTF commander uses the RDD he wants for the materiel in a specific (theater) port. Once this RDD has been established and ports have been identified for embark of the materiel, the MARFOR determines the sailing time from the port to the theater port (POE to POD). Once this is determined, this information becomes part of the sourced ULNs and part of the information passed to external agencies to meet unsourced requirements.

3. Reserve Requirements

a. Reserve forces are augmentation forces for all plans. Because SMCR units do not have a discreet employment mission, they do not determine their own sustainment requirements. The MAGTF commander who shall employ the forces determines sustainment requirements for assigned Reserve forces.

b. The following sub-paragraphs provide an overview of the Reserve sustainment process.

(1) The Reserves only maintain a portion of their T/E, called their Training Allowance (TA). This portion is maintained at numerous Reserve centers throughout the United States. The balance of their T/E is considered shortfalls. During the RSOI phase of activation, the COMMARCORLOGCOM will source, acquire assets, and determine the storage location to offset the shortfalls after adjusting for any RBE identified.

(2) Sustainment for the Reserve forces is predicated on the requirements of the GFC. When the MAGTF commander is determining his force, he builds the TPFDD, which includes Reserve forces and their T/E. This information is exported into the WRS and identified to COMMARCORLOGCOM as an unsourced requirement. These unsourced requirements are filled by In-Stores assets or identified as a MEF shortfall.

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(3) Detailed requirements for Reserve sustainment methodologies are contained in reference (s).

4307. AMMUNITION

1. Ammunition within the Marine Corps is divided into two separate categories. There is Class V(W) (ground) and Class V(A) (aviation). The following paragraphs discuss sustainment planning for both sub-classes:

a. Class V(W). JFRG II is the source for determining the weapons types and densities that shall be employed by the MAGTF. Personnel and weapons density multiplied by reference (u), combat planning factors (CPF) multiplied by number of days plus the respective combat loads for each of the personnel and weapons equal the initial provisioning and sustainment requirements for the MAGTF. The ammunition combat load shall be the initial issue to arm the force. The combat load is considered the minimum capability required for units entering combat or contingency operations. The published CPFs are the anticipated daily average expenditure for each DODIC/TAMCN combination listed in reference (u). CPFs are separated into assault and sustaining rates for either the Ground Combat Element (GCE) or the Non-ground Combat Element (NGCE). The MAGTF commander determines the rates required for the total force. For example: The GCE may use the assault rate, while the ACE and LCE use the sustained rate. Once the total requirement is determined, the MAGTF commander sources requirements from available war reserve materiel stocks force-held (WRMSF). Requirements not supportable by WRMSF assets are passed to COMMARCORSYSCOM for sourcing of war reserve materiel stocks in-stores (WRMSI). COMMARCORSYSCOM sources these requirements from Marine Corps stocks held at either Single Manager for Conventional Ammunition (SMCA) or Non-SMCA wholesale/retail activities worldwide. Assets not available within the Marine Corps WRMSI stockpile are considered unsourced requirements. COMMARCORSYSCOM shall coordinate cross-leveling, new procurement or maintenance efforts, as required, in an effort to support unsourced requirements.

b. Class V(A). The NNOR is the source for determining ordnance requirements. It was developed for four theaters for each Type/Model/Series (T/M/S) aircraft. Ordnance is "pulled" by the activity with requisitioning authority. The requisition is validated and provided to the requisitioner and the information loaded to the TPFDD. Assets are sourced by either the CCDR or the Network Operations Center (NOC) from "fair

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share" stocks. Unsourced assets are referred to the NOC or wholesale activity. The NOC serves to break "fair share" or identify shortfalls. A shortfall is sourced from their wholesale support activity.

2. SMCA sources the MILSTRIP requirement based on the MAGTF RDD. All of the service component requirements are merged and sourced together. SMCA delivers Cargo Identification Numbers (CIN) back to the Marine Corps and MARCORSYSCOM converts those CINS to ULNs. In cases where the requirement remains unsourced and the ammo is necessary to support the MAGTF until plan end, unsourced ULNs are created. In cases where the length of plan exceeds the organic capability of the Marine Corps, CINS are created, along with RLDs and EADs to reflect the shipping necessary to meet the MAGTF commander's RDD.

4308. RESUPPLY

1. Resupply. The requirement for logistical planning during contingency planning cycles is to determine and source the resources required to support the USMC component per the combatant commander's concept of operations. The following items are critical in pursuing this task:

a. Identification of logistic shortfalls that can be identified and prioritized in budgets and programming.

b. Producing an accurate sustainability assessment, as required by the JSCP.

c. Identifying sourcing agencies to ascertain stock availability and make an estimation of wartime workloads.

2. Sustainment encompasses both accompanying supplies and resupply. Resupply is the supplies and equipment that provide a MAGTF extended sustainment capability after accompanying supplies are exhausted. Materiel that makes up resupply may come from a combination of remaining Marine Corps assets, other theater service components tasked to provide common item support (CIS) by the combatant commander, and/or stocks held by a material manager such as DLA. Resupply is shown under CINS in a TPFDD as a non-unit record and its movement is via common user channels, not by assets dedicated solely to the Marine Corps to move accompanying supplies. Planning for resupply identifies both transportation and supply requirements to the combatant commander and supporting agencies.

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3. The responsibility for determining the total sustainment requirement rests with the MAGTF commander with an employment mission. CINS shall be provided in the Marine Corps TPFDD along with other ULNs reflecting accompanying supply requirements directed by the combatant commander's TPFDD LOI for the specific plan.

4. CINS are required when the plan length exceeds the capability of the MAGTF's accompanying supplies by more than ten (10) days.

5. CINS have no value when the TPFDD is executed because they do not reflect unit requirements. However, CINS provide the following positive benefits:

a. Form the basis for sizing the transportation channels required to support the combatant commander's concept of operations.

b. Identify resupply requirements to be provided by the supporting agencies (DLA, AMC, and IMMs).

c. Force the discussion of and assignment of common item support.

6. COMMARCORLOGCOM receives the unsourced requirements from the MAGTF commander via a WRS withdrawal plan, and coordinates with external agencies to source these assets.

4309. TPFDD CARGO GUIDANCE

1. MAGTF commander

a. Shall develop FRNs and CINS that show the class of supply and type and degree of sustainment in the force description field of the record. For example:

| | |
|-----------|----------------------------------|
| CLASS I | MREs (32,000 MEALS) or (15 DOS) |
| CLASS I | B-RATIONS (30 DAYS) |
| CLASS III | PACKAGED (15 DOS) |
| CLASS III | DIESEL, BULK/DRUM (18,000 GAL) |
| CLASS IV | FIELD FORTIFICATION |
| CLASS V | GROUND (20 DOA) |
| CLASS V | AVIATION, THREAT or LOE (10 DOA) |
| CLASS IX | BATTERIES (30 DOS) |

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b. Shall show in the service reserved force description field of the FRNs and CINs, the general location of these assets (e.g., LFORM, MPS, FORCE, Mission Load Allowance (MLA)). The exception to this shall be ground Class V sourced from SMCA. The CINs, developed by SMCA during the sourcing process, that shall be converted by the MAGTF commander to FRNs, shall have the original CIN reflected in the service reserve field to permit sourcing agencies to track the material back through the associated requisition documents.

2. COMMARCORLOGCOM

a. For designated classes of supply, in coordination with the component commander, uses the FRNs developed by the forces to show assets held in-stores to support force requirements.

b. Coordinates actions to ensure registration of unsourced requirements for each plan with the applicable IMM and that appropriate sourcing data is developed for the FRNs.

c. Identifies problems encountered with the IMMs on this matter for resolution, when required.

4310. EXECUTING WAR WITHDRAWAL PLANS. HQMC (LP) must approve all withdrawals from war reserve. Accordingly, when a MAGTF receives a mission that requires execution of a war withdrawal plan, it shall request authority to execute a withdrawal. Complete and accurate information shall ensure the quickest response to a request for withdrawal of a specific plan. Specific withdrawal procedures are contained in reference (s).

Chapter 5

Manpower Planning Guidelines

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5000. INTRODUCTION. This chapter provides an overview of Manpower guidance and actions required for force deployment as a synchronized function of FDP&E using appropriate automated tools in service and joint manpower planning.

5001. MANPOWER PLANNING FACTORS

1. General. During contingency operations, increased demands on Marine Corps manpower (Active, Reserve and Retiree) shall require modification to peacetime staffing to satisfy additional manpower requirements. Modifications to manpower assignment priorities shall be established and published via separate MARADMINs and CMC planning guidance message(s) throughout the contingency. The following germane manpower contingency planning factors are provided:

2. Active Component. Staffing and manning per appropriate MCO and directives until modified by DC, M&RA. DC, M&RA staffs the forces to Monitored Command Code (MCC) in accordance with CMC planning guidance and reference (x).

3. Reserve Component

a. U.S. Marine Corps Reserve Units

(1) SMCR units shall be activated as units or detachments (i.e., Det A, Co A, 4th Engineer Support Battalion) with appropriate Unit Type Code (UTC) and Unit Identification Code (UIC) to track, report readiness, etc.

(2) USMCR detachments are not activated to source staffing shortfalls in AC or activated RC units.

(3) Individual Ready Reserve members who volunteer for orders, during a contingency to include Presidential/Congressional authorization per sections 12304, 12302, 12301(a) and 12301(d) of reference (f), shall be issued orders by CMC (MMFA) per reference (w).

(a) Individual members of an SMCR unit who are activated to support an IA/SA billet will receive orders from their parent unit.

(b) USMCR detachments shall consist of a minimum of two Marines.

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(c) DC PP&O authorizes COMMARFORRES to activate/deactivate USMCR units/detachments.

(4) Individual Ready Reserve (IRR)

(a) The IRR is a manpower resource used by HQMC to provide individual augments, combat replacements and unit fillers to source operational manpower requirements.

(b) Marine IRRs shall be issued appropriate recall orders, once approved by DC, M&RA and authorized by SECNAV. DC, M&RA may task MARFORRES (MOBCOM) to issue activation orders during a contingency. Reference (d) contains additional information on the IRR recall procedures.

4. Manpower Mobilization Assignment System (MMAS). The MMAS is the collection of systems, processes, and procedures used to provide an adequate manpower surge capacity for the Marine Corps. Assignment of Total Force manpower shall occur as a result of executing the MMAS family of systems in conjunction with manpower planning factors and CMC guidance. Appendices 1 and 3 of Annex C to reference (d) outline planning factors and manpower models to activate Reserves and deploy the force.

a. Active Component (AC). The AC consists of all USMC operating forces and supporting establishment. The force is staffed by monitored command code (MCC) vice T/O.

b. Reserve Component (RC)

(1) Ready Reserve. The Ready Reserve consists of Reserve units and individual members who are liable for immediate active duty during war or national emergency. The Ready Reserve includes the Selected Reserve and the Individual Ready Reserve (IRR). Members of the Ready Reserve, minus Active Reserve (AR) members, may be called to active duty in time of war, national emergency proclaimed by the President, or declared by Congress or when otherwise authorized by law. USMCR units shall be used to meet CCDR Request for Forces requirements. IMA members shall be used to fill their AC T/O line number. Members of the IRR shall be used to fill combat replacements, IA/SA, and USMCR unit shortfalls.

(2) Standby Reserve. Members of the Standby Reserve can be ordered to active duty only after the SECNAV has determined there are not enough qualified members readily available in the Individual Ready Reserve.

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c. Retired Component

(1) Category I Retirees. Category I retirees are non-disability retirees, under the age of 60, who have been retired for less than five years. This is the primary population of retirees that would be recalled to active duty in time of war, national emergency proclaimed by the President, or declared by Congress, or when otherwise authorized by law. They would not only be used to expand the CONUS supporting establishment, but may also be employed in noncombatant billets in the operating forces if suitable individual reservists are not available. These retirees are also available for pre-assignment to contingency billets.

(2) Category II Retirees. Category II retirees are non-disability retirees under the age of 60 who have been retired 5 years or more. They are assigned to billets the same as Category I retirees.

(3) Category III Retirees. Category III retiree classification is comprised of any retiree, over age 60 including those retired for disability, other than Category I and II. This manpower asset shall be called only after it is clear that there are no other available manpower resources. With few exceptions, these retired Marines shall be used only in the CONUS supporting bases and stations.

5002. FDP&E MANPOWER PLANNING AND SOURCING. This section outlines planning procedures/responsibilities for the Marine Corps component commander and HQMC Manpower Planners, prior to, during, and after Sourcing and Refinement Conferences. Actions may be accomplished concurrently within each phase or consecutively, depending upon whether the action is performed in a sequential hierarchy or independent of other steps.

1. Receive and Analyze the Mission. In the receive and analyze mission phase, the CCDR tasks the COMMARFOR to develop a force list based upon the mission assigned for each plan. The Marine Corps component commander shall execute the MCPP and convene the DOT to develop the force list during initial planning and refine during the sourcing conference. The DOT shall include manpower planners to ensure all manpower requirements are accurately identified to initiate necessary manpower planning actions required for assignment and/or future augmentation.

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2. Development of the CONOPS. During this phase, the component commander certifies the manpower requirements to the CCDR for finalization of Annex A to the plan or subsequent rotation of forces during execution of follow-on operations. The supported MARFOR and DC M&RA are responsible for publishing manpower Reception and Force Integration (R&FI) guidance for inclusion in Total Force Manpower Guidance message and plans.

3. Determine Requirements. During this phase, USMC/USN combat personnel replacement requirements, initial individual augmentation (IA) and backfill requirements are outlined to determine initial deployment support augmentation and reinforcement requirements. This shall include base, air station and Medical Treatment Facility (MTF) predeployment requirements to support the force deployment process.

4. Phase Deployment Flow. See chapter 3.

5. Source Requirements

a. The supported MARFOR sources manpower requirements from assigned/attached forces. Supported MARFORs submit a Request for Forces to the supported CCDR identifying unsourced manpower requirements. CMC action per references (a) and (d) shall process activation requests for RC if required. Appendix 6 of Annex C from reference (d) outlines the casualty replacement process and model in more detail. The USMC Casualty Estimation (CASEST) model shall be employed at the MEF/MAGTF level. CASEST is an automated tool used by operational planners at all levels of command. Therefore, within the command, the G-1/S-1 should be designated the office of primary responsibility for maintaining and using the CASEST model. The CASEST model requires accurate and ongoing input of operation scenario details. The manpower planners and operations planners must input data into the model based upon current operational situation and assumptions contained in the CONOPS and CMC planning guidance. MMAS CASEST model output by grade and MOS stratification are used in TPFDD development and to determine Navy echelons of care for medical support and MEDLOG.

b. The supported CCDR attempts to source from assigned/attached forces. The CCDR builds RFF/RFC (per references (a) and (b)) and submits the request to CJCS, info CMC. CJCS vets, prioritizes, staffs and routes to force providers for a sourcing solution COA. Sourcing solution COAs are developed and submitted with recommended sourcing solutions.

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c. The CJCS issues a DEPORD for the SecDef approved sourcing solution. The supported COMMARFOR issues the "Report For Planning" message. This message notifies COMMARFORRES and USMCR units that activation is approved and manpower actions required for "alert" must be accomplished to start predeployment benefits.

d. Supporting CCDRs and MARFORs issue DEPORDs, and USJFCOM/MARFORCOM request CMC direct USMCR activation. CMC requests the authority to mobilize/activate USMCR forces. CMC receives authority, via CJCS and SECNAV, to mobilize/activate USMCR units. CMC directs COMMARFORRES to activate units specified in DEPORD.

e. CMC/CNO is responsible to activate other RC/Retired Manpower requirements not specified in the DEPORD for individual augmentation (IA)/Individual Mobilization Augmentee (IMA), individual combat replacements or deployment support augmentation requirements identified during either planning or execution phases.

f. Requests for individual augmentation and IMA requirements are submitted to CMC (MM) via appropriate COMMARFOR and/or command/agency.

6. Tailor Requirements. The supported CCDR refines force/sustainment requirements to include identifying individual augmentation and combat replacements based on mission analysis. CMC is an info addressee; to continue manpower processes in support of follow on force flow as required in the TPFDD.

7. Validate Movement Requirements. The supported CCDR validates movement requirements and sourcing. During this phase, the Operations and Manpower Sections enter data into JOPES from MCMPS utilizing MDSS II to pre-manifest ULNs assigned to allocated lift assets.

8. Marshal and Move to POE (R&FI). The GFC conducts R&FI of AC/RC unit personnel and reports, via message traffic, force integration/assumption of OPCON per CMC total force manpower and planning guidance.

9. Manifest and Move to POD. During this phase the Deploying Unit Commander (DUC) and Supported MARFOR submit manifest data and load documentation. They also report integration/assumption of OPCON to the supported CCDR and subsequent force closure in theater.

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10. Move to Final Destination. Manpower reporting via SITREPS or other means certifies personnel movement to the Tactical Assembly Area and forward movement.

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Chapter 6

Global Force Management Process

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6000. PURPOSE

1. Global Force Management (GFM) shall integrate complementary assignment, apportionment, and allocation processes into a single process. GFM aligns force apportionment, assignment, and allocation methodologies in support of the defense strategy and joint force availability requirements. It provides comprehensive insights into the global availability of U.S. military forces and provides senior decision makers a process to quickly and accurately assess the impact and risk of proposed changes in forces/capability assignment, apportionment, and allocation. Global Force Management 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 combatant command requirement.

c. Identify risk associated with sourcing recommendations.

d. Improve ability to win multiple overlapping conflicts.

e. Improve responsiveness to unforeseen contingencies.

f. Provide predictability for rotational force requirements.

2. GFM shall enable the SecDef to make proactive, risk-informed force management decisions by integrating the three processes of assignment, apportionment, and allocation to facilitate alignment of operational forces against known allocation and apportionment requirements in advance of planning and deployment preparation timelines. The end result shall be timely allocation of forces and capabilities necessary to execute combatant command missions (to include theater security cooperation tasks), timely alignment of forces against future requirements, and informed SecDef decisions on the risk associated with allocation decisions while eliminating ad hoc assessments.

3. GFM Scope. References (e), (i), and (m) are the baseline documents that establish the policy and procedures in support of Global Force Management. Global Force Management shall include:

a. Direction from the SecDef as to assignment of forces to combatant commands.

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(1) Assignment. Sections 161, 162 and 167 of reference (f) outline force assignment guidance and requirements. The President, through reference (i), instructs the SecDef to document his direction for assigning forces in reference (m). Per section 162 of reference (f), "the Secretaries of the Military Departments shall assign all forces under their jurisdiction to unified and specified combatant commands...to perform missions assigned to those commands. Such assignment shall be made as directed by the SecDef, including direction as to the command to which forces are to be assigned."

(2) Assigned forces are those forces and resources that have been placed under the combatant command (command authority) of a unified commander by the directions of the Secretary of Defense in his "Forces for Unified Commands Memorandum". Forces and resources so assigned are available for normal peacetime operations of that command.

b. The force/capabilities allocation process that supports combatant commands for both steady-state rotational requirements and Requests for Capabilities or Forces in response to crises or emergent contingencies.

(1) Allocation. The resources provided to the commander of a unified command by the President and Secretary of Defense with advice from the Chairman of the Joint Chiefs of Staff, in consultation with other members of the Joint Chiefs of Staff, for execution planning or actual execution. Forces and resources are allocated through the Joint Operation Planning and Execution System (JOPES) documentation such as a warning order or Deployment order.

(2) Per section 162 of reference (f), "a force assigned to a combatant command...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." Under this authority, the SecDef allocates forces between combatant commanders.

c. The apportionment guidance, reference (e).

(1) Apportionment. The designation of forces and resources to a CCDR for contingency planning. They may include those assigned and those expected through mobilization and those programmed.

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(2) Per section 162 of reference (f), "the Chairman of the Joint Chiefs of Staff shall be responsible for...preparing strategic plans, including plans which conform with resource levels projected by the SecDef to be available for the period of time for which the plans are to be effective." Per reference (h), "apportioned forces are major combat forces and selected support forces provided to combatant commands for contingency planning. They are forces projected to be available for employment during the period of time for which the plans are effective." The CJCS apportions forces to combatant commands based on reference (x).

6001. GLOBAL FORCE MANAGEMENT REQUEST FOR CAPABILITIES (RFC) / REQUEST FOR FORCES (RFF) ALLOCATION PROCESS

1. The Process. This portion lays out the process, roles, missions and functions to support the sourcing of combatant command requests for capabilities and forces to support emerging or crisis-based requirements. This process is executed in eight steps (also depicted in Figure 6-1):

a. Step 1. Combatant commanders submit RFF/RFC to support emerging operational requirements to the Joint Staff. The Joint Staff validates the RFF/RFC.

b. Step 2. The Joint Staff determines if the requested capability or force requests USSOCOM, USSTRATCOM, USTRANSCOM or other federal agency asset(s), and, if so, develops sourcing recommendations for SecDef approval directly with the sourcing combatant command or federal agency.

c. Step 3. CJCS directs the primary Joint Force Provider (JFP) to develop a sourcing recommendation for the validated RFC/RFF. The forwarded RFC/RFF may include sourcing guidance developed by the Global Force Management Board (GFMB). The Joint Staff provides an info copy of the RFC/RFF to the services and combatant commands.

d. Step 4. The primary JFP shall develop recommended global sourcing solutions to fill the validated RFC/RFF.

e. Step 5. USJFCOM develops a draft Deployment Order (DEPOD) and coordinates through its service components its recommended sourcing solution with services and combatant commands. The role of the primary JFP in this step is to formally capture - through staffing - the risks associated with a particular sourcing recommendation.

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f. Step 6. USJFCOM provides to the Joint Staff its recommended global sourcing solution from all conventional forces (including those assigned to combatant commanders and those forces not assigned to combatant commands and retained under control of the service secretary). USJFCOM provides info copies to the services and combatant commands.

g. Step 7. Combatant commands and services communicate to the CJCS their assessment of risk or other issues associated with USJFCOM's recommended global sourcing solution. JS coordinates with OSD, agencies, services or combatant commands with issues or equity to articulate or adjudicate (if possible) issues that would result in a non-concurrence. This step does not relieve USJFCOM of the requirement to coordinate its recommended sourcing solution with combatant commands and services. Instead, it provides a means as required for combatant commanders and service chiefs to provide an additional assessment if they feel one is required.

h. Step 8. The Joint Staff staffs the USJFCOM draft DEPOD with agencies and OSD. If necessary, the Joint Staff adjudicates any combatant command or service non-concurrence, and forwards the recommended sourcing solution via the DEPOD book to the SecDef for approval.

2. Roles and Responsibilities of the Services

a. Services shall provide readiness, availability, deployment, and redeployment information for those forces not assigned to combatant commanders but under service authority to Commander, USJFCOM, through his assigned service components for both active and reserve forces.

b. In coordination with the primary JFP:

(1) Formally assess and provide to USJFCOM (via USJFCOM-assigned service components) military/institutional risk associated with primary JFP-recommended sourcing solutions.

(2) Upon SecDef approval of allocation action(s), execute required mobilization, demobilization and reconstitution actions.

(3) Execute force management functions that sustain an acceptable level of available forces to support combatant command requirements for capabilities and forces. Such

Global Force Management Board Input / Sourcing

- OSD, Joint Staff, COCOM, Service participation
- Rotational Force Allocation Process development
- Policy / priority guidance for RFF/RFC sourcing from QTRLY mtg
- Review major RFF/RFC sourcing issues that impact Defense Strategy

Step #7: COCOM/Services retain ability voice their issues direct to CJCS; required, use GFMB or Tank to issue

Step #8: JS staff DRAFT sourcing recommendation w/ OSD /

- Adjudicate issues thru
- Forward recommendation to

Step #6: JFCOM provides recommended sourcing solution to CJCS. Info COCOMs and

Step #3: JS sends validated RFF/C to JFCOM for action any appropriate sourcing guidance. Info copies COCOMs and

Step #4: JFCOM endorses RFF/C and forwards w/ any additional sourcing guidance its Service components to determine sourcing recommendation &

Step #1: Submit Capability-based request (RFF/C) to

Supported COCOM CDR

Additional Requirement Generate

Force Flow Document Generate

Subordinate Commander

Supporting COCOM CDRs & component

Legend

- > Coordination as
- > Direct

Service / functional component

- Service / functional component
- Subordinate
- Su - unified Combatant

6002. Global Force Management Rotational Force Allocation
Process

2. Overview. The rotational force allocation process provides guidance for the allocation of rotational forces to support combatant command needs. The U.S. Armed Forces provide overseas presence through a combination of rotational forces and forward-based forces with the resources (infrastructure and pre-

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positioned equipment) necessary to sustain and maintain those forces. Forward-based forces are assigned to regional combatant commands (e.g., USEUCOM, USPACOM, and USSOUTHCOM) in the assignment tables of the Forces for Unified Commands document, reference (m). Rotational forces are forces allocated to a combatant commander to execute tasks in that combatant command's area-of-responsibility (AOR), and are typically deployed for a specified period of time (generally, 90 - 179 days). Rotational forces deploy as "units", typically sized at the battalion/squadron, air expeditionary group, or carrier strike group/expeditionary strike group level or larger (smaller sized capability packages are excluded). Rotational forces are sourced globally - all forces are available for tasking, and capabilities in one AOR can be committed in another AOR.

3. The Process. The rotational force allocation process is facilitated by quarterly Global Force Management Boards (GFMBs). An October GFMB shall review and prioritize combatant command rotational requirements for the next three years - schedule year (current FY+1) and the planning years (current FY+2 and current FY+3). Following GFMB approval of those rotational requirements, the primary JFP develops a DRAFT rotational force schedule and rotational force allocation plan. A January GFMB shall review the draft schedule and allocation plan developed by the primary JFP. Upon GFMB approval, the schedule and allocation plan shall, if required, be vetted through the Tank process and forwarded to the SecDef for approval. An April GFMB shall review the approved rotational force schedule for any changes identified subsequent to SecDef approval. Finally, a July GFMB shall review Joint Staff developed guidance and assumptions prior to soliciting requirements from the combatant commands in preparation for the next October GFMB.

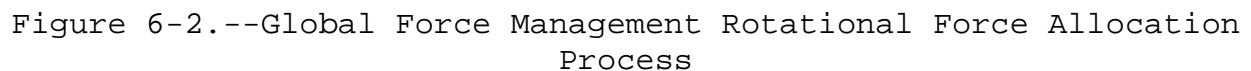
4. Roles and Responsibilities of the Services (in coordination with the primary JFP)

a. Formally assess and provide to USJFCOM (via USJFCOM-assigned service components) military/institutional risk associated with primary JFP-recommended rotational force schedules and rotational force allocation plans.

b. Upon SecDef approval of the rotational force schedule, execute required mobilization, demobilization and reconstitution actions.

c. Through USJFCOM-assigned service components, work to identify and program assets and funding in support of the

d. As required, participate in the GFMB to develop the rotational force schedule and allocation plan. The rotational force allocation process desired end state is to enable a capabilities-based rotational force allocation process that achieves CPG goals. This process shall determine the appropriate joint forces to fill validated combatant commander requirements.



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Appendix A Marine Corps FDP&E Matrix

| TASK | CMC | CHD | LOGCOM | NAVRESFOR | MARFORRES | Supporting MARFOR | Supported MARFOR | GFC | DUC | MAGTF | MCB/MCAS/ BASE HOSP | REMARKS |
|--|-----|-----|--------|-----------|-----------|-------------------|------------------|-----|-----|-------|---------------------|--|
| FORCE DEPLOYMENT PLANNING | | | | | | | | | | | | |
| RECEIVE & ANALYZE MISSION | | | | | | | | | | | | |
| Execute the Marine Corps Planning Process | | | | | | | | | | X | | MCWP 5-1 |
| Convene the DOT (Deployment Operations Team) | | | | | | | | | | | | |
| DEVELOP CONCEPT OF OPERATIONS | | | | | | | | | | | | |
| Develop Task Organization for employment | I | I | I | I | I | I | I | X | | A | | JP 5-0, Chap 3, para 6; Per JOEPES Vol III Annex A |
| Articulate command relationships for operating forces | I | A | A | A | A | A | X | X | I | I | I | Joint Pub 4-05.1; MCO P3000.19 (MAID-P) |
| Articulate command relationships for Supporting Establishment | X/A | I | I | | I | I | I | I | I | I | A | MCO P3000.19 (MAID-P) Annex J Apdx 1 |
| Articulate command relationships for USN Supporting Establishment | I | X/A | | I | I | | I | | I | | | MCO P3000.19 (MAID-P) |
| Establish initial report for planning relationships | I | I | I | I | I | X/A | I | I | I | I | I | Per Command relationships per CJCS/SecDef Dir |
| Develop Force lists (Annex A) | I | I | I | I | I | I | X | X | A | A | | |
| Publish R&FI guidance and incorporate into appropriate plans. | X | | | | I | I | X | A | A | A | I | Per MCO P3000.19 (MAID-P) |
| Determine deployment support requirements to be provided by supporting commander | I | | I | | I | A | A | X | A | A | A | MCO P3000.19 (MAID-P) |
| DETERMINE REQUIREMENTS | | | | | | | | | | | | |
| Develop ULN structure and associated force requirements to support the CONOPS and task organization | I | I | I | I | I | I | X/A | I | I | I | I | Define rqmts in MAGTF/IIJFRG II, Ref JOEPES Vol III Apdx A, Encl F and CCDR TPFDD LOI |
| Develop force record data (FRN) for force units/dets specified in the Task Organization | I | I | I | I | I | I | X/A | I | I | I | I | MCO P3000.18XX |
| Develop initial sustainment rqmts | I | I | I | I | I | I | X/A | I | I | I | I | Recommend LOGCOM send LNO to JTF (MEF) |
| Develop concept of logistics support. | | | | | A | A | X | A | | | | MCO P3000.18XX |
| Determine USMC/USN combat personnel replacement requirements | I | I | I | I | I | I | X/A | X/A | | A | I | Supported MARFOR uses CASEST to build rqmt and submit to CMC (M&RA and I&L); MCO P3000.19 (MAID-P) Annex C, Apdx 6 |
| Determine Initial Individual Augmentation (IA) and backfill requirements | X/A | I | I | I | X/A | X/A | X/A | X/A | | X/A | X/A | Per MCO 1001.61, MCO P3000.19 (MAID-P) and CJCS 1301.1C; includes civilian augment. |
| Determine initial deployment support augmentation & reinforcement requirements to include base, air station and MTF pre-deployment reqs. | X/A | A/I | I | I | X/A | X/A | X/A | X/A | A | X/A | X | Includes FAP (MCO 5300.3G) and USN backfill (MCO P3000.19 MAID-P) |

X - Responsible A - Action I - Information/Monitor

Appendix A Marine Corps FDP&E Matrix

| TASK | CMC | CNO | LOGCOM | NAVFORS | MARFORRES | Supporting MARFOR | Supported MARFOR | GFC | DUC | MAGTF | MCB/MCAS/ BASE HOSP | REMARKS |
|---|-------|-------|--------|---------|-----------|-------------------|------------------|-------|-------|-------|------------------------|--|
| Determine theater pre-deployment requirements (to include training, medical and admin) | I | I | I | A | A | I | X/A | X/A | A | A | I | NAVFORS--includes Reserve NCB; MCO P3000.19 (MAID-P) |
| PHASE DEPLOYMENT FLOW | | | | | | | | | | | | |
| Phase deployment flow via JOPES/MAGTF II. | I | I | I | I | I | I | A | X/A | I | A | I | Per JOPES Vol III, Encl B and CCDR TPFDD LOI |
| Analyze TPFDD for logical and fatal errors. | | | | | A | A | X | A | A | A | | |
| SOURCE REQUIREMENTS | | | | | | | | | | | | |
| Source reqs from assigned/attached forces | | | | | | | X | | | | | JOPES Vol III, Apdx A, Encl F |
| Un sourced Reqs are ID'd and a Request for Forces/Capabilities is submitted to Supported CCDR | A | I | I | I | I | A | X/A | X | I | X | I | Per JOPES Vol III, Apdx A, Encl F; JP 3-35, and MAID-P. Supporting MARFOR request |
| Submit request for service support requirements | A | I | I | I | I | A | X/A | X | I | X | X | |
| Request individual augmentation | X/I/A | X/I/A | X/I/A | X/I/A | X/I/A | X/I/A | X/I/A | X/I/A | X/I/A | X/I/A | X/I/A | MCO 1001.61; MCO P3000.19 MAID-P |
| CCDR attempts to source from assigned/attached forces | I | I | I | I | I | I | I | I | I | I | I | |
| CCDR builds JOPES RFF/RFC and submits to CJCS | I | I | I | I | I | I | I | I | I | I | I | |
| CJCS vets, prioritizes, staffs and routes to force providers | A | I | I | I | I | I | I | I | I | I | I | |
| Develop and submit recommended sourcing solutions | A | A | A | A | A | X | I | | | A | A | |
| CJCS issues DEPORD for SecDef approved sourcing solution | I | I | I | I | I | I | I | I | I | I | I | |
| Issue "Report For Planning" message | I | I | I | I | A | I | X/A | I | I | I | I | MCO P3000.19 (MAID-P) |
| Supporting CCDR and MARFORs issue DEPORDs | I | I | I | I | A | A | A | | | | | CDRUSJFCOM directs sourcing of USMC force rqmts to COMMARFORLANT when designated as a supporting CCDR and tasked to source unfilled rqmts. |
| Request CMC direct USMCR activation | A | I | I | I | I | X | I | I | I | I | I | |
| Request authority to activate/mobilize USMCR forces | X | I | I | I | I | I | I | I | I | I | I | CMC will request to SecDef, via CJCS authority |
| Receive authority, via CJCS and SECNAV, to mobilize/activate USMCR units | X | I | I | I | I | I | I | I | I | I | I | MCO P3000.19 (MAID-P) |
| Issue Total Force Manpower Guidance | X | I | A | I | A | A | A | A | A | A | A | Can include stop loss authority. MCO P3000.19 (MAID-P) |
| Direct COMMARFORRES to activate units | X | I | I | I | A | I | I | I | I | | | MCO P3000.19 (MAID-P). Must include support relationships prior to unit chop to GFC OCONUS |

X - Responsible A - Action I - Information/Monitor

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Appendix A Marine Corps FDP&E Matrix

| TASK | CMC | CNO | LOGCOM | NAVRESFOR | MARFORRES | Supporting MARFOR | Supported MARFOR | GFC | DUC | MAGTF | MCB/MCAS/ BASE HOSP | REMARKS |
|--|-----|-----|--------|-----------|-----------|-------------------|------------------|-----|-----|-------|------------------------|---|
| Report activation | | | | | | | | | | | | Per MCO P3000.19 (MAID-P). Need activation and command authority command message. |
| Required SORTS update | I | | I | | I | I | I | X | A | A | | SMCR units change from R to A; MCO P3000.11 (SORTS); MFR 3060.2 p. C-6-1 and Annex U |
| Activate other RC/RET reqs | X/A | X/A | I | A | A | I | I | I | I | I | I | MCO P3000.19 (MAID-P), Annex C |
| Create and certify force flow movement data for sourced requirements | A | A | | A | A | A | | | X/A | | A | USMCR TPFDD will normally show movement from origin to theater |
| Identify capability sourcing shortfalls | X | | | | X | X | A | A | X | A | | JOPES Vol III |
| Assess risks associated with any unsourced requirements | I | I | I | I | I | I | X | A | A | A | A | JOPES Vol I |
| Establish funding source responsibility for activated USMCR units | X/A | X/A | I | I | I | I | A | A | I | I | I | MCO P3000.19 (MAID-P), Annex W or SMCR personnel |
| Source individual combat replacements | X/A | | | | | | | | | | | CMC (P and MP) establish Combat Replacement Pools; MCO P3000.19 (MAID-P), Annex C |
| Source individual combat replacements' ICCE | X/A | | A | | | | | | | | A/I | MCO P3000.19 (MAID-P), Annex D |
| Report Initial Remain Behind Equipment (I-RBE) | I | | I | | X/A | X/A | X/A | I | A | A | I | With exception of M1A1 Tanks and AAVs; MCO P3000.19 (MAID-P); MFR 3060.2 page C-4-1, WRM. |
| Source DUC equipment from IRBE | | | | | I | I | | X | A | A | | MCO P4400.39 WRM. 14-3; MFL 3120.15A para 6001.4; MFR 3060.2 page C-4-1 |
| Identify remaining equipment shortfalls to LOGCOM for sourcing | I | | A | | I | X | I | I | I | I | I | MCO P3000.19 (MAID-P); MFL 3120.15A para 6001.4; MFR 3060.2 page C-4-1 |
| Source remaining equipment requirements | I | | X | | I | I | A | A | A | A | A | MFL 3120.15A para 6002; ForO 4400.9; UM 4400-185 and 186. |
| Source equipment reqmt via other service components | I | | I | | I | I | X | A | A | A | A | Supported CCDR is responsible. MFL 3120.15A para 6002; ForO 4400.9; UM 4400-185 and 186. |
| Report final RBE to LOGCOM | I | | A | | X/A | X/A | X/A | I | A | A | I | MFL 3120.15A para 6002; ForO 4400.9; UM 4400-185 and 186. |
| Request appropriate F/IAD status | I | | I | | A | A | A | I | X | I | | Required in activation order; MCO 4790.2C; MARADMIN 092/02 |
| Approve new F/IAD status | X | | I | | A | A | A | A | A | A | | MCO 4790.2C |
| Decide whether new AAC for AC/RC unit is appropriate (related to employment of dets) | I | | A | | A | A | A | X | A | I | | MCO 4140.2 |
| Change TAC 1 and TAC 2 addresses | I | I | A | I | I | I | X | X/A | A | X/A | | MCO 4420.4H |
| Source deployment support augmentation requirement | A | A | I | A | A | X | I | I | A | I | A | |
| Issue CTEP/STAP/NBC gear to AC/RC units as required | I | I | A | A | A/X | A | A | X | A | A | A | |

X - Responsible A - Action I - Information/Monitor

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Appendix A Marine Corps FDP&E Matrix

| TASK | CMC | CNO | LOGCOM | NAVRESFOR | MARFORRES | Supporting MARFOR | Supported MARFOR | GFC | DUC | MAGTF | MCB/MCAS/ BASE HOSP | REMARKS |
|--|-----|-----|--------|-----------|-----------|----------------------|---------------------|-----|-----|-------|------------------------|--|
| TAILOR REQUIREMENTS | | | | | | | | | | | | |
| Refine force/sustainment requirements based on mission refinement | I | I | A | I | I | I | X | A | A | A | A | Joint Pub 5-0: CJCSM 3122.02C JOPES Vol III |
| FORCE DEPLOYMENT EXECUTION | | | | | | | | | | | | |
| VALIDATE MOVEMENT REQUIREMENTS | | | | | | | | | | | | |
| Supported CCDR validates movmnt reqs and sourcing | I | I | I | I | I | I | A | I | I | I | I | Ref CJCSI 3020.01 |
| Lift provider schedules and allocates lift to the requirements | I | I | I | I | X | A | X | A | A | A | | |
| Conduct and validate load plans by mode and source | I | I | I | I | I | I | I | I | X/A | X/A | | |
| Pre-manifest ULN's to allocated lift | I | I | I | I | A/I | A | A | A | X | X | | CJCSM 3122.02C JOPES Vol III |
| Schedule organic moves/non-common user lift | I | I | X/A | I | X/A | I | I | A | X/A | X/A | | |
| MARSHAL & MOVE TO POE (R&FI) | | | | | | | | | | | | |
| Select Unit Marshalling Area | I | | | | I | I | I | I | I | X | | MCRP 4-11.3G, page 36 |
| Activate Movement Control Center (FMCC/LMCC/UMCC'S) | I | I | I | I | I | I | I | I | X | X | I | MCRP 4-11.3G, page 5-4 |
| Load conveyances as outlined in load plan. | I | I | I | I | I | I | I | I | A | X | | MCRP 4-11.3G |
| Conduct R&FI of ACRC unit | I | I | I | I | I | I | I | X | A | A | I | MCO P3000.19 (MAID-P), Annex P |
| Exercise command/support per CMC guidance | X | I | I | I | I | I | I | X | A | A | I | RC DUC reports arrival and reporting to GFC; MFL 3120.15A para 3002.3 and p. E-1-A-1. MFR Order 3060.2 Ann U |
| ACRC units transfer equipment to GFC | I | I | I | I | A | I | I | A | X | A | | MFR 3060.2, Annex U |
| Effect transfer of AAC | | | | | | | | | | | | |
| SMCR units employed as detachments transfer (Z2M) equipment to GFC | I | I | I | I | I | X | A | A | A | A | | |
| Provide life support | I | I | I | I | I | I | I | X | I | X | X | |
| Report Force Integration / assumption of OPCON per CMC guidance | I | I | I | I | I | I | A | X | A | A | | via genser message |
| MANIFEST AND MOVE TO POD | | | | | | | | | | | | |
| Submit manifest data / load documentation | I | I | I | I | I | I | X | I | X/A | A | | CJCSM 3122.02C JOPES Vol III |
| Report CHOP to CCDR | I | I | | I | I | I | X/A | I | A | I | | |
| Report force closure | I | I | I | I | I | I | X/A | I | X/A | I | | per JOPES Vol III (S&M) |
| MOVE TO FINAL DESTINATION | | | | | | | | | | | | |
| Total force movement to TAA | I | | | | | I | X | | | | | |
| Capture, record, and report costs | A | A | A | A | A | A | A | A | | A | A | |
| NOTES: 1. MAGTF includes MAGTF CE, GCE, ACE, CSSE and subordinate commands. 2. GFC is commander that receives and integrates a subordinate unit for employment. 3. DUC is any commander that will deploy his/her unit for employment. | | | | | | | | | | | | |

X - Responsible A - Action I - Information/Monitor

Appendix A Marine Corps FDP&E Matrix

| TASK | CMC | CNO | LOGCOM | NAVRFOR | MARFORRES | Supporting MARFOR | Supported MARFOR | GFC | DUC | MAGTF | M CB/M CAS/ BASE HOSP | REMARKS |
|--|-----|-----|--------|---------|-----------|----------------------|---------------------|-----|-----|-------|--------------------------|---|
| FORCE REDEPLOYMENT PLANNING | | | | | | | | | | | | |
| IDENTIFY UNITS FOR REDEPLOYMENT AND ACTIVATION | | | | | | | | | | | | |
| DEVELOP CONCEPT FOR WITHDRAWAL | | | | | | | | | | | | |
| CINCPAC receives redeployment authority | I | I | I | I | I | I | I | I | I | I | I | Reporting MARFOR readresses to the appropriate commanders |
| Establish report for planning | I | I | I | I | I | I | X/A | A | A | A | I | Includes commanders receiving units/dets from the GFC |
| Develop non-SMCR personnel redistribution policy | X | X | I | I | I | I | X/A | A | A | A | I | Concerns in-theater redistribution only |
| Identify Mandatory Deactivation Date | X | X | I | A | A | A | X/A | A | A | A | A | |
| Determine redeployment marshalling areas | I | I | I | I | I | I | X | A | A | A | I | |
| Develop concept of logistic support | I | I | I | I | I | I | X | X/A | A | X/A | I | In-Theater logistics support. Equipment |
| Development of ports of embarkation | I | I | I | I | I | I | X | X/A | A | X/A | I | |
| Redefine command relationships for withdrawal and redeployment | I | I | I | I | I | A | X | X/A | A | X/A | I | |
| Establish withdrawal/redeployment priority | X | X | A | A | A | A | X/A | X/A | A | X/A | I | CMC & CANO will provide influence |
| Develop task organization for redeployment | I | I | I | I | I | I | X | X/A | A | X/A | I | Establishes ULN structure |
| DETERMINE REDEPLOYMENT REQUIREMENTS | | | | | | | | | | | | |
| Identify units/dets for redeployment | I | I | I | I | I | I | X | X/A | A | X/A | I | |
| Develop ULN structure and associated force requirements to support concept of redeployment/task organization | I | I | I | I | I | I | X | X/A | A | X/A | I | MCO 4600.7C |
| Identify personnel to remain in theater | I | I | I | I | I | I | X/A | X/A | A | X/A | I | CMC (PP&O/M&RA) & CNO will provide influence |
| Identify equipment to remain in theater | I | I | I | I | I | I | X/A | X/A | A | X/A | I | CMC & CNO will provide influence |
| Identify personnel to redeploy with unit/Det | I | I | I | I | I | I | X/A | X/A | A | X/A | I | |
| Identify equipment to redeploy with unit/Det | I | I | I | I | I | I | X/A | X/A | A | X/A | I | CMC & CNO will provide influence |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
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| | | | | | | | | | | | | |

X - Responsible A - Action I - Information/Monitor

Appendix A Marine Corps FDP&E Matrix

| TASK | CMC | CNO | LOGCOM | NAVRESFOR | MAFORRES | Supporting MARFOR | Supported MARFOR | GFC | DUC | MAGTF | MCB/MCASP BASE HOSP | REMARKS |
|--|-----|-----|--------|-----------|----------|----------------------|---------------------|-----|-----|-------|------------------------|---|
| TAILOR REDEPLOYMENT REQUIREMENTS | | | | | | | | | | | | |
| Refine force requirements via the TPFDD | I | I | A | A | A | A | X/A | X/A | A | X/A | I | Continuous process until TPFDD has flowed |
| Assess risks associated with redeployment lift and throughput requirements | I | I | A | A | A | A | X/A | X/A | A | X/A | I | |
| FORCE REDEPLOYMENT EXECUTION | | | | | | | | | | | | |
| Issue redeployment order with direction/request to continuously validate TPFDD movement requirements | I | I | A | A | A | A | X/A | A | A | A | I | |
| CONDUCT LOAD PLANNING | | | | | | | | | | | | |
| Certify movement requirements | I | I | I | I | I | I | X/A | X/A | A | X/A | I | |
| Receive scheduling and movement | I | I | I | I | I | I | I | I | I | I | I | |
| Schedule organic moves | I | I | I | I | I | I | X/A | X/A | A | X/A | I | |
| Produce load plans and provide to TRANSCOM | I | I | I | I | I | I | X/A | X/A | A | X/A | I | |
| Allocate ULN's to carriers/missions | I | I | I | I | I | I | X/A | X/A | A | X/A | I | |
| MARSHAL & MOVE TO POE | | | | | | | | | | | | |
| Move force to POE consistent with the TPFDD | I | I | I | I | I | I | X/A | X/A | A | X/A | I | |
| Embark on Strategic Lift consistent with load plan | I | I | I | I | I | I | X/A | X/A | A | X/A | I | |
| Redeploy | I | I | I | I | I | I | X/A | X/A | A | X/A | I | |
| Provide redeployment support to conduct RSO | I | I | I | I | I | I | X/A | X/A | A | X/A | I | |
| Conduct RSO | I | I | I | I | I | I | X/A | X/A | A | X/A | I | |
| MOVE TO POD | | | | | | | | | | | | |
| Continuing daily certification of TPFDD | I | I | I | I | I | I | X/A | X/A | A | X/A | I | |
| Manifest and move to POD | I | I | I | I | I | I | X/A | X/A | A | X/A | I | |
| MOVE FROM POD TO FINAL DESTINATION | | | | | | | | | | | | |
| Move the Force to final destination | I | I | A | X/A | X/A | X/A | I | I | A | I | A | |
| Unit completes transfers of equipment (AVY disposition instructions) | I | I | I | I | I | I | I | I | X/A | I | I | |
| Transfer A/C | I | I | I | A | A | I | I | I | X/A | I | I | |

X - Responsible A - Action I - Information/Monitor

Appendix A Marine Corps FDP&E Matrix

| TASK | CMC | CNO | LOGCOM | NAVRESFOR | MARFORRES | Supporting MARFOR | Supported MARFOR | GFC | DUC | MAGTF | MCBMCAS/ BASE HOSP | REMARKS |
|--|-----|-----|--------|-----------|-----------|----------------------|---------------------|-----|-----|-------|-----------------------|---|
| Transfer (Z2M) SMCRR det equipment to parent command | I | I | I | A | A | I | I | I | X/A | I | I | |
| Perform decontainer operations | X | I | A | I | A | A | I | I | X/A | I | X/A | Includes unit liaison personnel to maintain equipment custody |
| Capture, record, and report costs | X/A | X/A | A | A | A | A | A | A | A | A | A | |
| SMCRR/DET DEACTIVATION | | | | | | | | | | | | |
| Deactivate personnel | X/A | X/A | A | X/A | X/A | I | I | I | I | I | A | Establish LNO with STARC |
| Navy Program Nine (NRP9) | I | X/A | I | X/A | I | A | A | A | I | A | A | NRA Site may not always be RTC |
| Ensures liquidation of travel claim and closeout TON numbers | I | I | A | I | I | I | I | I | X/A | I | I | |
| ID Card Recovery/Reissue | | | | | | | | | | | | |
| ID Card Recovery (Dependents) | | | | | | | | | | | | |
| Career Planning (Screen for AcDu Shortfalls) | | | | | | | | | | | | |
| Dental Record Screening | | | | | | | | | | | | |
| Dental Exam | | | | | | | | | | | | |
| Discharge Certificate (DD214) | | | | | | | | | | | | |
| Employer Support for the Guard & Reserve (ESGR) Brief | | | | | | | | | | | | |
| Leave Accrual Del/Processing | | | | | | | | | | | | |
| Medical Audit/Screening | | | | | | | | | | | | |
| Medical/Dental Delay/Exempt Screening | | | | | | | | | | | | |
| Medical Exam | | | | | | | | | | | | |
| Orders Endorsement | | | | | | | | | | | | |
| Pay Records (Temp) Close & Mail (DFAS) | | | | | | | | | | | | |
| Release from AcDu | | | | | | | | | | | | |
| Separation Counseling | | | | | | | | | | | | |
| Sep/Travel Pay Certificate (NAVVMC 11060) | | | | | | | | | | | | |
| Transportation to RTC/HOR | | | | | | | | | | | | |
| Travel Settlement | | | | | | | | | | | | |
| UD Entries: Deactivation/Join | | | | | | | | | | | | |
| Vets Reemployment Rights | | | | | | | | | | | | |

NOTES: 1. MAGTF includes MAGTF CE, GCE, ACE, CSSE and subordinate commands.
2. GFC is commander that receives and integrates a subordinate unit for employment.
3. DUC is any commander that will deploy his/her unit for employment.

X - Responsible A - Action I - Information/Monitor

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Appendix B

FDP&E Systems

1. INTRODUCTION. Planners and logisticians must work in concert to ensure that the resources available support the commander's operational concepts and all planning and logistics factors have been taken into account in the development of the courses of action (COAs). Planners conduct functional and detailed planning to prepare useful and timely plans. Logisticians must be able to measure and assess logistics support to planned operations. They both must be able to assist the commander in supervising the execution of planned operations. The following systems assist the planner and logistician in these actions. These systems, together with their knowledge, experience, and skills, allow the commander to rapidly and effectively plan, decide, execute, and assess operations.

2. GLOBAL COMMAND AND CONTROL SYSTEM (GCCS). The GCCS provides a single joint command and control system for the CJCS. It helps combatant commanders 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 combatant commanders, the services, and Defense agencies. It 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. See Figure B-1.

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Figure B-1.--Global Command and Control System Applications

3. JOINT OPERATION PLANNING AND EXECUTION SYSTEM (JOPES)

a. 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 GCCS. These capabilities support translation of the Presidential and SecDef policy decisions into planning and execution of joint military operations. JOPES mission applications are made of ADP systems used for joint command and control. JOPES ADP systems must interface with selected service applications, which provide data essential for joint planning. JOPES applications shall be accessed from the JOPES navigation window. These applications shall be used independently, but shall interact through shared databases. JOPES core databases reside at selected GCCS sites:

(1) National Military Command Center.

- (2) Alternate National Military Command Center.
- (3) U.S. Transportation Command.
- (4) U.S. Special Operations Command.
- (5) U.S. Joint Forces Command.
- (6) U.S. Pacific Command.
- (7) U.S. European Command.

b. JOPES Mission Applications

(1) JOPES Editing Tool (JET). The JET provides a capability to create, add, modify, delete, and generate output on deployment related information contained in an OPLAN TPFDD. This TPFDD edit capability is a critical tool for both contingency and crisis action planning. JET is a joint system that provides the data manipulation capabilities made available at unit level by JFRG II. The joint staff and unified command staffs use JET.

(2) Rapid Query Tool (RQT). The RQT is intended to perform all the critical functions of legacy JOPES ad hoc query, but at a much higher speed. It provides a fast, flexible, and complete solution to a user's OPLAN query needs. The RQT provides a wide range of user-defined data representation and format options for viewing, emailing, or printing OPLAN data. The RQT creates a "snapshot" of OPLAN data through rapid retrieval using parallel processing. This snapshot is saved on the client workstation and is used when generating reports. This approach allows rapid report tailoring and greatly reduces the number of times the GCCS Oracle database is accessed. The RQT provides the user with a comprehensive JOPES data retrieval, analysis, and output tool. The primary goal of RQT is to provide the JOPES user community with a total OPLAN data analysis tool possessing the absolute maximum performance.

(3) Web Scheduling and Movement (WS&M)

(a) WS&M is the JOPES application that handles command and control information on deployment activity and status. It functions as a vehicle for reporting and tracking movement of TPFDD requirements. Scheduling and movement allows the user to review, update, schedule, and create manifests of

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carrier and organic movement data before and during deployment. It provides the capability to review and analyze an extensive variety of sources, requirements, scheduling, and movement data.

(b) WS&M specifically provides planning allocations, manifested passenger and cargo information, and carrier schedules. Multiple reports concerning transportation analysis are also available. The major functions within scheduling and movement include:

1. Maintaining both allocation (planned) and manifested (actual) movement data.

2. Permitting "shuttles" through the same geographic location.

3. Scheduling carrier support for more than one OPLAN.

4. Provides near real time departure and arrivals reports.

(4) Automated Message Handling Service (AMHS)

(a) The 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) AMHS also supports the automated capability to update various databases from formatted AUTODIN message traffic. Several applications rely on this automated capability, for example, the GCCS Reconnaissance Information System, Global Status of Resources and Training, Evacuation System, and some service-unique applications.

(c) The tasker and message assembler component is responsible for the message transmission process. This process includes four phases: message creation, coordination, validation, and release. The topic component is responsible for organizing incoming message traffic. Topic is a commercial-off-the-shelf software tool that essentially acts as a database manager. Its capabilities include sorting, filtering, filing,

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marking, printing, and deleting incoming AUTODIN message traffic.

(5) Newsgroups

(a) Newsgroups provide the ability for one user 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". The user can review all groups on that server or just a subset.

(b) The subscription list for a newsgroup is user-defined, thereby permitting limited access to messages posted within any newsgroup. Users can read, print, reply to listed messages, or "post" new messages. New messages are posted to a central server for each news group and are, in turn, distributed to all servers, which receive that particular newsgroup. Once posted at the distant server, users can view and print the new message.

c. Marine Corps Planning System

(1) Effective deployment of MAGTFs requires detailed knowledge and application of appropriate automated information systems (AIS). 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. However, full utility of these automated tools cannot be realized without uniform standards and procedures for their use. Accordingly, this section identifies functions associated with operational planning and force deployment, prescribes standard tool(s) to be used for each function, and delineates appropriate staff agencies that shall use the tool to perform function.

(2) Planning and Execution. The Marine Corps has traditionally excelled in deploying forces quickly and smoothly. However, current emphasis on regional conflict and crisis response dictates that we master all facets of contingency planning and crisis action planning using joint systems such as JOPES. To this end, Marines must be familiar with a range of systems which, when used in coordination with one another, greatly enhance our ability to plan for and deploy MAGTFs in a

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joint environment. Recent history has demonstrated the absolute need for standardization, data accuracy and consistent use of procedures and associated tools.

(3) MAGTF Planner Operational Planning Systems

(a) Planners require systems capable of providing all functionality of JOPES in garrison and while deployed. This includes building MAGTF movement requirements, estimating airlift and sealift, sourcing sustainment through the war reserve system (WRS) and generating time-phased force and deployment data (TPFDD). MAGTFs also require a means of uploading a TPFDD to and downloading a TPFDD from JOPES.

(b) 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 community.

1. JFRG II accelerates the development, sourcing, analysis, and refinement of plans and deployment databases resulting in an executable JOPES TPFDD. It shall provide a bridge between JOPES and service and joint deployment data systems, and reduce response time by more efficiently creating and refining plans than can be accomplished directly in JOPES.

2. JFRG II prepares timely initial estimates using standard reference data and analysis tools. 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 can produce JOPES-executable TPFDDs, a JOPES transaction file for modifications to an existing OPLAN database, and can download existing JOPES plans.

(4) Logistic Deployment Planning and Execution Systems

(a) Logistics involves providing resources to support the commander. Technology is important in enhancing the performance of logistics personnel to provide those resources effectively. Logistics information systems are a force multiplier, enhancing logistic planning and execution. Logistics information systems contribute to situational awareness by exchanging detailed information among various logistic elements as well as among operations and plans personnel. Logistics automated information technology enhances

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the commanders situational awareness by assisting him in making decisions, and then directing and coordinating actions necessary to execute those decisions.

(b) Logistics Automated Information Systems (LOGAIS). LOGAIS is the Marine Corps family of systems designed specifically to support operations and logistic planning. There are three separate, but related applications designed to enhance the planning and deployment efforts of commanders at all levels from the battalion to the Marine Expeditionary Force (MEF). These systems support force deployment planning and execution (FDP&E). There is currently no aggregate system that supports all functional areas of logistics to create a common tactical picture or common operating picture for the commander to use in his decision making process.

1. MAGTF Deployment Support System II (MDSS II)

a. Units of the Marine Corps operating forces are required to maintain a database containing all equipment, supplies and organizational personnel. Information in this database is used to develop and identify configuration for specific task organizations, with equipment, supplies, and personnel down to vehicle/package level. These databases form the basis for movement requirements.

b. MDSS II is a unit level deployment database management system capable of contingency planning and supporting crisis action deployment 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 can 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 the force composition-to include the lift requirement- by passing the data through JFRG II and into JOPES.

c. MDSS II provides an automated capability to plan, coordinate, manage, and execute unit movements at origin, origin to point of embarkation, point of debarkation to destination, and destination. MDSS II also produces Defense Transportation Regulation (DTR) compliant data with in transit visibility (ITV), and exports to the Worldwide Port System (WPS) and the Global Transportation Network (GTN). MDSS II shall also

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write Radio Frequency Identification (RFID) tags and pass data to the ITV server.

2. Asset Tracking Logistics and Supply System (ATLASS). ATLASS is a deployable micro 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. It represents a common picture of critical supply and maintenance information across the Marine Corps.

3. Automated Air Load Planning System (AALPS). AALPS is a knowledge-based expert system that is the aircraft load planning system for the DOD. It assists users in the complex task of planning and execution of aircraft loads for all types of deployments. AALPS is used by contingency planners and force designers to perform aircraft load planning and execution. It uses preplanned data (estimates) and actual data for contingency, crisis action, and wargaming scenarios. AALPS is used for estimating airlift requirements (by specific aircraft type and delivery method), producing Air Mobility Command (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 shall interface MDSS II data with AALPS to create aircraft load plans to support unit move.

4. Integrated Computerized Deployment System (ICODES)

a. ICODES is an expert software system designed to support cargo management, planning for shipload and stowage, and planning for military cargos moving through common-user and military ocean terminals. The bulk of the Department of Defense (DOD) unit equipment and resupply cargo is moved through designated worldwide water terminals for transit via water-bound conveyances during exercise, contingency, and pre-positioning operations. ICODES provides single, cross-service ships stow planning system to provide DOD civilian marine cargo specialists and military embarkation personnel with intelligent decision support during tactical, administrative, pre-positioning, and humanitarian assistance operations. The ICODES system includes the production of textual and graphical reports indicating cargo placement, space utilization, cargo type, and trim and stability for pre-stow plans and final stow reports.

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b. ICODES supports CDRUSTRANSCOM and Surface Deployment and Distribution Command (SDDC) strategic goals of providing for integrated systems management tools for common transportation functions throughout the DOD. The planning function enables the user to execute the loading and stowage of military cargo (aboard military or commercial ships) for onward movement in support of DOD objectives during training, humanitarian assistance, pre-positioning and contingency operations. The reporting functions support the requirement to provide Commanders with strict accountability of these cargoes during the loading, trans-shipment, and discharge at the port of debarkation. Marine Corps embarkation planners shall interface MDSS II data with ICODES to create shipload plans to support unit move.

(5) Stand Alone Applications. Although not commonly referred to as part of the formal LOGAIS family, there are also stand-alone applications, which provide different functional area support for logistics (supply, health services, etc.).

(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 techdata file in the MDL and is the source for dimensional data for the MAGTF/LOGAIS family of systems. MDL also pulls data from over two-dozen reference files from various military information systems. This source data library is integrated with the Joint Deployment Data Library in support of JFRG II.

(b) Casualty Estimation Model (CASEST). CASEST is an automated tool that is used to assist the commander and his staff to accurately estimate and plan for personnel replacements, medical and logistical support, and other areas driven and influenced by casualties to evaluate combat scenarios. Model outputs are used in TPFDD development, force sustainment and medical planning. Estimates made are of conventional, NBC, and DNBI casualties and used to stratify the results by rank/grade and MOS for manpower planning purposes.

(c) Retail Ordnance Logistics Management System (ROLMS). Retail Ordnance Logistics Management System (ROLMS) is a multi-platform, client-server system in use by the Navy Ordnance and Marine Corps Ammunition communities. Capable of performing all ammunition logistics management and reporting functions, to include inventory, requisitioning, issues,

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expenditures, receipts, asset maintenance, notice of ammunition reclassification processing and transaction reporting. ROLMS is capable of managing both Class V (A) and Class V (W) ammunition and reporting assets simultaneously to both Marine Corps and Navy Inventory Control Points by means of ammunition transaction reports or item transaction reports. ROLMS is currently in 'brownout' and is being replaced by the Ordnance Information System (OIS). OIS is a web-based integration of ordnance logistics systems used by Navy and Marine Corps for ammunition asset management and accountability that provides all of the capabilities of ROLMS. Based on a three-tier architecture by the web client entering the OIS portal (tier 1), the OIS applications (tier 2), and the OIS database (tier 3).

(d) Cargo Movement Operations System (CMOS). CMOS is a U.S. Air Force system that provides the Marine Corps with base level and theater level distribution center movement traffic management. CMOS has officially been acknowledged throughout DOD as the system utilized for incorporating the joint requirements for transportation in supporting services.

(e) War Reserve System (WRS). WRS is a system which the Marine Corps utilizes that is designed to support contingency and crisis action planning for sustainment and overall management of requirements for war reserve material requirements. WRS receives equipment lists from JFRG II, computes sustainment requirements at the supply parameters, and computes sustainment requirements at the supply class/subclass level. WRS then exports this data to JFRG II to provide movement requirements.

(f) Unit Diary/Manpower Integrated Personnel System (UD/MIPS). UD/MIPS is a Marine Corps system that supports unit level manpower management. It provides the unit access to the Marine Corps Total Force System. UD/MIPS provides extract personnel files for MDSS II to use in FDP&E.

(g) Theater Army Medical Management Information System (TAMMIS). TAMMIS is the current U.S. Army, Navy and Marine Corps Class VIII automated medical logistics system. It is a user-friendly database system that does not require mainframe support and is considered a stand-alone system. The software modules include set assemblage management, biomedical repair, equipment maintenance and a re-supply and inventory control module. The system has been designated to migrate to the Theater Medical Information System (TMIS).

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(h) Naval Aviation Logistics Command Management Information System (NALCOMIS). NALCOMIS is a deployable microcomputer-based client server system that supports Marine aviation supply and maintenance requirements. This system provides reports, parts technical data, inspection requirements, and life cycle information to the squadron that can be imported to higher headquarters.

(6) Total Asset Visibility (TAV)

(a) TAV is the capability to provide timely and accurate information on the location, movement, status, and identity of units, personnel, equipment, material, and supplies. The capability to act upon this information improves the overall performance of the DOD logistical practices. TAV consists of three major components: in-storage, in-process, and in-transit (to include in theater) and is an integral part of the Global Combat Service Support-Marine Corps (GCSS-MC) and the Combatant Commanders 129 initiative. In-Transit Visibility (ITV) is a key component to the success of TAV. Procedures are being worked to ensure Marine Corps data is resident in DOD defined national systems (such as Joint Total Asset Visibility (JTAV)/Integrated Data Environment - Asset Visibility (IDE-AV), Global Transportation Network (GTN), and the Radio Frequency Identification (RFID) ITV Server).

(b) The in-storage process requires feeds from Marine Corps wholesale, retail, and MPS automated information systems (MDSS II) on-hand balance posture of serviceable assets (to include ammunition and aviation assets) on a real-time basis to the Integrated Data Environment Asset Visibility (IDE-AV). Interface Service Agreements shall be made between each Marine Corps AIS Program Manager (PM) and the Defense Logistics Agency (DLA) IDE-AV PM. Current USMC feeds are being batched from SASSY, SCS, and Marine Ammunition Accounting and Reporting System II (MAARS II). A Maritime Pre-positioning Ship (MPS) CD is mailed to the IDE-AV office after each maintenance cycle.

(c) In-process requires data feeds from Marine Corps wholesale and retail automated information systems (AIS) on-hand balance posture of asset in maintenance (overhaul/rebuild, etc) on a real-time basis to the IDE-AV. Interface Service Agreements shall be made between the Marine Corps AIS PM and the DLA's IDE-AV PM. There are no current USMC feeds being provided from any Marine Corps AIS.

(7) In-Transit Visibility (ITV)

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(a) ITV is defined as 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 destination across the range of military operations.

(b) The in-transit process requires feeds from Marine Corps wholesale and retail transportation and distribution AIS via DAAS or directly into GTN of movement of assets, material, and/or personnel. ITV may also be accomplished via the transfer of USMC data into other GTN feeder systems such as Worldwide Ports System (WPS), Global Air Transportation Execution System (GATES), and AALPS. ITV can also be gained through the use of satellite modems/trackers and active RFID tags.

(8) Automatic Identification Technology (AIT)

(a) AIT is a suite of technologies (e.g., barcode, contact memory button (CMB), radio frequency technologies, etc.) that facilitate the timely, accurate, and efficient collection and transmission of source data to AISs. AIT is being integrated into the Marine Corps' logistics chain. AIT is a key component in DOD efforts to achieve visibility of all assets. AIT must be implemented during initial support planning for systems acquisition to achieve maximum benefit. AIT devices function as peripheral equipment of AISs to eliminate manual processes and preclude source data entry errors.

(b) Apply RFID tags to containers (SEAVANS, MILVANS, Quadcons, Sixcons and Palcons), 463L pallets, Principal End Items (PEIs), and that equipment designated by the Unit Commander. All shipments including redeployment and prepositioned stocks or war reserve must have active data-rich RFID tags written and applied at the point of origin. Content level detail shall be provided in accordance with current DOD RFID tag data standards contained in MilStd-129.

(c) A military shipping label (DD Form 1387) with linear and 2D bar codes shall be uniformly applied to all material entering the DTS, i.e., unit equipment, sustainment/re-supply (retail and wholesale), ammunition, retrograde, and aviation shipments. The Transportation Control Number (TCN) and ULN must appear on each shipment unit, if applicable. The key to both the human and machine-readable appear on each shipment unit, if applicable. The key to both the human and machine-

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readable formats is the fact they both comply with DOD-wide standards. In the current Joint climate, cargo destined to be worked by one service or agency may in fact be worked by another and supporting data must be usable by all. By applying the DOD 2D MSL, cargo is tagged with sufficient information to uniquely describe the cargo and ensure it shall be properly handled routed anywhere within the DTS.

(d) The Issue Release/Receipt Document (DD Form 1348-1A) is mandatory for all shipments to DOD customers, including foreign military sales (FMS) and contractors from DOD and GSA shipping activities. The three-of-nine bar code (standard linear barcode) and PDF 417 (2D barcode - see Chapter 3, Media) are established as the standard symbologies for the automated marking and reading of items of supply, equipment, material packs, and containers in logistics operations throughout the DOD.

(e) The logistics AISs is the mechanism to generated tag and form data.

(9) Readiness Assessment System Input Tool (RAS-IT). The RAS-IT is an on-line software application that allows near real-time reporting, improves the accuracy of Global Status of Resources and Training System (GSORTS) data, and supports crisis planning through direct registration capabilities and status reporting functions. RAS-IT enables Marine Corps, joint, and coalition units to submit user-friendly reports directly to the GSORTS database. RAS-IT allows efficient updates that help the user keep pace with rapidly changing world conditions or reporting requirements.

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Appendix C

Time-Phased Force and Deployment Data1. INTRODUCTION

a. TFPDD is the JOPES 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:

(1) In-place units/equipment.

(2) Units to be deployed to support the operation plan with a priority indicating the desired sequence for their arrival at the port of debarkation.

(3) Routing of forces to be deployed.

(4) Movement data associated with deploying forces.

(5) Estimates of non-unit related cargo and personnel movements to be conducted concurrently with the deploying forces.

(6) Estimates 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.

b. The TPFDD is deployment information. Within this database are records of warfighting forces, their accompanying supplies, and non-unit related equipment and personnel. Marine Corps forces listed in the TPFDD are those apportioned forces identified in the JSCP or allocated for plan execution. They do not represent the total number required to execute an OPLAN. This information drawn from data provided by the combatant command's service components and other force providing organizations, when compiled and integrated, represent an initial, best estimate of movement requirements for personnel and equipment. The TPFDD shall be continuously refined and updated throughout the deployment and redeployment process.

2. TPFDD COMPOSITION

a. The TPFDD file is basically an automated Annex A (the force list) for each OPLAN, in much greater detail. The Plan

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Identification number (PID) addresses each TPFDD file in the JOPES database. The first character of the PID indicates the combatant commander responsible for plan development. An individual record is created in the TPFDD file for each plan requirement, both in-place and movement requirements. Because each plan requirement is documented in the TPFDD as a record, the terms "record" and "requirement" are often used interchangeably.

b. TPFDD Records. Each record represents a plan requirement. The different requirement types are documented in the TPFDD with different record formats and codes. The types of requirements and records are defined as:

(1) Movement Requirements. The plan requirements, both force and non-unit requirements, that must change location in support of the plan. Movement requirements make up the majority of plan requirements and dictate transportation planning.

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

(3) Force Requirements. Each plan requirement that is satisfied by a specific unit, both in-place and movement requirements are called "force requirements" and are addressed in the file by Unit Line Numbers (ULNs).

(4) Non-Unit Requirements. The requirements that are not satisfied by a specific unit are sustainment requirements. They include such categories as resupply and combat replacement personnel. Non-unit requirements are broken down into either cargo or personnel. The non-unit cargo records are addressed in the file by Cargo Increment Numbers (CINs). The non-unit personnel records are addressed in the file by Personnel Increment Numbers (PINs).

c. Force Modules (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 TPFDD Letter of Instruction (LOI) shall direct the development, format, and usage of required FMs. There are two commonly used FM types:

(1) OPLAN-Dependent FM. OPLAN-Dependent FMs are force modules modified or developed by supported commands or service

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components to respond to a specific planning task, such as flexible deterrent options or OPLAN Force Module Packages (FMPs).

(2) Force Tracking FM. The FM is OPLAN-dependent and does not contain sustainment data. A Force Tracking FM, at a minimum, shall consist of major service combat units. They are required for all OPLANS.

3. TPFDD ELEMENTS

a. The data elements of the TPFDD are described in the following paragraphs in the sequence that they are input. Only the major elements of a force record shall be described. There are over 150 data fields in one force record. Most of the same elements exist in non-unit records. Non-unit records do not contain unit identification information.

b. Unit Line Number (ULN)

(1) The ULN is an alphanumeric code of up to seven characters that uniquely identifies each (in-place or movement) force requirement in the TPFDD. The same ULN can exist in multiple TPFDDs; however, it can never be duplicated within the same TPFDD. ULN first characters are assigned to the combatant/supported commands and sub-sets are usually assigned to the supporting commands in the plan TPFDD LOI. The alphabetic characters "I" and "O" cannot be used in a ULN. CINs and PINs, while structured differently, serve the same purpose for non-unit records and the same general rules apply. A ULN is the system address for a force requirement and must be entered when the requirement is initially established.

(2) Parent ULNs. A parent ULN is an indexer used to group requirements together in the database. A base ULN is assigned to a non-deployable record and all subordinate ULNs begin with the same values as the parent. To identify all of the subordinate units of a division, a parent ULN, such as "abc" would be assigned, and all of the subordinate ULNs would begin with "abc" ("abc1, abc2, etc).

c. ULN Parameters. ULNs are similar to the landing serial used in the amphibious assault. The ULN identifies a force requirement (grouping of personnel, supplies, and/or equipment), which can be assigned to a specific unit. Other TPFDD requirements (sustainment and replacement personnel) are non-unit requirements. ULNs may be up to five or seven characters

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long (six character ULNs are invalid)," embodying the three parts identified below in figure C-1.

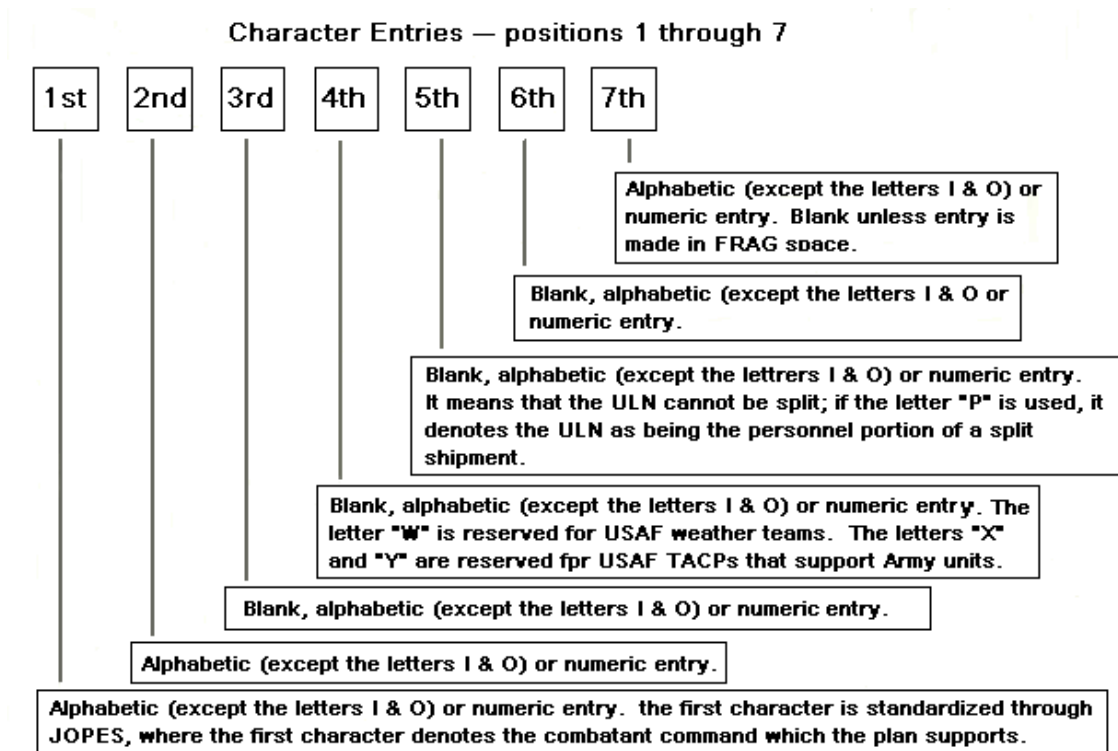


Figure C-1.--ULN Structure Standardization

(1) Force Requirement Number (FRN). The FRN is the primary component of the ULN and can be comprised of the leading five characters, including any blank spaces. The leading three characters of any FRN are referred to as "the BASIC FRN."

(2) Fragmentation and Insert. The fragmentation and insert segment of the ULN is comprised of the sixth and seventh character.

(3) The following information further defines the three parts of a ULN.

(a) FRN. The FRN part of the ULN identifies a specific force requirement. It identifies the one requirement in total, and is unique to that one requirement. There are five categories of FRNs.

1. Grouping Force Category. In this category, the FRN is two characters long (3 blank spaces).

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a. It functions as a parent ULN. Parent ULNs are designated in order to show requirement relationships and for TPFDD readability.

b. It shows a hierarchical force structure.

c. It is completely defined by including all ULNs falling within the Grouping Force Category.

2. Independent Force Category. In this category, the FRN is three characters long (2 blank spaces).

P 1 A _ _

a. It is wholly defined by a single UTC.

b. It may not be subordinate to a Primary Force Category or Secondary Parent Force Category.

c. It must have a single destination.

d. If moving in Split-Shipment mode, two unique FRNs must be used. The basic FRNs are identical; however, one ULN shall contain a "C" in the 5th position denoting the cargo movement, while the second ULN contains a "P" in the 5th position denoting the personnel movement.

P 1 A _ C

P 1 A _ P

3. Primary Parent Force Category. In this category, the FRN is three characters long (2 blank spaces).

P 1 B _ _

a. It shows a hierarchical force structure.

b. It consists of either Secondary Parents or Subordinates, or both.

c. It uses a Parent Indicator Code (PIC) to indicate that none of the subordinates are split (PIC = X), all of the subordinates are split (PIC = A), or that some of the subordinates are split (PIC = P).

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d. A blank PIC indicates the FRN is not a parent.

4. Secondary Parent Force Category. In this category, the FRN is four characters long (1 blank space).

P 1 B A _

a. It shows hierarchical force structure.

b. It is subordinate to a primary parent.

c. Further subordination is required.
However, the subordinates may not be further subordinated.

d. Subordinates may not be deployed in a Split-Shipment mode.

e. Fourth position reserved characters are "W", used for USAF weather teams, and "X" and "Y," both of which are used for USAF TACPs supporting Army units.

5. Subordinate Force Category. In this category, the FRN is four or five characters long (1 or no blank spaces).

P 1 B A 1

a. It is subordinate to a Primary or Secondary Parent. Primary FRN subordinates have identical Basic FRNs and unique 4th characters. Primary subordinate FRNs may deploy in Split-Shipment mode. Secondary Parent subordinate FRNs have identical characters in the leading four positions with a unique 5th character. Secondary Parent subordinates may not be deployed in Split-Shipment mode; therefore, they cannot have an "E" in the 5th position.

(1) It has no subordinates.

(2) It has a single destination.

(3) It is identified by a single Unit Type Code.

b. Fragmentation (Frag) and Insert.
Although separate parts of the ULN, frag and insert are grouped together since they are inextricably linked.

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(1) If only one set of unit identification data is submitted for a single force requirement, both the frag and insert codes must be blank.

(2) If more than one set of unit identification data is submitted, the frag and insert positions must have values other than blank. In other words, if the five-character FRN (including any blank spaces) identically appears in two or more ULNs, there must be a frag and insert code entered.

P 1 B A 1 A 0

(3) The final destination of each frag and insert must be the same, and the combined force records must always represent only one force requirement; e.g., when combined, the data within ULNs P1ABA1A0 through P1ABA1C3 equal the entire unit.

(4) If the frag position is not blank, the insert position must also be not blank.

(5) Insert codes of zero (0) indicate that no further fragmentation of the ULN shall occur.

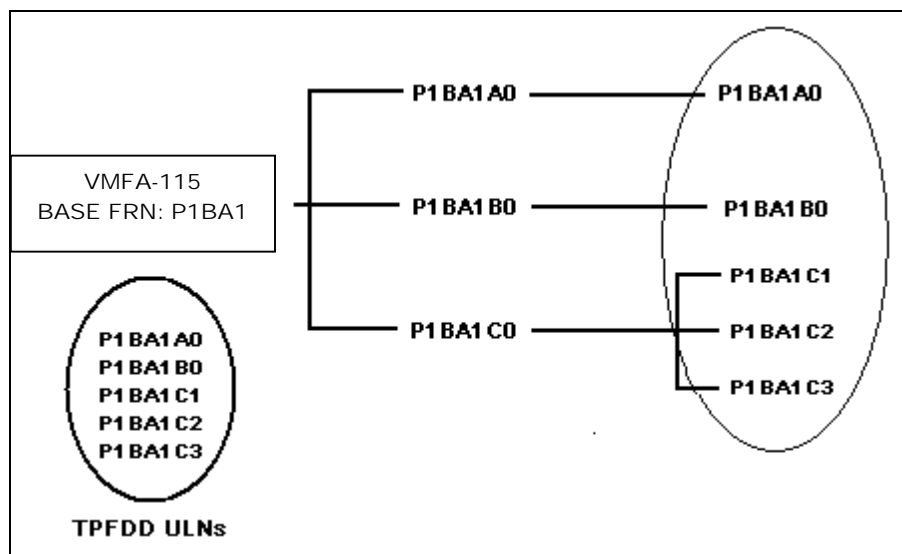


Figure C-2.--ULN Development

(4) Fragmenting and inserting ULNs provides a greater degree of flexibility to exploit all deployment means available to the MAGTF commander, while retaining visibility of each FRN.

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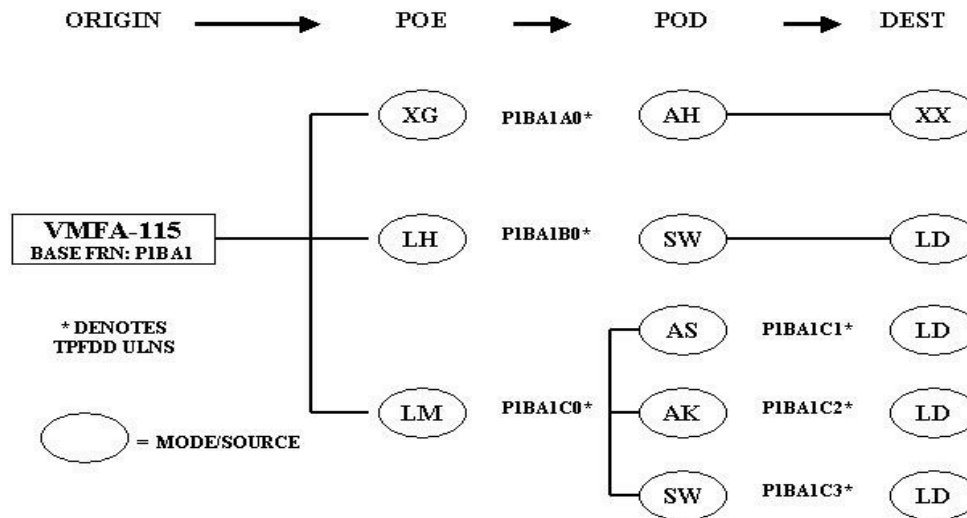


Figure C-3.--Unit Movement By ULN

(a) An F/A-18 squadron (VMFA-115 as depicted in Figure C-3) shall be used to illustrate ULN development. The MAGTF commander identifies this squadron for deployment; planners assigned an FRN of P1BA1 to the squadron.

1. Fragmenting and inserting for this requirement would not be required if the entire squadron were to move in one increment from origin to destination, while utilizing the same mode and source of transportation.

2. Factors such as; the commander's requirements, direction from supported commanders, lift constraints, self-deploying capability, etc., determine that portions of a requirement move by different modes and/or sources, at different times, etc.

(b) The commander's guidance and constraints regarding available transportation, direct that the squadron move in multiple increments. Since the destination for all

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increments is the same, entering frag and insert codes to the original FRN is allowed.

1. The first frag/insert (ULN P1BA1A0) represents the movement of the "self-deploying" assets (12 F/A-18 aircraft and the pilots). Since the origin and the POE are the same for this ULN, the mode/source from origin to POE is X/G (not required). The mode/source from POE to the Destination is A/H (air, via organic assets).

2. The second frag/insert (ULN P1BA1B0) represents the movement of cargo required to support the squadron. Movement of this ULN from POE to POD is via MSC ship (common user strategic sealift)(SE). Therefore, the cargo must be moved from its origin to a seaport for embarkation. This movement is reflected by the mode/source L/M (Marine Corps provided ground transportation). At the POD, the cargo is offloaded from the ship and moved to the destination by mode/source L/D (ground transport provided by the supported combatant commander).

3. The third frag/insert (ULN P1BA1C0) includes all remaining personnel (pilots are with ULN P1BA1A0) requiring transportation. ULN P1BA1C0 is further fragmented into three additional ULNs (ULNs P1BA1C1 through P1BA1C3). Further fragmenting is necessary because all remaining personnel are not moving in one increment.

a. ULN P1BA1C1 depicts those personnel, which move from POE to their Destination via air assets provided by the Air Mobility Command (AMC), mode/source of A/S. These personnel are those embarked in KC-10 aircraft used in dual-role missions (tankers which also carry personnel/cargo).

b. ULN P1BA1C2 depicts those personnel, which move from POE to POD via air assets provided by AMC, mode/source A/K.

c. ULN P1BA1C3 depicts those personnel that move from POE to POD on MSC shipping (common user strategic sealift), mode/source S/E. From the POD to their destination, they are transported by ground transportation organic to the Marine Corps; mode/source is L/M.

d. When all personnel/cargo requirements of ULNs P1BA1A0, P1BA1B0 and P1BA1C1 through P1BA1C3 are summed, the totals equal that which was originally required in the base

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FRN P1BA1. Therefore, if the original FRN and the fragged/inserted ULNs that derived from it were included in the TPFDD, the stated requirement would be doubled. Thus, only the fragged/inserted ULNs are included in the TPFDD. Likewise, since P1BA1C0 was further fragmented, only derived ULNs (P1BA1C1 through P1BA1C3) are included in the TPFDD.

d. Unit Type Code (UTC). The UTC is a five character alphanumeric code that identifies each type unit of the Armed Forces. The UTC is the answer to the "what" question, "What type of unit is needed?" The UTCs for all services are maintained in the Type Unit Characteristics (TUCHA) file, a standard reference file. Through the TUCHA file, the UTC defines the number of passengers and the amount of cargo for a force requirement. UTCs are apportioned to the combatant commands for planning in the JSCP.

(1) Notional Tasking. UTCs allow the supported planners to identify the forces desired without identifying specific units. Before the establishment of UTCs and an automated TUCHA file, specific units were identified in Annex A of the OPLAN. Now the supporting command can task the most combat ready and available units prior to execution.

(2) UTC First Character Codes. The first character of the UTC identifies the functional area of the unit type. Table C-1 below pertains.

| Code | Description | Code | Description |
|------|--|------|---|
| 0 | Infantry | H | Maintenance |
| 1 | Artillery | J | Supply-Support |
| 2 | Tracked Vehicles | K | RDT & E |
| 3 | Aviation Tactical | L | Administration- Personnel-Legal-Postal- special Services-Brands- Memorial-graves |
| 4 | Engineers and Topo Services | M, N | Not Used |
| 5 | Aviation Training | P | Intel-counter Intel- Classified Security- Psychological Activities |
| 6 | Ground Communications- Electronics- Signal | Q | Military Police-Physical Security-Law Enforcement |
| 7 | Air Control Units | R | Not Used |

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| | | | |
|------|---|---|--|
| | (Includes MACS, MASS, MATCS) | | |
| 8 | Aviation Support | S | Finance-Fiscal Contract Admin- Procurement |
| 9 | Miscellaneous Combat Support/Combat Service Support | T | Ground Training |
| A | No Fixed Organization | U | Motor transportation |
| B | Not Used | V | Civil Affairs units- Combined action Units |
| C | Command Headquarters | W | Not Used |
| D, E | Not Used | X | Multifunction Posts- Camps-stations-Forts-Bases-Barracks |
| F | Medical-Surgical-Dental | Y | Not Used |
| G | Not Used | Z | Miscellaneous |

Table C-1.--UTC First Position Code and Functional Area

e. Locations. The TPFDD locations answer the "where" question. There are five different location data elements within the TPFDD and each has related dates. The locations are normally entered in reverse order of the actual movement.

(1) Geographic Location (GEO) Codes. Each location is input into the TPFDD via GEO code. GEO codes are four-digit alphabetic codes that uniquely identify specific locations by latitude, longitude, and type. The GEO file is one of the standard reference files and it contains over 55,000 locations considered to have military significance.

(2) Destination. The destination is usually the first location to be entered. It identifies where the force is to begin operations in the theater, the first point of employment. The movement routing is dictated by the destination.

(3) Port of Debarkation (POD). The POD is the location at which the force or movement requirement 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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(4) Port of Embarkation (POE). The POE is the location where the overseas or strategic leg of the deployment begins.

(5) Origin. The origin is the place where deployment begins. For contingency planning it is the unit's home station. In crisis action planning, it can be the unit's current location.

(6) 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. The stop can occur between the POD and Destination, indicated by an Intermediate Location Code (ILOC) of "A", between the POE and POD, indicated by an ILOC of "B", or between the origin and POE, indicated by an ILOC of "C". Unlike other locations, it has no associated date; it does have a number of days entered in the days delay field.

f. Dates. Dates are associated with each location when developing the deployment plan. Until a plan execution date is declared, the dates are expressed with notional dates relative to the first day of execution.

(1) Relational Dates. During contingency planning and most crisis action planning the actual calendar date for plan execution is not known. Relational dates allow time phasing of movement relative to the date movement begins as depicted in Figure C-4.

(a) C-Day. C-day (commencement 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".

(b) N-Day. N-day (negative 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.

(c) D-Day. The unnamed or notional day on which hostilities or tactical operations begin.

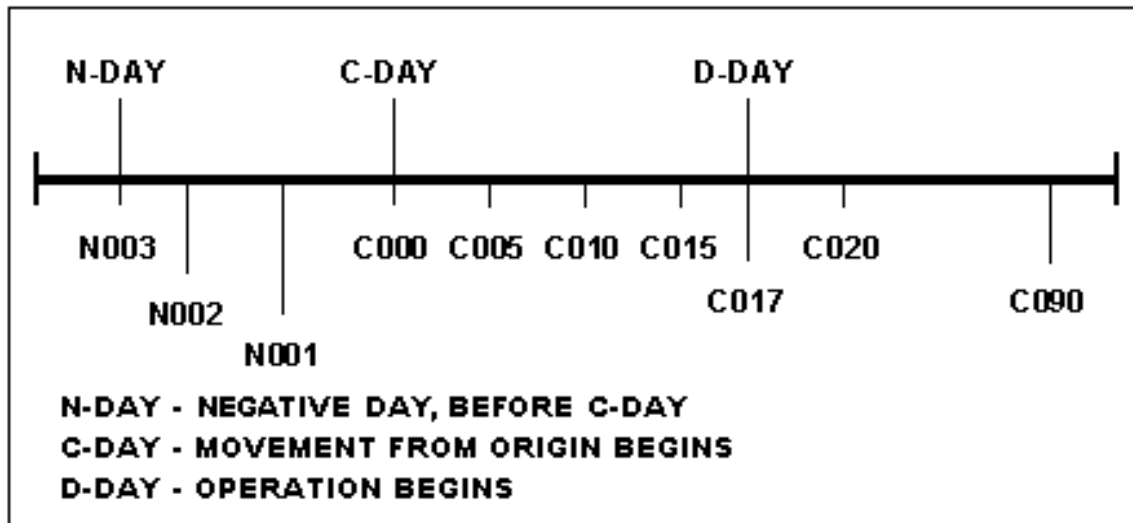


Figure C-4.--Relational Dates

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

(3) Combatant Commander's Required Date (CRD). Initially the CRD is the same as the RDD. Many times the original RDD is not attainable due to competing forces and transportation limitations, and the RDD is adjusted to a later date. The CRD allows the original RDD to be preserved, so the amount of adjustment or delay can be quantified.

(4) 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 Transportation Component Commands (TCCs) some flexibility in their scheduling. The supported commander, in coordination with CDRUSTRANSCOM, defines the length of the window. It is computed based on the RDD and operational and support considerations.

(5) Available-to-Load Date (ALD). The ALD is the date that the requirement must be available to move from the POE. It is calculated by considering the EAD/LAD window and the time required to move from origin to POE.

(6) Ready-to-Load Date (RLD). The RLD is the date a unit is ready to move from its origin. Calculation of the RLD takes into account all factors bearing on readying a unit to deploy.

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g. Unit Identification (UIC). The supporting commands identify the specific units to satisfy the force requirements by entering the UIC. The UIC is a six-character alphanumeric code that uniquely identifies each active, Reserve, and National Guard unit of the Armed Forces. The UIC is that Sorts Reportable identifier for that unit, normally, battalion, squadron, separate company (i.e. A Co, 1st Battalion, 1st Marines shall deploy. The UIC within the TPFDD would be M11110 vice M11113, which is the Reporting Unit Code for A Company). When the UIC is entered in the TPFDD, the Unit Information file is accessed and unit data such as the unit name, current location, and service code, is automatically posted to the record. The process of tasking units for TPFDD requirements is referred to as "sourcing" the TPFDD.

h. Transportation Codes. The three sequential movements between two of the locations are called movement legs. They are: movement from the origin to the POE, movement from the POE to the POD (the strategic leg), and movement from the POD to the destination. Each leg is coded with a transportation mode and source to the location. The mode and source codes provide the information on "how" the forces are to be transported to the Area of Operations (AOR).

(1) Transportation Mode. There are only three transportation modes, air, land, and sea. Each mode is represented by the codes A, L, and S respectively. See Table C-2.

(2) Transportation Source. Transportation is provided by a number of sources (agencies). There are codes for the Transportation Component Commands (TCCs) as well as such sources as host nation support, supported commands, supporting commands and unit organic transportation.

| MODE | SOURCE | EXPLANATION |
|------|--------|--|
| A | C | Air via supporting commander channel (AMC or Service) aircraft |
| A | D | Air via theater (supported commander) aircraft |
| A | H | Air via organic (unit) aircraft |
| A | K | Air via strategic (AMC, AMC-contract) aircraft |
| A | L | Air via AMC GO-PAX/commercial ticket program |
| A | M | Air via unit-funded commercial tickets |
| A | N | Air via host nation/allied provided airlift. |

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| | | |
|---|---------|--|
| A | Q | Air via strategic (AMC) aircraft, SOF "special handling" required |
| A | S | Air via Special Assignment Airlift Mission (SAAM) |
| L | C | Supporting commander controlled land transport to other than a CONUS APOE/Seaport of Embarkation (SPOE) |
| L | D | Land via theater (supported commander) trucking |
| L | G | Land via SDDC-arranged trucking or rail (CONUS) |
| L | H | Land via organic (unit) vehicles |
| L | M | Land via DOD-provided land-transport that is neither under the operational control of a Supported Commander nor arranged by MTMC |
| L | N | Land via host nation/allied controlled transport |
| P | A | Mode and source of transportation are optional, USTRANSCOM will analyze and recommend appropriate mode/source |
| P | C | Mode optional; source is supporting combatant commander (to other than a CONUS SPOE) |
| P | D | Optional via supported commander (to other than a CONUS SPOE) |
| P | G | Mode optional; source is SDDC (CONUS use only) |
| P | N | Host nation |
| S | C | Sea via USN/USCG ship |
| S | D | Sea via USN/USCG ship (MPS/AWR) |
| S | E | Sea via MSC ship (common user strategic sealift) |
| S | D | Supported command controlled USN/USCG ship - MPS/AWR (Maritime Prepositioning Ships/Army War Reserve); not MSC |
| S | H | Sea via organic (unit) vessels |
| S | N | Sea via host nation/allied provided sealift |
| S | P | Sea/canal via barge/ferry |
| S | W | Sea via MSC (Assault follow-on echelon [AFOE]) |
| X | G | No transportation required (origin and POE same; CONUS POEs) |
| X | X | No transportation required OCONUS (origin and POE, or POD and destination same) |
| Z | (Blank) | Requirement is in place at its final destination |

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Table C-2.--Mode Source Codes

4. PLANNER RESPONSIBILITIES IN THE TPFDD PROCESS. Planners at different commands input the data elements for individual force or movement requirements. A complete TPFDD record is not created by a single planner or planning staff.

a. Supported Planner. After the supported commander has received his planning task, either through the contingency planning process or crisis action planning (CAP), the planning staff creates a TPFDD file. The file is then populated with the forces required, beginning with the combat forces. The forces required for any plan are prioritized and time-phased by combat forces, combat support, and finally combat service support. The forces required are initially defined through input of the UTC (what), destination (where) and RDD (when). Plan requirements can be further defined with additional data elements, to include the PROVORG code and service code identifying the supporting command/agencies required to provide forces. The forces available to the supported commander for planning are documented in the JSCP. The supported planner also inputs the desired POD and EAD/LAD window. After the required plan requirements are reviewed and approved, the TPFDD is distributed (networked) to the supporting commands.

b. Supporting Planners. After receiving the TPFDD requirements, the supporting planner "sources" the requirements by entering the UIC (who), the origin (where) and the RLD (when). The supporting planner also notifies the tasked units to initiate unit level planning.

(1) Unit Planners. Upon receiving notification from higher headquarters, the unit planners begin planning. Unit level planning includes such things as equipment tailoring, load planning, and personnel selection.

(2) Joint Force Requirements Generator II (JFRG II). Planners at all levels shall utilize JFRG II for all unit planning.

(3) MAGTF Deployment Support System (MDSS II). MDSS II is used at all levels of the MAGTF to tailor equipment and supplies to mission requirements. Plan data is imported from JFRG II, adjusted and exported back to JFRG II. MDSS II can also export to AALPS for air load planning and to ICODES for ship load planning.

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c. Transportation Planner

(1) After origins have been identified, unit level planning is completed, and an execution date is declared (C-day), transportation planning begins. Other than gross feasibility estimates and movement requirement validation, no transportation planning can be accomplished until a calendar date for C-day is declared.

(2) Transportation planning is the creation of carrier itineraries and scheduling (allocating) the plan requirements against specific carriers. When the actual movement of forces and sustainment occurs, manifesting takes place. In addition to scheduling the carriers and allocating the carriers to the plan movement requirements, the transportation planners coordinate the adjustment of the EAD/LAD window and the POD locations with the supported command. The availability of lift assets (carriers) and the throughput capability of the ports and airports often dictate re-prioritization and adjustment to the TPFDD. USTRANSCOM with its three component commands, and the supported command are the transportation planning commands.

(a) Surface Deployment and Distribution Command (SDDC). SDDC is responsible for scheduling movement within the continental United States (CONUS), primarily movement from origin to POE, and management of military seaports both CONUS and overseas.

(b) Air Mobility Command (AMC). AMC, an Air Force command, is responsible for all strategic air transportation. AMC uses the AMC Deployment Analysis System (ADANS) to: create carrier itineraries, allocate the carriers to movement requirements, and update the TPFDD with the resultant scheduling. Organic strategic air movement and in-flight refueling is coordinated through AMC.

(c) Military Sealift Command (MSC). MSC is responsible for strategic sea movement. It creates the ship itineraries and allocates shipping to the movement requirements. As in the air movement scheduling, the scheduling for sea movement is added to the plan TPFDD.

(d) Supported Command. The supported command is responsible for all movement within the theater of operations from POD to destination. This information is also included in the plan TPFDD.

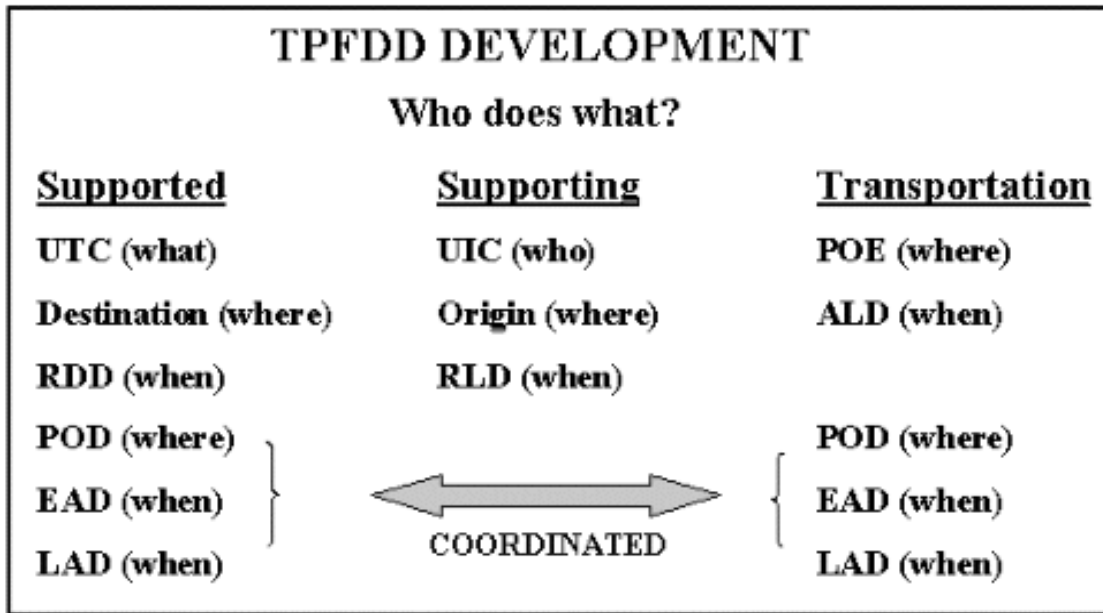


Figure C-5.--TPFDD Development

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Appendix D

MAGTF Deployment Support System II (MDSS II)

1. The MAGTF Deployment Support System II (MDSS II) is a key member of the MAGTF/LOGAIS family of systems. Units must maintain complete and accurate MDSS II data to provide for an effective, efficient FDP&E process.

2. Units shall maintain their data utilizing the process outlined below. Level VI shall be maintained for all serialized items, less individual issue weapons and non-serialized item (i.e., tents shall show a quantity and be associated with a tent box; however, the tents must also be reflected in the Unit Deployment List (UDL)).

a. Unit Identification Code (UIC). Look-up field from the Unit table. This is a mandatory entry for all records. The UIC shall be populated with the SORTS reportable UIC for the unit (i.e. the SORTS reportable UIC for First Battalion Second Marines is M12110. All unit equipment would be identified with that UIC. The unit would identify company equipment in the reportable unit code (RUC) field, e.g., M11212 for one of the companies).

b. National Stock Number (NSN). Look-up field from tech data table. This is a mandatory entry for all records. The NSN field can be populated using the look-up capability or shall auto-populated when the item ID is entered. If the NSN were populated prior to the item ID, then the fields associated below with the item ID would be populated.

c. Package ID. Whether it is a system generated or a user-defined entry, it is a mandatory entry for all records. The package ID shall auto-populate when the NSN or item ID is entered for the record. The user shall be required to change the package ID to the box number or serial number for each item (i.e. a D1158 serial number is 555123, which shall be entered into the package ID field). The package ID cannot contain spaces or special characters.

d. NSN Configuration. NSN configuration is a required entry that shall be auto-populated when the NSN or item ID is populated in the UDL. The NSN configuration shall be limited to:

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(1) Assembled. Items that have multiple components (i.e. test sets or tool kits).

(2) Bare Item. Individual items that are unassembled (i.e. radio sets of the PRC variety).

(3) Basic Unit. Individual items that can be assembled (i.e. some VRC radios).

(4) Boxed. Used primarily for ammunition.

(5) Coiled. Used primarily for communication cable.

(6) Crated. Used primarily for items like bulk fuel bags.

(7) Flyaway. Used for all aircraft.

(8) Folded. Used for items that can be folded (e.g., tables, canvass).

(9) Item Container Package. Used for items that have multiple components and that can be embarked as a complete set (i.e. communication shelters). This includes equipment that is normally shipped in its specifically designed container.

(10) Not in Source. Used for items that have no other configuration (i.e. candles).

(11) Operational. Used for all vehicles.

(12) Palletized. Used for palletized items (e.g. AMAL/ADALs).

(13) Skid mounted. Used for items that shall be mounted on a skid (e.g. air conditioners or generators).

(14) Vehicle mounted. Items that are loaded on trailers (e.g. riverine craft).

e. Item ID

(1) Look-up Field from Tech Data Table. This is an optional entry. The item ID is populated from the tech data table. The tech data table is currently being updated, so that all equipment shall have an item ID. When all the equipment has been identified, item ID shall become a required field. When

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the item ID or NSN is populated, numerous fields are auto-populated. These fields include length, width, height, and weight.

(2) Once these fields are populated from tech data, the user has the ability to update/modify these fields (i.e. the tech data weight for a D1059 may reflect 22533; however, the actual empty weight for that specific truck may be 23223. So the user shall modify the field for weight. Do not populate the weight of the mobile load into the parent weight. The mobile loaded weight is contained and exported from the PUDL. The user must click on tools»utilities»fixed lost package links prior to performing the export). Additional fields that should be auto-populated, but normally do not require updating are:

(a) JCS Cargo Category Code (JCSCCC). Contains a look-up option from the JCSCCC table.

(b) Quantity per cargo.

(c) Number of cargos.

(d) UP&TT Line Number. Contains a look-up option from the UP&TT table.

(e) Supply Class. Contains a look-up option from the Supply Class table.

(f) Model Number. Contains a look-up option from the tech data table.

(g) UN Code (hazardous cargo only). Contains a look-up option from the UN Code table.

(h) IMG Code (hazardous cargo only). Contains a look-up option from the 1 MG table.

(i) Net Explosive Weight (ammunition only). Auto-populated when a DODIC is entered into the item ID field.

(j) Shelf life code.

(k) Unit of Issue. Contains a look-up option from the UI table.

(l) Pack Type. Contains a look-up option from the Mil Type Pack table. (Pack type code for containers shall be

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required to be changed when cargo is associated to the container. Containers include 20ft containers and Quadcons).

(m) Air Commodity Code. Contains a look-up option from the Mil Air Com table.

(n) Air Special Handling. Contains a look-up option from the Mil Air HDL table.

(o) Water Commodity Code. Contains a look-up option from the Mil Watercom table.

(p) Water Special Handling. Contains a look-up option from the Mil Watercom 4 table.

(q) Water Special Handling Type. Contains a look-up option from the Mil Watercom 5 table.

(r) Max weight.

(s) Description.

f. Transportation Control Number (TCN). The TCN is a required entry to support Global Transportation Network (GTN) and Worldwide Port System (WPS) exports, and the writing of RFID tags.

g. Unit Line Number (ULN). Contains a look-up option from the ULN Header table. The ULN Header table shall be populated in plan data from the JFRG II plan. This is a required entry for all Joint Operation Planning and Execution System (JOPES) movements.

h. Landing Serial Number. Contains a look-up option from the Landing Serial table in plan data. The Landing Serial table is user populated in plan data. This is a required entry for amphibious ship deployments.

i. Priority Order. This is the landing priority for equipment during the amphibious assault. This is a required entry for amphibious ship deployments.

j. Date Time Group. The Date Time Group shall be updated as records are added or modified in the system.

k. Logical Set. The logical set shall be populated when the link logical set is used during linking operations.

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l. LTI Code. Contains a look-up from the LTI table. Optional entry.

m. MSE. Contains a look-up from the MSE table. Optional entry; however, should be used at the MAGTF level.

n. Supported Unit Code (SUC). Contains a look-up option from the RUC table. Allows the user to identify equipment that has been provided to another organization for deployment (i.e. temp loans). Optional field.

o. Reporting Unit Code (RUC). Contains a look-up option from the RUC table. Identifies specific company within the SORTS reportable UIC (i.e. 11112 would represent Weapons Company for M11110 1st Battalion, 1st Marines). Optional field.

p. Section. Contains a look-up option from the section table. Identifies the section to which a record belongs. Optional field.

q. Seal Number. Identifies the seal number for the seal on a container. Although this is an optional field, it should be used for all containers that have been sealed for security purposes.

r. Association. The association and following fields shall be populated after the user has created associations in the linker. These fields are un-editable and can only be changed by removing the association or changing the association by using the link/unlink function under tools>linker or tools>associate cargo.

(1) Parent package UIC.

(2) Parent package NSN.

(3) Parent package ID.

s. Stack limit. Identifies the max number of cargo packages that can be stacked. Optional field.

t. GEOLOC Code. Contains a look-up option from the GEOLOC table. Identifies the four-digit GEOLOC from JOPES of the item. Optional field.

u. AIT Location Code. Contains a look-up option from the AIT Location table. The AIT Location table is user populated in

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plan data. The AIT Location shall be populated with the scanning of equipment during the embarkation phase. This is a required entry.

v. Package Lot Number. User populated for ammunition. Required entry for all ammunition records.

w. Remarks. Free text field. Optional field.

x. Team Name. Contains a look-up option from the team table. The team table is user populated in plan data. This is a required field for amphibious operations.

y. Applied Measure. The data value is "S" for square loaded items or "C" for cubic loaded items. By populating this field, the user shall identify the amount of square or cube assigned to carriers. Optional field.

z. Command Attention. Free text field up to three characters for items the command desires to track. Optional field.

aa. Embark Category Code. Contains a look-up option from the EMBCAT table. The embark category provides a description of the type of cargo (e.g. vehicles, D-1, floating dump, etc). Optional field.

bb. Cap Set. Contains look-up option from the CAPSET table. This field is used primarily by Blount Island Command to identify capability sets aboard the MPF. Optional field.

cc. SL3. Identifies the item as using unit responsible item or supply system responsible item. Blount Island Command uses this field to identify SL3 components. Optional field.

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Appendix E

Type Unit Characteristics/Type Unit Equipment Data

1. PURPOSE. This appendix contains the purpose and outlines responsibilities for maintaining accurate and timely updates to the Type Unit Characteristics (TUCHA) and Type Unit Equipment Detail File (TUDET) databases. These databases provide the data necessary for contingency and crisis action planning and movement characteristics for personnel and equipment associated with operational Marine Corps active and reserve forces.

2. BACKGROUND

a. The Joint Staff requires that all services submit accurate quarterly (March, June, September, and December) updates of the TUCHA/TUDET data for notional planning.

b. The TUCHA database describes the standard planning data on movement characteristics for personnel (from the Table of Organization (T/O)) and equipment (from the Table of Equipment (T/E)) associated with deployable type units of fixed composition.

c. The TUDET applies to specific pieces of military equipment and describes the equipment's dimensional, weight, and cubic measurement.

d. Terms of Reference

(1) Unit Identification Code (UIC). The six-character, alphanumeric code that uniquely identifies each active, reserve, and National Guard unit of the Armed Forces, the UIC is the Status of Resources and Training System (SORTS) reportable code for each unit.

(2) Unit Type Code (UTC). A service developed and assigned code approved by Joint Chiefs of Staff, consisting of five characters that uniquely identify a type unit. The first character of the UTC is defined in reference (ff).

3. TASKS

a. PP&O (PLN)

(1) Provide oversight and policy to support the Marine Corps FDP&E process.

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(2) Submit updates via the TUCHA Generator, provided by MCCDC (TFS) to the CJCS SORTS data which, in turn, updates the JOPEs database. This shall ensure the JOPEs TUCHA database and the Marine Corps' TUCHA database are properly populated and synchronized.

b. Aviation (ASL)

(1) Review and validate all aviation equipment characteristics files provided by Naval Inventory Control Point (NAVICP) and Naval Air Systems Command (NAVAIR) to ensure that UTCs are properly populated with aviation equipment. Provide corrections, changes, and updates to MARCORSYSCOM (CSIS) and MCCDC (TFS) as required.

(2) Identify item identification/TAMCNs as required to update TUCHA files for MCCDC (TFS).

(3) Coordinate with I&L (LP), PP&O (POR, PLN), and MCCDC (TFS) to determine correct item inventory in the TUCHA file.

c. I&L (LP)

(1) Review and validate ground equipment characteristics files provided by MCCDC (TFS) to ensure JCS cargo category codes (CCC), ship configuration dimensional data and cube are current. Provide corrections, changes, and updates to MCCDC (TFS).

(2) Identify item identification/TAMCNs as required to update TUCHA files for MCCDC (TFS).

(3) Coordinate with Aviation (ASL), PP&O (POR, PLN), and MCCDC (TFS) to determine correct item inventory in TUCHA file.

d. COMMARCORSYSCOM

(1) Maintain item data file (IDF) within Total Force Structure Marine Corps (TFSMC) that is the source for the technical data file within the MAGTF data library (MDL).

(2) Maintain the MDL that supports USMC force deployment systems.

(3) Coordinate with Surface Deployment and Distribution Command (SDDC) Transportation Engineering Agency (TEA) to certify dimensional data for new ground equipment and then enter data in TFSMS.

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(4) Coordinate with I&L (LP), Aviation (ASL), PP&O (POR, PLN), and MCCDC (TFS) for data management.

e. CG, MCCDC (TFS)

(1) Maintain TFSSMC systems. TFSSMC is the Marine Corps authoritative data source for manpower and equipment requirements.

(2) Establish and maintain UIC/UTC header data for use in SORTS and JOPES reporting. Provide UIC/UTC updates to CMC (POR/PLN) for SORTS and JOPES updates.

(3) Maintain UICs for Marine Corps units and establish or dis-establish UICs based on a reference (ee) action.

(4) Maintain and build the TUCHA records A and B, which describe the standard planning data on personnel (T/O) and equipment (T/E) associated with deployable type units of fixed composition. TUCHA records A and B are then provided to PP&O (POR/PLN) to validate with CJCS and Defense Information Systems Agency (DISA) and for inclusion into the JOPES database.

(5) Provide current TUCHA/TUDET header information to MARCORSYSCOM for input into the Marine Corps family of LOGAIS systems to support FDP&E.

(6) Coordinate with I&L (LP), Aviation (ASL), PP&O (POR, PLN) for data management.

(7) Solicit recommended T/O&E changes from COMMARFORs as required.

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Appendix F

Terms and Definitions

1. Acceptability. Operation plan review criterion. The determination as to whether the contemplated course of action is worth the cost in manpower, material, and time involved; is consistent with the law of war; and is militarily and politically supportable. (Joint Pub 1-02)
2. Accompanying Supplies. Unit supplies that deploy with forces. (Joint Pub 1-02)
3. 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.
4. 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)
5. Aerial Port. An airfield that has been designated for the sustained air movement of personnel and material, as well as an authorized port for entrance into or departure from the country where located. Also called APORT. (Joint Pub 1-02)
6. Airhead
 - a. A designated area in a hostile or threatened territory which, when seized and held, ensures the continuous air landing of troops and material and provides the maneuver space necessary for projected operations. Normally it is the area seized in the assault phase of an airborne operation.
 - b. A designated location in an area of operations used as a base for supply and evacuation by air. (Joint Pub 1-02)
7. 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)
8. Air Mobility Command (AMC). The Air Force component command of the US Transportation Command. (Joint Pub 1-02)

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

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

11. Alert Order

a. 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.

b. 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)

12. 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)

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

14. 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)

15. 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)

16. Assembly Area

a. An area in which a command is assembled preparatory to further action.

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b. In a supply installation, the gross area used for collecting and combining components into complete units, kits, or assemblies. (Joint Pub 1-02)

17. 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)

18. 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)

19. 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)

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

21. 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)

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

23. C-Day. See times.

24. 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.

25. 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)

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

27. 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)

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

29. 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)

30. 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)

31. Command and Control Systems. The facilities, equipment, communications, procedures, and personnel essential to a commander for planning, directing, and controlling operations of

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assigned forces pursuant to the missions assigned. (Joint Pub 1-02)

32. 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)

33. 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)

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

35. 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)

36. Contingency Planning

a. 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.

b. 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)

37. 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

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

38. Course of Action

a. A plan that would accomplish, or is related to, the accomplishment of a mission.

b. 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)

39. Crisis Action Planning

a. 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.

b. 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)

40. 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

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in selecting systems for production surge planning. (Joint Pub 1-02)

41. Data Element

a. A basic unit of information built on standard structures having a unique meaning and distinct units or values.

b. 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)

42. D-Day. See times.

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

44. 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)

45. 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.

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

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

46. 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 material to desired operational areas. Deployment encompasses all activities from origin or home station through destination, specifically including intra-continental United States, intertheater, and intratheater movement legs, staging, and holding areas. (Joint Pub 1-02)

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47. Deployment Database. The Joint Operation Planning and Execution System database containing the necessary information on forces, material, 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 material. (Joint Pub 1-02)

48. 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 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)

49. 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, intertheater, and intratheater movement legs, staging areas, and holding areas. (Joint Pub 1-02)

50. 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 Publ-02)

51. 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)

52. 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)

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

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

55. 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.

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

56. 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)

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

58. 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)

59. 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)

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60. 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)

61. 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)

62. 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)

63. 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)

64. 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)

65. H-Hour. See times.

66. 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)

67. 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,

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funding, budgeting, storing, issuing, cataloging, standardizing, and procuring functions. Also called IMM. (JP 4-07)

68. 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)

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

70. 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)

71. 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)

72. 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

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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)

73. 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 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)

74. 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)

75. 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)

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76. 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)

77. 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)

78. 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)

79. 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.

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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)

80. L-Hour. See times.

81. 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 material, extreme climatic conditions, distance, transit or over flight rights, political conditions, etc. (Joint Pub 1-02)

82. 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)

83. 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)

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84. 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)

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

86. 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)

87. 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

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operations in extremis, when other forces are inappropriate or unavailable. Also called MEU(SOC). (Joint Pub 1-02)

88. 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)

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

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

91. 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)

92. 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)

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93. 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 material. 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.

(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)

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94. 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)

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

96. 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)

97. N-Day. See times.

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

99. 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)

100. 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

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detailed movement characteristics for these units. (Joint Pub 1-02)

101. 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)

102. 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)

103. 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 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)

104. 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

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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)

105. 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)

106. 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 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)

107. 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.

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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)

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

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

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

111. Oversized Cargo

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)

112. 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)

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113. 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)

114. 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)

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

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

117. Port of Embarkation. The geographic point in a routing scheme from which cargo or personnel depart. This may be a seaport 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)

118. Psychological Operations. Planned operations to convey selected information and indicators to foreign audiences to

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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)

119. 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)

120. 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)

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

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

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

124. Shortfall. The lack of forces, equipment, personnel, material, 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)

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

126. 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)

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127. 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)

128. 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)

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

130. 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)

131. 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)

132. Throughput. The average quantity of cargo and passengers that can pass through a port on a daily basis from arrival at

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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)

133 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)

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

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JOPES plan development phase. Also called TPFDD maintenance.
(Joint Pub 1-02)

135. Time-Phased Force and Deployment Data Refinement. For both global and regional operation plan development, the process consists of several discrete phases time-phased force and deployment data (TPFDD) that may be conducted sequentially or concurrently, in whole or in part. These phases are concept, plan development, and review. The plan development phase consists of several sub-phases: forces, logistics, and transportation, with shortfall identification associated with each phase. The plan development phases are collectively referred to as TPFDD refinement. The normal TPFDD refinement process consists of sequentially refining force, logistic (non-unit-related personnel and sustainment), and transportation data to develop a TPFDD file that supports a feasible and adequate overlapping of several refinement phases. The decision is made by the supported commander, unless otherwise directed by the Chairman of the Joint Chiefs of Staff. For global planning, refinement conferences are conducted by the Joint Staff in conjunction with US Transportation Command. TPFDD refinement is conducted in coordination with supported and supporting commanders, services, the Joint Staff, and other supporting agencies. U.S. Transportation Command, shall normally host refinement conferences at the request of the Joint Staff or the supported commander. Also called TPFDD refinement. (Joint Pub 1-02)

136. 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.

137. 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 C-day. 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

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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.

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).

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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)

138. 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)

139. 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)

140. 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 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)

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

142. 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)

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143. 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)

144. 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)

145. Validation. The Supported Command reviews ULNs that contain a date in the Supported Component Verification (SPG 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

146. 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.

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.

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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.

147. 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.

b. (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 G

Acronyms

| <u>ABBREVIATION</u> | <u>LONG TITLE</u> |
|---------------------|--|
| A/DACG | ARRIVAL/DEPARTURE AIRFIELD CONTROL GROUP |
| AAA | ARRIVAL AND ASSEMBLY AREA |
| AAC | ACTIVITY ADDRESS CODE |
| AALPS | AUTOMATED AIR LOAD PLANNING SYSTEM |
| AAOG | ASSEMBLY AREA OPERATIONS GROUP |
| AC | ACTIVE COMPONENT |
| ACE | AVIATION COMBAT ELEMENT |
| ACL | ALLOWABLE CABIN LOAD |
| ADCON | ADMINISTRATIVE CONTROL |
| ADP | AUTOMATIC DATA PROCESSING |
| AE | ASSAULT ECHELON |
| AEL | ALLOWANCE EQUIPMENT LIST |
| AFOE | ASSAULT FOLLOW-ON ECHELON |
| AGS | AVIATION GROUND SUPPORT |
| AGSE | AVIATION GROUND SUPPORT EQUIPMENT |
| AIMD | AIRCRAFT INTERMEDIATE MAINTENANCE DEPARTMENT |
| AIS | AUTOMATED INFORMATION SYSTEM |
| AIT | AUTOMATED IDENTIFICATION TECHNOLOGY |
| AL | ALLOWANCE LIST |
| ALCC | AIRLIFT CONTROL CENTER |
| ALCON | ALL CONCERNED |
| ALD | AVAILABLE-TO-LOAD DATE AT THE POE |
| AMC | AIR MOBILITY COMMAND |
| AMHS | AUTOMATED MESSAGE HANDLING SERVICE |
| AMOPS | ARMY MOBILIZATION OPERATIONS SYSTEM |
| AOR | AREA OF RESPONSIBILITY |
| APL | ALLOWANCE PARTS LIST |
| APOD | AERIAL PORT OF DEBARKATION |
| APOE | AERIAL PORT OF EMBARKATION |
| ARR | ALLOWANCE REQUIREMENTS REGISTER |
| ASL | AUTHORIZED STOCKAGE LIST |
| ASM | AUTOMATED SCHEDULING MESSAGE |
| AT | ANNUAL TRAINING (FORMERLY ATD) |
| ATI | AIR TERMINAL IDENTIFIER |
| ATF | AMPHIBIOUS TASK FORCE |
| ATLASS | ASSET TRACKING LOGISTICS AND SUPPLY SYSTEM |
| AVCAL | AVIATION CONSOLIDATED ALLOWANCE LIST |

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| | |
|--------|---|
| BBP | BREAK BULK POINT |
| BLT | BATTALION LANDING TEAM |
| BOSG | BASE OPERATIONS SUPPORT GROUP |
| BUMED | BUREAU OF MEDICINE AND SURGERY |
| C-DAY | DAY SPECIFIED BY JCS WHEN DEPLOYMENT BEGINS |
| C2 | COMMAND AND CONTROL |
| C3 | COMMAND, CONTROL, AND COMMUNICATIONS |
| C4I | COMMAND, CONTROL, COMMUNICATIONS, COMPUTERS, AND INTELLIGENCE |
| C4I2 | COMMAND, CONTROL, COMMUNICATIONS, COMPUTERS, INTELLIGENCE, AND INTEROPERABILITY |
| CAM | CRISIS ACTION MODULE |
| CAP | CRISIS ACTION PLANNING |
| CARF | COMBAT ACTIVE REPLACEMENT FACTOR |
| CASEST | CASUALTY ESTIMATOR (MARINE CORPS APPLICATION) |
| CAT | CRISIS ACTION TEAM |
| CATF | COMMANDER, AMPHIBIOUS TASK FORCE |
| CBBLs | HUNDREDS OF BARRELS (POL) |
| CCA | COMBAT CARGO ASSISTANT |
| CCC | CARGO CATEGORY CODE |
| CCDR | COMBATANT COMMANDER |
| CCIR | COMMANDER'S CRITICAL INFORMATION REQUIREMENTS |
| CCO | COMBAT CARGO OFFICER |
| CCSP | COMMON CONTINGENCY SUPPORT PACKAGE |
| CE | COMMAND ELEMENT |
| CESP | CIVIL ENGINEERING SUPPORT PLAN |
| CFH | COMBAT FLYING HOURS |
| CHOP | CHANGE OF OPERATIONAL CONTROL |
| CI | COUNTERINTELLIGENCE |
| CIN | CARGO INCREMENT NUMBER |
| CIS | COMMON ITEM SUPPORT |
| CJCS | CHAIRMAN, JOINT CHIEFS OF STAFF |
| CLB | COMBAT LOGISTIC BATTALION |
| CLF | COMMANDER, LANDING FORCE |
| CLR | COMBAT LOGISTIC REGIMENT |
| CMC | COMMANDANT OF THE MARINE CORPS |
| CMPF | COMMANDER, MARITIME PREPOSITIONING FORCE |
| CMOS | CARGO MOVEMENT OPERATIONS SYSTEM |
| CNO | CHIEF OF NAVAL OPERATIONS |
| CNSE | COMMANDER, NAVAL SUPPORT ELEMENT |
| COA | COURSE OF ACTION |

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| COCOM | COMBATANT COMMAND (COMMAND AUTHORITY) |
| COG | CENTER OF GRAVITY |
| COI | COMMUNICATIONS OPERATING INSTRUCTIONS |
| COMCAB | COMMANDER, MARINE CORPS AIR BASES |
| COMINT | COMMUNICATIONS INTELLIGENCE |
| COMMARCORSSYSCOM | COMMANDER, MARINE CORPS SYSTEMS COMMAND |
| COMMARFOR | COMMANDER, MARINE FORCES |
| COMNAVSURFLANT | COMMANDER, NAVAL SURFACE FORCES, ATLANTIC FLEET |
| COMPSRON | COMMANDER, MPS SQUADRON |
| COMSEC | COMMUNICATIONS SECURITY |
| CONOPS | CONCEPT OF OPERATIONS |
| CONPLAN | CONCEPT PLAN |
| CONUS | CONTINENTAL UNITED STATES |
| COSAL | CONSOLIDATED SHIPBOARD ALLOWANCE LIST |
| CPF | COMBAT PLANNING FACTOR |
| CPG | CONTINGENCY PLANNING GUIDANCE |
| CRD | COMBATANT COMMANDERS REQUIRED DATE |
| CS | COMBAT SUPPORT |
| CSA | CONTAINER STORAGE AREA |
| CSP | CONTINGENCY SUPPORT PACKAGE |
| CSS | COMBAT SERVICE SUPPORT |
| CSSP | COMMON CONTINGENCY SUPPORT PACKAGE |
| DACG | DEPARTURE AIRFIELD CONTROL GROUP |
| DASC | DIRECT AIR SUPPORT CENTER |
| DC | DEPUTY COMMANDANT |
| DC, I&L | DEPUTY COMMANDANT FOR INSTALLATIONS AND LOGISTICS |
| DC, M&RA | DEPUTY COMMANDANT FOR MANPOWER AND RESERVE AFFAIRS |
| DC, PP&O | DEPUTY COMMANDANT FOR PLANS, POLICIES AND OPERATIONS |
| DCA | DEFENSE COMMUNICATIONS AGENCY |
| DCS | DEFENSE COMMUNICATIONS SYSTEM |
| DEST | DESTINATION |
| DEPORD | DEPLOYMENT ORDER |
| DESC | DEFENSE ENERGY SUPPORT CENTER |
| DLA | DEFENSE LOGISTICS AGENCY |
| DNBI | DISEASE/NON-BATTLE INJURY |
| DOA | DAY(S) OF AMMUNITION |
| DOD | DEPARTMENT OF DEFENSE |
| DODIC | DEPARTMENT OF DEFENSE IDENTIFICATION CODE |
| DOS | DAY(S) OF SUPPLY |
| DOT | DEPLOYMENT OPERATIONS TEAM |
| DOW | DIED OF WOUNDS |
| DUC | DEPLOYING UNIT COMMANDER |

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| DPG | DEFENSE PLANNING GUIDANCE |
| DTF | DENTAL TREATMENT FACILITY |
| EAD | EARLIEST ARRIVAL DATE AT POD |
| EAF | EQUIPMENT ALLOWANCE FILE/EXPEDITIONARY AIRFIELD |
| EAP | EMERGENCY ACTION PLAN |
| EDD | ESTIMATED DELIVERY DATE |
| EPW | ENEMY PRISONER OF WAR |
| ESI | ESSENTIAL SUSTAINMENT ITEMS |
| EW | ELECTRONIC WARFARE |
| F-HOUR | TIME MOBILIZATION BEGINS |
| F/AD | FORCE ACTIVITY DESIGNATOR |
| F/W | FIXED WING |
| FAP | FLEET ASSISTANCE PROGRAM |
| FAST | FLEET ANTITERRORISM SECURITY TEAM |
| FDO | FORCE DEPLOYMENT OFFICER |
| FDO | FLEXIBLE DETERRENT OPTION |
| FDP&E | FORCE DEPLOYMENT PLANNING AND EXECUTION |
| FIE | FLY-IN ECHELON |
| FISP | FLY-IN SUPPORT PACKAGE |
| FM | FORCE MODULE |
| FMCC | FORCE MOVEMENT CONTROL CENTER |
| FMCR | FLEET MARINE CORPS RESERVE |
| FMID | FORCE MODULE IDENTIFICATION |
| FMF | FLEET MARINE FORCE |
| FML | FORCE MODULE LIBRARY |
| FOB | FORWARD OPERATING BASE |
| FOSP | FOLLOW-ON SUPPORT PACKAGE |
| FRAG | FRAGMENTARY ORDER |
| FRG | FORCE REQUIREMENTS GENERATOR |
| FRN | FORCE REQUIREMENT NUMBER |
| FST | FLEET SURGICAL TEAM |
| FUNCPLAN | FUNCTIONAL PLAN |
| FWD | FORWARD |
| GCCS | GLOBAL COMMAND AND CONTROL SYSTEM |
| GCE | GROUND COMBAT ELEMENT |
| GEF | GUIDANCE FOR THE EMPLOYMENT OF THE FORCE |
| GEOCODE | GEOGRAPHIC LOCATION CODE |
| GEOFILE | STANDARD SPECIFIED GEOGRAPHIC LOCATION FILE |
| GEOLOC | SYNONYMOUS WITH GEOCODE |
| GFC | GAINING FORCE COMMANDER |
| GFM | GLOBAL FORCE MANAGEMENT |
| GME | GARRISON MOBILE EQUIPMENT |
| GSA | GENERAL SERVICE ADMINISTRATION |

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| GTN | GLOBAL TRANSPORTATION NETWORK |
| H-HOUR | TIME AN OPERATION COMMENCES |
| HN | HOST NATION |
| HQMC | HEADQUARTERS, U.S. MARINE CORPS |
| HTC | HOME TRAINING CENTER |
| I&L | INSTALLATION AND LOGISTICS |
| IA | INDIVIDUAL AUGMENTATION |
| IAS | INTELLIGENCE ANALYSIS SYSTEM |
| ICCE | INDIVIDUAL COMBAT CARRYING EQUIPMENT |
| ICODES | INTEGRATED COMPUTERIZED DEPLOYMENT SYSTEM |
| ICP | INVENTORY CONTROL POINT |
| IDF | ITEM DATA FILE |
| ILOC | INTERMEDIATE LOCATION |
| IMA | INDIVIDUAL MOBILIZATION AUGMENTEE |
| IMM | INTEGRATED MATERIAL MANAGER |
| IMRL | INDIVIDUAL MATERIAL READINESS LIST |
| IPL | INTEGRATED PRIORITY LIST |
| IPR | INTELLIGENCE PREPARATION OF THE BATTLESPACE |
| IRBE | INITIAL REMAIN BEHIND EQUIPMENT |
| IRR | INDIVIDUAL READY RESERVE |
| ISB | INTERMEDIATE STAGING BASE |
| ISSA | INTER-SERVICE SUPPORT AGREEMENT |
| ITV | IN-TRANSIT VISIBILITY |
| JCS | JOINT CHIEFS OF STAFF |
| JCSCCC | JOINT CHIEF OF STAFF CARGO CATEGORY CODE |
| JET | JOPEs EDITING TOOL |
| JFAST | JOINT FLOW AND ANALYSIS SYSTEM FOR TRANSPORTATION |
| JFRG II | JOINT FORCES REQUIREMENTS GENERATOR II |
| JLOTS | JOINT LOGISTICS OVER THE SHORE |
| JOPEs | JOINT OPERATION PLANNING AND EXECUTION SYSTEM |
| JOPEsREP | JOINT OPERATION PLANNING AND EXECUTION SYSTEM REPORTING |
| JPD | JOINT PLANNING DOCUMENT |
| JPEC | JOINT PLANNING AND EXECUTION COMMUNITY |
| JPO | JOINT PETROLEUM OFFICE |
| JRSOI | JOINT RECEPTION, STAGING, ONWARD MOVEMENT AND INTEGRATION |
| JS | JOINT STAFF |
| JSCP | JOINT STRATEGIC CAPABILITIES PLAN |

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| JSOC | JOINT SPECIAL OPERATIONS COMMAND |
| JSOTF | JOINT SPECIAL OPERATIONS TASK FORCE |
| JSPS | JOINT STRATEGIC PLANNING SYSTEM |
| JSR | JOINT STRATEGIC REVIEW |
| JTF | JOINT TASK FORCE |
| JTTP | JOINT TACTICS TECHNIQUES AND PROCEDURES |
| | |
| LAD | LATEST ARRIVAL DATE AT POD |
| LCAC | LANDING CRAFT, AIR CUSHIONED |
| LCE | LOGISTICS COMBAT ELEMENT |
| LFORM | LANDING FORCE OPERATIONAL RESERVE MATERIAL |
| LHA | AMPHIBIOUS ASSAULT SHIP (GENERAL PURPOSE) |
| LHD | AMPHIBIOUS ASSAULT SHIP (MULTIPURPOSE) |
| LMCC | LOGISTICS MOVEMENT CONTROL CENTER |
| LOC | LINE OF COMMUNICATION |
| LOGAIS | LOGISTICS AUTOMATED INFORMATION SYSTEM |
| LOI | LETTER OF INSTRUCTION |
| LPD | AMPHIBIOUS TRANSPORT, DOCK (LANDING PLATFORM DOCK) |
| LPH | AMPHIBIOUS ASSAULT SHIP (LANDING PLATFORM - HELICOPTER) |
| LSD | AMPHIBIOUS SHIP, DOCK (LANDING SHIP, DOCK) |
| | |
| M-DAY | THE DAY FULL MOBILIZATION BEGINS |
| M&RA | MANPOWER AND RESERVE AFFAIRS |
| MACG | MARINE AIR CONTROL GROUP |
| MAG | MARINE AIRCRAFT GROUP |
| MAGTF | MARINE AIR-GROUND TASK FORCE |
| MALS | MARINE AVIATION LOGISTICS SQUADRON |
| MALSC | MARINE AVIATION LOGISTICS SUPPORT CONCEPT |
| MALSP | MARINE AVIATION LOGISTICS SUPPORT PROGRAM |
| MARCORLOGCOM | MARINE CORPS LOGISTICS COMMAND |
| MARCORSYSCOM | MARINE CORPS SYSTEMS COMMAND |
| MARFORCOM | MARINE FORCES COMMAND |
| MARFORPAC | MARINE FORCES PACIFIC |
| MAARS II | MARINE AMMUNITION ACCOUNTING AND REPORTING SYSTEM II |
| MATCS | MARINE AIR TRAFFIC CONTROL SQUADRON |
| MAW | MARINE AIRCRAFT WING |
| MBBLS | THOUSANDS OF BARRELS |
| MCAS | MARINE CORPS AIR STATION |
| MCB | MARINE CORPS BASE |

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| MCC | MONITORED COMMAND CODE |
| MCCDC | MARINE CORPS COMBAT DEVELOPMENT COMMAND |
| MCLB | MARINE CORPS LOGISTICS BASE |
| MCCP | MARINE CORPS CAPABILITIES PLAN |
| MCMPs | MARINE CORPS MOBILIZATION PROCESSING SYSTEM |
| MCPp | MARINE CORPS PLANNING PROCESS |
| MCRD | MARINE CORPS RECRUIT DEPOT |
| MCSF | MARINE CORPS SECURITY FORCES |
| MDL | MAGTF DATA LIBRARY |
| MDSS II | MAGTF DEPLOYMENT SUPPORT SYSTEM II |
| MEB | MARINE EXPEDITIONARY BRIGADE |
| MEF | MARINE EXPEDITIONARY FORCE |
| MEU | MARINE EXPEDITIONARY UNIT |
| MFE | MATERIAL FEASIBILITY ESTIMATOR |
| MHE | MATERIAL HANDLING EQUIPMENT |
| MIA | MISSING IN ACTION |
| MILSTAMP | MILITARY STANDARD TRANSPORTATION AND MOVEMENT |
| MIPS | MANPOWER INTEGRATED PERSONNEL SYSTEM |
| MLG | MARINE LOGISTICS GROUP |
| MMAS | MANPOWER MOBILIZATION ASSIGNMENT SYSTEM |
| MMP | MAGTF MASTER PLAN |
| MMS | MANPOWER MANAGEMENT SYSTEM |
| MOA | MEMORANDUM OF AGREEMENT |
| MOS | MILITARY OPERATIONAL SPECIALTY |
| MPF | MARITIME PREPOSITIONING FORCE |
| MPS | MARITIME PREPOSITIONING SHIP |
| MPSRON | MARITIME PREPOSITIONING SHIP SQUADRON |
| MRTM | MANPOWER REQUIREMENTS TRACKING MODULE |
| MSC | MAJOR SUBORDINATE COMMAND/MILITARY SEALIFT COMMAND |
| MTON/MT | MEASUREMENT TONS (40 CUBIC FT) |
| MWSS | MARINE WING SUPPORT SQUADRON |
| MCPp-N | MARINE CORPS PRE-POSITIONING - NORWAY |
| NAVAIR | NAVAL AIR SYSTEMS COMMAND |
| NAVCHAGRU | NAVAL CARGO HANDLING PORT GROUP |
| NAVICP | NAVAL INVENTORY CONTROL POINT |
| NAVRESFOR | NAVAL RESERVE FORCES |
| NCMP | NAVAL CAPABILITIES AND MOBILIZATION PLAN |
| NMCC | NATIONAL MILITARY COMMAND CENTER |
| NMS | NATIONAL MILITARY STRATEGY |
| NNOR | NON-NUCLEAR ORDNANCE REQUIREMENTS |
| NSC | NATIONAL SECURITY COUNCIL |
| NSE | NAVY SUPPORT ELEMENT |
| NSN | NATIONAL STOCK NUMBER |

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| NSS | NATIONAL SECURITY STRATEGY |
| OCONUS | OUTSIDE THE CONTINENTAL UNITED STATES |
| OIS | ORDNANCE INFORMATION SYSTEM |
| OPCON | OPERATIONAL CONTROL |
| OPLAN | OPERATION PLAN |
| OPORD | OPERATION ORDER |
| OPREP | OPERATIONAL REPORT |
| OPT | OPERATIONAL PLANNING TEAM |
| OSD | OFFICE OF THE SECRETARY OF DEFENSE |
| OWRMS | OTHER WAR RESERVE MATERIEL STORES |
| PAX | PASSENGERS |
| PCSP | PECULIAR CONTINGENCY SUPPORT PACKAGE |
| PD | PORT DESIGNATOR |
| PEB | PRE-EXPENDED BIN |
| PHIB | AMPHIBIOUS |
| PHIBGRU | AMPHIBIOUS GROUP |
| PHIBRON | AMPHIBIOUS SQUADRON |
| PIN | PERSONNEL INCREMENT NUMBER |
| PLAD | PLAIN LANGUAGE ADDRESS |
| POCG | PORT OPERATIONS CONTROL GROUP |
| POD | PORT OF DEBARKATION |
| POE | PORT OF EMBARKATION |
| POG | PORT OPERATIONS GROUP |
| POL | PETROLEUM, OILS, LUBRICANTS |
| PPBS | PLANNING, PROGRAMMING, AND BUDGETING SYSTEM |
| PROVORG | PROVIDING ORGANIZATION |
| PWRMS | PREPOSITIONED WAR MATERIEL STOCKS |
| R&FI | RECEPTION AND FORCE INTEGRATION |
| R/W | ROTARY WING |
| RBE | REMAIN BEHIND EQUIPMENT |
| RC | RESERVE COMPONENT |
| RDD | REQUIRED DELIVERY DATE AT DESTINATION |
| RFC | REQUEST FOR CAPABILITIES |
| RFF | REQUEST FOR FORCES |
| RLD | READY-TO-LOAD DATE AT ORIGIN |
| RLT | REGIMENTAL LANDING TEAM |
| ROLMS | RETAIL ORDNANCE LOGISTICS MANAGEMENT SYSTEM |
| RQT | RAPID QUERY TOOL |
| RTC | RESERVE TRAINING CENTER |
| RUC | REPORTING UNIT CODE |
| SDDC | SURFACE DEPLOYMENT AND DISTRIBUTION |

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| | COMMAND |
| SE | SUPPORT EQUIPMENT |
| SECDEF | SECRETARY OF DEFENSE |
| SHORCAL | SHORE CONSOLIDATED ALLOWANCE LIST |
| SMCR | SELECTED MARINE CORPS RESERVE |
| SMO | STRATEGIC MOBILITY OFFICER |
| SMU | SASSY MANAGEMENT UNIT |
| SOC | SPECIAL OPERATIONS CAPABLE |
| SOP | STANDING OPERATING PROCEDURE |
| SORTS | STATUS OF RESOURCES AND TRAINING SYSTEM |
| SP | SERVICE POINT |
| SPMAGTF | SPECIAL PURPOSE MARINE AIR GROUND TASK FORCE |
| SPOE | SEAPORT OF EMBARKATION |
| STON | SHORT TON |
| SUC | SUPPORTED UNIT CODE |
| | |
| TA | TRAINING ALLOWANCE |
| TAA | TACTICAL ASSEMBLY AREA |
| TACLOG | TACTICAL-LOGISTICS GROUP |
| TAMCN | TABLE OF AUTHORIZED MATERIAL NUMBER |
| TAC | TACTICAL ADDRESS CODE |
| TACON | TACTICAL CONTROL |
| TAUDL | TRANSPORTATION ASSET UDL |
| T-AVB | AVIATION LOGISTIC SUPPORT SHIP |
| TBA | TABLE OF BASIC ALLOWANCE |
| TCC | TRANSPORTATION COMPONENT COMMAND |
| TCN | TRANSPORTATION CONTROL NUMBER |
| T/E | TABLE OF EQUIPMENT |
| TEA | TRANSPORTATION ENGINEERING AGENCY |
| TFE | TRANSPORTATION FEASIBILITY ESTIMATOR |
| TFSMC | TOTAL FORCE STRUCTURE MARINE CORPS |
| T/M/S | TYPE/MODEL/SERIES |
| T/O | TABLE OF ORGANIZATION |
| TPFDD | TIME-PHASED FORCE AND DEPLOYMENT DATA |
| TPFDL | TIME-PHASED FORCE AND DEPLOYMENT LIST |
| TSS | TRIM STABILITY AND STRESS REPORT |
| TUCHA | TYPE UNIT CHARACTERISTICS |
| | |
| UCP | UNIFIED COMMAND PLAN |
| UD | UNIT DIARY |
| UIC | UNIT IDENTIFICATION CODE |
| ULN | UNIT LINE NUMBER |
| UNAFF | UNIFIED ACTION ARMED FORCES (JOINT PUB 0-2) |
| UMCC | UNIT MOVEMENT CONTROL CENTER |
| USPACOM | UNITED STATES PACIFIC COMMAND |

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| USSOCOM | UNITED STATES SPECIAL OPERATIONS COMMAND |
| USTRANSCOM | UNITED STATES TRANSPORTATION COMMAND |
| UTC | UNIT TYPE CODE |
| WHNS | WARTIME HOST NATION SUPPORT |
| WIA | WOUNDED IN ACTION |
| WPS | WORLD PORT SYSTEM |
| WRMR | WAR RESERVE MATERIEL REQUIREMENT |