

APPENDIX C

READINESS FOR MPF OPERATIONS

C.1 General

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

C.2 Material Readiness Responsibilities

a. Headquarters, Marine Corps

In coordination with OPNAV, Headquarters, Marine Corps (HQMC) exercises overall supervision of MPE/S readiness. The Commandant of the Marine Corps exercises these responsibilities through COMMARCORLOGBASES and operating forces commanders. Specific responsibilities include—

- Establishing policy for administration, control, and use of MPE/S
- Establishing and maintaining MPE/S equipment lists and affecting all required changes
- Providing a single point of contact for problem resolutions that require decisions at the Service or DOD level
- Establishing and conducting periodic inspections of embarked assets

b. MARCORLOGBASES

The Commander, MARCORLOGBASES, has primary responsibility for material readiness of MPE/S prior to an exercise or contingency. This includes administrative control, asset maintenance, and logistics support of MPE/S. Specific responsibilities include—

- Administering the maintenance contract for Navy (based on ISSA) and Marine Corps equipment aboard MPS. Civilian personnel, provided by the Marine Corps maintenance contractor, comprise the contract maintenance team (CMT). Control of the CMT is exercised through the COR, who works directly for COMMARCORLOGBASES. Each MPSRON has a COR embarked.
- Accountability for all prepositioned Marine Corps MPE/S, and custodial responsibility for all other embarked assets to include AGSE and (by ISSA) NSE equipment.
- Coordinating the replacement of unserviceable assets, stock rotation, addition of new items, or deletion of assets.
- Provisioning QA teams to ensure contract compliance.
- Coordinating equipment issue and return from MPF forces during exercises or operations.
- Assigning designated equipment and personnel to support off-load and onload during all scheduled maintenance, exercises, and ship recertification cycles. Requirement determination is established in conjunction with applicable force commanders.
- Ensuring applicable force commanders have ready access to the status of assets, that readiness reports are accurate and timely, and that supply and maintenance files are updated quarterly as equipment and/or MMC cycles occur.

c. MARFOR Commander

MARFOR Commanders monitor material readiness of maritime prepositioned stores through reports received from COMMARCORLOGBASES and through access to supply and maintenance files. Other responsibilities include—

- Ensuring CMC and COMMARCORLOGBASES are included in all plans that affect MPE/S.
- Establishing liaison with the COMMARCORLOGBASES to effect withdrawal of specified MPE/S as required.
- Reviewing applicable equipment lists for prepositioned stores and making recommendations for changes.
- Making recommendations for modernization of embarked assets.
- Assuming responsibility for withdrawn MPE/S and associated maintenance of assets while employed for exercises or operations.
- Performing required inspections prior to turnover, and accepting responsibility for designated MPE/S for use during training exercises or when a contingency plan is executed.
- Returning MPE/S to full combat-ready condition or providing funds to restore equipment to that condition after exercises or contingency operations.
- Providing readiness acceptance check (RAC) teams to periodically inspect MPE/S.
- Providing personnel and equipment to debark/embark MPE/S during periodic maintenance periods and RAC teams to assess equipment reloaded. In addition, MARFOR Commanders may provide augmentation for MCLB maintenance personnel on a "by exception" basis.

d. Shipboard Maintenance

MARCORLOGBASES is responsible for contract administration and coordination of shipboard maintenance activities. As such, MARCORLOGBASES has overall responsibility for quality control and quality assurance. Quality assurance is defined as the inspection and monitoring of the contractor's efforts by Albany. The quality control program is conducted aboard ship and it is the contractor's responsibility to ensure efforts meet the standards set forth. CMT's will have maintenance and supply skills in commodity areas for maintenance of ground equipment. With shipboard maintenance shops and spaces, complete tool kit test sets, and spare parts, CMT's are able to perform fourth echelon maintenance on most items of equipment. Space aboard ship may impose some limitations as will embark configuration, personnel skill deficiencies, and spare parts availability. CMT's will have a special operational stock of spare parts. Under normal conditions, Class IX embarked for contingency use will not be used. All supply support for CMT's will be through MARCORLOGBASES. When maintenance is required beyond the capabilities of CMT's, a decision will be made by COMMARCORLOGBASES on the disposition of the item. Other tasks assigned to CMT's include—

- Inventory and surveillance of equipment and supplies.
- Modification of equipment.
- Preventive maintenance.
- Exercise of equipment within space limitations.
- Maintenance of technical libraries.
- Maintenance of the applicable supply and maintenance data systems.

- Maintenance of applicable equipment manual record.
- Conducting joint LTIs prior to accepting the equipment back aboard the MPS.

e. Embarkation

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

f. Maritime Prepositioned Equipment/Supplies Property Control Procedures

The key to rapid issue of unit equipment is a flexible, automated (if possible) issue control system. Lists of equipment are prepared for each unit and detachment responsible for maritime prepositioned equipment/supplies (MPE/S) in the objective area. To adjust equipment issue to the requirements of the objective area (e.g., cold weather, desert) and to variations in the deploying force list, CG MEFs maintain baseline issue lists predicated on the notional organizations for which the MPE/S is configured. The MEFs must ensure that all equipment and some containers are assigned to specific battalions and squadrons in MDSS II. These lists serve as a starting point for modification during execution, and are passed to the MAGTF commander on appointment. They are also used to—

- Identify equipment shortfalls. Additional equipment requirements must be transported in the FIE or separately with a follow-on force. The MDSS II query should be FIE=T/E-E/L.
- Reapportion materiel when a ship within the MPSRON is off-station. The issue control system may be manual or automated; however, an automated capability is standard. MDSS II was adopted for this purpose.

g. Marking of MPE/S

MPE/S are not tactically marked. Embarked materiel is marked only to facilitate location, marshalling, and embarkation for regeneration. Marking codes are established by, and coordinated between, MARFOR commanders.

C.3 Unit Readiness

a. General

Unit readiness encompasses those peacetime postures and preparations adopted to facilitate timely employment of forces. They include the assignment, rotation, and modification of unit deployment postures, development of appropriate SOP's, and conduct of individual/unit training and exercises to prepare forces for short notice expeditionary service. SOP's for MPF operations should be written at the Group and Regimental (O-6) level to the service component level (O-9/10).

b. Deployment Postures

The various deployment postures are defined by the Joint Chiefs of Staff. The Joint Strategic Capabilities Plan (JSCP) levies requirements on specified commanders for short notice deployment of certain force levels, and contains certain planning estimates of times needed to marshal MAGTF's for sea or air movement. The deployment guidelines are for general military capabilities; they do not orient towards any specific force or contingency until execution planning begins. The deployment postures are as follows:

(1) Normal Deployment Posture

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

(2) Increased Deployment Posture

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

(3) Advanced Deployment Posture

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

(4) Marshalled Deployment Posture

The first increment of deploying personnel, mobility equipment, and accompanying supplies are marshalled at designated APOE's, but not loaded. Sufficient aircraft and/or sealift assets are positioned at, or en route to, the APOE to either load the first increment or to sustain a flow, as required by the plan or directive considered for execution. As required, adequate TALCE, stage crews, and support personnel to sustain the airlift flow at onload or en route locations are positioned.

(5) Loaded Deployment Posture

All first increment equipment and accompanying supplies are loaded aboard ships and prepared for departure to a designated objective area, and personnel are prepared to load on minimal notice. Follow-on increments of cargo/personnel are en route or available to meet projected ship load schedules. Sufficient lift is positioned and loaded at the POE to move the first increment or to initiate and sustain a flow, as required by the plan or directive considered for execution. As required, adequate supporting TALCEs, stage air crews, and support personnel to sustain the airlift flow at onload, en route, and off-load locations are positioned. Planning for the actual event, at all levels, takes time, and the executing force should receive alerts and warning orders on which to commence preparations for employment and deployment as soon as possible. Circumstances in a developing situation may retard the early issuance of warning orders to executing forces. The actual time available for planning and preparation may be greatly condensed. Regardless of how much time is available, planning must be continuous, concurrent, and eventually directed toward the particular circumstances associated with the actual scenario. The level of unit readiness and deployment posture of the executing force will influence the time required for planning and preparation.

c. Force Requirement Considerations

The specific force requirements cannot be accurately defined until execution planning for the actual event commences. While this complicates establishment of responsive deployment standards, there are several consistent factors that commanders should consider. For example, detachments from the MAGTF CE, CSSE, and NSE elements deploy first. The basic concept requires the early establishment of command and combat service support capabilities in the objective area to prepare for subsequent deployment of combat forces. The SLRP and OPP should deploy as soon as the international situation, national decision making process, and operations security requirements permit.

Closure of the MPSRON to the arrival port/beach is key to the deployment schedule of the advanced party and main body. The main body of the deploying force should arrive after closure of the MPSRON. Otherwise, time and

consumable supplies are wasted, the deploying force becomes a burden on the host nation and/or supported command, and sustaining support requirements interfere with throughput efforts.

Day-to-day airlift capability depends on a variety of factors that change from operation to operation. Unit readiness to deploy must be flexible to meet airlift availability.

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

d. Training and Exercises

Efficient execution of MPF operations requires exercise and training with the associated procedures. It is seldom possible, because of fiscal and airlift constraints, to exercise the entire process at one time. However, the process can be taught and exercised incrementally to develop the requisite individual and unit skills. Examples include—

- Individual training at service, fleet (e.g., Expeditionary Warfare Training Groups), and unit schools
 - Force deployment planning and execution courses for officers and staff noncommissioned officers
 - Air movement load planning
 - Depreservation training
 - FF planning
 - Embarkation and use of TAVB's for afloat aviation maintenance
- Unit training
 - Force deployment planning and execution courses and programmed texts
 - Departure/arrival airfield control group operations
 - Disassembly and assembly of rotary-wing aircraft to be airlifted to the objective areas
 - Preparation of RBE for turnover to parent organizations
 - Preparation of unit equipment and supplies for movement on airlift aircraft
 - AMC affiliation program training
 - NSE basic training
 - NSE intermediate training
- Exercises
 - Maritime prepositioned deployment planning exercises
 - Short notice alert, preparation, and marshalling exercises for alert units (STRATMOBEX)
 - SLRP/OPP deployment training
 - Off-load and MPE/S issue/recovery exercises for CSS elements

- Air movement exercises for operating forces and NSE units
- Port/beach operation exercises for landing support companies with associated NSE personnel. While actual ship off-load training is preferable, considerable training can be done without it.
- Arrival airfield control exercises for landing support companies in association with unit air movement training
- Departure airfield control exercises for landing support companies/supporting establishment personnel associated with unit air movement exercises

e. Standing Operating Procedures for Unit Readiness

Standing operating procedures (SOPs) serve to standardize recurrent endeavors and relieve the execution planning process of much implementation detail. SOPs are useful only if all participants possess and understand current editions. Numerous MPF operation aspects are expedited by promulgation of SOPs, many of which are also necessary for other requirements (e.g., embarkation, air movement). Unit readiness SOPs should outline responsibilities and procedures before and after receipt of an alert order. The SOP should provide information and direction for immediate subordinates, and spell out actions and responsibilities for the unit including attachments, elements, and individuals. An SOP should outline responsibilities during normal deployment posture and any increases in that posture that are directed before issuance of an alert order. The SOP should identify standby requirements as well as responsibilities and procedures for assigning and rotating those requirements. Each level of deployment posture should be interpreted in terms of leave and liberty restrictions, training and travel restrictions, and administrative preparation procedures. The guidance should include—

- Personnel standards for deployment (medical, inoculations, time remaining in service, sole surviving son restrictions, power of attorney, will, provisions for dependent support, nondeploying baggage, and amount and condition of individual equipment and clothing)
- Unit recall and alert responsibilities and procedures
- Unit equipment (including publications) to deploy
- Unit responsibilities and procedures for turn-in and disposition of remain-behind equipment in accordance with policies established by higher authority
- Unit responsibilities and procedures for turn-in and disposition of personal vehicles and possessions
- Unit responsibilities and procedures to prepare unit equipment for deployment. This includes boxing, palletizing, mobile-loading, marking vehicles for movement, disassembling equipment (e.g., helicopters), and updating embarkation data.
- Unit responsibilities and procedures for disposition of unclassified and classified records and files that are not required for deployment
- Unit responsibilities and procedures for providing assistance to families of deployed or deploying personnel
- Unit responsibilities for movement support
- Unit authorities and procedures for return of personnel assigned to temporary additional duty or the Fleet Assistance Program (FAP)
- Procedures for transfer or unit responsibilities for operating and supporting dining facilities

- Relationship between operating force and supporting establishment organizations for coordination and support, as established by higher authority
- Unit reporting responsibilities regarding deployment postures and changes thereto
- Unit responsibilities for operations security

f. On Receipt of an Alert Order

At the initial receipt of an alert order to commence execution planning, the unit SOP should provide guidance for those actions necessary to prepare for deployment. Additionally, unit commanders participate in concurrent and parallel planning regarding ultimate combat employment of the force and associated deployment considerations. Unit SOPs for those actions should make use of the checklists and progressive event flows (e.g., staff duty officer commences recall) to ensure coordination and attention to detail. Preparation for deployment will require the following efforts (including marshalling and movement to APOEs). Many of these steps will occur concurrently.

(1) Initial Alert, Assembly of Key Personnel, and Assessment

This includes commencement of recall and the assembly of the commander and staff to make an initial assessment of what is known about the developing requirements, what additional information is required, what must be done to prepare, and how much time is available. Based on this assessment, the commander provides guidance to the staff and subordinate commanders regarding division of work, priority of effort, and operations security.

(2) Assembly, Preparation, and Inspection of Deploying Personnel

This includes assembly and initial briefs for deploying personnel, administration of area-orientated inoculations, checking individual readiness for deployment (e.g., family support, power of attorney, will, ID tags/card, etc.), disposition of personal vehicles and possessions, preparation of individual equipment and seabags, issuing individual and team weapons and equipment, and disposition of nondeployable personnel and equipment.

(3) Preparation and Inspection of Equipment and Vehicles

Equipment and vehicles to deploy are brought to full operational capability and prepared for the objective area (environment) and transit. Unit equipment and supplies are palletized and vehicles are prepared for air shipment. Organizational remain-behind equipment and garrison property is inventoried and disposed of as provided by SOP. In addition, necessary maps, cryptographic software, and consumable supplies are acquired.

C.4 Readiness Reporting

a. Unit Readiness Reports

Units assigned to MPF duty will report unit readiness in accordance with normal SORTS procedures. Equipment readiness is based on the unit's normal T/E and will not consider MPE/S.

b. MPE/S Readiness Reporting

MARCORLOGBASES consolidates equipment readiness information from each MPSRON CMT and provides reports to the MARFORs. The MARFORs, or designated subordinate commanders, report SORTS data as directed. MPE/S are additive equipment and supplies, and do not count as either allowance items or PWR.

c. Remain-Behind Equipment

When the MPF MAGTF deploys with their FIE, the remain-behind equipment may round out the reserves T/E.

