

CHAPTER 10

ARRIVAL AND ASSEMBLY ORGANIZATIONS AND RESPONSIBILITIES

10001. General

Arrival and assembly may well be the most crucial phase of an MPF operation, and includes—

- Initial preparation of the AAA
- Coordinated arrival and off-load of equipment and supplies from the MPSRON (in port, across a beach, or a combination of both)
- Reception of the FIE
- Movement and distribution of MPE/S
- Security
- Preparation for the MAGTF operational mission

a. Scope

The AAA is an area of sufficient size and facilities (airfields, ports, beaches, staging, and assembly areas) to perform the complex tasks of arrival, off-load, MPE/S distribution, assembly, and preparation for employment of a MAGTF.

b. Duties and Responsibilities

The MAGTF Commander is responsible for arrival and assembly operations, including the reception and throughput ashore of MPF equipment, supplies, and personnel. Throughput is a function of the distribution and movement system. Implicit within throughput is the processing of personnel and material (within a specified period of time) through a processing point. Accountability of MPE/S upon debarkation will transfer from COMMARCORLOG-BASES to the MAGTF Commander. The CMPF is responsible for the ship-to-shore movement.

c. Commencement and Disestablishment

The arrival and assembly phase begins on arrival of the first MPS or the first aircraft of the main body at the designated AAA. This phase ends when: adequate equipment and supplies are off-loaded and issued to awaiting units, command and control communications are established, and the MAGTF Commander reports that all essential elements of the MAGTF have attained combat readiness. Simultaneous or subsequent tactical operations by the MAGTF (and movements to those operations) are not considered part of the MPF operation.

d. Arrival and Assembly Plan

Annex S of the Joint Operation Order, as applied to MPF operations, will contain the arrival and assembly plan information. This annex is written by the MAGTF Commander, in coordination with CMPF, and approved by the establishing authority.

e. Planning Factors

The decision to deploy an MPF assumes that certain conditions exist in the AAA. The following guidelines and principles are provided for planning:

One or more airfields exist within the AAA which have the capability to—

- Recover and launch AMC furnished strategic aircraft
- Recover 20-25 AMC furnished transport aircraft during 24 hour operations
- Provide for off-loading of aircraft safely using available apron space
- Provide an overflow area for passengers and cargo
- Provide a helicopter buildup area
- Provide minimal air traffic control (ATC) activities
- Operate tactical aircraft
- Provide a rotary wing site

A usable port exists within the AAA with the capability to—

- Allow ships (with drafts up to 37 feet) to off-load pierside (see Appendix B)
- Accommodate the ship's stern ramp and vehicle weight to the pier (Appendix B contains ship data)
- Accommodate a surge off-load of vehicles for staging or performing initial corrective maintenance, as well as an area for staging containers (preferably hard stand)
- Accommodate the off-loading of fuel, water, ammunition, and possible storage of the same

If no usable port is available, then a suitable beach must exist within the AAA with capabilities to—

- Off-load MPE/S with access to improved road networks
- Provide sufficient staging/maintenance areas suitable for the off-load of MPE/S
- Off-load fuel, water, bulk fluids and possible storage of the same

Availability of transportation, POL (all types), potable water, and security may be provided by HNS agencies, or specific early self-support arrangements should be incorporated into MPF deployment planning to ensure such commodities are available.

10002. Survey Liaison Reconnaissance Party

The survey liaison reconnaissance party (SLRP) normally deploys to the AAA under the operational control of the MAGTF. Early SLRP deployment is necessary to allow timely assessment of conditions and to report observations to the MAGTF Commander and associated commanders. Composition of the SLRP is task-organized after issuance of the warning order and development of the concept for deployment. Appendix G provides a notional SLRP table of organization (T/O). The SLRP must be self-sustaining and include representatives from the MAGTF, CMPF, NCW, NMCB, FH and CNSE staffs. A MAGTF officer will be designated, in coordination with CMPF (if designated), as the SLRP officer in charge (OIC). Criteria for selection of the SLRP OIC should be based on knowledge of MPF

requirements with consideration given to the diplomatic skills necessary to interact with high level host nation civilian and military representatives.

10003.Off-Load Preparation Party

The off-load preparation party (OPP) is a temporary task organization, under the OPCON of the MAGTF Commander, consisting of maintenance, embarkation personnel, and equipment operators from all MAGTF elements and the NSE. Appendix G provides a notional OPP table of organization (T/O). The OPP's task is to prepare the equipment onboard MPS for debarkation at the AAA. On activation, the OPP will deploy to join the MPS(s) prior to their sailing, during transit, or when they arrive at the AAA. Ideally, the OPP should deploy to join MPS at least 96 hours (4 days) prior to AAA closure. If this is not feasible, the OPP should be positioned in the AAA and board MPS as soon as possible. The OPP OIC will be a Navy officer designated by CNSE; the Marine OPP contingent will be under the cognizance of the senior Marine officer, called the Assistant OPP OIC. On arrival aboard an MPS, the OPP commander will report to COMPSRON to obtain specific directions concerning shipboard activities. Although dependent on the COMPSRON while embarked, the OPP's responsibilities and priorities are established by the MAGTF Commander, in coordination with the CMPF. The relationship between the OPP and the Ship's Master parallels that of an embarked unit commander and the commanding officer of amphibious ships. The OIC of the OPP will convey the MAGTF commanders off-load priorities to the COMPSRON, Ship's Master, and COR. Those priorities will define the objectives for off-load preparation by the MPSRON, MCMC, and OPP.

a. Organization of the OPP

The OPP will consist of personnel from the MAGTF, NSE, NEAT, and designated force protection units. The OPP is embarked on the MPSRON by O-4. The OPP headquarters is comprised of five individuals (see Appendix G). The OIC, OPP will transition to OIC, OCU on NAVY Day to provide continuity of operations. The Assistant OPP OIC is a Marine Major designated by the MAGTF Commander and may transition to become the MOLO. The OPP Headquarters are normally billeted aboard the primary or alternate flagship (depending on ship availability). The OIC, OPP will publish the daily OPP SITREP per Appendix I. The remaining personnel within the OPP are assigned to specific ships within the MPSRON and are designated as an OPP detachment. The OIC, OPP detachment is the senior Marine or Sailor aboard that ship and supervises the entire preparation effort of the Marines and Sailors aboard that vessel. The OIC, OPP detachment reports directly to the OIC, OPP and will provide information relevant to the daily OPP SITREP.

b. OPP Tasks

The OPP is responsible for preparing the ships' off-load systems, lighterage, and embarked MPE/S for off-load. OPP responsibilities include the preparation of the ships' cranes, winches, and fuel/water discharge systems, and initial de-preservation and preparation of MPE/S. The OPP must be thoroughly familiar with the configuration of the ship and the ship's load plans. Priorities for equipment preparation for off-load are:

- Ship cargo handling systems (e.g., cranes, winches, slings, container handlers, CLS for LVS, fuel and water discharge systems)
- Lighterage
- NSE equipment for instream and beach off-load (TAMCNs that start with "X")
- Material handling equipment required to support the off-load (TAMCNs that start with "B" and "D")
- All other Marine equipment

c. OPP Disestablishment

The OPP is disestablished after arrival of the ships and on completion of off-load preparations. Its members remain aboard to form the nucleus of the debarkation team, augmented as required by MAGTF and NSE personnel who arrive with the FIE. Refer to the Debarkation Team table of organization in Appendix G.

10004. Arrival and Assembly Organizations

The arrival and assembly organizations are a composite of personnel from the SLRP, OPP, and an Advance Party. The Advance Party is a task organization formed by the MAGTF Commander, which consists of personnel designated to form the nucleus of the arrival and assembly organizations. The primary tasks of the Advance Party are to arrange for the reception of the main body and MPSRON, and provide force protection to the beach, port, airfield, and unit assembly areas. At a minimum, the Advance Party is comprised of the LFSP (with personnel augments from the other MSEs), the entire NSE, and those Marine, Navy, and Coast Guard force protection units. The Advance Party should arrive in the AAA on O-4 to prepare for the MPSRON's arrival on O-2 and NSE's preparations on NAVY Day (O-1)

a. Arrival and Assembly Operations Group

The arrival assembly operations group (AAOG) is a task-organized group from the MAGTF whose function is to coordinate and control arrival and assembly operations. It consists of personnel from all MAGTF elements plus liaison from the CNSE (see figure 10-1). The AAOG must—

- Monitor the airflow of the FIE into the AAA
- Coordinate and monitor the throughput and distribution of MPE/S from the MPS to the unit assembly areas, specifically the arrival and assembly organization elements within those assembly areas
- Coordinate the association of MPE/S with designated organizations
- Provide initial command and control functions for the MAGTF in the AAA
- Direct and coordinate the arrival and assembly operations elements
- Provide direction, coordination, and interface with the LFSP and ACO until such time as the respective MAGTF elements assume responsibility for those functions
- Publish the daily SITREP per Appendix 1

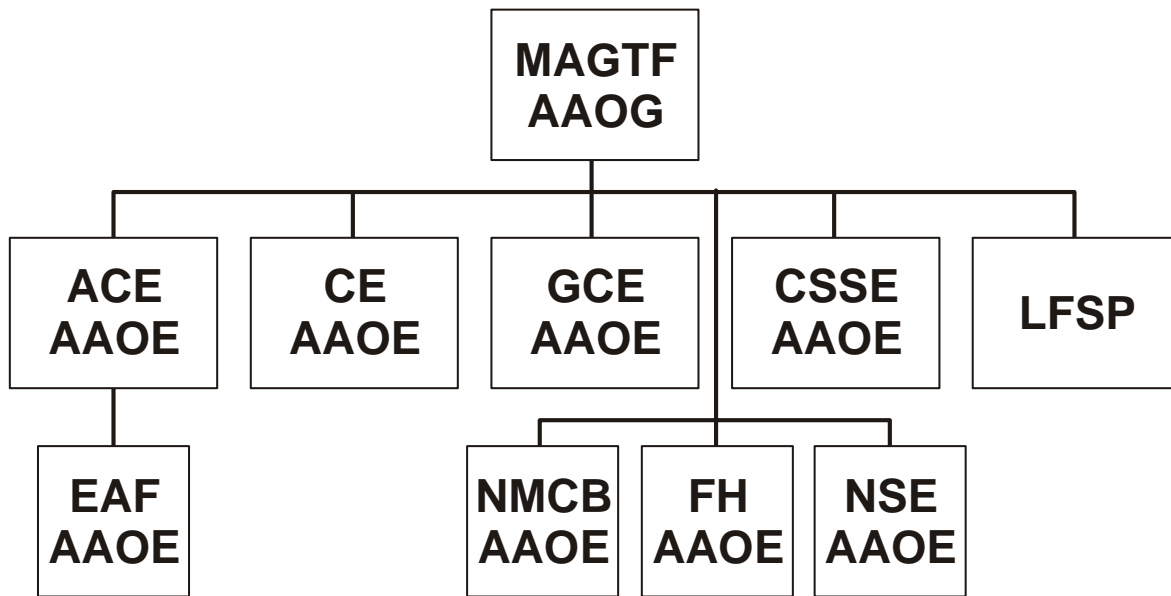


Figure 10-1. C2 Organizations for Arrival and Assembly

b. Arrival and Assembly Operations Element

Each element within the MAGTF and NSE establishes an arrival and assembly operations element (AAOE) to perform the following tasks:

- Provide initial C2 activities within the assembly area until arrival of the element commander
- Obtain receipts for MPE/S and verify items with the MAGTF
- Distribute MPE/S to unit equipment reception points (ERPs) per the MAGTF Commander's distribution plan
- Provide liaison with the AAOG
- Coordinate security in the assembly areas
- Oversee preparations for combat
- Provide throughput reports to the AAOG as directed by the AA plan

c. Airfield Coordination Officer

The airfield coordination officer (ACO) is designated by the MAGTF Commander under the cognizance of the ACE, and acts as the single point of contact for HNS and other support peculiar to aviation operations at the airfield(s). Non-AMC support requirements identified by the TALCE ADVON will be coordinated through the ACO. The ACO should be a member of the SLRP to facilitate airfield operational planning. See appendix D, tab G for the ACO checklist. Functions coordinated by the ACO include—

- Ramp allocation and aircraft parking

- Air traffic control
- Fuel storage and dispensing
- Aircraft rescue and firefighting
- Allocation of facilities and real estate
- Flight clearance
- Airfield improvement
- Navigational aids
- Arresting gear
- Airfield lighting
- Affecting coordination with the AACG

d. Landing Force Support Party

The landing force support party (LFSP) is a task-organized unit composed primarily of elements from the CSSE and NSE augmented by other MAGTF elements. The LFSP controls throughput of personnel and MPE/S at the port, beach, and airfield. The LFSP falls under the control of the OIC, AAOG (see figure 10-2). There are four principal throughput groups:

- Port operations group (POG)
- Beach operations group (BOG)
- Arrival airfield control group (AACG)
- Movement control center (MCC)

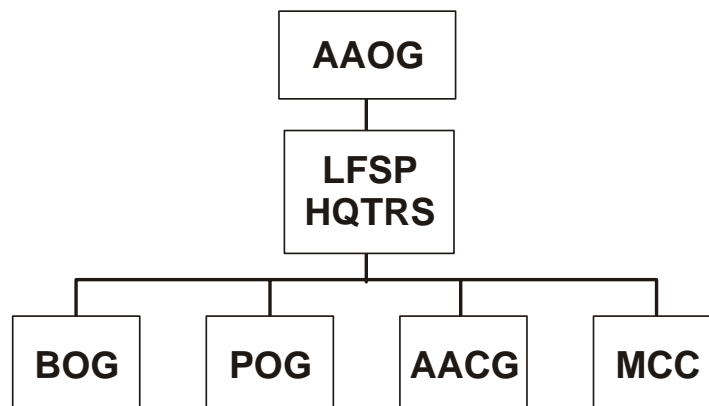


Figure 10-2. LFSP Organization

(1) Port Operations Group

The POG is a task-organized group from the Navy Cargo Handling Force, and the MAGTF's Beach and Terminal Operations Company. The POG may be retained after arrival and assembly for the off-load of resupply shipping as well as for retrograde of damaged equipment. The POG is responsible for preparing the port prior to arrival of the MPS and the throughput of supplies and equipment as they are off-loaded from the ship. The POG operates under the overall direction of the LFSP and in coordination with the ship's debarkation officer (see figure 10-3). The POG is responsible for—

- Establishing overflow areas for supplies and equipment
- Clearing piers and overflow areas of material
- Establishing communications with the LFSP and ship's debarkation officer
- Establishing liaison with host nation port authorities for employment of cargo and material handling equipment, operations and longshoreman support, and dunnage
- Operating cargo/material handling equipment including shore-based cranes, forklifts, tractors, dollies, lighting, etc.
- Assisting Navy cargo handling force detachments in ship off-load as directed, and transport cargo to overflow areas as necessary
- Establishing bulk fuel/water reception and transfer facilities as directed
- Being prepared to continue port operations for follow-on shipping

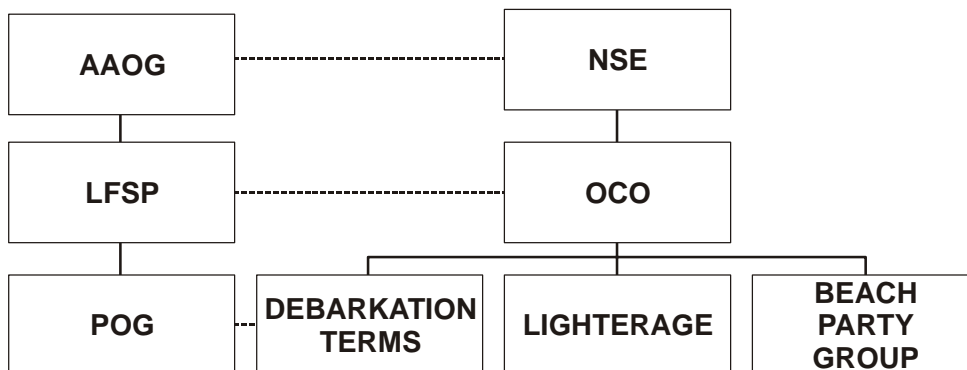


Figure 10-3. Pierside Off-Load Organization

(2) Beach Operations Group

The BOG is a task-organized group from the NSE and the MAGTF landing support company. The BOG operates under the overall direction of the LFSP and in coordination with the OCU (see figure 10-4). The BOG may be retained after the arrival and assembly for the off-load of follow-on shipping. The functions of the BOG and associated NSE beach party teams (BPTs) include—

- Providing the beach area command and control necessary to control and coordinate the throughput of MPE/S
- Organizing and developing the beach area as necessary to support the throughput of MPE/S, to include the designation and establishment of overflow areas
- Coordinating the bulk fluid transfer as required
- Off-loading lighterage at the beach
- Providing direction for MAGTF drivers to move vehicles from the lighterage
- Providing surge vehicle operators
- Preparing for follow-on operations

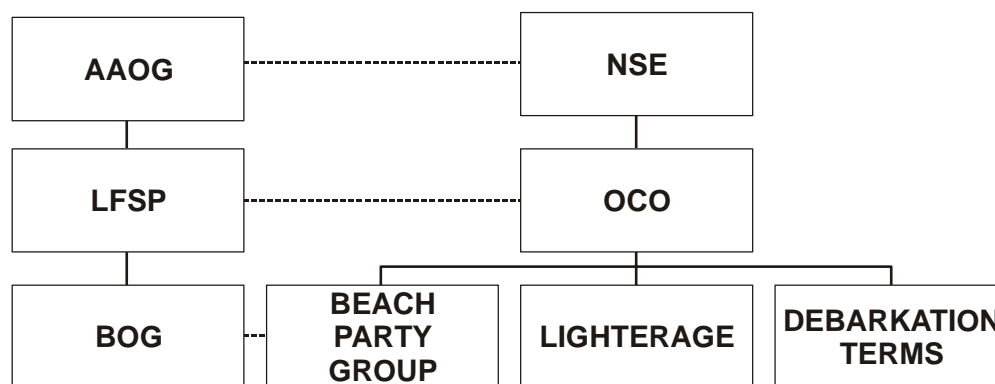


Figure 10-4. Instream Off-load Organization

(3) Arrival Airfield Control Group

The AACG is responsible for the control and coordination of the off-load of airlifted units and equipment, and provides limited combat service support to those units. The AACG is task-organized around a nucleus provided by the Landing Support Company of the CSSE, and is structured and manned to provide continuous operations support for multiple aircraft. Normally, the AACG will deploy as an element of the advance party and initiate operations at the arrival airfield. AACG is the point of contact between TALCE at the arrival airfield and the LFSP (see figure 10-5).

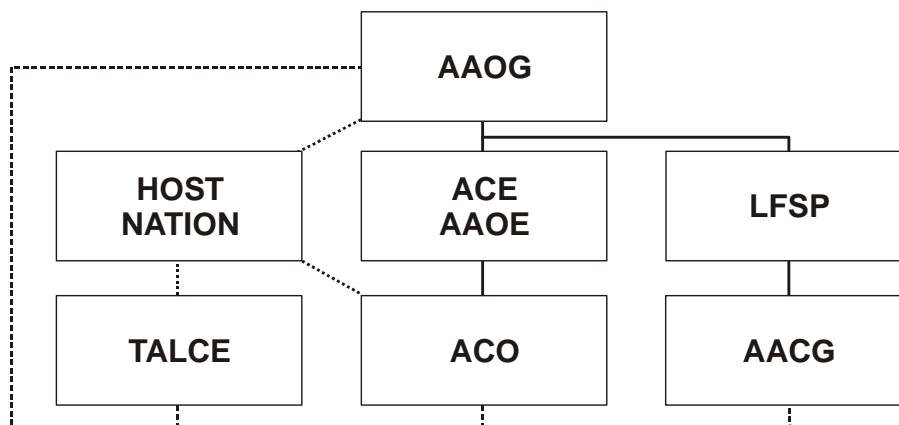


Figure 10-5. Arrival Airfield Control Group Relationships

(4) Movement Control Center

The MCC is the agency that plans, routes, schedules, and controls personnel and equipment movements over lines of communications. In MPF operations, the MCC forms the MPE/S being off-loaded from the ship or aircraft into separate MSC convoys for movement to the AAOEs.

10005. Ship-to-Shore Movement

CMPF is responsible for accomplishing the off-load, instream, or pierside of MPE/S. The organization executing the off-load is the off-load control unit, under the direction of the off-load control officer (OCO), who reports to the CNSE. CNSE coordinates with the AAOG for off-load matters. The OIC of the OPP becomes the OCO upon arrival of the ship and completion of off-load preparations.

a. Instream Off-Load Operations

For instream off-load operations, the following elements report to the OCO.

(1) Ship's Debarkation Officer

The debarkation officer's responsibility is to coordinate the efforts of the Navy cargo handling detachment, the Marine debarkation teams, and the employment of lighterage in order to most efficiently off-load each ship. In this respect, the navy cargo handling detachment will conduct the lift-off portion of the discharge while Marines will conduct the roll-off portion of the discharge, or move PEIs under the hatch square for the cargo handling detachment.

(2) Lighterage

Lighterage consists of causeway ferries, SLWT, and LCM-8s that are maintained by the NSE. Boat crews report to the OCO for ship and beaching assignments.

(3) Beach Party Team

The beach party team (BPT) is responsible for beach operations. This group reports to the OCO and advises the OCO about areas available for causeway/boat landings and the transfer of bulk liquids. The beach party team then coordinates such with the BOG.

b. Pierside Off-Load Operations

For pierside off-load operations, the following elements report to the OCO.

(1) Ship's Debarkation Officer

The debarkation officer's responsibility is to coordinate the shipboard efforts in order to most efficiently off-load each ship. In this respect, the Navy cargo handling detachment will conduct the lift-off portion of the discharge while Marines will conduct the roll-off portion of the discharge.

(2) Lighterage

Lighterage may be off-loaded and placed either ashore or in the water as directed by the PCO.

10006. Port Operations

Off-load of the MPSRON in a port, especially simultaneous off-loading of more than one MPS, will accelerate throughput. A port off-load requires less personnel and reduces the potential for MPE/S damage or loss. It is far less susceptible to the effects of sea state and weather. As a counterpoint, port operations require more interface with the host nation and increase the likelihood of encountering restrictions on handling and transporting ammunition, POL, and hazardous cargo. Civilian ship traffic, labor unions, and general port congestion must also be considered. As a general comment, MPF deployment to a port with sufficient pier space and staging areas to accommodate the simultaneous pierside off-load of an entire MPSRON is an unlikely scenario. The manpower required for such multiple off-loads will very quickly outstrip the MAGTF/NSE's personnel staffing. For pierside off-loads, the following must be considered:

a. Port Area

The port area is organized by the POG commander under the overall direction of the LFSP commander. To facilitate off-load, it may be necessary to establish port overflow areas within the port terminal. These overflow areas should be able to accommodate temporary staging and handling of supplies and equipment.

b. Petroleum, Oils, Lubricants, and Ammunition

Petroleum, oils, lubricants, and ammunition should not be held in the port or port overflow areas but should be transported directly to the CSSE storage sites.

c. Port Authority

If the host nation port authority is not functioning, the CMPF or MTMC will assume this responsibility. If the host nation port authority is functioning, the CMPF will designate a Navy port liaison officer to provide coordination between the MPSRON and the host nation. The port liaison officer advises the port authority regarding cargo characteristics (including hazardous cargo) and off-load requirements that may have an impact on port activities. Additionally, the port liaison officer coordinates with HNS representatives regarding—

- Environmental data (tides, winds, obstructions), navigational aids, and harbor information required for safe operations
- Berths and/or anchorages
- Tug/pilot services
- Firefighting services
- Pierside services

- MHE services

10007. Beach Operations

A beach off-load may be the only means to bring supplies and equipment ashore, or a beach operation may be conducted in conjunction with a port operation to accelerate the overall rate of discharge. The advantages of accelerated throughput must be weighed against the disadvantages inherent to beach operations. Simultaneous beach and port operations will significantly expand the size of the LFSP and NSE. The slowness of ship-to-shore operations, the increased potential for cargo damage, and the possibility of delays associated with changes in both the weather and sea state must be considered. A beach operation for an MPF operation is similar to the general off-loading period of an amphibious operation, and the overall consideration in beach organization is throughput of cargo to inland destinations. Beach organization must make the best possible use of existing beach exits, hard surface availability for staging, and road networks. The proximity of existent bulk fluid storage or areas suitable for installation of expeditionary systems and means to transport bulk fluids (pipeline or tanker) to airfields must be considered. Trafficability across the beach to staging areas and roads must be evaluated. The beach also must be organized to accommodate simultaneous landings of equipment and supplies through a number of landing points and to facilitate lighterage control. Normally, one colored beach is required for one MPSRON and is segmented into 4 numbered beaches for vehicles, containers, AAVs, and bulk liquids.

10008. Arrival Airfield Operations

The arrival airfield is located within the AAA and, ideally, in proximity to the off-load port or beach. Arrival airfield operations must meet concerns and requirements of the TALCE, AACG, and ACO. Designation of off-load ramps and holding areas will be accomplished jointly by the TALCE and AACG. Holding areas will be established sufficiently clear of the off-load ramps to avoid congestion and to facilitate loading passengers and equipment for transportation to assembly areas as required. Temporary facilities will be established close to the holding areas for medical and other support (heads, shelter, water, etc.) for the arriving units. Facilities will also be established for AACG and TALCE support (command and control, communications, billeting, and messing).

10009. Distribution of MPE/S

The success or failure of the MPF operation may be determined by the effectiveness of methods established to distribute, account for, and control the issuance of MPE/S. The methods and controls should be described to all MPE/S users in the distribution plan as part of the arrival and assembly plan. An effective distribution plan will contribute to throughput and ensure strict accountability and security are maintained. In addition, technical assistance from the MARCORLOGBASES/Blount Island command technical assistance and advisory team facilitates the distribution of MPE/S. All MPE/S should be designated to specific battalions, squadrons and separate companies in MDSS II after the MPF maintenance cycle. This designation will ensure that MPE/S goes to the correct unit and reduces the amount of equipment in the FIE.

a. Requirements

(1) Personnel

Adequate numbers of trained personnel must be provided to plan and manage the distribution of equipment and supplies. Personnel are sourced from the MAGTF, CSSE and NSE, and serve in the SLRP, AAOG, and LFSP. Key personnel familiar with the distribution plan should deploy with the SLRP to perform reconnaissance of the proposed staging areas, identify HNS MHE to assist the distribution, and liaison with the OIC OPP to reconcile disparities between physical inventories on the MPS(s) and load plan equipment lists.

(2) Equipment

Adequate quantities of AIS equipment are essential for the distribution system to work properly. The AAOG, AACG, LFSP, AAOEs and NSE should possess ADP equipment necessary to fulfill their control and accountability

requirements. Local equipment checklists should be developed to reflect the type and quantities of assets to establish connectivity with the MPF. See appendix F for a discussion of current AIS systems and capabilities.

(3) Container Operations Terminal Lot

The CSSE will establish a Container Operations Terminal (COT) lot in the CSSA. Each MPSRON may off-load over 2,000 containers, many containing the sustainment of the MAGTF. Additionally, the UAAs may not be established to receive containers. These unit-specific containers may go into the overflow area of the COT Lot until the UAA is prepared to receive them. The organization and preparation (grading the roads and leveling the ground) of the COT Lot is critical to the timely distribution of materials in containers. When the containers are unstuffed, the empty containers will be returned to the CSSA COT lot for temporary storage until the regeneration phase. Commands that desire to use empty containers for other purposes (i.e., bunkers, armories, office spaces, etc. must obtain permission from COMMARCORLOGBASES. Containers are critical to the regeneration process and are expensive to procure. Damage done to the structural integrity of the container will preclude it from obtaining a certification to be embarked aboard MPS.

10010. Accountability of MPS Equipment and Supplies

Once MPE/S is off-loaded, accountability for it will transfer from the COMMARCORLOGBASES to the MAGTF Commander. Upon completion of the MAGTF's mission and the regeneration process, accountability of MPE/S transfers back to the COMMARCORLOGBASES.

10011. Force Standup

Force stand-up is defined as those actions required to prepare units for operational missions. This portion of arrival and assembly operations occurs upon completion of MPE/S distribution to the AAOEs and unit assembly areas. Unit assembly areas (UAAs) are geographic locations for an entire MSE or the NSE (see figure 10-6). The AAOE is the C2 node for the UAA. A UAA may have multiple ERPs for the specific units of that MSE (see figure 10-7).

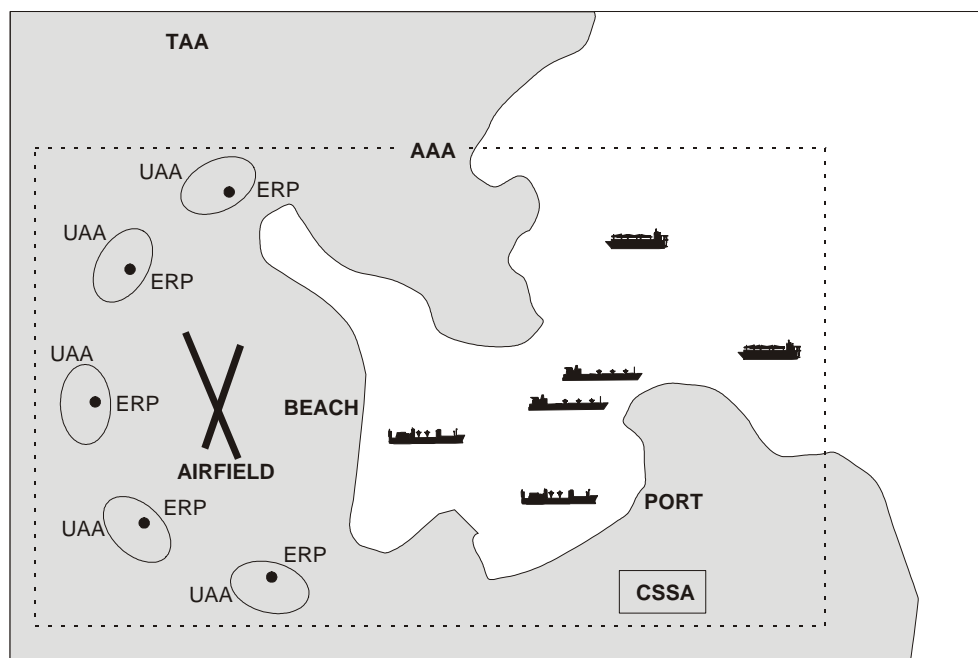


Figure 10-6. Arrival and Assembly Area

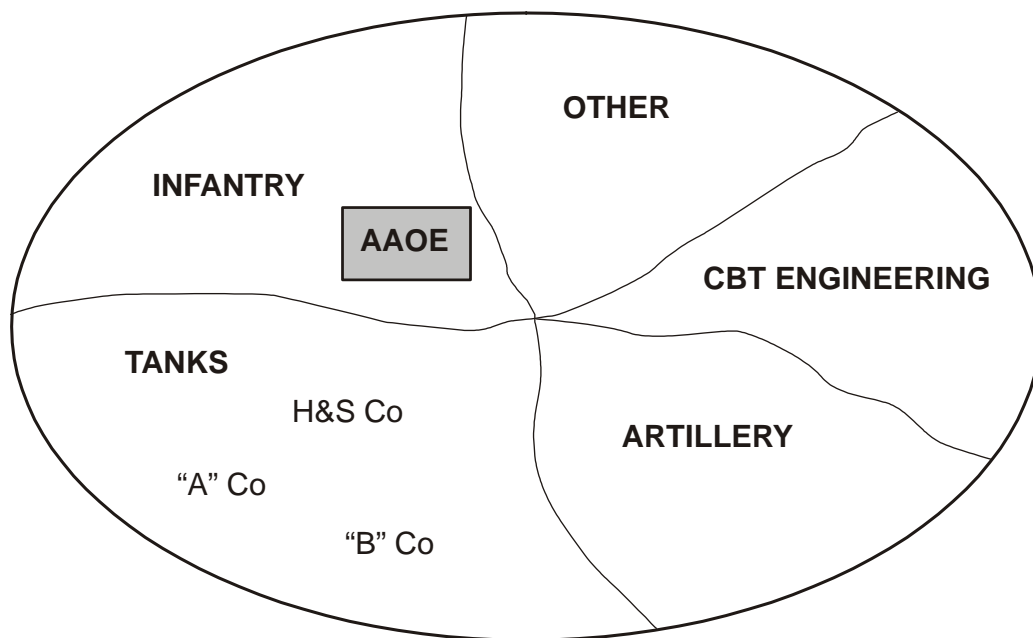


Figure 10-7. ERPs within the GCE UAA

Detailed planning by each MAGTF element is required to ensure that the element is prepared for employment in accordance with the MAGTF Commander's concept of tactical operations. Force stand-up actions include—

- The creation of CMRs
- The establishment of the container operations terminal (COT) and the execution of the MAGTF container plan (see figure 10-8 for a notional COT)
- The distribution of element/unit equipment and supplies in containers
- The association of collateral equipment
- The continued depreservation of equipment
- Limited technical inspections of MPE
- Operational checks
- Boresighting of weapons systems
- Final calibration activities
- Performance of required maintenance
- The standup of logistics trains and the availability of CSSE to support tactical operations
- Movement of FIE to unit assembly areas
- Potable water production

- Runway preparation
- Aircraft beddown site preparation
- EAF laydown
- The establishment of initial supply dumps
- Preparation for reception, staging, and onward movement and force integration

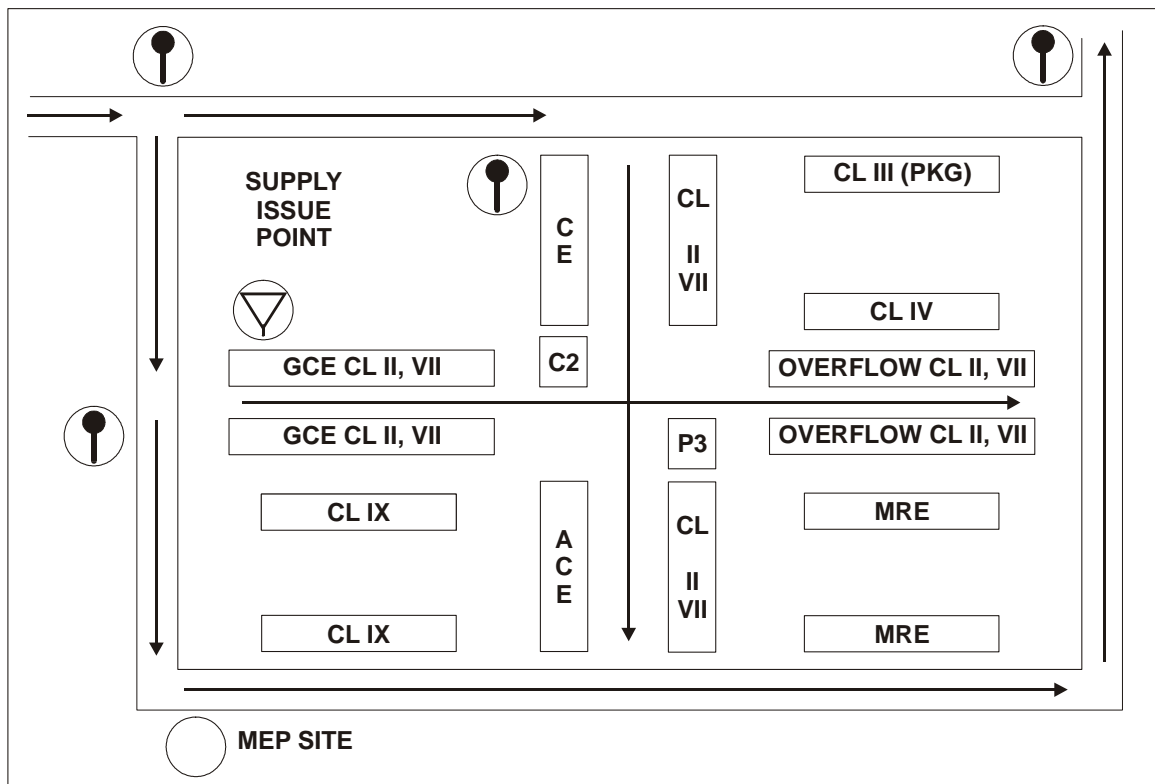


Figure 10-8. Notional Container Operations Terminal