# CHAPTER 4

# PLANNING FOR MPF OPERATIONS

**4001. General**

Planning for an MPF operation is, by any measurement, unique and extensive. The importance of an MPF as a national strategic asset, the complexity of MPF operations, and the expense associated with an MPF combine to require a family of plans that detail every conceivable nuance. While all military operations should be based on thorough planning, it is absolutely essential that MPF planning be timely, detailed, concurrent, continuous and well coordinated among the numerous elements that must work together to make an MPF operation successful. This chapter provides planning information and considerations unique to MPF operations.

**4002. Planning Doctrine**

MPF operations are a Joint undertaking, and planning is done in accordance with Joint Doctrine and planning systems. For instance, an MPF operation depends on extensive support from the Joint Deployment System (JDS), most notably, the AMC of USCINCTRANS. Deployment planning requires the use of JOPES, which also supports the planning effort for both contingency (deliberate) planning and execution (time sensitive or crisis) planning. Key planning documents include:

- Joint Publication 5-0, *Doctrine for Planning Joint Operations*
- Joint Publication 5-03.1, *Joint Operation Planning and Execution System, Vol. I*
- Naval Doctrinal Publication (NDP) 5, *Naval Planning*
- Naval Warfare Publication (NWP) 5-01, *Naval Operational Planning*
- Marine Corps Doctrinal Publication (MCDP) 5, *Planning*. (This manual supplements the various other publications and provides an MPF with specific planning guidance.)

**4003. Concurrent and Continuous Planning**

While the thrust of MPF JOPES-related planning is concerned with deployment, planners must understand that quality deployment plans are ultimately the result of exceptionally detailed employment, arrival and assembly, regeneration, redeployment and sustainment plans. Therefore, MPF element commanders must plan concurrently for deployment, employment, and sustainment operations, which results in a wide array of plans. Planning is continuous and overlapping throughout the five phases of MPF operations (see figure 4-1).

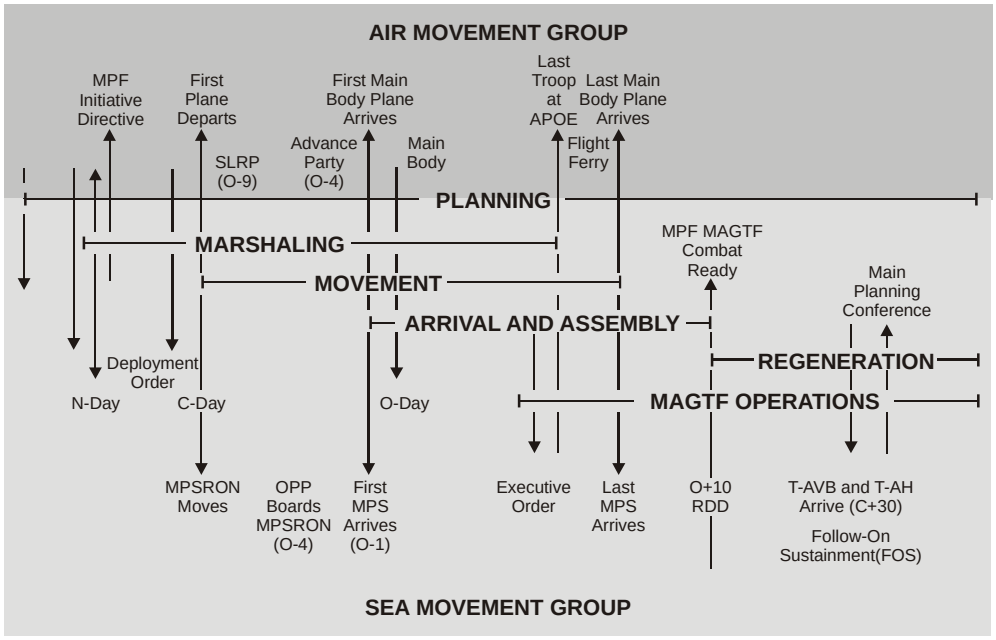


**Figure 4-1. Phases of MPF Operations**

## 4004. General Planning Overview

### a. Contingency Planning

A contingency plan is a CINC'S estimate of how to deploy and employ forces for a hypothetical military operation— the exact nature and scope of which is unknown. Contingency plans serve as the basis for execution planning as crises develop, and as certain factors such as enemy intentions, U.S. political and military objectives, and multinational concerns are better known.

Each CINC uses JOPES procedures to develop contingency plans in accordance with tasks and priorities established in the Joint Strategic Capabilities Plan. One of the objectives of JOPES is to apportion common-user transportation for specific plans.

Service participation in JOPES processes aims to ensure that service capabilities are employed to the best advantage, and that service requirements for common-user strategic mobility assets are identified. Initial service deployment data is based on force requirements developed during deliberate planning or the course of action development phase of time-sensitive planning. All air and sea movement requirements are registered in the time-phased force and deployment data (TPFDD). This data is tailored for actual missions in execution planning.

All service components develop plans to support a CINCs contingency plan. These plans fall into two categories: plans for operations in a specific geographic region (OPLAN), or general deployment plans regardless of mission or objective area (CONPLAN). The MPF capabilities are planned to be employed in the majority of the deliberate plans.

**b. Planning for Operations in a Specific Geographic Region**

Commanders must coordinate the planning effort. They must provide coordination and control over the MPF FIE, MPSRON, logistics pipeline, and if required or employed, FOS, aviation logistics support ship (T-AVB), and hospital ship (T-AH). Proper time phasing is essential to avoid throughput congestion at the available ports, beaches, and airfields. Specific area-oriented contingency plans permit the collection of detailed information regarding the objective area, airfields, ports, beaches, and facilities useful for MPF deployment. Each MARFOR and MEF should be able to identify their warfighting priorities for each OPLAN or CONPLAN and translate these priorities into embarkation requirements for the MPF maintenance cycle subject to the limits of the MPS. See chapter 12 for additional information.

**c. General Deployment Planning**

In the absence of specific CJCS-tasked planning requirements, and to provide a starting point for execution planning, potential MPF commanders should develop contingency plan-based deployment plans. Deployment planning consists of ascertaining the mission, developing a concept of operations, and analyzing the various planning documents (e.g., MCBul 3501, NAVMC 2907). **Deployment is not the objective, but rather a means to an end. The MAGTF employment mission dictates what to deploy and how to employ it.**

**d. Joint Operation Planning and Execution Systems**

Joint Operation Planning and Execution Sytems (JOPES), Volume I, contains the general formats and contents of operation and concept plans. The MAGTF Commander develops a TPFDD that reflects MAGTF airlift requirements. The CMPF provides TPFDD for the Navy FIE to the appropriate Fleet CINC. The MAGTF Commander is responsible for integrating the CMPF TPFDD with the MAGTF TPFDD to ensure coordinated arrival and assembly operations. These notional TPFDDs are based on notional delivery timelines. Notional destinations are included pending execution planning. Execution planning completes the process through updates of the notional TPFDD utilizing standard JOPES procedures. The updated TPFDD then serves as a means for:

- Registering the MPF FIE and FOS airlift requirements with the AMC
- Providing the composition of the MPF to military commanders at all levels
- Registering the FOS sealift requirements with the MSC

**e. MPF Subordinate Commanders**

Effective planning requires the participation of the primary MPF subordinate commanders. Based on the MAGTF Commander's requirement for the sequential establishment of operational capabilities in the objective area, the various element commanders recommend TPFDD updates during both deliberate and crisis action time-sensitive planning. Build-up of combat service support (including NSE) and command and control must precede the introduction of combat elements in order to conduct the off-load. MPE/S should be issued before the MAGTF prepares for subsequent operations ashore.

**f. Flexible Planning**

The MAGTF prepares an arrival and assembly plan for the timely off-load and issue of MPE/S in the AAA. A deployment plan is developed as a flexible, easily modified plan that supports arrival and assembly. When completed, the plans are incorporated into an operation order during execution planning. Execution planning features reverse planning based on the ultimate operational employment of the MAGTF. A specific mission and the force required to achieve mission objectives requires modifications to the TPFDD. Those modifications and the available port/beach/airfield facilities in the AAA will influence the deployment and arrival and assembly plans.

**g. Prospective AAA Assessments**

CINCs, in conjunction with Service component commanders, should develop data on prospective AAAs. Information concerning port, beach, and airfield facilities; availability of hardstand and warehousing for assembly, staging and storage areas;

water, power, and local communications; and prospective host nation support is required for planning. This is a long-term collection effort with continuous file maintenance requirements.

**h. Refinement of MPF Load Plans**

MPS load plans must be continually assessed by MEF Commanders, and these assessments provided to the coordinating authorities. The need to adjust load plans and TPFDDs will change as new equipment is introduced. Adjustments can be made during ship maintenance cycles or following MPF exercises, and should principally be based on the MEF Commander's warfighting priorities.

**i. Use of the Contingency Plan**

Once a contingency plan is prepared and approved, it serves as the basis for refinement and preparation necessary to execute that plan. The assessment of the situation continues, and intelligence planning and collection efforts (e.g., reconnaissance and surveillance taskings) focus on essential elements of information to verify or refute assumptions. Major changes in a situation require review of the mission and reexamination of the commander's concepts of employment, deployment, and organization. As appropriate, the plan is revised or dismissed and a new planning sequence initiated.

**j. Execution Planning**

Execution planning prepares for the actual commitment of forces when conflict is imminent. At the national and combatant command level, this includes crisis action procedures established in JOPES. At theater and task force level, it includes preparation for deployment and initial employment of forces. Execution planning provides the transition from peacetime posture to the conduct of military operations. Time available for execution planning is generally very compressed, and may require abbreviation of steps and procedures throughout the planning process. Availability of current contingency plans and unit SOPs is essential to timely execution planning. A supported CINC or designated representative will make and promulgate the eight basic decisions that begin the planning process.

**4005. Basic Decisions**

Decisions must be made on the following matters before beginning detailed planning. See figure 4-2 for a sample of a basic decisions matrix.

| Basic Decision | MAGTF | CMPF |
|---|---|---|
| 1. Mission | P | S |
| 2. Command Relationships | C | C |
| 3. Concept of Operations Ashore | P | |
| 4. Concept of Arrival and Assembly Operations | P | S |
| 5. Concept for Deployment | P | S |
| 6. Special Considerations | C | C |
| 7. Control Measures | C | C |
| 8. Force Protection | C | C |

P-primary S-secondary C- co-equal

**Figure 4-2. Sample Basic Decisions Matrix for MPF Operations**

**a. Mission**

In initiating an MPF operation, the establishing authority determines the MAGTF mission. **The MAGTF mission is the basis for all further planning of the MPF operation as a whole.** The MPF mission focuses on the expeditious deployment and assembly of forces to meet the requirements of the MAGTF Commander. The initiating directive usually delineates the general area of operations, required tasks of the MAGTF, general time period for the deployment, required time for operational capability, time constraints on deployment operations (e.g., availability of aircraft), and estimated duration of tactical operations.

**b. Command Relationships**

Command relationships should be established that will minimize disruption of command and control of MPF operations during the transition from planning through deployment and execution phases. Supported and supporting CINCs normally include command relationships in their operations directives.

**c. Concept of Operations Ashore**

The concept of MAGTF operations ashore is derived from the MAGTF mission. This concept determines the conduct of the MPF operation. On receipt of a mission, the MAGTF Commander conducts a mission analysis and establishes a basic concept of operations. This concept is coordinated with CMPF, and submitted to the establishing authority for approval. The concept of operations ashore provides the following:

- Objectives
- Scheme-of-maneuver ashore
- General fire support plan
- Concept for logistics support
- Concept for aviation operations
- Warfighting priorities
- Force list and preferred arrival sequence

**d. Concept of Arrival and Assembly Operations**

This concept consists of the basic sequence for arrival and assembly, selection of off-load sites, procedures for command and control, and a proposal for off-load of supplies and equipment to include bulk liquids. Development of this concept is dictated by the mission, geography, topography, available facilities, and the concept for MAGTF operations ashore. The MAGTF Commander develops the arrival and assembly plan, in coordination with the CMPF, and submits it to the establishing authority for approval. The AAA is established in the initiating directive, and must be supportable by both CMPF and USCINCTRANS.

**(1) Over the Shore**

The CMPF, in coordination with the MAGTF Commander, determines beaches and/or ports for off-load. The primary consideration of the CMPF in the selection of ports and beaches will be the MAGTF Commander's concept of operations ashore.

**(2) Arrival Airfield**

The establishing authority, based on the recommendation of the MAGTF Commander, selects the arrival airfield. This choice will be approved by USCINCTRANS based on supportability. Identification of the arrival airfield must be considered in conjunction with port and beach selection. Detailed considerations are contained in Chapter 7.

**(3) Arrival and Assembly Areas**

The MAGTF assembly areas are selected by the MAGTF Commander to support expeditious assembly of forces and transitions to follow-on operations.

**(4) Anchorages**

Explosive safety quantity distance (ESQD) arcs, anchorage depth, bottom type, currents, and distance to shore must be considered when anchorages for MPS are assigned.

**e. Concept for Deployment**

After the basic plans for operations and arrival and assembly are formulated, a deployment plan is developed. It includes:

- Marshalling concept
- Movement concept
  - Air Movement
  - Sea Movement
  - Flight Ferry
- SLRP and OPP considerations

**f. Special Considerations**

Special considerations include measures required to preclude interference and ensure expeditious arrival and assembly of deploying forces. These measures consist of assigning areas of responsibility (AOR) ashore and designating coordinating authorities, main supply routes, intermediate staging areas, etc. The MAGTF Commander normally determines these measures once basic decisions with regard to off-load and reception sites are established. One such measure is the establishment of the AAA. Moreover, the AAA must be approved by the establishing authority in conjunction with the Host Nation (HN). The AAA is administrative in nature and does not denote command of a geographic land area. Such an area may be inside an amphibious objective area (AOA) or a joint operational area (JOA). Within the AAA, the MAGTF Commander is responsible for the following:

- Prioritization and use of airfield(s), port and beach facilities, and transportation networks
- Air Traffic Control (ATC)
- Logistics/Host Nation activities

**g. Control Measure Responsibility**

Control measures also establish responsibilities for emergency defense and rules of engagement. These measures are ultimately the responsibility of the CINC (in coordination with the country team) who is responsible for the area of operation.

**h. Force Protection**

Special considerations also include measures specifying security responsibilities including an emergency defense of the MPF during movement and arrival and assembly. These measures range from establishment of various security or exclusion zones under international law (as in the case of and independent MPF operation) to a more traditional AOA for an augmentation operation. These control measures clearly define mission responsibilities for the following:

- Air space control
- Area air defense
- Ground security
- Sea security areas
- Fire support coordination

**4006. Initial Crisis Planning Actions and Responsibilities**

The following initial planning actions and responsibilities, many unique to MPF operations, are grouped in various crisis planning phases. Planning responsibilities range across all levels of command, from the NCA through MPF elements.

**a. Warning Phase**

The warning phase is the period of time between recognition of a crisis and an NCA decision to begin planning for military action. Consistent with CJCS CAP, activities during the warning phase normally begin with promulgation of a CJCS warning order. This order usually sets a deadline for the submission of a response to CJCS by the supported CINC and USCINCTRANS.

**(1) CINC/Establishing Authority/Service Component Commanders Planning**

The warning order generates initial appraisals of military options and capabilities. The supported CINC provides supplementary details for the MAGTF's mission refinement and identification of alternative courses of action, either through modification of an existing contingency plan or development of new options. Service components and other supporting commands are tasked to provide advice—focusing on alternative courses of action, constraints, and identification of major combat forces and transportation requirements. Numbered fleet commanders report capabilities and limitations to FLTCINCs and assist in development of Navy courses of action. Based on the available information, the supported CINC constructs a commander's estimate for submission to CJCS. USCINCTRANS examines preliminary movement data, assesses requirements, and prepares preliminary closure estimates. As a separate action, a CINC in the MPSRON OPCON chain of command may direct the NCC to commence the transit of that MPSRON toward the objective area. Specific actions follow.

**(2) Review and Update of the Force List**

Deploying forces must be identified as early as possible during the warning phase. Throughout this phase, service components will review and update the force list. Major factors that influence this process include the current notional force lists, the extent to which operational requirements of the potential mission can be identified, and the availability of sufficient NSE assets to support the operation. Provision should be made for liaison between the supported and supporting CINCs to ascertain the current status of MPF forces. For example, an MPS may not be available because of its maintenance cycle or an exercise.

**(3) Repositioning of the MPS Squadron**

Repositioning of the MPSRON may be directed by CJCS during the warning phase. The early repositioning of the MPSRON will reduce force closure times. Under normal operating conditions, MPSRONs can get underway within 24 hours of notification.

**(4) Mobilization of Selected Reserves**

Certain Marine Corps and Navy elements may require mobilization of reserve personnel for off-load operations. It may be necessary to request this activation on receipt of the warning order. Specific reserve requirements will vary with the type of off-load, off-load time requirements, and other ongoing commitments. Other reserve requirements must be addressed by the cognizant service.

**(5) Activation of Aviation Logistics Support Ships and Hospital Ships**

The T-AVB and T-AH, although not part of the MPF, can be employed in support of MPF operations. Their use should be considered during the warning phase, due to their reduced operational status and the long lines of communication from their SPOEs to SPODs. Detailed ships' characteristics are listed in appendix B.

**(6) Liaison with USCINCTRANS/Supporting Agencies**

The supported and supporting CINCs should establish early liaison with USCINCTRANS and other supporting agencies involved in force deployment. This liaison is necessary to ensure that proper and timely information exchange occurs. A refined TPFDD must be made available to USCINCTRANS, and specific arrangements for the movement of forces must be coordinated with USCINCTRANS.

**b. Alert Phase**

The alert phase begins on issuance of a CJCS alert order. Although preliminary planning begins during the warning phase, and deliberate planning is an ongoing process under JOPES, the issuance of a CJCS alert order along with the initiating directive mark the commencement of formal execution planning.

**(1) Initiating Directive**

An initiating directive, or similar order, is issued by the establishing authority on receipt of a CJCS alert order. It provides commanders with vital information concerning the mission, forces assigned, command relationships, and other fundamental issues required for initial planning of a specific operation. Appendix E contains a sample initiating directive.

**(2) MAGTF Commander, Concept of Operations**

Upon receipt of the initiating directive, the CMPF and MAGTF Commander report to the establishing authority. Together, they conduct formal coordinated planning based on a detailed analysis of the MAGTF's mission and concept of operations. In augmentation operations, responsibility for development of the OPORD is dependent on the command relationship of the MPF to the augmented force. The establishing authority then prepares an OPORD incorporating this analysis. The MAGTF Commander’s planning will include as a minimum: concept of operations, concept for deployment, concept for arrival and assembly, and concept for logistics support.

Concept of operations states the intent for execution of the mission and clearly defines the type of MPF operation (augmentation or independent). The MAGTF Commander's concept of operations will determine the warfighting priorities, which in turn determines the off-load priorities that will be promulgated in the arrival and assembly plan (see figure 4-3).

- **Fixed Wing Attack (F/W ATK) Aircraft**
- **Heavy Armor (Tanks, AAVs)**
- **Armored Reconnaissance (LAVs)**
- **Countermobility (C/M)**

**Figure 4-3. Sample Warfighting Priorities**

Concept for deployment states the concept for deployment of the MAGTF and NSE to the theater. Contained in this concept are the desired closure and arrival dates, and specifics concerning early repositioning of the MPSRON, with or without movement of the OPP, SLRP, and advance parties.

Concept for arrival and assembly is the general concept for pierside or instream off-load, or a combination of the two. Intentions for fuel and water discharge must also be promulgated.

Concept for logistics support discusses intentions for a resupply pipeline, in-theater support, or a combination of the two. Specific support requirements for the MAGTF ACE must be mentioned.

**(3) USCINCTRANS Planning Deadlines**

USCINCTRANS coordinates and monitors MPF deployment activities through JOPES, which also enables CJCS and the supported and supporting CINCs to monitor the MPF deployment status. To effectively coordinate its responsibilities, USCINCTRANS, after coordination with supporting and supported CINCs, will establish and promulgate a planning deadline for submission of MPF JOPES movement requirements. Normally, USCINCTRANS requires transportation requirements to be registered in the TPFDD.

**c. Execution Phase**

The execution phase of an MPF operation begins with the issuance of a CJCS execute order. On receipt of this order, the supported CINC coordinates with supporting commanders and agencies regarding final preparations for the deployment of the MPF. Supporting commanders and agencies issue their OPORDs. Strategic deployment of the MPF commences while concurrent planning continues.

**(1) Operation Orders**

Operation orders (OPORDs) are promulgated as directed by the establishing authority. Supporting commanders and agencies will publish OPORDs as required. MPF elements will publish OPORDs that reflect the current mission. These OPORDs usually reflect reliance on use of previously prepared unit SOPs.

**(2) Refinement of Basic Decisions**

Operational considerations such as force protection in the area of operations, throughput constraints at the arrival airfield or port/beach area, and possible strategic lift shortfalls, may require refinement and modification of basic decisions. Ultimate responsibility and authority to modify basic decisions rests with the supported CINC or Establishing Authority.

**4007. MPF Plans Developmental Hierarchy**

An MPF operation is conducted to establish a MAGTF ashore—equipped and ready to conduct its employment mission. While the MAGTF employment mission is not part of the MPF operation, it is the singular focus driving the planning and

sequencing of the MPF operation. Ultimately, there are six primary plans associated with the five phases of an MPF operation:

- Employment Plan
- Arrival and Assembly Plan
- Deployment Plan
- Sustainment Plan
- Regeneration Plan
- Redeployment Plan

Plans for an MPF operation are developed in reverse order to the sequence in which the MPF operation is conducted. As such, the MAGTF employment plan drives the arrival and assembly plan, which drives the deployment plan, and so on (see figure 4-4).

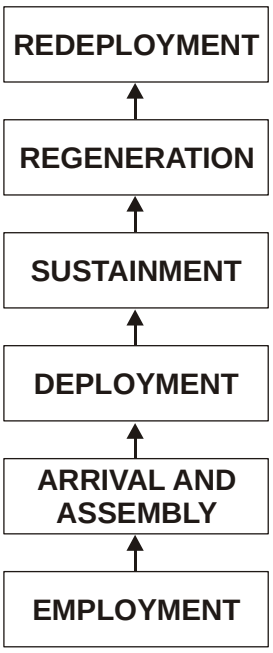


**Figure 4-4. MPF Plans Hierarchy**

Planning and sequencing an MPF operation requires an understanding of the general timelines involved, over which an MPF operation unfolds. See figure 4-5 for a sample operational timeline template and figure 4-6 for a sample reserve timeline.

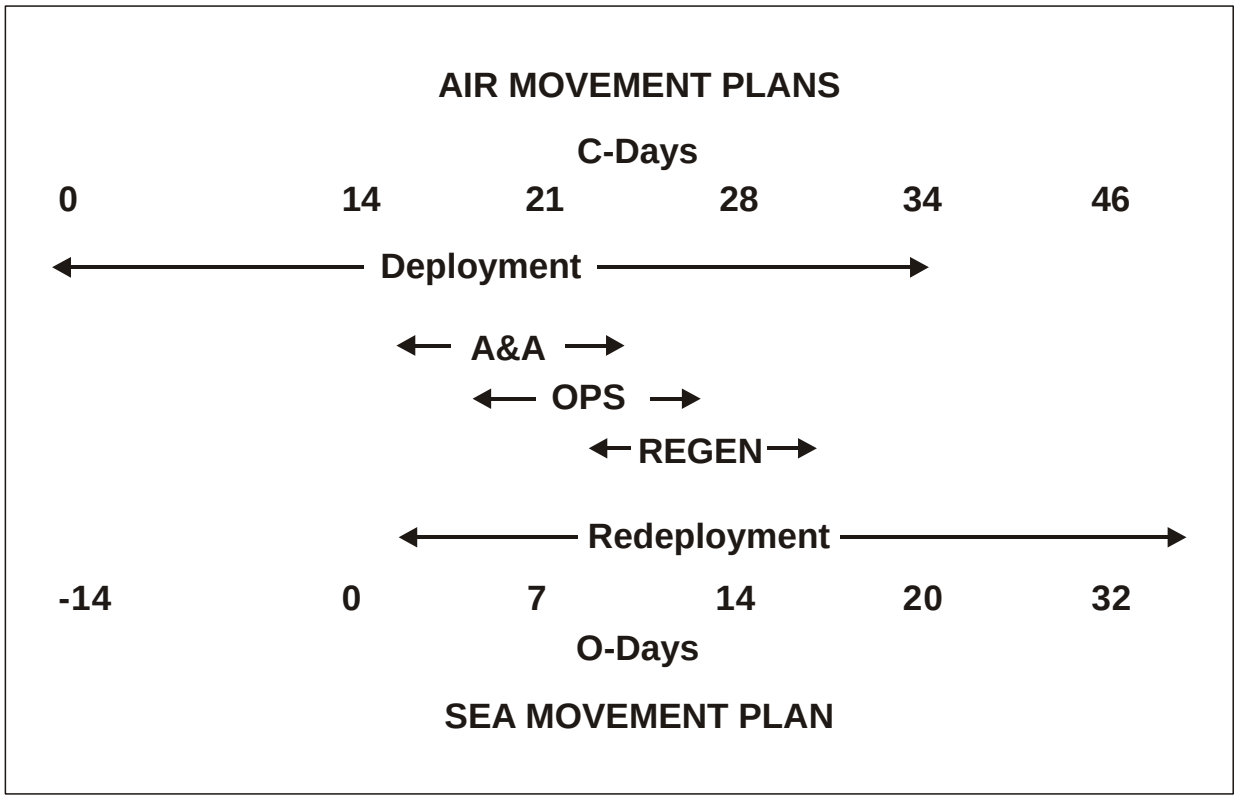


**Figure 4-5. Sample Timeline Template**

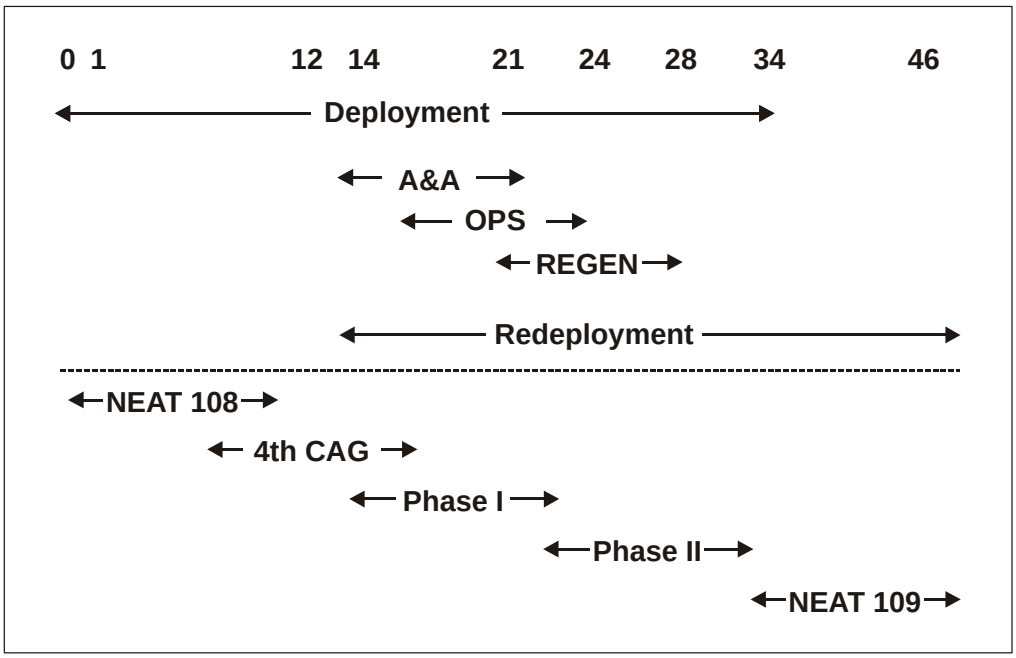


**Figure 4-6. Reserve Timeline in C-Days**

**4008. Employment Plan**

The key element in developing the MAGTF's employment plan is the MAGTF's mission as assigned by the establishing authority. The employment plan promulgates the MAGTF Commander's warfighting priorities (see figure 4-3).

**4009. Arrival and Assembly Plan**

This plan delineates the MAGTF Commander's concept for arrival and assembly, sets forth the task organization, assigns tasks to subordinate elements for beach, port, airfield, MPE/S issue, and initial combat service support operations. The plan is coordinated with the CMPF, and submitted by the MAGTF Commander to the establishing authority for approval. There is no set format for the arrival and assembly plan. Use of a letter of instruction (LOI) or the JOPES format is acceptable. For more information on the arrival and assembly plan, see appendix D. The arrival and assembly plan encompasses the early establishment of sufficient unloading and throughput forces (LFSP and NSE). These forces are in the AAA through the movement to the TAAs. The arrival and assembly plan may include the following AAA plan enclosures:

- Arrival and Assembly Area Overlay: MPF terrain management, associated control measures, and force protection units must be graphically represented to provide a comprehensive display of units and activities. The various overlays (AAA, beach, port, and airfield as seen in figures 4-7, 4-8, 4-9 and 4-10) are essential for integrating MPF activities with force protection responsibilities. Accordingly, terrain management is an essential function of MPF staff planning.

- Arrival Schedule for the FIE.

- Throughput Plan: The use of throughput matrices by TAMCN ensures all facets of throughput have been considered. See figure 4-11 for a sample throughput matrix.

- Preliminary Table of Equipment Ready to Issue (TERI) lists.

- Communications Plan (see chapter 7 and appendix D).

- Reports: The arrival and assembly plan establishes time-phased distribution of materials handling equipment (MHE), mobile electric power (MEP), stockage levels, and distribution means (unit or point) for consumables. Provisions for health services, maintenance, engineer, and military police support are also established. The arrival and assembly plan composition and format are normally determined by the MAGTF Commander in coordination with CMPF.

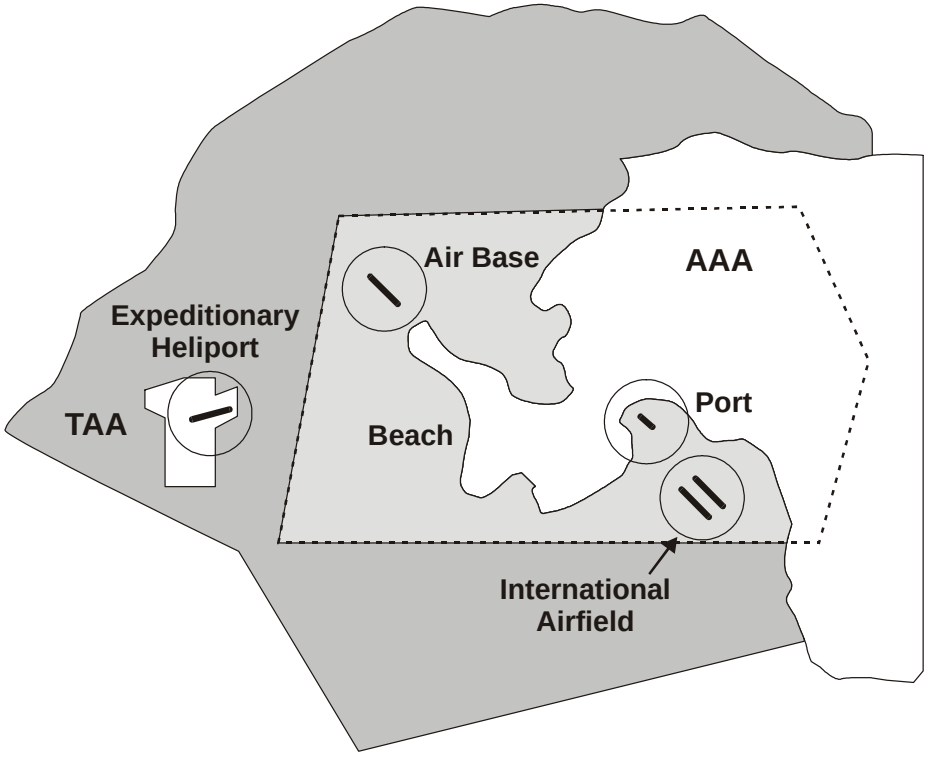


**Figure 4-7. Arrival and Assembly Area Overlay**

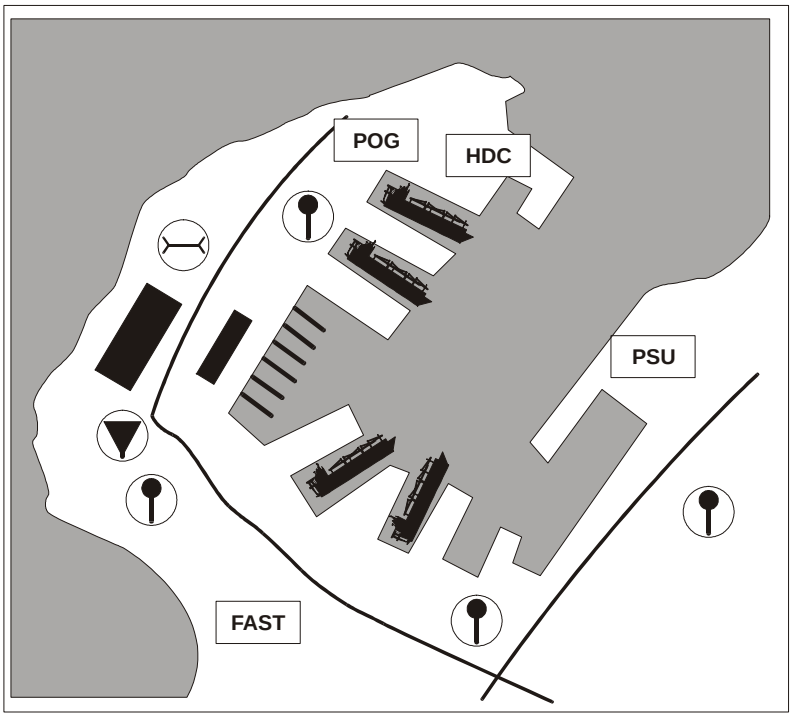


**Figure 4-8. Port Overlay**

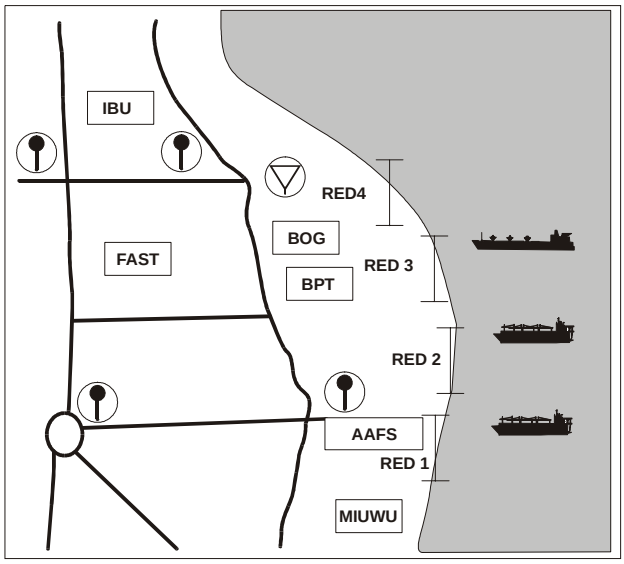


**Figure 4-9. Beach Overlay**

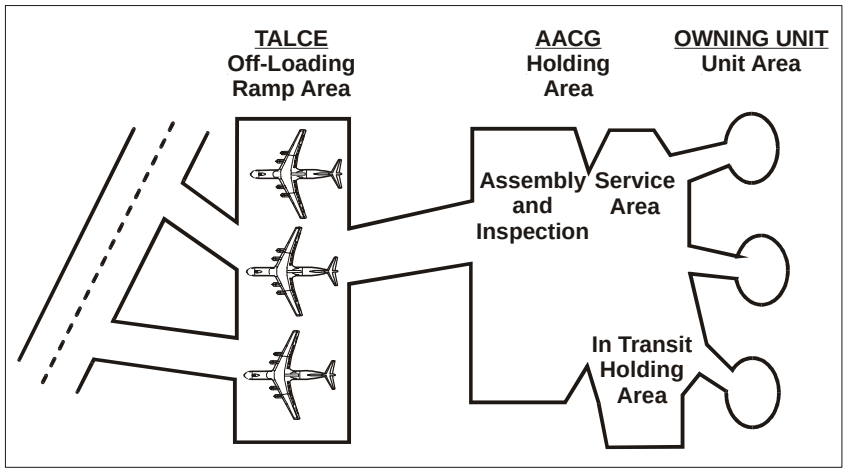


**Figure 4-10. Airfield Overlay**

**a. Off-Load Planning Considerations**

Off-load of an MPSRON or a portion of an MPSRON can be conducted pierside, instream, or a combination of pierside and instream. The establishing authority will determine the off-load method based on recommendations by the CMPF and MAGTF Commander.

A pierside off-load is the quickest and most efficient method. During a pierside off-load, all vehicles are driven off the ship via the stern ramp and containers are lifted using ships' cranes and/or host nation cranes. An important consideration for pier-side off-load is the tidal variance. Ports which have drastic changes in water depth between high and low tide may limit

available off-load time due to the relationship of the stern ramp and the pier. For example, some vehicles are incapable of negotiating the stern ramp when too steep an angle exists.

Maritime Prepositioning Ships have the capability to do a self-contained instream off-load, using organic cranes and embarked lighterage. A prime factor which affects any decision on instream off-load methods involves environmental considerations (e.g., sea state) prior to commencement of the off-load. The two methods of instream off-load are:

**(1) Lift-On/Lift-Off**

Lift-On/Lift-Off (LO/LO) operations are slow and cumbersome. All embarked equipment and containers are lifted off via a ship's crane from ship to lighterage and moved to the beach landing sites.

**(2) Roll-On/Roll-Off Discharge Facility**

The Roll-On/Roll-Off discharge facility (RRDF) is generally the preferred instream off-load method . The RRDF is basically a floating pier made up of embarked lighterage. The lighterage required to construct an RRDF is two powered causeway sections and six non-powered intermediate causeway sections. This is a significant portion of the embarked lighterage. Due to spread loading of lighterage required for the RRDF, the entire squadron will be required to assemble the platform without degrading ship to shore capability. Once the NSE has constructed the RRDF, the ship lowers it's stern ramp onto the RRDF. The rolling stock is driven down the ramp, across the RRDF onto a barge ferry, and then transported to the beach landing site.

This method of off-loading rolling stock onto barge ferries is significantly faster than off-loading via the LO/LO method. The three MPSRONs have different RRDF ramp certifications. They are as follows:

- AMSEA - 88,000 pounds
- MAERSK - 29,000 pounds
- WATERMAN - 135,520 pounds

Due to the unique design of the MAERSK class ship, all deck mounted Principal End Items (PEIs) and containers must be off-loaded prior to unloading the below deck containers. In the AMSEA and WATERMAN classes, vehicles and containers can be off-loaded simultaneously.

Once the SLRP has evaluated the AAA, a decision on off-load method will be made and the timelines adjusted accordingly. The timeliness of the MAGTF's ability to be combat ready will be affected by the off-load method, the limited capability of the MPSRON to move containers, and the time required to marry ammunition with weapon systems.

**(3) Bulk Liquids**

Each MPSRON carries equipment and supplies (in containers) that enable both fuel and water facilities to be established ashore in a short amount of time. Bulk liquids can be transferred from ship-to-shore via the buoyant hose line system. The NSE, operating under favorable sea state and weather conditions, can set up a 15,000 foot hose in ten hours. If the gradient requires a longer hose line, MAGTF (CSSE) pumps may be required to establish intermediate pumping stations. The maximum effective pumping distance is 10,000 feet for each product.

- MPSRON-1 has 50,000 feet of 6-inch fuel hose line and 50,000 feet of 4-inch water hose line.
- MPSRONs 2 and 3 only have 40,000 feet of each hose size.
- MPSRONs 1 and 3 carry 40,000 feet of 6-inch fuel hose line and 40,000 feet of 4-inch water hose line, spread evenly over 4 ships. MPSRON 2 carries 50,000 feet of 6-inch fuel hose line spread over 5 ships.

| Unit | O-Day | O+1 | O+2 | O+3 | O+4 |
|---|---|---|---|---|---|
| POG | ____ | ____ | ____ | ____ | ____ |
| BOG | ____ | ____ | ____ | ____ | ____ |
| AACG | ____ | ____ | ____ | ____ | ____ |
| CE | ____ | ____ | ____ | ____ | ____ |
| GCE | ____ | ____ | ____ | ____ | ____ |
| ACE | ____ | ____ | ____ | ____ | ____ |
| EAF | ____ | ____ | ____ | ____ | ____ |
| CSSE | ____ | ____ | ____ | ____ | ____ |
| NMCB | ____ | ____ | ____ | ____ | ____ |
| FH | ____ | ____ | ____ | ____ | ____ |
| NSE | ____ | ____ | ____ | ____ | ____ |
| Total | ____ | ____ | ____ | ____ | ____ |

Figure 4-11. Sample Throughput Matrix

**b. Off-Load Priorities**

Off-load priorities are determined by the MAGTF Commander's warfighting priorities established in the concept of operations. See figure 4-12 for an example of off-load priorities.

| F/W ATK | Tanks | LAV | C/M |
|---|---|---|---|
| Refueler | Refueler | Refueler | |
| Refueler | | | |
| AGSE | M1A1 | LAV | Dozer |
| Bombs | 120mm | 25mm | Mines |
| Fuzes | Smoke | 7.62mm | ACE |
| 25mm | M2 MG | M240 MG | M2 MG |
| Runway | 5T Trucks | 5T Trucks | Dump |
| Sweeper | | | Trucks |

**Figure 4-12. Sample Off-load Priorities**

**c. Transition to Employment**

Upon the MAGTF Commander's determination that the MAGTF is ready to undertake the assigned mission, the MAGTF Commander, in coordination with CMPF, will request termination of the MPF operation. To ensure a smooth transition from deployment through arrival and assembly to employment, requires detailed planning and coordination with a focus on MAGTF readiness.

**(1) Liaison Officers**

Liaison officers are an important asset throughout the MPF operation, but perhaps most important during the transitionary period. Requirements and procedures for the exchange of liaison officers should be established as early as possible. Liaison officers must be authorized to present the commander's views. Liaison arrangements must provide for effective communications with parent commands.

**(2) Transition Considerations**

MAGTF plans for transition to employment should include the following:

- Clear delineation of responsibility for force protection and local security
- Notification to higher headquarters that all units/detachments, as they become operationally ready, are not required to assist further in arrival and assembly tasks
- Use of tactical assembly areas to facilitate subsequent or concurrent tactical operations
- Plans for response to hostile action during arrival and assembly
- Allocation of staff planning efforts between arrival and assembly, deployment activities, and activities in preparation for subsequent employment

In the beginning, the principal focus of effort is on assembly of personnel with equipment and supplies. As various units become combat ready, focus will shift toward subsequent operations. An increased enemy threat will accelerate this shift in focus.

**d. Disposition of the Components of the MPF**

Upon termination of the MPF operation, the various elements of the MPF are assigned new duties or released to other agencies. The disposition of the components of the MPF will depend on many variables. The timing and disposition must be planned in as much detail as possible. Some of the considerations for disposition of MPF elements include the following:

**(1) MAGTF**

- Assigned mission and expected duration of employment
- Expected command relationship changes (e.g., independent JTF operations, augmenting another MAGTF)
- Support requirements
- Recommend, in coordination with CMPF, disposition of MPF shipping

**(2) CMPF**

- Follow-on or other assigned missions as directed
- Recommend, in coordination with the MAGTF COMMANDER, disposition of MPF shipping

**(3) MPSRON**

- Status of off-load (e.g., status of fuel and water ashore vis-a-vis host nation support capability, MAGTF storage capacity, MAGTF usage rates)

- Shortfalls in storage areas/facilities ashore may necessitate use of one or more MPS as a station/warehouse facility until facilities are developed ashore; shortfalls may require an MPS to function as a mobile CSS facility for inshore operations along the coast parallel to the MAGTF movements (This is called withhold shipping)

- On release of the MPS from MPF operations and with the concurrence of the supported CINC, the MPS will shift OPCON to USCINCTRANSCOM for use as common user sealift forces

- Force protection will be a determinant as to the amount of time the MPSRON remains in the off-load area

- NSE lighterage may be needed for off-load of AFOE or follow-on shipping after MPSRON departure. Lighterage operators are part of the NSE. Other considerations for retention of lighterage include fueling, repair and maintenance, and sheltering or harbor facilities and maintenance of streamed water and fuel hoses as deployed.

**(4) Navy Support Element**

The Navy support element (NSE) may remain in place if backload, regeneration, and redeployment are imminent. For anticipated long-term MAGTF employment in the vicinity of the AAA, the NSE or designated elements may remain as lead elements of semi-permanent or long term naval support. The port and/or beach will remain open for resupply, reinforcing operations, and for follow-on shipping. The NSE will perform these tasks until the operation is terminated or it is relieved by Army terminal units.

**4010. Deployment Plan**

The deployment plan prescribes the MAGTF commanders concept for deployment. It organizes the movement groups, and assigns tasks and responsibilities for deployment. Furthermore, it establishes the priorities for the marshalling and movement phases of the deployment, and it finalizes the composition of the FIE.

Force Deployment Planning and Execution (FDP&E) dates require definition to fully participate in the Joint Planning and Execution Community (JPEC). FDP&E examines deployment options to identify the assets required to move planned forces to the required destinations via airlift and sealift. This process is focused upon backward (reverse) planning for movement (see figure 4-13), and the process—

- Is based upon the Commander's requirement for the force to arrive

- Begins with the required delivery date (RDD)

- Requires the war planner to determine transit times and delays during each movement phase

- Works backward from the RDD to determine movement dates (timeline) from the origin to the port of embarkation (POE), continuing through the port of debarkation (POD) to the ultimate destination

- Is a highly interactive process requiring constant plan coordination and refinement

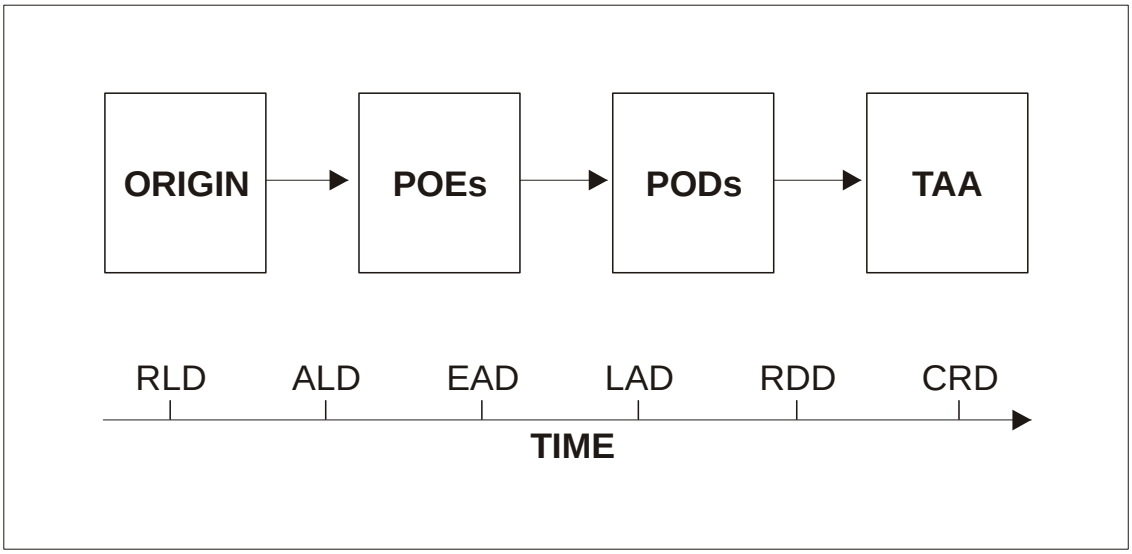


**Figure 4-13. Critical Deployment Dates**

Planning days and deployment dates are specified as follows:

- **N-Day**: An unnamed day, before C-Day, on which preparatory movements and pre-staging may occur
- **C-Day**: An unnamed day on which deployment from the origin begins
- **O-Day**: An unnamed day on which the MPF off-load commences
- **RLD** : **(Ready to Load Date)** The date that a unit is assembled in the marshalling area, ready to move from the origin to the POE
- **ALD** : **(Available to Load Date)** The date that a unit is available at the POE to embark
- **EAD** : **(Earliest Arrival Date)** The earliest date specified by the MAGTF commander that a unit or shipment can be accepted at its POD
- **LAD**: **(Latest Arrival Date)** The latest arrival date on which a MAGTF commander desires that a unit or shipment arrive and complete unloading at its POD
- **RDD**: **(Required Delivery Date)** The date the supported commander (CINC) requires the unit arrive and complete unloading at its destination
- **CRD**: CINC's required ready for employment date

The following checklist addresses the considerations related to deployment planning. This list **is not** all-inclusive.

**a. Initial Planning**

- Analyze the mission objectives of the force
- Identify force requirements
- Develop courses of action

- Analyze existing deployment plans/TPFDD
- Analyze lift requirements
- Prepare the MAGTF and CMPF for deployment

**b. Plan Development**

- Refine and establish mission warfighting priorities and objectives
- Develop a concept of operations
- Refine the force/equipment lists
- Refine the deployment plan/TPFDD
- Provide a refined deployment plan/TPFDD to the supported CINC for a transportation feasibility estimate (TFE) and throughput analysis
- Schedule the movement of MPF units

**4011. Marshalling Plan**

At a minimum, the marshalling plan must—

- Designate marshalling areas
- Identify transportation requirements and allocate transportation assets for movement to marshalling areas
- Establish agencies to control movement to marshalling areas and the APOE
- Establish staging areas at the departure airfield(s)
- Establish inspection areas and procedures for deploying personnel, equipment, and supplies
- Prescribe procedures for assembling aircraft loads
- Establish procedures for coordinating with other services and external support agencies

**4012. Air Movement Plan**

The introduction of MPF elements by air involves the strategic airlift of personnel, equipment, and helicopters, and the self-deployment of the MAGTF's fixed-wing aircraft. The air movement plan addresses airlift of personnel and equipment, flight ferry of MAGTF aircraft, and command and control requirements for the movement. Air movement is planned by the MAGTF Commander in coordination with the establishing authority, MPF element commanders, and AMC planners. The plan prescribes the organization of movement units and elements, and includes the air movement sequence table and aircraft utilization plan (see figure 4-14 for a sample air movement plan).

| Unit (s) | APOE | A/C | C-Day | O-Day |
|---|---|---|---|---|
| Neat 108 | Miami | Comm | C+0 | O-14 |
| SLRP | CPNC | 2 C-141 | C+6 | O-8 |
| OPP | CPNC | L-1011 | C+10 | O-4 |
| TAAT | JAXFL | Comm | C+10 | O-4 |
| NSE/NCW | NORVA | B-747 | C+10 | O-4 |
| USMC Adv | CPNC | C-17 | C+10 | O-4 |
| FAST Plt | NORVA | 3 C-141 | C+11 | O-3 |
| Phase 1 USNR | NORVA | 3 C-141 | C+12 | O-2 |

**Figure 4-14. Sample Air Movement Plan**

The air movement sequence table reflects both the MAGTF and Navy TPFDD priorities and the group organization for the deployment. It assigns sequential serials based on estimated time of arrival in the AAA (nominally the LAD). The air movement sequence table format is an adaptation of the amphibious landing sequence table, and it summarizes the serials and their schedule for deployment. This document, together with the movement group organization, permits sequential call-away, marshalling, staging, and loading of plane teams. The air movement sequence table enables the movement control agencies to track, identify, and account for deploying elements. Total airlift requirements are documented using the Unit Aircraft Utilization Plan and Summary (DD 2327/2328). These forms indicate specific aircraft loads based on mission requirements. They serve as the basis for development of specific aircraft load plans once the exact number and type of aircraft are known. Based on the general air movement plan, the MAGTF Commander uses JOPES procedures to update the TPFDD and submits it to higher, adjacent, and supporting commanders. To update the TPFDD, the MAGTF Commander must incorporate the detailed data submitted by the all-deploying elements.

**a. Detailed Airlift Deployment Planning**

- Amount of cargo and passengers to move
- Availability of cargo and passengers at APOE
- Distance over which to deploy the force
- APOE/APOD/Enroute support base capabilities
- Diplomatic clearances
- APOD/AAA air space security
- Airflow command, control and communications
- Deployment sequence
- Aircraft loading factors
- Airlift tempo and throughput coordination
- Earliest/latest arrival dates (EAD/LAD) at APOD (Normally, there is a three to four day difference between the EAD and LAD to facilitate USCINCTRANS and AMC scheduling and reduce service costs)
- Priority and use of airfields

- Air traffic control requirements

**b. Air Space Management**

The supported CINC must coordinate early with the host nation to establish appropriate air control measures. In an augmentation operation, normal amphibious air control measures will apply. However, independent operations may require establishment of coordination methods to allow U.S. air operations (carrier or land based) in and around the AAA. Control zones; approach, holding, and arrival/departure patterns; check points; and ordnance procedures will be established as necessary. Integration of air command and control procedures with the host nation is necessary to ensure safety and security of all forces involved. The Marine Air Command and Control System (MACCS) must interface with joint and multinational air command and control systems.

**c. Arrival Airfield**

The arrival airfield must meet the requirements set forth in chapter 10. If the arrival airfield and fixed-wing base of operations are separate airfields, no conflict will exist and the ACE aircraft may deploy to the base of operations prior to completion of the airlift. However, should one field serve both, and security or operational considerations require early employment of fixed-wing aircraft during FIE arrivals, the impact on throughput will be significant and probably adverse. The following factors must be considered when selecting the arrival airfield:

- Host nation airfield facilities may require expansion and/or duplication.

- Capacity of approaches and traffic pattern. For example, ramp space, capacity of visual and instrument approach, and departure procedures for the airfield will affect throughput. (To enhance airfield capability, expeditionary visual and instrument approach assets will embark early in the FIE.)

- Base loading. Adequate space and facilities may not be available. Typically, the better a facility is the more likely its full use by host nation organizations.

**d. Additional Airfields**

The desirability to separate fixed- and rotary-wing operations, and parking space limitations may indicate a need for an additional airfield to accept immediate deployment of helicopters. An additional airfield increases arrival airfield throughput, and reduces the problems associated with simultaneous operation of fixed- and rotary-wing aircraft.

**4013. Sea Movement Plan**

Sea movement includes the MPSRON and other assigned ships (T-AVB, T-AH and escorts). The Numbered Fleet Commander prepares the sea movement plan that identifies those naval forces for replenishment and security in route and in the AAA. The initiating directive will specify the command relationships and responsibilities for sea movement. See figure 4-15 for a sample sea movement plan.

| Location | Activity | C-Day | O-Day |
|---|---|---|---|
| Crete | Underway | C+0 | O-14 |
| Suez Canal | Transit | C+1 | O-13 |
| Port Suez | NEAT Embarks | C+2 | O-12 |
| Bab El Mandeb | P/U Naval Escort | C+4 | O-10 |
| Masirah | P/U OPP | C+10 | O-4 |
| Hormuz | P/U Naval Escort | C+11 | O-3 |
| Al Jubail | Arrive AAA | C+13 | O-1 |

**Figure 4-15. Sample Sea Movement Plan**

Ship movement is planned by the numbered fleet commander, in coordination with the establishing authority, MAGTF Commander and the CMPF, to facilitate embarkation of the OPP and to ensure the coordinated arrival of the MPSRON in the objective area with associated airlifted forces. Ship movements are normally timed to arrive not earlier than 24 hours prior to the arrival of the initial airlifted elements. Normally, the SLRP deployment is timed to arrive in the operating area 8 to 9 days before ship arrival.

**4014. Flight Ferry Plan**

The flight ferry plan addresses the self-deployment of MAGTF aircraft. It specifies flight route(s) and schedules, assigns movement increment designations, and provides details for air search and rescue, enroute support, aerial refueling, and divert airfields. The MAGTF Commander develops this plan in conjunction with his aviation combat element (ACE) commander. Direction for and approval of the plan is obtained from the CINC via the establishing authority. MARFOR, AMC, or Air Combat Command (ACC) may provide aerial refueling. The MAGTF must coordinate strategic refueling support with the planners from AMC.

The flight ferry and airlift, while similar, are distinct entities with differing requirements that must be coordinated by supported and supporting CINCs. AMC aircraft and fixed-wing elements of the MAGTF must be moved in concert to avoid saturation of staging bases, weather divert alternates, and air traffic control facilities. Enroute support bases must possess sufficient air traffic control, navigation aids, command and control, billeting and messing, petroleum, oil, and lubricants, maintenance, and service facilities. Overflight rights may impact on in-flight refueling and staging base requirements. Supporting and supported CINCs will provide flight route clearance and security for staging bases and flight routes within their areas of responsibility. The use of JOPES ensures coordination of the flight ferry operations.

**a. Deployment Command and Control Measures**

Certain control measures must be decided early in the planning process. Generally, these measures are grouped into two categories, those affecting marshalling and those affecting movement. They include the following:

**(1) Marshalling Control Considerations**

- Marshalling areas
- OPSEC
- Inspections
- Briefings
- Ground movement to APOEs
- Load procedures
- Organization of APOEs
- Deployment support
- Execute ULN sequence in accordance with TPFDD
- Provisions for remain behind equipment, supplies, and personal effects

**(2) Movement Control Considerations**

- Sea movement concept (CMPF)
    - Closure estimate

- Track
- Enroute stops
- Escort requirements
- Replenishment
- Off-load Preparation Party (OPP) embarkation

- Air movement concept (MAGTF Commander)
  - General staging and overflight coordination
  - Sequence of deployment
  - Flight ferry routes
  - Aircraft load factors
  - Aerial refueling areas
  - Enroute support concept
  - Enroute support base
  - Airlift tempo and throughput coordination
  - Required delivery dates at destination
  - Earliest arrival dates and latest arrival dates.

**b. SLRP and OPP Deployment**

Two unique requirements of an MPF operation are preparation of the ships and MPE/S prior to arrival in the operating area, and assessment of the port/beach and arrival airfield prior to arrival of the FIE. Planners should request authority from the supported CINC for the earliest possible deployment of the OPP and SLRP. Repositioning of the MPSRON may dictate early deployment of the OPP. Early deployment of the SLRP is required to validate geodetic, hydrographic and facilities data, and coordinate host nation support for the operation.

**c. Time-Phased Force Deployment Data Update and Closure Estimates**

The time-phased force deployment data (TPFDD) will require updates and maintenance throughout strategic movement of the MPF. Updated closure estimates may require modifications to the TPFDD. USCINCTRANS, in conjunction with the supported and supporting CINCs and their service components, will coordinate and validate all TPFDD changes.

**4015. Sustainment Plan**

Introduction of MPF elements involves forces moving by strategic airlift to receive MPE/S from the MPSRON. Both movement elements have finite lift/space capabilities. The MAGTF will establish requirements for the FOS deployment in JOPES to include supplies and equipment required to reach full operational capability which was not included in prepositioned ships or the FIE, and those supplies and equipment needed for sustainment beyond 30 days. The initiating directive will designate responsibility for the embarkation and movement of the FOS from the point of origin to the objective area. Services must be

prepared to establish their own supply systems. Follow-on sustainment that is required before 0+30 are personal demand items (Class IV) and food supplements (Class I). Normally, these supplements must be provided on or about 0+10. The material will be listed as non-unit records, and will be listed on the TPFDD as necessary.

**4016. Regeneration Plan**

MPF regeneration is the methodical approach to restore the MPSRON to its original strength or properties and to attain full operation capability. This process may involve restructuring the types and quantities of equipment and supplies carried on individual MPS in a different configuration than that which existed prior to the off-load. The goal is to reestablish the full function of MPF assets with desired expeditionary capabilities to support MPF MAGTFs as rapidly as possible. Regeneration may consist of more than one phase. For example the MPS could be restored to a partial capability in theater as directed by the CINC or NCA followed by a full regeneration in CONUS. The decision to regenerate the MPS employed in the operation is made at the CJCS level predicated on recommendations of the involved CINCs. A CINC and/or the services (Navy, Marine Corps) and USCINCTRANS will be directed by CJCS to execute the regeneration. In small operations, such as one MPS being off-loaded, the responsible CINC will initiate actions to accomplish regeneration. The MPF regeneration process, once initiated, must be coordinated with the area CINC and included in redeployment planning.

**a. Regeneration Primary Considerations**

MPF regeneration requires determination of four primary considerations:

- Navy and Marine Corps units identified to perform the regeneration
- MPS identified
- Navy and Marine Corps MPE/S identified, acquired, prepared for loading, and loaded
- Location where full operational capability will be reestablished

**b. Regeneration Location Factors**

Options for determining the location for reestablishing operational capability include the area of the current MPF operation or an alternate geographical location. Factors which may contribute to this decision include—

- Whether the MPS will be regenerated in the same form, or whether it will be altered to accommodate changes in operational requirements/capabilities
- The availability of maintenance and port facilities
- The anticipated condition of equipment and supplies
- The availability of equipment and supplies
- Time considerations and allowances to accomplish regeneration
- A ship certification schedule
- Retrograde plans
- Future operational commitments

**c. Regeneration Advance Planning**

Advance planning will facilitate the success of the MPF regeneration and should focus on three functional elements: ground equipment and supplies, NSE, and aviation ground support equipment. The nucleus remaining behind from the first four

phases of an MPF operation and the TAAT team from MARCORLOGBASES provide the information required for regeneration personnel to initiate the regeneration phase. Personnel conducting regeneration operations should refer to chapter 11 for additional information.

**d. Regeneration Planning Conference**

An MPF regeneration planning conference is convened as soon as a minimum of planning factors are available to initiate commitment to an execution plan. See chapter 11 and other supporting publications for in-depth information concerning MPF regeneration.

**4017. Redeployment Plan**

Joint Pub 1-02 defines redeployment as the transfer of a unit or supplies deployed in one area to another area for the purpose of further employment. Redeployment of the MAGTF and CMPF elements from one operating area to another involves the backload of equipment and supplies previously placed ashore from the MPS. The manner in which redeployment is conducted is dependent on the MAGTF's assigned mission and the distance from the POE to the new objective area. During redeployment, JOPES procedures are used. Redeployment is not the same as regeneration of the MPF. The latter involves reconstitution of a national strategic capability (see chapter 11).

**4018. Planning Checklist**

Cohesion is a critical ingredient in developing six plans for the five phases of an MPF operation. The five-step checklist provided in figure 4-16 is for commanders and staff planners to use to evaluate planning documents.

- **Mission Statement**
- **Evaluation of Supportability**
- **Force Protection**
- **Terrain Management and Real Estate Allocation**
- **Sequencing of Personnel and Equipment**

**Figure 4-16. MPF Plans Checklist**

**a. Mission Statement**

- Does it state explicit and implied tasks?
- Does the CMPF mission statement support the MAGTF Commander's mission statement?

**b. Evaluation of Supportability**

The MAGTF Commander generates the warfighting priorities. The MAGTF generates the off-load priorities. These warfighting priorities focus on the employment mission and the successive plans that support it. The warfighting priorities drive the AAA Plan—specifically, the off-load priorities.

- What are the warfighting priorities for employment?

- What are the off-load priorities?
- Do the off-load priorities support the warfighting priorities?
- Has every commander evaluated the plan from two perspectives?
  - Can he support the plan?
  - Does the plan support his efforts?
- What shortfalls exist?
- What must be employed to cover any gaps?

**c. Force Protection**

- Has the threat been properly evaluated?
- Are there hostile threat areas?
- Where are the permissive environments?
- Are there sufficient protection assets in the theater based on the threat analysis?

**d. Terrain Management and Real Estate Allocation**

- Have map overlays been produced?
- Do they identify key command and control nodes?
- Has sufficient land been allocated to the port, beach, and UAAs, to include special exclusion and safety zones for ammunition and bulk fuel?
- Has the physical infrastructure been allocated to support that phase of the operation?

**e. Sequencing of Personnel and Equipment**

- Does the movement (intertheater or intratheater) of units and equipment support the plan?
- Is there sufficient throughput capability?
- Is there a balance between CSS and Force Protection capabilities?
- Is there sufficient CSS personnel available to support the flow of forces?

**4019. Force Protection Planning Considerations**

Force protection relates to the overall security and defense of the MPF. Force protection is a command responsibility of the supported and supporting CINCs, as well as certain designated subordinates. MPF is most vulnerable during the movement phase. CINCs, FLTCINCs, and numbered fleet commanders are responsible for the defense of the MPSRON/MPSs. The supported CINC will determine host nation security support availability and will establish additional measures to support the security effort. Force protection of MPF forces within the AAA is the responsibility of the establishing authority in conjunction with the MAGTF Commander and the CMPF. Appropriate security forces must be provided to protect the MPF. Force protection is discussed in detail in chapter 5. Initial security considerations for planning should include specific assignments for—

- Ships en route and in the arrival and assembly area
- Enroute support bases/facilities
- Arrival airfield(s)
- MAGTF element assembly areas
- Port/beach facilities