CHAPTER 8

MPF LOGISTICS PLANNING

8001. General

This chapter examines the logistics requirements for an MPF operation. Logistics planning for MPF operations must be comprehensive, provide maximum flexibility, and address the multifaceted character of the operation, including—

- Marshalling and movement to ports of embarkation (deployment support operations)
- Interrelated air and sea movements
- Arrival and reception in the AAA
- Preparation and distribution of Maritime Prepositioning Equipment/Supplies (MPE/S)
- Support of tactical operations
- Regeneration operations

8002. Logistics Planning Considerations

a. The Objective and Planning Continuum

While not part of the MPF operation, the MAGTF Commander's concept of operations for subsequent employment drives logistics planning during an MPF operation. MPF logistics planning must satisfy anticipated logistics requirements. The MAGTF Commander's deployment planning must consider—

- CSS requirements based on the mission, concept of operations, troop and equipment lists, operational environment, and enemy capabilities
- Time phasing of CSS capabilities in the area of operations
- Task organization of the CSSE
- Development of the CSS concept. Planning must address the broad functional areas of supply, maintenance, transportation, deliberate engineering, health services, and other services
- Follow-on sustainment, based of the duration of the operation

b. Off-Load Planning Considerations. See Chapter 4.

c. Integration with Existing Logistics Systems

To reduce deployment and unique support requirements, one goal in MPF logistics planning is to use existing logistics systems and infrastructure as much as possible. Use of existing HNS and interservice support by all elements of the MPF is encouraged during the MPF operation. Planning must focus on the provision of continuous support for the duration of the MPF operation, subsequent employment operations, and establishment of a "pipeline" through normal channels. Plans to support an MPF operation must be consistent with plans to support subsequent operations.

d. Sustainability of Maritime Prepositioning Forces

The combination of prepositioned materiel and airlifted elements associated with an MPF operation provides an MPF MAGTF with sustainment capability for up to 30 days. Smaller MAGTFs, deployed in accordance with the MPF concept, may be sustained ashore for greater or lesser amounts of time depending on the size of the force, and the number of MPS in support of that force.

e. Facilities Required for Off-Load

Certain requirements must be met in order to complete an MPF operation. Since constraints affect logistics planning for MPF operations, the logistics plan must accommodate the ability of existing facilities to meet those requirements. Key factors for the use of those facilities are detailed below.

(1) Beaches

Unlike amphibious operations, logistics considerations drive beach selection for MPF operations. Desirable characteristics include—

- Egress and transportation networks to inland destinations
- Availability of staging areas near off-load points
- Availability of bulk fuel storage facilities
- Suitable near-shore and offshore hydrographic conditions
- Landing points and safe havens for lighterage
- Availability of ammunition storage sites

(2) Ports

Considerations include—

- The ability to accommodate ships of the MPSRON (e.g., water depth, length, overhead clearance, and maneuver room)
- Port services (e.g., navigation aids, pilots, tug boats, oily water discharge, hotel services)
- Off-load capability (e.g., pier space, staging areas, covered storage, pier width, capacity, and the availability of materials handling equipment)
- Proximity to the arrival airfield UAAs and beach
- The availability of MSRs

(3) Arrival Airfield(s)

Considerations include—

- Runway and taxiway capabilities for AMC/CRAF aircraft
- Providing sufficient capacity to support the arrival and assembly plan

- Aircraft staging areas (maximum on ground (MOG)) sufficient for Air Mobility Command (AMC)/Civil Reserve Air Fleet (CRAF), and MAGTF aircraft operations

- Instrument and navigation aids. An air traffic control capability with radar-assisted landings and takeoffs, and effective radar surveillance and communications sufficient to achieve positive airspace control is desired

- Availability of staging areas for temporary staging of airlifted elements (personnel and cargo)

- All-weather transportation networks linking the airfield with the beach/port UAAs and TAAs

- Sufficient material handling equipment (MHE) and dunnage to off-load transport aircraft

- Airfield lighting to support 24-hour operations

(4) Tactical Airfield(s)

Consideration for tactical airfields (some of which also relate to the arrival airfields) are detailed below.

- Fuel: This involves the type, quantity, and quality of POL the host nation is willing to provide, and the compatibility of systems (host nation to U.S. aircraft/host nation to Tactical Airfield Fuel Dispensing Systems (TAFDS)). Maximum use of existing storage and transportation facilities is critical as the initial POL off-load will saturate the tactical systems. The number of TAFDS sites is based on the location of aircraft and the requirement for separate fueling areas. Installation space, with safety buffer zones, and room for expansion of systems must be considered in addition to interference with other airfield facilities.

- Class V(A) Issue, Loading, Arming/Dearming and Storage: Procedures must be established prior to the arrival of tactical aircraft. The Class V(A) ordnance storage area should be as close as possible to the aircraft loading area, but at a sufficient distance to ensure compliance with existing explosive safety regulations.

- Aircraft Maintenance and Supply Support: MAGTF aircraft will initially receive organizational maintenance using support equipment off-loaded from the MPSRON, and supplies provided from the fly-in support package (FISP) that accompanies the FIE. If the T-AVB is deployed, the intermediate maintenance activity (IMA) facilities can be configured into administrative or working modes during the transit to the AAA (684 containers in administrative mode and 352 containers in working mode). If a portion of the IMA remains afloat, space for maintenance and supply facilities at the airfield may be reduced.

- Aircraft Rescue and Firefighting (ARFF): Tactical and geographic considerations, dispersal of aircraft, and availability of host nation assets must be considered.

- Weather services may be provided by the establishing authority, MAGTF, CMPF, AMC, or the host nation.

- Air Traffic Control (ATC): Host nation ATC facilities and available services may require augmentation. ATC should include a flight clearance capability to process ICAO Form 1801and DD Form 175 flight plans. ATC should also include integration of the host nation ATC facility and the Marine Air Command and Control Squadron (MACCS).

- Engineering Support: Requirements for engineer support will vary with airfields, and may include—

  - Clearing obstruction(s) from aircraft operating areas and apron overrun

  - TAFDS installation

  - Utilities (including an airfield power supply)

  - Horizontal and vertical construction

- Water supply/hygiene
- Arresting gear installation support
- Heavy equipment/MHE support
- Installation of an expeditionary airfield (EAF)

(5) Intra-Theater Transportation Network

The intra-theater transportation network encompasses roads, bridges, canals, pipelines, railroads, barges, aircraft, etc. The MAGTF should not solely rely upon the road network to conduct arrival and assembly operations. All aspects of the theater's transportation grid should be employed if they are feasible and economical. Normally, the MAGTF can adequately transport itself approximately 50 miles from the beach and port facilities. If the host nation support cannot provide sufficient line haul capabilities past 50 miles, the MAGTF Commander may consider requesting Army transportation assets to augment the CSSE's capabilities.

f. Planning Variables

Variables cited herein will also affect the logistics planner. They provide a means to expand or restrict support for the MPF operation.

(1) Facilities

The manner in which the MPF uses available facilities is a key variable. The planner develops the concept to maximize the capability of existing facilities.

(2) Fly-In Echelon

The sequence and flow of airlifted and flight ferry (FF) elements are key variables. It includes selected supplies and equipment not prepositioned, but required during the first 30 days of operations. There may be latitude to adjust the air flow depending on logistics requirements. The sequencing of the FIE should give the planner flexibility to deploy critical supplies or equipment to the area of operations. The commitment of the CINC of a T-AVB or T-AH may affect the air movement sequence.

(3) Aviation Logistics Support Ship (T-AVB)

The T-AVB is an asset for deployment of a portion of the Marine aviation logistics squadron (MALS). Initial aircraft sustainment is obtained through the utilization of the T-AVB. Ships are configured to provide MALS services for fixed-wing and/or rotary-wing aircraft. T-AVBs provide dedicated sealift for movement of the tailored MALS. The two T-AVBs (one on each coast) are under MSC ADCON in a Reduced Operating Status-5 (ROS-5) status (i.e., ready for transit to the SPOE not later than 5 days after direction to activate). MAGTF operations over 30 days in duration should include activation of a T-AVB. The MALS would require approximately 160 additional strategic sorties for movement to the arrival and assembly area or objective area if the T-AVB is not employed. Use of the T-AVB requires the logistics planner to address—

- Timely T-AVB activation to allow sea trials and transit to the desired SPOE
- Provisions for MALS shutdown, preparations for embarkation, and provisions of interim support for aircraft at the home bases
- Operating procedures for the MALS enroute and within the objective area. This must include the method for transporting materiel to and from the T-AVB

- Capability to off-load and the establishment of the MALS in theater

(4) Hospital Ship (T-AH)

Planning variables include a floating surgical hospital with a mobile, flexible, rapidly responsive capability to provide acute medical care in support of military or humanitarian operations. The T-AHs (one on each coast) are OPCON to a FLTCINC (CINCPAC/LANTFLT), and ADCON to MSC in a Reduced Operational-5 status (ROS-5). Within 5 days of the order to activate, the T-AH will be fully prepared to depart to its assigned area of operations. Bureau of Medicine (BUMED) is responsible for staffing and equipping the medical contingents aboard the T-AHs.

8003. Host Nation Support

Although logistics support is considered a national responsibility, participation in multinational operations requires an examination of logistics support provided by host countries in view of transportation and other constraints. Greater use of host nation support (HNS) during exercises ensures development of support procedures including—

- Procedures to request assistance from multinational partners
- Development of HNS facilities/plans
- Reimbursement/replacement procedures
- Better understanding of interoperability capabilities
- Possible use of HNS contractor support

a. Standardization

Standardization enhances the ability of forces to use HNS. The current editions of Navy and Marine Corps' directives provide standardization policy and establish procedures to review and implement international standardization agreements. HNS may be used to—

- Provide a service or function not available through service channels
- Provide support that is unique to a country (e.g., hose couplings, rail tie-downs, etc.)
- Provide support that is available via service channels—but (because of lift or other constraints) is not readily deployable

b. Development of Host Nation Support

The CINC is responsible for representing the U.S. in HNS negotiations, but may delegate authority to develop and negotiate HNS agreements to joint or service teams. These teams represent the forces to receive HNS and may come from those forces (e.g., SLRP members). HNS is usually developed by service teams in the following sequence (which may be abbreviated by circumstances):

- Identification of requirements, set forth in a statement of requirements by the requesting agency (e.g., host nation, unified CINC or force)
- Statement of supportability by host nation
- Negotiation of support agreement
- Finalization of HNS

c. Advance Liaison Officers

Early in the planning sequence, requirements must be identified with special attention to those peculiar to the nature of the operation and the area of operations. Officers aware of total force requirements for HNS should conduct advance liaison with the host country. Specific tasks of advance liaison officers include an identification of requirements and the negotiation of support agreements with host nation representatives.

8004. Inter-Service Agreements

MAGTF Commanders, through the judicious use of inter-Service agreements (ISAs), can reduce the logistics personnel, materiel, and facilities needed to support the MAGTF without sacrificing the quality and responsiveness of logistics support. The following guidelines should be used as a baseline for developing such agreements:

- Eliminate unnecessary duplication
- Provide for expansion for peak loads
- Be responsive to the operational and technical requirement of the major subordinate commands
- Do not impose an appreciable risk on the combat forces by reducing operational mobility and effectiveness through over-consolidation
- Provide for an appropriate liaison to ensure that support unit needs are met

Specific functions that are especially amenable to theISAs include: line haul, port operations, use of salvage assets, use and management of real estate, base development and general support engineering tasks, and food and water support. Forethought and planning should be given prior to arranging maintenance and supply ISAs. Specific guidance for ISAs can be found in the 7000 series of Marine Corps directives. Thorough planning is required when arranging maintenance and supply ISAs.

8005. Acquisition Cross-Service Agreements /Implementing Agreements

Acquisition cross-Service agreements (ACSAs) and implementing agreements (IAs) are agreements with specific nations that allow for the exchange of goods and services (non-munitions) between military forces. This allows some flexibility in logistics planning (and diminishes delays in operational readiness due to logistics shortfalls if the host nation can provide some logistics support).

8006. Contingency Contracting

Contingency contracting is the process of contracting for locally available supplies and services in immediate support of a deployed MAGTF. Its purpose is to fill logistical needs not satisfied by either using MPE/S, the logistics civilian augmentation program (LOGCAP), HNS, or established military sources. While the concept is both viable and economically sound, the process is complicated in peacetime by an absence of statutory and regulatory waivers. Accordingly, short of declaration of war or some statutory relief, normal contracting procedures must be followed when entering contingency contracts. However, while statutory relief may be unattainable, relief from non-statutory regulations can and should be sought as considered necessary by the contracting officer. The SLRP's contracting officer should deploy with sufficient cash to initiate key HNS contracts.

8007. Unique Functional Considerations

a. Supply

Supply planning for marshalling and movement is similar to that for amphibious operations with the exceptions of the provision of rations, fuel, and repair parts at intermediate airfields for the airlift and FF elements. In the AAA, supplies for the first 30 days are primarily stocks aboard the MPSRON. Planning must ensure that materiel that is

not prepositioned is included in the FIE (e.g., specialized ordnance, critical low density equipment, etc.). The MAGTF Commander and CMPF must prescribe loads for the FIE to support operations before off-load of prepositioned stocks. Planning should consider inter-Service and HNS agreements, particularly for the SLRP, the advance party, and the AAOG. The MAGTF Commander must prescribe stockage levels and distribution means (unit or supply point) in the AAA pending establishment of a permanent CSSA. The MAGTF Commander may be responsible for providing logistics support to the Navy elements ashore.

b. Maintenance

Maintenance planning for marshalling and movement focuses on efforts to ensure that equipment programmed in the FIE is serviceable. Special attention is necessary for FIE aviation support equipment since the FIE must be fully capable of supporting ACE arrival and assembly operations until ships are off-loaded. Planning must also include maintenance of FF aircraft at intermediate airfields. Maintenance planning for arrival and assembly focuses on depreservation and preparation of equipment for issue. First priority must be placed on equipment for deployment support elements; then it will shift to equipment for subsequent operations. Personnel must segregate damaged equipment in addition to equipment which requires urgent modification or corrective maintenance. Repairs are made only as the depreservation workload permits. The MAGTF Commander must develop maintenance capabilities at both the beach/port and arrival airfields. Maintenance skills must match the equipment that is scheduled to arrive at those locations. Planners must consider facilities and shelters for maintenance during inclement or extreme weather conditions, and for unique aircraft support requirements that can include reassembly of helicopters.

c. Transportation

The marshalling phase of an MPF operation is transportation intensive. Planners must include designation of marshalling areas, identification of transportation requirements, establishment of control agencies, designation of staging and inspection areas, and establishment of procedures for command, control, communications and coordination. The movement plan for MPF operations is considerably more complex than that for amphibious operations. At a minimum, it must address airlift of the FIE, FF of aircraft, sea movement of the MPSRON, and command and control of the movement, including coordination and monitoring of departures from all POEs and arrivals at all PODs. Transportation efforts during the arrival and assembly phase will focus on support of the off-load. Plans for movement of personnel and equipment from the arrival airfield to unit assembly areas must be detailed and must address the use of materials handling equipment and landing support assets. The MAGTF Commander will establish agencies and procedures to efficiently manage this effort.

d. Engineer

For marshalling and movement, engineers may have to construct additional facilities at marshalling and staging areas, or improve facilities or roads to accommodate increased use. The primary concern, however, is in the AAA. Engineer tasks will focus on the improvement of beach/port/airfield facilities to include refrigeration container hookups and provisions of mobile electric power (MEP) to enhance throughput capabilities. Construction of fuel, ammunition, and water storage facilities, and road maintenance/improvements occur simultaneously. To ensure proper utilization, control of engineer assets should be centralized throughout the arrival and assembly phase. The MPF MAGTF may have a naval mobile construction battalion (NMCB or Seabee Battalion) attached.

e. Health Services

For the marshalling and movement phases, MPF elements will rely primarily on organic capabilities and the use of local facilities as necessary. During the arrival and assembly phase, plans should emphasize the use of host nation or other Service capabilities as much as possible. Health services such as T-AH or Fleet Hospital require CINC and Service coordination and reserve activation. The MAGTF will coordinate with the establishing authority and adjacent commands for aeromedical evacuations.

f. Additional Services

Provisions of utilities (water, electric power, etc.), law enforcement, and traffic control are the primary concerns during marshalling and movement. Planning for arrival and assembly will focus on AIS support, utilities support, civil affairs, contracting, and disbursing services. Civil affairs personnel will provide the interface with the host nation. Disbursing must be prepared to pay for functional area services and HNS.

g. Wash Down/Agricultural Inspection

Commanders must plan for the wash down of equipment in conjunction with the agricultural inspection. This entails a substantial amount of prior planning and coordination. For example, it requires 250,000 gallons of fresh water to clean the equipment and containers for an MPF MEU. Equipment and supplies for wash down must be administratively retrograded to the port area. Early liaison with the regional agricultural inspectors will provide specific inspection criteria for all types of equipment to be backloaded aboard the MPSRON or returned to CONUS. The MAGTF G/S4 is responsible for coordinating the wash down while the CSSE (augmented by other MSEs) is normally tasked with execution.

h. Preservation, Packaging, and Packing

With respect to exercises, the officer conducting the exercise (OCE) is responsible for the planning and embarkation of sufficient preservation, packaging, and packing among personnel and materiel to re-preserve all equipment used during the exercise.

i. Trash and Hazardous Material

An important functional consideration is the disposal of trash, human waste, and hazardous material. Generally, this is an area that can be contracted using sources within the exercise area. Normally, these arrangements are made during the exercise planning conferences. Specific attention must be given to the disposal of medical waste, petroleum, oils, lubricants, and lithium batteries.

j. Commercial Line Haul Support

Substantial line haul support is required, especially when the UAAs and TAAs are more than 50 miles from the beach and port areas. Consideration should be given to this area during planning conferences. HNS, ISAs, and contracting for transportation reduces the amount of lift required to support exercises.

k. Equipment Issue/Return

The AAOG coordinates with the off-load preparation party, USMC debarkation officer, MARCORLOGBASES technical assistance advisory team officer in charge or the contracting officer's representative, and the LFSP in order to determine and keep track of the MPE/S off-loaded from the MPS. Frequently during exercises, MPE/S are off-loaded that were not previously planned to be off-loaded because of vehicle breakdowns and blockages of critical paths. MDSS II/ATLASS will be the primary ADP resource used for coordinating throughput and accountability for off-loaded MPE/S.

(1) Issue Procedures

Procedures can vary depending upon the type of off-load (whether pierside or in-stream) and other variables. Generally, responsibility for accountability transfers from the MCMC to a MEF representative (e.g. the MOLT) as MPE/S are off-loaded from the MPS through a consolidated asset listing generated by the MCMC. Accountability transfers from the MOLT to the MSCs at the various unit AAOEs as the MPE/S are delivered. Scan data reports are used for interim receipts until a CMR is generated.

(2) Frustrated Maritime Prepositioned Equipment and Supplies

Those MPE/S that are unable to be properly identified, because of missing LOGMARS labels or identification plates, will be kept and accounted for by the LFSP in a "frustrated lot" until it can be determined where those items

are to be sent. Utilizing MDSS II, the AAOG will reconfirm the MPE/S assignment and coordinate distribution with the LFSP and AAOEs. The AAOG will serve as distribution authority for all "frustrated" MPE/S items.

(3) Excess Maritime Prepositioned Equipment and Supplies Lot

Excess lots are areas designated by the LFSP to hold MPE/S off-loaded from the MPS that are not required by the MAGTF but were off-loaded because they blocked critical paths, off-loaded in error, or deemed unneeded by the MAGTF Commander because of changing requirements. The AAOG will direct MPE/S to the excess MPE/S lots as required. Excess MPE/S lots can be established, as necessary, at sites determined by the LFSP. Accountability and security of MPE/S at excess MPE/S lots will initially be with the LFSP. As the MPF operation continues, requests for MPE/S held in the excess lot will be submitted from the AAOE to the AAOG. Only the AAOG acting for the MAGTF Commander can authorize the removal of MPE/S from the excess lot. During peacetime exercises, MPE/S in excess lots will normally remain in place until prepared and staged for backload.

(4) Return Procedures

The return of MPS equipment will be coordinated between the technical assistance and advisory team officer in charge, MAGTF Commander, MCMC, and the exercising unit. A joint limited technical inspection (LTI) will be conducted between the MCMC and exercising force on all off-loaded equipment. Upon completion of the LTI, the unit will reapply packing material and dunnage, and represerve the equipment. When an item of equipment requiring repairs is returned to the MPSRON, the condition of the equipment and the required repairs will be annotated on the LTI form. The exercising unit will turn over all equipment repair orders, equipment repair order shopping lists, and other documents relating to maintenance performed. The MCMC will sign the consolidated asset list indicating receipt of equipment, and the MIMMS input update for Blount Island Command. The cost of repairs to equipment and of the replacement of supplies will be drawn against a previously prepared Order for Work and Services (NAVCOMPTFORM 2275) for the estimated cost of supplies and maintenance as designated by Blount Island Command.

l. Represervation

As discussed above, all equipment will be represerved prior to backload. The equipment will be returned to the same state in which it was issued. This involves the cleaning, reapplication of protective materials and dunnage and the recrating of all collateral/ancillary materiel originally stored in crates. Equipment will be cleaned, taking special care to remove all mud and dirt from the engine compartments, undercarriages, and suspension. Preservation, packaging, and packing supplies are the responsibility of the exercise force. The exercising force must include personnel experienced in preservation, packaging, and packing operations.

m. Medical Credentials

Prior to deployment, the MAGTF Surgeon and one other medical officer holding operational medicine privileges will perform an appropriate credentials review for all medical officers assigned to the MAGTF, in accordance with BUMEDINST 6320.66A.

8008. Logistics Planning Responsibilities/Relationships

a. Responsibilities of Higher Authority

- JCS provides broad logistics guidance to the services and unified commands.

- A CINC coordinates basic logistics functions within an AOR. A CINC may establish logistics policies relative to cross servicing, cross leveling, and common item support in their OPLANs and CONPLANs. These policies specify the supporting component, type of support, and the expected time the support is to be provided. Examples: an Army Service Component may provide line haul transportation on C+45; an Air Force Service Component may provide bulk JP5 on C+60, etc.

- Service components in the unified command are responsible for providing logistics support to their subordinates. The Fleets establish logistics support through type commands. Type commanders (TYCOMs) are responsible for ensuring that forces are trained and equipped to conduct MPF operations. TYCOMs also support deploying forces either directly or through procedures arranged with home stations. Additional information is contained in Appendix C, *Readiness for MPF Operations*.

b. Supporting Agencies

Supporting agencies with responsibilities that influence logistics planning by all elements of the MPF are addressed in chapters 2 and 3.

c. Command Responsibilities Within the Maritime Prepositioning Force

(1) MAGTF Commander

The MAGTF Commander is the focal point for deliberate logistics planning designed to support MPF operations. Responsibilities include—

- Determining, in coordination with the CMPF, the composition of the FIE including specifications of prescribed loads for air movement
- Developing the deployment plan
- Developing the arrival and assembly plan
- Developing the supporting logistics plans
- Making decisions for the redistribution of assigned equipment and supplies based on the employment mission
- Coordinating with higher headquarters for the use of externally controlled logistics assets
- Recommending the withdrawal of war reserve material

(2) Commander, Maritime Prepositioning Force

The CMPF is responsible for broad logistics planning, including—

- Coordinating logistics activities among the Navy elements of the MPF, and prioritizing and allocating logistics resources
- Reviewing logistics plans for subordinate elements to ensure an integrated plan
- Coordinating with higher headquarters for the use of externally controlled logistics assets

(3) Commander, Maritime Prepositioning Ship Squadron

The COMPSRON plans logistics support for movement of the MPSRON and for support of embarked personnel.

d. Billeting Aboard Maritime Prepositioning Ships

Billeting aboard MPS(s) for MAGTF, and NSE personnel assigned to the OPP and debarkation teams, is coordinated between the MAGTF/NTF planners.

8009. Planning Factors and Considerations

a. Combat Service Support Area Siting Considerations

Once the discharge method is determined, the next logistical planning task is to survey and select the combat service support area (CSSA) site. For MPF MAGTFs, siting considerations are that—

- The distances between beach, port, airfield, assembly areas and objective area are normally less than 50 miles. This shortens LOCs and reduces the size of the MAGTF's local security area

- The combat service support element (CSSE) needs access to a hard-surface road network and sufficient flat, firm ground for containers, ammunition, and bulk liquid storage dumps

- The CSSE needs working space for each functional area detachment (total of 1,800 acres/7.4 square kilometers overall)

  - General storage - 30 acres/.13 square km

  - Ammunition storage - 1,000 acres/4.05 square km

  - Health services - 33 acres/.14 square km

  - Maintenance administration - 25 acres/.11 square km

  - Bulk fuel - 100 acres/.41 square km

  - Bulk water - 25 acres/.11 square km

  - Ingress/Egress routes, landing zones, dispersion areas and associated safety zones - 600 acres/2.43 square km

b. Supplies

Based on off-load time lines and exercise experience, commanders should anticipate that only minimal prepositioned supplies will be available for initial distribution before O+6. Adequate supply distribution prior to O+6 can be enhanced by the use of capability sets and specified off-load priorities. By O+6, the AAOG will have directed throughput of sufficient Class III, IV, VIII, and IX to sustain arriving forces through O+10, when support from the CSSA will begin. Therefore, commanders should plan for and deploy forces with designated quantities of supplies and equipment until O+6.

(1) Class I Rations

Meals, ready-to-eat (MREs) are prepositioned in sufficient quantity to feed a notional MPF MAGTF and the accompanying NSE detachment for 30 days (1 DOS = 3 meals/rations). The intent is to begin feeding MPF MAGTF at least one hot meal per day starting on O+21. These "hot" rations must come from either the FOS or HNS. For deployment, the following planning factors may be used in accordance with the notional force arrival plan.

MVMT GRP	MOBILE LOAD/PALLETIZED	PRESCRIBED LOAD
SLRP	7 DOS MREs/WATER	2 DOS MREs/2 CANTEENS
ADVANCE PARTY	2 DOS/1 ROWPU	2 DOS/2 CANTEENS
MAIN BODY	WATER CONTAINERS ON UNIT EQUIPMENT REPORTS	2 DOS MREs/2 CANTEENS

(2) Class II

Approximately 30 DOS of consumable supplies (less housekeeping supplies and individual equipment) are prepositioned. Issue of Class II supplies (in containers) by the CSSE will begin after O+10, based on unit requirements and priorities. Commanders will deploy administrative supplies in the advance party that are necessary to support operations through O+10. Unit publications and directives required for 30 days of operations will be deployed with the main body as palletized or mobile loaded cargo. Sufficient individual NBC protective equipment must be included in the FIE in order for the required capability to conduct an NBC defense. One NBC set per Marine is currently in the prepositioning objective. Commanders will include NBC detection devices/kits in the main body. The MEF is provided a list of SL-3 deficiencies for Class II items at the end of each ship's MMC.

(3) Class III

There is a standardized "core block" in Class III (packaged) for aviation and ground items. This core block can be modified to meet mission requirements within funding and storage constraints. Approximately 30 DOS of bulk and packaged petroleum, oils, and lubricants, (POL) are prepositioned to support all elements. Sufficient aviation packaged POL should be included in the main body and flight ferry to support arriving aircraft buildup and servicing in the AAA. Aviation packaged POL is prepositioned in sufficient quantities to support assigned AGSE from O+10 through O+30. The SLRP will deploy with 7 DOS of packaged POL to support its equipment as determined by the AC/S, G-4. The advance party will deploy with 3 DOS to support its equipment.

(4) Class IV

Limited quantities of Class IV material are prepositioned for barrier, bunker, and shelter construction. Prepositioned (core block) stocks will be retained by the CSSE in the CSSA and issued on an as-required basis. For deployment by strategic airlift, Class IV material is required for dunnage with 463L pallets and certain types of rolling stock. Commanders are responsible for ensuring adequate dunnage accompanies their pallet loads and rolling stock.

(5) Class V

Establishment of ammunition supply points (ASP) near the airfields and within the CSSA will be accomplished by the ACE and the CSSE. Commanders will provide prescribed loads for T/O weapons being deployed with personnel on the OPP, SLRP, advance party, and main body. Deployment of prescribed loads will be established in the deployment order, and issued prior to moving to the APOE.

(6) Class VI

No personal support items are included in prepositioned stocks. Personnel should include personal supplies in their packs for 10 days. A 20-day re-supply block of items such as soap, toothpaste, deodorant, shaving cream, toothbrushes, towels, razor blades, sewing kits, lip balm, etc. will be deployed in the FOS by the CSSE. Sustainment should be planned for and initiated upon deployment.

(7) Class VII

Only those principal end items authorized by the MEF and identified on the unit equipment reports will be deployed in the FIE. In those instances where using unit responsibility items and/or supply support responsibility items were not attained, the MEF G-3 MPF Cell and/or the MEF G-4 will request sourcing from COMMARFORPAC/LANT prior to deployment. The CSSE will be responsible for deploying all such shortfalls sourced by COMMARFORPAC/LANT. The MEF G-3 MPF Cell and/or the MEF G-4 will provide a current listing of using unit responsibility items/supply support responsibility items not attained by the MAGTF CE for embarkation planning. The MEF is provided a list of SL-3 deficiencies for Class VII items at the end of each ship's MMC.

(8) Class VIII

The authorized medical allowance list (AMAL) and the authorized dental allowance list (ADAL) consist of equipment and/or consumable supplies required by the deploying force. AMALs/ADALs are prepositioned to support 15 days of combat operations. The CSSE is responsible for deploying short shelf life items, controlled medicines and precious metals for the prepositioned AMALs/ADALs. Initial acute care capabilities and surgical capabilities are prepositioned for easy access on each ship to provide rapid emergency medical capabilities during the initial stages of the off-load. Commanders will deploy unit sick call chests and one individual surgical instrument and supply set (Unit-One) per corpsman.

With respect to NBC medicants, 15 DOS of nerve agent antidote injectors are prepositioned in AMALs. The requirement for antidotes and pre-treatments to address a specific theater threat must be included in the FIE. Examples would include: Ciprofloxacin for biological warfare agents, Pyrodystigmine Bromide for nerve agent pre-treatment, and Topical Skin Protectant (TSP), to protect exposed skin from blister agents. Planning for FIE, NBC medicants is a joint responsibility of the medical and NBC staff officers, as guided by the supported CINC's deployment requirements. The CSSE medical detachment is responsible for acquisition, embarkation, and monitoring the NBC threat and unit level antidote distribution/tracking.

(9) Class IX

All three MPSRONs have a standardized set of Class IX parts referred to as the Class IX Core Block. Batteries are treated in a standardized manner, similar to the Class III core block. MSEs that are authorized critical low- density (CLD) repair parts will include them in their FIE. Currently no CLD repair parts are in the Class IX core block. Commanders will approve CLD items for deployment. The CSSE will begin issuing Class IX repair parts by 0+10. Eight DOS of batteries should be embarked for equipment deploying with the SLRP. Four DOS should be embarked by the MSEs for equipment deploying in the advance party. One DOS will be embarked by the MSEs for equipment deploying in the main body.

(10) Class X

No Class X supplies are prepositioned aboard the MPSRONs. In the event of a mission requiring Class X (e.g. humanitarian assistance), all Class X will have to be embarked in the FIE or provided from alternative sources.

(11) Hazardous Material

Hazardous material (HAZMAT) certifiers trained in the preparation and use of DD Form 1378-2 are required at the units and APOE to certify HAZMAT, such as the calcium hypochlorite used in reverse osmosis water purification units for air transport.

c. Publications

Each MPSRON has a publications library that provides sufficient administrative publications and technical manuals for use by the Marine Corps Maintenance Contractor (MCMC). Units should deploy their maintenance and supply publications. However, should the requirement arise, the publications positioned aboard the MPS could be transferred to the MAGTF.

d. Aviation Support and Maintenance

The aviation support equipment (SE) prepositioned aboard each MPSRON provides tailored organizational common and peculiar SE for the ACE. The FIE and FF will include organic SE and supplies required for initial aircraft servicing operations (i.e., debarkation, recovery, staging, reassembly, and servicing required for initial buildup and support) as well as all classified SE. A flight ferry supply support package will be provided by the parent Marine Aircraft Group (MAG) for the respective type/model/series (T/M/S) aircraft to support deployment and arrival in the AAA. A 30-day fly-in support package (FISP) of spare and repair parts will be deployed by the ACE in the main body to provide support to the OMA through D1+D30. The MALS will deploy via T-AVB or by AMC strategic

airlift to arrive in the AAA on D+30. A daily aviation logistic support flight from a Navy supply entry point or CONUS depot will be established. Subsequent to attaining a fully operational ready status, fixed-wing sortie rates in accordance with the Weapon System Planning Document (WSPD) will be conducted. Rotary-wing sortie requirements will be based on aircraft availability. During the period between aircraft arrival in the AAA and attainment of fully operational ready status, sortie rates should be minimized to conserve the FISP.

Each MPS contains tailored organizational-level common support equipment, peculiar support equipment and minimal intermediate-level CSE to support each ACEs pre-assigned mix of Type/Model/Series (T/M/S) aircraft. When deployed, each ACE will provide tactical air support for a MEF Forward (FWD) size MAGTF. Each MAGTF will have the capability for independent deployment or, if the situation dictates, the ability to join up and be composited to form a larger amphibious force.

ACE fixed-wing/rotary-wing aircraft will be flight-ferried directly to the theater of operations supported by either Marine organic or AMC aerial tankers and cargo aircraft. The remainder of the FIE will be flown into the theater of operations via Marine organic or AMC/CRAF aircraft and will include: squadron personnel (e.g., maintenance and support crews), a representative T/M/S FISP contained in Mobile Facilities (MFs), organizational-level individual material readiness list (IMRL) items (e.g., non-custody coded items (N-coded)), and minimal custody-coded intermediate-level IMRL items required for initial aircraft servicing operations (e.g., tow tractors, mobile electric power carts, hydraulic servicing carts, etc.).

Upon arrival and off-load of MPSs, each tactical squadron assigned to the MEF (FWD) ACE, will "link-up" and take custody of the remainder of the CSE/PSE required to operate and maintain their respective T/M/S aircraft. Each MPSRON contains a tailored IMRL for each T/M/S aircraft assigned to the MEF (FWD) ACE, which is comprised of IMRL custody-coded coded IMRL items P, L, and M. When the IMRL loaded aboard MPS is linked up with the aviation spport equipment (ASE) transported into the theater of operations via the FIE, it comprises all CSE/PSE required to operate each T/M/S aircraft during the first 30 days of combat. Normally, 30 percent of ASE is prepositioned due to funding constraints.

Each MPSRON also includes minimal fixed-wing and rotary-wing facility equipment contained in MFs. This facility equipment, or intermediate-level CSE, is used to support intermediate-level maintenance functions common to fixed-wing and/or rotary-wing aircraft (e.g., tire/wheel build-up, battery maintenance, cryogenics, etc.). The facility equipment loaded aboard MPSs is operated by designated Marine Aviation Logistics Squadron (MALS) personnel and is designed to support ACE aircraft until the arrival of the host MALS via an Aviation Logistics Support Ship (T-AVB). Each host MALS will deploy with tailored intermediate-level CSE (Common Contingency Support Package (CCSP)) and IMRL custody-coded E PSE items (Peculiar Contingency Support Package (PCSP)) required by each T/M/S aircraft the MALS is designated to support. Upon the establishment of the host MALS in the theater of operations, each MEF (FWD) ACE will be capable of sustained combat operations.

Expeditionary airfield (EAF) equipment is included in each MPSRON to support fixed-wing and rotary-wing aircraft. The concept of employment is to spread load EAF equipment among three non-flag ships, giving each ship a core capability of airfield lighting, expeditionary arresting gear and AM-2 landing matting. Combining the assets of all three ships gives the ACE commander a 4,000 ft EAF runway, parking for 75 to 105 combat aircraft, airfield lighting, arresting gear and optical landing systems. The EAF equipment aboard MPS is installed, operated and maintained by designated Marine Wing Support Squadron (MWSS) personnel and is configured to support ACE aircraft until the arrival of the host MALS. Establishment of the host MALS in the theater of operations gives the MEF (FWD) ACE a sustained EAF capability.

Subsequent to attaining a fully operational ready status, fixed-wing and rotary-wing sortie rates will be based on aircraft mission capability. Upon attaining operational ready status, sortie rates will be conducted in accordance with the Weapon System Planning Document. During the period between aircraft arrival in the AAA and attainment of fully operational ready status sortie rates should be minimized to conserve FISP assets.