CHAPTER 9
MARSHALLING AND MOVEMENT ORGANIZATIONS
AND RESPONSIBILITIES

9001. General

Marshalling is that phase in which units complete final preparations for movement, including preparation of personnel, equipment, transportation to POEs, staging, and loading. Preparations necessary to conduct timely marshalling and movement are explained in Appendix C. In the movement phase, deploying forces proceed by different modes to the AAA in a planned sequence in order to support the efficient off-load of the MPS and the preparation of the MAGTF.

9002. Deployment

Deployment "encompasses all activities from origin or home station through destination, specifically including intracontinental United States, intertheater, and intratheater movement legs, staging, and holding areas." (Joint Publication 1-02). The key point is that MPF deployment involves movement from home station all the way to the tactical assembly area (TAA).

9003. Movement Groups

The MPF is divided into two movement groups based upon those units that arrive by sea (Sea Movement Group) and those that arrive by air (Air Movement Group). Units that arrive by sea are divided into movement elements that deploy from one geographic area at approximately the same time. Units that arrive by air, collectively called FIE, are divided into elements that deploy from different geographic areas at different times (see figure 9-1).

Figure 9-1. Movement Concept
a. Air Movement Group

The MPF air movement group consists of four elements that make up the FIE.

(1) Survey, Liaison, and Reconnaissance Party

See Chapter 10 for functions of the survey, liaison, and reconnaissance party (SLRP), appendix G for a notional SLRP T/O, and appendix D, tab D for the SLRP checklist.

(2) Advance Party

The advance party consists of personnel designated to form the AAOG, LFSP, the remainder of the NSE (those not deployed in the OPP or SLRP), and the AAOEs (see Chapter 10 for functions of these elements). The advance party is task-organized by the CMPF and the MAGTF Commander. The primary task of the advance party is to arrange for the reception of the main body and MPE/S. The advance party should deploy prior to the movement of the main body. It may also include the command elements of the MAGTF and CMPF.

(3) Main Body

The main body of the FIE is the balance of forces, less the FF, that remain after the OPP, SLRP, and advanced party have deployed. The movement of the main body is sequenced to support the off-load, arrival, and assembly operations. It is essential that the main body's flow be relatively uninterrupted to permit expeditious closure, arrival, and assembly.

**WARNING**: Forces must not be introduced faster than logistic support can be provided from the off-load and throughput process.

(4) Flight Ferry

Flight ferry operations involve the movement of self-deploying aircraft of the ACE with possible aerial refueling support.

b. Sea Movement Group

The MPF sea movement group consists of three elements.

(1) Maritime Prepositioning Ships Squadron

See appendix B.

(2) Off-Load Preparation Party

The off-load preparation party (OPP) initially deploys by air, but arrives in the AAA as part of the Sea Movement Group. See Chapter 10 for the functions of the OPP, appendix G for a notional OPP T/O, and appendix D, tab E for the OPP checklist.

(3) Follow-On Sustainment

Follow-on sustainment (FOS) is comprised of seaborne shipping that supplements, complements, and augments the MPF. This includes T-AVB, T-AH, and other ships that provide all classes of supply past 30 days of sustainment on the MPSRON.
9004. Movement Control Organization

A movement control organization is required to provide unity of effort and accomplish required interface with the joint deployment system. Sea movements are planned and executed by the fleet in accordance with normal movement control procedures. COMMARFOR, as the primary user of airlift, is responsible for coordinating the air movement. Consequently, the CMPF coordinates with the MAGTF Commander for marshalling and movement of Navy personnel by air. Coordination for air movement is made directly with USCINTRANS and other supporting agencies. Reports of the movement are made through normal chains of command keeping all commands informed (see figure 9-2).

![Diagram of Movement Control Organizations](image)

Figure 9-2. Movement Control Organizations

a. Force Movement Control Center

The force movement control center (FMCC) is the MEF Commander's principal movement control organization, and is responsible for the support necessary to facilitate marshalling and movement. Through coordination with AMC, the FMCC promulgates the air movement schedule with which parent commands execute the marshalling activities of the FIE. The FSCC will coordinate directly with MSC and NCC concerning the movement of the MPSRON.

b. Logistic Movement Control Center

The logistic movement control centers (LMCCs) are organized from service support elements (or the supporting establishment) in geographic proximity to the marshalling units. LMCCs are tasked by the FMCC to provide organic/commercial transportation, transportation scheduling, materials handling equipment, and any other logistics support required by the parent commands during marshalling. LMCCs will provide a departure airfield control group for the APOE as directed by the FMCC.
c. **Departure Airfield Control Group**

Departure airfield control groups (DACGs) are the primary interface with the Air Force at APOEs. A DACG is responsible for receiving deploying equipment from the units at the APOE, coordinating with the TALCE to ensure that the cargo and personnel are properly prepared for air shipment, and delivering cargo to the ready line.

d. **Arrival Airfield Control Group**

Arrival airfield control groups (AACGs) are the primary interface with the Air Force TALCE at APODs. An AACG is responsible for receiving and moving personnel, equipment, and supplies from the aircraft flight line to initial staging areas.

e. **Embarkation Control Team**

An embarkation control team (ECT) provides coordination and oversight at the seaport of embarkation (SPOE) of surface movements as required (TAVB, T-AH, etc.).

f. **MAGTF Liaison Element**

The deploying MAGTF Commander will establish a MAGTF liaison element to—

- Interface between the deploying MAGTF and the deployment support organizations
- Prepare all deployment documents and manifests for all loads of personnel, equipment, and supplies
- Supervise, coordinate, and monitor the marshalling, movement, and embarkation of personnel, supplies, and equipment from origins to final destinations
- Provide liaison personnel to the FMCC and LMCC as required

The MAGTF liaison element coordinates with the airlift liaison element and sealift liaison element at the APOE and SPOE, as required. The MAGTF liaison element also coordinates with the survey, liaison, and reconnaissance party (SLRP) or arrival assembly operations group (AAOG) to effect adjustments to the deployment flow of personnel and/or to specific items of equipment or supplies needed in the arrival and assembly area (AAA).

g. **Airlift Liaison Element**

The MAGTF commander will establish a liaison element at each APOE to provide for coordination with the departure airfield control group (DACG). The airlift liaison element (ALE) includes personnel from the MEF and major subordinate elements (MSEs). The ALE is normally located in the staging areas at designated APOEs. The ALE—

- Establishes liaison with the MLE, DACG, and other deployment support agencies as required
- Assists in the final preparation of vehicles and equipment in accordance with FMFM 4-6
- Ensures that required dunnage, shoring, and tie-down materiel accompanies unit loads to the joint inspection (JI) area
- Provides load plans, personnel and cargo manifests, with appropriate copies to the DACG in accordance with FMFM 4-6; assembles personnel, supplies and equipment into sequenced pre-planned aircraft loads, in accordance with established load plans
- Ensures plane and/or troop commanders are appointed and properly briefed on their responsibilities
- Ensures aircraft loads arrive at the JI area at times required and coordinated with the DACG
- Ensures correction of all load discrepancies found during join inspections
- Adjusts aircraft load sequence as required
- Deploys with late departing elements of the MAGTF

**h. Sealift Liaison Element**

The MAGTF Commander will establish a liaison element at each SPOE to provide for coordination with the embarkation control team (ECT). The sealift liaison element (SLE) includes personnel from the MEF and major subordinate elements. It is normally located in the staging areas at designated SPOEs. The SLE establishes liaison with the MLE, ECT, and other deployment support agencies as required, and assists in the final preparation of vehicles and equipment.

**i. Unit Movement Control Center**

The deploying unit will establish an area where the unit will marshal for movement to the APOE or SPOE. The command and control (C2) for this area is the unit movement control center (UMCC). The UMCC will coordinate with the MLE on their planned movement to the APOE or SPOE.

**j. En Route Movement Control Center**

The MEF Commander will form EMCCs to support the deploying MAGTF by monitoring the air movement and informing the MLE of any delays in the movement of the fly-in echelon and flight ferry. If an unacceptable delay in the deployment of critical personnel or equipment for the arrival and assembly phase does occur, the OIC of the EMCC will direct the off-load and reload of personnel and equipment onto other aircraft.

**k. Tanker Airlift Control Element**

The tanker airlift control element (TALCE) coordinates all Air Force operational aspects of the airlift mission, to include aircraft movement control, communications, and technical supervision of loading and marshalling of aircraft. An advanced echelon (ADVON) will deploy ahead of the main TALCE to coordinate AMC requirements at the arrival airfield. Areas of concern include ramp parking, runway conditions, cargo marshalling areas, and airfield support (crash/fire/rescue, navigation aids, personnel support, etc.). The ADVON will coordinate with the SLRP to obtain (through the airfield coordination officer) services from U.S. forces and from the host nation as necessary. The ADVON may deploy equipment to establish communications with AMC command and control agencies, and to establish the airfield coordination officer prior to the arrival of the main TALCE.

**l. Host Base/Stations**

Host base/stations assist marshalling units through the provision of local logistics support, and provide MHE, transportation, security, and other support required by the deploying unit. If required, host base/stations assume custody of remain-behind equipment. The Marine Corps bases (MCBs) and Marine Corps air stations (MCASs) will establish a base operations support group (BOSG) and station operations support group (SOSG) respectively. The BOSG and SOSG will coordinate their support efforts for the deploying MAGTF.

**m. Ports of Embarkation**

The installation commanders at, or in the vicinity of, POEs provide materials handling equipment, transportation, security, and other support as requested by the deploying unit.
9005. Marshalling

During the marshalling phase, deploying echelons, organized by plane or ship team(s), assemble at their home station, prepare for deployment, and move in accordance with the established plan or when called to stage at APOEs or SPOEs. Marshalling for sea movement involves normal amphibious embarkation procedures (see Joint Publication 3-02.2, *Joint Doctrine for Amphibious Embarkation*). For marshalling for air movement, see MCRP 4-13.1A, *Movement of Units in Air Force Aircraft*. Parent commands supervise preparation for deployment. Appendix C outlines required actions prior to and after an alert. These procedures should be included in unit readiness SOPs. Movement to APOEs/SPOEs is accomplished with organic transportation to the maximum extent. Requests for transportation in excess of organic capability are coordinated by the LMCC. The CMPF transportation requirements for elements deploying by airlift are coordinated with the MAGTF Commander.

a. Aerial Port of Embarkation Operations

Air Mobility Command will exercise overall control of airlift operations at APOE(s). Air Mobility Command TALCE will establish an AOC at the airfield, with all information related to onload operations coordinated through the AOC. Coordination between the moving unit, DACG, and TALCE is critical to an orderly movement of airlift aircraft through the APOE. The arrival of unit equipment and personnel for onload must be sequenced to avoid bottlenecks at the APOE. Major commands will provide an officer at the APOE to coordinate (with DACG and TALCE) the arrival of unit equipment and personnel. TALCE, DACG, and APOE installation commanders must jointly ensure that sufficient ramp space for aircraft parking and equipment staging areas is available to support the airlift flow. DACG, in coordination with the APOE installation commander and LMCC, will ensure shelter and messing for deploying personnel are provided. Helicopter disassembly areas should be located away from passenger and cargo staging areas, yet close enough that aircraft can be towed to the staging area. This area should be sufficiently large enough for MHE to move safely between aircraft. Helicopter disassembly requires cranes, forklifts, tow tractors, light units, and ramp space for work and staging.

b. Seaport of Embarkation Operations

Normal embarkation procedures and relationships apply.

9006. Movement

a. Conduct of Sea Movement

The MPSRON will move as directed by the Fleet Commander. Ship movement should accommodate the earliest possible embarkation of the OPP. The MPSRON will rendezvous with escorts (if assigned), and conduct transit to the AAA. TAVB, T-AH, and FOS will proceed as directed.

b. Conduct of Air Movement

Air movement is a continuous, progressive operation that transports successive elements of the deploying force to the objective area. The total time required will depend on the number, type, and initial locations of forces to be deployed, aircraft availability, range, and throughput considerations. Some follow-on sustainment may arrive by air (e.g., Classes I and VI).

(1) Airlift

The airlift is accomplished through air mobility command aircraft and civil contract carriers. Air mobility command will determine the airflow routing.
(2) Flight Ferry

Flight ferry operations involve the movement of ACE tactical aircraft capable of self-deploying with the support of aerial refueling. Supporting refuelers may be provided by the operating forces, AMC, or ACC. Different aircraft types may require different planning considerations.

If flight ferry aircraft use the same arrival airfields as the airlift aircraft, coordination with AMC is required. Profiles/routes should be established for each type of aircraft. The final staging base should be located within 1,000 nautical miles of the arrival airfield. This will facilitate movement of the ACE to the arrival airfield on call and without the requirement for external tanker support.

(3) En Route Planning Considerations

Flight ferry and airlift aircraft have similar requirements that must be coordinated by the supported and supporting CINC. AMC and MAGTF aircraft 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, navigational aids, command and control, billeting, POL, maintenance, and service facilities to support flight operations. Over-flight rights may impact on in-flight refueling and staging base requirements. Supporting and supported CINC are responsible for providing security for staging bases and flight routes within their AOR.

(4) Staging Base Coordination

If a staging base is required for AMC aircraft, a TALCE will deploy to that base and coordinate AMC activity there. The MAGTF will deploy a liaison section (EMCC) with the TALCE to coordinate support for MPF FIE assets delayed at the staging base because of aircraft maintenance or other disruptions to the deployment flow. Civil contract carriers determine their own en route support requirements, and are responsible for support of MPF FIE passengers delayed en route because of aircraft maintenance problems.

(5) Aerial Refueling Considerations

Some portion of the AMC flow may be air refuelable, enhancing the scheduled FIE's deployment.