

- Expected command relationship changes; e.g., independent JTF operations or augmenting another MAGTF.
- Support requirements.
- Recommend, in coordination with CMPF, disposition of MPF shipping.

### **CMPF**

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

### **MPSRON**

- Status of offload; e.g., fuel and water ashore vis-a-vis HN 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 sufficient facilities are developed ashore. Shortfalls may require MPS to function as mobile CSS facilities for inshore operations positioning and repositioning as necessary along the coast parallel to the MAGTF movements. (This is an example of a withhold shipping requirement.)
- Upon release of MPS from MPF operations and with the concurrence of the supported combatant commander, MPS will shift OPCON to Commander, USTRANSCOM for use as common user sealift.
- The level of force protection that can be provided will be a key consideration as to the amount of time the MPSRON remains in the offload area.
- Lighterage may be needed for offload of assault follow-on echelon follow-up shipping after MPSRON departure. Lighterage operators are part of the NSE. Other considerations for retaining lighterage include fueling, repair and maintenance, sheltering or harbor facilities, and maintenance of instream water and fuel hoses deployed.

### **NSE**

The NSE may remain in place if backload, reconstitution, 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 semipermanent or long-term naval support. The port and/or beach would remain open for resupply, reinforcing or joint logistics over-the-shore operations. The NSE will perform these tasks until the operation terminates or is relieved by Army terminal units.

### **FH**

If needed ashore, the FH will be offloaded, staged, and signed over to the NCC for transport to the assembly site.

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## **Deployment Plan**

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The deployment plan prescribes the MAGTF commander's concept for deployment. It organizes the movement groups and assigns tasks and responsibilities. It entails force deployment planning and execution (FDP&E), marshalling priorities, the air and sea movement plans, and identifying the FIE.

FDP&E provides definition of available and required movement dates in JOPES. FDP&E examines deployment options to identify the assets required to move planned forces to the required destinations via airlift and sealift. FDP&E uses backward (reverse) planning.

FDP&E is based on the commander's requirement for the force to arrive as reflected in JOPES/TPFDD. It begins with the required delivery date (RDD) and requires the war planner to determine transit times and possible en route delays during each movement leg.

FDP&E works backwards from the RDD to determine movement dates (time line) from the

origin to the POE, continuing through the POD to the ultimate destination. FDP&E is highly interactive with JOPES and requires constant plan coordination and TPFDD refinement.

### **Specific Planning Days and Deployment Dates**

#### ***N-day***

The unnamed day an active duty unit is notified for deployment or redeployment. (JP 1-02)

#### ***C-day***

An unnamed day when a deployment operation commences or is to commence. (JP 1-02)

#### ***O-day***

An unnamed day when the MPF offload commences.

#### ***Ready-to-Load-Date (RLD)***

The date when a unit will be ready to move from the origin; i.e., mobilization station. (JP 1-02)

#### ***Available-to-Load-Date (ALD)***

The date specified for each unit in a TPFDD indicating when that unit will be ready to load at the POE. (JP 1-02)

#### ***Earliest Arrival Date (EAD)***

A day relative to C-day that is specified by a planner as the earliest date when a unit, a resupply shipment, or replacement personnel can be accepted at a POD during a deployment. Used with the LAD it defines a delivery window for transportation planning. (JP 1-02)

#### ***Latest Arrival Date (LAD)***

A day relative to C-day that is specified by the supported combatant commander as the latest day when a unit, resupply shipment, or replacement personnel can arrive at the POD and support the concept of operations. Used with the EAD, it defines a delivery window for transportation planning. (JP 1-02)

#### ***RDD***

The date that a force arrives at the destination and completes unloading. (JP 1-02)

#### ***Combatant Commander's Required Date (CRD)***

The date a unit/force is ready to be employed.

#### **Initial Planning**

- Analyze the mission objectives of the force.
- Identify force requirements.
- Develop COAs.
- Analyze existing deployment plans/TPFDD.
- Analyze lift requirements.
- Prepare the MAGTF and CMPF for deployment.

#### **Plan Development**

- Refine and establish mission warfighting priorities and objectives.
- Develop a CONOPS.
- Refine the force and E/L.
- Refine the deployment plan/TPFDD.
- Provide a refined deployment plan/TPFDD to the supported combatant commander for a transportation feasibility estimator (TFE) and throughput analysis.
- Schedule the movement of MPF units.

#### **Marshalling Plan**

At a minimum, the marshalling plan must do the following:

- Designate marshalling areas.
- Identify transportation requirements and allocate transportation assets for movement to marshalling areas.
- List agencies responsible to control movement to marshalling areas and the APOE.
- Establish staging areas at departure airfields.
- List inspection areas and procedures for the flow of deploying personnel, equipment, and supplies through the marshalling areas.
- Prescribe procedures for assembling aircraft loads.
- Disseminate procedures for coordinating with other Services and external support agencies.

## Air Movement Plan

Movement of MPF elements by air involves the strategic airlift of personnel, equipment, and helicopters, and the FF of the MAGTF's FW self-deploying aircraft. Air movement is planned by the MAGTF commander in coordination with the establishing authority, MPF element commanders, the MEF/MARFOR strategic mobility office, and AMC planners. A general air movement plan is developed that prescribes the organization and movement of units that is later refined with validated TPFDD information and compiled in the air movement sequence table (see fig. 5-12).

Unit	APOE	Aircraft	C-Day	O-Day
NEAT 108	Miami, FL	Commercial	C+0	O-14
SLRP	Cherry Point, NC	1 C-17	C+6	O-8
OPP	Cherry Point, NC	L-1011	C+10	O-4
TAAT	Jacksonville, FL	Commercial	C+10	O-4
NSE/NCW	Norfolk, VA	B-747	C+10	O-4
USMC Advance Party	Cherry Point, NC	C-17	C+10	O-4
FAST Platoon	Norfolk, VA	C-17	C+11	O-3
USMC FIE 1	Norfolk, VA	2 C-17s	C+12	O-2
USNR	Norfolk, VA	Commercial	C+12	O-2

**Figure 5-12. Sample General Air Movement Plan.**

### The Air Movement Sequence Table

This table reflects MAGTF and Navy TPFDD movement priorities and group organization for deployment. It lists TPFDD unit line numbers (ULNs) based on estimated time of arrival in the AAA, nominally the LAD.

The air movement sequence table, coupled with the air movement requirements listed in the TPFDD, enables movement control agencies to track, identify, and account for deploying elements. Airlift

requirements documented in the TPFDD and AIS deployment databases are the basis for developing specific aircraft load plans once the exact aircraft allocation is known. The MAGTF commander uses JOPES procedures to update the TPFDD with planned aircraft loads for submission to higher, adjacent, and supporting commanders. To assist in updating the TPFDD, the MAGTF commander may use the following air planning information submitted by deploying elements:

- Amount of cargo and passengers to move.
- Availability of cargo and passengers at APOE.
- Distance to deploy the force.
- Diplomatic clearances. APOE/aerial port of debarkation (APOD)/en route support base capabilities.
- APOD/AAA air space security.
- Airflow C3.
- Deployment sequence.
- Aircraft loading factors.
- Airlift tempo and throughput coordination.
- EAD/LAD at the APOD. Normally, there is a 3 to 4 day difference between the EAD and LAD to facilitate Commander, USTRANSCOM and AMC scheduling and reduce service costs.
- Priority and use of airfields.
- ATC requirements.

To provide in-transit visibility (ITV) of capability, upon commencement of airlift, the MAGTF ALE, in coordination with the supporting MEF, will coordinate with the major subordinate commands providing forces to ensure actual cargo and passenger data for each aircraft mission is entered into the TPFDD.

### Air Space Management

The supported combatant commander must coordinate early with the HN to establish appropriate air control measures. In an augmentation operation, standard expeditionary air control measures will apply. However, independent operations may require establishment of coordination methods to allow for unhindered air operations (carrier- or

land-based) in and around the AAA. Control zones; approach, holding, and arrival/departure patterns; checkpoints; and ordnance procedures will be established as necessary. Integration of air C2 procedures with the HN is necessary to ensure safety and security of all forces involved. The Marine air command and control system must interface with joint and multinational air C2 systems.

**Arrival Airfield**

The arrival airfield must meet the requirements set forth in chapter 7. If the arrival airfield and FW 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 airfield serve both, and security or operational considerations require early employment of FW aircraft during FIE arrivals, the impact on throughput will be significant and probably adverse. The following must be considered when selecting the arrival airfield:

- HN airfield facilities may require expansion and/or duplication.
- Capacity of approaches and traffic pattern; e.g., 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 HN organizations.

**Additional Airfields**

The desire to separate FW and RW 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 FW and RW aircraft.

**Sea Movement Plan**

Sea movement includes the MPSRON and other assigned ships (T-AVB and escorts). The numbered fleet commander prepares the sea movement plan that identifies those forces for replenishment and security purposes en route and in the AAA. The initiating directive will specify the command relationships and responsibilities for sea movement (see fig. 5-13).

Location	Activity	C-Day	O-Day
Crete	Underway	C+10	O-14
Suez Canal	Transit	C+1	O-13
Port Suez	Embark NEAT	C+2	O-12
Bab El Mandeb	Pick Up Escort	C+4	O-10
Masirah	Pick Up OPP	C+10	O-4
Hormuz	Pick Up Escort	C+11	O-3
Al Jubail	Arrive AAA	C+13	O-1

**Figure 5-13. 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 embark the OPP and 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 before the initial airlifted elements arrive. Normally, SLRP deployment is timed to arrive in the operating area 8 to 9 days before ship arrival.

**FF Plan**

This plan addresses the self-deployment of MAGTF aircraft. It specifies flight routes and schedules, assigns movement increment designations, and provides details for air search and rescue, en route support, aerial refueling, and divert airfields. The MAGTF commander develops this plan with his ACE commander. Direction for and approval of the plan is obtained

from the combatant commander via the establishing authority. Both the MARFOR and AMC may provide aerial refueling. The MAGTF must coordinate strategic refueling support with those organizations' planners.

The FF and airlift plans, while similar, have different requirements that must be coordinated by the supported and supporting combatant commanders. Movement of AMC aircraft and FW MAGTF elements must be coordinated to avoid saturation of staging bases, weather divert alternates, and ATC facilities. En route support bases must possess sufficient ATC, navigational aids (NAVAIDS), C2, billeting and messing, POL, maintenance, and service facilities. Overflight rights may impact on in-flight refueling and staging base requirements. Supporting and supported combatant commanders will provide flight route clearance and security for staging bases and flight routes within their AORs. The use of JOPES ensures coordination of the FF operations.

### **Deployment C2 Measures**

Certain control measures must be decided early. Generally, these measures and their associated tasks and functions are grouped into those required for marshalling and movement.

#### ***Marshalling Control***

- 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 RBE, supplies, and personal effects.

#### ***Movement Control***

- Sea movement concept (CMPF and COMPSRON).
- Closure estimate.
- Track.
- En route stops.
- Escort requirements.
- Replenishment.
- OPP embarkation.
- Air movement concept (MAGTF commander).
- General staging and overflight coordination.
- Sequence of deployment.
- FF routes.
- Aircraft load factors.
- Aerial refueling areas.
- En route support concept.
- En route support base.
- Airlift tempo and throughput coordination.
- EADs, LADs, and RDDs.

### **SLRP and OPP Deployment**

Two unique requirements of an MPF operation are preparing MPS and MPE/S before arrival in the operating area, and assessing the port/beach and arrival airfield before the FIE arrives. Planners should request authority from the supported combatant commander for the earliest possible deployment of the OPP and SLRP. MPSRON repositioning may dictate early OPP deployment. Early SLRP deployment is required to validate geodetic, hydrographic, and facilities data, and coordinate HN support.

### **TPFDD Update and Closure Estimates**

The TPFDD will require updates and maintenance throughout strategic movement of the MPF. Updated closure estimates may require TPFDD modifications. The Commander, USTRANSCOM and the supported and supporting combatant commanders and their Service components will coordinate and validate all TPFDD changes.