

CHAPTER 7

ARRIVAL AND ASSEMBLY

The AAA is an area of sufficient size and facilities to perform the complex tasks of arrival, offload, MPE/S distribution, assembly, and preparing the MAGTF for employment. Arrival and assembly may well be the most crucial phase of an MPF operation. It includes the following:

- Initial preparation of the AAA.
- Coordinated arrival and offload of MPE/S from the MPSRON in port, across a beach or a combination of both.
- Reception of the FIE.
- Movement and distribution of MPE/S.
- Security.
- Preparing the MAGTF for its employment mission.

Responsibilities

The MAGTF commander is responsible for arrival and assembly operations, including the reception and throughput ashore of MPF equipment, supplies, and personnel. Throughput is a function of the distribution and movement system. Implicit within throughput is processing personnel and material within a specified period of time through a processing point. Accountability of MPE/S upon offload will transfer from BICmd to the MAGTF commander, and eventually to the MSEs' AAOEs at the UAAs.

Commencement and Disestablishment

The arrival and assembly phase begins on arrival of the first MPS or the first transport aircraft mission of the main body at the designated AAA. This phase ends when adequate MPE/S are offloaded and issued to awaiting

units, C2 communications are established, and the MAGTF commander reports that all essential MAGTF elements have attained combat readiness. Simultaneous or subsequent movements from the UAAs for tactical operations by the MAGTF are not considered part of the MPF operation.

Arrival and Assembly Plan

Annex S of the Joint Operation Order, as applied to MPF operations, will contain the arrival and assembly plan. This annex is written by the MAGTF commander, in coordination with the CMPF, and approved by the establishing authority (see app. C for the arrival and assembly plan notional format).

SLRP

The SLRP normally deploys to the AAA under the OPCON of the MAGTF. Early SLRP deployment assesses conditions and reports observations as soon as possible to the MAGTF and associated commanders. SLRP composition is task-organized after the warning order is received and the concept for deployment is developed. The SLRP must be self-sustaining and include, as appropriate, representation from the MAGTF, CMPF, NCW, NMCB, UCT, FH, and CNSE staffs. A MAGTF officer will be designated, in coordination with CMPF (if designated), as the SLRP OIC. Criteria for selecting the SLRP OIC should be based on a knowledge of MPF requirements with consideration given to the diplomatic skills needed to interact with high level HN civilian and military representatives.

MOLT

The MOLT coordinates the offload of MPE/S between the NSE OPP OIC, the ship's master, and the Marine OPP OIC. The team also acts as the AAOG liaison aboard the MPS flagship. MOLT tasks follow:

- Maintain up-to-date automated ship load plans for all MPSs and the associated AIS deployment data for all MPE/S.
- Conduct AIS database training.
- Provide OPP OIC with ship data and special instructions.
- Coordinate berthing and work space requirements onboard MPSs before the OPP embarks.

TAAT

The TAAT advises the MAGTF commander on the offload, issuing MPE/S, and proper documentation/accountability between BICmd and the gaining MAGTF MSE.

OPP

The OPP is a temporary task organization under the OPCON of the MAGTF commander. It consists of maintenance, embarkation personnel, and equipment operators from all MAGTF MSEs and the NSE. The OPP's task is to prepare MPE/S for offload at the AAA. On activation, the OPP will deploy to join the MPS before sailing, during transit or when they arrive at the AAA. Ideally, the OPP should deploy to join the MPS at least 96 hours before AAA closure. If this is not feasible, the OPP should be positioned in the AAA and board the MPS as soon as possible.

The OPP OIC will be a Navy officer designated by CNSE. The Marine OPP contingent will be under the cognizance of the senior Marine officer, called the assistant OPP OIC. On arrival aboard the MPSRON flagship, the

OPP commander will report to COMPSRON to obtain specific directions about shipboard activities. Although dependent on the COMPSRON while embarked, the OPP's responsibilities and priorities are established by the MAGTF commander in coordination with the CMPF. The relationship between the OPP and the ship's master parallels that of an embarked unit commander and the commanding officer of amphibious ships. The OPP OIC will convey the MAGTF commanders offload priorities to the COMPSRON and ship's master. Those priorities will define the objectives for offload preparation by the MPSRON, MCMC, and OPP.

Organization

The OPP consists of personnel from the MAGTF, NSE, naval embarked advisory team (NEAT), and designated force protection units. The OPP is embarked on the MPSRON by off-load day (O-day) minus 4 (O-4).

The OPP headquarters is comprised of key personnel from the Navy (the OPP OIC and the OICs from the NSE and NEAT); and the MAGTF (the assistant OPP OIC). The OPP OIC will transition to be the OCU OIC on O-1 (Navy-day) to provide continuity of operations. The assistant OPP OIC, designated by the MAGTF commander, may transition to become the MAGTF offload liaison officer. The OPP headquarters is normally billeted aboard the flagship, depending on ship availability.

The OPP OIC will publish the daily OPP situation report (SITREP) (see app. Q). Remaining personnel within the OPP are assigned to specific ships within the MPSRON and are designated as an OPP detachment. The OPP detachment OIC is the senior Marine or Sailor aboard that ship and supervises the preparation effort of Marines and Sailors aboard. The OPP detachment OIC reports directly to the OPP OIC, providing information relevant to the daily OPP SITREP.

Tasks

Each OPP detachment prepares all the MPSRON ships' offload systems, lighterage, and embarked MPE/S for offload. OPP responsibilities include preparing the ships' cranes, winches, fuel/water discharge systems, and initial depreservation and preparation of MPE/S. The OPP must be thoroughly familiar with MPS configurations and load plans. Preparation of the ships' equipment and MPE/S to support the offload follow:

- Ship's cargo handling systems; e.g., cranes, winches, slings, container handlers, container loading system for logistics vehicle system (LVS), fuel, and water discharge systems.
- Lighterage.
- NSE equipment for instream and beach offload (table of authorized material control number [TAMCNs] that start with "X").
- MHE and vehicles required to support the offload (TAMCNs that start with "B" and "D").
- All other equipment.

Disestablishment

The OPP disestablishes upon arrival of MPSs and on completion of offload preparations. Members remain aboard to form the nucleus of the debarkation team, augmented as required by MAGTF and NSE personnel who arrive with the FIE.

Arrival and Assembly Organizations

Arrival and assembly organizations are a composite of personnel from the SLRP, OPP, and the advance party. The advance party is task-organization by the MAGTF commander, and consists of personnel designated to form the nucleus of the arrival and assembly organizations. Primary tasks of the advance party are to arrange for the reception of the main body and MPSRON and provide force protection to the beach, port, airfield, and UAAs. At a minimum, the advance party is comprised of the LFSP (with personnel augments from

the other MSEs); the entire NSE; and Marine, Navy, and USCG force protection units. The advance party should arrive in the AAA on O-4 to prepare for the MPSRON's arrival on O-2 and NSE's preparations on Navy-day.

Arrival and Assembly Operations Group

The AAOG's function is to coordinate and control arrival and assembly operations. It consists of personnel from all MAGTF elements plus liaison from the CNSE, FH, and NMCB (see fig. 7-1).

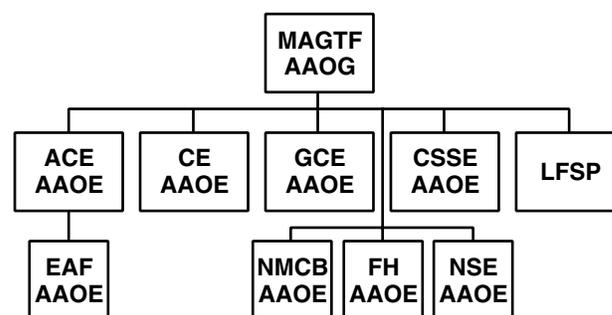


Figure 7-1. C2 Organizations for Arrival and Assembly.

Responsibilities include:

- Monitor the airflow of the FIE into the AAA.
- Coordinate and monitor the throughput and distribution of MPE/S from the MPS to the UAAs, specifically the AAOEs within those areas.
- Coordinate the association of MPE/S with designated organizations.
- Provide initial C2 functions for the MAGTF in the AAA.
- Direct and coordinate AAOE operations.
- Provide direction, coordinate, and interface with the LFSP and ACO until the respective MAGTF elements assume responsibility for those functions.
- Publish the daily SITREP (see app. R.)
- Coordinate with HN for support of offload and throughput operations.

- Prioritize resources for offload and throughput of MPE/S to AAOEs.

AAOE

Each element within the MAGTF and NSE establishes an AAOE to perform the following tasks:

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

ACO

The ACO is designated by the MAGTF commander under the cognizance of the ACE, and acts as the single point of contact for HNS and other support peculiar to aviation operations at the airfields. Non-AMC support requirements identified by the TALCE ADVON will be coordinated through the ACO. The ACO should be a member of the SLRP to facilitate early airfield operational planning. Functions coordinated by the ACO follow:

- Ramp allocation and aircraft parking.
- ATC.
- Fuel storage and dispensing.
- Aircraft rescue and fire fighting (ARFF).
- Allocation of facilities and real estate.
- Flight clearance.
- Airfield improvement.
- NAVAIDS.
- Arresting gear.
- Airfield lighting.
- Interface with the AACG.

LFSP

The LFSP is a task-organized unit composed primarily of personnel and equipment from the CSSE. The headquarters is usually sourced from that FSSG's transportation support battalion (TSB) and NSE augmented by other MAGTF elements. The LFSP controls throughput of personnel and MPE/S at the port, beach, and airfield. The LFSP falls under the OPCON of the AAOG OIC (see fig. 7-2).

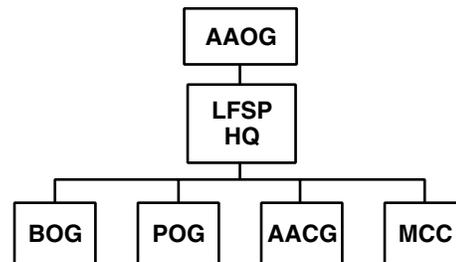


Figure 7-2. LFSP Organization.

The four principal throughput organizations of the LFSP follow:

- Port operations group (POG).
- Beach operations group (BOG).
- AACG.
- MCC.

POG

The POG is task-organized from the TSB's beach and terminal operations company and the Navy cargo handling force (NCHF). The POG may be retained after arrival and assembly for the offload of follow-up or sustainment shipping and for retrograde of damaged equipment. It prepares the port before the MPS arrives and the throughput of MPE/S as they are offloaded. The POG operates under the overall direction of the LFSP and in coordination with the ship's debarkation officer (see fig. 7-3).

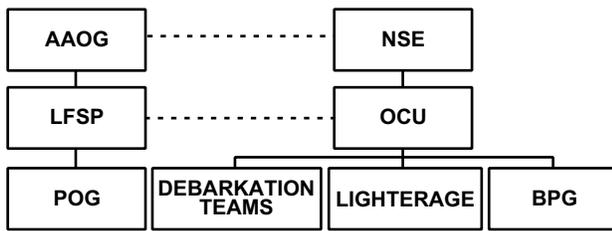


Figure 7-3. Pier Side Offload Organization.

Functions follow:

- Establish overflow areas for MPE/S.
- Provide surge vehicle operators.
- Establish communications with the LFSP and ship’s debarkation officer.
- Establish liaison with HN port authorities for operations and MHE, longshoreman support, and dunnage.
- Provide MHE support including shore-based cranes, forklifts, tractors, dollies or lighting.
- Assist NCHF detachments in ship offload as directed and transport cargo to overflow areas.
- Establish bulk fuel/water reception and transfer facilities as directed.
- Be prepared to continue port operations for follow-up shipping.

BOG

The BOG is task-organized from TSB’s landing support company and the NSE. It operates under the overall direction of the LFSP and in coordination with the OCU (see fig. 7-4). It may be retained after the arrival and assembly for the offload of follow-up or sustainment shipping. Functions of the BOG and associated NSE BPTs follow:

- Provide the beach area C2 for MPE/S throughput.
- Organize and develop the beach area to support the MPE/S throughput, including designating and establishing overflow areas.
- Coordinate bulk liquids’ transfer.

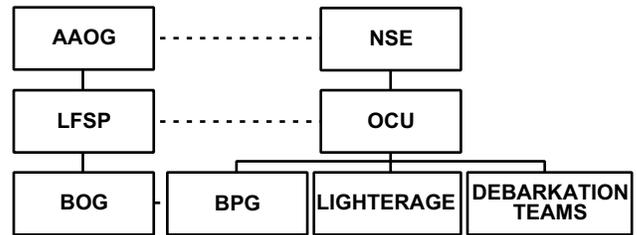


Figure 7-4. Instream Offload Organization.

- Offload lighterage at the beach.
- Provide direction for drivers to move vehicles from the lighterage off the beach.
- Provide surge vehicle operators.
- Prepare for follow-up operations.

AACG

The AACG is responsible for the control and coordination of the offload of airlifted units and equipment, and provides limited CSS to those units. It is task-organized around a nucleus provided by the landing support company of the TSB, and is structured and manned to provide continuous operations support for multiple aircraft. Normally, the AACG will deploy with the advance party to initiate operations at the arrival airfield. The AACG is the interface between the LFSP and the TALCE at the arrival airfield (see fig. 7-5).

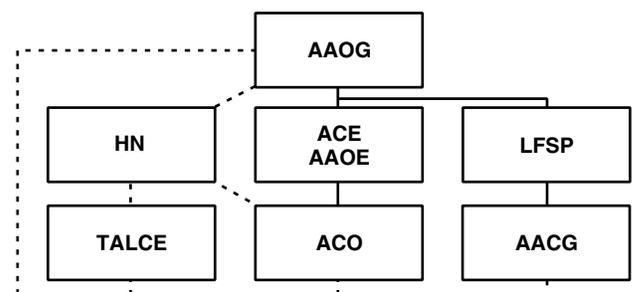


Figure 7-5. AACG Relationships.

MCC

The MCC operates under the cognizance of the LFSP and coordinates with the FMCC during unit movement, force tracking, and maneuver/convoy planning. Movement control functions consists of planning, validating, allocating, routing, managing, prioritizing, coordinating, and force tracking on all transportation issues. This may include support of reception, staging, and onward movement of forces. See JP 4-01.8, *JTTP for Joint Reception, Staging, Onward Movement, and Integration*, for more information. The MCC normally includes operations and logistics representation. Size and complexity of MPS arrival and assembly operations determine the actual structure of the MCC. MCC tasks follow:

- Plan transportation support, develop policies, provide guidance, recommend movement priorities and procedures for movement control and highway regulations guidance to the FMCC.
- Plan, coordinate, and oversee large or special movements with the FMCC.
- When delegated by the FMCC, issue convoy clearance for approved movements.
- Provide highway movement planning assistance to the FMCC to designate MSRs and establish control measures to support the MAGTF commander's CONOPS.
- Coordinate movements with the FPO to ensure appropriate security is in place.

STS Movement

CMPF is responsible for accomplishing the offload of MPE/S (instream or pier side). The OCU executes the offload—under the direction of the offload control officer (OCO)—who reports to CNSE. CNSE coordinates with the AAOG for offload matters. The OIC of the OPP becomes the OCO upon arrival of the ship and completion of offload preparations.

For instream offload operations, the ship's debarkation officer, lighterage, and BPT report to the OCO.

The debarkation officer's responsibility is to coordinate the efforts of the Navy cargo handling detachment, Marine debarkation teams, and the employment of lighterage to most efficiently offload each ship. The Navy cargo handling detachment will conduct the LO/LO while Marines conduct the RO/RO or move PEIs under the hatch square for the cargo handling detachment.

Lighterage consists of causeway ferries; side-loading warping tugs (SLWTs); and landing craft, mechanized-8s (LCM-8s) that are maintained by the NSE. Boat crews report to the OCO for ship and beaching assignments.

The beach party group (BPG) and its BPTs are the NSE units responsible for beach operations. The BPG reports to the OCO and advises the OCO about areas available for causeway/boat landings and transferring bulk liquids. The BPG, which may be TACON to the LFSP, coordinates with the BOG.

For pier side offload operations, all is the same as for instream offload operations except there is no BPG required. Lighterage may be offloaded and placed ashore or in the water as directed by the primary control officer (PCO).

Port Operations

Offload of the MPSRON in a port, especially simultaneous offloading of more than one ship, will accelerate throughput. A port offload requires less personnel, reduces the potential for MPE/S damage or loss, and is far less susceptible to the effects of sea state and weather. But it requires more interface with the HN and increases the likelihood of encountering restrictions on handling and transporting ammunition, POL, and hazardous cargo. Civilian ship traffic, labor unions, and general port congestion must also be considered. As a general comment, MPF deployment to a port with sufficient pier space and staging areas to accommodate the simultaneous pier side offload of an entire MPSRON is

an unlikely scenario. Manpower required for such multiple offloads will very quickly outstrip the MAGTF/NSE's personnel staffing.

Port Area

The port area is organized by the POG commander under the overall direction of the LFSP commander. To offload, it may be necessary to establish port overflow areas within the port terminal. Overflow areas should be able to accommodate temporary staging and handling of MPE/S.

POLs and Ammunition

POLs and ammunition should not be held in the port or port overflow areas. They should be transported directly to CSSE storage sites.

Port Authority

If the HN port authority is not functioning, the CMPF or SDDC will assume this responsibility. If the HN port authority is functioning, the CMPF will designate a Navy port liaison officer (LNO) to provide coordination between the MPSRON and the HN. The port LNO advises the port authority regarding cargo characteristics (including hazardous cargo) and offload requirements that may impact on port activities. The port LNO also coordinates with HNS representatives on the following:

- Environmental data (tides, winds, obstructions), NAVAIDS, and harbor information required for safe operations.
- Berths and/or anchorages.
- Tug/pilot services.
- Firefighting services.
- Pier side services.

Beach Operations

A beach offload may be the only means to bring MPE/S ashore or a beach operation may

be conducted with a port operation to accelerate the overall rate of discharge. The advantages of accelerated throughput must be weighed against the disadvantages inherent in beach operations. Simultaneous beach and port operations will significantly expand the size of the LFSP and NSE. A beach operation for an MPF operation is similar to the general offloading period of an amphibious operation. The overall consideration in beach organization is throughput of cargo to inland destinations. The BOG must make the best possible use of existing beach exits and hard surfaces available for staging and road networks.

The proximity of existing bulk liquid storage or areas suitable for installation of amphibious bulk liquid transfer systems and means to transport bulk fluids (pipeline or tanker) to airfields must be considered. Trafficability across the beach to staging areas and roads must be evaluated. The beach must be organized to accommodate a number of landing points and to facilitate lighterage control. Normally, one colored beach is required for one MPSRON. Each colored beach is segmented into four numbered beaches, one each for wheeled vehicles, containers, tracked vehicles, and bulk liquids.

Arrival Airfield Operations

The arrival airfield is located within the AAA and, ideally, in proximity to the offload port or beach. Arrival airfield operations must meet the concerns and requirements of the TALCE, AACG, and ACO. Designation of offload ramps and holding areas will be accomplished jointly by the TALCE and AACG. Holding areas will be established sufficiently clear of the offload ramps to avoid congestion and to support loading of passengers and equipment for further transport to assembly areas. Temporary facilities will be established close to holding areas for medical and other support (portable toilets, shelter or water) for arriving units. Facilities will also be

established for AACG and TALCE support (C3, billeting, and messing).

MPE/S Distribution

Effective execution of the distribution plan, as discussed in chapter 5, is paramount to maintain accountability of MPE/S to ensure they are delivered to the correct UAA and received by the AAOE. AAOEs conduct inventories and inspections of all designated MPE/S to ensure the element is ready for standup.

UAAs are geographic locations for the reception and employment preparation of MSE/NSE MPE/S (see fig.7-6).

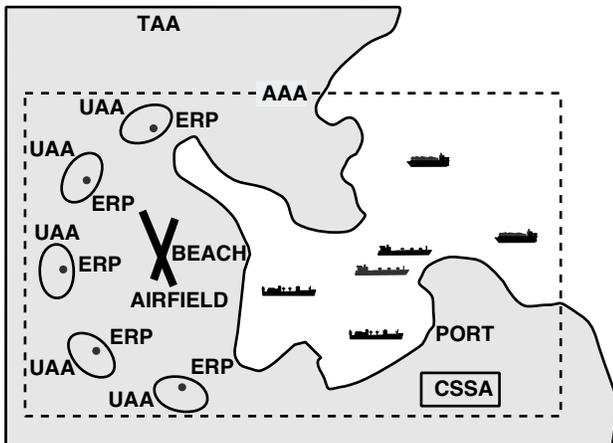


Figure 7-6. AAA.

Force Standup

Standup is those actions required to prepare units for operational missions. This occurs after all arrival and assembly operations are completed. (all MPE/S have been distributed to and received by the AAOEs in their UAAs). The AAOE is the C2 node for the UAA. A UAA may have multiple ERPs for specific units of that MSE (see fig. 7-7).

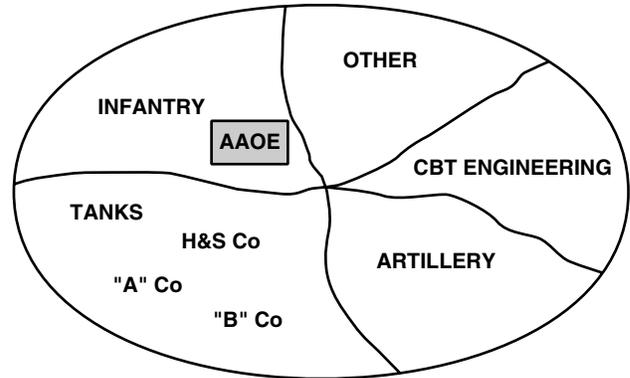


Figure 7-7. ERPs within the GCE UAA.

Detailed planning by each MAGTF element is required so that the element is prepared for employment in accordance with the MAGTF commander's CONOPS. Force standup actions follow:

- Create consolidated memorandum receipts (CMRs).
- Establish the COT and execute the MAGTF container plan (see fig. 7-8 for a notional COT).
- Prepare for reception, staging, onward movement, and integration.
- Distribute element/unit MPE/S in containers.
- Associate collateral equipment to PEIs.
- Conduct limited technical inspections (LTIs) and operational checks of vehicles and equipment.
- Boresight weapons systems.
- Calibrate all equipment.
- Perform required maintenance.
- Standup logistics trains and available CSSE to support tactical operations as required.
- Move FIE personnel and cargo to UAAs.
- Establish potable water production capability.
- Prepare runways for sustained operations.
- Prepare aircraft beddown sites.
- Assemble EAF as necessary.
- Establish initial supply dumps.

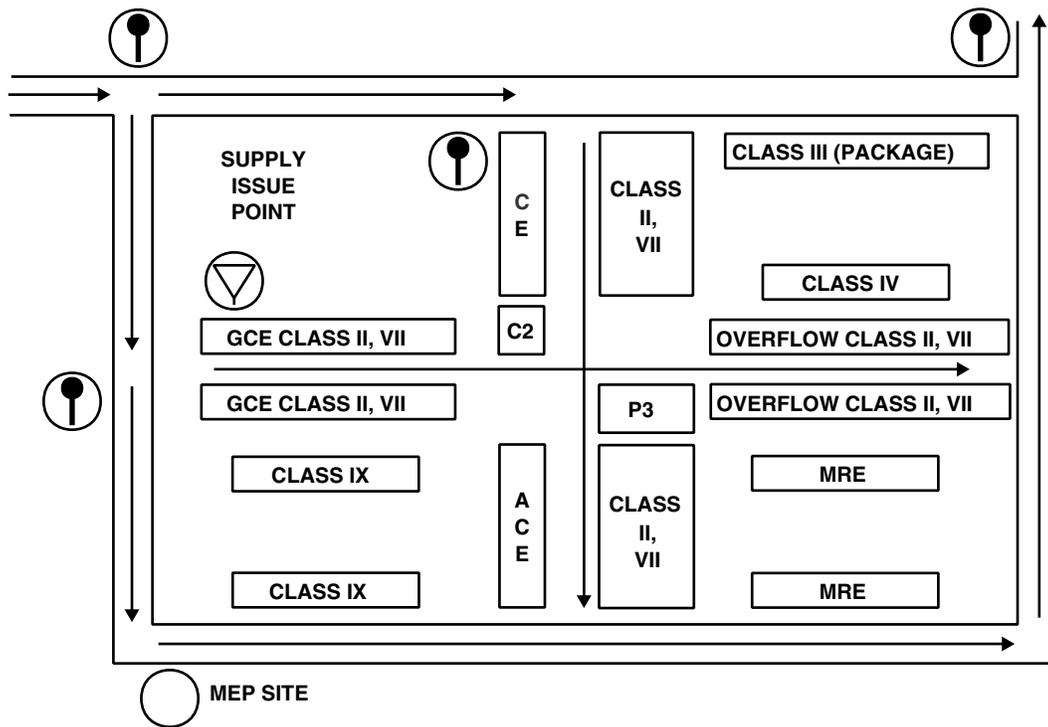


Figure 7-8. Notional COT.