

ARRIVAL AND ASSEMBLY PLAN

Outline

1. Introduction

This lesson is designed to provide students with information concerning the purpose and format of an arrival and assembly plan and the basic decisions necessary to develop this plan.

2. General

Arrival and assembly is the most crucial phase of the maritime pre-positioning force (MPF) operation. It commences upon arrival of the first maritime pre-positioning ships squadron (MPSRON) ship or first aircraft of the main body at the arrival and assembly area (AAA) and does not end until the MPF Marine Air-Ground Task Force (MAGTF) commander reports that all essential elements of the MAGTF are combat ready. The arrival and assembly plan provides the detailed information necessary to receive, outfit, and stand up the MPF MAGTF so that it can begin combat operations.

3. Major Activities of the Arrival and Assembly Phase

- a. Initial preparation of the AAA
- b. Local security
- c. Coordinated arrival and off-load of maritime pre-positioning equipment/supplies (MPE/S) in port, across a beach, or both
- d. Reception of fly-in echelon (FIE) and flight ferry
- e. Movement and distribution of MPE/S to arriving units
- f. Force standup of the MAGTF from movement group organizations
- g. Provision for the MAGTF operational mission.

4. Purpose of the Arrival and Assembly Plan

The arrival and assembly plan is the basic document through which the MAGTF commander translates his plans into specific tasks for subordinate units and passes his priorities for the off-load to commander, Naval support element (CNSE), and the commander, maritime pre-positioning ships squadron (COMPSRON). The arrival and assembly plan contains sufficient detail to ensure coordinated action by the entire MPF.

- a. The plan delineates the MPF MAGTF commander's concept for arrival and assembly and
 - (1) establishes the element arrival sequence and priority of equipment to the MAGTF.
 - (2) specifies the operational tempo.
 - (3) establishes off-load sites and throughput procedures, including the ship off-load sequence, method of MPE/S distribution, and major subordinate element (MSE) internal force standup procedures.

(4) establishes the priority of tasks upon arrival, such as:

- (a) Acquire host nation support (HNS) for AAA security and throughput assistance.
- (b) Establish the issue control organization.
- (c) Buildup materiel handling equipment (MHE) and transportation assets at the port.
- (d) Establish bulk fluid farms.
- (e) Establish ammo supply points.
- (f) Upgrade lines of communication.
- (g) Prepare beach area landing and egress points.
- (h) Establish MSE assembly areas.
- (i) Issue Table of Equipment Ready for Issue (TERI).
- (j) Activate the combat service support area (CSSA).

b. The plan sets forth the task organization:

- (1) Arrival and assembly operations group (AAOG). A task-organized group consisting of personnel from MAGTF headquarters and its elements plus an NSE liaison.
- (2) Landing force support party (LFSP). Composed largely of elements from the combat service support element (CSSE) and augmented by other MAGTF elements. The LFSP forms four subordinate groups:
 - (a) Port operations group (POG)
 - (b) Beach operations group (BOG)
 - (c) Arrival airfield control group (AACG)
 - (d) Movement control center (MCC).
- (3) Airfield control officer (ACO). Designated by the MAGTF commander under the cognizance of the aviation combat element (ACE).
- (4) Arrival and assembly operation elements (AAOE). Task organized from each element within the MAGTF.
- (5) Off-load control unit (OCU). Designated by CNSE to control the MPE/S off-load and ship-to-shore movement.

c. Assigns tasks to subordinate elements for

- (1) command, control, and communications (C³) procedures through the arrival and assembly phase.
- (2) beach port and arrival airfields throughput operations.
- (3) MPE/S issue and accounting.
- (4) initial combat service support (CSS) operations (LFSP).
- (5) security.

5. Notional Formats (Annexes, Appendixes, Tabs, and Attachments)

- a. Annex S of the Joint Operation Order, as applied to MPF operations:
 - (1) Appendix C, MCWP 3-32, for the MPF operations order format.
 - (2) See TACMEMO PZ0022-1-93/OH 1-5-2, *MPF Checklists* (Appendix I), or
- b. The MFP plan must be
 - (1) coordinated with the commander, amphibious task force (CATF), and the commander, landing force (CLF), for augmentation operations.
 - (2) written by the MAGTF commander.
 - (3) coordinated between the MAGTF commander and the commander, MPF (CMPF).
- c. Arrival and assembly timeline. Equates critical activity commencement and completion to 0-days. See Attachment Sheet 4 for an example of a notional timeline.
- d. MHE distribution. Besides including MHE distribution as a part of the arrival and assembly plan, it is highly recommended to develop an MHE distribution matrix. This matrix is discussed in MPF 17-1.

6. Overlays to the Arrival and Assembly Plan

- a. Arrival and assembly overlay (refer to attachment sheets):
 - (1) Helps AAOG to establish the AAA; helps AAOE to establish MAGTF assembly areas.
 - (2) Delineates limits of the AAA, identifies arrival and assembly task organization headquarters' locations (e.g., AAOG and AAOEs), and identifies locations of all sub-areas (e.g., UAAs and ERPs):
 - (a) Arrival and assembly area
 - (b) CSSA
 - (c) Port area
 - (d) Beach area
 - (e) Arrival Airfield
 - (f) Unit assembly areas (UAAs) and equipment reception points (ERPs). During the past few years, there has been confusion regarding the difference (if any) between a UAA and an ERP. There is nothing (to date) in joint doctrine on these definitions. However, there are two issues here: command and control (C2) and real estate. The first is easy, but the second more difficult to conceptualize.

1 Unit assembly areas (UAAs)

- (a) MSEs conduct arrival and assembly operations in these areas. A UAA is a geographic area that covers a span of several acres to several square miles. Several UAAs are contained within the AAA.
- (b) The MSE's AAOE is the C2 capability in-theater until the MSE commander arrives with his full staff. Therefore, C2 passes from an expeditionary capability (e.g., AAOE) to a robust capability (e.g., regimental commander and his staff). AAOEs are C2 capabilities, not real estate determiners. The AAOE supervises the arrival and assembly activities within the UAA, to include the ERPs, and coordinates with other arrival and assembly commands within the AAA

2 Equipment reception points (ERPs)

- (a) The ERP is a reception area established by the subordinate elements of the MSEs for the distribution and depreservation of their assigned equipment and supplies. Units operating an ERP receive equipment and supplies in accordance with the distribution plan established by their MSE headquarters. Upon receipt of this equipment, the unit operating the ERP is responsible for preparing that equipment for combat operations. Preparation includes, but is not limited to the depreservation of equipment, staging of required SL-3 items that may not be on the equipment, and conducting of all operational maintenance checks to ensure equipment is fully functional.
- (b) Specifically, ERPs are discrete points or sub-areas within the MSE's UAA. There may be one (e.g., a small NSE for MPF MEU, small MPF exercise) to more than a dozen for an RLT (MPF MAGTF operation). These ERPs are where the AAOE directs the MPE/S from the AAA's movement control organizations (MCOs) to the organizations within the MSE (e.g., infantry battalion, artillery battalion, tank company). Because tank battalions are maintenance and equipment intensive, the RLT's arrival and assembly concept may have three ERPs for the tank battalion, one for the headquarters and service (H&S) company, and two for the tank companies. These ERPs are within the UAA and are not to be confused with MAGTF tactical assembly areas of tactical operations. These tactical assembly areas may provide security for the AAA, or just behind the line of departure (LOD) for combat operations.
- (c) Tactical assembly areas (where unit training and preparation for MAGTF operations commences) are normally outside the AAA and UAAs. Some preparation may be done at the ERPs within the UAA, while other activities will be done up on the "gun line." Location depends on the MAGTF commander's concept of operations and the MPF arrival and assembly plan. Obviously, some preparation work must be done at the

ERP (e.g., mounting the radios and machine guns on the AAVs, fueling vehicles, breaking out the ammunition). However, activities such as maneuvering forces or test firing tanks and artillery should take place outside the AAA, at specified training areas or nearer the tactical assembly areas. The MSE commander has full C2 capability over his forces and adequate links to higher headquarters.

- (3) Identifies main supply routes to be used throughout the AAA.
 - (4) May be used to delineate element security sectors.
- b. Sub-area overlays. Highly detailed, preferably to scale, to permit LFSP and AAOE to commence detailed layout marking of assigned ground immediately upon arrival.
- c. Serial arrival schedule
- (1) Identifies the MAGTF commander's priority of arrival.
 - (2) Is based on finalized troop lists from each MAGTF element.
 - (3) Estimates arrival times of FIE and flight ferry in airflow related to days.
 - (4) Is the basis for development of air movement sequencing table (deployment plan data).
- d. Transportation and throughput plan
- (1) Provides the time-phased distribution of transportation, MHE, mobile power, and personnel assets at all off-load, staging, and issue sites.
 - (2) Identifies primary and alternate MSRs, convoy procedures, and traffic control requirements.
 - (3) Sets priorities for key asset shortfall contingencies.
 - (4) Identifies host nation (HN) custom clearance procedures.
- e. Preliminary T/E Ready for Issue (TERI) lists. TERI lists provide initial organizational capability (habitability sets plus essential MPE/S).
- (1) Priority to LFSP elements.
 - (2) Subsequent issue amounts are based on MAGTF commander's priorities; quantities should be limited as selective sorting and delivery increase throughput timelines.
- f. Communications plan
- (1) Provides required communication links for command and control during arrival and assembly and during regeneration.
 - (2) Identifies back-up systems (HNS, embassy, tanker airlift control element [TALCE]).

g. The security plan

- (1) identifies the security officer and the location of the security operations center.
- (2) delineates procedures for local security within each sub-area of the AAA, convoy security, reactionary forces, and reinforcement until the MAGTF is regenerated.
- (3) identifies HNS police and military units allocated to a rear area security role.
- (4) sets rules of engagement (ROE) procedures and guidelines regarding contact with host nation civilians and organizations.

h. Reports. Reports provide notification of the following:

- (1) Changes in enemy situation that negatively affect arrival and assembly operations.
- (2) Changes in the serial arrival schedule.
- (3) Loss of key MHE and transportation assets.
- (4) Incremental operational status of elements.

7. Development of the Arrival and Assembly Plan

- a. The arrival and assembly plan is developed under cognizance of the MAGTF AC/S G-3/4.
- b. The CSSE provides substantial input by developing the transportation and throughput plan, which validates the proposed arrival and assembly area locations and overall timeline.
- c. MSEs provide internal details of sub-area overlays.
- d. The arrival and assembly plan is developed in draft for possible contingency areas using best available data; it is finalized based on detailed information acquired by surveillance, liaison, and reconnaissance party (SLRP) in-country.
- e. The plan may be published in-country by the SLRP and transmitted using secure text to the MAGTF commander for dissemination.

8. Summary

The arrival and assembly phase is most crucial to the overall efforts of the entire MPF operation. Moreover, this phase is quite complex. In order for the MAGTF commander to conduct a successful execution of this phase, the arrival and assembly plan must be detailed enough to provide adequate command and control, distribution, and MPE/S accountability, thus allowing the MPF MAGTF force standup to prepare for combat operations.