commanders to monitor the MPF deployment status. To effectively coordinate its responsibilities, USTRANSCOM (after coordination with supporting and supported combatant commanders) will establish and promulgate a deadline to submit MPF movement requirements in the TPFDD.

Execution

Phase VI begins with the issuance of a CJCS execute order. On receipt of this order, the supported combatant commander coordinates with supporting commanders and agencies regarding final preparations for deployment of the MPF. Strategic deployment of the MPF commences while concurrent planning continues.

OPORDs are promulgated as directed by the establishing authority. Supporting commanders and agencies will publish OPORDs as required. MPF elements will publish OPORDs that reflect the current mission. These OPORDs usually reflect reliance on use of previously prepared unit SOPs.

MPF Plans Developmental Hierarchy

There are seven primary plans associated with the five phases of an MPF operation:

- Employment plan.
- Arrival and assembly plan.
- Deployment plan.
- MPE/S distribution plan.
- Sustainment plan.
- Reconstitution plan.
- Redeployment plan.

MPF OPLANs are developed in *reverse order* to the sequence that the MPF operation is conducted. The MAGTF employment plan drives the arrival and assembly plan, which drives the deployment plan, and so on.

Planning and deployment sequencing for an MPF operation requires an understanding of the general time lines involved as an MPF operation unfolds. (Fig. 5-5 is a sample exercise time line template; fig. 5-6 is a sample reserve exercise time line in C-days.)

The MAGTF's Employment Plan

The key element in developing the MAGTF's employment plan is the MAGTF mission as assigned by the establishing authority. Beyond the mission, understanding the commander's intent and most importantly his priorities and time line for establishing MAGTF capabilities, is critical to the development of the arrival and assembly plan and subsets of it like the MPF offload plan or the movement plan and the AAA overlay. The MAGTF commander must be able to articulate what combat capabilities must be ready and when. Information for planners working AAA operations must include the following:

- The mission.
- Commander's intent.
- Priorities of MAGTF capabilities; i.e., in a foreign humanitarian assistance or support to domestic authorities mission, priority of initial asset distribution may go to the initial security forces, the CSSE, then to other MAGTF elements.
- A general understanding of the MAGTF commander's AO to include depth and breadth.

Arrival and Assembly Plan

This plan delineates the MAGTF commander's concept for arrival and assembly, sets forth the task organization, and assigns tasks to subordinate elements for beach, port, airfield, MPE/S issue, and initial CSS operations. The plan is coordinated with the CMPF and submitted by the MAGTF commander to the establishing authority for approval. The decision to deploy an MPF is based on certain conditions existing in the AAA.

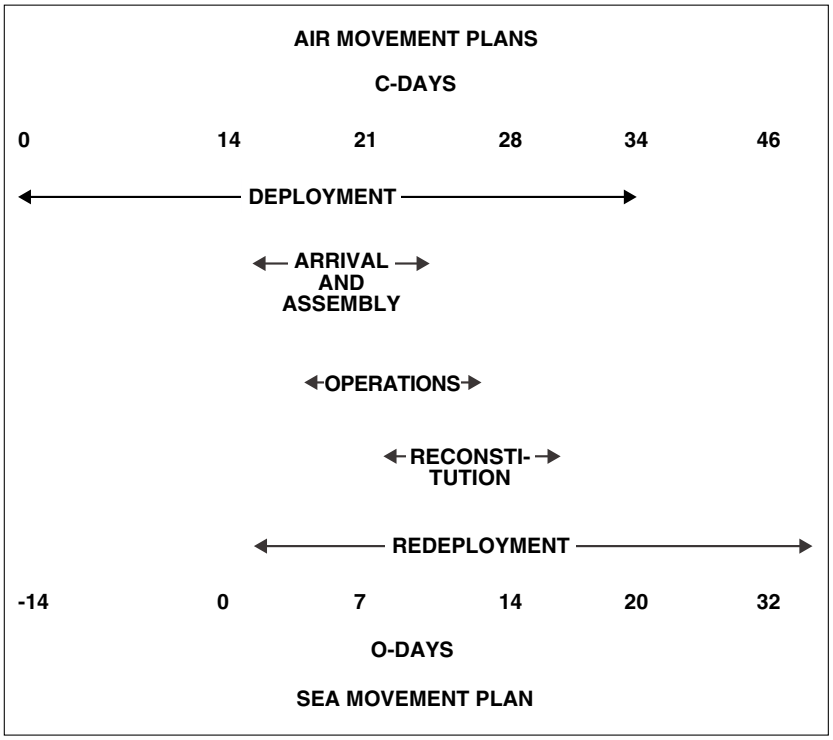

Figure 5-5. Sample Exercise Time Line Template.

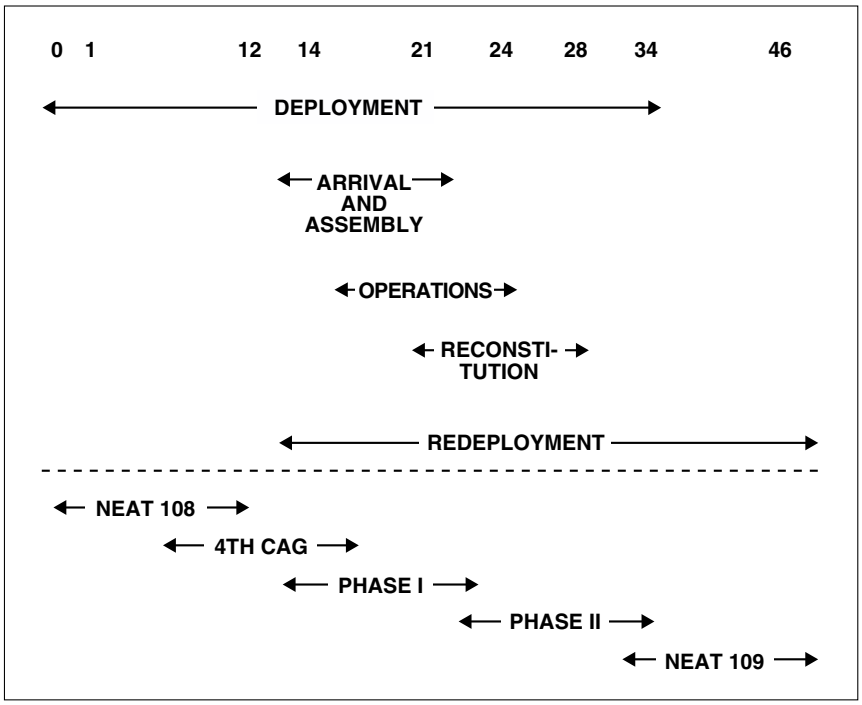

Figure 5-6. Sample Reserve Exercise Time Line in C-Days.

One or more airfields exists within the AAA with the capability to do the following:

- Recover and launch AMC strategic aircraft.
- Recover 20-25 AMC transport and/or CRAF aircraft during 24-hour operations.
- Offload aircraft safely using available apron space.
- Provide an overflow area for passengers and cargo to include a helicopter buildup area.
- Provide a minimum ATC capability.
- Operate FW and RW tactical aircraft.

A usable port exists within the AAA with the capability to do the following:

- Berth ships with drafts up to 37 feet (ft) to offload pier side.
- Accommodate the ship's stern ramp and vehicle weight on the pier (see app. N for ship data).
- Provide a surge offload capability to stage vehicles, perform initial corrective maintenance, and to stage containers (preferably hard stand).
- Provide for the offload of fuel, water, ammunition, and possible storage of the same.

If no usable port is available, then a suitable beach must exist within the AAA with the following capabilities:

- Offload MPE/S with access to improved road networks.
- Provide sufficient staging/maintenance areas suitable for the offload of MPE/S.
- Discharge fuel, water, bulk liquids, and possible storage of the same.

Transportation, all types of petrolium, oils, and lubricants (POL), potable water, and security may be provided by HNS agencies or through specific early self-support arrangements that should be incorporated into MPF deployment planning to ensure such commodities are available.

Enclosures

There is no set format for the arrival and assembly plan. An LOI or the JOPES format is acceptable. The arrival and assembly plan encompasses the early establishment of sufficient unloading and throughput forces (LFSP and NSE). These forces are in the AAA through the movement to the TAAs. The arrival and assembly plan may include the following enclosures:

- AAA Overlay. MPF terrain management, associated control measures, and force protection units must be graphically represented to provide a comprehensive display of units and activities. Overlays (AAA, beach, port, and airfield as seen in figs. 5-7 thru 5-10) are essential for integrating MPF activities with force protection responsibilities. Accordingly, terrain management is an essential function of MPF staff planning.

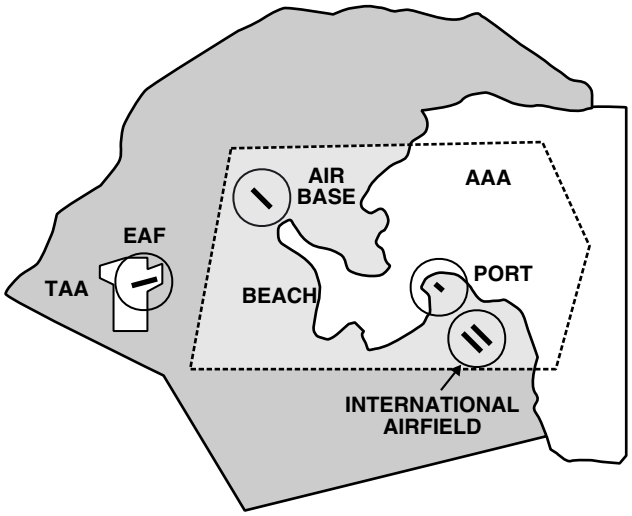

Figure 5-7. AAA Overlay.

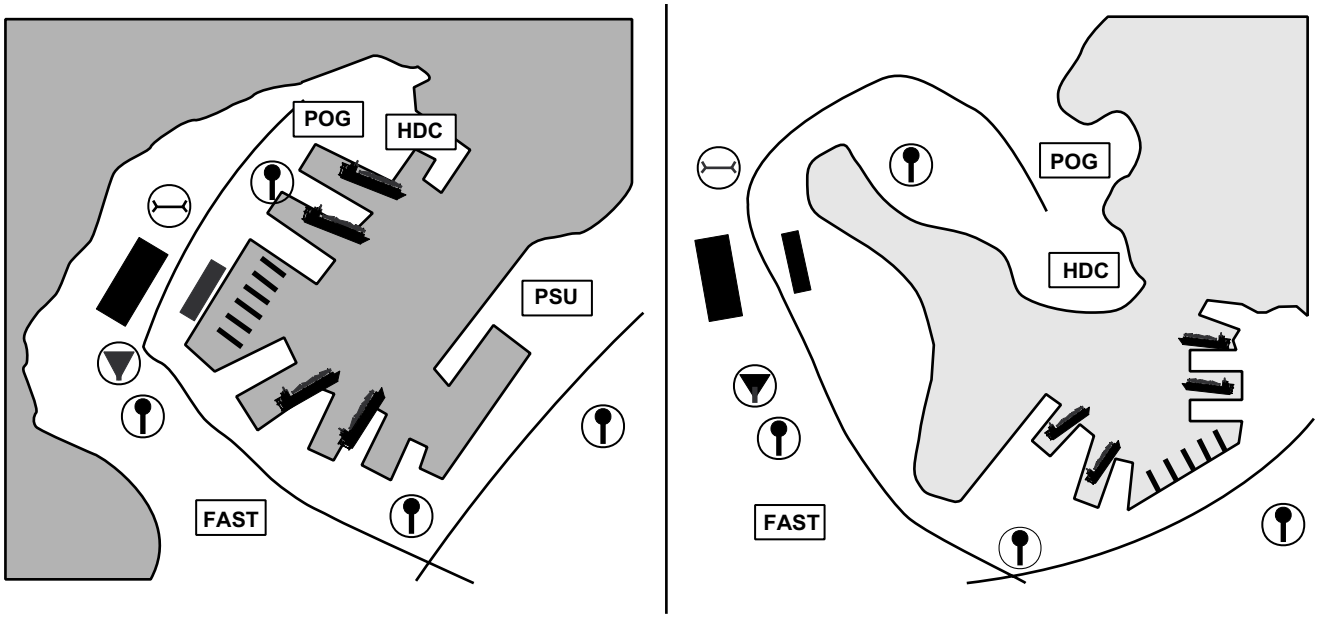

Figure 5-8. Port Overlay.

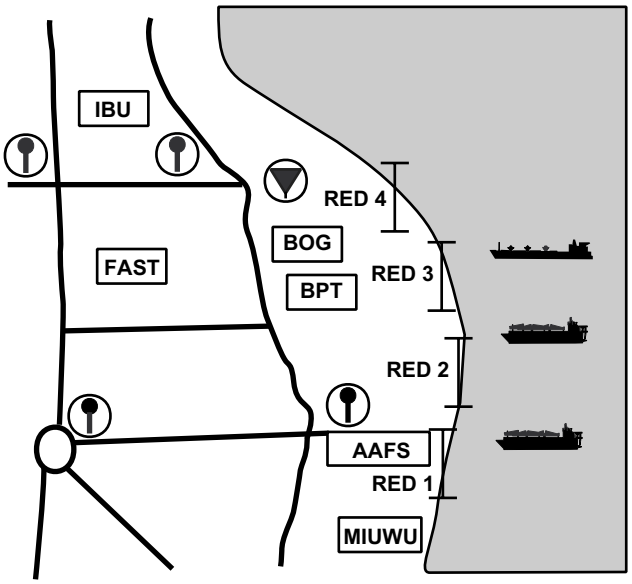

Figure 5-9. Beach Overlay.

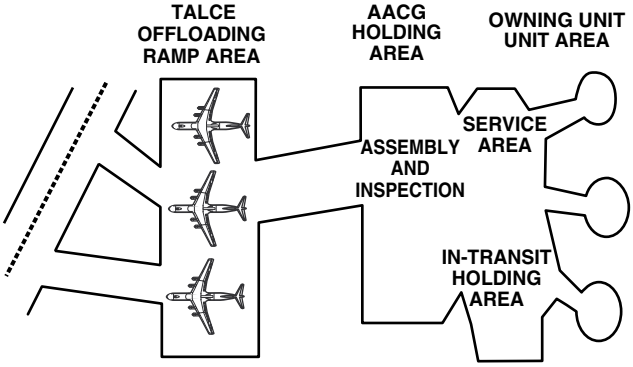

Figure 5-10. Airfield Overlay.

Legend for figures 5-8 and 5-9:

Maintenance

Fuel

Military Police Traffic Control

- Arrival schedule for the FIE.
- Throughput plan. The use of a throughput matrix by the major and subordinate elements provides visibility for MPE/S (see fig. 5-11).
- Preliminary T/E/ready for issue (RFI) lists.
- Communications plan.
- Reports. The arrival and assembly plan establishes the following:
  - Time-phased distribution of materials handling equipment (MHE).
  - Mobile electric power (MEP).
  - Stockage levels.
  - Distribution means (unit or point) for consumables.
  - Provisions for health services, maintenance, engineer, and military police support.

The plan composition and reports format are normally determined by the MAGTF commander in coordination with the CMPF.

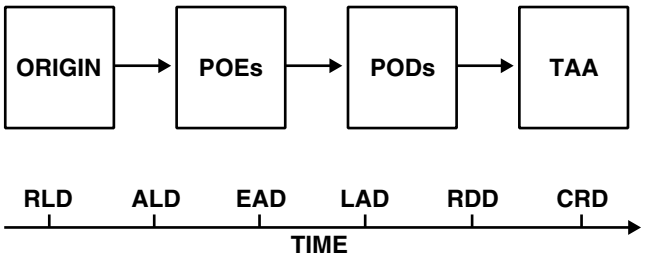

Figure 5-11. Sample Throughput Matrix.

Offload Planning

Offload of an MPSRON or a portion of an MPSRON can be conducted pierside, instream or by a combination of both. The establishing authority will determine the offload method based on recommendations by the CMPF and MAGTF commander.

A pier side offload is the quickest and most efficient method. During a pier side offload, all vehicles are driven off the ship via the stern ramp and containers are lifted using ships' cranes and/or HN cranes. An important consideration for pier side offload is the tidal variance. Ports with drastic changes in water depth between high and low tide may limit available offload time due to the angle the stern ramp rests against the pier; e.g., some vehicles cannot negotiate the stern ramp if the angle is too steep.

MPS have the capability to execute an instream offload using organic cranes and embarked lighterage. Prime factors that affect any decision on instream offload methods are environmental factors and the sea state before the offload starts. The two methods of instream offload are lift-on/lift-off (LO/LO) and roll-on/roll-off (RO/RO) discharge facility (RRDF).

LO/LO

LO/LO operations are slow and cumbersome. All embarked equipment and containers are lifted off via a ship's crane from ship to lighterage and moved to the beach landing sites.

RRDF

The RRDF is generally the preferred instream offload method. It is basically a floating pier made up of embarked lighterage. The NSE constructs the RRDF. Lighterage to construct an RRDF is two powered causeway sections, six nonpowered intermediate causeway sections, and two warping tugs. After the RRDF is assembled, a single warping tug is required to keep it on station. The six nonpowered intermediate causeway sections and one warping tug are located on each maritime prepositioning force (enchanced) (MPF[E]) ship.

Note: The MPF(E) ship of MPSRON 2 does not have a warping tug.

Once the RRDF is constructed, the ship lowers its stern ramp onto the RRDF. Rolling stock is driven down the ramp, across the RRDF onto a barge ferry, and then transported to the beach-landing site. This requires a significant portion of the embarked lighterage. Due to spreadloading of

lighterage required for the RRDF, the entire MPSRON is required to assemble the platform without degrading STS capability.

This method of offloading rolling stock onto barge ferries is significantly faster than offloading via the LO/LO method. The three MPSRONs have different RRDF ramp certifications:

- American Overseas Marine (AMSEA): 88,000 pounds (lbs).
- Maersk: 29,000 lbs.
- Waterman: 135,520 lbs.
- United States Ship (USS) Martin: 400 measurement ton (MT).
- USS Stockham: 160 long ton, side ramp 71.43 long ton.
- USS Wheat: 147 long ton.

Due to the unique design of the Maersk class ship, all principal end items (PEIs) and containers loaded on the weather deck must be offloaded before unloading the containers in the decks below. In the AMSEA and Waterman classes, vehicles and containers can be offloaded at the same time.

Once the SLRP has evaluated the AAA, a decision on offload method will be made and the time lines adjusted accordingly. The time lines of the MAGTF's ability to be combat-ready will be affected by the offload method, the limited capability of the MPSRON to move containers, and the time required to marry ammunition with weapons systems.

Bulk Liquids

Each MPSRON carries equipment and supplies in containers that enable fuel and water facilities to be established ashore in a short amount of time. Bulk liquids can be transferred from ship to shore via the buoyant hose line system. The NSE, operating under favorable sea state and weather conditions, can set up a 15,000 ft hose in 10 hours. If the beach gradient requires a longer hose line, MAGTF (CSSE) pumps may be required to establish intermediate pumping stations. Maximum effective pumping distance is 10,000 ft for each product.

Transition to Employment

Upon the MAGTF commander's determination that the MAGTF is ready to undertake the assigned mission, the MAGTF commander, in coordination with CMPF, will request termination of the MPF operation. A smooth transition from deployment through arrival and assembly and to employment requires detailed planning and coordination, focusing on MAGTF readiness. MAGTF plans for transition to employment should include the following:

- Clear delineation of responsibility for force protection and local security.
- Notification to higher headquarters that all units/detachment—as they become operationally-ready—are not required to assist further in arrival and assembly tasks.
- Use of TAAs for subsequent or concurrent tactical operations.
- Plans for response to hostile action during arrival and assembly.
- Allocating staff planning efforts among arrival and assembly, deployment activities, and activities in preparing for subsequent employment.

Disposition of MPF Components

Upon termination of the MPF operation, various MPF components are assigned new duties or released to their parent commands or other agencies. Timing and disposition of the MPF must be planned in as much detail as possible.

MAGTF

- Assigned mission and expected duration of employment.