

## b. Direct Support

Direct support is a mission requiring a force to support another specific force and authorizing it to answer directly the supported force's request for assistance. This support relationship is rarely established by the MAGTF commander for aviation units due to the scarcity of fixed-wing and rotary-wing assets. The ACE will normally be in general support of the MAGTF. With the designation of an aviation unit to the direct support role comes the requirement to establish direct liaison, direct communications to receive critical information, coordination of local security, and logistic support from the supported unit.

The MAGTF commander will rarely establish a direct support relationship between the ACE, GCE or CSSE. If a direct support relationship exists, it is not a command support relationship that is designated between higher, lower, and adjacent echelon commanders within the MAGTF. These types of support relationships usually exist only within the context of mission tasking, where individual sorties are allocated for a specific MAGTF unit conducting a particular mission (usually of short duration). Since these sorties do not represent the ACE's subordinate units, the ACE's general support command relationship does not change. When ACE units are assigned these types of command support relationships, they will, in most cases, be aviation ground units.

An ACE unit assigned a direct support role is immediately responsive to the needs of the supported unit. It furnishes continuous support to that unit and coordinates its operations to complement the concept of operations of the supported unit. The direct support role creates a one-to-one relationship between supporting and supported units. The higher headquarters of the supporting and supported units becomes involved only on a "by exception" basis. However, each unit must keep its higher headquarters informed of its operations and plans. Examples include an attack squadron in direct support of one subordinate unit of the GCE, a helicopter section in direct support of a maneuver battalion, or a LAAD battery in direct support of an infantry battalion.

*Note: Mutual and close support relationships are not usually established within the MAGTF context; however, LAAD units may find themselves in such relationships during joint or multinational operations.*

## 4003. Marine Aviation Command Relationships in a Joint Force

Within a joint force, JFCs may establish support relationships to enhance unity of effort for given operational tasks, emphasize or clarify priorities, provide a subordinate with an additional capability, or combine the effects of similar assets. Aviation is often placed in a supporting relationship but can be either the supported or supporting force. The JFC can organize and conduct operations through Service component commanders, functional component commanders, or a combination of the two.

### a. Service Components

Conducting operations through Service components has certain advantages, including clear and uncomplicated command lines. This relationship is appropriate when stability, continuity, economy, ease of long-range planning, and scope of operations dictate preserving the organizational integrity of Service forces. These conditions apply when most of the required functions in a particular dimension are unique to a single-Service force or when Service force capabilities or responsibilities do not significantly overlap.

When the JFC conducts joint operations through Service component commanders, the Marine Corps component commander and the other Service component commanders have OPCON and ADCON of their assigned Service forces (see fig. 4-2). Marine aviation forces under this command relationship follow the normal MAGTF chain-of-command relationship. All Marine forces, including aviation assets, come under the command of the Marine Corps component commander. To facilitate operations, the JFC may also establish a support relationship between Service components. In this case, the Marine Corps component commander may provide aviation assets in a support relationship such as general or direct support.

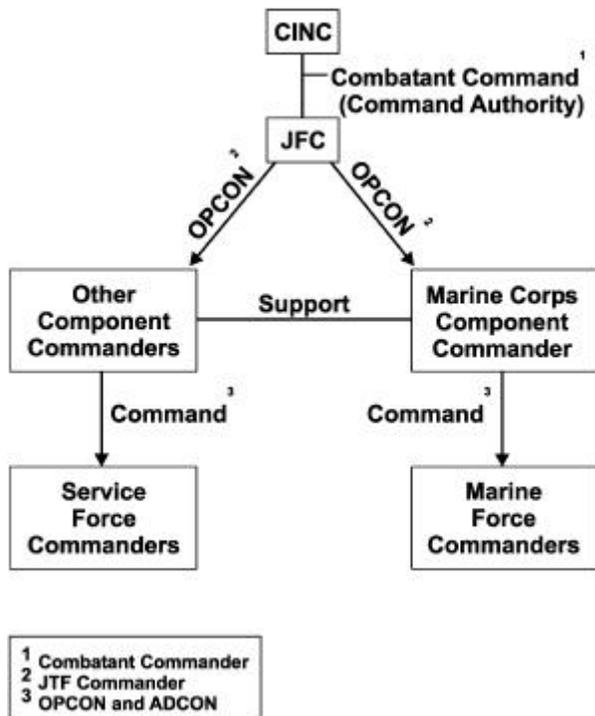


Figure 4-2. Joint Operations Conducted Through Service Components.

## b. Functional Components

A JFC may also conduct operations through functional components and/or employ them to coordinate selected functions. Functional components can be appropriate when forces from two or more military departments must operate in the same dimension or medium or the assigned mission breaks down into distinct functional aspects.

Clear command relationships must be established when the JFC centralizes direction and control of certain functions or types of joint operations under functional component commanders. In joint operations, each Service has its own aviation element and the JFC may appoint a joint force air component commander (JFACC) (see JP 3-56.1 for a detailed discussion on the JFACC). The JFC may, because of the interrelationship of the functions, choose to assign the responsibilities of JFACC, area air defense commander (AADC), and airspace control authority (ACA) to the same person, but not always. The JFC establishes command relationships that will most effectively accomplish the campaign plan's objectives.

The JFC must designate the military capability that will be made available for tasking by the functional component commander and the appropriate command relationship(s) that the functional component commander will exercise. For example, a JFACC is normally delegated TACON of the sorties or other available military capabilities. The command and control of Marine Corps aviation is specifically covered by Joint Pub 0-2 (see below). The MAGTF commander will make available to the JFC, for tasking through the JFACC, sorties in excess of MAGTF direct support requirements.

The MAGTF commander will retain operational control of organic air assets. The primary mission of the MAGTF air combat element is the support of the MAGTF ground element. During joint operations, the MAGTF air assets will normally be in support of the MAGTF mission. The MAGTF commander will make sorties available to the joint force commander, for tasking through the joint force air component commander, for air defense, long-range interdiction, and long-range reconnaissance. Sorties in excess of MAGTF direct support requirement will be provided to the joint force commander for tasking through the joint force air component commander for the support of other components of the joint force or the joint force as a whole. Nothing herein shall infringe on the authority of the geographic combatant or joint force commander in the exercise of operational control to assign missions, redirect efforts (e.g., the reapportionment and/or reallocation of any Marine Air-Ground Task Force (MAGTF) TACAIR sorties when it has been determined by the joint force commander that they are required for higher priority missions), and direct coordination among the subordinate commanders to ensure unity of effort in accomplishment of the overall mission, or to maintain integrity of the force.<sup>5</sup>

—Joint Pub 0-2, *Unified Action Armed Forces (UNAFF)*

*Note: Sorties provided for air defense (DCA), long-range interdiction and air reconnaissance, and EW are not “excess” sorties. These sorties provide a distinct contribution to the overall joint force effort and will be covered in the ATO. The JFC must exercise integrated control of air defense, long-range reconnaissance, and interdiction aspects of the joint operation or theater campaign.*

The Marine Corps component commander retains command of those Marine Corps forces and capabilities not designated by the JFC for tasking by functional component commanders. The JFACC will normally not have TACON of Marine aviation units, but will have TACON of Marine aviation sorties provided to the JFC for tasking. The Marine Corps component commander advises functional component commanders on the most effective use of Marine Corps aviation sorties that are made available. Marine aviation sorties are then designated as under TACON of the functional component commander for operational matters. All Marine Corps forces respond to the Marine Corps component commander for administrative and logistic support. The JFC may also establish a

support relationship between components to facilitate operations (see fig. 4-3).

Forward-deployed naval forces (including Marine Corps forces) are usually the first conventional forces to arrive in an austere theater or area of operations during expeditionary operations. The Marine Corps component commander’s inherent capability to command and control Marine Corps forces (and attached or assigned forces of other Services or nations) allows command and control of a functional component. The Marine Corps component commander may serve as a functional component commander. The JFC can designate the Marine Corps component commander as the joint force maritime component commander (JFMCC), joint force land component commander (JFLCC), or JFACC. If the Marine Corps component commander is assigned as the JFACC, the command and control agency (the joint air operations center [JAOC]) is provided by the MACCS. Figure 4-4 shows the command relations for a JFACC.

### 4004. Other Command Authorities

Administrative control (ADCON) is the direction or exercise of authority over subordinate or other organizations in respect to administration and support. It includes the organization of Service forces, control of resources and equipment,

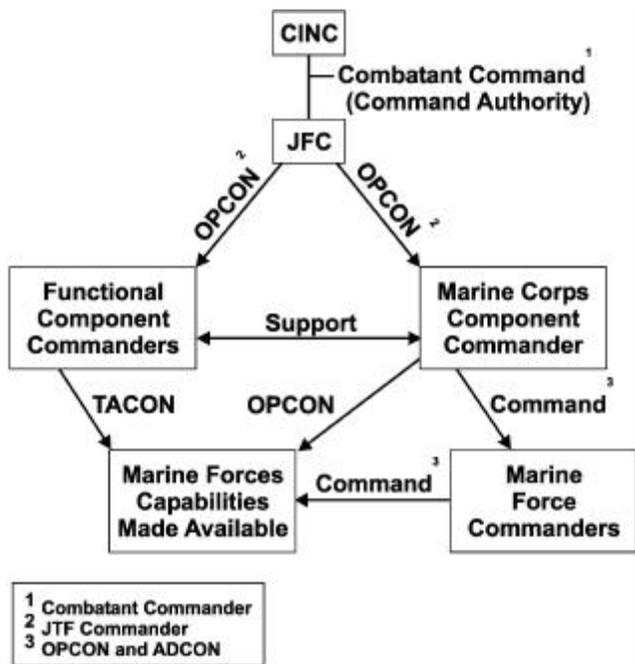


Figure 4-3. Joint Operations Conducted Through Functional Components

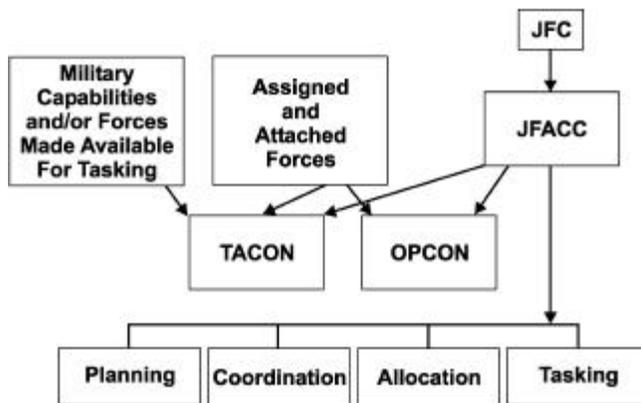


Figure 4-4. Command Relations for Joint Force Air Component Commander.