100-17-5

REDEPLOYMENT

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REDEPLOYMENT

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Preface

"Once hostilities are over, Americans are spontaneous and headlong in their eagerness to return to civilian life. No people on earth have been known to disengage so quickly from the ways of war."

President Harry Truman

This manual establishes doctrine for planning and executing redeployment operations. It describes the redeployment principles, planning, and execution necessary for the Army's role in the power projection strategy of the United States. It discusses the functions and responsibilities of Army units and supporting organizations and systems in executing the redeployment mission. It describes redeployment operations and the roles of Army commands, units, installations, and supporting units in redeployment operations.

This manual is a guide for Army commanders and staffs involved in planning, equipping, supporting, and executing redeployment operations. It focuses on the redeploying units and other commands and elements that must execute the functions and processes of redeployment missions.

Field Manual (FM) 100-17 contains the capstone doctrine for five subordinate field manuals (Figure 1). These field manuals address: Army pre-positioned stocks on land and afloat; deployment; reception, staging, onward movement, and integration; and lastly, redeployment. These manuals provide doctrine for the Army to project its power from continental United States or outside continental United States bases.

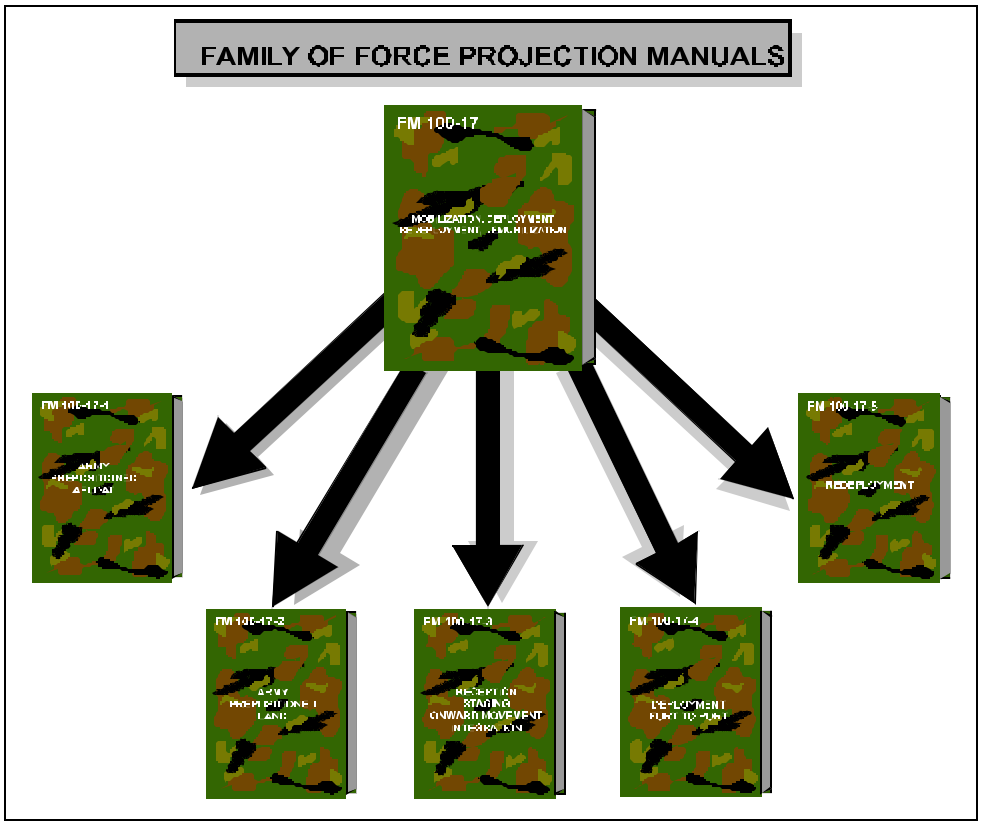


Figure 1. Force Projection Doctrine

This manual is a counterpart to FM 100-17-4. All deployed forces eventually redeploy, perhaps using the same means of conveyance and many of the same procedures and processes. Redeployment operations are similar to, but do not necessarily mirror, deployment operations. This manual discusses redeployment operations to enable units to better prepare for these complex missions.

Redeployment scenarios may differ widely depending on the location, command structure, forces employed, and the characteristics and capabilities of the infrastructure. This manual focuses on the redeploying unit and other Army organizations that are key to redeployment.

The first chapter of this manual describes the doctrinal framework for redeployment operations. Chapter 2 discusses command and control in post-conflict operations that permit the disengagement and redeployment of units. It also covers planning, responsibilities, and concepts. Chapter 3 addresses the movement to the port of embarkation, including the operations within the assembly area and the redeployment assembly area. To enable readers to understand what is occurring at each major location, the functions of the key participants are described. Chapter 4 discusses port of embarkation operations. Port of debarkation operations and onward movement complete the movement of units to their final destinations in Chapter 5.

This manual contains descriptions of redeployment functions and responsibilities. The reader should use this manual to determine what must be done to accomplish the redeployment mission. It should be the basis for development of standing procedures and plans to meet the requirements for individual units and specific circumstances.

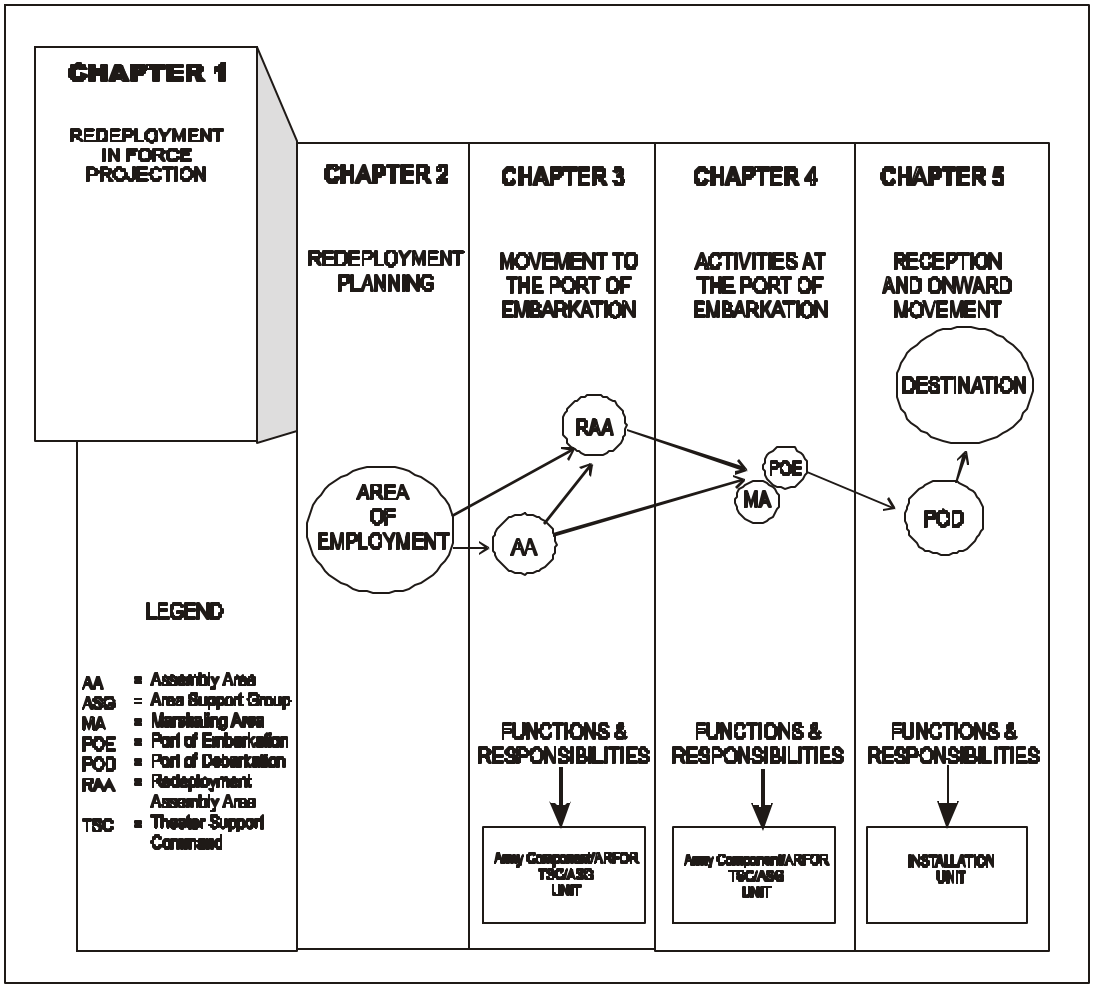
Send comments and recommendations concerning this manual on DA Form 2028 to:

Commander
US Army Combined Arms Support Command
ATTN: ATCL-CD
Directorate of Combat Developments for Combat Service Support
3901 A Avenue, Suite 220
Fort Lee, VA 23801-1809

Unless this publication states otherwise, masculine nouns or pronouns do not refer exclusively to men.

Chapter 1

Redeployment in Force Projection



INTRODUCTION

Redeployment involves the transfer of units, individuals, or supplies deployed in one area to another area, or to another location within the area, or to the zone of interior for the purpose of further employment, or to the continental United States (CONUS) or outside the continental United States (OCONUS) home/demobilization station for the purpose of further operational employment or demobilization. Army units redeploy in four phases--

- Recovery and reconstitution and preredeployment activities.
- Movement to and activities at ports of embarkation (POEs).
- Movement to ports of debarkation (PODs).
- Reception, staging, onward movement, and integration (RSO&I).

It is important to understand how redeployment fits in with the US force projection and theater distribution doctrine. Theater distribution enables US forces to request, receive, redirect, maintain, control, and retrograde resources within a single distribution system. It maximizes throughput and ensures continuous and timely visibility of units, personnel, and unit/sustainment. Many of the procedures used to deploy forces, draw pre-positioned stocks, complete the RSO&I process, and distribute assets within the theater apply to the redeployment process. The same elements that operate and manage the theater distribution system during deployment and sustainment of decisive operations perform similar roles during redeployment. The actual support structure required to provide support during decisive operations, postconflict operations, and redeployment vary significantly depending on the nature and scale of the operations, theater infrastructure, and other factors. However, Field Manual (FM) 100-10-1 discusses the principles involved in building a theater distribution system. FM 100-10 has additional information on Army support structures.

Force projection is a process that involves Total Army and joint resources. Joint doctrine discusses the scope of activities for projecting the force as including: mobilization, deployment, employment, sustainment, and redeployment. Army force projection operations have been frequently viewed in terms of stages. Through the labels of the stages have varied somewhat in various sources, they include:

- Mobilization.
- Pre-Deployment.
- Deployment.
- Entry Operations.
- Decisive Operations.
- Post-Conflict Operations.
- Redeployment.
- Demobilization.

These stages should not be viewed as distinct from or in conflict with the scope of activities identified in the joint doctrine. They are simply another construct through which to view the Army's participation in a joint force projection operation.

Pre-deployment activities, which are rolled into deployment activities in the joint framework, are shown as a separate stage in Army doctrine, but as in joint doctrine they are discussed as inextricably linked to deployment. They will also be linked and covered in more detail in FM 55-65. Similarly, where joint doctrine uses "employment" to cover activities of all the Services, the Army has often found it useful to discuss employment in force projection operations in terms of entry, decisive, and post-conflict operations. Sustainment, though a crucial set of activities in both joint and Army doctrine, is not a stage in the Army framework because sustainment activities are performed throughout all aspects of a force projection operation. Finally, while demobilization is inherent in redeployment activities in the joint framework, Army doctrine has treated the two as distinct but closely related stages for discussion purposes.

The key point here is that regardless of which framework is more useful for purposes of discussing the process in a particular instance, the planning for and execution of these activities normally occurs in a continuous, overlapping, and iterative sequence for the duration of the mission.

Although many of the considerations for a redeployment correspond to those for a deployment, there are differences. During deployment, elements of a unit are configured for strategic movement with the ultimate goal of reassembling the elements into an effective force in the theater. During redeployment, unless the unit is redeploying to a new theater, the goal is to move forces home rather than building a force for theater operations. Therefore, redeployment preparation involves re-establishing unit integrity and accountability of personnel and equipment. In the reconstitution process, commanders re-establish the unit by undoing organizational changes made to the unit for operations in the theater. Units may or may not redeploy to home stations as pure units. Redeployments to new theaters may require organizational modifications, as in original deployments.

POST-CONFLICT OPERATIONS

Post-conflict missions may affect the redeployment flow. The goal is to smoothly transition responsibility for operations to the host nation or designated agency. These operations secure strategic objectives. Army activities may include conducting civil operations, handling refugees, and clearing minefields. At the same time Army forces prepare for redeployment (or a potential resumption of decisive operations).

ESTABLISHMENT OF CONDITIONS FOR REDEPLOYMENT

Forces redeploy out of the area as quickly as mission, enemy, terrain, troops, time available, and civilian considerations (METT-TC) allow upon the achievement of objectives. However, the joint force commander (JFC) may have follow-on operations or security concerns that require a well-planned sequence to the drawdown of forces. The JFC may order restoration operations to be completed prior to the redeployment of all forces.

The tactical commander must plan redeployment consistent with follow-on operational mission requirements. Redeploying units must adhere to JFC/Army Service component command (ASCC)/Army forces (ARFOR) commander-defined missions and conditions for redeployment.

POST-CONFLICT PLANNING

Post-conflict operations include those actions necessary, following the completion of the primary mission, to establish conditions for the removal of military forces from the area of operation (AO). The JFC plans for post-conflict operations before redeployment operations begin. Certain actions must be completed and conditions must be established before forces can redeploy. The objective is to transition operations with minimum confusion to either the host nation (HN), an international body, or the United States (US) Department of State.

The type of post-conflict operations to be conducted will dictate the flow of forces during such operations. Some units may deploy into the AO while others are redeploying out of it. The tactical force commander may change several times as Army forces are reduced and their composition changes to permit the requirements of post-conflict operations to be met by units having diverse skills. These operations fall in two broad categories--

- Actions to restore order and re-establish local governmental and support functions in the AO.
- Operations to re-establish readiness levels for military forces.

SECURITY CONSIDERATIONS

Units need to maintain high states of readiness and security during the post-conflict stage. The desired end state is typically a more normal peacetime environment. However, National Command Authorities (NCA)- or Congress-imposed time limitations may require redeployment prior to achieving mission success or establishing desired conditions for redeployment. Such early withdrawal requires detailed tactical planning for the protection and orderly movement of forces while a threat remains. Cease-fire agreements or political negotiations may cause changes in redeployment plans. Planning considerations may include--

- Time and distance required to separate belligerents.
- Timetable to withdraw from the AO.
- Remaining forces and disposition of pre-positioned stocks.
- Reconstitution actions.

TYPES OF POST-CONFLICT ACTIVITIES

The JFC and the tactical commanders plan and execute operations for the decontamination, disposal, and destruction of war materiel; the removal and destruction of unexploded ordnance and other hazardous material (HAZMAT) and mine removal operations. Joint Publication (JP) 3-11 will discuss HAZMAT considerations. Appendix B of this manual provides key considerations. Army commanders may also have to conduct other post-conflict operations including--

- Controlling prisoners.
- Handling refugees.
- Conducting civil affairs.
- Providing humanitarian assistance.

The JFC must oversee the orderly transition of authority to US, international, interagency, or HN agencies. As the level of hostility lessens, the composition of forces changes. The commander prepares to provide medical support, emergency restoration of utilities, base camp disassembly and environmental restoration, support to needs of the indigenous population, and other humanitarian activities. Therefore, the JFC may have to change the balance of forces or change the missions of support forces already in theater as post-conflict operations progress. Finally, nation-assistance forces position themselves to complete the transition to peacetime operations.

REDEPLOYMENT PHASES

The four phases of redeployment are—

- Recovery and reconstitution and preredeployment activities.
- Movement to and activities at POE.
- Movement to POD.
- RSO&I.

Commanders plan for these redeployment phases within the context of the overall situation in the theater. A description of each phase summarizes a typical redeployment operation.

PHASE I – RECOVERY AND RECONSTITUTION AND PREREDEPLOYMENT ACTIVITIES

After completion of military operations, redeploying forces move to designated assembly areas (AAs) or directly to redeployment assembly areas (RAAs). Redeployment operations at the AA are under the control and supervision of the

ASCC/ARFOR commander and include actions necessary to prepare the unit for movement. Reconstitution activities begin in the theater before redeployment. They continue after the units' arrival at home stations. Reconstitution during redeployment may differ considerably from reconstitution in a tactical environment. That type of reconstitution involves the extraordinary actions that commanders plan and implement to restore units to a desired level of combat effectiveness commensurate with near-term mission requirements and available resources. Reconstitution during redeployment involves a broader range of activities that re-establish military capabilities of the entire force. However, both are based on the commander's intent and METT-TC.

The focus is on the reconstitution of forces to predeployment levels of readiness, the restoration of APS stockpiles, and the accountability of deployed equipment and supplies. These activities include rebuilding unit integrity and accounting for soldiers and equipment. Additional actions may include: cross-leveling personnel, equipment, and supplies; reorganizing; thoroughly decontaminating unit equipment; preparing unit equipment for movement; developing unit movement data; coordinating movement instructions; processing excess materiel; and accomplishing personnel actions. Many of the principles and responsibilities in FM 100-9 may be applied to the reconstitution activities conducted within the theater.

PHASE II - MOVEMENT TO AND ACTIVITIES AT THE POE

Upon receipt of movement instructions, forces may move to an RAA. The RAA is a relatively secure location where units continue preparatory movement actions. Units complete activities not completed at the AA. In addition, units wash major end items to satisfy US Customs and Department of Agriculture requirements; load containers; prepare equipment documentation; conduct US Customs inspections; finalize unit movement data; and plan rail loads, bus movements, barge movements, and convoys for movement to a POE or APS turn-in site.

Intratheater transportation assets may move units directly to marshaling areas at POEs or to an intermediate staging area en route to a designated POE. These movements are largely determined by the distance to be traveled, the size of the redeploying force, the level of reconstitution achieved, and theater capabilities. As discussed in later chapters, movement control teams (MCTs) control movement throughout the AO. Units that were issued APS normally return the equipment to Army Materiel Command (AMC) or Office of the Surgeon General (OTSG)/US Army Medical Materiel Agency (USAMMA) control prior to moving to POEs. Following movement instructions, units move to the POE where they process for strategic movement.

Several activities must be completed at the POE to process personnel and equipment for strategic lift (final US Customs inspections, equipment preparation, loading of containers, and passenger manifesting). After processing, and with acceptance by the departure airfield control group (DACG), port support activity (PSA), or POE processing agent, departing forces are loaded aboard strategic lift.

PHASE III – MOVEMENT TO POD

This phase begins with "wheels up" of the first loaded aircraft or passage of the last buoy at the seaport of embarkation (SPOE) for vessels. Lift may also be by rail. This phase ends with arrival at the POD.

PHASE IV – RSO&I

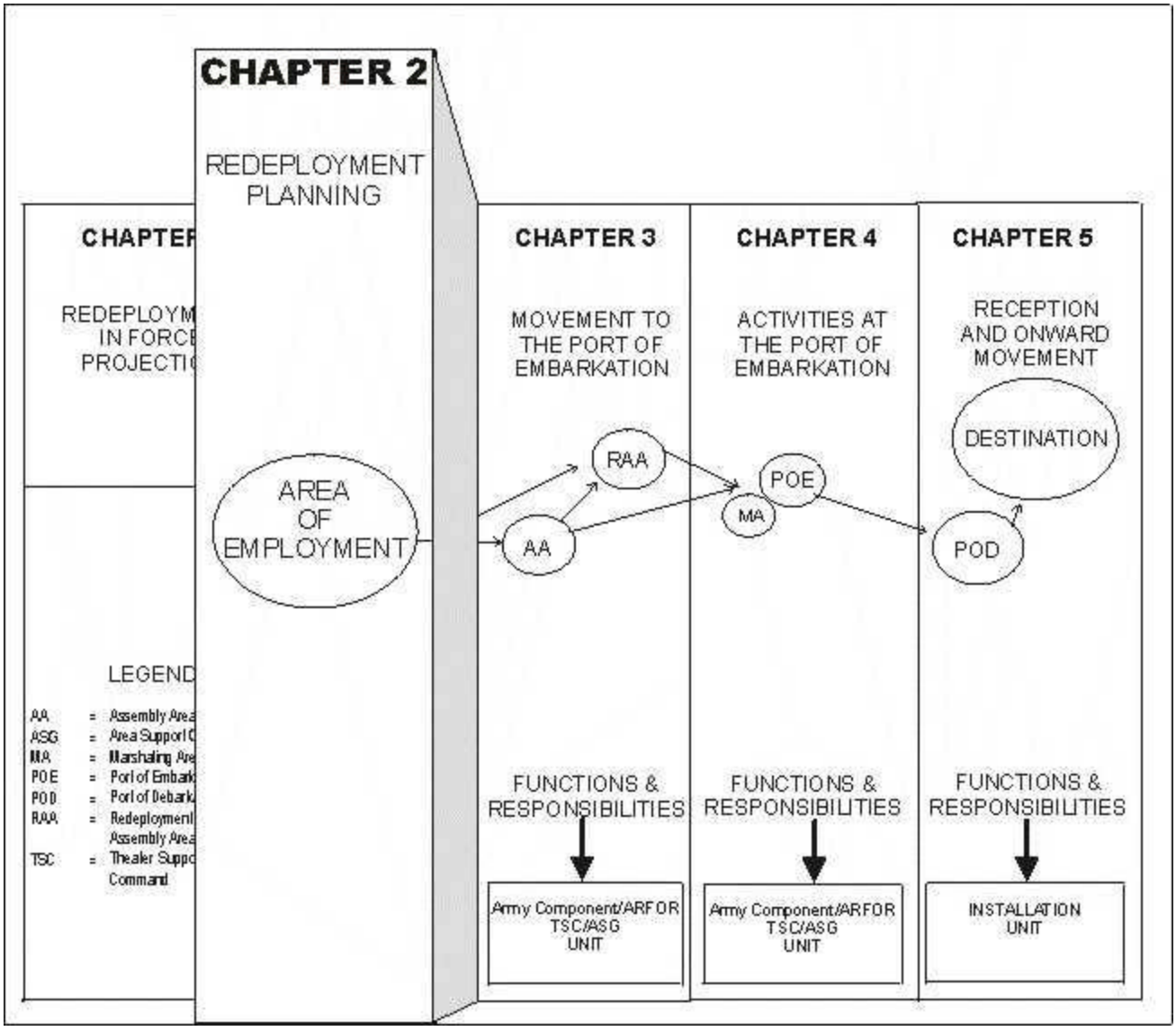
This phase begins with arrival of forces at the POD. Forces that have arrived at a POD for employment in a new theater are normally moved to a staging area to reunite equipment and personnel. Units may draw new equipment and conduct training or briefings as required. (See FM 100-17-3 for more details concerning RSO&I.)

Since FM 100-17-3 principles apply to RSO&I at a new theater, this manual focuses discussion of this phase on redeployment to home or demobilization station for reintegration and/or out-processing.

Forces redeploying to CONUS/OCONUS home or demobilization stations move from the POD to designated staging and marshaling areas. Unit, gaining command, or supporting installation representatives inspect equipment in the staging/marshaling area and complete needed repairs. Equipment not meeting maintenance standards is repaired or moved by commercial or organic transportation to destination. The redeployment ends with arrival at destination and the return of equipment and personnel to normal operations or the conduct of demobilization operations.

Chapter 2

Redeployment Planning



OVERVIEW

Commanders and staffs plan and execute redeployment to effectively meet requirements in the context of the entire mission. They use the Joint Operation Planning and Execution System (JOPES) as described in the JP 5-series and Chairman of the Joint Chiefs of Staff Manual (CJCSM) 3122-series. They integrate redeployment planning into the joint force employment planning early in the process.

Several factors complicate redeployment planning. First, the unit must normally be reconstituted either to re-establish unit integrity for movement to home station or to meet combat effectiveness standards of the supported JFC if redeploying to a new theater. In addition, redeployment priorities must be fully integrated into plans for post-conflict operations. For example, forces for nation building or demining operations may be the last to return to home station. On the other hand, for a redeployment to a new theater, priorities may be driven by the requirement to reconstitute and strategically move forces needed by the supported JFC. Units redeploy as directed by the chain of command consistent with joint movement center (JMC) schedules.

PLANNING CONSIDERATIONS

The redeployment operations plan (OPLAN) conveys the commander's intent for redeployment, though much of the intent may also be covered in the command's redeployment policy. The OPLAN includes responsibilities, priorities, and guidance for recovery and reconstitution activities and for the effective movement of units, individuals, and materiel.

Considerations in building the redeployment OPLAN include the following--

- Mission statement for residual forces.
- Requirement to establish and maintain a response capability.
- Occupation, nation-building, and humanitarian missions.
- Re-establishment of APS.
- Security of the force.
- Multinational force and interagency considerations.
- Availability of strategic lift.
- Political pressure.

Two interrelated considerations which are crucial throughout post-conflict and redeployment operations are security and infrastructure limitations. Redeployments have large signatures as a result of the high level of activities at transit areas and extensive movements. In addition, the status of units after operations, and especially in preparation for redeployment to home station where the goal is not assembling an effective combat force for immediate operations, makes redeploying units vulnerable. The combination of large signatures and unit vulnerability makes security a significant issue throughout post-conflict and redeployment operations. Commanders ensure that redeployment flows of forces take into account the capability to protect forces at transit areas and during movement to the POE.

A related consideration is competition for use of terrain and key elements of the theater infrastructure such as ports, main supply routes (MSRs), and support facilities. Simultaneous activities may include reconstitution of units, replenishment/turn-in of APS, and activities at POEs. In many cases, elements performing these operations (as well as others conducting post-conflict operations) will be vying for the same areas or facilities. Typically, the theater support command (TSC) support operations staff with its distribution management center is a primary player in deconflicting utilization of the infrastructure among Army elements. Army commanders must be aware that other Services, multinational forces, agencies, and HN elements will also be seeking to use those same resources and node capabilities. Joint boards and centers such as the joint transportation board (JTB), joint movement center (JMC), and joint facilities utilization board reconcile component requests and interface with other forces and agencies. JPs 4-0, 4-01, 4-01.3, and 4-04 discuss these elements. The desired end state and JFC's concept for reconstitution and redeployment determine the priorities for utilization.

Finally, redeployment operations benefit from earlier deployment planning and execution that establish theater command and control (C2) structures and combat service support (CSS) capabilities to support the deployed forces. This infrastructure varies depending on the size and purpose of the operation and the transportation capabilities in the AO. A TSC and other support organizations provide the needed resources for movement and support of equipment and personnel. FMs 100-10 and 100-16 discuss typical support organizations in a theater. FM 63-4 will discuss the TSC.

PERSONNEL CONSIDERATIONS

Personnel support functions are critical in redeployment operations. Concerns for the personnel community include assisting in managing the personnel flow at home station or to another theater, drawing down the personnel structure within the theater, and supporting the reconstitution phase of redeployment.

Personnel redeploy as units or individuals. Unit movements are the norm. Units include both Active Component and mobilized Reserve Component units. FM 12-6 details the various categories of individuals that may be redeployed. The ASCC G1 recommends to the ASCC the policy for routing individual soldiers and Army civilians and contractors who cannot redeploy with their units. They process through a replacement company for movement to their ultimate destinations.

FM 12-6 details the roles of personnel organizations in redeployment (including reconstitution), as well as considerations for drawing down the personnel structure in theater.

REDEPLOYMENT TO ANOTHER THEATER OF OPERATIONS

A force-projection strategy requires US armed forces to be capable of relocating forces already deployed in one theater to another theater. The Army must be able to plan and execute such movements. Forces and units of all sizes may have to move to and conduct operations in new theaters. The supported JFC for an initial deployment may become a supporting JFC for a new mission in a different theater. In such a case, a JFC may simultaneously perform functions associated with both a supported and supporting JFC. Though some planning considerations may vary as discussed below, the planning process is the same as used in all joint operations as outlined in joint publications and the CJCSM 3122-series. One key difference, as mentioned in Chapter 1, is that for a redeployment to a new theater, the force is organized to conduct operations in that theater. On the other hand, if the unit is redeploying to home station, it is likely to move in its original unit configuration.

Decisions to commit deployed units or forces for follow-on operations can be made at any point during employment or redeployment operations. A force-projection Army must be capable of relocating its forces whenever and wherever needed. This may call for reconstitution efforts during employment or redeployment operations to establish needed operational capabilities before employment in new theaters.

Redeployment movement plans and reconstitution efforts must reflect the priorities for the time-phased capabilities required by the supported JFC. The aim of the reconstitution activities is not only to prepare for strategic movement but to provide mission capable forces in the right sequence to meet the needs of the supported JFC. The commander responsible for the reconstitution must ensure that the units have attained the level of effectiveness required for the new mission. The responsible commander and supporting elements should consider all the activities and coordination requirements discussed in FM 100-9 in planning for reconstitution in such cases. Reconstitution is more than meeting personnel and equipment levels. It also involves ensuring that C2, unit cohesion, and morale meet required standards. Training is particularly critical. Troops must have all the training required to perform their mission in the new theater. This includes not only the operational training to perform the critical tasks associated with the unit's mission (often with many personnel replacements new to the unit), but also training in such areas as rules of engagement and cultural awareness. Training may occur before the unit moves to the POE, at an intermediate staging base, or as part of the RSO&I process in the new theater. Supporting and supported commanders must coordinate on the training required and the best place to perform it.

Units may need more, less, or different materiel for the new mission. Headquarters, Department of the Army (HQDA), coordinates with the ASCCs for both theaters as well as AMC and the OTSG to determine whether APS originally issued to the deployed force will be turned in or moved to the new theater. They also determine whether additional APS is the optimal solution to materiel requirements for the new theater. Units turn in excess materiel not required in the new theater.

Throughout the planning process, coordination between the supported and supporting JFCs is critical. Decisions on the allocation of critical strategic assets are made at the national strategic level.

KEY ARMY ORGANIZATIONS IN REDEPLOYMENT OPERATIONS

Redeployment operations depend on many organizations and elements. They provide the planning and infrastructure to sustain and move redeploying forces. This section focuses on several key Army players—the ASCC/ARFOR commander and staff, the theater support command (including the logistics support element (LSE)), the redeploying unit, and the installation.

However, though this section focuses on the roles of these Army elements, other elements play key roles in redeployment. First, as previously discussed, the JFC and his staff develop the joint force redeployment OPLAN which the ASCC/ARFOR must support and execute its portion of. Also, Military Traffic Management Command (MTMC), as discussed in Chapter 4 and JP 4-01.5, plays a crucial role as the single port manager. In addition, several joint boards and centers have significant responsibilities in the redeployment process. The JTB establishes priorities in accordance with the JFC's intent and allocates common-user transportation resources. Given the level of movement activity and the competition for scarce movement assets, the JMC has a critical part in redeployment. As detailed in JP 4-0 and 4-01, it coordinates the employment of all transportation means. These include contracted, multinational, and host nation support assets. The joint facilities utilization board (JFUB) reconciles component requests for real estate, use of existing facilities, and inter-Service support. Again, with the competition for these assets previously mentioned, the JFUB plays a major role. So does the Director of Mobility Forces (DIRMOBFOR) provided by the US Transportation Command (USTRANSCOM). The DIRMOBFOR is the theater's contingency air flow master for C-130s and strategic lift. He is responsible to the supported JFC and Air Force commander for effective use of theater common-use air mobility management. The Army's composite transportation group often provides the elements to act as the port operator, as described in Chapter 4. As mentioned previously in this chapter, Army personnel organizations also play crucial roles in managing personnel flows and participating in reconstitution operations.

In addition to all these organizations and elements, support to redeployment operations may come from multinational or HN organizations (FM 100-8) or contractors (FM 63-11). In most cases, the TSC coordinates for such support in conjunction with the JFC/ASCC/ARFOR staffs and joint boards and centers. The LSE manages the execution of the Logistics Civil Augmentation Program (LOGCAP) in support of redeployment. Responsibilities of several key Army organizations are discussed in more detail below.

Each unified and subordinate unified command has an Army service component command. The CINC's Army service component command consists of the ASCC and all those elements under his command. The ASCC's responsibilities are discussed in depth in JP 0-2 and FM 100-7.

In more generic terms, all joint forces include Army component commands because administrative and logistics support for joint forces are provided through Service component commands. Army forces may be assigned or attached to subordinate joint forces without the formal creation of an Army component of that joint force.

In this manual, the term "ASCC/ARFOR commander" refers to the commander of the Army component of a supported joint force, regardless of the nature of that joint force.

ASCC/ARFOR COMMANDER AND STAFF

The ASCC/ARFOR commander and staff receive the JFC's redeployment guidance and plan the redeployment of Army forces, including their reconstitution. Redeployment operations must be conducted at a pace that does not disrupt the ability of the ARFOR and subordinate units to execute continuing missions. The ASCC is also responsible for satisfying training, administrative, and logistics requirements for Army forces. The ASCC/ARFOR commander determines the organization responsible for redeployment operations based on METT-TC. In mature theaters, he delegates much of the support for redeployment to the TSC. In less developed theaters, the TSC may provide task organized elements to provide necessary support and infrastructure.

THEATER SUPPORT COMMAND

The TSC normally plays a major role in Army force redeployment. Throughout force-projection operations, it centralizes control of combat service support (CSS) and some combat support (CS) functions and executes echelons above corps (EAC) support operations. As directed by the ASCC/ARFOR commander, these may include explosive ordnance disposal (EOD); nuclear, biological, and chemical (NBC) operations; military police (MP) support; and coordination of HN and contracted support. In addition to support to Army elements, the TSC may support other Services, multinational forces, Department of Defense (DOD) civilians, and contractors as directed by the JFC. FM 63-4 (to be published) has details on the TSC.

In coordination with the ASCC/ARFOR commander's staff, the TSC support operations staff modifies the theater distribution plan to meet the JFC's redeployment priorities. The plan synchronizes the assembling, reconstitution, and movement of resources to theater POEs. The movement control agency (MCA) coordinates movement requirements with availability of USTRANSCOM strategic

lift assets. The MCA is also responsible for assisting units with their deployment equipment lists (DELs) when redeploying from theater. The TSC in coordination with any functional commands in the communications zone (COMMZ) coordinates and monitors field services, maintenance, customs, and, as the ASCC/ARFOR commander directs, personnel, medical, and engineer support during movement to and at POEs. Assisted by the LSE, the materiel management center (MMC) plays a critical role in reconstitution of units. The MMC ensures Class IV sustainment materiel and blocking, bracing, packaging, and tie-down materials are available for redeployment operations. Figure 2-1 depicts typical command relationships for a theater organization that includes a TSC.

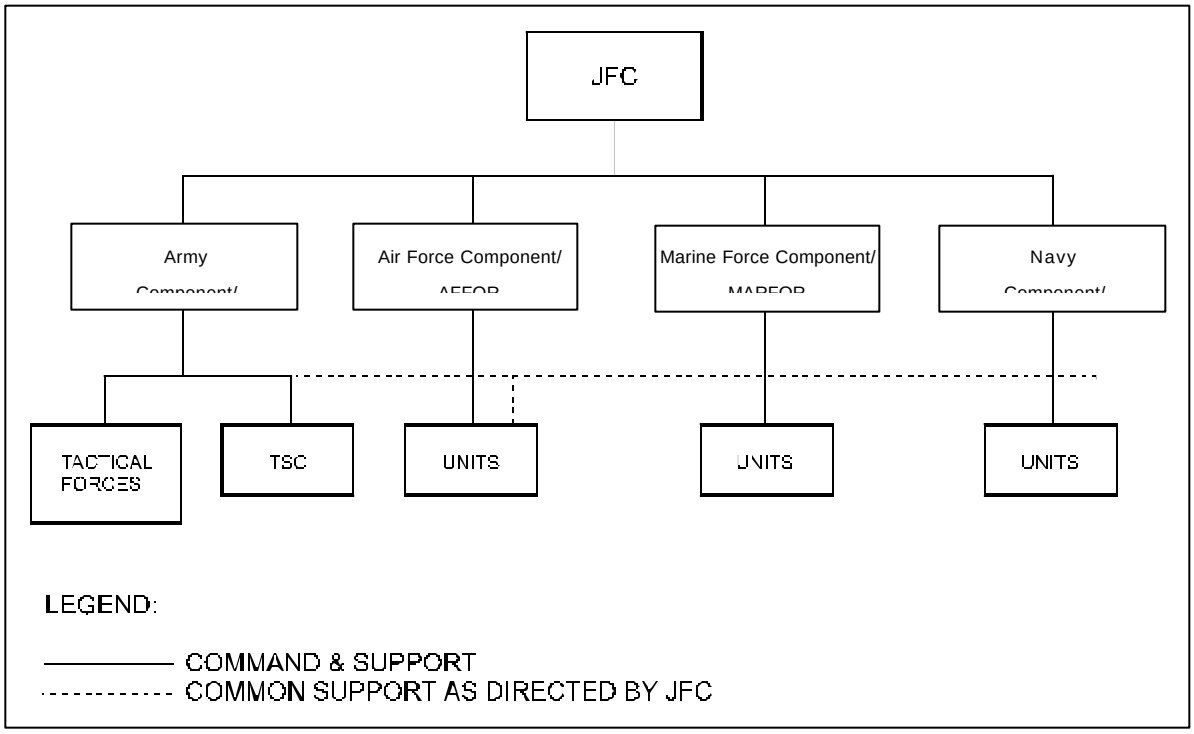


Figure 2-1. Representative JFC Relationships

A key organization within the TSC is the LSE. The LSE is the single logistics force-projection composite organization responsible for executing the AMC logistics missions within a contingency theater of operations. The LSE is a modular, quick response deployable organization and is comprised of special teams from all of AMC's subordinate commands and separate reporting activities. These include teams from each of the AMC weapon systems commands, AMC depots, and the Army War Reserve Support Command (AWRSPTCMD). In a major theater war (MTW), the LSE is attached to or under the operational control (OPCON) of the TSC. The LSE commander is the commanding general, AMC, single command representative to the supported JFC, ASCC, and TSC. The LSE assists redeployment operations relative to its APS mission and to its depot maintenance, materiel readiness, and logistics assistance responsibilities. The LSE Forward provides the logistics assistance offices/logistics assistance representatives (LAOs/LARs); test, measurement, and diagnostic equipment (TMDE) support teams; and related special

logistics assistance teams providing direct equipment support to units in preparation for redeployment. The COMMZ-based LSE provides redeployment operations support through its APS turn-in, excess materiel retrograde, and supply/maintenance operations. The LSE mission can include the transfer of accountability of APS from the using units back to the AMC accountable records. For a complete discussion of the
functions and responsibilities of the LSE, refer to FM 63-11.

UNIT

The unit can be any redeploying element from separate detachment to division. In this manual, the term "unit" refers to organizations below corps/division that are not functioning as the ARFOR. Specific responsibilities of the unit during redeployment are detailed throughout this manual.

DIVISION SUPPORT MOVEMENT CONTROL TEAM

The division support movement control team augments the division movement control capability. They are assigned to a corps, attached to a division, and provide technical expertise to transportation users in the division area. For more information concerning the division support MCT, refer to FM 55-10.

INSTALLATION

This organization is any US military post that has redeployment responsibilities. For foreign-based forces, it is the foreign home installation and area support group (ASG). Unless the installation is tasked to provide in-theater support for its redeploying units, it has no direct involvement until they have been notified of the redeployment. When redeployment operations commence, installations begin preparatory actions to receive units at the POD and move them to their home/demobilization stations.

TRANSIT AREAS

As units redeploy from their AOs to POEs, they move through different areas. Redeployment planning results in a network of transit areas designed to efficiently move forces from their AO to their final destinations. As discussed in the next section, use of these areas may vary with the situation. In addition, a theater staging base may be required in some scenarios.

ASSEMBLY AREA

The AA is the area designated for a unit to assemble in after it has been relieved from its operational mission (see Figure 2-2 for a notional AA). In the AA, the unit commander consolidates equipment and personnel and assesses unit capabilities. The unit is not being employed, although a defensive posture may be necessary.

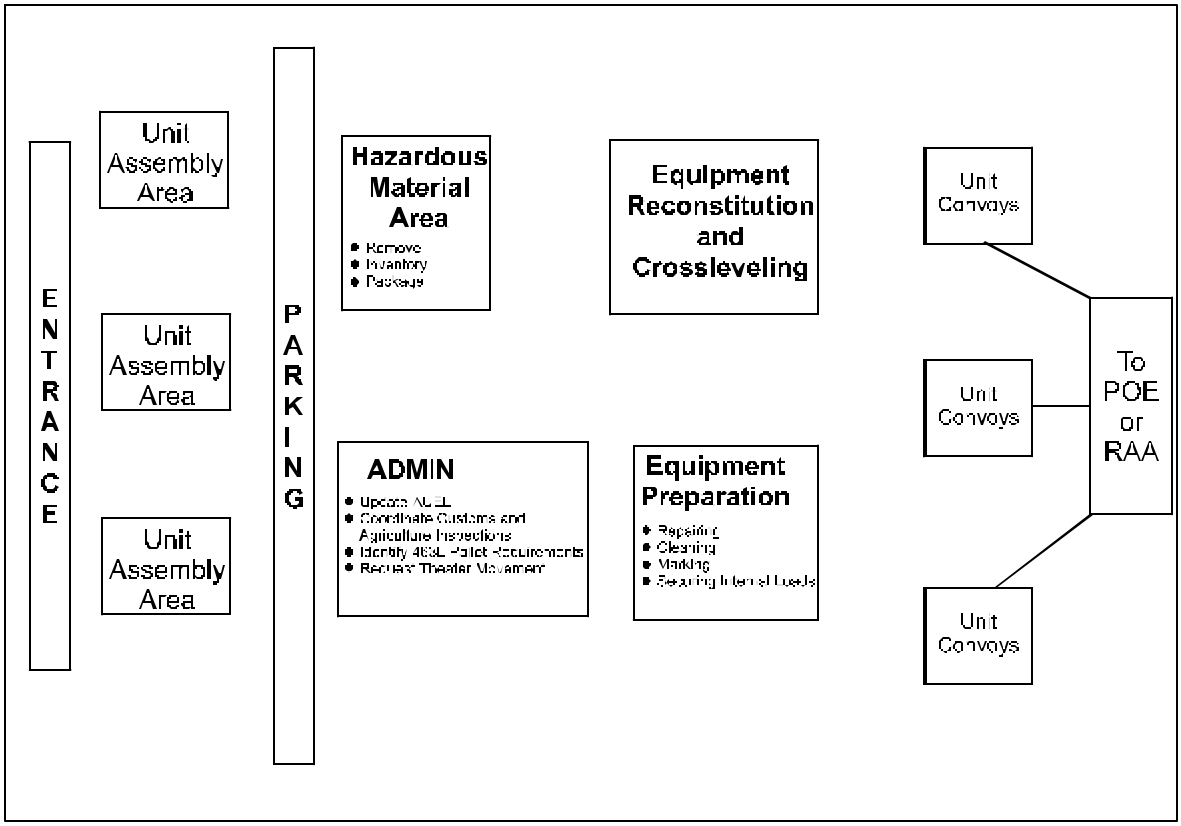


Figure 2-2. Notional Assembly Area

On order, a unit moves to an AA for reconstitution, rest, or initial preparation for redeployment. The AA should be away from the immediate employment area. Movement to, and within, the AA is under control of the tactical commander. If the unit has been relieved of its operational mission for the purpose of redeploying, the AA is where the unit begins to prepare for that movement. Units in the AA may reorganize, cross-level supplies, and prepare for movement to an RAA or directly to the port marshaling area depending on JFC/ASCC/ARFOR instructions. A unit that has sustained significant combat losses may undergo reconstitution in the AA when needed security and CSS can be focused there (see FM 100-9).

REDEPLOYMENT ASSEMBLY AREA

The RAA is the location where the focus of all operations is to prepare for movement to a POE (see Figure 2-3 for a notional RAA). The RAA is normally within the COMMZ. There may be several reasons for the establishment of an RAA:

- When dispersion prevents efficient organization within the AA.
- When the threat of attack is significant in the AA.
- When the support infrastructure is insufficient in the AA to prepare for redeployment.

The RAA provides the necessary security and support infrastructure to begin reconstitution and other required operations.

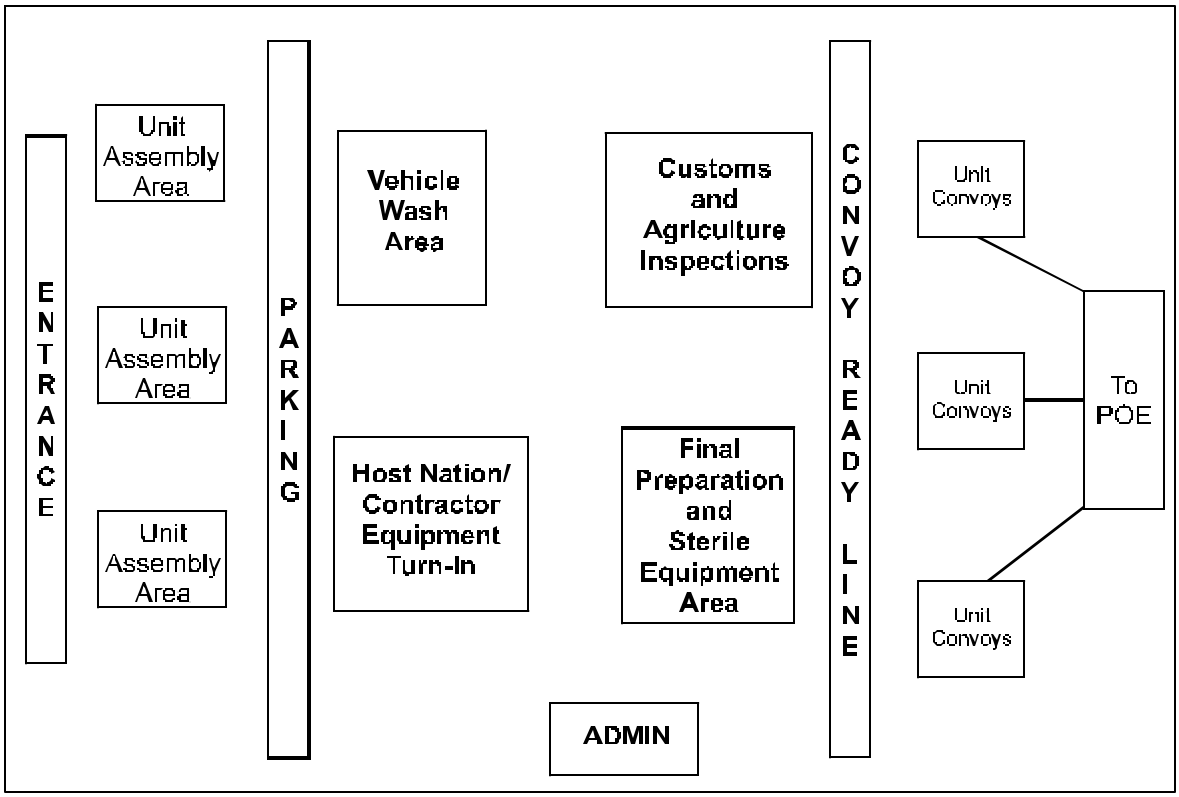


Figure 2-3. Notional Redeployment Assembly Area

MARSHALING AREA

A marshaling area is the geographic location where a unit assembles, holds, and organizes supplies and equipment for onward movement. Marshaling operations, in preparation for movement, may be conducted within assembly areas (AA/RAA) where real estate or other considerations prevent the designation of separate marshaling areas. Marshaling areas as part of reception activities are areas near air and sea ports of debarkation (APOD/SPOD) where units' personnel and equipment are married up and configured for normal operation, and to-accompany-troops (TAT) items are issued for further deployment to the staging area. During redeployments, marshaling areas are near APOEs and SPOEs where units'

personnel and equipment are separated and the equipment is configured for shipment.

The call forward area (CFA) and the sterile area are two functional designations related to POE operations. A CFA is a special-purpose area in close proximity to, or within, a POE operations area, from which personnel and equipment are called forward to load. In the CFA, equipment and personnel are processed and organized, by specific types, for sequential loading aboard lift assets.

Sterile areas are holding areas for personnel and equipment after they process through the CFA. Personnel and equipment moved to sterile areas have completed final customs and agricultural inspections and are isolated until loaded aboard lift assets. Early redeployment planning is essential in austere environments and undeveloped POEs to ensure that adequate sterile areas are identified or prepared to meet the needs of the redeploying force. Hard pavement or industrial matting in sterile areas helps prevent bottlenecks in POE operations.

STAGING AREA

A staging area is a locality established for the concentration of large troop units and transient personnel to prepare for movements over lines of communication (LOCs). Assembled units moving to a destination may pass through a staging area established to provide support en route. Staging areas can be designated to change modes of transportation. Staging areas are located at key locations en route, established installations or bases, or within POE operations areas. An en route staging area is sometimes designated a theater staging base (TSB) when a stopover point is used in the redeployment routing. A TSB is established for a longer duration and for more complex support functions. It may have major CSS facilities and be an important transshipment facility where large numbers of equipment and personnel are moved through en route to their destination. Support organizations, such as an ASG, establish and operate staging areas to facilitate movement of units, personnel, and equipment. Once established, they are parts of the support infrastructure.

A port staging area is located within the POE operations area. This is an area used to process and hold personnel and equipment while they prepare for loading aboard lift assets. For more details on transit areas, see FM 55-10.

REDEPLOYMENT ROUTING

The redeployment plan designates the routing for redeploying units. There are several potential routing scenarios. The redeployment plan may require units to move from AAs directly to marshaling areas for loading at a POE. The plan could also require movement in several legs from assembly areas through a TSB or en route support locations.

The routing of units to their final destination depends upon several factors:

- Availability of strategic lift assets.
- Availability of theater transportation facilities and their throughput capacities.
- Potential for hostile action.
- Distance and geography between the unit location when it concludes operations and the POE.
- Force size.
- Available time.
- Follow-on destination/mission.

However, in most cases a well-planned redeployment moves forces through assembly areas, TSBs, and marshaling areas with sufficient en route support to allow tactical commanders to focus on performing the actual movement of equipment and personnel. Several routing scenarios are depicted in Figure 2-4 and described below.

SCENARIO 1

Some operations do not require a movement away from the area of operations prior to redeployment. Units may begin redeployment movements to a POE directly from the AA. This occurs where conditions are stabilized, security against hostile action is not a factor, and railheads, airports, or seaports are available within the AO. If adequate security exists, these facilities can be used to establish APOE, SPOEs, and railheads used for redeployment. Units can be called forward for direct processing through the POE. The most efficient movement operation normally results when units are assembled and marshaled within the tactical AO, and then loaded at a nearby POE.

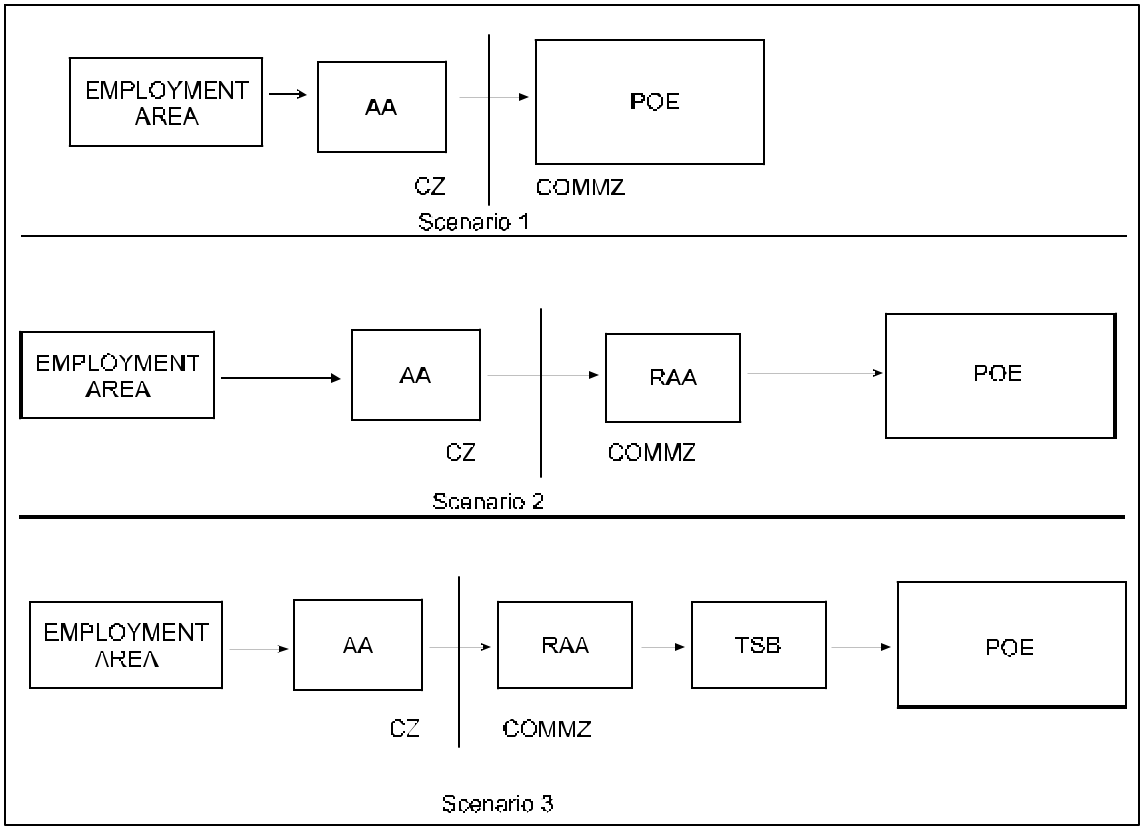


Figure 2-4. Redeployment Routing

SCENARIO 2

Units may need to move from the AA and further to the rear to complete preparations for redeployment. When units have completed actions required in the AA, they receive movement instructions and move to an RAA. This movement may be required when force security cannot be provided in the AA, when units must turn equipment in at another location beyond the AA, or when support capabilities exist further to the rear. When the RAA is close enough to the designated POE, units may be sequenced directly from the RAA into the POE marshaling area.

SCENARIO 3

Intermediate staging is normally used when transshipment to another mode of transportation is required between the area of operations and the POE. Units may need to move through a TSB to transit geographical features unsuitable to their initial mode of transportation (for example, road convoy to ships/air/rail/barge). This more complex movement normally requires a final staging area to give units a location to reassemble and conduct cleaning and inspection of equipment in preparation for sequencing into the POE.

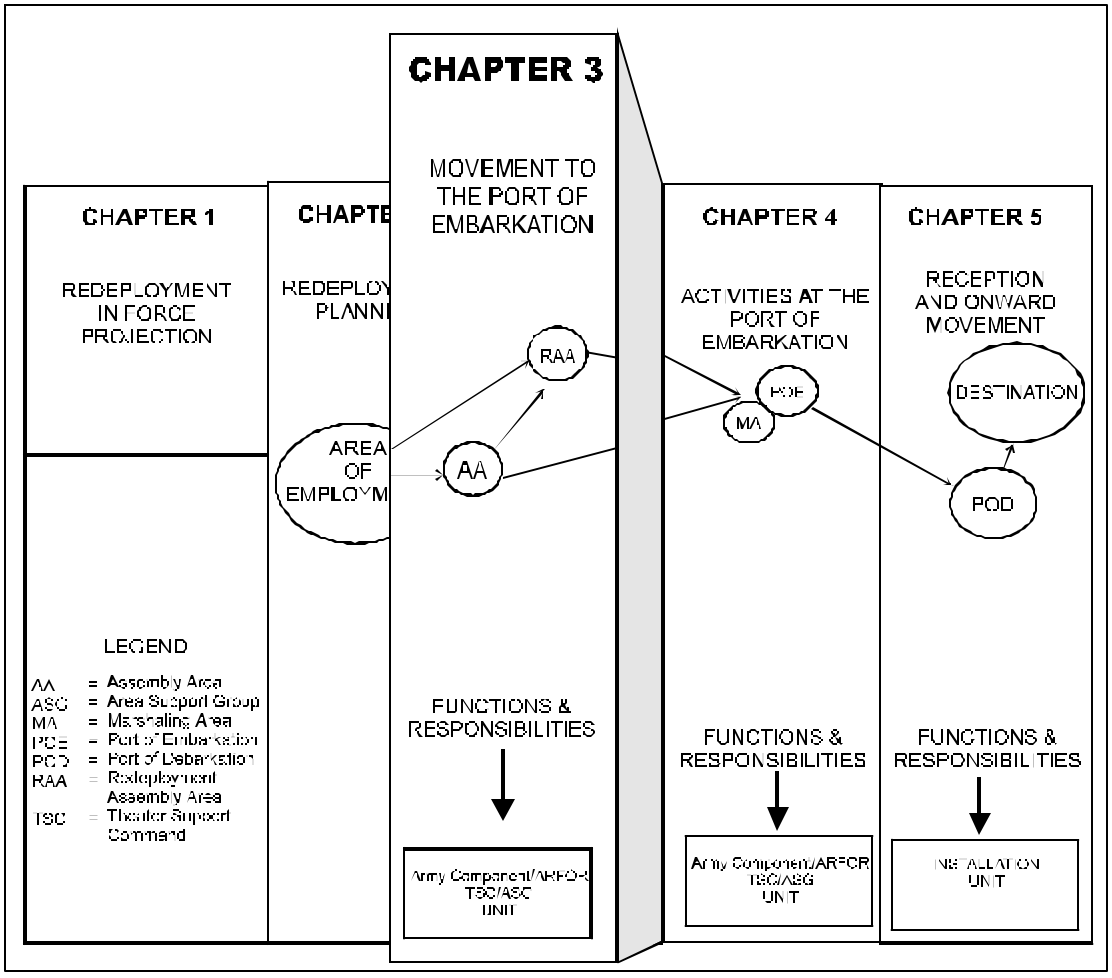
FORCE TRACKING

Force tracking involves gathering and maintaining information on the location, status, and predicted movement of each element of a unit, including the unit's command element, personnel, and unit-related supplies and equipment, while in transit. During redeployment, force tracking is required to ensure unit readiness. As the force is reconstituted for strategic movement, its effectiveness changes, and commanders must have the ability to track those changes. To the extent possible, unit integrity should be maintained throughout the redeployment process, and commanders must be able to determine the exact location of unit personnel, equipment, and materiel in case the redeploying unit or units have to be diverted to another mission.

Global Transportation Network (GTN) and Global Combat Support System (GCSS) will provide the information systems and decision support tools critical to tracking forces during redeployment. End-to-end force tracking is a particular module of the Global Command and Control System (GCCS), which is discussed more in Appendix A. Theater distribution managers will have visibility of theater assets as discussed in FM 100-10-1. The information systems discussed in Appendix A enhance the ability to track the force.

Chapter 3

Movement to the Port of Embarkation



OVERVIEW

This chapter discusses redeployment functions performed in assembly areas and en route to the POE. The responsibilities of each organization involved in redeployment begin in the AA and RAA (refer to Figure 2-2 for a notional AA and to Figure 2-3 for a notional RAA). Subsequent chapters describe organizational responsibilities as forces move through and complete the redeployment process. Key

organizations for redeployment operations are the ASCC/ARFOR, TSC/ASG or other support organizations, and the redeploying unit.

ASCC/ARFOR

During movement to the POE, the ASCC/ARFOR commander and staff provide the interface between the JFC and the redeploying Army units. They ensure JFC priorities for movement are met and that the information required by the JFC to execute redeployment is accurate and up to date. When headquarters below division level perform ARFOR functions, personnel and equipment augmentation may be required to ensure needed capabilities are available. Fulfillment of these responsibilities in the AA/RAA is essential to a smooth redeployment process.

RECEIVE AND ISSUE CHANGE OF MISSION

The JFC issues a redeployment operations order (OPORD) or a mission change fragmentary order (FRAGO) to the ASCC/ARFOR commander. Such an order removes redeploying units subordinate to the ARFOR from their primary missions and authorizes movement. The ASCC/ARFOR headquarters relays the order to appropriate units, adding information about follow-on operations, security requirements, and movement limitations imposed by infrastructure and resources, when needed. It normally provides detailed briefings to units on redeployment processing, requirements, and procedures. This information is communicated by briefing teams, teleconferencing, or other suitable means.

ESTABLISH AA/RAA

In coordination with the JFC staff, the ASCC/ARFOR headquarters identifies the AA/RAA location and unit assembly area within it. Army forces establish necessary communications and a rear operations center or similar organization to support unit movements to the AA/RAA, coordinate en route support, and enforce security requirements. As directed by the ASCC/ARFOR commander, the TSC provides life support, particularly at the RAA.

ESTABLISH TURN-IN AREAS/WASH-DOWN SITES

The logistics support organization sets up equipment turn-in areas and wash-down sites within the AA, when such early turn-in may be more efficient than when conducted later in the redeployment process. However, the AA typically lacks sufficient facilities for wash-down operations, and these generally occur later in the process, as described in Chapter 4.

DEVELOP TIMELINES

Timelines may be published for each area involved in the redeployment, for example, the AA, RAA, marshaling area, and staging area. In other cases, a single timeline may be published that identifies unit actions through all phases of the

redeployment. ARFOR/subordinate commands develop timelines for completing the following actions where applicable--

- Moving from AAs/RAA to POE(s).
- Turning in equipment.
- Conducting wash-down operations.
- Conducting reconstitution.
- Determining container/flatracks/463L pallet/blocking, bracing, packing, crating, and tie-down (BBPCT) requirements and issue procedures.
- Updating and creating the deployment equipment list (DEL).
- Conducting maintenance.
- Establishing life support measures.

VERIFY UNIT MOVEMENT DATA

Forces conduct redeployment on the basis of the time-phased force and deployment data (TPFDD) process. The TPFDD is the instrument that sequences the redeployment activities of the joint forces according to the JFC's defined end state and concept of operation. The TPFDD process is detailed in JP 5-series and CJCSM 3122-series manuals. FM 100-17-4 also discusses the process. Redeployment TPFDDs are normally developed with the redeployment OPLAN during the original force employment planning. They are updated and refined during redeployment preparation to reflect the status of units as they prepare for redeployment.

The ASCC/ARFOR commander issues guidance to ARFOR based on the orders and guidance received from the JFC. He is responsible for verifying unit readiness, movement availability data, passengers, and cargo details. He provides confirmed data to the JFC for the validation process through the designated Service feeder system into JOPES.

Commanders must be aware that changes made at or after the time of unit line number (ULN) validation cause major disruptions in the planning of sequenced movements and strategic lift. Therefore, they should take all prudent measures to avoid changes after the TPFDD is locked in at the time of ULN validation.

MANAGE CONTAINER, FLATRACK, AND PALLET REQUIREMENTS

The ARFOR or subordinate command processes unit requests and prioritizes requirements based on availability of these resources and the sequence of unit flow. It is also responsible for issuing and tracking these resources unless the TSC performs this function. USTRANSCOM, through its Army component MTMC, manages and employs the DoD common-user container fleet during exercises and across the range of military operations. Geographic combatant commanders are responsible for the management and control of DoD intermodal container assets and systems in their area of responsibility.

RECEIVE AND ISSUE UNIT RELEASE/MOVEMENT ORDER TO POE

A movement order may be issued sequentially for each movement or may be contained in one movement order designating the timing and means of transport to each point en route to the POE. In most cases, the TSC in coordination with the ARFOR or subordinate command issues movement tables, which give detailed instructions or data for moves to redeploying units. When necessary, moves are described as "road, rail, air, or barge" to signify the types of movement. A movement table is normally issued as an annex to a movement order or instruction.

THEATER SUPPORT COMMAND

The TSC is the Army's operational-level support command, and normally provides support beyond the capability of the tactical component of the ARFOR. The TSC or other support organization receives the OPORD and forwards a copy to subordinate units. The TSC conducts a review of specified tasks published in the OPORD to determine requirements and available unit capabilities. Using data gathered from all available sources, the TSC then provides an initial outline of required tasks. It determines the specific shortfalls that must be filled to accomplish the mission. The TSC commander normally directs an ASG and/or LSE to provide much of the support discussed below for redeploying units.

ESTABLISH PROCEDURES TO PROCESS APS AND EXCESS MATERIEL

Procedures for return of APS to appropriate storage locations and transfer of property and accountability are tailored, coordinated, and established early in the redeployment planning process. AWRSPTCMD and USAMMA, as the storage site managers must be involved in this process. Established US Army policy and procedures require the unit to which the APS was issued to return APS in serviceable condition to the storage facilities from which it was issued. The AMC LSE is the in-theater key organization responsible for facilitating the turn-in process of APS managed by AMC. Turn-in procedures for support operations or stability operations may require units to retain APS with unit equipment throughout the redeployment process. In larger scale operations, units may be required to turn in the APS equipment to the in-theater LSE/USAMMA element during redeployment operations at the designated assembly area. Similarly, other

non-APS excess equipment turn-in procedures may require units to turn in APS at the theater collection point. The ASCC or the TSC may request the LSE or an ASG to execute this turn-in mission. FMs 100-17-1 and 100-17-2 have additional guidance for turn-in of APS.

ACCOMPLISH MATERIEL MANAGEMENT AND DISPOSITION

The TSC through its MMC and in coordination with the Defense Logistics Agency (DLA) determines the disposition of excess materiel and publishes instructions. If an LSE is involved in redeployment operations, it also has important responsibilities in this area as identified in FM 63-11.

The MMC issues instructions based on the reconstitution plan, theater stockage objectives, and the overall maintenance program. The TSC materiel manager directs units to turn in materiel to ASG units or the LSE. The supply unit receives, inspects, classifies, and stores turned-in materiel. The AMC AWRSPTCMD also has key responsibilities for retrograde of APS stocks in the theater (see FMs 100-17-1 and 100-17-2). The TSC provides materiel management support in the assembly areas for the following:

- Battle damage assessment (BDA) and emergency repair procedures.
- Item classification to include Class V.
- Requisition cancellation.
- Early recovery of APS.
- Oil analysis.
- Formation of maintenance contact teams.
- Coordination of contracted support services.
- Support from the TMDE team.
- Repair of materiel as needed. The maintenance units, the LSE, or contractors may repair items in theater or send items to repair facilities outside the theater. The TSC MMC identifies the items requiring redistribution instructions. Retrograde of materiel to CONUS or to other storage locations occurs continuously, but more extensively when redeploying forces. For Class I, II, III, IV, V, VI, VII, and IX items, the TSC--
  - Receives, identifies, and determines disposition.
  - Maintains accountability.

- Stores or prepares for shipment to the port or a theater storage location.

- Arranges for movement.

PLAN FOR OPERATION OF CONVOY SUPPORT CENTERS

The TSC is responsible for establishing and operating any required convoy support centers, to include aircraft support locations for units self-deploying by air. These centers are en route support locations for moving units. Depending on the distances to be traveled, the TSC establishes one of the following levels of support at these locations.

- Level I - minimal support (beverages, covered rest area, latrine, fuel, and limited maintenance).

- Level II - rest/refueling support (warm/cold meal, beverages, fuel, maintenance, covered rest area, and latrine).

- Level III - overnight support (all the functions of Level II, plus sleeping area and shower). Figure 3-1 depicts a notional center capable of providing Level III support.

PLAN FOR OPENING POE MARSHALING AREA

The TSC establishes and operates the POE marshaling area and assists with opening the port staging area for POE operations. The marshaling area should be separate from the staging area. Operations conducted within the marshaling area are primarily accomplished by the unit, with the ASG usually acting as a facilitator. It may be helpful to establish and operate a redeployment coordination center that provides oversight and supervision over the marshaling area and staging area. This center coordinates activities between these two locations and resolves movement conflicts.

PLAN FOR COORDINATING MOVEMENT TO POE MARSHALING AREA

Movements into the POE marshaling area must be carefully managed to avoid congestion and exceeding the capacity of the facility. Early planning in the AA/RAA ensures that units arrive at the POE on time and fill scheduled modes of transportation. The MCA controls movement into the port area.

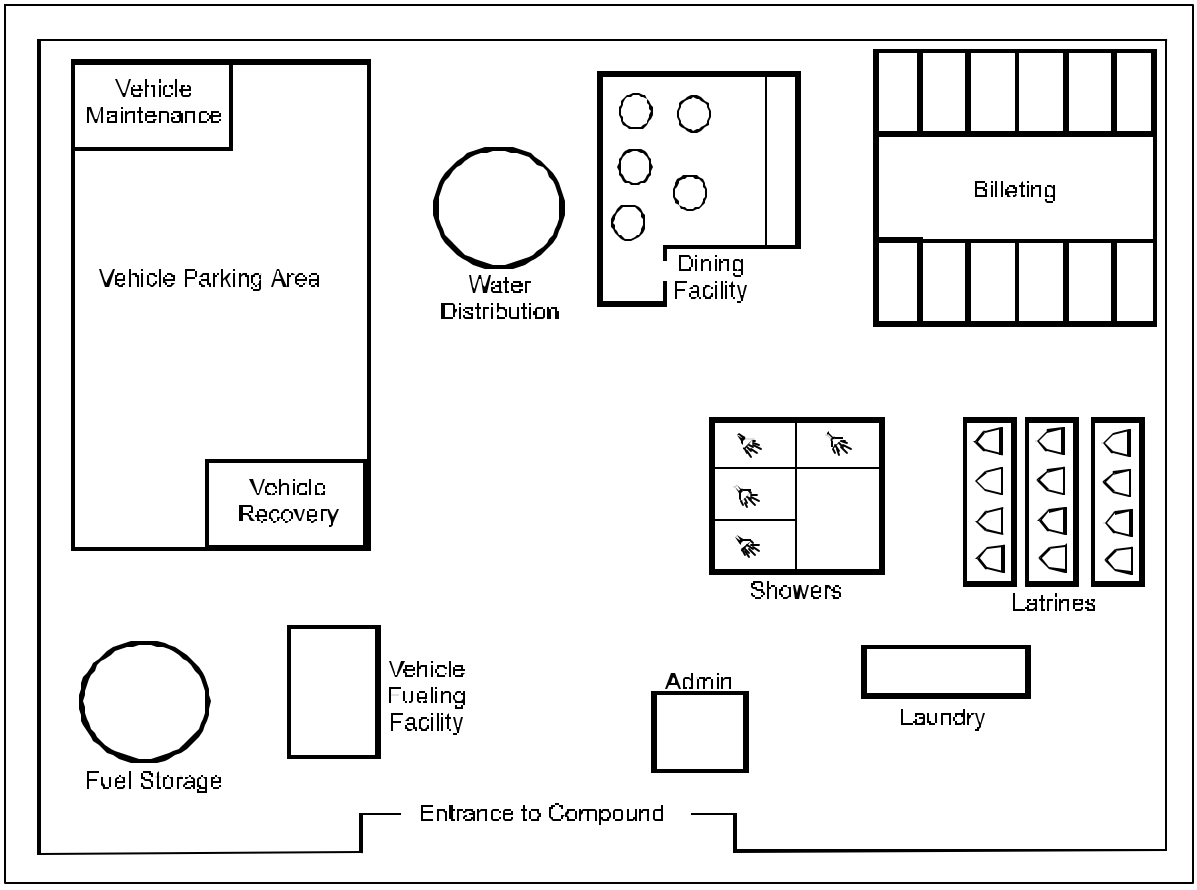


Figure 3-1. Notional Convoy Support Center

REDEPLOYING UNIT

Upon receiving a warning order, the unit starts the redeployment process. Units evaluate the assigned mission, current unit status, and requirements to accomplish the redeployment mission. If the unit is redeploying to another theater, it must also plan for employment in the new theater (see Chapter 2).

MOVE TO AA

The unit normally conducts a tactical movement to the AA and continues to receive CSS through normal support channels.

REORGANIZE

Unit reconstitution for redeployment involves those actions required to assemble and organize the unit, and to cross-level personnel, supplies, and equipment as necessary. Units are consolidated under their unit identification codes (UICs). They also inventory and verify equipment documents.

PROCESS PERSONNEL AND EQUIPMENT FOR REDEPLOYMENT

This process includes all actions that can be completed at the AA assuming availability of support assets and supplies. The items listed below are key elements that the unit should complete as early as possible in the redeployment process:

- Identify to supporting personnel managers those soldiers and civilians who will deploy as individuals. (Units must complete evaluation reports for eligible soldiers who will redeploy individually before the soldiers leave the theater.)
- Input status changes and other actions to pay and personnel systems.
- Process awards and decorations.
- Conduct medical screening (including shots, physicals, and dental checks).
- Provide stress control/family support reorientation briefings.
- Perform equipment checks and services in accordance with technical manuals.
- Conduct an equipment inventory (Class VII, organizational clothing and individual equipment (OCIE), and basic issue items (BII)).
- Refine the DEL. Any changes to the unit's equipment and container status must be reflected on the DEL.
- Verify ULN data with the supported JFC. Units ensure that assigned ULNs accurately reflect the unit's strength and equipment make-up.
- Draw equipment and supplies as required. Units draw equipment and supplies required to conduct follow-on missions, usually when redeploying to another theater.
- Requisition required parts.
- Schedule/defer required maintenance.

CONDUCT SECURITY OPERATIONS

Security operations at the AA are conducted in accordance with ARFOR and subordinate command guidance by the units, using organic equipment and personnel.

PACK AND LOAD CONTAINERS

Facilities and procedures for customs and agricultural supervision are established based the planned destination and types of equipment being redeployed. If units are to load equipment/containers within the AA, they must fully comply with agricultural and customs inspection requirements. Refer to Appendix C for further information on customs and agriculture inspections.

INITIATE DOCUMENTATION FOR MOVEMENT

Units may generate military shipment labels (MSLs) while still in the AA. Any equipment moving from the AA to the POE or POD primarily by rail must have MSLs applied prior to loading. The unit completes all documentation before loading. Documentation includes hazardous shipping declarations, papers, labels, placards, secondary cargo load plans/cards, packing lists, and MSLs. The unit completes the input to the DEL of actual weights, dimensions, and final destination before producing MSLs and applying them to equipment and containers. Units must ensure that actions to maintain total asset visibility (TAV), including in-transit visibility (ITV), during the redeployment process are complete. These actions should include preparation of radio frequency (RF) tags for containerized ammunition and other critical items as appropriate.

MANAGE TIMELINES

The ASCC/ARFOR commander provides planning guidance to the units. The unit commander uses the timeline to manage personnel, priorities, and efforts. He normally uses synchronization timelines that outline the flow of the unit through the redeployment process.

IDENTIFY BBPCT, CONTAINER, FLATRACK, AND 463L PALLET REQUIREMENTS

Units integrate redeployment guidance, such as mode of movement and equipment and supply turn-in directives, with unit status. This information is used to develop BBPCT, container, flatrack, and 463L pallet requirements. Units forward requirements to their higher headquarters or TSC.

VERIFY UNITS FOR REDEPLOYMENT AND CONDUCT TRAINING

Unit commanders complete verification statements and checklists indicating the status of the units. These are compared to the redeployment criteria published by the JFC and ASCC/ARFOR commander. Units meet all requirements outlined for redeployment prior to submitting the unit verification to higher headquarters. For follow-on missions to another theater, units may have to conduct specified training to meet JFC requirements.

CONDUCT WASH-DOWN AND CUSTOMS INSPECTION

The unit may perform the initial wash-down of equipment at the RAA. However, final wash-down and inspections occur at the POE.

PREPARE TO CONDUCT RAIL OPERATIONS

Rail operations depend upon theater capability and availability. Units configure all equipment moving to a SPOE for sea lift prior to rail loading. Rail moves from the AA may terminate at the marshaling area. Port calls may be published as early as arrival at the AA for rail movement depending upon theater rail system capability and availability. Rail transportation from the AA normally serves as in-theater transport and moves assets directly to the POE.

PREPARE TO PROVIDE LOAD TEAMS AND DRIVERS TO POE

Selected individuals may move from the AA to the POE to facilitate train download, SPOE staging, and vessel upload. The TSC or other support organization should identify these requirements prior to rail movement from the AA.

IDENTIFY EXCESS MATERIEL AND FOLLOW DISPOSITION INSTRUCTIONS

The unit processes all excess equipment and supplies as required by ARFOR/TSC guidance. The goal is to reduce unit movement requirements to the POE. For example, supplies required for tactical operations can be downloaded and turned in at the AA to reduce the unit movement requirements to other assembly areas or the POE.

RECEIVE EQUIPMENT AND SUPPLIES

When redeploying to another theater, units draw and receive the equipment and supplies required to conduct follow-on missions.

PREPARE FOR MOVEMENT TO POE

The unit normally moves from an assembly area to its POE marshaling area. This movement may require stops en route at TSBs or en route support locations. Units--

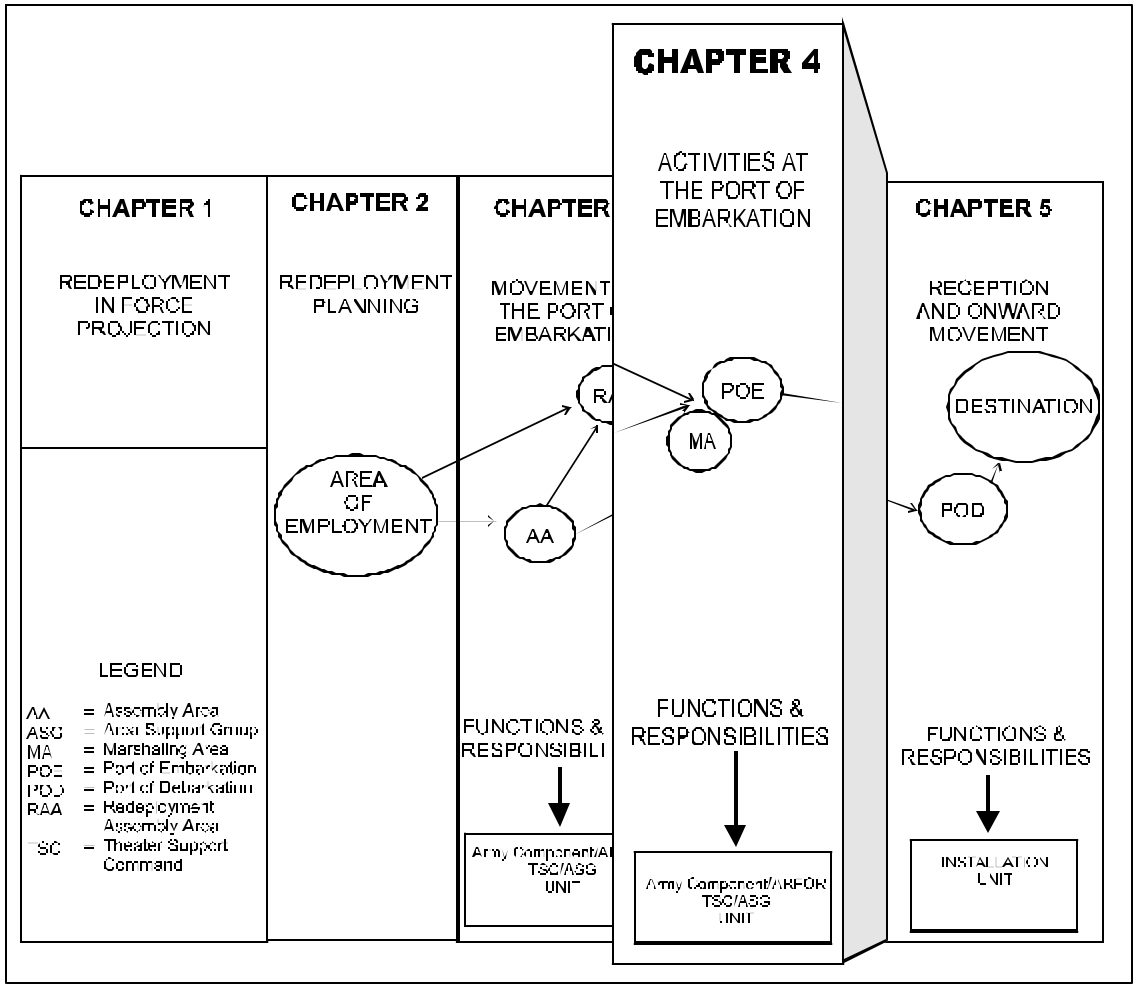
- Load equipment, containers, flatracks, and 463L pallets. Units coordinate with customs inspectors before loading containers, military vans (MILVANS), and so forth. Customs inspectors come "on-site" to inspect items for shipment and certify seals.

- Configure all equipment for transport: convoy, linehaul, and so on.

- Conduct pre-combat inspections (PCIs), including convoy safety and personnel movement briefs.

Chapter 4

Activities at the Port of Embarkation



OVERVIEW

Units usually redeploy through APOEs and SPOEs, though they may also use railways and roads. Typically, unit personnel redeploy by air, while unit equipment moves via sealift. This chapter discusses responsibilities and operations at POEs. Procedures at POEs are similar, whether units are redeploying to home stations or to another theater.

RESPONSIBILITIES

A number of organizations must synchronize their efforts at POEs to effectively conduct redeployment. This section discusses key POE responsibilities of several of the major organizations involved in redeployment. Activities of specific elements are covered in the rest of this chapter. ASCC/ARFOR and TSC functions and responsibilities are essentially the same regardless of the type of POE. Some unit functions are different at APOEs than at SPOEs; those functions are discussed separately.

ASCC/ARFOR

Support responsibilities of the tactical support organizations of ARFOR and their major subordinate elements diminish as units move through the POE. They act as the bridge between redeploying units and the TSC and other supporting organizations. In the approach to and at the port, they perform the following functions:

- Coordinate movements. They coordinate movement and non-organic transport requirements with the responsible MCA/MCT for movement to the POE.

- Transition CSS to TSC/ASG and other support activities. CSS units assigned to the tactical elements of the ARFOR may be conducting their own redeployments or may be required to support units still performing the tactical mission. In such cases, the COSCOM, DISCOM, and other tactical-level support organizations coordinate to transition support of redeploying units to the TSC/ASG and other EAC support organizations as required.

- Receive and publish port calls. The ARFOR receives port calls and notification to move to APOEs from higher headquarters and notifies units to move to the POE.

- Provide updated verified unit data as required. The ASCC/ARFOR or its subordinate commands update any changes to equipment lists after verification by units in accordance with guidance from the JFC.

- Monitor redeployment and resolve problems. The ASCC/ARFOR monitors redeployment operations and conducts necessary coordination with higher headquarters. It tracks unit movements from assembly areas to ports to ensure compliance with port calls and other published guidance.

THEATER SUPPORT COMMAND

As units move to and through the POE, the TSC/ASG or other designated support organization accomplishes the following:

- Coordinate with USTRANSCOM agencies. The TSC, through its MCA, coordinates with the Air Mobility Command (for strategic airlift) and MTMC (for strategic sealift).

- Control movements. The MCA controls movement from the combat zone (CZ) to the COMMZ. It also coordinates non-organic transportation support with other theater movement control elements. Port MCTs are positioned at air and sea ports to coordinate movement of personnel and cargo. Responsibilities include scheduling, controlling, and coordinating movements. They have ITV of personnel, unit equipment, and supplies moving to the port. They commit assigned modes and terminal assets according to JFC planning directives.

- Coordinate unit requirements during marshaling. Units frequently arrive in marshaling areas with special needs such as specialized maintenance requirements or help to alleviate driver shortages. The TSC assists in meeting these and other requirements to ensure the process at the port is not interrupted.

- Provide CSS. The TSC/ASG and other designated support organizations provide CSS to units within the port area.

- Update mission priorities. The TSC and other designated support organizations are responsive to changes in mission priorities to meet the JFC's intent. Effective planning and experienced personnel can help smooth the effects of short-notice changes.

- Operate required marshaling area and equipment turn-in sites. Support organizations establish turn-in sites when excess materiel must be disposed of.

In Operation JOINT ENDEAVOR/GUARD, LSE-Europe established an equipment turn-in location. This enabled units that had drawn APS equipment to turn in equipment close to marshaling areas in Bosnia rather than taking the equipment back to the original storage site in the Netherlands. The same procedure was developed to handle excess Class IX and other commodities. As these stock levels increased, equipment and supplies were marshaled according to destination, and shipment was coordinated with an MCA.

- Manage and issue containers, flatracks, and 463L pallets. The MCA or movement control battalion has this responsibility. It reviews requests for these items and ensures that these resources are positioned when and where needed.

- Open staging area. The staging area is within the POE operations area. The opening of this area occurs simultaneously with the opening of the nearby POE marshaling area.

- Operate staging area support sites. There may be requirements to set up external support sites which support the staging area, such as driver holding areas. The TSC establishes and maintains these sites as required.

- Provide DACG support as required. A cargo transfer company is typically assigned the DACG mission. It conducts airfield clearance operations by reviewing and processing planeloads for release.

- Provide PSA support as required. The PSA is a temporary military augmentation organization. It is under the operational control (OPCON) of the port operator and assists in handling cargo. The PSA mission may be accomplished by rotating deploying units or designating a specific unit for the duration of the redeployment. Designation of a single unit is more effective.

UNIT

Units may need to move equipment to APS turn-in sites while also moving personnel and equipment to POE marshaling areas. When they arrive at the port, they complete processing for strategic movement. They perform the following activities:

- Send a liaison officer to the POE operations area and equipment turn-in/issue site. When the unit arrives at the marshaling area, it dispatches a liaison officer to conduct coordination and identify unit requirements (such as drivers).

- Move equipment to the turn-in site and process equipment. The unit prepares and processes APS equipment for turn-in at the APS site. It may be directed to provide drivers and other necessary support. AWRSPTCMD/USAMMA site managers are responsible for receiving equipment at APS storage sites, to include Army pre-positioned afloat (APA) vessels.

- Move load teams to the POE. Load teams form part of the PSA. The liaison officer coordinates the movement of the load teams to the POE. These teams primarily consist of equipment operators who drive unit equipment from the staging area to the lift asset.

- Coordinate transition of CSS responsibilities. The responsibility to provide the unit with CSS in the port area transitions from the tactical-level CSS elements of the ARFOR to the TSC/ASG or other designated support organizations, if not previously transferred. Unit support personnel coordinate with the TSC and other support elements to ensure smooth transition.

- Conduct unit customs and wash-down inspections. All vehicles and equipment returning to CONUS must pass Department of Agriculture

cleanliness standards prior to redeployment. Because of the potential for harm to agricultural crops, units must thoroughly clean vehicles and equipment to remove residual soil. Unit wash-down and customs inspections ensure that equipment meets stringent agricultural standards. After units have cleaned vehicles and equipment, customs officials inspect them. Units must rewash items failing the inspection. When wash-down and inspections are complete, MSLs may be applied (see Appendix C).

- Coordinate movement to the staging area. Units receive and publish guidance and timelines for movement from marshaling areas to POE staging areas. Units must have their port calls/notification to move to APOEs prior to movement to the POE staging area.

- Load containers. During marshaling, units load containers that have not already been loaded in the RAA.

- Configure equipment for transport. Units load all equipment with secondary loads. They prepare and configure equipment for transport in accordance with the most restrictive requirement. This is determined by the mode of transport identified for that equipment. For example, equipment may move to an SPOE via rail, but the ship configuration is more restrictive than the rail configuration. Therefore, the unit must configure the equipment for vessel movement prior to loading equipment onto the train.

- Prepare documentation. The unit completes all documentation (hazardous papers, labels, placards, secondary cargo load plans, cards, packing lists, and MSLs) prior to load and lift. It must complete the input to the DEL (actual weights, dimensions, and final destination) before applying MSLs to equipment and containers. The MCA is responsible for assisting units with their DELs when redeploying from theater. The unit must ensure all necessary information/data is loaded into each RF tag used. At a minimum, RF tags should be attached to all sensitive item containers and equipment. Updated information concerning AIT will be posted on the CASCOM web page located at http://www.cascom.army.mil/automation/Auto_ID_Technology/.

- Conduct security operations. Units coordinate their security operations with the organization designated by the JFC/ASCC/ARFOR commander to provide security at the POE. Because of the low level of unit capability as the unit configures for strategic movement, the unit depends significantly on the responsible organization for security.

MARSHALING ACTIVITIES

JP 1-02 defines marshaling as "the process of assembling, holding, and organizing supplies and/or equipment, especially vehicles of transportation, for onward movement." During redeployment, marshaling involves separating personnel and equipment at or near the POE and preparing equipment for shipment. To avoid congestion in the ports, marshaling typically occurs in marshaling areas as near the port as possible. Establishment of marshaling areas is the responsibility of the designated logistics agency. Figure 4-1 depicts a representative marshaling area with associated activities. Essentially the unit prepares personnel and equipment for processing through the POE operations areas. Units may conduct some marshaling in assembly areas (AAs and RAAs) when lack of sufficient available space or other factors prevent the establishment of separate marshaling areas.

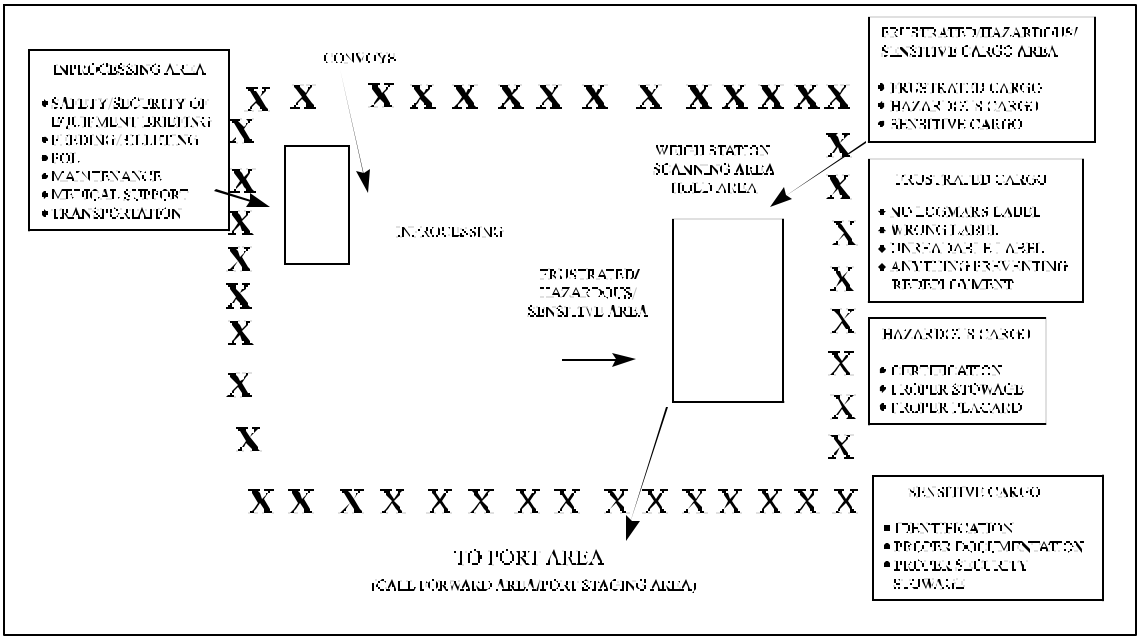


Figure 4-1. Representative Marshaling Area Operations

Unit activities in the marshaling process are the responsibility of the redeploying unit commander. He is responsible for completing the functions required to prepare equipment and personnel for loading aboard strategic lift. The unit may move by air, rail, ship, or barge. Marshaling operations are specific to the mode of transportation, but they have similar preload requirements. The following paragraphs address marshaling considerations and unit responsibilities for each type of movement.

SPOE

SPOE marshaling operations prevent congestion within the terminal area and provide space for sorting vehicles for vessel loading. This is the final en route location for preparation of unit equipment for strategic movement prior to the equipment entering the port staging area. Equipment should arrive within 48 hours of the ship-loading time by rail or truck. Equipment arriving in a marshaling area is segregated in accordance with the cargo stowage plan. When a separate marshaling area is not available, units enter directly into the port staging area.

The unit prepares helicopters arriving at the SPOE marshaling area for vessel movement. Helicopter cocooning includes reduction, defueling, packing, and shrink wrapping. If space is available inside the SPOE, the unit cocoons the helicopters as close to the vessel as possible to reduce damage to the helicopter during movement.

APOE

Marshaling activities should take place as close as possible to the departure airfield. Marshaling area locations should facilitate airfield operations and the functioning of the redeploying unit.

If required, a heavy drop rigging site provides parachute packing, airdrop equipment inspection, storage, and airdrop rigging support. An important function during redeployment that occurs at this site is retrieval of airdrop equipment used in the theater.

Unit responsibilities specific to the APOE marshaling area are as follow:

- Establish liaison with the DACG and other supporting agencies. The unit liaison is certified in air movement operations.
- Conduct a unit-level inspection of equipment before entry into the marshaling area.
- Provide personnel for security of equipment.
- Conduct pre-joint equipment inspections with the DACG.
- Prepare helicopters for air movement.
- Perform final preparation of vehicles and equipment according to air transport guidelines. This includes weighing and marking the center of balance on vehicles.
- Prepare documentation to include load plans, manifest, and shipper's documentation.
- Ensure adequate shoring material is on hand and readily available.

- Assemble personnel, supplies, and equipment into aircraft loads according to established load plans.
- Ensure planeload or troop commanders are appointed and properly briefed on their responsibilities.
- Provide escorts for sensitive items.
- Develop an alternate (bump) plan for chalks in the event aircraft become non-mission capable. A chalk is a grouping of personnel, equipment, or materiel that constitutes a complete load aboard an aircraft.
- Ensure equipment and personnel arrive in chalk order.
- Pass control of unit aircraft loads to the DACG at the CFA after the equipment has gone through the joint inspection.

RAILHEADS

Railways are important resources when available. Railheads may serve as intermediate locations for transport to APOEs and SPOEs. In some circumstances they may serve as a primary means for transporting equipment to final destinations (for example, returning equipment from Bosnia to central European storage facilities). The following activities are involved when railways are a part of the redeployment process:

- Sequence loads for rail spurs. The ASCC/ARFOR/TSC develops and publishes the rail load plan on the basis of the TPFDD and corresponding DELs.
- Finalize rail load. The TSC/ASG or other designated support organization manages railhead operations in the marshaling/staging areas. Units provide drivers, tie-down teams, safety monitors, and others, as directed by the TSC/ASG.
- Move to rail staging area, if a separate one is required. Equipment is cleaned and customs cleared before arrival at the rail staging area if the equipment is going directly from the train to be uploaded on a vessel or aircraft.
- Move to the railhead and load the train. The unit provides documentation for rail transport to the MCA responsible for railhead operations. The MCA consolidates and coordinates all rail movements with the carrier.

ENTRY TO POE OPERATIONS AREA

Whether the unit is moving from the POE marshaling area or directly into the port from an en route location, provisions must be made to complete several key processes. Unit load teams and drivers begin this phase when they arrive at the POE. Load teams drive their equipment from the marshaling area to, and usually onto, the transportation provided. Customs inspections may occur at any node during redeployment. Personnel and equipment have separate processing requirements.

EQUIPMENT/CARGO PROCESSING

Before entering the POE operations area, units complete final wash-down, customs inspections, and documentation. All equipment is inspected to pass agricultural standards. The unit must complete all documentation before loading. This includes hazardous shipping declarations, papers, labels, secondary cargo load plans, cards, packing lists, and MSLs. The input to the DEL (actual weights, dimensions, and final destination) must be completed prior to MSL application to equipment/containers. Processing normally requires a separate sterile area close to the loading area to prevent compromise of agricultural clearances. After acceptance by the POE processing agent, equipment, as well as personnel, are quarantined until loaded aboard strategic lift.

PERSONNEL PROCESSING

Units conduct a final manifest call. They process personnel (check identification tags and cards, earplugs, and other items as directed) and develop a manifest. Anti-hijacking briefings are conducted and weigh-in of personnel and equipment is completed. Processing actions for commercial charter aircraft are in accordance with commercial charter instructions and joint transportation regulations. Personnel process hand-carried items with customs inspectors and fill out declaration forms.

The ASCC/ARFOR commander may consider developing procedures to specifically address the movement and processing needs of mobilized personnel who will be returning to reserve status. Such solders may process using such procedures designed for their specific situations (units that have been deployed partially or replacement soldiers deployed individually).

The status of such individually deployed personnel and partially deployed units differs from whole unit mobilizations brought into active status under a higher level call-up authority such as partial mobilization. These larger units are considered to be Active Component (AC) units after mobilization and are redeployed using the same procedures as those used for all Army forces. As mentioned in Chapter 5, they are processed through demobilization centers in CONUS or designated OCONUS facilities to return to peacetime operations.

APOE OPERATIONS

An APOE has three major areas, excluding any associated marshaling areas, as depicted in Figure 4-2. Within these areas, the DACG and the tanker airlift control element (TALCE) control operations. The DACG is typically tailored from a cargo transfer company. The DACG coordinates all unit efforts at the APOE. A port MCT is the interface between the unit and the DACG. It controls all movement of redeploying units on the airfield up to the point of the ready line. At the ready line, the TALCE assumes control and coordinates movement to the aircraft. The TALCE coordinates the airlift operations at the APOE. The following discussions address the activities and responsibilities of key organizations at each area of the APOE.

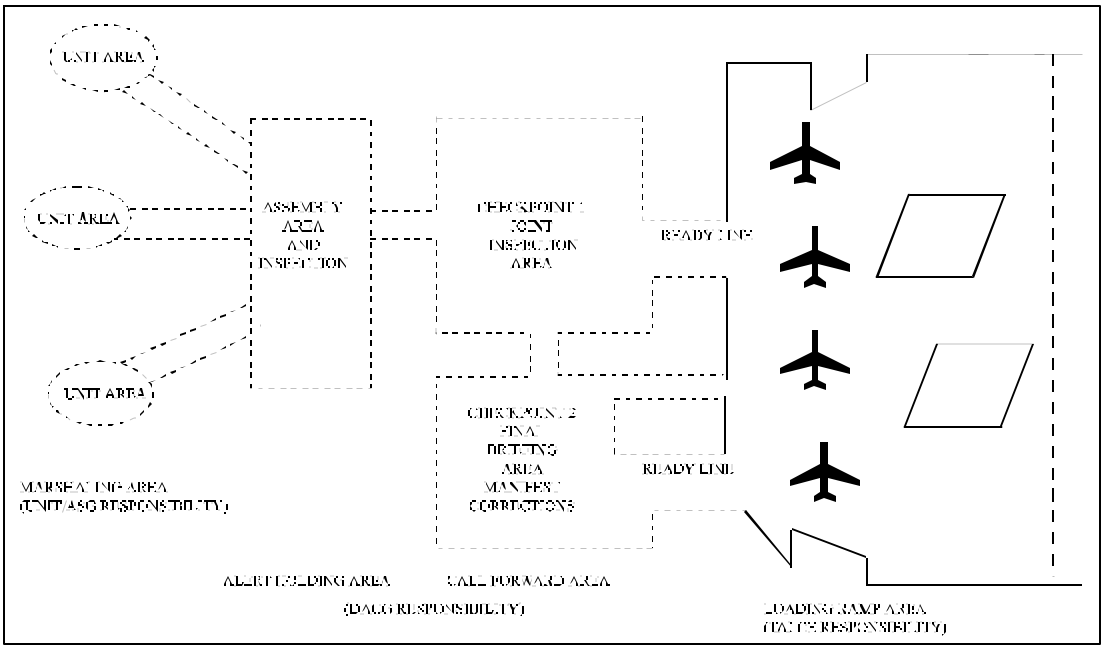


Figure 4-2. Notional Aerial Port of Embarkation

ALERT HOLDING AREA

The alert holding area is the equipment, vehicle, and passenger control area. It is located in the vicinity of the departure airfield. It is used to assemble, inspect, hold, and service aircraft loads. Control of loads transfers from the redeploying unit to the DACG at this point.

At the alert holding area, the **unit**--

- Provides the DACG with the passenger and cargo manifest. Units ensure the accuracy of these and all other required documentation for boarding passengers and loading cargo.

- Ensures aircraft load arrival. Loads must arrive at the times specified by the DACG. Vehicle drivers remain with vehicles until released.

- Corrects load discrepancies. The unit corrects all discrepancies identified during pre-inspection.

The **DACG** directs unit personnel using the liaison officer or C2 structure provided by the unit. At the alert holding area, the DACG--

- Confirms load arrival and accuracy. Arrival at the alert holding area at the time agreed upon by the unit and TALCE is critical. The DACG receives, inventories, and controls aircraft loads as they arrive at the alert holding area. DACG representatives also inspect to ensure that loads are complete and correctly prepared. Required shoring, floor protection materials, and 463L dunnage must be available.

- Verifies weight and balance markings. These markings have important safety implications and must be accurate. The DACG normally establishes a discrepancy correction area.

- Inspects HAZMAT documentation. Documentation must be accurate and complete. Failure to accurately complete HAZMAT documentation can have catastrophic consequences if incompatible hazardous materials are shipped together.

- Provides required services. The DACG provides emergency maintenance; petroleum, oil and lubricants (POL) resupply; and materiel handling equipment (MHE) as required to outload.

- Directs aircraft loads to the CFA. The DACG calls loads to the CFA for joint inspection (JI).

CALL FORWARD AREA

The CFA is the departure airfield location where a unit representative, a member of the DACG, and the TALCE conduct the JI. They complete a DD Form 2133 (Joint Airlift Inspection Record) to indicate to the aircrew loadmaster that the inspection team has completed the required inspection. (See Appendix B.) The unit corrects any discrepancies, and the inspection team checks to ensure the problems are corrected. The redeploying unit receives a final briefing, and all manifests are reviewed for accuracy.

Specific functions of the redeploying unit at the CFA are as follow:

- Moves equipment to the CFA. The unit moves vehicles with drivers forward in chalk (load) sequence.

- Conducts the JI with the DACG and TALCE. They verify all weights, markings, fuel levels, operational conditions of vehicles, cleanliness, and HAZMAT status.

- Ensures that vehicles and drivers, pallets, and equipment are in the call forward chalk (load) sequence. Establishing proper load sequence compatible with the type of lift is vital to maintaining a smooth flow through the POE.

- Moves to-accompany-troops (TAT) equipment to the CFA. Units may have to maintain security, supply, maintenance, and accountability of TAT equipment as they prepare for strategic lift. If TAT or not-authorized-for-pre-positioning (NAP) equipment is to be loaded immediately, an accountable officer ensures that related property accountability documents move with the main body of the unit. If the equipment reaches the APOE after the main body departs, the unit leaves related documentation with the rear detachment.

- Moves equipment to the ready line. After loads have passed inspection, the unit moves equipment to the ready line, where it is segregated by load and released to the TALCE for loading.

At the CFA, the **DACG--**

- Establishes APOE communications. It must be able to communicate with the TALCE and redeploying units.

- Participates in the JI. The DACG ensures that the unit corrects discrepancies found during the JI.

- Ensures correctness of passenger/cargo manifests. The DACG coordinates with the unit and helps correct manifest discrepancies.

- Reassembles aircraft loads. If an aircraft aborts or there is a discrepancy in the planned aircraft cabin load, the DACG reassembles aircraft loads with the assistance of the TALCE and prepares required manifest changes.

- Maintains status of scheduled air movement. The DACG maintains statistical data to account for the current status of all unit personnel and equipment scheduled for air movement.

- Maintains the movement timetable. The DACG ensures that the unit adheres to the established movement timetable.

- Provides loading team resources. The DACG provides personnel and support equipment, to include one pusher vehicle per load team.

- Provides safety devices. The DACG provides gloves, goggles, ear protection, and reflective devices for load team members.

- Escorts aircraft loads to the ready line. The DACG ensures that all personnel are briefed on flight line safety, including driving procedures, smoking rules, and other applicable local safety requirements.

- Retains required documents. The DACG retains a final corrected copy of each passenger/cargo manifest and inspection record.

- Provides needed services and facilities. The DACG provides fuel and defuel capability and establishes passenger holding areas as required.

At the CFA, the **TALCE**--

- Coordinates load changes. It informs the DACG of all required changes to the load configurations.

- Participates in the JI. As previously noted, the TALCE conducts the JI with the unit and DACG.

- Provides briefing information. The TALCE provides passenger briefing guides for the passengers' representative to brief the troops for on/offload procedures. It also furnishes a guide for briefing vehicle drivers and passengers on flight line safety, driving procedures, smoking rules, and special precautions.

- Provides load team chief. A team chief for each loading team trains and supervises personnel detailed to load equipment aboard aircraft.

- Provides passenger escorts. For flight line safety, the TALCE provides escorts for passengers moving to the aircraft.

- Coordinates with the DACG for movement to the ready line. The TALCE notifies the DACG when to dispatch loads to the loading ramp area ready line.

- Provides airflow information. It provides this information to the DACG as required.

READY LINE AND LOADING RAMP AREA

The TALCE controls the loading ramp area, including the ready line area. The ready line is a sterile area with controlled access where the equipment and personnel await aircraft loading. At this point, control of units for movement purposes passes to the Air Mobility Command. When notified, unit personnel and equipment move to the ready line to complete loading.

At this point, the **DACG** performs the following functions:

- Transfers control to the TALCE. The TALCE becomes responsible for controlling and monitoring the aircraft loading operations.

- Provides load teams. The DACG assists in loading and securing aircraft loads as required by the load team chief.

- Coordinates with the redeploying unit. The DACG maintains coordination with the unit or its representative throughout the loading process.

- Coordinates load completion time. The DACG obtains aircraft load completion times from the TALCE.

The **TALCE** maintains liaison and coordination with aircraft crews, the DACG, and redeploying units. The TALCE--

- Accepts planeloads. The DACG passes the loads to the TALCE. If a TALCE representative is not available, the aircraft loadmaster accepts the load.

- Conducts safety briefings. The TALCE ensures that everyone is briefed on flight line safety.

- Coordinates load positioning. It ensures that each aircraft load is positioned at the proper aircraft at the specified time.

- Coordinates loading. It maintains coordination with aircraft loadmasters and ensures that loads are placed aboard aircraft on schedule.

- Provides loading equipment. The TALCE provides and operates MHE and special loading equipment where required.

- Provides documentation. It provides aircraft loadmasters with required copies of the passenger/cargo manifests and retains copies for TALCE files.

The **loadmaster** is responsible for loading the aircraft. The **load team** includes drivers and a small group of soldiers who load, tie down, and assist the loadmaster in loading the aircraft. They--

- Receive loads at the ready line.

- Coordinate loading operations. The aircraft primary loadmaster directs the load team through the team leader to ensure all equipment and supplies are properly restrained in the aircraft.

- Coordinate special assistance requirements. They coordinate with the TALCE ready line coordinator for special assistance or equipment needed.

- Collect passenger/cargo manifests from the TALCE. The load team chief passes copies of these to the aircraft primary loadmaster.

- Inform the TALCE of the load completion times. The team chief passes load times to the airlift operations center (AOC) section of the TALCE.

The **planeload commander** or **troop commander** monitors and controls aircraft passengers and retains one copy of the final passenger/cargo manifest. He provides assistance in loading and securing the aircraft load as requested by the load team chief. He also ensures that vehicle drivers and equipment operators follow the

instructions of the load team chief or primary loadmaster while loading equipment on the aircraft.

SPOE OPERATIONS

Units normally move to the SPOE marshaling area from their assembly areas or an en route location. However, units may have to move directly into the SPOE staging area. Figure 4-3 depicts a notional SPOE. Some SPOEs may not have total use of the port area. Managers and operators must closely coordinate their activities with host nation authorities as well as joint and multinational elements. Joint-use facilities and limited real estate availability require port authorities and redeploying forces to modify processes to accommodate the capabilities.

MTMC

As the single port manager (SPM), USTRANSCOM through MTMC directs water terminal operations to include supervising movement operations, contracts, cargo documentation, security operations, and the overall flow of information. When necessary in areas where MTMC does not maintain a manned presence, a port management cell is established. The SPM is responsible for providing strategic deployment/redeployment information to the JFC and to workload the port operator based on the JFC's priorities and intent. The actual organization of the MTMC unit varies with the number of terminals involved.

The geographic combatant commander has several options available for the port operator, including use of a deployable transportation group or MTMC, under a command arrangements agreement (CAA), to operate some or all of the theater water terminals.

Early in a force projection operation, supported combatant commanders regulate the transportation flow by ensuring that adequate support and reception assets, effectively coordinated through a theater reception plan, are either available at the POD or deployed early in the movement schedule to facilitate theater distribution and RSO&I. This will expedite the reception of personnel and materiel in the operational area. Likewise, as forces prepare to redeploy, operations at and near the ports must be planned with the same care.

During force projection operations under hostile conditions, soldiers may have to perform many of the port functions. Once hostilities subside or cease, these types of activities may transition to MTMC-administered contract operations. The commander decides when the threat level will permit this transition. In cases such as a major theater war, this may not occur until some point during the redeployment process, if at all. A well planned HNS contract agreement should reduce the US military support footprint in theater and reduce the need for early deployment of supporting units. During redeployment, it may mean that Army transportation units in theater may redeploy earlier to home station or another theater.

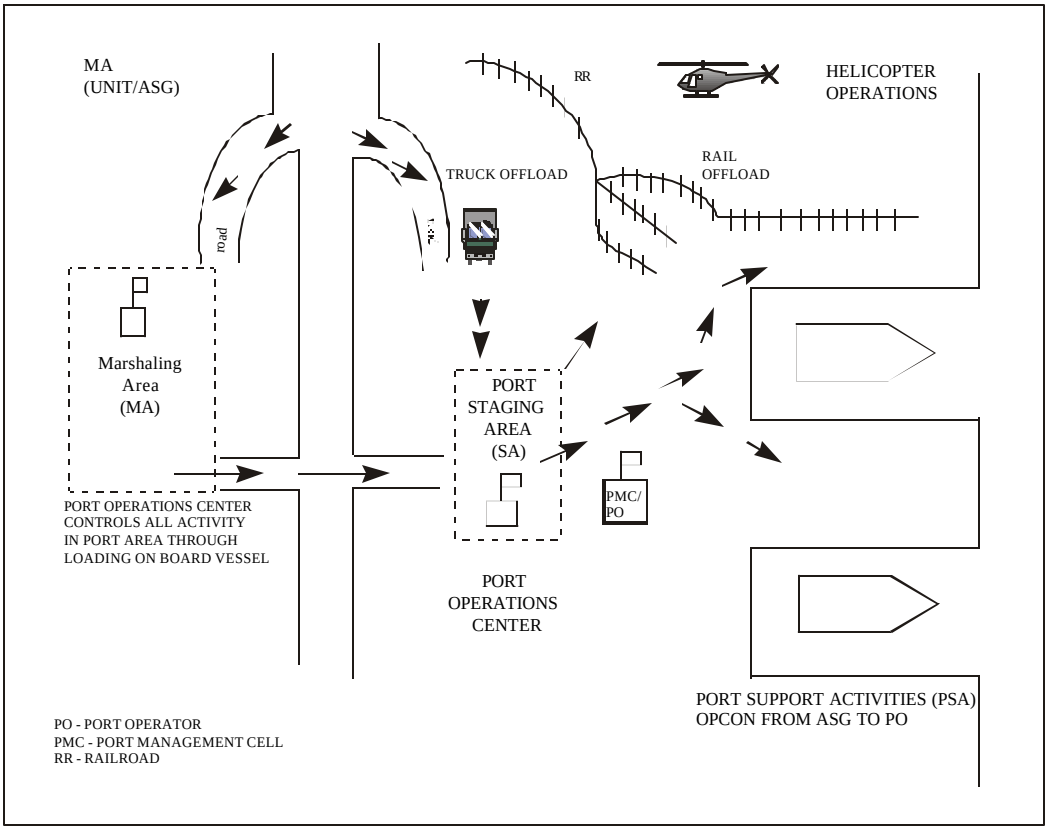


Figure 4-3. Notional Sea Port of Embarkation

PORT SUPPORT ACTIVITY

The mission of the PSA is to ensure that the equipment of redeploying units is ready to be loaded onto vessels and to operate unique equipment in conjunction with ship-loading operations at the SPOE. PSA assets come from the ASG or other designated support organization. The makeup and operation of the PSA are tailored to the type, size, and mode of transportation of units passing through the port. The PSA performs the following functions:

- Conduct equipment maintenance. The PSA performs maintenance and provides limited repair parts support as required.
- Correct load deficiencies. It corrects improperly secured loads and equipment configuration deficiencies.
- Provide security. The PSA must ensure that provisions for security of sensitive (protected) and classified cargo are adequate.
- Assist with aircraft fly-in operations. Activities include fire protection, defueling, and disassembling. If necessary, the PSA may include an air traffic control element.

- Provide personnel for loading. The PSA provides operators for all types of equipment and personnel who may assist in loading and offloading the vessel.

SUPERCARGOES AND OFFLOAD PREPARATION PARTY

The redeploying unit may have to provide supercargoes to accompany unit cargo aboard ships. Offload preparation parties (OPPs) may deploy with the advanced party to assist in vessel discharge.

An OPP is a temporary task organization, normally consisting of mechanics and equipment operators, assembled to help discharge the unit's equipment and supplies at the SPOD. OPPs are particularly important when the unit is redeploying to another theater. Their assistance in preparing equipment for operations and in off-loading it can reduce the time required for RSO&I in the new theater.

Supercargoes are redeploying unit personnel designated on orders to accompany, secure, and maintain unit cargo on board a ship. They also perform a liaison role during cargo reception at the SPOE, shipload and discharge operations, and POE port clearance operations.

Supercargo requirements are coordinated through the MTMC port manager. Unit commanders may recommend the number of personnel required; however, the Military Sealift Command determines the actual number of supercargo personnel permitted on board based on the berthing capacity. The composition of the team depends on several factors including the number of passenger berths available, the amount and types of vehicles/equipment redeploying, and the number of units with equipment loaded on the ship.

REDEPLOYING UNIT

Units must perform certain actions on arrival at the SPOE. They--

- Link up with the PSA. The unit reviews the POE operations area and procedures with the PSA. Together they identify potential problem areas.

- Integrate with POE security operations. Unit personnel are briefed on the SPOE security operation as directed by the PSA. The unit augments existing security forces where required within its constrained capability.

- Conduct final inspection with the port operator. Units verify all weights, markings, and fuel levels. Units comply with regulations concerning control or disposal of HAZMAT to include Class V supplies. They also conduct a final compliance check for any equipment that has been exposed to NBC hazards.

- Perform maintenance. Units put equipment in operating condition and prepare it for loading. Units confirm that vehicles and equipment meet cleanliness standards.

- Prepare helicopters for loading. As previously mentioned, units prepare helicopters for loading as close to the vessel as conditions allow.

- Establish a unit liaison with the MTMC port management cell.

As vessels are prepared for loading, the port operator calls equipment to the port staging area based on the call forward plan. The PSA performs functions such as driving vehicles and correcting deficiencies not corrected in the marshaling area. When the port operator notifies the unit to move to the port staging area, the unit is responsible for the following functions:

- Prepare loads in load sequence. Units arrange equipment and vehicles with appropriate drivers IAW the call forward plan.

- Conduct the final inspection. Units complete joint inspections with the port operator.

- Move supercargoes to the port staging area. The troop commander must ensure proper life support for supercargoes during the loading process.

- Provide documentation. Units pass required load documentation information to the port operator. They consider special loading techniques.

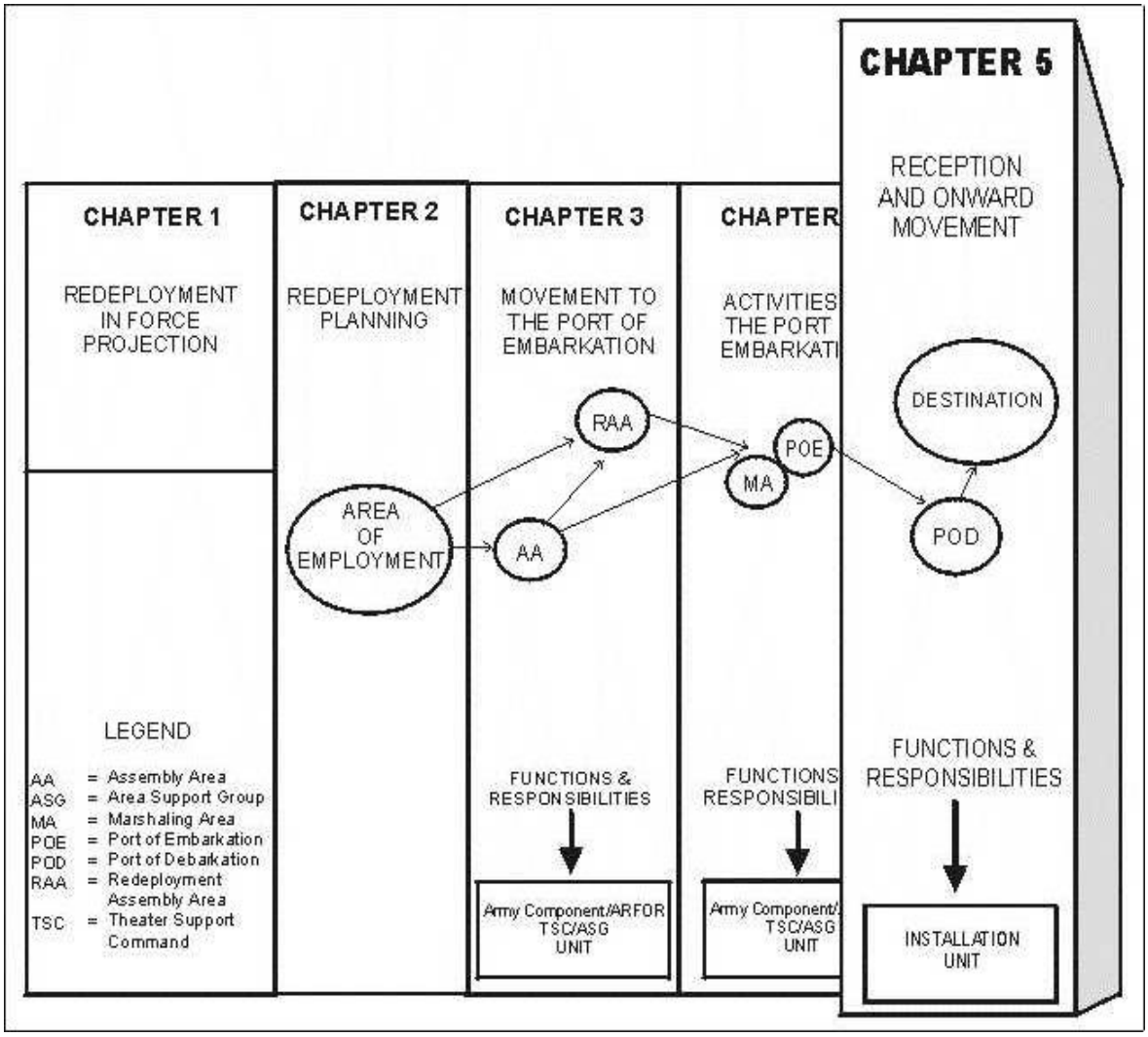
- Load strategic lift. Unit drivers augmenting the PSA move equipment from the SPOE staging area to vessels at the direction of the PSA.

TRANSFER OF UNIT CONTROL DURING STRATEGIC LIFT

From boarding at the POE until offloading at the POD, passengers and cargo are under the authority of USTRANSCOM. If redeploying to another theater, Army commanders retain command of units and report to the gaining command. When redeploying to home station, the home station parent command assumes C2 of units at PODs. The home station command monitors the redeployment process from PODs to home station and resolves problems.

Chapter 5

Reception and Onward Movement



OVERVIEW

Units may redeploy to home/demobilization stations in the US or overseas; they may also redeploy to another overseas location for operations. In the first case, RSO&I is a matter of reception at the POD and movement to and activities at home/demobilization stations. If the unit redeploys to another theater, its actions from the POD to assumption of new missions are governed by the principles in FM 100-17-3. Since FM 100-17-3 covers RSO&I in a new theater, this chapter

primarily focuses on the process for units redeploying to home/demobilization stations.

RECEPTION

Reception is the process of offloading personnel and equipment from strategic or operational transport, marshaling local transport, and providing life support to redeploying personnel. The supporting installation (SI), ASG, or other supporting organization, along with the commander receiving the forces, develops a reception and onward movement plan for all arriving forces and equipment. When possible, commanders of redeploying units send advance parties to coordinate the processing of those units. One of the primary requirements during this phase is coordinating the onward movement of forces to their destinations. This coordination requires personnel who know the unit, its movement configurations, and capabilities of the destination installation to provide necessary procedures and facilities for arriving unit personnel and equipment.

Once cargo arrives at the destination SPOD, the SI or other designated support organization has the primary role of coordinating with the MTMC port manager for reception and onward movement of the cargo. MTMC supports the same functions as it does for deployment. The MTMC water terminal, under port management of an active component MTMC transportation unit or activated reserve transportation terminal brigade/battalion (TTB), with support of a PSA, coordinates for commercial transportation support or unit organic lift capability for purposes of port clearance. MTMC works closely with the PSA and installation transportation officers (ITOs) to monitor the arrival of the returning equipment. All of the cargo is monitored by the transportation control number (TCN) assigned to it through the Transportation Coordinator-Automated Command and Control Information System (TC-ACCIS) or TC-AIMS II. Maximum utilization of available lift assets may require passengers, unit equipment, and materiel to be marshaled at PODs for consolidated movement. The ITOs receive the movement documents for all equipment that flows through their areas of responsibility. The ITO receives the commercially delivered assets, processes all paperwork, and releases the equipment to the unit. It is the unit's responsibility to account for all equipment. The units accomplish this accounting using the master DEL created through TC-ACCIS/TC-AIMS II in the theater of operations.

SUPPORTING INSTALLATION FUNCTIONS

The SI, identified in Army Regulation (AR) 5-9 by geographical area, has the responsibility for planning and executing the return of units from the POD. Units redeploying to a foreign location are supported by a TSC/ASG or other organization that performs the functions of the US installation. In preparation for redeployment, the installation coordinates the actions and location of required support for the arrival ports and airfields. It coordinates with the PSA and arrival airfield control group (AACG), and establishes en route support sites as required by the redeployment plan.

Specific support functions provided by an SI may be stipulated in interservice or intraservice support agreements. Certain installation functions and responsibilities are essential. In the United States, specific installations identified in US Army Forces Command (FORSCOM)/Army National Guard (ARNG) Regulation 55-1 perform the PSA and AACG functions. The SI provides security assistance as needed through military police at the installation. The SI also coordinates with MTMC and other affected agencies to perform inbound freight, rail, air, and highway operations. This includes providing commercial transportation, MHE, and container handling equipment (CHE) as needed. It monitors operations, resolves problems, and reports as required to higher headquarters and other coordinating organizations.

SUPPORTING UNITS FUNCTIONS

Supporting units (ARNG, US Army Reserve (USAR), or other non-deployed units) provide assistance when tasked by the SI. These support functions may include receiving unit personnel and equipment or augmenting the PSA or AACG.

REDEPLOYING UNIT FUNCTIONS

After the lift arrives at the POD, the unit begins the download. Support units and non-deployed home station personnel assist the unit. A reception is usually held for the unit. Unit responsibilities at the POD include:

- Provide download teams and drivers. The SI may task redeploying units to provide download teams, drivers, and equipment to support POD operations. Personnel and equipment may be provided from destination (home station) elements or from elements arriving at the POD. For example, the APOD download team may be the aircraft passengers.

- Process personnel and equipment for movement through the marshaling area. Upon discharge of a vessel, all equipment is received and staged by military or civilian stevedores. The PSA organizes the equipment to facilitate movement to the final destination. The equipment may be configured into unit sets, organized by type of equipment, or configured for movement by a certain type of transport (truck, rail, barge, or air).

- Coordinate for customs clearance inspections with the port operator. Although most customs operations are conducted at the POE in theater, there may be additional customs requirements at the POD.

- Complete equipment inspections and process movement documentation. After download and staging at the POD, equipment is prepared for movement. This preparation includes safety inspections and briefings, maintenance operations, and fueling. Documentation at the POD staging area may include unit receipt documents which show that the unit gained control of equipment for convoy operations. All equipment moving to the destination must be accompanied by copies of documentation. This includes

hazardous material shipping declarations, papers, labels, placards, secondary cargo load plans, cards, packing lists, and MSLs. The unit regenerates any lost or incomplete documentation at the POD before movement.

ONWARD MOVEMENT

Onward movement is the process of moving personnel and accompanying materiel from reception, marshaling, and staging areas to their destinations. The SI is responsible for support of arriving forces until they arrive at their destination. It also assists them in onward movement. It may help obtain access to transportation assets as well as required clearances. In the US, the SI's ITO coordinates with the Defense Movement Coordinator (DMC) within each state. The DMC is responsible for approving convoy clearances and coordinates with the state Department of Transportation (DOT) for obtaining special hauling permits.

The preferred method for onward movement is typically the same as used in the fort-to-port portion of deployment. If moving by road, the unit conducts serial/convoy operations in accordance with standing operating procedures (SOP) and installation guidance, including convoy clearances and movement times. It submits status reports as required by higher headquarters.

If the unit moves by rail, the following functions apply:

- Sequence load for trains. The port authority or MTMC develops and publishes the rail load plan. Units conduct rail operations as required by this guidance.

- Organize for rail loading. The installation with POD responsibilities operates railheads at the POD. Units provide drivers, tie-down teams, safety officers/noncommissioned officers (NCOs), and other resources as directed by the installation.

- Move to the railhead and load trains. MTMC issues the Government Bill of Lading (GBL) for all commercial transportation from the POD. Units, in turn, assist MTMC with required documentation, including that associated with frustrated cargo.

- Move Reserve Component (RC) equipment to the home station. The unit movement officer (UMO) prescribes the final destination for reserve equipment to the transportation coordinator. ARNG/USAR unit equipment moves to home station, mobilization station (MOBSTA), or as otherwise directed.

ACTIVITIES AT DESTINATION INSTALLATIONS

As units prepare for and actually move during redeployment, destination installation or ASG commanders plan and prepare for the units' return. This planning and preparation helps soldiers and families with reintroduction into peacetime environment and into family relationships.

INSTALLATION FUNCTIONS AT DESTINATION

Destinations for AC units are home stations. RC units return through a demobilization station. The demobilization station should be the same installation that served as the unit's mobilization station.

RC soldiers returning as individuals to CONUS for demobilization are processed at the CONUS replacement center through which they deployed. These centers are redesignated as CONUS demobilization centers (CDCs). CDCs receive, outprocess, and account for individuals returning from the theater. Individually returning AC soldiers and civilians also process through CDCs to turn in weapons, clothing, or protective gear issued at the processing center. RC individuals whose home of record is OCONUS should also return for processing through the same installation that processed them during mobilization/deployment. Follow-on locations for materiel returning to the US or for distribution elsewhere are determined through the automated distribution process by HQDA, AMC, and DLA.

Activities of demobilization stations are part of the demobilization process and are discussed in FM 100-17 and JP 4-05. Functions of destination home stations include:

- Activate emergency operations center as required.
- Publish warning order to supporting units and notify key agencies. Authorities notify public affairs offices and family support groups. They also coordinate with US customs for required support.
- Provide installation functions and support. These functions are provided at the soldier readiness point and cover medical, family, and chaplain services. The installation also processes personal property and privately owned vehicles.
- Open facilities. These include billets, dining halls, and morale, welfare, and recreation (MWR) facilities. Showers, laundry, and Class VI supplies may also be provided.
- Conduct reception for returning units. Ideally, the reception area is situated so as not to interfere with other installation functions.
- Deprocess personnel.
- Provide maintenance support.

- Provide for transportation and MHE/CHE requirements.
- Establish area for turn-in of weapons and special equipment.
- Return commercial assets to industry.

UNIT FUNCTIONS AT DESTINATION

Upon arrival at the destination, the unit participates in reception activities. The unit also performs other tasks:

- Disseminate follow-on orders. Commanders disseminate guidance and instructions to units for follow-on missions.
- Arrange for deprocessing personnel. Final deprocessing includes legal, financial, and medical processing; mental health counseling; and review of personnel records. The unit conducts personal affairs briefings, emphasizing stress control and family relationships.
- Download and turn in equipment. The owning unit downloads and processes equipment arriving at the destination. The tenant unit's installation coordinates download operations and the return of equipment to the owning unit.
- Perform maintenance. Upon return of equipment to the owning unit, the responsibility for maintaining it returns to the unit. Units conduct technical inspections, preventive maintenance, oil analysis, and calibration. Units develop a maintenance plan and implement the plan to return equipment to predeployment condition. Maintenance operations could be extensive, depending on the previous operational condition and length of deployment.

Appendix A

Automated Support Systems

This appendix presents an overview of automated support systems pertinent to redeployment.

The rapid advance of web-based technology provides combatant and component commands potential worldwide access to various references and information to enhance deployment and redeployment operations.

JOINT OPERATION PLANNING AND EXECUTION SYSTEM

JOPES is the integrated joint C2 system used to plan and execute all military operations. It is the system the Joint Planning and Execution Community (JPEC) uses to plan joint operations. The process of force projection, including redeployment, is integral to JOPES. It is used to track requirements, departures, and arrivals. It also provides users an ordered and comprehensive set of procedures for resolving complex strategic mobility force deployment and sustainment problems. It includes an automated support system and procedures to support the planning process. CJCSM 3122.03 has details on JOPES.

GLOBAL TRANSPORTATION NETWORK

USTRANSCOM's mission of global mobility management requires a responsive transportation system. The key to this is the development of the GTN (Figure A-1). The GTN is a network of systems that ties together existing transportation-related databases. It provides access to command, control, communications, and computers (C4) systems that support global transportation management. GTN systems support the following three functions: planning, mobilization and deployment/redeployment, and ITV.

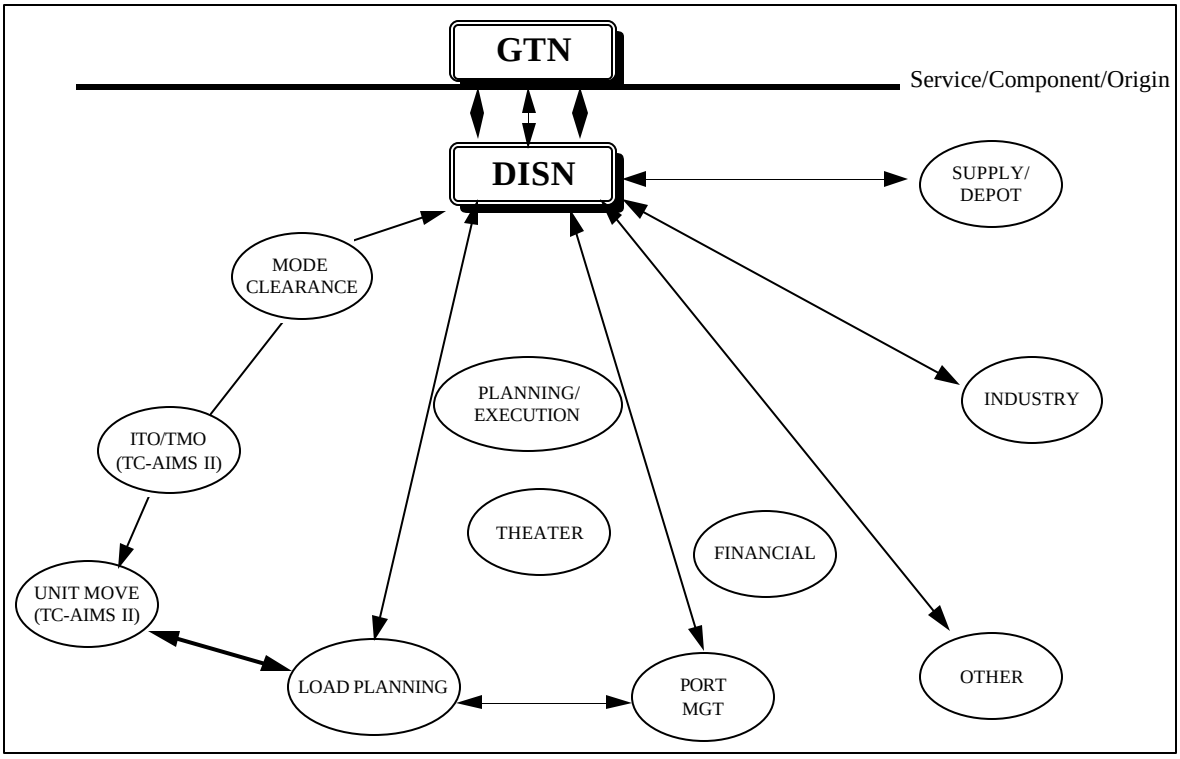


Figure A-1 Global Transportation Network

GLOBAL COMMAND AND CONTROL SYSTEM

Global Command and Control System (GCCS) is the key command, control, communications, computers and intelligence (C4I) system that replaced the Worldwide Military Command and Control System (WWMCCS). GCCS is a system of interconnected computers that provides an integrated C4I capability to the entire joint community. It provides up to SECRET-level information from a wide variety of applications that have migrated, or are in the process of migrating, from other systems. It provides users a picture of the battlespace within a modern command, control, communications, and computers (C4) system. GCCS is used by the (JPEC) to document movement requirements, transportation closure, and other significant events in the redeployment process.

GLOBAL COMMAND AND CONTROL SYSTEM - ARMY

Global Command and Control System-Army (GCCS-A) is the Army component system that directly supports implementation of the joint GCCS. The primary purpose is to provide a single, seamless command and control system that supports joint and multinational operations for strategic and operational levels of conflict. It is the corps and above operational component of the Army Battle Command System (ABCS) (see Figure A-2). GCCS-A supports the TSC in its redeployment missions.

It supports the Army component commands, CINCs, JTF commands and components, and HQDA.

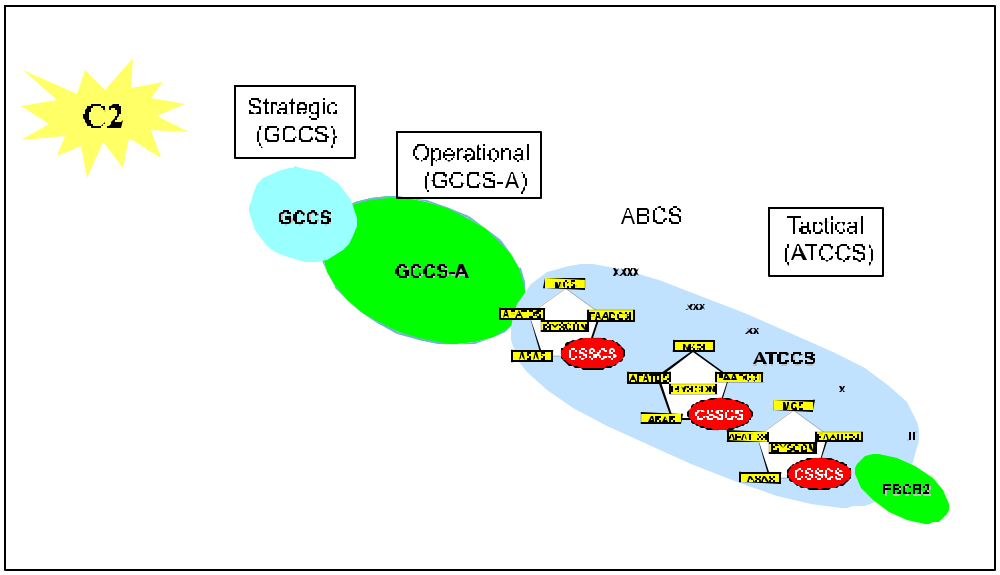


Figure A-2. Army Battle Command System

END-TO-END FORCE TRACKING

End-to-End Force Tracking (EEFT) is a module of GCCS-A. This module allows the commander to visualize the flow of forces into a theater in accordance with the TPFDD and to perform force tracking. This system is modeled after the Standard Theater Army Command and Control System, a US Army-Europe (USAREUR)-unique command and control system.

GLOBAL DECISION SUPPORT SYSTEM

The Global Decision Support System (GDSS) is the worldwide C2 system for executing strategic airlift and air refueling. It contains essential information used to monitor and manage all operational DoD air mobility missions in progress throughout the world. It provides automated tools to track aircraft and aircrew movement.

COMBAT SERVICE SUPPORT CONTROL SYSTEM

The CSS Control System (CSSCS) provides force-level commanders and planning staffs with an automated capability to generate a common picture of the battlefield, the CSS sustainability status, and courses of action (COA) planning. The system products are tailored to the information needs of the various force-level commanders.

It facilitates the required data flow from mobilization through deployment and redeployment to demobilization (Figure A-3).

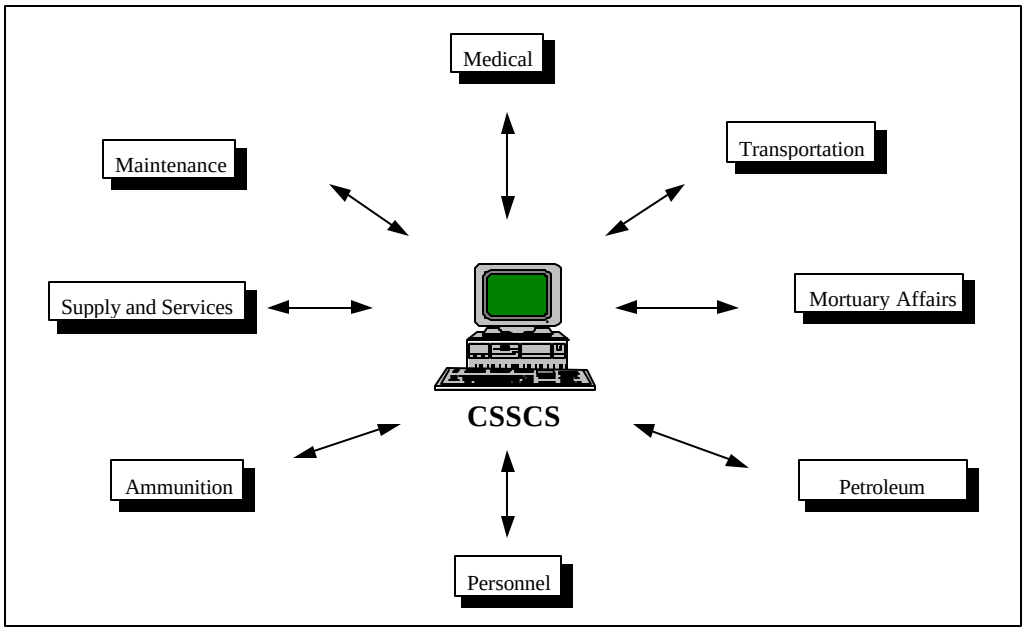


Figure A-3. Combat Service Support Control System

COMPUTERIZED MOVEMENTS PLANNING AND STATUS SYSTEM

Computerized Movements Planning and Status System (COMPASS) is a US Army Forces Command (FORSCOM) system that provides deployment planning systems with accurate Army unit movement requirements. Although COMPASS is not a property accountability system, it describes unit property and equipment in transportation terms. It converts unit movement data (UMD) into COMPASS automated unit equipment lists (AUEL) and maintains UMD for use in mobilization and deployment planning. This data originates from the UMD provided by Army units. The preferred system to transmit UMD to COMPASS is TC-ACCIS (which will be replaced by TC-AIMS II). UMOs validate and transmit data to COMPASS. COMPASS reformats the data and updates JOPES, where other major commands can access the updated data.

JOINT FORCE RERQUIREMENTS GENERATOR

The Joint Force Requirements Generator (JFRG) is an information system used to provide DELs from units through the Services' logistics automation information systems (currently TC-ACCIS for the Army and MAGTF Deployment Support System II for the Marine Corps) to JOPES. JFRG is used primarily by the Marine Corps and Army special operations forces.

WORLDWIDE PORT SYSTEM

The WPS is an automated system designed to automate the information management functions of a military port operation so necessary for redeployment (Figure A-4). It is capable of documenting the import and export of military cargo and providing appropriate documentation for international shipments. It is the single standard terminal documentation and accountability system. The WPS provides the following:

- The ability at ocean terminals to document and account for cargo moving through a port (manifests, transportation control and movement documents [TCMDs], and customs documentation).
- Information necessary for movement managers to plan and execute onward movement of cargo.
- ITV information to other DoD systems.

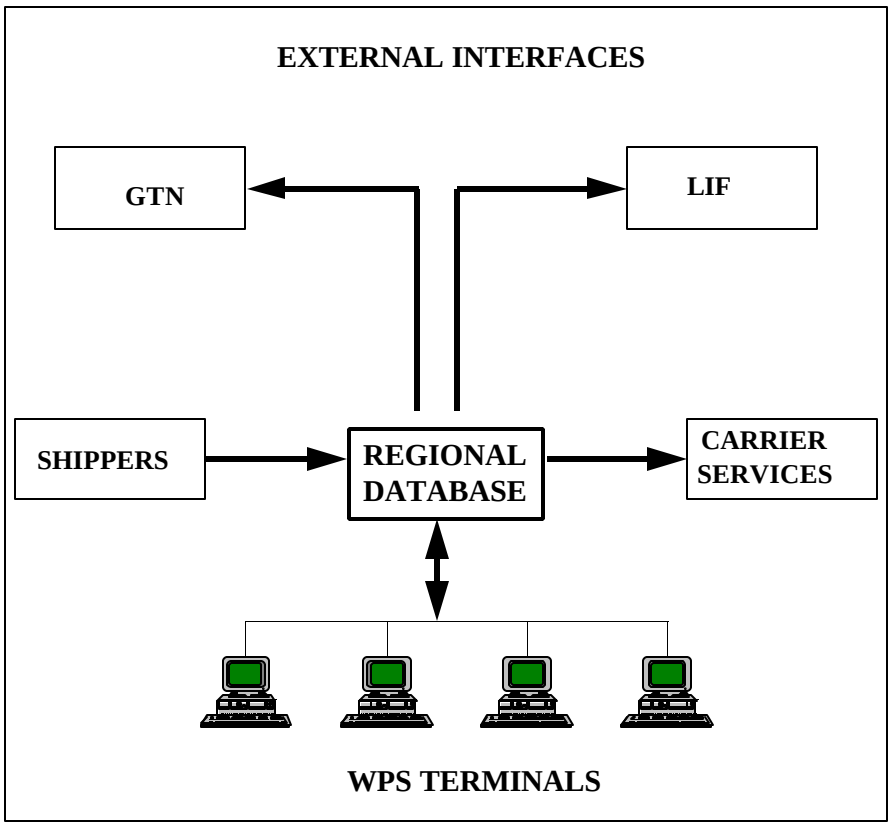


Figure A-4. Worldwide Port System

TRANSPORTATION COORDINATOR-AUTOMATED COMMAND AND CONTROL INFORMATION SYSTEM

TC-ACCIS is the current information management and data communications system that Army units use to plan and execute deployments and redeployments, (to be replaced by TC-AIMS II, which is projected to begin fielding during FY 00). TC-ACCIS speeds up the processing of mobility requirements and the flow of information to USTRANSCOM components. TC-ACCIS users include commanders, ITOs, division transportation officers (DTOs), and unit movement officers.

TC-ACCIS automates most transportation functions at the unit and installation level. It supports the unit's redeployment mission by:

- Maintaining unit equipment lists.
- Maintaining DELs.
- Preparing government bills of lading (GBLs).
- Preparing vehicle load cards.
- Preparing vehicle/container packing lists.
- Preparing advanced TCMDs
- Preparing convoy march tables.
- Preparing convoy clearance reports (DD Form 1265).
- Preparing special handling permits (DD Form 1266).
- Preparing unit equipment manifests.
- Preparing executable rail load plans.
- Maintaining BBPCT material requirements lists.
- Preparing rail load schedules.
- Interfacing with the Automated Airload Planning System (AALPS).

TRANSPORTATION COORDINATORS' AUTOMATED INFORMATION FOR MOVEMENT SYSTEM II

TC-AIMS II will be the single DoD system supporting all unit and installation deployments, redeployments, and retrograde operational requirements. It will provide support during all stages of force projection operations. The TC-AIMS II system corrects the joint problem of each DoD component having a non-integrated "stovepipe" transportation system. The TC-AIMS II design incorporates the best

parts of each component's transportation system and maintains the unique needs of each Service to create a joint transportation system.

TC-AIMS II will interface with personnel, supply, and ammunition systems; CONUS movement systems, strategic lift systems and theater movement systems for AA-to-fort operations; and JOPES feeder systems. TC-AIMS II will interface with all joint and Army transportation systems.

It will support daily transportation operations and provide enhancements to the deployment and redeployment processes. It will build AUELs and DELs by sharing data with standard Service supply and personnel systems.

TC-AIMS II is being designed to be a system for UMOs, planners, movement controllers, and transportation operators at all levels. Functions will include planning convoys, requesting convoy clearances, conducting load planning, and managing mode operations. Through interface with other systems, TC-AIMS II will provide information to enable ITV and support to GTN. It will also produce movement documentation and facilitate automated payment functions.

AUTOMATED AIRLOAD PLANNING SYSTEM

Automated Airload Planning System (AALPS) is a computerized system used to produce air manifests containing all information required by the Air Mobility Command. It is used by UMOs, deployment/redeployment planners, contingency planners, and force designers to plan and execute air movement. It is also used to design and analyze force packages. AALPS operates in a stand-alone configuration. In the future, AALPS will perform the following functions:

- Rapidly estimate airlift requirements for a given deployment/redeployment list.
- Build, store, and maintain pre-planned contingency packages.
- Provide automated assistance to produce individual aircraft load plans.

DEPARTMENT OF THE ARMY MOVEMENT MANAGEMENT SYSTEM

Department of the Army Movements Management System (DAMMS) Block III provides managers within the theater visibility of import, export, and intra-theater cargo movements. Mode managers are provided asset accountability and asset visibility. Data is provided to movement managers, mode operators, and materiel managers to expedite the onward movement of cargo and personnel.

DAMMS Block II provides convoy planning and highway scheduling. DAMMS allows the user to create main supply routes (MSRs) and to display map data in support of convoy planning and highway scheduling, using a Graphic Information System (GIS). Units create convoys and submit requests for convoy clearance using the convoy planner. Requests are transmitted to a highway scheduler for

deconfliction, scheduling, and approval. Information will be shared with TC-AIMS II.

JOINT FLOW AND ANALYSIS SYSTEM FOR TRANSPORTATION

The Joint Flow and Analysis System for Transportation (JFAST) is a personal computer (PC)-based analysis tool for estimating transportation flows of deployment/redeployment. JFAST provides a means for performing COA development and analysis of deliberate planning, exercise, and real-world transportation problems.

INTEGRATED COMPUTERIZED DEPLOYMENT SYSTEM

The Integrated Computerized Deployment System (ICODES) operates from a personal computer and provides load planning assistance to support deployment/redeployment by vessel. The accuracy of ICODES depends on the accuracy of the DEL. ICODES main functions are to: calculate trim and stability, develop prestow plans, prepare final stowage plans for cargo loading, develop load diagrams, track cargo placement, prioritize discharge of cargo, and develop railcar, container, and flatrack load plans.

INTEGRATED BOOKING SYSTEM

The Integrated Booking System (IBS) consolidates the cargo booking function into a single architecture and supports the function of booking movement requirements for sealift against available ocean cargo vessels. IBS supports the Defense Transportation System (DTS) in peace and wartime for deployments, redeployments, and sustainment cargo bookings. In the future, movement requirements will be sent from selected users of TC-AIMS II to IBS, which will then book space on vessels and pass Automated Transportation Control and Management Document (ATCMD) data to the WPS for the eventual cargo transactions that will be conducted in the SPOD/SPOE terminal.

ENHANCED LOGISTICS INTRATHEATER SUPPORT TOOL

The Enhanced Logistics Intratheater Support Tool (ELIST) is a feasibility planning and modeling system fielded by MTMC for deployment analysis. It analyzes effects of force modernization and new force structures and changes to the DTS. It can be used to check the transportation for contingency operations. It allows planners to analyze the effect of the infrastructure on the plan.

Appendix B

Movement Planning

This appendix discusses the factors a unit redeployment planner should consider to devise a movement plan. This appendix is particularly applicable to redeployment planning when units are redeploying to another theater or area of operations.

Movement plan format and planning factors should be stipulated in the major Army command (MACOM) and subordinate command regulations. Generally, a movement plan should consider the following steps during development--

- Step 1 - Identify items to be moved.
- Step 2 - Confirm TAT and not-to-accompany-troops (NTAT) requirements.
- Step 3 - Identify items to move by air (advance parties, personnel, baggage, and some equipment) and by sea.
- Step 4 - Identify hazardous, sensitive, and classified cargo for packaging, labeling, segregating, and placarding for movement.
- Step 5 - Identify bulk cargo to be moved and develop packing lists (DD Form 1750).
- Step 6 - Develop vehicle load plans for unit equipment. Equipment that cannot be loaded on organic vehicles should move commercially.
- Step 7 - Identify BBPCT requirements. This short ton requirement will be extracted from TC-AIMS II.
- Step 8 - Identify what needs to be moved into transportation terms (AUEL/DEL) using TC-ACCIS (soon to be TC-AIMS II) and report data through Service feeder systems into JOPES through appropriate command channels to the supporting major command, for example, FORSCOM; US Army, Pacific Command (USARPAC); or US Army, Europe (USAREUR).
- Step 9 - Determine how personnel and equipment will be moved to the POEs.
- Step 10 - Prepare the unit movement plan.

- Step 11 - Update AUEL/DEL as changes occur in the OPLAN, operation plan in concept format (CONPLAN), equipment, and commander's intent, and upon mission execution (actual versus planning weights). Promptly report through appropriate channels (via TC-ACCIS/TC-AIMS II) to the supporting MACOM.

This appendix contains three annexes with the most critical information for movement planning during redeployment:

Annex 1 – Movement Planning Checklist

Annex 2 – Redeployment Documentation Requirements

Annex 3 – Hazardous Cargo

Additional information that may be useful in movement planning may be found in the appendix on movement planning in FM 100-17-4.

Annex 1 to Appendix B

Movement Planning Checklist

COMMANDER'S (UMO) CHECKLIST			
	YES	**NO**	**NA**
• Have a unit movement officer and alternate been appointed and trained?			
• Does the unit have the required publications to support unit movement planning?			
• Has the unit movement plan been prepared?			
• Has the unit movement officer reviewed unit plans to ensure that they conform to directives of higher headquarters?			
• Does the unit have an approved redeployment movement plan?			
• Does the unit have established procedures for the following:			
- Identifying, loading, certifying, and transporting hazardous cargo?			
- Marking of vehicles for convoy movement?			
- Loading and unloading of vehicles prior and subsequent to movement?			
- En route maintenance during convoy movement?			
• Have SOPs been reviewed and staffed to ensure conformity to regulations?			
• Does the unit movement plan address the following:			
- Movement of the advanced detachment to the POE, if required?			
- Movement of the main body?			
- Movement of modified table of organization and equipment (MTOE) or common table of allowances (CTA) equipment to the POE?			
• Does the unit have the most current AUEL/DEL reflecting what is moving? Have MSLs been generated and applied to equipment to be moved?			
• For units with organic vehicles, have load plans been completed for each loaded vehicle and trailer?			
• For units with equipment that cannot be transported organically, has a request for commercial transportation been submitted?			
• Has BBPCT material been considered, requirements identified, sources identified, and coordination made with ASCC/supporting unit?			
• Have unit load teams been identified and trained?			
• For unit convoys, have convoy requirements been identified, appropriate coordination accomplished, and forms completed?			
• Has the unit identified, properly loaded, and certified hazardous cargo for movement?			

	YES	NO	NA
• Has the unit properly marked vehicles for convoy movement?			
• Does the unit maintain a record of lot numbers and expiration dates for chemical defense equipment?			
• If vehicles have been exposed to chemical agents, have decontamination procedures been conducted prior to arrival at the assembly area?			
CONVOY COMMANDER'S CHECKLIST			
• Has a reconnaissance of the approved route been made and a strip map prepared?			
• Have overweight, oversize, or exceptionally slow vehicles been identified and provisions made for their movement?			
• Is there a listing of contacts, available along the route in case of incident or accident?			
• Are specific provisions made to preclude the carrying of passengers in the last vehicle of an element?			
• Are convoy identifying signs available and in good repair?			
• Are trucks that are to carry personnel equipped with first aid kits?			
• Do vehicles that are required to operate at night have the "L" shaped reflective symbol in the lower left corner of the tailgate?			
• Are flags (BLUE for lead vehicle, GREEN for trail vehicle, and BLACK and WHITE for the convoy commander) available and in good order?			
• Does each vehicle of the proposed convoy contain a basic highway warning kit appropriate for the vehicle?			
• Do vehicles transporting compressed gases, explosives, or flammables have flashing lanterns in lieu of flares or fuses?			
• Have HAZMAT been packed, marked, and placarded according to law and regulation?			
• Have packing, marking, and placard of HAZMAT items been certified by a properly trained individual?			
• Have provisions been made to pay for toll roads, bridges, etc.?			
• Have possible rest stops or break areas along the route been identified on strip maps?			
• Is a comprehensive checklist for the convoy available?			
• Have provisions been made for inoperable vehicle recovery?			
• Has a start point been identified?			
• Have all host nation convoy requirements been met?			
• Have shipping papers for HAZMAT been completed and signed by a DOD school-trained certifier?			
• Has the release point been identified?			
• Has the convoy movement order been reviewed to determine the route?			
• Can bridges and narrow passageways safely accommodate all loaded or tracked vehicles?			
• Are critical points known and listed on strip maps?			
• Has the size of march units been determined?			
• Has the rate of march on the convoy movement order been verified?			
• Has the vehicle interval on open road been determined?			
• Has the type of column been determined?			

	YES	NO	NA
• Have provisions been made for refueling, if required?			
• Has a suitable bivouac site been selected, if required?			
• Have convoy clearances been obtained, if required? Is clearance documentation available for inspection en route?			
• Is escort required and has it been requested?			
• Are spare trucks available for emergencies?			
• Are vehicles fully serviced, clean, and ready for loading?			
• Are loads proper, neat, and balanced?			
• Are drivers properly briefed?			
• Is the convoy marked front and rear of each march unit?			
• Are guides in place?			
• Are blackout lights functioning?			
• Are maintenance services alerted?			
• Is maintenance truck in rear?			
• Are medics in rear?			
• Is there a plan for casualties?			
• Are all interested parties advised of the estimated time of arrival?			
• Are all vehicles properly marked and do they have a military shipment label (MSL) applied?			
• Is officer at rear of convoy ready to take necessary corrective action such as investigating accidents, unusual incidents, and changing loads?			
• Has a trail officer been identified?			
• Is there a personnel/cargo loading plan?			
• Has a plan been made for feeding personnel?			
• Has time been established for formation of convoy?			
• Has time been established for releasing trucks?			
• Is a written operations order on hand, if required?			
• Will a log of road movement be required at end of trip?			
• Has weather forecast been obtained?			
• Do all personnel have proper clothing and equipment?			
• Is there a communications plan?			
• Are personnel prohibited from riding in the cargo compartments of vehicles transporting ammunition?			
• Are drivers of ammunition vehicles briefed on accident emergency response procedures and the required withdrawal distances in the event of a fire? (DD Form 836)			
• Are the marshaling areas for ammunition or explosive laden vehicles separated from unrelated personnel, equipment, and facilities by the appropriate distance?			
LOGISTICS PLANNING CHECKLIST FOR REDEPLOYMENT TO ANOTHER THEATER			
Unit Supply Operations			
• Is the unit prepared to redeploy with current publications, plans, SOPs, or pre-positioned documents?			
• Are required unit supply regulations/publications on hand current?			
• Are maintenance/technical manuals for unit equipment on hand current?			

	YES	NO	NA
• Does unit have sufficient, up-to-date publications to execute its supply operations in support of redeployment operations?			
Ammunition Requirements			
• Is the ammunition basic load listing current and available?			
• Is the ammunition basic load listing updated and signed by the commander (required annually and after MTOE change)?			
• Are pre-positioned Request for Issue and Turn-In of Ammunition (DA Forms 581) available for requesting ammunition?			
• Are procedures for distribution of TAT ammunition and non-TAT ammunition covered in the unit SOP?			
• Does the unit have a designated supporting ammunition suply point (ASP) for issue of pre-positioned stocks?			
• Does the unit SOP contain a by-bunker breakout of the ammunition basic load (ABL)?			
• Are blocking and bracing requirements for packing ammunition for surface shipment identified?			
• Are blocking, bracing, and tie-down materials included in the AUEL?			
Basic, Prescribed, and Operating Loads of Classes I, II, III, IV, and IX Requirements			
• Are computed stockage levels adequate to support the unit?			
• Are computation lists for UBLs on hand and current?			
• Has the unit included provisions for classes of supply in the AUEL?			
• Have significant shortages been identified to higher headquarters and supply support activities for fill upon redeployment?			
• Are on hand UBLs serviceable/deployable?			
• If required by the OPLAN, are the unit commander and supply personnel aware of requirements, availability, and necessary quantities of contingency stocks and equipment?			
• Are they aware of points of storage and pickup for these stocks?			
• Is the completed supply request, Request For Issue or Turn-In (DA Form 3161) for rations to be consumed en route on hand and current?			
• Does the unit have a plan for feeding soldiers prior to redeployment which is not dependent on meals ready to eat (MREs)?			
• Has the unit correctly closed out its dining facility and provided alternate meal facilities for its soldiers?			
• Does the unit SOP, or other standing guidance, include procedures for--			
– Organization and training of specialized teams such as load teams, interim property book officer for rear detachment, etc.?			
– Delineation of redeployment preparation responsibilities for unit members, that is, designation of person responsible for load planning, supply requirements, etc.?			
– Submission of pre-positioned supply requests (packing and crating materials; Class I, V, VII contingency items)?			
– Reporting of MTOE and CTA equipment shortages to higher headquarters for assistance in obtaining needed equipment?			
– Reporting of equipment requiring maintenance assistance to redeploy?			

	YES	NO	NA
CTA 50-900			
• Are A and B bags packed according to the SOP?			
• Does each soldier have required CTA 50-900 items? Are items in serviceable condition?			
• Does unit have list of required zone clothing for possible contingency?			
• Does unit have list of sizes for all personnel?			
NBC			
• Does the unit have a written plan showing distribution of NBC equipment down to the soldier level?			
• Is the NBC hand receipt accurate in terms of authorized MTOE and CTA items?			
• Does unit have on hand the required chemical defense equipment (CDE)?			
• Are there any valid document numbers for CDE shortages on requisition?			
• Does the unit have a list of battle dress uniform (BDU), overshoes, and gloves requirements by size?			
• Does the unit have anyone on the signature card to pick up the Nerve Agent Antidote Kit (NAAK) and Nerve Agent Pyridostigmine Pretreatment (NAPP)?			
• Does the unit have a packing and loading plan for redeployment for CDE?			
• Does the unit have a resupply and distribution plan for CDE?			
• Does the unit draw and/or load the proper amount of CDE as required?			
• Does every soldier have a properly fitted and serviceable protective mask?			
• Are the authorized quantities of MTOE and CTA items of NBC equipment on hand?			
• Is NBC equipment serviceable?			
• If equipment is not serviceable, does the unit have a viable plan to replace unserviceable equipment?			
• Does the unit maintain records and track individuals who require optical inserts?			
• Are all pieces of CDE requiring calibration calibrated within prescribed timelines?			
• Does the unit maintain proper packaging and shipping place cards for CDE which contain radioactive sources?			
• Does the unit maintain a record of lot numbers and expiration dates for CDE?			
• Does the unit have a written plan on how it will draw, obtain, and ship DS2, STB, or other decontaminating agents?			

Annex 2 to Appendix B

Redeployment Documentation Requirements

COMMON FOR OVERSEAS MOVEMENTS	VEHICLES(1)	CONTAINERS	PALLETS, CRATES, CONEX	PERSONAL BAGGAGE
Warning Placards (when applicable) (for hazardous cargo)	X	X	X	
Signature and Tally Record (DD Form 1907) (when applicable) (for sensitive cargo accountability	X	X	X	
Unit identification code (UIC) and Shipment Unit Number (Stenciled)	X(1)	X(2)	X	
Military Shipment Label (DD Form 1387)	X(3)	X(3)	X(3)	
Packing Lists (DD Form 1750/DD Form 5748-R)	X(4)	X	X	
*Security Seal	X(5)	X	X(6)	
*Military Customs Inspection Label (*DD Form 1253) or Tag (DD Form 1253-1)	X	X	X	X
*US Customs Accompanied Baggage Declaration				X
*Decontamination Tag (DD Form 2271)	X	X	X(6)	
Commander's Certificate (No ammo or body parts)	X			
Registration of War Trophy Firearms (DD Form 603) (when applicable)			X	X
AIR				
Passenger Manifest (DD Form 2131)				X
Cargo Manifest (DD Form 2130 Series)	X		X(7)	
Joint Airlift Inspection Record (DD Form 2133)	X		X(7)	
Pallet Identifier (Air Force Form 2279) or compatible form (DD Form 2775)			X(7)	
Special Handling Data/Certification (DD Form 1387-2) (for sensitive and classified)	X	X	X	
Shipper Declaration for Dangerous Goods (for hazardous)	X	X	X	
Military Shipment Label (DD Form 1387)	X(3)	X(3)	X(3)	
Advanced Transportation Control and Movement Document (ATCMD) (TC ACCIS product copied to disk)	X	X	X	
SEA				
Military Shipment Label (DD Form 1387)	X	X	X	
Container Packing Certificate/Vehicle Packing Declaration (for hazardous) (DD Form 2781)	X	X	X(6)	

	VEHICLES(1)	CONTAINERS	PALLETS, CRATES, CONEXES	PERSONAL BAGGAGE
RAIL/COMMERCIAL TRUCK				
Government Bill Of Lading (GBL) (Prepared by the Transportation Office)	X	X	X(6)	
Military Shipment Label (DD Form 1387)	X(3)	X(3)	X(3)	
CONVOY				
Military Shipment Label (DD Form 1387)	X(3)	X(3)	X(3)	
Convoy Clearance Request (DD Form 1265)	X			
Special Handling Permit (DD Form 1266) (when required)	X			
Motor Vehicle Inspection (DD Form 626) (when applicable)	X			
Shipping Paper and Emergency Information for Special Instructions For Motor Vehicle Drivers (DD Form 836)	X			

Notes:

X Identifies documentation requirement

* Asterisk identifies that US Customs or USDA inspection may substitute CF for DD Forms.

(1) Stencil the UIC and SUN on the front and rear bumpers in 2-inch lettering.

(2) Only stencil/mark unit-owned containers. On vehicles stencil the unit's UIC and shipment unit number (SUN) from DEL on the front and rear bumpers in 2-inch lettering.

(3) All consolidated shipments (containers, CONEX, and 463L pallets), regardless of the mode of shipment, must have military shipment labels (DD Form 1387) applied on two adjacent sides. For vehicles, labels are placed on the front (driver's side) bumper and on the left (driver's side) door.

(4) For vehicles when secondary loads unitized with individual packing lists.

(5) Seal affixed to all cargo access areas.

(6) CONEX only.

(7) 463L pallets.

**The DA Form 5748-R is an authorized substitute for the DD Form 1750.

DD FORM 2133, JOINT AIRLIFT INSPECTION RECORD

JOINT AIRLIFT INSPECTION RECORD (See Instructions on Reverse Side)				Page / of / pages
1. Unit Being Airlifted		2. Departure Airfield		3. Date (Day Month Year)
4. Type, Model, Series, Aircraft, and Serial No.	5. Mission Number	6. Load Chalk No.	7. Time Completed	8. ALCE Act

Legend (Mark blocks after each item as floows) ✓ **=Satisfactory** ✕ **=Unsatisfactory If not applicable - leave blank**	INCREMENT SERIAL BUMPER NUMBER AND TYPE												
A. Documentation													
9. Manifest/number of copies													
10. Labels													
a. DD Form 1387-2 (as required)													
b. DD Form 1387 (Military Shipment Label)													
11. Hazardous Cargo Compatibility													
12. Load lists/custodian Transfer Forms													
B. Vehicles/Non-Powered Equipment													
13. Clean													
14. Fluid Leaks													
15. Mechanical Condition													
a. Engine Runs													
b. Brakes Operational													
16. Battery													
a. Secure - No Leaks													
b. If Disconnected - Post Cables Taped													
17. Fuel Tanks(s)													
a. One-Half (1/2) Tank													
b. One-Fourth (1/4) Tank													
c. Drained (As Required)													
d. Fuel Tank Caps Installed													
18. Jerry Cans (Secure, Fuel Level, Seals)													
19. Dimensions (Fits A/C Profile or Contour)													
20. Center of Balance (Both Sides)													
21. Scale Weight (Both Sides)													
22. Axle Weights (Both Sides)													
23. Tiedown Points (Serviceable)													
24. Pintle Hooks/Clevises													
a. Serviceable													
b. Safety Pin Attached													
25. Vehicle Equipment Secure (Tools, tires, antennas, etc.)													
26. Lox/Nitrogen Cart (Vent Kit)													
27. Tire Pressure													
28. Shoring (Rolling, Parking, Sleeper)													
29. Accompanying Load													
a. Within Vehicle Rated Capacity													
b. Safety Pin Attached													
C. Pallets													
30. Clean													
31. Scale Weight (88 inch Side)													
32. Dimensions (Fits A/C Profile or Contour)													
33. Cargo Properly Secured													
a. Netted													

b. Chained													
34. Dunnage (3 pcs Per Pallet)													
D. Helicopters (Flyaway)													
35. Battery (Disconnected/Taped)													
36. Fuel Quantity (Gallons)													
37. Center of Balance (Both Series)													
38. Scale Weight (Both Sides)													
39. Shoring (Rolling, Parking)													
40. Special Loading Equipment													

41. Remarks:

The above listed vehicles/non-powered equipment have been inspected for proper shipping configuration in accordance with Chapter 3, AFR 71-4, TM 38-250/NAVSUP PUB 505 (REV)/MCO P4030 19D/DLAM 41453

42. Transported Force Inspector (Signature, Rank, Unit of Assignment)	43. Transportation Force Inspector (Signature, Rank, Unit of Assignment)

DD FORM 2133, JOINT AIRLIFT INSPECTION RECORD

INSTRUCTIONS FOR COMPLETION

1. RESPONSIBILITIES

a. Qualified ALCE/ACT or aerial port personnel are responsible for acceptance of cargo for airlift.

b. The transported unit is responsible for the preparation of cargo, including weighing, marking, palletization, and the preparation of all documentation.

c. The joint inspection, including documentation and inspection of all items prepared for air shipment, must be accomplished prior to loading. This inspection will be performed by qualified ALCE/ACT or aerial port personnel with a representative from the transported force.

2. INSPECTION PROCEDURES

a. All inspections will be conducted by qualified inspectors and transported force representatives. The ALCE/ACT or aerial port representative accepting cargo for air shipment must have completed one of the formal schools required by paragraph 1-20c, AFR 71-4/TM 38-250/NAVSUP PUB 505/MCO P4030.19/D/DLAM 4145.3. The completed form will indicate to the aircraft loadmaster that the required inspection has been accomplished.

b. This form will be used as the source document for joint inspection. Three copies will be completed for each aircraft load and signed by the appropriate personnel.

(1) One signed copy will be attached to the aircraft cargo manifest.

(2) One signed copy for the ALCE/ACT or aerial port station file.

(3) One signed copy for the transported force.

3. PREPARATION INSTRUCTIONS

a. Heading.

(1) Block 1, Unit Being Airlifted. Enter the numerical designation and geographic location of the military unit responsible for the equipment being airlifted. For example, 1st Tactical Fighter Wing, Langley AFB VA.

(2) Block 2, Departure Airfield. Enter the name of the facility the airlifted unit is departing, ie., Langley AFB VA.

(3) Block 3, Date, Day, month and year that the inspection is accomplished.

(4) Block 4, Type, Model, Series and Serial Number of Aircraft. Enter the type, model, series, and complete serial number of the aircraft on which the equipment is to be loaded.

(5) Block 5, Mission Number. Enter the airlift mission number as designated in the plan or operations order.

(6) Block 6, Load/Chalk Number. Enter the transported force assigned aircraft load number that establishes the desired load movement sequence.

(7) Block 7, Time Complete. Enter the local time that the load was checked, and is ready for movement.

(8) Block 8, ALCE/ACT. enter the numerical designation of the unit that has ALCE/ACT or aerial port responsibility for the operating location.

b. Body.

(1) Enter the increment/ serial/bumper number and type of equipment in the appropriate block. The legend for completing the inspection is contained in the block on the left. Annotate the appropriate entry in the proper column. Make only one entry in the proper column. Make only one entry in each inspection block for each item.

(2) Enter items not initially accepted in the remarks section and indicate corrective action.

(3) Blocks 42 and 43. Signature must be legible. Indicate the rank and unit of assignment of the individual signing the form.

Annex 3 to Appendix B

Hazardous Cargo

All hazardous cargo must be prepared and documented according to appropriate regulations. When equipment is packed and loaded, HAZMATs must be identified and properly segregated. All HAZMATs moving by air must be certified in accordance with Air Force Joint Manual (AFJM) 24-204/TM 38-250/Naval Supplement (NAVSUP) Pub 505/Marine Corps Operations Pamphlet (MCOP) 4030.19F/Defense Logistics Agency Manual (DLAM) 4145.3.

DOCUMENTING HAZARDOUS CARGO MATERIAL FOR SURFACE SHIPMENT

The following steps may be used as a guide when shipping HAZMATs. Use this guide in accordance with Title 49 US Code of Federal Regulations (CFR), Parts 100-177. The planner should--

- Determine the proper shipping name and identification number. The shipper selects the proper shipping name of the materials as listed in the Hazardous Materials Table.

- Determine the hazard class or classes. Materials are classed by the proper name in the Hazardous Materials Table. (Hazard class definitions are found in 49 CFR) If the materials have more than one hazard class, classify the materials based on the order of hazard precedence.

- Determine the modes of transport to the destination area. The shipper ensures that the shipment complies with the various modal requirements. Mode of transport affects the packaging, quantity per package, labeling, segregation and location of HAZMATs.

NOTE: Most countries enforce the International Maritime Dangerous Goods (IMDG) Code for import surface shipments of HAZMATs. Department of Transportation (DOT) regulations require HAZMATs to be classed and labeled according to 49 CFR.

- Select the proper labels and apply as required. Refer to the proper section of the Hazardous Materials Table.

NOTE: Labels are not needed for fuel in vehicle fuel tanks.

- Determine and select the proper packaging. When selecting an authorized container, consider the quantity per package, cushioning material, proper closure, reinforcement, and pressure, as required.

- Mark the packaging. Apply the required markings, proper shipping name, and identification number, as required, and the TCN or UIC/shipment unit number (SUN).

- List HAZMATs packed inside containers or vehicles (refer to Steps 1 through 3).

NOTE: Only authorized abbreviations are permitted for HAZMATs. Refer to 49 CFR.

- Determine the proper placards. Refer to 49 CFR.

- Determine segregation requirements for HAZMATs. HAZMAT may be shipped by rail, ocean vessel, highway, or a combination of these modes. If two or more modes transport the cargo, segregation standards for each mode used must be met.

- Prepare appropriate shipping papers.

- Ensure water commodity and special handling codes are used on the AUEL/DEL.

- Ensure compliance with DOT emergency response guide book (DOT P5800).

PREPARING SHIPMENT UNITS OF HAZARDOUS MATERIAL

Rules governing segregation requirements for hazardous cargo must be met. When in doubt about shipping any hazardous or questionable materials, separate them from the rest of the unit cargo. If the hazard class or classes cannot be identified, consult the port operator at the POE. Failure to follow these rules results in sealed or locked shipping containers being opened, noncompatible cargo being removed from vehicle cargo beds, and loads being separated from prime movers. These actions not only hamper cargo accountability techniques but also increase work load and throughput congestion. The deploying unit ensures--

- Loose ammunition and explosives are removed from all containers and vehicles. Ammunition is not permitted into the port or aboard vessels without prior authorization from MTMC.

- Vehicle fuel tanks are no more than three-quarters full. This is permitted by DOT Exception 7280. (Hazardous placards are not required for fuel in vehicle tanks.)

- Fire extinguishers are not removed from motor vehicles.

- Oxygen and acetylene tanks are marked with the prime mover UIC/SUN.
- Trailer-mounted equipment container combustion engines, such as generator sets, are no more than 50 percent full.
- Five-gallon fuel cans, field cans, water heaters, gasoline lanterns, portable generators, blow torches, and similar equipment in which combustibles or fuel other than diesel are used or stored are completely drained and cleaned before shipment. Under a declared national emergency, fuel may be carried in 5-gallon fuel cans. These cans must remain in built-in cradles designed for this purpose (see DOT Exemption 3498).
- The battery box and cover are serviceable. The battery box and cover must be positioned so as to not touch the terminals and to prevent arcing.
- Batteries of non-self-propelled equipment, such as generators, are disconnected and terminal ends are protected from arcing and corrosion.
- Bulk fuel carriers are drained and placarded appropriately. If required, units purge bulk fuel carriers according to the respective technical manual.

PLANNING AMMUNITION SHIPMENTS

Ammunition shipments are normally scheduled through military ammunition ports. To meet redeployment requirements, ammunition may be moved through a commercial port.

If the unit is redeployed through a commercial seaport, the United States Coast Guard (USCG) must grant a HAZMAT permit. Permits are required for munitions above .60 caliber. They are granted on a case-by-case basis and issued according to 33 CFR. The unit must submit HAZMAT data to the port manager to ensure the permit is coordinated with the USCG for pre-positioning. These data include the following:

- The Department of Defense address activity code (DODAAC).
- The quantity/unit of ammunition.
- The total weight in pounds per box.
- The total net explosive weight (NEW).
- The DOT class code/number.
- The Quality Distance (QD).
- The storage compatibility of ammunition.

The USCG representative to the port issues the HAZMAT permit. The permit specifically identifies the amount of ammunition per unit, states the name of the commercial port, and grants clearance for a specific amount of ammunition through the port.

Appendix C

Redeployment Guidance for Unit SOPs

This appendix provides units a baseline of information for developing unit SOPs for redeployment. Units should modify procedures and content for currency and organizational structure. The unit is a generic organization up to ARFOR level.

All units must be prepared to redeploy at the end of each exercise or contingency operation by land, sea, or air to bring personnel and equipment home or to another theater.

RESPONSIBILITIES

Commanders are responsible for ensuring that their units are prepared to redeploy. Critical to this process is the early identification of redeployment requirements. Commanders must rapidly provide accurate information on their personnel and equipment to plan the redeployment. Once the personnel and equipment are ready, USTRANSCOM coordinates transportation and then transports them to the correct location.

PROCEDURES

Redeployment planning should begin with the planning for the original deployment.

PERSONNEL

Personnel normally redeploy by commercial air. Constant accountability and attention to decrementing units at company level and below remain a paramount concern throughout the redeployment process.

EQUIPMENT/VEHICLES

Equipment/vehicles redeploy by land, sea, or air. By land and sea, tracked vehicles and rolling stock are driven onboard; supplies and small equipment usually are loaded into containers and then transported by ship, rail, or truck. Wheeled vehicles or other major end items are only loaded in containers under special conditions and must be coordinated with the ASCC/ARFOR. In case of a shortage of roll-on/roll-off ships, units may load vehicles into containers or flatracks. See MTMC Transportation Engineering Agency (MTMCTEA) Reference 96-55-23 for

guidance on loading vehicles in containers. For movement by air, equipment is palletized on 436L pallets and loaded. Units maintain trained pallet-building teams. These critical skills must be internally managed in each unit to maintain both proficiency and capability for rapid redeployment. The following annexes provide more detail:

Annex 1 - Personnel

Annex 2 - Container Operations

Annex 3 - Customs

Annex 1 to Appendix C

Personnel

Commanders must rapidly identify projected availability dates for personnel redeployment to the UMO based on equipment and vehicle cleaning, turn-in, and other requirements so that the designated transportation office can build the requirements for airflow.

Until it is completely redeployed, the unit continually updates its personnel status with the ASCC/ARFOR assistant chief of staff (ACofS), G1, who coordinates with transportation personnel to ensure that seats are available for all personnel. Redeployment is planned to the company level and decrements from companies must be tracked throughout to ensure all contracted seats are filled.

MANIFESTING

Manifesting is the process to account for personnel redeploying to home station. Units identify soldiers requiring identification cards and tags to the servicing personnel service detachment (PSD) or nearest military personnel division.

Upon receipt of passenger seat allocations from the ACofS, G3, unit S1s/UMOs update the personnel information for manifesting (within TC-AIMS II as it becomes available). Units provide the manifest as required by the time schedule established by the servicing DACG or port MCT.

The unit assigns an individual as the flight/chalk commander and briefs personnel concerning the passenger manifesting time, customs requirements, and transportation of personnel and baggage.

Upon arrival at the APOE, redeploying personnel process through the manifest site and customs. The manifest should include:

- Last name, first name, middle initial.
- Social security number.
- Weight of soldier.
- Unit assigned (must be original unit to ensure that correct onward movement is programmed).

The flight/chalk commander certifies final manifest, weight count and passengers aboard aircraft.

POSTAL AND PUBLIC AFFAIRS OPERATIONS

Prior to redeployment, ASCC/ARFOR adjutants coordinate close out dates for area post office (APO) mail service. The ASCC/ARFOR and unit keep the public affairs officer (PAO) informed of dates and anticipated arrival times and locations for returning troops. The PAO coordinates media coverage and local community welcoming activities, and assists family support groups with current information.

Annex 2 to Appendix C

Container Operations

Units identify a point of contact (POC) responsible for coordinating MILVANs/containers and the turn-in of equipment for sea movement. They request MILVANs through the MCT to allow ample time for delivery, inspection, and pickup.

Units ensure that equipment is thoroughly cleaned and prepared for loading in containers prior to arranging for customs/agriculture inspections. This should be arranged at least 96 hours prior to the time containers are required to be loaded. Customs/agriculture inspectors must be present at the time the containers are loaded. Units must properly block and brace cargo to prevent shifting during transport. Units prepare a detailed packing list of all equipment loaded into the container.

Ammunition containers are the last equipment loaded on the ship. The responsible unit in conjunction with the port MCT delivers the ammunition when the MTMC port manager determines it is ready for upload. Ammunition containers must not sit at the port for an extended period of time.

The responsible unit identifies all ammunition containers to MTMC by identification (unit) number. These containers are moved directly to the port and loaded immediately. Hazardous materials placards (for example, Class A explosive placards) must be affixed on all four sides in the upper right-hand corner. If an ammunition container is to be shipped empty, units remove the hazardous materials placards. Units submit transportation requests to the appropriate MCT, which coordinates delivery of containers to the seaport. The port MCT coordinates with MTMC to determine who should sign for the ammunition container(s).

All containers are marked as required by MTMC guidance. Requests for transport of containers must be accompanied by specific instructions on the pick-up location of containers. A POC must be present when the containers are picked up. Commanders or their representatives document the departure of the containers on the TCMD, and the MCT (if available) or the MTMC representative at the port documents the arrival of the containers at the port. Units departing before their containers are shipped coordinate with the designated transportation office to have the container turned over to a central processing point or the MTMC port manager prior to departure. See FM 55-80, for information concerning waivers and container certification.

Annex 3 to Appendix C

Customs

This annex provides an overview of customs and agriculture requirements for entry of DoD-sponsored cargo, except personal property, into the US. This annex applies to all DoD activities whose mission involves any responsibility for processing and shipping DoD-sponsored cargo from initial preparation for shipment through certification of cargo for border clearance purposes. Unit responsibilities are discussed later in this annex.

DoD-sponsored cargo includes the following:

- Military support cargo.
- Cargo controlled by DoD in the interest of national security.
- Military aid cargo shipped in US flag aircraft and vessels.
- Military services exchange cargo.

CLEARANCE OF INBOUND CARGO THROUGH US CUSTOMS

US Federal regulations provide that all Government imports are subject to inspection/examination and entry requirements. To satisfy these requirements, all DoD-sponsored cargo must be free of contraband and agricultural pests, be declared to the customs officer at the first port of entry, and be available for any appropriate border clearance inspection. The declaration of this cargo is the responsibility of the operator of the air or sea terminal having jurisdiction over the port of entry.

INSPECTION/EXAMINATION PROCEDURES

All DoD-sponsored cargo is inspected or examined, as appropriate, within the overseas area, preferably at the point of origin, prior to shipment of the cargo to the US. Military customs inspector (MCI) personnel conduct this inspection/examination. It can only be waived in those instances where inspection/examination is impracticable or uneconomical. Requests for waivers are forwarded through command channels to HQDA. Specific inspection/examination procedures follow.

Prior to unit moves, all military equipment to enter the US is inspected or examined, as deemed appropriate by commanders or MCIs. Military equipment is inspected/examined at the time it is placed in boxes, crates, containers, sea vans, or

similar receptacles for movement. It is then secured until departure from the overseas area. Vehicles and similar items to be shipped in as-is condition are inspected/examined and secured immediately prior to loading on the departing aircraft or vessel. Over-the-road vehicles require agricultural inspections regardless of where the vehicles were used overseas and regardless of the area from which the vehicles were shipped.

At the point of origin, MCIs inspect/examine closed loop and special repair activity repairable spare parts and similar items for which the destination in the US is predetermined. They inspect/examine items when the shipment is being assembled, crated, containerized, or otherwise prepared for shipment.

When items return to the US from depot or other stocks, and destination of such items is not determined until time of shipment, inspection/examination overseas is not required. However, officers in charge of facilities consolidating such items into crates, containers, or similar cargo transporters establish procedures to preclude the introduction of contraband.

Immediately upon completion of the inspection/examination, a DD Form 1253 (Military Customs Inspection (Label)) or DD Form 1253-1 (Military Customs Inspection (Tag)) is properly completed, authenticated by official stamp and signature, and securely affixed to the outside of each container. The MCI completes and attaches the label or tag.

DoD-sponsored cargo classified for security or other reasons may be impounded at the US port of entry upon request by a US Customs official that the cargo be inspected/examined. A qualified and properly cleared representative of the DOD component or other agency to which the cargo belongs determines the authenticity of the classification.

All DoD-sponsored cargo entering the US is subject to reinspection/reexamination by US Customs/agriculture officials at the first port of entry for validating procedures and standards of the MCI program. The degree of reinspection is the prerogative of the border clearance officials. All shipments considered suspect by either the MCI or by the US border clearance officials are reinspected/reexamined.

UNIT CUSTOMS REQUIREMENTS

All units undergo customs inspections prior to redeploying from foreign countries to the United States. Inspectors clear equipment and personnel if they find no prohibited items. The government enforces stringent inspection standards to ensure that agricultural pests and diseases do not contaminate America's agricultural industry. Commanders are responsible for ensuring that their units are ready to be inspected at the right time.

PROHIBITED ITEMS

A large number of prohibited items cannot be returned to the United States. The list below covers the most common items. With each redeployment, other items may be added to the prohibited list. Prohibited items include:

- Fruits, vegetables, plants, cuttings, seeds, and processed plant products.
- Unprocessed animal products.
- Controlled substances and drug paraphernalia.
- Articles originating in North Korea, Cuba, Vietnam, Cambodia, and Iraq.
- Destructive devices and explosives, such as brass, shell casings, ammunition, and projectiles.
- Switchblade, butterfly, and spring-loaded knives.
- Obscene/pornographic articles, books, movies, publications, and videotapes.
- Counterfeit coins, currency, securities, or stamps.
- Sand, soil, or dirt.
- Privately owned weapons, enemy weapons, or any part of a foreign made weapon system.
- Items produced through forced labor.
- Personal effects of living or dead enemy.
- Unauthorized unit/command war trophies.

CLEARANCE PROCEDURES

Unit representatives coordinate inspection times with US Customs officials not later than five days prior to departure date. Equipment inspection must be completed 24 hours prior to departure. Units ensure that all equipment meets United States Department of Agriculture (USDA) standards, and they lay it out prior to the inspection. Customs personnel inspect equipment during pallet loading or as it is loaded into MILVANs. After the inspection, the equipment is stored in a sterile area until movement under escort to the APOE/SPOE.

Units clean all vehicles to USDA standards (100 percent free of all soil, dirt, vegetation, and harmful pests). Wash rack operations are critical to cleaning and customs clearing. Units ensure that sufficient steam cleaners are available to expedite the cleaning and inspection. Units may have to remove engines of tracked

vehicles as part of the cleaning and inspection process. Customs personnel normally inspect items on the wash racks so that units can correct problems as needed.

Units inspect all baggage before moving to the inspection point. This inspection checks for cleanliness and prohibited items. All non-mission essential equipment should be redeployed on pallets to minimize the time necessary for inspection on the day of redeployment. Inspectors normally check all baggage 24 hours before the departure time. US Customs inspectors check a minimum of 10 percent of all checked baggage. Once inspected, baggage is stored in a sterile area until transported and loaded at the APOE/SPOE. Approximately four to six hours prior to the scheduled departure, soldiers process through customs with their carry-on bags. Once cleared through customs, soldiers remain in the sterile area until they move to their departure point.

GLOSSARY

SECTION I –SHORTENED WORD FORMS

AA	assembly area
AACG	arrival airfield control group
AALPS	Automated Airload Planning System
ABCS	Army Battle Command and Control System
ABL	ammunition basic load
AC	active component
ACofS	assistant chief of staff
AFATDS	Advanced Field Artillery Tactical Data System
AFJM	Air Force joint manual
AFR	Air Force regulation
AMC	US Army Materiel Command
AMOPES	Army Mobilization and Operations Planning and Execution System
AO	area of operation
AOC	airlift operations center
APA	Army pre-positioned afloat
APO	area post office
APOD	aerial port of debarbation
APOE	aerial port of embarkation
APS	Army pre-positioned stocks
AR	Army regulation
ARFOR	Army forces
ARNG	Army National Guard
ASAS	All Source Analysis System
ASCC	Army service component commander
ASG	area support group
ASP	ammunition supply point
ATCCS	Army Tactical Command and Control System
ATCMD	Automated Transportation Control and Management Document
AUEL	automated unit equipment list
AWRSPTCMD	US Army War Reserve Support Command
BBPCT	blocking, bracing, packing, crating, and tie-down
BDA	battle damage assessment
BDU	battle dress uniform
BII	basic issue items
C2	command and control
C4	command, control, communications, and computers
C4I	command, control, communications, computers, and intelligence
CAA	command arrangements agreement

CDC	CONUS demobilization center
CDE	chemical defense equipment
CFA	call forward area
CFR	Code of Federal Regulations
CHE	container-handling equipment
CIF	central issue facility
CINC	commander-in-chief
CJCSM	Chairman of the Joint Chiefs of Staff manual
COA	course of action
COMMZ	communications zone
COMPASS	Computerized Movements Planning and Status System
CONEX	container express
CONPLAN	operational plan in concept format
CONUS	continental United States
COSCOM	corps support command
CS	combat support
CSS	combat service support
CSSCS	Combat Service Support Control System
CTA	common table of allowances
CZ	combat zone
DACG	departure airfield control group
DAMMS	Department of the Army Movement Management System
DEL	deployment equipment list
DIRMOBFOR	Director of Mobility Forces
DISCOM	division support command
DISN	defense information system network
DLA	Defense Logistics Agency
DLAM	Defense Logistics Agency manual
DMC	defense movement coordinator
DoD	Department of Defense
DODAAC	Department of Defense address activity code
DOT	Department of Transportation
DTO	division transportation officer
DTS	Defense Transportation System
EAC	echelons above corps
EEFT	End-to-End Force Tracking
ELIST	Enhanced Logistics Intratheater Support Tool
EOD	explosive ordnance disposal
FAADC3I	Forward Area Air Defense Command, Control, Communications, and Intelligence System
FBCB2	Force XXI Battle Command Brigade and Below
FM	field manual
FORSCOM	US Army Forces Command
FRAGO	fragmentary order
GBL	government bill of lading
GCCS	Global Command and Control System
GCCS-A	Global Command and Control System-Army
GCSS	Global Combat Support System

GDSS	Global Decision Support System
GIS	graphic information system
GTN	Global Transportation Network
HAZMAT	hazardous material
HN	host nation
HQDA	Headquarters, Department of the Army
IAW	in accordance with
IBS	Integrated Booking System
ICODES	Integrated Computerized Deployment System
IMDG	international maritime dangerous goods
ISB	intermediate staging base
ITO	installation transportation officer
ITV	in-transit visibility
JCS	Joint Chiefs of Staff
JFAST	Joint Flow and Analysis System for Transportation
JFC	joint force commander
JFRG	Joint Force Requirements Generator
JFUB	joint facilities utilization board
JI	joint inspection
JMC	joint movement center
JOPES	Joint Operation Planning and Execution System
JP	joint publication
JPEC	Joint Planning and Execution Community
JTB	joint transportation board
JTF	joint task force
LAD	latest arrival date
LAO	logistics assistance office
LAR	logistics assistance representative
LIF	logistics intelligence file
LOC	line of communication
LOGCAP	Logistics Civil Augmentation Program
LSE	logistics support element
MA	marshaling area
MACOM	major Army command
MAGTF	Marine air-ground task force
MCA	movement control agency
MCB	movement control battalion
MCC	movement control center
MCI	military customs inspector
MCOP	Marine Corps operations pamphlet
MCS	Maneuver Control System
MCT	movement control team
MDSS II	MAGTF Deployment Support System II
METT-TC	mission, enemy, terrain, troops, time available and civilian considerations
mgt	management
MHE	materials handling equipment
MILSTAMP	military standard transportation and movement procedures
MILVAN	military van

MMC	materiel management center
MOBSTA	mobilization station
MP	military police
MRE	meal, ready-to-eat
MSL	military shipment label
MSR	main supply route
MTMC	Military Traffic Management Command
MTMCTEA	Military Traffic Management Control Transportation Engineering Agency
MTOE	modified table of organization and equipment
MTW	major theater war
MWR	morale, welfare, and recreation
NAAK	Nerve Agent Antidote Kit
NAP	not-authorized-pre-positioning
NAPP	Nerve Agent Pyridostigmine Pretreatment
NAVSUP	naval supplement
NBC	nuclear, biological, and chemical
NCA	National Command Authorities
NCO	noncommissioned officer
NCOIC	noncommissioned officer in charge
NEW	net explosive weight
NTAT	not-to-accompany-troops
OCIE	organizational clothing and individual equipment
OCONUS	outside continental United States
OIC	officer in charge
OPCON	operational control
OPLAN	operations plan
OPORD	operations order
OPP	off-load preparation party
OTSG	Office of the Surgeon General
PAO	public affairs office(r)
PC	personal computer
PCI	pre-combat inspections
PMC	port management cell
PO	port operator
POC	point of contact
POD	port of debarkation
POE	port of embarkation
POL	petroleum, oil, and lubricants
PSA	port support activity
PSD	personnel service detachment
QD	Quality Distance
RAA	redeployment assembly area
RC	reserve component
RF	radio frequency
RR	railroad
RSO	receiving, staging, and onward movement
RSO&I	reception, staging, onward movement, and integration
S1	Adjutant (US Army)

SA	staging area
SDDG	Shippers' Declaration of Dangerous Goods
SI	supporting installation
SOP	standing operating procedures
SPM	single port manager
SPOE	seaport of embarkation
SUN	shipment unit number
SYSCON	system control
TALCE	tanker airlift control element
TAT	to-accompany-troops
TAV	total asset visibility
TB	technical bulletin
TC-ACCIS	Transportation Coordinator-Automated Command and Control Information System
TC-AIMS II	Transportation Coordinators' Automated Information for Movement System II
TCMD	transportation control and movement document
TCN	transportation control number
TM	technical manual
TMDE	test, measurement, and diagnostic equipment
TMO	traffic management office
TPFDD	time-phased force and deployment data
TRADOC	US Army Training and Doctrine Command
TSB	theater staging base
TSC	theater support command
TTB	transportation terminal brigade/battalion
UBL	unit basic load
UIC	unit identification code
ULN	unit line number-
UMD	unit movement data
UMO	unit movement officer
US	United States
USAMMA	US Army Medical Materiel Agency
USAR	US Army Reserve
USAREUR	US Army, Europe
USARPAC	US Army, Pacific
USCG	US Coast Guard
USDA	US Department of Agriculture
USTRANSCOM	US Transportation Command
WPS	Worldwide Port System
WWMCCS	Worldwide Military Command and Control System

SECTION II - DEFINITIONS

alert holding area The area at the APOE where control of loads passes from the unit to the DACG. Aircraft loads are assembled, inspected, held and serviced in this area.

arrival/departure airfield control group (A/DACG) The group that interfaces between the air port movement control team and the unit. It controls all movements of redeploying units up to the ready line, where it passes control to the TALCE.

assembly area (DOD, NATO) 1. An area in which a command is assembled preparatory to further action. 2. In a supply installation, the gross area used for collecting and combining components into complete units, kits, or assemblies. (JP 1-02)

call forward area The area at the APOE where the joint inspection is conducted by representatives of the unit, the DACG and the TALCE, after which discrepancies are corrected and rechecked.

force projection The movement of military forces from the continental United States (CONUS) or a theater in response to requirements of war or stability and support operations. Force-projection operations extend from mobilization and deployment of forces, to redeployment to CONUS or home theater, to subsequent mobilization. Force projection includes the following eight stages: mobilization; predeployment activity; deployment; entry operations; operations; war termination and post conflict operations; redeployment and reconstitution; and demobilization. See FMs 71-100, 100-5, 100-15, 100-20, and 100-30.

marshaling (DOD, NATO) 1. The process by which units participating in an amphibious or airborne operation, group together or assemble when feasible or move to temporary camps in the vicinity of embarkation points, complete preparations for combat or prepare for loading. 2. The process of assembling, holding, and organizing supplies and/or equipment, especially vehicles or transportation, for onward movement. (JP 1-02)

port of debarkation The geographic point at which cargo or personnel are discharged. May be a seaport or aerial port of debarkation. For unit requirements, it may or may not coincide with the destination. See FM 55-10.

port of embarkation The geographic point in a routing scheme from which cargo or personnel depart. May be a seaport or aerial port from which personnel and equipment flow to port of debarkation. For unit and nonunit requirements, it may or may not coincide with the origin. See FM

55-10.

port operator The port operator is the organization that conducts the actual staging and shiploading activities at the port under the direction of the port manager. This organization may include MTMC through contracted HN stevedores, or composite transportations groups, or RC transportation terminal brigades/battalions.

port support activity A temporary military support organization that ensures the equipment of the deploying units is ready to load. The PSA provides vehicle and equipment operators to operate equipment during loading/discharge operations at the SPOE/SPOD The PSA conducts limited equipment maintenance, corrects load deficiencies, provides security, assists with aircraft fly-in operations, and provides personnel to assist in all aspects of vessel loading/discharge operations at the port. The PSA is OPCON to the port operator.

power projection The ability of the nation to apply all or some of the elements of national power (diplomatic, economic, informational, or military) to respond to crisis, to contribute to deterrence, and to enhance regional stability. See FM 100-5.

redeployment (DOD) The transfer of a unit, an individual, or supplies deployed in one area to another area, or to another location within the area, or to the zone of interior for the purpose of further employment. (JP 1-02)

redeployment assembly area The area to which redeploying units move in order to wash major end items, affix hazardous material placards, obtain US Customs and Department of Agriculture inspections, and complete unit movement data. (FM 100-17)

single port manager US Transportation Command, through its transportation component command, Military Traffic Management Command (MTMC), is designated by the Secretary of Defense as the single port manager for all common-user seaports world-wide. The single port manager manages seaports of embarkation and debarkation in any given theater.

Other functions include: at the request of the combatant commander assist with OPLAN development and analysis; conduct assessments of ports, and recommend the size and type of port operations required; establish liaison with host nation seaport authorities and develop statements of work for contracting facilities and stevedore labor, if available; and workload the port operator based on the combatant commander's intent. The single port manager is responsible through all phases of the

	theater port operations continuum, from a bare beach deployment to a commercial contract supported deployment. Also called SPM.
staging area	(DOD, NATO) 1. Amphibious or airborne--a general locality between the mounting area and the objective of an amphibious or airborne expedition, through which the expedition or parts thereof pass after mounting, for refueling, regrouping of ships, and/or exercise, inspection and redistribution of troops. 2. Other movements--a general locality established for the concentration of troop units and transient personnel between movements over the lines of communication. (JP 1-02)
supercargo	Personnel that accompany cargo on board a ship for the purpose of accomplishing en route maintenance and security.
tanker airlift control element	A mobile command and control organization deployed to support strategic and theater air mobility operations at fixed, en route, and deployed locations where air mobility operational support is nonexistent or insufficient. The Tanker Airlift Control Element provides on-site management of air mobility airfield operations to include command and control, communications, aerial port services, maintenance, security, transportation, weather, intelligence, and other support functions, as necessary. The Tanker Airlift Control Element is composed of mission support elements from various units and deploys in support of peacetime, contingency, and emergency relief operations on both planned and "no notice" basis. See FMs 55-12, 71-100, 71-100-2, 71-100-3, 90-26, and 100-15.
unit line number	A seven character alphanumeric code that describes a unique increment of a unit deployment, for example, advance party, main body, equipment by sea or air, reception team, or trail party identified in a JOPES TPFDD. Also called ULN.
unit movement data	A unit equipment/supply listing containing corresponding transportability data. Tailored UMD has been modified to reflect a specific movement requirement.

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ERIC K. SHINSEKI
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Official:

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Administrative Assistant to the
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