

# ***COORDINATING DRAFT***

MCWP 4-11

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## **Tactical-Level Logistics**

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U.S. Marine Corps

***COORDINATING DRAFT***

PCN 143 000072 00

DEPARTMENT OF THE NAVY  
Headquarters United States Marine Corps  
Washington, DC 20380-1775

FOREWORD

Marine Corps Warfighting Publication (MCWP) 4-11, *Tactical-Level Logistics*, provides the doctrinal basis to plan and execute ground and aviation ground logistic support for Marine air-ground task force (MAGTF) operations at the tactical level of war. It establishes standard terms for tactical logistics and combat service support operations and provides guidance to develop local operating force standing operating procedures. MCWP 4-11 expands on MCWP 4-1, *Logistics Operations*, providing detailed guidance to Marine Corps logisticians

MCWP 4-11 is intended for commanders and their staffs who plan and conduct logistic support at the tactical level of war. Commanders and staff officers who require logistics support will also benefit from a greater understanding of logistics support.

MCWP 4-11 supersedes MCWP 4-11, *Tactical-Level Logistics*, dated 13 June 2000.

Reviewed and approved this date.

BY DIRECTION OF THE COMMANDANT OF THE MARINE CORPS

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# MCWP 4-11

## TACTICAL-LEVEL LOGISTICS

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# CHAPTER 1

## FUNDAMENTALS

Logistics is defined as “the science of planning and carrying out the movement and maintenance of forces. In its most comprehensive sense, those aspects of military operations which deal with: a. design and development, acquisition, storage, movement, distribution, maintenance, evacuation, and disposition of materiel; b. movement, evacuation, and hospitalization of personnel; c. acquisition or construction, maintenance, operation, and disposition of facilities; and d. acquisition or furnishing of services.” (Joint Publication [JP] 1-02, *Department of Defense Dictionary of Military and Associated Terms*)

Logistics is a fundamental element of Marine air-ground task force (MAGTF) expeditionary operations. Marine expeditionary forces (MEFs) provide self-contained and self-sustained forces that have everything necessary to accomplish the mission—from individual equipment to expeditionary airfields and medical treatment facilities. These forces are structured to meet a wide range of contingency operations and possess the logistic capabilities needed to initiate an operation, sustain forces, and reconstitute for follow-on missions.

Effective logistic support must be viewed from the perspectives of supported; e.g., ground combat element (GCE), and supporting; e.g., combat service support element (CSSE), organizations. It emphasizes the need for detailed planning and close integration of logistic capabilities of both supported combat units and supporting combat service support (CSS) units.

CSS is defined as “the essential capabilities, functions, activities, and tasks necessary to sustain all elements of operating forces in theater at all levels of war. Within the national and theater logistic systems, it includes but is not limited to that support rendered by service forces in ensuring the aspects of supply, maintenance, transportation, health services, and other services required by aviation and ground combat troops to permit those units to accomplish their missions in combat. Combat service support encompasses those activities at all levels of war that produce sustainment to all operating forces on the battlefield.” (JP 1-02) CSS in the Marine Corps is a function or tasking associated with a unit that, by table of organization (T/O) and table of equipment (T/E), is organized, equipped, and trained as a CSS organization to perform CSS operations. CSS is synonymous with organic logistics or tactical-level logistics.

### THE LEVELS OF WAR AND THE LOGISTIC CONTINUUM

Military operations require specific logistic support, which is based on the strategic, operational or tactical levels of war. Strategic, operational, and tactical logistics parallel and complement the levels of war. Strategic logistics supports the organizing, training, and equipping of forces needed to further the national interest. Operational logistics links tactical requirements and strategic capabilities to accomplish operational goals and objectives. Tactical logistics includes organic unit capabilities and combat service support activities required to support military operations.

#### Strategic

“The level of war at which a nation, often as a member of a group of nations, determines national or multinational (alliance or coalition) security objectives and guidance, and develops and uses national

40 resources to accomplish those objectives. Activities at this level establish national and multinational  
41 military objectives; sequence initiatives; define limits and assess risks for the use of military and other  
42 instruments of national power; develop global plans or theater war plans to achieve these objectives; and  
43 provide military forces and other capabilities in accordance with strategic plans.” (JP 1-02)

44 Strategic logistic capabilities are generated based on guidance from the President of the United States and  
45 the Secretary of Defense and logistic requirements identified by the operating forces. The combatant  
46 command and staff plan and oversee logistics from a theater strategic perspective. They assign execution  
47 responsibilities to Service components unless a joint or multinational functional command is formed to  
48 perform theater strategic logistic functions. The joint staff and combatant commanders generate and move  
49 forces and materiel into theater and areas of operations where operational logistic concepts are employed.

## 50 **Operational**

51 “The level of war at which campaigns and major operations are planned, conducted, and sustained to  
52 accomplish strategic objectives within theaters or areas of operations. Activities at this level link tactics  
53 and strategy by establishing operations objectives needed to accomplish the strategic objectives  
54 sequencing events to achieve the operational objectives, initiating actions, and applying resources to bring  
55 about and sustain these events. These activities imply a broader dimension of time or space than do  
56 tactics; they ensure the logistic and administrative support of tactical forces, and provide the means by  
57 which tactical successes are exploited to achieve strategic objectives.” (JP 1-02)

58 Operational logistics connects the logistic efforts of the strategic level with those of the tactical level. The  
59 Marine component commander is responsible for conducting operational logistics and coordinating  
60 operational logistic support with tactical logistic operations. The component commander may assign  
61 operational-level logistic tasks to the combat service support element and aviation combat element  
62 commanders in addition to their tactical logistic responsibilities. In larger operations, a Marine logistic  
63 command may be established to conduct operational-level logistic tasks.

64 To provide operational-level support to tactical operations, Commander, Marine Corps Forces  
65 (COMMARFOR), may establish a Marine logistics command (MLC). The MLC would be responsible for  
66 establishing the theater support structure to facilitate arrival, assembly, reception, staging, onward  
67 movement, and integration operations. In addition, the MLC could provide operational logistic support to  
68 Marine Corps forces as the Marine component commander’s operational-level logistic agency in theater.  
69 Normally, COMMARFOR assigns the MLC mission to a specific force service support group (FSSG).  
70 The COMMARFOR also assigns additional resources, based on the operational situation, theater  
71 geography, and infrastructure requirements, to the FSSG for the conduct of theater-supported logistic  
72 operations.

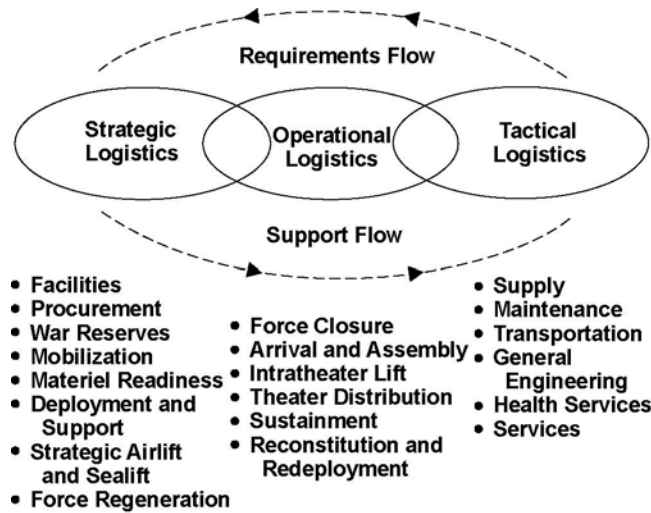
## 73 **Tactical**

74 “The level of war at which battles and engagements are planned and executed to accomplish military  
75 objectives assigned to tactical units or task forces. Activities at this level focus on the ordered  
76 arrangement and maneuver of combat elements in relation to each other and to the enemy to achieve  
77 combat objectives.”(JP 1-02)

78 Effective logistic support is a command responsibility. The MAGTF commander must plan and  
79 coordinate tactical logistics within the MAGTF and coordinate with higher headquarters for the  
80 operational-level logistic support necessary to sustain MAGTF operations. Subordinate element  
81 commanders are responsible for the efficient employment of organic logistic capabilities, while the CSSE  
82 commander is also responsible for executing CSS operations in support of the entire MAGTF.

83 All MAGTF elements execute tactical logistics to some degree by employing organic capabilities. The  
 84 initial source of logistic support available to any unit is its own organic capabilities. Organic capabilities  
 85 are defined in T/Os and T/Es. The CSSE, possessing capabilities beyond those found in the other  
 86 MAGTF elements, conducts CSS operations to provide any additional logistic support the other MAGTF  
 87 elements require.

88 Effective tactical logistic support results from the proper employment of logistic capabilities within the  
 89 MAGTF concept of operations and scheme of maneuver. Commanders and logisticians must carefully  
 90 integrate logistic considerations into operations planning and execution. Tactical-level logistic capabilities  
 91 are a primary element of a self- sufficient MAGTF, which is supported externally through the logistic  
 92 activity at the strategic and operational levels. Figure 1-1 depicts the continuum of logistic support  
 93 through the levels of war.



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**Figure 1. The Logistic Continuum.**

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## 96 **FUNCTIONS AND SUBFUNCTIONS OF TACTICAL LOGISTICS**

97 Marine Corps tactical-level logistics encompasses all of the logistic support activities performed at the  
98 tactical-level of war, to include CSS. Tactical logistics or CSS is normally categorized in six functional  
99 areas: supply, maintenance, transportation, general engineering, health service support (HSS), and  
100 services. See table 1-1.

### 101 **Supply**

102 Supply is a cyclic process of acquiring and issuing materiel to supported units. This materiel may be  
103 consumable or durable materiel, components, and end items. See table 1-2. Logisticians normally  
104 calculate requirements for each class and subclass of supply. See MCWP 4-11.7, *MAGTF Supply*  
105 *Operations*, for additional information.

### 106 **Maintenance**

107 Maintenance involves those actions taken to keep materiel in serviceable condition (preventive  
108 maintenance) and actions required to return materiel to serviceable condition (corrective maintenance).  
109 Maintenance tasks are grouped by levels of support that determine assignment of maintenance  
110 responsibilities. Tables 1-3 and 1-4 depict the levels of support as they are defined for ground equipment  
111 and aviation equipment, respectively. See MCWP 4-11.4, *Maintenance Operations*, for additional  
112 information.

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**Table 1-1. Functions and Subfunctions of Tactical Logistics.**

Supply	Maintenance	Transportation
Determination of requirements	Inspection and classification	Embarkation
Procurement	Service, adjustment, and tuning	support
Storage	Testing and calibration	Port and terminal operations
Distribution	Repair	Motor transport
Salvage	Modification	Air delivery
Disposal	Rebuilding and overhaul	Freight/passenger transportation
	Reclamation	Materials handling equipment
	Recovery and evacuation	
General Engineering	HSS	Services
Engineer reconnaissance	Health maintenance	Command services:
Horizontal/vertical construction	Casualty collection	<ul style="list-style-type: none"> <li>• Personnel administration</li> <li>• Religious ministries support</li> <li>• Financial management</li> <li>• Communications</li> <li>• Billeting</li> <li>• Band</li> <li>• Marine Corps Community Services</li> <li>• Morale, welfare, and recreation</li> </ul>
Facilities maintenance	Casualty treatment	
Demolition and obstacle removal	Temporary casualty holding	
Explosive ordnance disposal	Casualty evacuation	
Bridging		
		CSS services: <ul style="list-style-type: none"> <li>• Messing</li> <li>• Disbursing</li> <li>• Postal services</li> <li>• Exchange services</li> <li>• Security support</li> <li>• Legal services support</li> <li>• Civil affairs support</li> <li>• Mortuary Affairs services</li> </ul>

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117**Table 1-2. Classes <AND SUBCLASSES?> of Supply.**

Class	Description	Subclass
I	Subsistence (includes rations and gratuitous health and welfare items).	A–air (in-flight rations), C–combat rations, R–refrigerated subsistence, and S–nonrefrigerated.
II	Minor end items (includes clothing; individual equipment; tentage; organizational tool sets and tool kits; hand tools; and administrative and housekeeping supplies and equipment).	B–ground support materiel, E–general supplies, F–clothing and textiles, M–weapons, and T–industrial supplies ; e.g., bearings, block and tackle, cable, chains, wire rope, screws, bolts, studs, steel rods, plates, bars).
III	Petroleum, oils, and lubricants (includes petroleum fuels; lubricants; hydraulic and insulating oils; preservatives; liquid and compressed gases; bulk chemical products; coolants; de-icing and antifreeze compounds; and the components and additives of such products, and coal).	A–air and W–ground (surface).
IV	Construction (includes construction materiel, installed equipment, and all fortification or barrier materiel).	
V	Ammunition of all types (includes chemical, biological, radiological, and special weapons, bombs, explosives, mines, fuzes, detonators, pyrotechnics, missiles, rockets, propellants, and other associated items).	A–air and W–ground.
VI	Personal demand items and nonmilitary sales items.	
VII	Major end items (the final combination of end products assembled and configured in their intended form and ready for use ; e.g., launchers, tanks, mobile machine shops, and vehicles).	A–air, B–ground support materiel (includes power generators and construction, barrier, bridging, firefighting, petroleum, and mapping equipment), D–administrative vehicles (commercial vehicles used in administrative motor pools), G–electronics, K–tactical vehicles, L–missiles, M–weapons, and N–special weapons.
VIII	Medical materiel (includes medical-unique repair parts).	A–medical and/or dental materiel and B–blood and blood products.
IX	Repair parts (includes components and kits, assemblies, and subassemblies [reparable and non-reparable] required for maintenance support of all equipment).	A–air, B–ground support materiel, D–administrative vehicles, G–electronics, K–tactical vehicles, L–missiles, M–weapons, N–special weapons, and T–industrial supplies.
X	Nonmilitary materiel (includes materiel to support nonmilitary programs ; e.g., agriculture and economic development, that is not included in classes I-IX).	

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**Table 1-3. Levels and Echelons of Ground Equipment Maintenance.**

Levels of Maintenance	Echelons of Maintenance <sup>1</sup>
<b>Organizational</b> —Authorized at, performed by, and the responsibility of the using unit. Consists of cleaning, servicing, inspecting, lubricating, adjusting, and minor repair.	<b>First</b> —Limited action performed by crew or operator as prescribed by applicable manuals. <b>Second</b> —Limited action above the operator level performed by specialist personnel in the using unit.
<b>Intermediate</b> —Performed by designated agencies in support of the using unit or, for certain items of equipment, by specially authorized using units. Includes repair of subassemblies, assemblies, and major end items for return to lower echelons or to supply channels.	<b>Third</b> —Component replacement usually performed by specially trained personnel in owning or CSS units. <b>Fourth</b> —Component and end item overhaul and rebuilding performed by CSS units at semipermanent or fixed sites.
<b>Depot</b> —Major overhaul and complete rebuilding of parts, subassemblies, assemblies, and end items.	<b>Fifth</b> —End item overhaul and rebuilding performed by industrial-type activities using production line techniques, programs, and schedules.
<sup>1</sup> Equipment technical manuals and stock lists specify echelon of repair for each item.	

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**Table 1-4. Levels of Aviation Equipment Maintenance Activities.**

Levels of Maintenance	Maintenance Activities
Organizational	Tactical and training squadrons, Marine Corps air stations with aircraft assigned.
Intermediate	Marine aviation logistics squadrons (MALS).
Depot	Naval aviation depots, contract maintenance depot activities. Each MALS has limited depot-level capability.

125 **Transportation**

126 Transportation is moving from one location to another using railways, highways, waterways, pipelines,  
127 oceans, and airways. Throughput is the amount of cargo and personnel passed through the transportation  
128 systems. The transportation system includes the means and the controls for managing the transportation  
129 means. The transportation subfunctions are generally applicable to all levels of support, although the  
130 means, methods, control, and management procedures employed at each level will vary. Although  
131 transportation is discussed as a logistic function, at the tactical level, transportation is a combat support  
132 function. Combat organizations use organic, attached, and supporting transportation assets for tactical  
133 movement.

134 **General Engineering**

135 General engineering is distinct from combat engineering. General engineering is typically considered a  
136 CSS function; e.g., engineer support battalion, while combat engineering is considered a combat support  
137 function; e.g., combat engineer battalion. General engineering assets at the tactical level may be used to



138 reinforce or augment combat engineer organizations in specific situations for mobility, countermobility,  
139 or survivability tasks. These assets are normally in general support of the MAGTF for a wide range of  
140 tasks. These tasks often involve more detailed planning and preparation and higher standards of design  
141 and construction than typical combat engineer tasks.

## 142 **Health Service Support**

143 HSS seeks to minimize the effect that wounds, injuries, and disease have on unit effectiveness, readiness,  
144 and morale. HSS is accomplished by a preventive-medicine program that initially safeguards personnel  
145 against potential health risks and by the establishment of a system that provides medical support from the  
146 point of wounding, injury, or illness through evacuation. See MCWP 4-11.1, *Health Service Support*  
147 *Operations*, for additional information.

## 148 **Services**

149 The services function provides for the effective administration, management, and employment of military  
150 organizations. Services subfunctions are essentially administrative in nature. These are categorized as  
151 either command services, which are services provided to Marines by their individual commands, or CSS  
152 services, which are services provided by a CSS unit.

153 For additional information on command support services, see MCWP 4-11.8, *Services in an*  
154 *Expeditionary Environment.*”

## 155 **TACTICAL LOGISTIC SUPPORT EXTERNAL TO THE MAGTF**

156 Cross-Service support is appropriate when there are standing Department of Defense (DOD) procedures  
157 for common-item support ; e.g., for material managed by the Defense Logistics Agency (DLA), or there  
158 are existing inter-Service support agreements (ISSAs) ; e.g., for the U.S. Army to provide line-haul  
159 transportation to Marine Corps forces in certain theaters. Commanders of unified commands have  
160 directive authority for logistics by which they may authorize cross-Service support within their theater.  
161 Coalition, bilateral, and/or host nation support agreements authorize specified support across national  
162 lines. Requests for cross-Service or cross-national logistic support are coordinated by the Marine  
163 component commander.

## 164 **CSS INSTALLATIONS**

165 The CSSE establishes fixed installations to build up logistic capabilities in support of the MAGTF. These  
166 installations are physical locations aboard ship or ashore. Their number, location, and specific capabilities  
167 are dictated by the concept of CSS, which is based on the MAGTF mission and concept of operations.  
168 The MAGTF concept of operations must address the requirement to defend and protect the following  
169 CSS installations and facilities, as required.

## 170 **Beach Support Area**

171 In amphibious operations, the beach support area (BSA) is “the area to the rear of a landing force or  
172 elements thereof, established and operated by shore party units, which contains the facilities for the  
173 unloading of troops and materiel and the support of the forces ashore; it includes facilities for the  
174 evacuation of wounded, enemy prisoners of war, and captured materiel.” (JP 1-02)

175 The BSA is one of the first CSS installations established ashore during an amphibious operation and  
176 maritime prepositioning force (MPF) operations involving in-stream offload. It is established by the shore  
177 party group or team, but the CSSE commander may eventually disestablish it or consolidate it as part of  
178 the combat service support area (CSSA). In some situations, the BSA may be the only CSS installation  
179 ashore; in other situations, it may be one of several CSS installations.

## 180 **Landing Zone Support Area**

181 The landing zone support area is “a forward support installation which provides minimum essential  
182 support to the helicopterborne assault forces of the Marine air-ground task force. It can expand into a  
183 combat service support area but it is most often a short term installation with limited capabilities,  
184 normally containing dumps for rations, fuel, ammunition, and water only; maintenance is limited to  
185 contact teams and/or support teams.” (MCRP 5-12C)

186 This CSS installation is established to support helicopterborne assault elements. It is established by the  
187 CSSE when a buildup of supplies or other CSS capabilities is anticipated. When a logistic buildup is not  
188 planned, the supported unit is responsible for helicopter support team (HST) operations associated with  
189 support of the helicopterborne force.

## 190 **CSSA**

191 A CSSA is “an area ashore that is organized to contain the necessary supplies, equipment, installations,  
192 and elements to provide the landing force with combat service support throughout the operation.”  
193 (JP 1-02)

194 The CSSEs operate CSSAs in accordance with the CSSE operation order (OPORD). Because CSSAs are  
195 primary targets, the landing force (LF) must plan for their defense. The BSAs or landing zone support  
196 areas are often developed into CSSAs when the CSSE establishes the necessary CSS capabilities in the  
197 installation to support sustained operations.

## 198 **Force Combat Service Support Area**

199 An force combat service support area (FCSSA) is “the primary combat service support installation  
200 established to support MAGTF operations ashore. Normally located near a beach, port, and/or airfield, it  
201 usually contains the command post of the combat service support element commander and supports other  
202 combat service support installations.” (MCRP 5-12C)

203 The FSSG establishes an FCSSA near a beach, seaport, and/or airfield to support other CSS installations  
204 and to provide support not available at forward installations. Normally, the FCSSA contains the command  
205 post of the FSSG commander.

## 206 **Repair and Replenishment Point**

207 A repair and replenishment point is “a combat service support installation, normally in forward areas near  
208 the supported unit, established to support a mechanized or other rapidly moving force. It may be either a  
209 prearranged point or a hastily selected point to rearm, refuel, or provide repair services to the supported  
210 force.” (MCRP 5-12C)

211 Normally, a CSSD establishes a repair and replenishment point in support of a mechanized or other  
212 rapidly moving force. It may be either a prearranged point or a hastily selected point at which to rearm,  
213 refuel, or provide repair services to the supported force. Depending on the size of the supported force, the  
214 CSSD may establish multiple points.

215 Although the main body of the CSSD normally follows in trace of the advancing mechanized force, repair  
216 and replenishment points are normally in forward areas near the supported unit. This presents some  
217 unique command and control problems because CSS assets can become scattered over a wide area. The  
218 CSSD can also select repair and replenishment points farther to the rear of the mechanized force.  
219 Optimally, however, the CSS unit minimizes handling of supplies by having vehicles from the rear make  
220 deliveries directly to the users at repair and replenishment points.

## 221 **Forward Arming and Refueling Point**

222 A forward arming and refueling point (FARP) is “a temporary facility organized, equipped, and deployed  
223 by an aviation commander... to rapidly refuel and rearm simultaneously.” (JP 1-02) The aviation combat  
224 element (ACE) commander may establish a FARP to support the force scheme of maneuver. The FARP  
225 locations are selected where natural camouflage and terrain features can hide equipment and aircraft.  
226 Good drainage and room for tactical dispersion (helicopter servicing, fueling, arming) are of primary  
227 importance. Towns and villages are usually ideal locations because they provide hard land for easy  
228 movement of aircraft and wheeled vehicles, intersecting road networks, and excellent night operation  
229 capabilities.

230 After selection of the site, preloaded supplies ; e.g., refueling equipment, bladders, ammunition) can be  
231 transported to the site by truck along with material handling equipment and personnel. Helicopters may  
232 be used for rapid, initial emplacement of the FARP. Resupply may be accomplished by air or surface  
233 transportation. Under certain situations, a combination of aerial and ground-established FARPs may be  
234 operationally desirable. The FARPs are usually established in or near the forward assembly areas.  
235 Locations and routes to and from FARPs should be masked from radar detection. Because of the volume  
236 of air traffic and its importance to helicopter operations, FARPs should be kept beyond medium artillery  
237 range. To minimize this threat, FARPs must be displaced often when they are located farther forward.

## 238 **Airfields**

239 The availability of existing airfields within or close to the MAGTF objective area is a key planning  
240 consideration. ACE fixed-wing aircraft may require runway surfaces as long as 10,000 feet. Helicopter,  
241 short takeoff, vertical landing, and tilt-rotor aircraft runway requirements are considerably less.

242 Fixed-wing aircraft can operate from runways as short as 4,000 feet by reducing fuel and ordnance loads  
243 and by using arresting gear. Less developed strips can be enhanced with expeditionary airfield (EAF)  
244 equipment. If required and if time permits, a complete EAF can be installed.

### 245 ***EAFs***

246 An EAF is a prefabricated and portable airfield. The effort; e.g., material, engineer support, operational  
247 guidance, security, required for the installation and operation of an EAF may require the support of all  
248 MAGTF elements. When deployed, it provides the capability to launch and recover MAGTF helicopters  
249 and fixed-wing aircraft under all-weather conditions. Expansion of EAF facilities into a strategic  
250 expeditionary landing field (SELF) allows the support and maintenance for a complete wing-sized ACE.  
251 The SELF has parking and taxiways to accommodate the Air Mobility Command and Civil Reserve Air  
252 Fleet aircraft. Small EAFs are constructed by the Marine wing support squadron (MWSS). Larger  
253 airfields may require the MWSS to be augmented by the FSSG engineer support battalion or naval  
254 construction forces. The Navy mobile construction battalion provides augmentation to the FSSG and  
255 MWSS, or, if required, it assumes full responsibility for construction of the EAF. Each MPRON  
256 contains EAF equipment to provide a capability of airfield lighting, expeditionary arresting gear, and  
257 airfield landing matting. For additional information on EAF capabilities, see MCWP 3-21.1, *Aviation*  
258 *Ground Support*.

259

**259 Bare Base EAFs**

260 Bare base EAFs provide the capability for using an existing airfield or road network to establish an EAF.  
261 A bare base EAF is established in place of a full EAF due to the extensive embarkation or construction  
262 requirements associated with the full EAF. The bare base EAF concept calls for the use of available  
263 concrete and/or asphalt-surfaced facilities. This concept involves embarking only those assets that are  
264 necessary to conduct air operations; e.g., airfield lighting or marking, landing aids or arresting gear. Bare  
265 base kits have been established to support all EAFs.

**266 Ports**

267 The availability of ports suitable for amphibious ships, commercial ships, and MPS is another key  
268 planning consideration. Ports with well-developed infrastructure can significantly increase the buildup  
269 and throughput of MAGTF personnel, supplies, and equipment ashore. When sustained operations ashore  
270 are anticipated, ports often become a FCSSA. Additional information can be found on page XX of this  
271 publication; JP 4-01.8 *Joint Tactics, Techniques and Procedures for Joint Reception, Staging, On-ward*  
272 *Movement, and Integration*; and JP 4-01.6, *Joint Tactics, Techniques, and Procedures for Joint Logistics*  
273 *Over the Shore (JLOTS)*.

# CHAPTER 2

## ORGANIZATIONS AND RESPONSIBILITIES

Commanders, staff officers, and logisticians at all levels must understand the logistic and CSS capabilities of the MAGTF to effectively plan the tactical phases of expeditionary operations. This chapter discusses Marine Corps organization, MAGTF and task organizations' logistic capabilities, and commanders and staff officers' roles and responsibilities

### Section I. Marine Corps Organizations

The Marine Corps is structurally organized into four categories: Headquarters, Marine Corps (HQMC); the Marine Corps Forces Reserve (MARFORRES); the supporting establishment (SE); and the operating forces. These structural organizations have inherent logistic capabilities and responsibilities at the strategic, operational, and tactical levels of war.

#### HEADQUARTERS, MARINE CORPS

HQMC is responsible for strategic logistics. The Commandant of the Marine Corps ensures that Marine Corps forces (MARFOR) under the command of a combatant commander or joint task force (JTF) commander are trained, equipped, and prepared logistically to undertake assigned missions.

#### MARINE CORPS FORCES RESERVE

MARFORRES is organized under the Commander, Marine Corps Forces Reserve (COMMARFORRES). The MARFORRES consists of a combined-arms force with a division, a wing, and a force service support group. Logistic and CSS capabilities in the MARFORRES are comparable to those of the active forces. The MARFORRES possesses the mortuary affairs capability (with focus on graves registration) and the bulk of the bridging capability for the Marine Corps. See MCWP 4-11.8, *Services in an Expeditionary Environment*, and Marine Corps Reference Publication (MCRP) 5-12D, *Organization of Marine Corps Forces*, for more information.

#### SUPPORTING ESTABLISHMENT

The SE consists of those personnel, bases, and activities that support the Marine Corps operating forces. It consists of many bases and stations. It includes the Marine Corps Logistics Command, the Marine Corps Recruiting Command, the Marine Corps Combat Development Command, and all training activities and formal schools. The SE provides logistic support vital to the combat readiness of the Marine Corps.

29 **OPERATING FORCES**

30 Marine Corps Forces, Pacific (MARFORPAC) and Marine Corps Forces, Atlantic (MARFORLANT) are  
 31 component commands. These MARFORs are operating forces under combatant command of designated  
 32 unified commanders for joint operations. Normally, MARFORPAC and MARFORLANT retain support  
 33 responsibility for MAGTFs that are provided to a joint force commander (JFC). The MARFORPAC and  
 34 the MARFORLANT may deploy a headquarters element to the JFC. This element exercises  
 35 administrative control over assigned MAGTFs as a Service component commander. In the absence of a  
 36 headquarters element from a Marine component command, the senior MAGTF commander in theater  
 37 may assume the responsibilities of Service component commander. Independent of the Service  
 38 component arrangement, MARFORPAC and MARFORLANT coordinate operational-level logistic  
 39 requirements that affect the employment of MAGTFs.

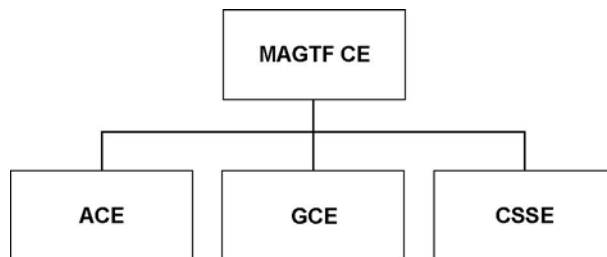
40 A type command is an administrative subdivision of a fleet or force into ships or units of the same type.  
 41 Marine and Navy operating forces are assigned to type commanders for the purposes of training,  
 42 employment, and logistic support. Fleet Marine Force (FMF) commanding generals have the status of type  
 43 commanders and provide combat-ready expeditionary forces for service with the operating fleet.  
 44 Commander, MARFORPAC (COMMARFORPAC), is also the Commanding General, FMF Pacific; and  
 45 Commander, MARFORLANT (COMMARFORLANT) is also the Commanding General, FMF Atlantic.  
 46 Commander, Naval Air Atlantic (COMNAVAIRLANT); Commander, Naval Air Pacific  
 47 (COMNAVAIRPAC); and Commander, Naval Air Reserve (COMNAVAIRRESFOR) are the type  
 48 commanders for Marine Corps aircraft and aviation support equipment.

49 **Section II. MAGTF Organizations**

50 The MAGTF is the principal Marine Corps organization for all missions across the range of military  
 51 operations. It is composed of forces task-organized under a single commander capable of responding  
 52 rapidly to a contingency anywhere in the world.

53 The four types of MAGTFs are: the Marine expeditionary force (MEF); the Marine expeditionary brigade  
 54 (MEB); the Marine expeditionary unit (special operations capable) (MEU[SOC]); and the special purpose  
 55 MAGTF (SPMAGTF).

56 The types of forces in the MAGTF are functionally grouped into four core elements: a command element  
 57 (CE), an aviation combat element (ACE), a ground combat element (GCE), and a combat service support  
 58 element (CSSE). See figure 2-1. These core elements are categories of forces, not formal commands. The  
 59 basic structure of the MAGTF never varies, though the number, size, and type of Marine Corps units  
 60 comprising each of its four elements will always be mission dependent.



61  
62

**Figure 2-1. Marine Air-Ground Task Force.**



## 63 **MARINE EXPEDITIONARY FORCE**

64 The MEF is the largest MAGTF and the principal Marine Corps warfighting organization, particularly for  
65 larger crises or contingencies. It is task-organized around a permanent command element and normally  
66 contains one or more Marine force service support groups, Marine divisions, and Marine aircraft wings.  
67 The MEF is capable of missions across the range of military operations, including amphibious assault and  
68 sustained operations ashore. It can operate from a sea base and/ or a land base. MEFs can deploy with  
69 sufficient equipment and supplies to support up to 60 days of contingency operations. It may contain  
70 other Service or foreign military forces assigned or attached to the MAGTF.

71 The MEF can also task-organize MAGTFs to conduct a specific mission. Typically, a combat service  
72 support detachment (CSSD) is the task-organized CSSE for the following MAGTFs:

- 73 • The SPMAGTF is a MAGTF that is organized, trained, and equipped with narrowly focused  
74 capabilities. It is designed to accomplish a specific mission, often of limited scope and duration. It  
75 may be any size, but normally it is a relatively small force, the size of a MEU unit or smaller. It may  
76 contain other Service or foreign military forces assigned or attached to the MAGTF.
- 77 • The air contingency force (ACF) is an important type of SPMAGTF. The ACF is an on-call, combat-  
78 ready SPMAGTF that deploys by airlift. ACFs vary in size based on mission requirements and the  
79 availability of airlift. Because they deploy by air, they have a limited organic logistic capability and  
80 require an arrival airfield. ACFs usually are activated to respond to developing crises. They may  
81 deploy independently or with other expeditionary forces.

## 82 **MARINE EXPEDITIONARY BRIGADE**

83 The MEB is a mid-sized MAGTF that provides combatant commanders with an extremely  
84 flexible expeditionary force. Commanded by a general officer, a MEB is normally built around a  
85 GCE of a reinforced infantry regiment. Its ACE consists of a Marine aircraft group with fixed-  
86 and rotary- wing squadrons. The CSSE is a brigade service support group (BSSG) organized to  
87 provide the full spectrum of CSS to the MEB. As an expeditionary force, the MEB is capable of  
88 rapid deployment and employment via amphibious shipping, strategic airlift and/or sealift,  
89 marrying with maritime or geographical prepositioning force assets, or any combination thereof.  
90 The MEB is a complete fighting force. It is a MAGTF that has been task-organized for the  
91 mission and is capable of self-sustainment for up to 30 days. It can function alone, as a logical  
92 follow-on force to the MEU, as part of a joint task force, or as the lead element of a MEF.  
93

## 94 **MARINE EXPEDITIONARY UNIT (SPECIAL OPERATIONS CAPABLE)**

95 The MEU(SOC) is task-organized normally around a battalion landing team, reinforced  
96 helicopter squadron, and a MEU service support group (MSSG). Capable of limited combat  
97 operations, it provides an immediate reaction capability for crisis situations. A MEU is capable  
98 of self-sustainment for up to 15 days.  
99

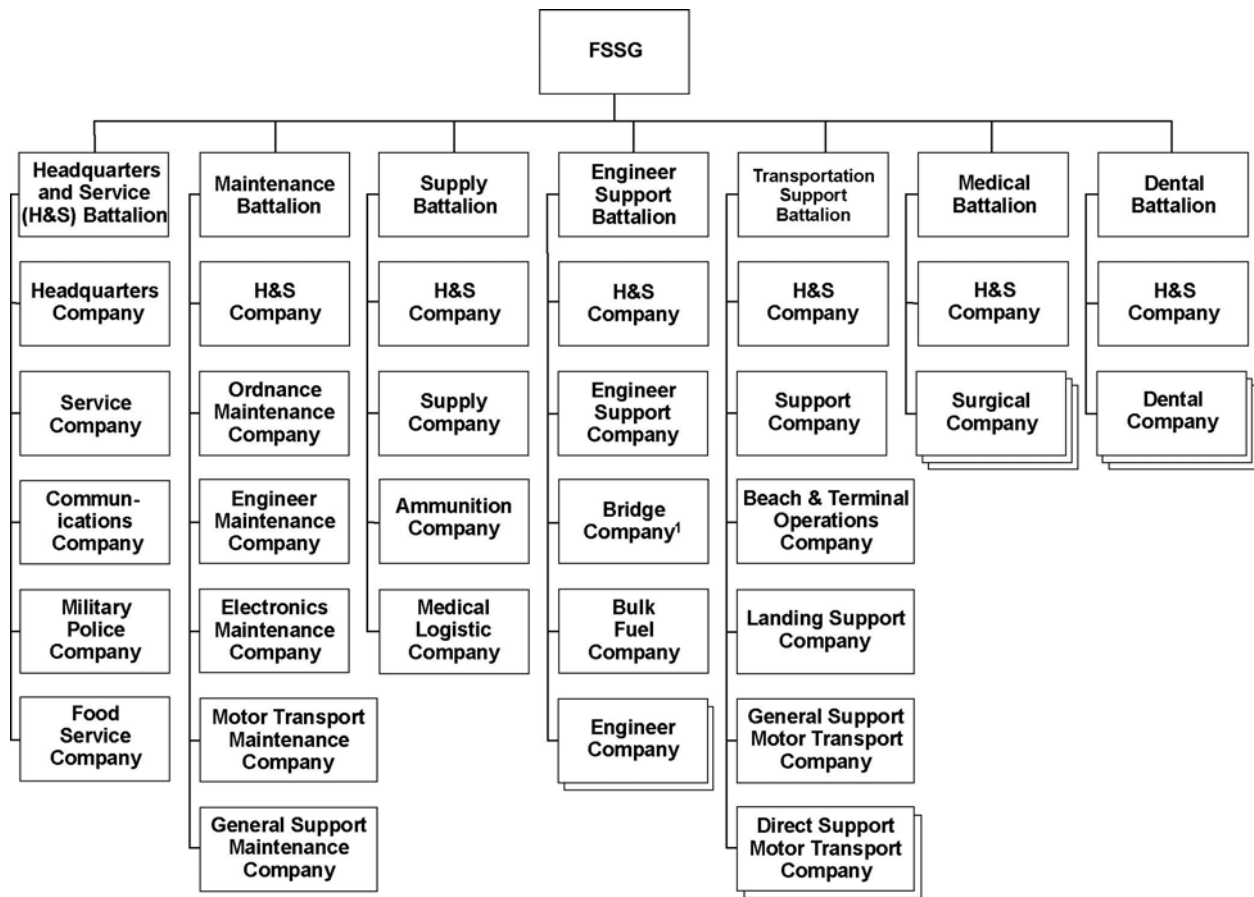
## 100 **Section III. Marine Expeditionary Force Organizations and Capabilities**



101 The MEF’s tactical logistic capabilities include the organic logistic personnel and equipment arrayed in  
 102 the various units that comprise the MAGTF elements and the CSS capabilities associated with the CSSE.  
 103 The primary mission of the CSSE is to provide CSS throughout the MAGTF. Generally, each MEF  
 104 consists of a permanent CE, an FSSG, a Marine division, and a Marine aircraft wing. When the MEF  
 105 deploys, it may be reinforced with more capabilities than it possesses in garrison, such as an additional  
 106 division in the GCE or an FSSG in the CSSE.

107 **FSSG**

108 The FSSG is the MEF CSSE. It is a grouping of functional battalions that provide tactical-level ground  
 109 logistic support to all MEF elements. See figure 2-2 for general FSSG organizational structure. Although  
 110 FSSG organization varies between the MEFs, FSSGs share similar components and capabilities. FSSGs  
 111 are task-organized to meet mission requirements. For additional information, refer to MCRP 5-12D,  
 112 *Organization of MC Forces*. In addition, the FSSG may be tasked to provide operational-level logistic  
 113 support to the Marine Corps component of a joint command. The FSSG embodies the fundamental  
 114 principle-economy of operations through centralization of logistic resources and decentralization of  
 115 support operations. The FSSG organizations are structured to provide task- organized groups to support  
 116 independently deployed battalions, regiments, MAGTFs, and/or geographically separated units.



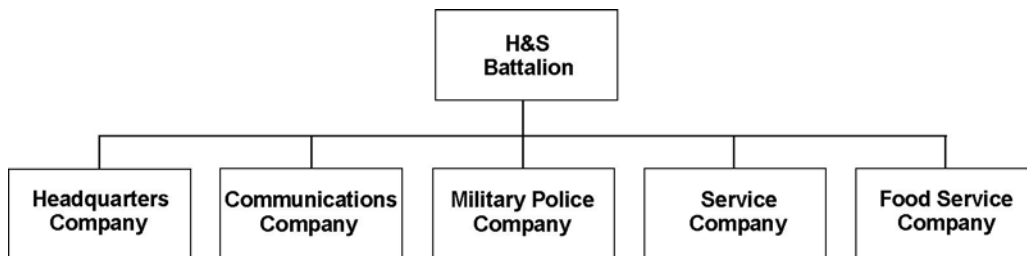
<sup>1</sup> There is only one bridge company in the active forces; it is resident in 2d FSSG.

118

**Figure 2-2. Force Service Support Group.****119 Headquarters and Service Battalion**

120 The headquarters and service (H&amp;S) battalion—

- 121 • Provides command and control (C2), administration, services, communications, and security support
- 122 to the FSSG.
- 123 • Coordinates CSS to other MAGTF elements.
- 124 • Is self-supporting in supply, organizational maintenance, HSS, communications, and transportation
- 125 for its command and administrative functions.
- 126 • Provides communications for the FSSG CE and subordinate CSSEs.
- 127 • Provides messing for itself, the other FSSG battalions, and augments the CE and GCE as required.
- 128 • Is organized into headquarters, military police, services, food service, and communications
- 129 companies. See figure 2-3.



130

**Figure 2-3. Headquarters and Service Battalion.**

131

**132 Headquarters Company**

133 The headquarters company provides C2, administration, and command support functions for the H&S  
 134 battalion, the FSSG, and the CSSE CEs. The H&S battalion's supply, health services, and messing  
 135 capabilities are resident in this company. The headquarters company transports its administrative and  
 136 command sections and performs organizational maintenance on organic equipment.

**137 Communications Company**

138 The communications company provides communications support to the FSSG CEs and those subordinate  
 139 CSSEs without organic communications capabilities. The company is capable of organic transportation  
 140 support for administrative and command functions. It performs organizational maintenance on its  
 141 equipment, except for test equipment, and conducts third echelon maintenance on the battalion's ground  
 142 communications and electronics critical low-density equipment.

**143 Military Police Company**

144 The military police company provides security support, enemy-prisoner-of-war (EPW) control, and law-  
 145 and-order operations for the MEF. The company is capable of organic transportation support for  
 146 administrative and command functions. It also performs organizational maintenance on organic  
 147 equipment.

**148 Service Company**

149 The service company provides general support services support for the MEF. It also provides  
 150 administrative and disbursing support for U.S. Navy personnel assigned to the MEF. The company

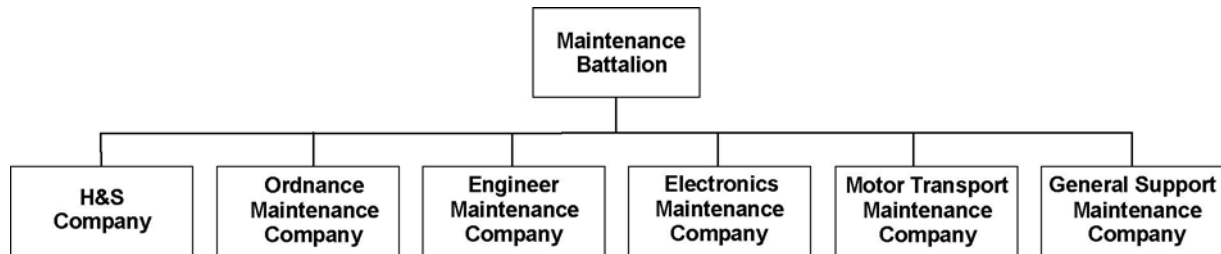
151 contains the nucleus for initial active duty civil affairs support. It is capable of performing organizational  
 152 maintenance on organic equipment.

153 **Food Service Company**

154 The food service company provides general support (GS) and direct support (DS) of tactical field feeding  
 155 capabilities beyond the organic level for the MEF, excluding the ACE. It performs organizational  
 156 maintenance on the field food service system and first through third echelon maintenance on the tray  
 157 ration heating system. Transportation is limited to light lift vehicles.

158 **Maintenance Battalion**

159 The maintenance battalion provides intermediate- level, third and fourth echelon maintenance support for  
 160 tactical ordnance, engineer, motor transport, communications-electronics, and GS equipment of the MEF.  
 161 It also evacuates equipment to repair facilities. The battalion is self-supporting in supply, organizational  
 162 maintenance, and transportation of command and administrative elements. The maintenance battalion is  
 163 organized into H&S, ordnance, engineer, electronics, motor transport, and general support maintenance  
 164 companies. See figure 2-4.



165

166

**Figure 2-4. Maintenance Battalion.**

167

**167 Headquarters and Service Company**

168 H&S company provides C2, administration, and command support functions for the maintenance  
169 battalion. It is capable of organic supply and first echelon maintenance on organic equipment. It provides  
170 second echelon maintenance on the battalion's ordnance and motor transport equipment, except for motor  
171 transport equipment belonging to general support maintenance and motor transport maintenance  
172 companies. The H&S company is capable of organic transportation support for administrative and  
173 command functions.

**174 Ordnance Maintenance Company**

175 The ordnance maintenance company provides third and fourth echelon maintenance support for the  
176 MEF's Marine Corps-furnished ordnance equipment. The company is capable of organic transportation  
177 support for its administrative and command functions. It also conducts first echelon maintenance on  
178 organic equipment and second echelon maintenance on ordnance equipment.

**179 Engineer Maintenance Company**

180 The company provides third and fourth echelon maintenance support for MEF engineering equipment and  
181 second echelon and intermediate maintenance on fabric. It conducts first echelon maintenance on organic  
182 equipment and second echelon maintenance on engineer assets. The company is capable of organic  
183 transportation support for its administrative and command functions and of transportation support to  
184 evacuate heavy engineer items.

**185 Electronics Maintenance Company**

186 The electronics maintenance company provides third and fourth echelon maintenance support for the  
187 ground communications-electronics equipment of a MEF and the evacuation of ground communications-  
188 electronics equipment to repair facilities. It conducts first echelon maintenance on organic equipment and  
189 second echelon maintenance on organic ground communications-electronics equipment and ordnance  
190 equipment, except for infantry weapons. The company is capable of organic transportation support for its  
191 administrative and command functions.

**192 Motor Transport Maintenance Company**

193 The motor transport maintenance company provides third and fourth echelon maintenance support for  
194 MEF motor transport equipment. It conducts first echelon maintenance on organic equipment and second  
195 echelon maintenance on battalion motor transport equipment, except for those items belonging to the  
196 H&S and general support maintenance companies. In addition, the company provides transportation  
197 support to effect evacuation of heavy motor transport equipment. The company is capable of organic  
198 transportation support for its administrative and command functions.

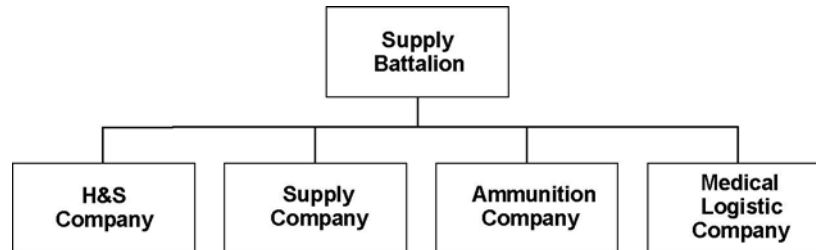
**199 General Support Maintenance Company**

200 The general support maintenance company provides third and fourth echelon maintenance support,  
201 including component rebuilding for MEF ground equipment, except for communications- electronic  
202 equipment and fire control components. It conducts organizational and intermediate maintenance on  
203 organic equipment. In addition, the company is capable of organic transportation support for its  
204 administrative and command functions.

**205 Supply Battalion**

206 The supply battalion provides general supply support, except for bulk liquids and Navy-funded stock and  
207 programs, for sustaining MAGTF operations. The battalion provides organizational and intermediate

208 maintenance on medical and dental equipment. It also provides packing, preservation, and packaging  
 209 capabilities. The battalion is self- supporting in administration, organic supply, organizational  
 210 maintenance, and transportation for its command and administrative functions. The supply battalion is  
 211 organized into H&S, supply, ammunition, and medical logistic companies. See figure 2-5.



212

213

Figure 2-5. Supply Battalion.

### 214 ***Headquarters and Service Company***

215 The H&S company of the supply battalion provides C2, administration, and command support functions  
 216 for the supply battalion and general subsistence (class I) supply support to the MEF, including packing,  
 217 preservation, and packaging capabilities. The battalion's organic supply and internal transportation  
 218 capabilities are resident in this company. The H&S company has organic capabilities to provide  
 219 transportation for its administrative and command functions and to perform organizational maintenance  
 220 on its equipment.

### 221 ***Supply Company***

222 The supply company provides general supply support, including supply management and control, to  
 223 sustain the operations of the MEF. The company provides support for class II, class III (except for bulk),  
 224 and classes IV, VI, VII, and IX items. The company has organic capabilities to provide transportation for  
 225 its administrative and command functions and to conduct first echelon maintenance on its equipment.

### 226 ***Ammunition Company***

227 The ammunition company provides general class V supply support to the MEF. The company has organic  
 228 capabilities to provide transportation for its administrative and command functions and to conduct first  
 229 echelon maintenance on its equipment.

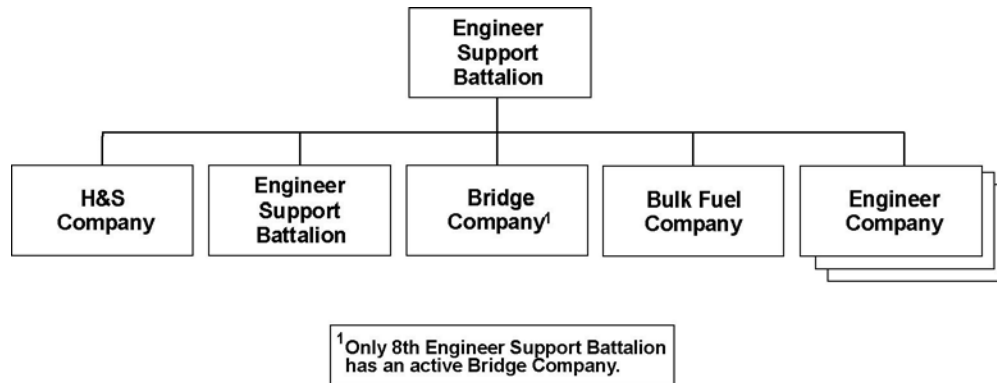
### 230 ***Medical Logistic Company***

231 Medical logistic company provides general supply and maintenance support for medical and dental (class  
 232 VIII) materiel. The company has organic capabilities to provide transportation for its administrative and  
 233 command functions and to conduct first echelon maintenance on its equipment. The company provides  
 234 organic and intermediate maintenance on equipment held by the medical logistic company and conducts  
 235 intermediate maintenance on equipment held by other units.

## 236 **Engineer Support Battalion**

237 The engineer support battalion provides general engineering support of an expeditionary nature, including  
 238 survivability, countermobility, and mobility enhancements. This support includes explosive ordnance  
 239 disposal (EOD), horizontal and vertical construction, utilities support, engineer reconnaissance, and  
 240 general supply support incident to the handling, storing, and dispensing of bulk class I (water) and bulk  
 241 class III and III(A) items. The battalion has organic capabilities for administration, organizational  
 242 maintenance, messing, engineering support, single-channel communications, supply, and transportation

243 for its command and administrative elements. The engineer support battalion is organized into H&S,  
 244 engineer support, bridge, and bulk fuel companies, as well as three engineer companies. See figure 2-6.



245

246

Figure 2-6. Engineer Support Battalion.

### 247 **Headquarters and Service Company**

248 The H&S company provides C2, administration, and command support functions for the engineer support  
 249 battalion and EOD support for the MEF. The battalion's organic supply, single-channel communications,  
 250 chaplain, medical, and messing capabilities are resident in this company. The H&S company has organic  
 251 capabilities to provide transportation for its administrative and command functions and to perform first  
 252 echelon maintenance on organic equipment. It also provides second echelon maintenance on ordnance,  
 253 surveying, and communications-electronics equipment.

### 254 **Engineer Support Company**

255 The engineer support company provides bath, laundry, potable water supply, and mobile electric power to  
 256 the MEF. It also provides maintenance support for specified equipment that is organic to the battalion,  
 257 transportation and services support, as well as general support and reinforcing heavy equipment  
 258 augmentation to the battalion's engineer companies. The company is capable of first echelon maintenance  
 259 on organic equipment and second echelon maintenance on organic equipment (except for  
 260 communications-electronics), ordnance, EOD, and bulk fuel equipment. It is also capable of third echelon  
 261 maintenance on bridge equipment and boats.

### 262 **Bridge Company**

263 The bridge company provides bridging support to enhance tactical mobility. The company has organic  
 264 capabilities to provide transportation for its organic administrative and command functions and to conduct  
 265 organizational maintenance on its equipment.

### 266 **Bulk Fuel Company**

267 The bulk fuel company provides general support class III supply support. The company has organic  
 268 capabilities to provide transportation for its administrative and command functions and to conduct  
 269 organizational maintenance on bulk fuel system-specific equipment.

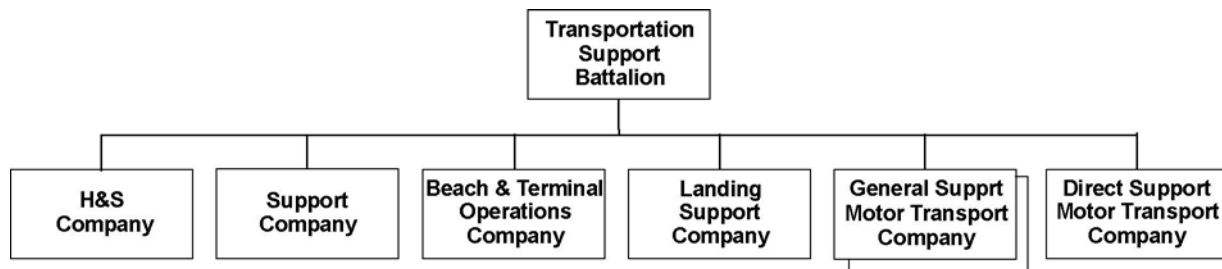
### 270 **Engineer Companies**

271 Engineer companies provide general engineering support of a deliberate nature. The companies have  
 272 organic capabilities to provide transportation for their administrative and command functions and to

273 conduct organizational maintenance on their equipment (except for communications, ordnance, EOD, and  
274 bulk fuel items).

## 275 **Transportation Support Battalion**

276 Transportation support battalion provides motor transport, air delivery, and landing support for the MEF.  
277 Landing support provides for ship-to-shore (STS) movement during amphibious, maritime prepositioning  
278 force (MPF) operations, and subsequent terminal operations to permit throughput of supplies, equipment,  
279 and personnel. Motor transport support includes medium- and heavy-lift transportation support. The  
280 battalion has organic capabilities to provide for its administration, supply, communications, and  
281 transportation of command and administrative elements. Having a limited engineering capability, the  
282 battalion conducts organizational maintenance on organic equipment, third echelon maintenance on motor  
283 transport and engineering equipment, and intermediate maintenance on air delivery equipment. The  
284 support battalion is organized into H&S, support, beach and terminal operations, landing support, general  
285 support motor transport, and two direct support motor transport companies. See figure 2-7.



286

287

**Figure 2-7. Transportation Support Battalion.**

### 288 ***Headquarters and Service Company***

289 The H&S company of the support battalion provides C2, administration, and command support functions  
290 for the battalion. The battalion's organic supply, communications, and organizational maintenance for  
291 ordnance and communications-electronic equipment are resident in this company. The H&S company has  
292 the organic capability to provide transportation for its administrative and command functions.

### 293 ***Support Company***

294 The support company provides materials handling equipment (MHE) and container handling support. The  
295 company has the organic capability to provide transportation for its administrative and command  
296 functions. It is also capable of organizational maintenance on its landing support equipment (LSE),  
297 second and third echelon maintenance on motor transport assets, and first through third echelon  
298 maintenance on engineer equipment organic to the battalion.

### 299 ***Beach and Terminal Operations Company***

300 The beach and terminal operations company provides general transportation support in coordinating  
301 throughput operations. The company provides air delivery support and coordinates transportation support  
302 in throughput operations at designated ports, beaches, railheads, airheads, cargo terminals, dumps, and  
303 depots. The company has organic capabilities to provide transportation for its administrative and  
304 command functions and to conduct first echelon maintenance on its equipment and organizational and  
305 intermediate maintenance on air delivery equipment.

### 306 ***Landing Support Company***

307 The landing support company provides C2 for throughput operations in support of surface and/or  
 308 helicopter assault operations. This company provides the MAGTF's with shore party teams or groups,  
 309 helicopter support teams (HSTs), departure airfield control groups (DACGs), port operations group  
 310 (POG), and/or arrival airfield control groups (AACGs). The company has organic capabilities to provide  
 311 transportation for its administrative and command functions and to conduct first echelon maintenance on  
 312 its equipment.

313 **General Support Motor Transport Company**

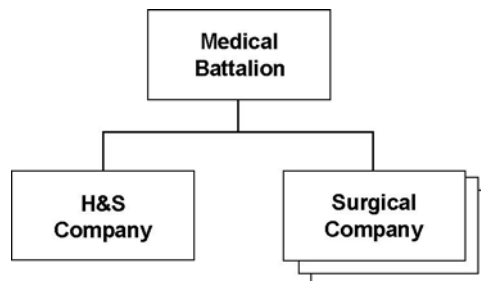
314 The general support company provides general medium- and heavy-lift transportation support. The  
 315 company is capable of first echelon maintenance on organic equipment.

316 **Direct Support Motor Transport Companies**

317 Direct support companies provide direct and general medium- and heavy-lift transportation support. The  
 318 companies are capable of first echelon maintenance on organic equipment.

319 **Medical Battalion**

320 The medical battalion conducts initial resuscitative HSS. It is the only source of organic Marine Corps  
 321 medical support above the aid station level. In addition to initial resuscitative surgical intervention, the  
 322 battalion provides temporary casualty holding, ground evacuation support to forward medical elements,  
 323 and preventive medical support. It has organic capabilities to provide its supplies and to perform  
 324 organizational maintenance on its equipment and first echelon maintenance on medical equipment. The  
 325 battalion can transport its command and administrative elements, evacuate casualties from forward areas,  
 326 and transfer patients to medical treatment facilities (MTFs) in rear areas. The medical battalion is  
 327 organized into an H&S company and three surgical companies. See figure 2-8.



328

329

**Figure 2-8. Medical Battalion.**

330 **Headquarters and Service Company**

331 The H&S company provides the medical battalion's C2, command support functions, and shock-trauma  
 332 capabilities. The H&S company is capable of organic supply and intermediate maintenance on organic  
 333 equipment. In addition, the company has the organic capability to transport its command and  
 334 administrative elements.

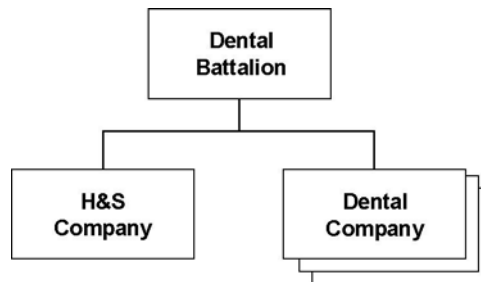
335 **Surgical Companies**

336 Each of the surgical companies can support regimental-sized operations. The surgical company provides  
 337 MTFs for resuscitative surgery, medical treatment, and temporary holding of casualties.



## 338 **Dental Battalion**

339 The dental battalion has organic supplies. It is capable of organizational maintenance on organic  
 340 equipment and third echelon maintenance on dental equipment. In addition, it is capable of transporting  
 341 its command and administrative elements. It is organized into an H&S company and three dental  
 342 companies. See figure 2-9.



343

344

**Figure 2-9. Dental Battalion.**

### 345 ***Headquarters and Service Company***

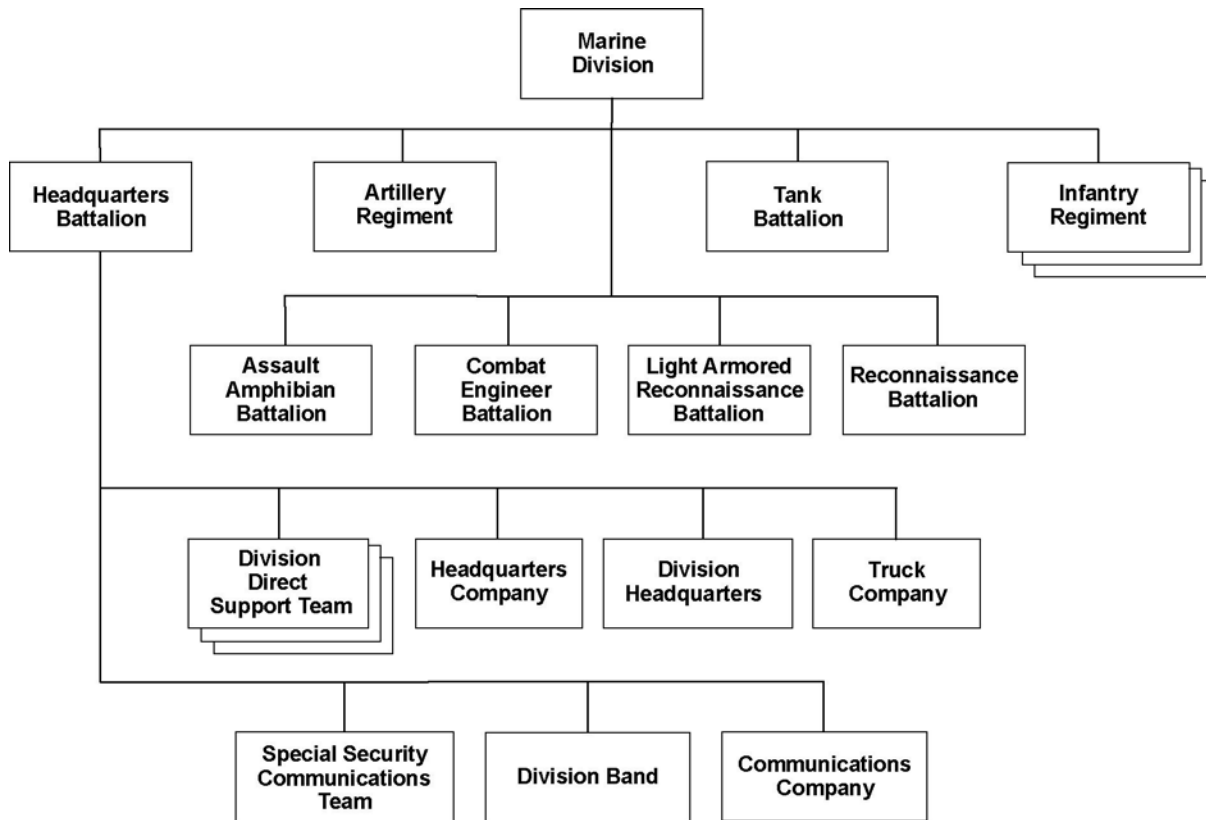
346 The H&S company provides the dental battalion's C2 and command support functions. The company is  
 347 capable of transporting its command and administrative elements.

### 348 ***Dental Companies***

349 The dental companies provide dental services to the major subordinate elements of the MEF. These  
 350 companies have organic capabilities to provide transportation for their administrative and command  
 351 functions.

## 352 **MARINE DIVISION**

353 While the Marine division depends on the FSSG for extensive CSS, it is structured with a significant  
 354 array of organic logistic capabilities, which should be used before requesting support from the FSSG. The  
 355 division consists of a headquarters battalion, infantry regiments, an artillery regiment, a tank battalion, an  
 356 assault amphibian battalion, a combat engineer battalion, and a light armored reconnaissance (LAR)  
 357 battalion (figure 2-10). See MCWP 5-12D for additional information.



358

359

**Figure 2-10. Marine Division.**

360 **Headquarters Battalion**

361 The headquarters battalion is capable of self-administration, organic supply support, food service support,  
 362 first and second echelon maintenance on all organic equipment, and third echelon maintenance on  
 363 communications-electronics equipment. The battalion’s medical services provide routine and emergency  
 364 medical care. The battalion’s truck company provides general motor transport support to the division.

365 **Infantry Regiment**

366 The infantry regiment is capable of self-administration, organic supply support, food service support, as  
 367 well as first and second echelon maintenance on all organic equipment. It has a limited transportation  
 368 capability to include light lift mobility assets such as high mobility, multipurpose wheeled vehicles  
 369 (HMMWVs) and medium lift transportation assets (medium tactical vehicle replacements [MTVRs]). The  
 370 regimental medical platoon can establish a regimental aid station to provide routine and emergency  
 371 medical care. The regiment’s infantry battalions are capable of self-administration, organic supply, food  
 372 service support, first and second echelon maintenance on organic equipment and weapons, and limited  
 373 transportation (HMMWVs). The regiment’s battalion medical platoons establish battalion aid stations that  
 374 provide routine and emergency medical care.

375 **Artillery Regiment**

376 The artillery regiment is capable of organic supply support, self-administration, food service support,  
 377 routine and emergency medical services support, first and second echelon maintenance on organic

378 equipment (except fire control), third and fourth echelon maintenance on electronics systems, and fourth  
379 echelon maintenance on weapons-loading radar equipment. The regiment, as a whole, has significant  
380 organic logistic capability for short-term self-sufficiency, but requires extensive CSS, especially fuel and  
381 ammunition, for sustained operations. The regiment's artillery battalions are capable of self-  
382 administration, organic supply support, food service support, medical services that provide routine and  
383 emergency support, and first and second echelon maintenance on organic equipment (except fire control).  
384 The regiment's artillery units are capable of moving their personnel, equipment, and a limited quantity of  
385 supplies.

## 386 **Tank Battalion**

387 The tank battalion is capable of self-administration, organic supply support, food service support, and  
388 medical services that provide routine and emergency medical care. The battalion has significant organic  
389 logistic capabilities for short-term self-sufficiency, but requires extensive CSS, especially fuel and  
390 ammunition, for sustained operations. The battalion's tank companies conduct first and second echelon  
391 maintenance on all organic equipment. The battalion provides second echelon maintenance on motor  
392 transport equipment and third echelon maintenance on tanks, tank-mounted weapons, and tube-launched,  
393 optically tracked, wire-command link guided missile (TOW) systems. The battalion possesses a  
394 significant amount of motor transport equipment.

## 395 **Assault Amphibian Battalion**

396 Assault amphibian battalion is capable of self-administration, organic supply support, food service  
397 support, and medical services that provide routine and emergency medical care. The assault amphibian  
398 battalion has significant organic logistic capabilities for short-term self-sufficiency, but for sustained  
399 operations, it requires extensive CSS, especially fuel and ammunition. The battalion conducts second  
400 echelon maintenance on motor transport equipment and third echelon maintenance on amphibious assault  
401 vehicles, mounted weapons, and communications equipment. The battalion possesses a significant  
402 amount of motor transport equipment. The battalion's assault amphibian companies conduct first and  
403 second echelon maintenance on its equipment.

## 404 **Combat Engineer Battalion**

405 The combat engineer battalion is capable of self-administration, organic supply support, food service  
406 support, and medical services that provide routine and emergency medical care. It conducts first and  
407 second echelon maintenance on all organic engineering, motor transport, and communications equipment.  
408 The battalion has significant organic logistic capabilities for short-term self-sufficiency, but requires  
409 extensive CSS, especially fuel, for sustained operations.

## 410 **Light Armored Reconnaissance Battalion**

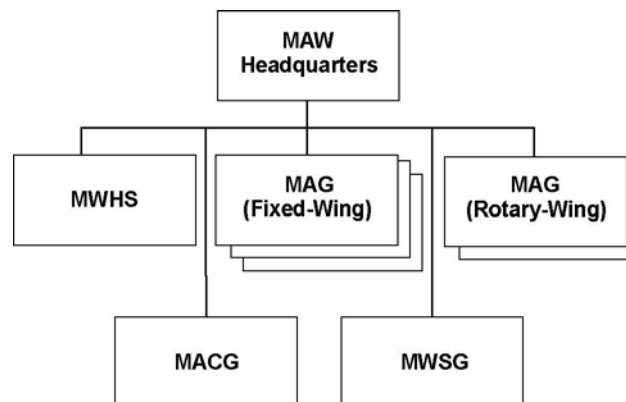
411 The LAR battalion is capable of self-administration, organic supply support, food service support, and  
412 medical services that provide routine and emergency medical care. It conducts first and second echelon  
413 maintenance on all organic equipment and third echelon maintenance on light- armored vehicles. In  
414 addition, the battalion has motor transportation capability. The battalion has organic logistic capabilities  
415 for short-term self-sufficiency, but requires extensive CSS, especially fuel and ammunition, for sustained  
416 operations.

## 417 Reconnaissance Battalion

418 Reconnaissance Battalion is capable of limited postal and legal services, organic supply support, and  
 419 medical services that provide routine and emergency medical care. It conducts first and second echelon  
 420 maintenance on all organic equipment. It is also capable of performing first through fourth echelon  
 421 maintenance on dive equipment. In addition, the battalion has light motor transportation capability. The  
 422 battalion has organic logistics capabilities for short-term self-sufficiency.

## 423 MARINE AIRCRAFT WING

424 The MAW possesses organic aviation and ground logistic capabilities. It employs organic aircraft-  
 425 specific aviation supply, maintenance, and ser- vices capabilities in direct support of aircraft squadrons  
 426 and groups. Although the MAW has its own aviation ground support capabilities, it depends on the FSSG  
 427 for ground CSS and delivery of aviation bulk commodities. The MAW is organized into a Marine wing  
 428 headquarters squadron (MWHS), fixed- and rotary-wing Marine aircraft groups (MAGs), a Marine air  
 429 control group (MACG), and a Marine wing support group (MWSG). A notional garrison MAW is  
 430 depicted in figure 2-11.



431

432

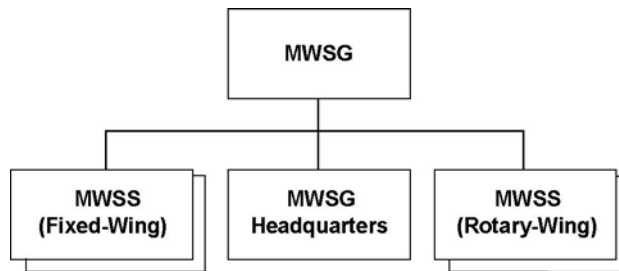
**Figure 2-11. Marine Aircraft Wing.**

## 433 Marine Wing Headquarters Squadron

434 The MWHS provides command, administrative, and supply support for a MAW headquarters and certain  
 435 elements of the MACG.

## 436 Marine Wing Support Group

437 The MWSG, via its Marine wing support squadrons, provides all essential aviation ground support to  
 438 fixed- and rotary-wing components of an ACE. The group is organized into a headquarters, two fixed-  
 439 wing support squadrons, and two rotary-wing support squadrons. See figure 2-12.



440

441

**Figure 2-12. Marine Wing Support Group.**

### 442 ***MWSG Headquarters***

443 The MWSG headquarters performs administrative, C2, religious ministries support, and coordination  
 444 functions. It conducts organic supply, first echelon maintenance on all assigned equipment, and second  
 445 echelon maintenance on nuclear, biological, and chemical (NBC) defense equipment.

### 446 ***Marine Wing Support Squadrons***

447 Marine wing support squadrons (MWSSs) are designated either fixed-wing or rotary-wing and provide  
 448 the same capabilities with the exception of the operation of M-21 aircraft recovery equipment which is  
 449 found in a fixed-wing MWSS. The MWSS is self-supporting in administration. It provides second  
 450 echelon maintenance for organic motor transport and engineering equipment except for those items that  
 451 belong to the MACG. It conducts organizational maintenance on organic engineering, communications  
 452 and motor transport equipment, and weapons. It also conducts third echelon and limited fourth echelon  
 453 maintenance on expeditionary airfield systems equipment. In addition, MWSSs provide the following  
 454 essential aviation ground support to an ACE:

- 455 • Internal airfield communications.
- 456 • Weather service.
- 457 • Expeditionary airfield service.
- 458 • Aircraft rescue and firefighting.
- 459 • Aviation and ground refueling.
- 460 • Essential engineering service.
- 461 • Motor transport support.
- 462 • Field messing support.
- 463 • Medical service.
- 464 • Personnel training.
- 465 • NBC defense.
- 466 • Security and law enforcement.
- 467 • Air base commandant functions.
- 468 • EOD support.

### 469 ***Marine Aircraft Group***

470 The MAG is an administrative and tactical headquarters. It is the smallest aviation unit designated for  
 471 independent operations with no outside assistance except access to a source of supply. There are two  
 472 types of MAGs: fixed-wing and rotary-wing. The MAG is self-administrating and capable of performing  
 473 routine and emergency support. MAGs are organized into several aircraft squadrons that perform  
 474 organizational maintenance on assigned aircraft and a Marine aviation logistic squadron (MALS).

475 The MALS is capable of self-administration, routine and emergency medical care, first echelon  
476 maintenance on organic equipment, and second echelon maintenance on infantry weapons. In addition, it  
477 provides the following aviation logistic support (e.g., aviation-peculiar maintenance and supply) for the  
478 subordinate units of either a fixed- or rotary-wing MAG:

- 479 • Conducts intermediate maintenance on aircraft and aeronautical equipment.
- 480 • Provides aircraft supply support.
- 481 • Assembles and distributes class V(A) ammunition (requires motor transport support from the MWSS  
482 for distribution).
- 483 • Manufactures cryogenics.
- 484 • Provides supply support to the MWSS expeditionary airfield and weather sections.

### 485 **Marine Air Control Group**

486 The MACG provides, operates, and maintains the Marine air command and control system (MACCS).  
487 The MACG is capable of routine and self-administration and emergency medical care. It has sufficient  
488 organic motor transport equipment for routine operations. The MACG is capable of performing organic  
489 supply functions and operates secondary repairable floats for MACCS-peculiar ground electronics  
490 equipment. Group squadrons perform organizational maintenance and different levels of intermediate  
491 maintenance on a wide variety of equipment.

## 492 **Section IV. Marine Expeditionary Brigade Organizations and Capabilities**

493

494 The MEB bridges the gap between the MEU and the MEF. The MEB is capable of conducting  
495 amphibious assault operations and MPF operations. During potential crisis situations, a MEB may be  
496 forward deployed afloat for an extended period to provide an immediate combat response. The MEB CE  
497 is embedded in the MEF CE and is identified by line number for training and rapid deployment.

### 498 **CSSE**

499 The BSSG is the CSSE for the MEB. The FSSG provides BSSGs with the necessary personnel and  
500 equipment to accomplish their missions. The BSSGs provide the MEB with the following CSS:

- 501 • Supply support.
- 502 • Maintenance support.
- 503 • Transportation support.
- 504 • Deliberate engineering support.
- 505 • Medical and dental services.
- 506 • Automated information processing support.
- 507 • Utilities support.
- 508 • Landing support (port and airfield support operations).
- 509 • Disbursing services.
- 510 • Legal services.
- 511 • Postal services.
- 512 • Mortuary affairs services.
- 513 • Security support services.
- 514 • Field exchange services.

- 515 • Accompanying supplies (classes I, II, III[B], IV, V[W], and IX) necessary to support the MEB for up  
516 to 30 days.

## 517 **ACE**

518 The MEB composite MAG generally receives ground tactical logistic support from a composite MWSS  
519 (fixed-wing [FW])/(rotary-wing [RW]) or both MWSS(RW) and MWSS(FW), depending on the number  
520 of airfields ashore. Normally, the aviation maintenance support for MEB aircraft is provided by the  
521 aviation intermediate maintenance department (AIMD) of the general purpose amphibious assault ships  
522 and the aviation logistics support ship (T-AVB).

## 523 **GCE**

524 The GCE consists of a reinforced infantry regiment. Specific reinforcements vary but generally include  
525 artillery, reconnaissance, light armor, tanks, antiarmor, amphibious vehicles, and combat engineer  
526 detachments. The GCE has limited logistic capability organic to the various elements.

## 527 **Section V. Marine Expeditionary Unit (Special Operations Capable) Organizations** 528 **and Capabilities**

529 The MEU(SOC) is the MAGTF routinely forward deployed and is organized and equipped to provide a  
530 rapidly deployable, sea- based capability. The MEU(SOC) may serve as an enabler for larger missions in  
531 the event that the situation or mission requires additional capabilities or resources.

532

## 533 **CSSE**

534 The MSSG is the CSSE for the MEU(SOC). The FSSG provides MSSGs with the necessary personnel  
535 and equipment to accomplish their missions. The MSSGs provide the MEU with the following CSS:

- 536 • Supply support.
- 537 • Maintenance support.
- 538 • Transportation support.
- 539 • Deliberate engineering support.
- 540 • Medical and dental services.
- 541 • Automated information processing support.
- 542 • Utilities support.
- 543 • Landing support (port and airfield support operations).
- 544 • Disbursing services.
- 545 • Legal services.
- 546 • Postal services.
- 547 • Mortuary affairs services.
- 548 • Security support services.
- 549 • Field exchange services.
- 550 • Accompanying supplies (classes I, II, III[B], IV, V[W], and IX) necessary to support the MEU for up  
551 to 15 days.

**552 ACE**

553 The MEU ACE generally consists of a medium-lift helicopter squadron reinforced with several heavy-lift  
554 helicopters and AV-8B attack aircraft. Aerial refueling support is provided by a shore-based aerial  
555 refueling detachment. Normally, the aviation maintenance support for MEU aircraft is provided by the  
556 aviation intermediate maintenance department (AIMD) of the general purpose amphibious assault ship on  
557 which the ACE is embarked. The MALS augments the ship's capabilities with personnel and materiel. If  
558 the MEU ACE is directed ashore, the ship operating offshore or a MALS deployed ashore provides  
559 intermediate-level support.

**560 GCE**

561 The GCE consists of a reinforced infantry battalion that forms a battalion landing team (BLT). Specific  
562 reinforcements vary but generally include artillery, reconnaissance, light armor and/or tanks, antiarmor,  
563 amphibious vehicles, and combat engineer detachments. The GCE has limited logistic capability organic  
564 to the various elements.

**565 Section VI. Task Organizations**

566 Logistic and CSS organizations, units, and sections within larger organizations are permanently organized  
567 or task-organized. Task-organizing is basic to the concept of the MAGTF. It is the process by which  
568 commanders organize the forces under their command to meet the requirements of the mission. MAGTFs  
569 have a wide range of capabilities that are further enhanced by task-organizing. This gives commanders the  
570 ability to respond to different types and intensities of contingency situations. Task organizations are used  
571 in garrison at the operational and tactical levels to provide support at widely separated locations.

**572 CSS ORGANIZATIONS**

573 The FSSG commanders form temporary task organizations when existing organizations and command  
574 relationships are inadequate for a particular situation. Task-organizing allows FSSG commanders to tailor  
575 their forces to provide the specific type and scope of logistic support required by the supported unit, the  
576 mission, and the tactical situation. The decision to task-organize is based on the priorities of the MAGTF  
577 commander and those of the supported organizations. The FSSG commander may assign personnel and  
578 units missions in support of another commander or may coordinate with the MAGTF commander to  
579 attach the units to another organization.

**580 Combat Service Support Group**

581 A combat service support group (CSSG) is a task organization of CSS assets, similar in size and  
582 capability to a BSSG. A CSSG is formed to provide CSS to a large GCE task force, reinforced regiment,  
583 or composite MAG conducting independent operations or geographically separated from the MEF. A  
584 CSSG is capable of task-organizing subordinate CSSDs. Currently 1st FSSG has CSSG-1 established to  
585 support 7th Marines (Rein) at Twentynine Palms, California and 3d FSSG has CSSG-3 established to  
586 support 3d Marines (Rein) and the Aviation Support Element at Kaneohe Bay, Hawaii.



## 587 **CSSD**

588 A CSSD is a separate task organization of combat service support assets formed for the purpose of  
589 providing rearming, refueling, and/or repairing capabilities to the MAGTF or designated subordinate  
590 elements (e.g., a battalion conducting independent operations or an aircraft squadron operating at a  
591 remote airfield). Normally, the combat service support element provides the CSSD command element.

592 Establishing CSSDs enables a CSS commander to provide logistic support to a wide array of supported  
593 units. Each CSSD can be tailored to meet the specific logistic requirements of supported units across the  
594 MAGTF. When formed, CSSDs are assigned numeric designators based on the following sequence:

- 595 • 1st FSSG: 11-19 and 51-59.
- 596 • 2d FSSG: 21-29 and 61-69.
- 597 • 3d FSSG: 31-39 and 71-79.
- 598 • 4th FSSG: 41-49 and 81-89.

## 599 **Combat Service Support Operations Center**

600 The combat service support operations center (CSSOC) is the CSSE commander's agency to control and  
601 coordinate the day-to-day operations of the organization. The CSSOC focuses on meeting the needs of  
602 supported units. During combat operations, FSSGs, MSSGs, and CSSDs operate CSSOCs 24 hours a day  
603 to monitor and record the status of CSS operations. The CSSOC is discussed further in chapter 3.

## 604 **MOVEMENT CONTROL ORGANIZATIONS**

605 At the direction of COMMARFOR, the MEF activates a series of movement control agencies, both at the  
606 operational and tactical levels. These organizations help the MAGTF commander move forces to deploy  
607 and/or redeploy. These movement control organizations function in the same manner during both  
608 peacetime and periods of conflict.

609 These organizations are staffed and equipped by permanent units. For smaller MAGTFs, movement  
610 control organizations may be no more than one or two individuals in the S-4. Subordinate movement  
611 control organizations at the battalion, squadron, regiment, and air group levels may function temporarily  
612 while their organizations are moving. See chapter 3 for a comprehensive discussion of the command and  
613 control of movement control operations.

## 614 **Force Movement Control Center**

615 The force movement control center (FMCC) provides the MEF commander with the ability to control and  
616 coordinate all deployment activities. The FMCC coordinates with the U.S. Transportation Command  
617 (USTRANSCOM) and the transportation operating components regarding transportation requirements,  
618 priorities, and allocations. The operating components are the Military Sealift Command (MSC), Air  
619 Mobility Command (AMC), and Surface Deployment and Distribution Command (SDDC).

620 The FMCC directs the deployment support activities of the division, MAW, FSSG, and deploying  
621 MAGTFs and units and/or detachments. It also coordinates with supporting organizations and/or  
622 commands to meet the deploying MAGTF commander's priorities. Normally, the FMCC includes both  
623 operation and logistic representation, but the actual structure of the FMCC is determined by the size and  
624 complexity of the MAGTF deployment. Movement control throughout the MEF commander's assigned  
625 battlespace is a major consideration for planning and executing the single battle. The MEF commander

626 may therefore direct the FSSG commander to develop and execute the MEF movement control plan. The  
627 FSSG commander uses the logistic movement control center (LMCC) to accomplish these tasks.

## 628 **Logistic Movement Control Center**

629 The principle focus of the LMCC is to allocate, schedule, and coordinate ground transportation  
630 requirements based on the MEF commander's priorities. It requires significant augmentation to exercise  
631 command, control, and enforcement over movement control. The LMCC supports the planning and  
632 execution of MAGTF movements and reports directly to the FMCC. The LMCC may be augmented by  
633 base, station, host nation, or other organizations. Each MEF has its own LMCC, and each LMCC supports  
634 those units moving from that MEF's geographic area.

635 Following the MAGTF movement schedule when activated, the LMCC controls and coordinates all  
636 equipment augmentation, Marine Corps and commercial transportation, movement scheduling, materials  
637 handling equipment, and other movement support from origin to ports of embarkation. In addition, it  
638 coordinates activities with base and station operations support groups and directs the efforts of the  
639 DACGs and AACGs, port operations groups, beach operations groups, and unit movement control  
640 centers.

## 641 **Unit Movement Control Center**

642 Every deploying unit down to battalion, squadron, and company level activates a unit movement control  
643 center (UMCC). UMCCs may consist of a single individual. The UMCC—

- 644 • Ensures that units are prepared for embarkation.
- 645 • Directs marshaling.
- 646 • Coordinates assets.
- 647 • Identifies additional support requirements.
- 648 • Coordinates the movement of forces to aerial ports of embarkation (APOEs) and surface ports of  
649 embarkation (SPOEs), as directed by the LMCC.

## 650 **Departure Airfield Control Group and Arrival Airfield Control Group**

651 The AACGs and DACGs are formed from the FSSG support battalion and respond to LFSP or LMCC  
652 direction.

653 A DACG is responsible for receiving deploying equipment from units at the APOE and for coordinating  
654 with the Air Force airlift control element. DACGs ensure that cargo and personnel are properly prepared  
655 for air shipment and positioned at the ready line.

656 AACGs operate in the aerial port of debarkation (APOD). They ensure that cargo and personnel are  
657 properly unloaded from aircraft and pass through the APOD.

## 658 **MARITIME PREPOSITIONING FORCE ORGANIZATIONS**

659 The arrival of the MPF and its assembly into a fighting force are critical operational concerns of the MEF  
660 in general and the FSSG in particular. The MEF forms a number of temporary organizations whose  
661 purpose is to transform the cargo and personnel of an MPF into a viable combat force.

## 662 **Survey, Liaison, and Reconnaissance Party**

663 The survey, liaison, and reconnaissance party (SLRP) is a self-sustaining task organization formed from  
664 the MAGTF and Navy support element (NSE). It conducts reconnaissance, establishes liaison with in-  
665 theater authorities, and initiates preparations for the arrival of the main body of the fly-in echelon and the  
666 maritime prepositioning ships squadron. The SLRP normally deploys to the arrival and assembly area  
667 (AAA) under MAGTF cognizance.

## 668 **Offload Preparation Party**

669 The offload preparation party (OPP) is a temporary task organization that consists of maintenance  
670 technicians, embarkation specialists, and equipment operators drawn from all elements of the MAGTF  
671 and the NSE. It prepares equipment on board the maritime prepositioning ships (MPS) for debarkation in  
672 the AAA. The OPP can join the MPS before sailing, during transit, or on arrival in the AAA. Ideally, the  
673 OPP boards the MPS 96 hours before arrival in the AAA.

## 674 **Arrival and Assembly Operations Group**

675 The arrival and assembly operations group (AAOG) is a temporary task organization that controls and  
676 coordinates the arrival and assembly operations of maritime prepositioning forces. Normally, the AAOG  
677 deploys as an element of the advance party and initiates operations at the arrival airfield. The AAOG is  
678 formed from elements of the MAGTF and liaison personnel from the NSE during an MPF operation. The  
679 AAOG controls the following four subordinate throughput organizations:

- 680 • POG is responsible for preparing the port prior to arrival of the MPS and for the throughput of  
681 equipment and supplies as they are offloaded from the ships.
- 682 • Beach operations group (BOG) organizes and develops the beach area as necessary to support the  
683 offload and throughput of equipment and supplies.
- 684 • AACG is responsible for the control and coordination of the offload of airlifted units and equipment  
685 at the airfield.
- 686 • Movement control center (MCC) plans, schedules, routes, and controls the movement of personnel,  
687 equipment, and supplies from the port, beach, or airfields to the unit assembly areas.

## 688 **AMPHIBIOUS SHIP-TO-SHORE MOVEMENT ORGANIZATIONS**

### 689 **Navy Control Organization**

690 The Navy is responsible for control of the STS movement of both waterborne and helicopterborne assault  
691 forces. The structure of the Navy control organization varies depending on the scope of the operation and  
692 number and type of beaches and helicopter landing zones (HLZs). The tactical-logistics group  
693 (TACLOG) is the Marine agency for advising and assisting the Navy control organization regarding  
694 landing force (LF) requirements during the STS movement.

695 The following officers are responsible for controlling waterborne STS movements:

- 696 • Central control officer. Normally aboard the ATF flagship, the central control officer directs the  
697 movement of all scheduled waves. After scheduled waves have landed, the central control officer  
698 continues to coordinate movement to and from the beach until unloading is complete. The central  
699 control ship is normally some distance seaward of the line of departure.

- 700 • Primary control officer. The senior Navy commander appoints a primary control officer for each  
701 transport organization that lands a regimental landing team across a colored beach or a geographically  
702 separated beach. From aboard the primary control ship, this officer directs movement to and from a  
703 colored beach. The primary control ship is usually near the line of departure.

704 The senior Navy commander, through the tactical air officer, controls helicopters during the STS  
705 movement. Control agencies include the tactical air control center (TACC) and HDCs. These agencies  
706 control helicopters to meet both tactical and logistic requirements. They also coordinate the movement of  
707 helicopters with other aircraft movement. The helicopter control system must be flexible and responsive  
708 to the requirements of the tactical situation. See NWP 3-02.1/FMFM 1-8; FMFM 5-40, *Offensive Air*  
709 *Support*; and MCWP 3-24, *Assault Support*.

## 710 **LF Control Organization**

711 The LF control organization interfaces with the Navy control organization to keep it apprised of LF  
712 requirements and priorities as well as to advise on transportation methods and phasing of serials.  
713 Although the exact structure of the LF control organization varies, it is usually composed of the landing  
714 force operations center (LFOC), landing force support party, and tactical-logistical group.

### 715 ***Landing Force Operations Center***

716 During the initial phases of the amphibious operation, the LFOC is the MAGTF commander's command  
717 post afloat. Normally, the LFOC is located in the vicinity of ATF's combat information center. The  
718 LFOC maintains communications with the LFSP elements and with the LF TACLOG, which functions as  
719 the LF liaison with the Navy control organization through the central control officer. From the LFOC, the  
720 MAGTF commander—

- 721 • Monitors the progress of the STS movement and operations ashore.
- 722 • Controls assigned assault units.
- 723 • Communicates with subordinate commanders.

### 724 ***Landing Force Support Party***

725 STS movement is a complex evolution that generates intensive activity under combat conditions. The  
726 LFSP is a temporary LF organization composed of Navy and LF elements tasked to provide initial  
727 combat support and CSS to the LF during the STS movement. Its mission is to support the landing and  
728 movement of troops, equipment, and supplies across the beaches and into HLZs. The LFSP facilitates the  
729 smooth execution of the landing plan. It is specifically task-organized to facilitate a rapid buildup of  
730 combat power ashore by ensuring an organized and uniform flow of personnel, equipment, and supplies  
731 over the beach in support of the LF scheme of maneuver.

### 732 ***Tactical-Logistical Group***

733 At the LF level, the TACLOG is composed of representatives from the MAGTF G-3/S-3 and G-4/S-4.  
734 The TACLOG advises the Navy control organization of the STS movement requirements to meet the  
735 tactical requirements ashore and to assist in identifying support resources. To provide this advice, the  
736 TACLOG—

- 737 • Keeps abreast of which serials have landed.
- 738 • Monitors the command, tactics, and logistical nets to anticipate requirements ashore for serials.
- 739 • Provides the central control officer with advice on the priority of landing additional serials.
- 740 • Recommends modes of transportation for serials, when appropriate.

741 The TACLOGs subordinate to the LF TACLOG are established by each subordinate commander in the  
742 LF. A subordinate TACLOG may also be established aboard the helicopter transport group commander's  
743 ship to provide liaison for the helicopterborne force. These subordinate TACLOGs coordinate duties  
744 between the Navy control organization, the LF, and the LF TACLOG.

## 745 **Naval Beach Group**

746 The naval beach group is "a permanently organized naval command within an amphibious force  
747 comprised of a commander and staff, a beachmasters unit, an amphibious construction battalion, and an  
748 assault craft unit, designed to provide an administrative group from which required naval tactical  
749 components may be made available to the attack force commander and to the amphibious landing force  
750 commander to support the landing of one division (reinforced)." (JP 1-02)

751 This group task-organizes beach party teams and/or groups for specific tasks. It can make limited beach  
752 improvements to help land and the evacuate casualties and EPWs. For additional information on the naval  
753 beach group, refer to NWP 3-02.14/MCRP 4-11.3D and JP 3-02, *Joint Doctrine for Amphibious*  
754 *Operations*. The naval beach group is an administrative organization that provides—

- 755 • A beach party.
- 756 • Pontoon causeway teams.
- 757 • Self-propelled pontoon barges.
- 758 • Elements for lighterage or transfer line operations.
- 759 • Warping tug teams for tending causeways and salvage.
- 760 • STS bulk fuel elements.
- 761 • Underwater wire communications from the primary control ship to the beach.

## 762 **Other Navy Landing Support Assets**

763 The medical regulating center remains up to date on all medical capabilities. It coordinates the efforts of  
764 the medical regulating section, which maintains an up-to-date listing of the medical capabilities of ships  
765 in the objective area and advises the HDC and/or primary control officer on the status of CRTSs. For  
766 further information, refer to MCWP 4-11.1.

767 The Navy cargo handling and port group supervises the planning for and unloading of MSC or  
768 MSC-chartered ships used in amphibious operations. Additional information is available in JP 3-02.2,  
769 NTTP 3-02.3M/MCWP 3-32, *Maritime Prepositioning Force (MPF) Operations*, and NWP 3-02.1/  
770 MCWP 3-31.5, *Ship to Shore Movement*.

771 Sea-air-land (SEAL) teams clear obstacles from the beach. The SEAL team serves as the hydrographic  
772 section of the beach party. If it is assigned with the advance force early in the operation, it reports to the  
773 beach party commander for direction.

## 774 **Section IV. Logistic Staff Responsibilities**

775 The logistics staff officer (J-4/G-4/S-4) is the commander's principal assistant for logistics and the focal  
776 point for policy formation and overall logistic coordination within the organization and between the  
777 organization and supported and/or supporting commands. Logistic officers coordinate logistic planning  
778 and operations. They also initiate and maintain continuous liaison with other organizational elements,  
779 higher headquarters, other Services, and allied forces throughout the planning and execution of military  
780 operations.

781 This section identifies and discusses the responsibilities of principal logistic staff officers, internal and  
782 external to the MAGTF. See tables 2-1 and 2-2.  
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**Table 2-1. Officers Responsible for CE, ACE, GCE, and CSSE Logistics.**

General Staff	Chief of Staff	Manpower or Personnel Staff Officer	Operations Staff Officer	Logistics Staff Officer	Aviation Logistics Officer	Comptroller
special staff officer (logistics)	provost marshal staff judge advocate chaplain	adjutant personnel officer Marine Corps community services morale, welfare, and recreation officer postal officer disbursing officer legal officer	civil affairs officer CSSE - ground supply support coordinator - ground maintenance support coordinator - transportation support coordinator - engineer support coordinator - medical support officer - dental support officer - support officers for services functions	ground supply officer aviation supply officer fiscal officer maintenance management (ground equipment) officer ordnance officer aviation ordnance officer engineer airfield services officer motor transport officer strategic mobility officer embarkation officer surgeon (medical) dental officer food services officer	aviation supply officer aviation maintenance officer aviation ordnance officer avionics officer	disbursing officer fiscal officer USN budget and accounting officer USMC budget and accounting officer

1. Individual commands may vary based on the commander's preference and/or availability of personnel.
2. Normally, staff structure at lower levels parallels staff structure at the element level.
3. Aviation logistics, supply, maintenance, ordnance, and avionics officers are unique to ACE and MAW headquarters. In ACEs based on a single aircraft group or composite squadron, these posts are normally assumed as additional duties by the commanding officer of the assigned host MALS and the squadron or detachment staff.
4. The staff judge advocate and the legal officer coordinate legal functions within the command and between the command and the CSSE legal services support section.
5. If the command does not have a comptroller the disbursing officer or fiscal officer assumes the comptroller's duties.
6. In the CSSE, the G-3/S-3, through functional-area support officers, is responsible for ground CSS operations in support of the MAGTF. The CSSE G-3/S-3 normally does not supersede the cognizant staff officers (e.g., G-1/S-1, G-4/S-4, etc.) for internal support of the CSSE.
7. The aviation ordnance officer and strategic mobility officer are assigned to MEF common equipment facilities.
8. The supply officer, under the cognizance of the G-4/S-4, may also be designated as the fiscal officer.
9. The USMC and USN budget and accounting officers are unique to the ACE.

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**Table 2-2. CE, ACE, GCE, and CSSE Tactical-Level Logistic Responsibilities.**

General Staff	Chief of Staff	Manpower or Personnel Staff Officer	Operations Staff Officer	Logistics Staff Officer	Aviation Logistics Officer	Command, Control, Communications, and Computers Systems Officer	Comptroller
supply				ground supply (aviation supply)	aviation supply		
maintenance				ground maintenance	aviation maintenance		
transportation				transportation			
general engineering				general engineering			
health services				health services			
Services							
CSS services	security legal	disbursing postal exchange legal mortuary affairs	civil affairs CSSE - messing - disbursing - postal - exchange - security - legal services - mortuary affairs				
command services	religious ministries	band personnel administration MCCS morale, welfare, and recreation		financial management billeting messing		communications and information services	financial management

1. Individual commands may vary based on the commander's preference and/or availability of personnel.
2. Normally, staff structure at lower levels parallels staff structure at the element level. However, at lower levels special staff responsibilities may be assigned as additional duties rather than as primary duties.
3. The aviation logistics officer is unique to ACE and MAW headquarters. In ACEs based on a single aircraft group or composite squadron, this posts is normally assumed as additional duties by the commanding officer of the assigned host MALS and the squadron or detachment staff.
4. The staff judge advocate and the legal officer coordinate legal functions within the command and between the command and the CSSE legal services support section.
5. In the CSSE, the G-3/S-3, through functional-area support officers, is responsible for ground CSS operations in support of the MAGTF. The CSSE G-3/S-3 normally does not supersede the cognizant staff officers (e.g., G-1/S-1, G-4/S-4, etc.) for internal support of the CSSE.
6. At a MEF common equipment facility, the logistics officer is responsible for aviation supply.
7. The logistics officer is responsible for financial management if the command does not have a comptroller.



8. The supply officer, under the cognizance of the G-4/S-4, may also be designated the fiscal officer.

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790 **MARINE FORCES**

791 When conducting sustained operations ashore, Marine forces are usually part of a joint or multinational  
792 force, and the COMMARFOR is subordinate to the JFC. The MAGTF commander may serve as  
793 COMMARFOR and must comply with operational direction from the JFC. The COMMARFOR must be  
794 capable of coordinating combat, combat support, and CSS activity with adjacent units from other Services  
795 and allied nations as well as exercising operational control over assigned forces. Consequently, the  
796 MAGTF G-4/S-4 must be able to execute operational logistic functions. The COMMARFOR G-4--

- 797 • Advises the commander and operations staff officer (G-3) on the support required to sustain  
798 campaigns and major operations.
- 799 • Identifies requirements and coordinates distribution of resources with the strategic base.
- 800 • Anticipates tactical logistic requirements.
- 801 • Maximizes the overall effect of support so that the deployment and employment of the force are  
802 balanced.
- 803 • Plans and supervises the establishment and operation of intermediate and forward support bases.
- 804 • Supervises the reception, staging, onward movement, and integration of Marines reaching the theater.
- 805 • Coordinates with joint, other Service, and host nation agencies for logistic support.
- 806 • Plans and supervises the reconstitution and redeployment of the MAGTF for follow-on missions.

807 Normally, MAGTFs operate as part of a joint or multinational task force. A MEF may serve as the  
808 nucleus for such a task force, especially when a MEU(SOC) is already in theater as the result of forward  
809 deployment. In such cases, the Marine Corps component commander may be tasked to provide the JTF  
810 headquarters nucleus; the MEU(SOC) would become the initial logistic capability on site. The JTF  
811 commander requires direct connectivity with the combatant commander and with the entire JTF. Work  
812 with non-Department of Defense, international and local agencies, as well as all components of the JTF  
813 requires enhanced C2, liaison, and support for logistics. The MAGTF G-4/S-4 may become the J-4 for the  
814 JTF and perform the following functions--

- 815 • Formulate logistic plans.
- 816 • Coordinate and supervise —
  - 817 ♦ Supply.
  - 818 ♦ Maintenance.
  - 819 ♦ Repair.
  - 820 ♦ Evacuation.
  - 821 ♦ Transportation.
  - 822 ♦ Engineering.
  - 823 ♦ Salvage.
  - 824 ♦ Procurement.
  - 825 ♦ HSS
  - 826 ♦ Mortuary affairs.
  - 827 ♦ Communications systems.
  - 828 ♦ Host nation support.
  - 829 ♦ Other related logistic activities.
- 830 • Understand the established policies of the other military Services operating as part of the JTF.
- 831 • Advise the commander of the logistical support that can be provided for proposed courses of action  
832 (COAs).

- 833 • Formulate policies to ensure effective logistic support for all forces in the command.
- 834 • Coordinate the execution of the commander's policies and guidance.
- 835 • Establish an MLSE to coordinate multinational logistic operations.

### 836 **MAGTF G-4/S-4**

837 The MAGTF G-4/S-4--

- 838 • Advises the commander and the G-3/S-3 on the readiness status of major equipment and weapons  
839 systems.
- 840 • Develops policies and identifies requirements, priorities, and allocations for logistic support.
- 841 • Integrates organic logistic operations with logistic support from external commands or agencies.
- 842 • Coordinates and prepares the logistic and CSS portions of plans and orders.
- 843 • Supervises the execution of the commander's orders regarding logistics and CSS.
- 844 • Ensures that the logistic support concept supports the overall concept of operations and the scheme of  
845 maneuver by identifying and resolving support deficiencies.
- 846 • Collates the support requirements of subordinate organizations by identifying the support  
847 requirements that can be satisfied with organic resources and passing unsatisfied requirements to the  
848 appropriate higher and/or external command.
- 849 • Supervises some command services, such as messing and, as directed, billeting and financial  
850 management functions.
- 851 • Coordinates aviation-peculiar support under the ACE G-4/S-4 cognizance with the ATF N-4.

### 852 **CSS ORGANIZATION G-3/S-3**

853 The ground-common or aviation-peculiar logistic support CSS organization G-3/S-3 coordinates with  
854 supported organizations for their support requirements. The G-3/S-3—

- 855 • Coordinates with the G-3/S-3 and G-4/S-4 of the supported organizations to identify support  
856 requirements and to develop estimates of supportability for their concepts of operations.
- 857 • Recommends the task organization of supporting CSSDs based on guidance from higher  
858 headquarters, the concepts of operation, and schemes of maneuver of the supported organizations.
- 859 • Coordinates and supervises execution of the command's logistic support operations and provides  
860 liaison elements to the supported commands. The CSSE is the primary agency for ground logistic  
861 support operations in the MAGTF and the ACE is responsible for aviation-peculiar logistics support.
- 862 • Coordinates with the G-3/S-3 of the supported organizations during the development of their concepts  
863 of operations and schemes of maneuver to ensure that they are supportable.

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864 **AVIATION LOGISTICS DEPARTMENT AND MARINE**  
865 **AVIATION LOGISTICS SQUADRON**

866 The assistant chief of staff of the aviation logistics department (ALD) and the commanding officer of the  
867 MALS optimize aircraft readiness by coordinating intermediate and depot-level maintenance, ordnance,  
868 supply, and avionics support for operational squadrons. They--

- 869 • Determine aircraft-specific logistic support requirements, assign priorities, and allocate logistic  
870 resources for the ACE; develop the level of support with Navy activities when resources are to be  
871 provided by the Navy.
- 872 • Integrate the capabilities of the ACE logistic support organizations with the MAGTF G-3/S-3/G-4/S-  
873 4, the CSSE G-3/S-3, and the ACE G-3/S-3/G-4/S-4.
- 874 • Coordinate aviation-peculiar support with the ATF N-4 and the MAGTF G-4/S-4.
- 875 • Prepare and supervise applicable portions of the ACE operation order (OPORD) and/or operation  
876 plan (OPLAN) relating to logistic functions.

# CHAPTER 3

## COMMAND AND CONTROL

Command and control is the exercise of authority and direction by a properly designated commander over assigned and attached forces in the accomplishment of the mission. (JP 1-02) Through effective tactical-level logistics command and control, commanders recognize and prioritize critical logistic requirements and direct the appropriate logistic and CSS response. This chapter describes procedures, responsibilities, and systems that are the means for executing tactical logistic and CSS command and control in the MAGTF.

### INFLUENCES ON WARFARE

Command and control processes assist commanders in dealing with the following influences on warfare:

#### Uncertainty

Commanders seek to clearly identify support requirements for tactical-level logistic and CSS operations. Absolute certainty will never be achieved in the dynamic situations that are characteristic of warfare. Commanders reduce uncertainty by employing a fully integrated planning process, prioritizing requirements, ensuring redundancy and flexibility in their plans, as well as maintaining situational awareness.

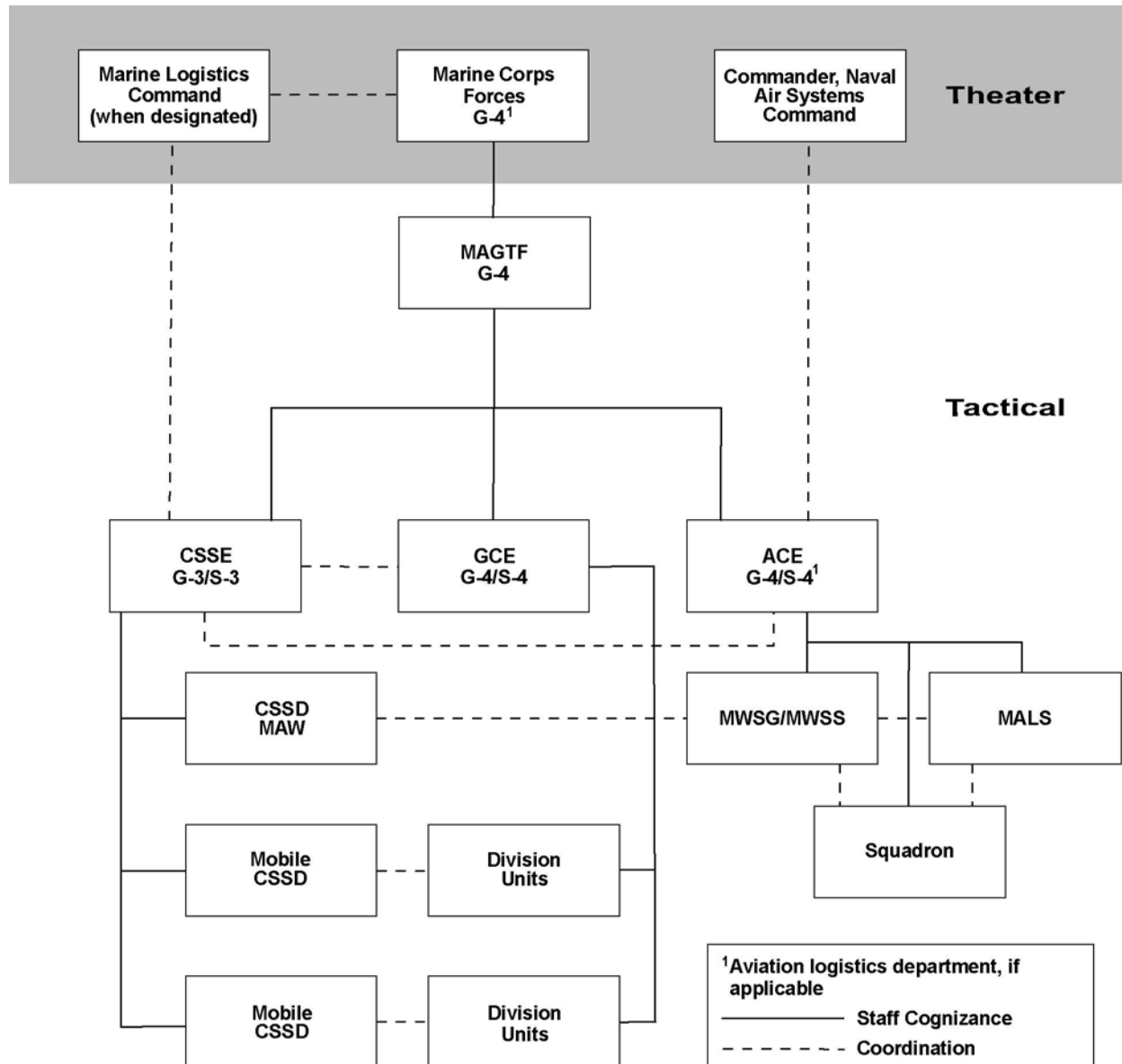
#### Time

There will rarely be enough time available to complete all desired planning and preparation for logistic operations, especially at the tactical level. Therefore, the planning, decision, execution, and assessment (PDE&A) cycle must be tailored to function effectively in the time available. The PDE&A is facilitated by a continuous exchange of information between all command echelons and functional activities and by exchange of liaison officers.

#### Tempo

It is essential to maintain a constant, uninterrupted operational rhythm that leaves insufficient time for the enemy to react. To assist in maintaining a command's operational tempo, logisticians must anticipate support required and balance this with other battlespace activities; e.g., attacks should not be interrupted or delayed because units need resupply or because CSSDs are using critical main supply routes. To maximize operational tempo in this way, logisticians must participate fully in the operations planning process, stay updated on the status of battlespace activities, and prepare to conduct support operations.

C2 for tactical-level logistics is focused on monitoring, directing, and executing logistic operations in support of tactical operations. Tactical logisticians establish and maintain communications links to higher, adjacent, and supporting and/or supported commands to ensure MAGTF elements can pass logistic information. (See figure 3-1.)



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Figure 3- 1. C2 of Tactical-Level Logistics.

39 **ESTABLISHING COMMAND AND CONTROL**

40 The MAGTF commander exercises C2 over MAGTF logistics. The commander evaluates logistic  
 41 requirements based on subordinate organizations' capabilities, mission, and concept of operations. Based  
 42 on this logistic evaluation, the MAGTF commander provides guidance to subordinate commanders.  
 43 Typically, the guidance addresses three primary areas: requirements, priorities, and allocations. The  
 44 subordinate commanders employ organic logistic resources to support their respective elements and then  
 45 identify requirements beyond their organic capabilities to the CSSE.

46 The CSSE commander assigns support missions to subordinate elements based on the tactical situation,  
 47 the supported unit's needs, and CSSE capabilities. The CSSE commander coordinates mission  
 48 assignments with the MAGTF commander and supported unit commanders.

## 49 **Task Organization**

50 By task-organizing, the commander retains centralized control and provides for decentralized execution,  
51 which promotes responsiveness. Existing T/Os and T/Es provide logistic capabilities within most  
52 organizations, but the majority of the MAGTF's tactical-level logistic capability is contained within CSS  
53 units. The MAGTF commander organizes assets to optimize support for the main effort and to continue  
54 support of the whole force. Task-organization considerations can be found in appendix A.

## 55 **Command Relationships**

56 CSS units provide support to the other elements of the MAGTF via either a general or direct support  
57 relationship. In a support relationship, the CSS unit, while responsive to the needs of the supported unit,  
58 remains under the command of its parent organization. The CSS commander retains control over  
59 subordinate units, which enhances centralized command and control and decentralized execution. While  
60 this is the normal method, it is not the only method. Both permanent and task-organized CSS units can be  
61 attached to other organizations. The MAGTF commander may direct the CSSE commander to attach CSS  
62 units to GCE or ACE units. The CSSE commander retains responsibility for supporting CSS units  
63 attached to other units but cannot assign or change their mission.

## 64 **Mission Assignments**

65 A primary means of maintaining command and control over logistic units is the assignment of formal  
66 missions, particularly when CSS units function in a support relationship. The formalized mission structure  
67 helps by standardizing the responsibilities associated with each mission and allows the commander to  
68 tailor logistics to the tactical situation.

## 69 **FORMAL MISSIONS**

70 Formal missions may be either standard or nonstandard. Standard missions are direct support (DS) and  
71 general support (GS). A nonstandard mission is any mission other than one of the standard missions.  
72 Formal missions dictate relationships, responsibilities, and C2 procedures. They facilitate planning for  
73 future operations by providing for on-order tasks. They also simplify the planning and execution of  
74 MAGTF operations.

## 75 **Inherent Responsibilities**

76 Formal missions dictate specific responsibilities for both the supporting unit and the supported unit.  
77 Mission assignments establish the CSS unit's relationship to the supported unit as well as to other CSS  
78 units. A CSS unit or organization with a DS mission—

- 79 • Responds to CSS requests in priority from—
  - 80 ♦ Supported unit.
  - 81 ♦ Higher CSS headquarters.
  - 82 ♦ Own units.
- 83 • Provides liaison personnel to the supported unit.
- 84 • Establishes communications with—
  - 85 ♦ Supported unit.
  - 86 ♦ Higher CSS headquarters.
- 87 • Is positioned by the supported unit.

88

88 A CSS unit or organization with a GS mission—

- 89 • Responds to CSS requests in priority from—
  - 90 ♦ Higher CSS headquarters.
  - 91 ♦ Supported unit.
  - 92 ♦ Own units.
- 93 • Establishes liaison with the supported unit(s).
- 94 • Establishes communications with—
  - 95 ♦ Supported unit(s).
  - 96 ♦ Higher CSS headquarters.
- 97 • Is positioned by higher CSS headquarters.

### 98 ***Priority of Response***

99 For each mission, the priority of response tells the supporting commander precisely who has priority of  
100 services. Support priorities are the primary distinction between standard missions.

### 101 ***Liaison***

102 The supporting commander decides what type(s) of liaison to use. See Liaison paragraph, pageXX.

### 103 ***Communications***

104 Communications between the supporting and supported units is essential. The supporting commander,  
105 with the concurrence of the parent headquarters, decides what type of communications to use.

### 106 ***Positioning***

107 Positioning is not simply locating facilities on the ground. It includes the authority to displace facilities to  
108 new locations. The CSSE commander has the responsibility and authority for determining the general  
109 location and the displacement time of ground-common CSS units and facilities to ensure continued  
110 support to the MAGTF. The subordinate CSS commander recommends the time for displacements and  
111 selects exact locations for new facilities when given their general locale. Because CSS units are often in  
112 areas that are under the control of other MAGTF elements, the CSSE commander must coordinate with  
113 those elements and the MAGTF commander before establishing or moving units and facilities.

### 114 **Mission Statement Elements**

115 Every CSS mission statement has four essential elements. Three of these elements are mandatory and  
116 should always be included. The fourth element is optional and may be used to provide additional  
117 information and guidance.

118 Always include the following *mandatory* mission statement elements:

- 119 • Identification of the supporting unit.
- 120 • Designation of the standard mission assigned.
- 121 • Identification of the supported unit.

122 An example of a simplified mission statement containing only the three mandatory elements is: *CSSD-28*  
123 *provides DS to 8th Marines.*

124 If the commander anticipates a change in mission, a fourth element may be added to the mission  
125 statement to facilitate future operations. This *optional element* may provide a warning order or additional  
126 information or guidance necessary for continuity of operations, for example: *Be prepared to provide GS*



127 *to 2d Marine Division.* The complete identity of the supported unit must always be included. This added  
128 element alerts both the supporting and supported units to expect and prepare for a change of mission.

129 The commander may also use the optional element to provide additional guidance. For example: *7th*  
130 *Engineer Support Battalion (-) provides GS to the MEF. Attach one reinforced platoon to CSSD-41, and*  
131 *place one platoon in direct support of MWSS-44.* Notice the CSSE commander does not select the  
132 specific subordinate elements for alternative missions. Selecting specific platoons is the prerogative of the  
133 battalion and company commanders. It is, however, within the CSSE commander's authority to direct  
134 different missions or command relationships for subordinate elements of the CSSE and to task-organize  
135 subordinate elements. The CSSE commander does so in coordination with the MAGTF commander, the  
136 supported unit commander, and the CSSE's subordinate commanders.

## 137 **Standard Missions**

### 138 **DS**

139 Direct support is "a mission requiring a force to support another specific force and authorizing it to  
140 answer directly the supported force's request for assistance." (JP 1-02)

141 A CSS unit assigned a DS mission is immediately responsive to the needs of the supported unit. It  
142 furnishes continuous support to that unit and coordinates its operations to complement the concept of  
143 operations of the supported unit. The DS mission creates a one-to-one relationship between supporting  
144 and supported units. The higher headquarters of the supporting and supported units become involved only  
145 on an exception basis. The supported unit sends requests directly to the supporting unit.

146 A DS mission may be assigned to either a functional or task-organized CSS unit. A functional unit or a  
147 task-organized unit may be either a single-function unit or a multifunction unit (provides support in two  
148 or more CSS functional areas). The following are examples of DS missions assigned to functional and  
149 task-organized units:

- 150 • **Functional Units.** The CSSE commander may assign the DS mission to any functional subordinate  
151 organization (e.g., engineer or motor transport organizations).
- 152 • **Task-Organized Units.** The CSSE commander may assign the DS mission to a task-organized unit  
153 such as a CSSD. CSSDs are most often in DS. The commander must ensure that the task-organized  
154 unit has enough assets to accomplish the DS mission. Of particular concern is the ability to establish  
155 and maintain communications with the supported unit.

### 156 **GS**

157 A CSS unit assigned a general support mission supports the MAGTF or several units within the MAGTF  
158 under the direction of the CSSE commander.

159 The GS mission is the most centralized mission. CSSE commanders retain full control over their  
160 subordinate units, including establishing the priority of the units' efforts. This does not prevent supported  
161 units from dealing directly with various CSS agencies. For example, they submit requisitions directly to  
162 the supply source. However, the CSSE commander may control how and when requisitions are filled. The  
163 CSSE commander follows the priorities and allocations of the MAGTF commander. In certain cases, the  
164 MAGTF commander may stop the issue of supplies or items of equipment without prior approval of the  
165 CSSE commander. In other cases, the MAGTF commander might specify a priority of issue for certain  
166 items or may assign a specific quantity to each unit.

167 The MAGTF CSSE always has a GS mission. However, CSSE commanders may assign different  
168 missions to subordinate units consistent with the requirements of the tactical situation. The concept of  
169 logistics and CSS, found in Annex D of the MAGTF OPORD, specifically addresses this topic. It tells

170 precisely how to satisfy the requirements of a particular tactical situation. The following are examples of  
171 GS missions assigned to functional and task-organized units:

- 172 • Functional Units. The CSSE commander may assign the GS mission to any subordinate functional  
173 organizations. For example, the FSSG commander may give the engineer support battalion the  
174 mission of GS of the MAGTF. The battalion would provide support based on the priorities of the  
175 MAGTF commander. The CSSE commander would not assign this mission without prior  
176 coordination with and approval from the MAGTF commander.
- 177 • Task-Organized Units. The CSSE commander may assign the GS mission to a task-organized unit  
178 such as a CSSD or LFSP. Task-organized CSS units must have sufficient assets to perform the  
179 functions associated with this mission. Of particular concern is the ability to establish and maintain  
180 communications and liaison with the supported unit and parent organization.

## 181 **Nonstandard Missions**

182 The CSSE commander normally uses the DS and/or GS standard missions to meet the needs of the  
183 supported force. However, unique situations may dictate the selection of a nonstandard mission. The  
184 nonstandard mission must satisfy the requirements of the specific situation and requires detailed planning  
185 and coordination.

186 The optional fourth element of the mission statement is the operative element in the nonstandard mission.  
187 The optional element amplifies the basic mission statement and addresses unique responsibilities and  
188 relationships.

189 The mission statement for a nonstandard mission must contain the three mandatory elements. For  
190 example: *CSSD-28 provides GS for assigned U.S. and multinational forces*. The optional fourth element,  
191 which gives advance information on subsequent missions may also be used, as appropriate.

192 The mission statement above is adequate for a standard mission. For the CSSD-28 commander, however,  
193 it does not provide enough information in this particular case. With standard missions, the CSSD  
194 commander immediately knows the associated responsibilities. When assigning a nonstandard mission,  
195 the CSSE commander must also give detailed coordinating instructions to amplify the mission statement.  
196 Paragraph 3 of the CSSE OPORD should include the following items:

- 197 • Priority of response to support requests for—
  - 198 ♦ MAGTF units (or name of specific unit).
  - 199 ♦ Other U.S. forces.
  - 200 ♦ Allied forces (classes I, III, and V only).
- 201 • Liaison requirements that—
  - 202 ♦ Maintain liaison with supported Marine Corps units on a full-time basis.
  - 203 ♦ Maintain liaison with other supported units as required.
- 204 • Communications responsibilities that—
  - 205 ♦ Establish and maintain communications with MAGTF units on a full-time basis.
  - 206 ♦ Establish and maintain communications with other elements as required.

## 207 **MANAGEMENT PROCEDURES IN TACTICAL-LEVEL LOGISTIC** 208 **FUNCTIONAL AREAS**

209 The functional areas of tactical-level logistics are managed with procedures tailored to support particular  
210 functions.

211 **Supply**

212 MAGTF commanders, in particular CSSE commanders, manage the flow of support from source to  
213 consumer. Three management techniques and procedures are critical to supply support.

214 **Control**

215 Supplies should flow by the most direct route from the source to the consumer. CSS units should handle  
216 supplies as infrequently as possible.

217 *Records*

218 Records should include only information that is essential to control supply activities and to ensure  
219 sustainability.

220 *Stockage Objective*

221 The stockage objective is the maximum quantity of materiel that the CSSE must have on hand to sustain  
222 current operations. It consists of the sum of stocks represented by the operating level and the safety level.  
223 The operating level is the level required to sustain operations between submission of requisitions or  
224 between the arrival of successive shipments. These quantities are based on the established replenishment  
225 period (daily, monthly or quarterly). In combat, the replenishment period is usually shorter than during  
226 peacetime operations. The safety level is the quantity required to continue operations if there are minor  
227 delays in resupply or unpredictable changes in demand. In combat, the safety level is more critical than  
228 during peacetime.

229 The MAGTF commander prescribes the stockage objective for CSS installations on the basis of the  
230 recommendations of the CSSE commander. Selection of the proper stockage objective is critical for  
231 proper management of transportation and continued support of combat operations. Too high a stockage  
232 objective can place an excessive burden on handling and management systems. Too low a stockage  
233 objective can delay or even prevent combat operations.

234 *Reorder Point*

235 The reorder point is that point at which the CSS unit must submit a requisition to maintain the stockage  
236 objective. The supply representative requisitions the stockage objective when the sum of the requisition  
237 processing time, shipping time, and safety days of supply equals the remaining days of supply based on  
238 daily consumption rates. For example:

239  $\text{Days of Supply}$

240 Safety level = 5

241 Reorder time = 2

242 Shipping time = 15

243 Reorder point = 22

244 **Distribution Methods**

245 The two normal methods of distribution are supply point distribution and unit distribution, but the  
246 commander typically uses a combination of the two methods.

247 In point distribution, the supported unit picks up the supplies from a central point established by the  
248 supporting unit similar to getting fuel from a filling station or food from a store.

249 In unit distribution, the supporting unit; e.g., CSSE delivers supplies to the supported unit. The supported  
250 unit will in turn distribute the supplies to subordinate elements.

251 Normally, the commander uses a combination of unit and supply point distribution. The commander  
252 assigns top priority for unit distribution to those units that are in contact with the enemy and have limited  
253 organic transportation. The commander gives a lower priority to engaged units with more organic  
254 transportation. The lowest priority is assigned to units that are not in contact with the enemy. When the  
255 available transport has been allocated to unit distribution, the remaining support requirements must be  
256 satisfied through supply point distribution.

### 257 **Replenishment Systems**

258 Replenishment systems are either pull systems, push systems, or a combination of both systems. Selecting  
259 a replenishment system is generally based on the availability of supplies and distribution capabilities.

260 A pull system requires the consumer to submit a support request. This system provides only what the  
261 supported unit requests. Pull systems generally do not anticipate a unit's needs, which makes them less  
262 responsive but more efficient than push systems.

263 Push systems use reports as the requesting document or anticipate demand based on consumption rates.  
264 For example, on-hand and usage reports submitted by the supported unit serve as the basis for resupply.  
265 The CSSE delivers sustainment based on consumption rates and the desired basic load of the unit without  
266 waiting for a requisition. Use of this method could burden the unit with more supplies than it can handle,  
267 which makes them more responsive but less efficient.

268 The MAGTF commander should specify the most appropriate replenishment system, which is often a  
269 combination of the two methods. The decision should be based on the tactical situation, available  
270 resources, and the recommendations of the CSSE commander.

### 271 **Maintenance**

272 The goal of maintenance support operations is to keep equipment operational at the using unit. Supporting  
273 commanders achieve this goal by balancing centralization of control with decentralization of execution.

274 Maintenance support procedures need to be flexible and adaptable to changing situations. For example,  
275 during the amphibious assault, both the LFSP and supported organizations have limited maintenance  
276 capabilities. Normally, the LFSP commander centralizes both control and execution of maintenance  
277 operations at the BSA or landing zone support area. The supported organization commander centralizes  
278 control and execution of organic maintenance capabilities in the organizational train. When the CSSE and  
279 the remainder of assault organizations go ashore, maintenance capabilities increase. This permits a shift to  
280 decentralized execution of maintenance. To perform maintenance as far forward as possible, the  
281 commander must decentralize execution of essential tasks.

282 As a general rule, the goal in combat should be centralized control with decentralized execution to  
283 maximize responsiveness. Organizational contact teams from the owning organizations and intermediate  
284 maintenance support teams from the CSSE go forward and repair equipment whenever possible.

### 285 **Transportation**

286 The MAGTF commander generally centralizes control of movement at the highest level, typically  
287 assigning this responsibility to the CSSE commander. Movements should be regulated and coordinated to  
288 prevent congestion and conflicting movements over transportation routes. The transportation system must  
289 be highly adaptable to use the MAGTF's limited transportation capabilities effectively. This adaptability  
290 enables the commander to maintain continuous movement of personnel, supplies, and equipment.

291 Commanders must maximize the efficient and effective use of transportation assets. The commander must  
292 keep equipment loaded and moving while allowing for adequate maintenance and personnel rest.

## 293 **General Engineering**

294 General engineering operations are not subject to unique control measures. The standard support missions  
295 and normal engineer support relationships establish the parameters within which general engineering  
296 operations are controlled.

## 297 **HSS**

298 The medical regulating system is activated as necessary for monitoring and controlling the movement of  
299 patients through the casualty evacuation and HSS system. The medical regulating system is responsible  
300 for patient movement and tracking through successive levels of medical and dental care to provide the  
301 appropriate level of care. For information on medical regulating procedures, see MCWP 4-11.1; Naval  
302 Warfare Publication (NWP) 4-02.2, *Patient Movement, Part A, Naval Expeditionary Forces Medical*  
303 *Regulating*; and JP 4-02.2, *Joint Tactics, Techniques, and Procedures for Patient Movement in Joint*  
304 *Operations*.

## 305 **Services**

306 The services function provides for the effective administration, management, and employment of military  
307 organizations. The administrative subfunctions are categorized as either command or CSS services.

## 308 **COMMAND GROUPS AND CONTROL AGENCIES**

309 Each MAGTF element establishes sections to direct operations and control employment of their organic  
310 ground-common and aviation-peculiar logistic capabilities. Additionally, they will coordinate CSS  
311 requirements with the CSSE.

## 312 **Aviation Ground Support Operations Center**

313 The MWSG and/or MWSS will establish an aviation ground support operations center to control aviation  
314 ground support tasks at the ACE airfield(s). The center coordinates the activities of the airfield operations,  
315 motor transport operations, engineer operations, medical, and other services sections.

## 316 **CSS Operations Center (CSSOC)**

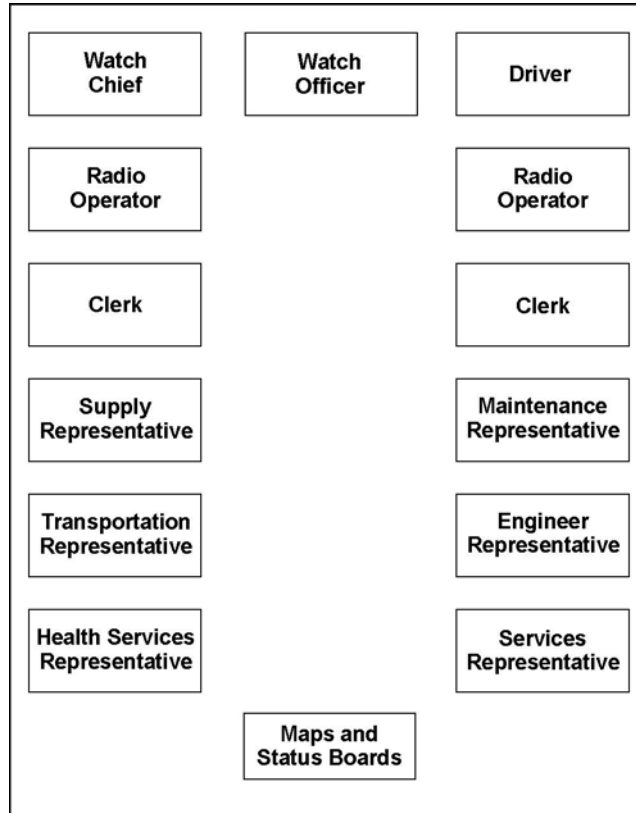
317 The CSSE establishes a CSSOC that controls and coordinates the day-to-day operations of the CSS  
318 organization. The CSSOC focuses on meeting the needs of supported units. The CSSE operations officer  
319 supervises the day-to-day functioning of the CSSOC.

320 The CSSE commander establishes the CSSOC in the CSSE command post. The CSSOC continually  
321 monitors and records the status of CSS operations. The CSSOC personnel coordinate and control CSS  
322 operations according to the established policies, standing operating procedures (SOPs), and operational  
323 decisions of the commander.

324 The CSSOC is not a separate organization. The CSS unit's operations and communications personnel  
325 staff the CSSOC. Local SOPs govern the size and composition of the CSSOC. Generally, the commander  
326 has the following CSSOC organization configuration options:

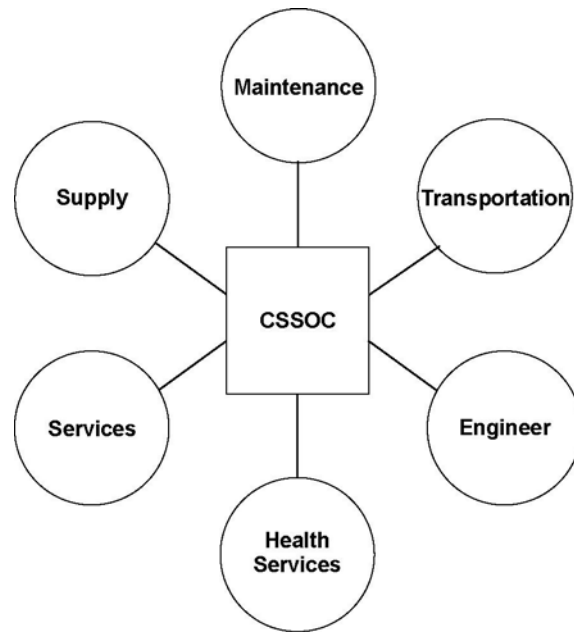
327

327 Centralized CSSOC. Figure 3-2 depicts a centralized CSSOC arrangement. An advantage to placing  
 328 functional representatives for supply, maintenance, transportation, engineering, HSS, and services within  
 329 the CSSOC is that the watch officer has immediate access to technical advice. This option is appropriate  
 330 when tactical considerations do not require dispersal. A disadvantage can be the high activity level  
 331 generated by large numbers of personnel and communications in a confined facility. Higher level CSS  
 332 organizations and those farther to the rear use a centralized CSSOC more frequently than do smaller units.



333  
 334 **Figure 3-2. Centralized Combat Service Support**  
 335 **Operations Center Configuration.**

336 Decentralized CSSOC. Figure 3-3 depicts a decentralized CSSOC arrangement with functional  
 337 representatives placed outside the CSSOC. Smaller CSS organizations and those farther forward most  
 338 often select this option. In some situations, the CSS unit will not have enough personnel or skills to  
 339 operate a centralized CSSOC. In other cases, dispersion is a tactical necessity that weighs against  
 340 centralization.



341  
342  
343 **Figure 3-3. Decentralized Combat Service Support Operations Center Configuration.**

344

345 The CSSOC controls the CSS request net(s) and the CSSA local net(s). The CSSOC has hotlines to  
346 subordinates, supported units, and higher headquarters, and it may have teletype or data links. Normal  
347 CSSOC functions include the following:

- 348
- 349 • Receiving and recording operational reports from subordinate units.
  - 350 • Maintaining current plots of the friendly and enemy situation and displaying the information in the CSSOC.
  - 351 • Preparing and submitting operational reports to higher headquarters.
  - 352 • Providing dedicated communications channels for control of CSS operations.
  - 353 • Transmitting orders and decisions.
  - 354 • Monitoring the progress of ground-common CSS operations and reporting significant events and incidents to the commander.
  - 355 • Advising interested staff sections of events or information of immediate concern to them.
  - 356 • Serving as the principal point of contact for liaison personnel from senior, supported, or adjacent units.
  - 357 • Maintaining a rear area security (RAS) overlay that depicts preplanned targets, active security measures for CSS installations, and main supply routes within the rear area.
  - 358 • Coordinating security of CSS installations and main supply routes within the rear area with higher and adjacent elements of the MAGTF.
- 359  
360  
361  
362

## 363 COMMUNICATIONS

364 Commanders must establish communications with higher, adjacent, and subordinate commands to  
365 promote situational awareness and to direct and coordinate military operations. Following the MAGTF  
366 communications plan, commanders establish single-purpose and general-purpose nets and/or frequencies

367 for the control of MAGTF and/or element operations, logistic and CSS operations, and general  
368 administrative support.

369 The communications plan must specify the means for requesting and coordinating ground-common and  
370 aviation-peculiar logistic support. In addition, the plan must designate the primary and alternate means for  
371 logistic communications.

372 The CSS request net is the most important communications net for day-to-day ground-common CSS  
373 operations. The request net is a direct link between the CSS unit and the supported organizations. Each  
374 CSSD establishes a CSS request net. Supported organizations enter the net to pass routine or emergency  
375 support requests. The CSSE also establishes a CSS request net between itself and its subordinate CSSDs.  
376 CSS units use these nets to pass reports, requests, and orders. Supported unit logistic officers should  
377 monitor the CSS request net to assess the status of CSS units and to facilitate anticipation of  
378 requirements.

## 379 **LOGISTIC INFORMATION MANAGEMENT**

380 Logistic C2 manages the process of providing resources to support the warfighter; information  
381 management is a principal tool in this process. Tactical-level logistic information management ranges  
382 from manual methods to employment of sophisticated automated systems.

### 383 **Organic Capabilities**

384 Most Marine Corps organizations down to company levels have organic information systems capabilities  
385 to manage their personnel, logistic, and training responsibilities. Each organization has one or more  
386 computers to support data input to Marine Corps information systems. In addition, MAGs possess a  
387 variety of computer hardware suites and software applications for submitting input to and receiving  
388 output from Navy support systems.

389 The communications and information systems officer (G-6/S-6) supervises the command's  
390 communications and information systems support operations. The G-6/S-6 is responsible for the technical  
391 direction, control, and coordination of communications and information systems support tasks. The  
392 G-6/S-6 section works closely with the functional users of automated information system (AIS) to ensure  
393 its efficacy.

### 394 **Information Systems Functional User Responsibilities**

395 Functional users of information operate the information systems supporting their functional area.  
396 Functional users include every staff section that is supported by communications and information  
397 systems. Consequently, all staff principals have functional user responsibilities for the functional areas  
398 over which they have staff cognizance. For example, the logistics staff officer has functional user  
399 responsibilities for Marine Integrated Maintenance Management System (MIMMS) and Logistics  
400 Automated Information Systems (LOGAIS) family of systems. Functional user responsibilities  
401 include—

- 402 • Serving as the primary point of contact for issues affecting information systems supporting the  
403 functional area.
- 404 • Conducting the following routine information system administration:
  - 405 ♦ Assigning user identification, passwords, and privileges.
  - 406 ♦ Performing data and/or file storage and management.
  - 407 ♦ Conducting system backups.



- 408 • Coordinating with the G-6/S-6 to ensure that adequate hardware, software, trained personnel, and
- 409 procedures are in place before implementing a new system or system modification.
- 410 • Coordinating with the G-6/S-6 to develop and maintain user training programs for communications
- 411 and information systems.
- 412 • Identifying to the G-6/S-6 information system support requirements.
- 413 • Identifying to the G-6/S-6 specific communications requirements, including requirements to interface
- 414 with other information systems and potential interface problems.
- 415 • Complying with applicable communications and information systems security measures.
- 416 • Reporting malfunctions and outages and coordinating with the G-6/S-6 to restore service.
- 417 • Designating an information management officer for the staff section.

## 418 **MAGTF Information Systems**

419 Each MAGTF element has computers and required software to support data input for standard logistic  
420 information systems as well as to operate related C2 systems. These logistic information systems include  
421 manpower, supply, maintenance, transportation, embarkation, disbursing, and aviation-peculiar systems.

### 422 ***Global Command and Control System***

423 The Global Command and Control System (GCCS) is a joint mandated C2 automated data processing  
424 “system of systems” providing command and control, communications, computers and intelligence (C4I)  
425 capabilities for Marine Corps commands participating in joint planning and execution. The target  
426 command for GCCS is the Joint Task Force Commander, Commander (formerly CINC’s), components  
427 and forces. GCCS consists of common hardware, a common operating system, common software, a  
428 common operating environment (COE) and C2 applications.

429 GCCS provides joint operation planning and execution capabilities and facilitates the deployment and  
430 redeployment of Marine Corps forces by using one of the following systems:

- 431 • Joint Operation Planning and Execution System (JOPES) is a DOD-directed, Joint Chiefs of Staff  
432 (JCS)-specified system for preparing and executing joint OPLANs. This system enables supported  
433 commanders, supporting commanders, and USTRANSCOM to manage the deployment of forces and  
434 follow-on sustainment for both training and contingencies. The JOPES is one of the first applications  
435 incorporated into GCCS. The GCCS and MAGTF C4I systems must be compatible.
- 436 • Global Status of Resources and Training System (GSORTS) provides information on the readiness  
437 status of units with respect to personnel, equipment, and training.

### 438 ***Global Combat Support System***

439 The Global Combat Support System (GCSS) is not a discrete system but is rather an over-arching  
440 capability. Its goal is to provide universal access to information and interoperability of that information  
441 within logistics and other support functions. It will share this information with other C2 systems to  
442 contribute to the combatant commander’s common operational picture. GCSS consists of applications and  
443 shared data in a common operating environment linked through a global network. Ultimately, the GCSS  
444 will include near real-time C2 of the logistic pipeline from battlefield to sustaining base-one fused picture  
445 of combat support to the warfighter and a closed link between operational C2 and logistics C2.

### 446 ***Marine Corps Training, Exercise, and Employment Program***

447 The Marine Corps Training, Exercise, and Employment Program (MCTEEP) is the Marine Corps  
448 operational training, exercise, and employment schedule that Marine Corps operating forces update and  
449 maintain by using automated systems. The program is used to schedule training and normal routine  
450 exercises.

### 451 ***Marine Air-Ground Task Force II/Logistics Automated Information System***

452 This family of systems supports Marine Corps ground-common logistic data requirements. The MAGTF  
453 II system is the primary tool for defining and tailoring a MAGTF and for providing updates to JOPES to  
454 support force deployment, planning, and execution. The following MAGTF II/Logistics Automated  
455 Information Systems (LOGAISs) provide functional logistic management for sustainment and  
456 distribution:

- 457 • Marine Air-Ground Task Force Deployment Support System II (MDSS II) enables commanders at  
458 various echelons of a MAGTF to build and maintain a data base containing force and equipment data  
459 that reflects how the MAGTF is configured for deployment. This data can be maintained during  
460 normal day-to-day garrison activities and updated during plan development and execution.
- 461 • Transportation Coordinator's Automated Information for Movements System (TC-AIMS) is one of  
462 the primary MAGTF II/LOGAISs that provides functional logistic sustainment and distribution  
463 management. It provides automated support for motor transport control, planning of support, and  
464 coordination of overland movement and convoys. It manages day-to-day use and movement of motor  
465 transport and heavy equipment. Its resource management module provides inventory, support  
466 requests, and task and dispatch management. It supports convoy management with an embarkation  
467 and marshaling module. It tracks critical events, including user time statistics. TC-AIMS interfaces  
468 with MDSS II. The integrated MAGTF II and LOGAIS software will enable an improved degree of  
469 integration between MDSS II and TCAIMS.
- 470 • Asset Tracking Logistics and Supply System (ATLASS) is another primary MAGTF II logistics  
471 automated information system. It provides automated support for ground-common supply and  
472 maintenance.

### 473 ***Theater Medical Information Program***

474 The Theater Medical Information Program (TMIP) provides a global capability that links medical  
475 information data bases to integration centers. These integration centers are accessible to Navy medical  
476 personnel and operate in support of Marine forces. The goal for TMIP is to provide theater medical  
477 integrated automated information by using the GCCS and the GCSS, which links all echelons of medical  
478 care in support of Marine Corps forces.

### 479 ***Naval Tactical Command Support System***

480 The Naval Tactical Command Support System (NTCSS) is used by the ACE. It provides status and ad  
481 hoc reports to the Battle Group Logistics Coordinated Support System (BGLCSS). The NTCSS is  
482 formulated around the Shipboard Nontactical Automated Data Processing Program III (SNAP III).

### 483 ***Shipboard Nontactical Automated Data Processing Program III***

484 The SNAP III began the process of integrating shipboard computers by adopting the C2 systems  
485 architecture for command support applications. The MWSG and MALS use SNAP III hardware to  
486 provide automated information processing support for aviation-peculiar supply, finance, and  
487 organizational maintenance management.

### 488 ***Naval Aviation Logistics Command Management Information System***

489 MWSG, MALS, and organizational squadrons use the Naval Aviation Logistics Command Management  
490 Information System (NALCOMIS) software application to provide automated information processing  
491 support for maintenance of aviation equipment and spares to aviation units and selected base and garrison  
492 activities throughout the Marine Corps.

### 493 ***Shipboard Uniform Automated Data Processing System***

494 The Shipboard Uniform Automated Data Processing System (SUADPS) is the supply software  
495 application used by MALS to provide financial, inventory, and logistic management of aviation supply  
496 support for Marine Corps aircraft.

497

### 497 **Conventional Ammunition Integrated Management System**

498 The Conventional Ammunition Integrated Management System (CAIMS) provides on-line inventory  
499 management data such as ammunition location, quantity, materiel condition, purpose code, and  
500 requisition status.

### 501 **Retail Ordnance Logistics Management System**

502 The Retail Ordnance Logistics Management System (ROLMS) is a personal computer-based inventory  
503 management tool designed to provide automated ammunition requisitioning, status accounting, and  
504 inventory management capability at the MALS ammunition supply point level. In addition, ROLMS  
505 provides the capability to interface with CAIMS via naval message from remote sites. It is the principle  
506 system used to provide visibility of class V(A) and class V(W) at the user level, and is a feeder system to  
507 CAIMS. ROLMS is currently replacing the Fleet Optical Scanning Ammunition Management System for  
508 class V(A) and Ammunition Logistic System for class V(W).

### 509 **Functional Managers**

510 The MAGTF commander appoints a functional manager for each logistic information system. This  
511 individual coordinates processing support and data collection and distribution with the G-6/S-6.  
512 Functional manager(s) for—

- 513 • Supply, maintenance, and disbursing systems are in the CSSE.
- 514 • Manpower management systems is the manpower information systems support officer under the  
515 MAGTF manpower staff officer (G-1/ S-1).
- 516 • Aviation maintenance and flight readiness systems are in the ACE.
- 517 • Embarkation systems is the MAGTF embarkation officer.

### 518 **Data Communications**

519 The MAGTF G-6 establishes a data communications network. Intratheater data communications is  
520 essential to support high-volume CSS information exchange requirements. Users not served by the data  
521 communications network must use nonelectronic methods; e.g., courier diskette, to transfer large volumes  
522 of logistic data. When electronic data communication means are available, nonelectronic backup methods  
523 should still be planned.

### 524 **Information Systems Support Planning**

525 Planning for information systems support must include identification of requirements, establishment of  
526 priorities, and allocation of resources. The G-6/S-6 in conjunction with the functional manager must  
527 identify the communications and information systems requirements for each major functional system. The  
528 information systems management officer then identifies processing priorities and allocates  
529 communications and system resources. The MAGTF OPORD must document the requirements, priorities,  
530 and allocations. Also, the OPORD must show the data flow within the MAGTF and between the MAGTF  
531 and the Defense Information Systems Network data entry point. In addition, the OPORD must depict  
532 information systems equipment distribution and maintenance procedures. Ideally, the OPORD references  
533 the MAGTF communications and information systems SOP and gives only that supplemental information  
534 needed for the specific operation.

### 535 **LIAISON**

536 Liaison is “that contact or intercommunication maintained between elements of military forces or other  
537 agencies to ensure mutual understanding and unity of purpose and action.” (JP 1-02) Commanders at  
538 every level routinely establish contact with other units in their area. At the tactical-level, this contact or  
539 liaison is established for general operations and logistic support coordination. Logistic and CSS liaison  
540 improves a CSS organization’s ability to support the supported unit’s concept of operations. Staff liaison  
541 may include the temporary or permanent assignment of liaison elements to integrate, coordinate, and  
542 execute military operations.

## 543 **Liaison Elements**

544 The liaison element is the commander’s personal representative to another command. These designated  
545 liaison elements improve the contact and communications essential to effective command.

546 A liaison officer is the most commonly employed technique for establishing and maintaining close,  
547 continuous contact between commands. Use of a single individual with the proper rank and experience  
548 conserves manpower while guaranteeing contact.

549 A liaison team is assigned to the supported organization when the workload or the requirement for better  
550 coordination dictates. Liaison teams normally include a liaison officer, a liaison chief, clerical personnel  
551 and/or drivers, and communications personnel with their equipment.

552 A courier is “a messenger responsible for the secure physical transmission and delivery of documents and  
553 material.” (JP 1-02) The courier can function as a liaison element to another command. An experienced,  
554 mature courier can amplify information about the situation or issues of concern.

## 555 **Liaison Element Selection**

556 Although there are no firm rules for selecting liaison personnel, the commander should consider  
557 requirements of the task and the individual’s—

- 558 • CSS expertise.
- 559 • Rank.
- 560 • Experience.
- 561 • Knowledge.
- 562 • Personal initiative.
- 563 • Judgment.
- 564 • Communications skills.

565 For CSS units, the requirement for liaison is part of the assigned mission. However, the formal mission  
566 does not specify the type of liaison element to assign in each case. Command liaison should be conducted  
567 in all but the most unusual circumstances. The following considerations provide some insights into  
568 determining the best type of liaison element to use.

### 569 ***Available Personnel***

570 The lack of qualified personnel may prevent assignment of dedicated liaison elements even where there is  
571 a recognized need. If a liaison officer or team is not available, the commander can use couriers. The  
572 commander should select only those who have demonstrated the necessary maturity to handle the duties.  
573 The overriding consideration is always responsiveness to the supported unit.

### 574 ***Workload***

575 Workload is a variable that influences the commander’s decision to provide liaison, as well as the specific  
576 type of liaison element. It is a function of the CSS unit’s scope of operations, personnel situation,

577 priorities, and time. The workload varies with the size and mission of both the supporting and supported  
578 units and can change during the course of an operation. The commander should assign liaison elements to  
579 subordinate headquarters as a first priority, although liaison officers or couriers may be adequate at lower  
580 levels. In some situations, the workload may require little more than routine liaison between principal  
581 staff officers or their assistants.

### 582 ***Proximity***

583 When units are in proximity, the commander may rely on principal staff officers to maintain effective  
584 communications. Conversely, the workload may dictate the use of a dedicated liaison element despite the  
585 unit's location.

### 586 ***Tactical Situation***

587 The need for liaison increases as the pace of tactical operations increases. In a static situation,  
588 requirements and procedures are routine. As the tempo of operations increases, maintaining liaison  
589 becomes more difficult as well as more critical. Liaison is especially critical during offensive operations  
590 and periods of turbulence.

### 591 ***Timeliness***

592 To complement and enhance the desired effects of early CSS planning, liaison elements should be  
593 assigned at the first opportunity. Early coordination between combat and CSS units ensures the timely  
594 involvement of the CSS units in the planning process.

## 595 **Exchange of Liaison Elements**

596 Traditionally, commanders establish liaison from senior to subordinate, supporting to supported, and left  
597 to right. As with all rules, however, there are situations that dictate exceptions. For example, often  
598 situations dictate the exchange of liaison elements between units.

### 599 ***Senior to Subordinate***

600 The assignment of liaison elements within the same command is unusual. The senior headquarters would  
601 initiate such assignments. Headquarters must provide the liaison element, with associated support  
602 equipment, to the subordinate unit.

### 603 ***Supporting to Supported***

604 The inherent nature of the supporting role normally dictates that the supporting unit provides the liaison  
605 element to the supported unit. For task-organized CSS units, the availability of liaison elements depends  
606 on the identification of potential liaison requirements during the planning phase. Based on those  
607 requirements, the parent command should task-organize the CSS unit with the personnel and equipment  
608 to effect liaison.

### 609 ***Reinforcing to Reinforced***

610 Similar type units reinforce one another. The CSS unit assigned a reinforcing mission provides a liaison  
611 element to the reinforced CSS unit.

### 612 ***Left to Right***

613 Traditionally, units on the left flank are responsible for establishing liaison with units on their right.  
614 However, CSS units generally do not provide liaison elements to adjacent units. Liaison between the  
615 respective commanders and principal staff officers is the norm in such cases.

616 **Liaison Element Duties and Responsibilities**

617 Liaison duties and responsibilities closely correlate with those of the G-4/S-4 of the supported unit. The  
618 duties are separated into three broad categories.

619

**619 Advise and/or Assist**

620 The liaison element advises the supporting commander and the supported commander. It assists the  
621 supported unit to determine its requirements, to ascertain associated priorities, and to assign appropriate  
622 allocations. The liaison element advises the supported unit on the capabilities of the supporting unit. It  
623 assists the supported unit G-4/S-4 to identify those COAs that are most and least supportable from the  
624 CSS viewpoint.

**625 Monitor**

626 The liaison element observes the operations of the supported unit and monitors the status of those  
627 functional areas in which the parent CSS organization has a concern. Simultaneously, it keeps abreast of  
628 the status of its parent organization's operations. Specifically, the element follows activities that affect the  
629 capability to provide continuous support.

**630 Coordinate**

631 The liaison element coordinates and expedites the flow of support and information between the two  
632 organizations. In this regard, the liaison element serves as the conduit for two-way communications. It is  
633 not a substitute for direct coordination between commanders and principal staff officers; rather, it  
634 complements and augments such coordination.

**635 Liaison Procedures**

636 Initially, the commander of the supporting unit should accompany the selected liaison element. This  
637 allows the commander to introduce the selected liaison element to the supported commander and staff.  
638 This gesture can have a significant long-term impact on the success of subsequent actions with the  
639 supported unit.

640 To effectively conduct liaison duties, the element must-

- 641
- 642 • Become familiar with the capabilities, limitations, and concept of operations of its parent organization
  - 643 before assuming its duties.
  - 644 • Report to its assigned unit fully prepared to carry out its duties and responsibilities.
  - 645 • Become familiar with the structure and functions of the supported unit.
  - 646 • Know the supported unit's mission, concept of operations, and scheme of maneuver.



# CHAPTER 4

## PLANNING

This chapter describes the planning process and planning products for tactical logistics. It identifies key factors in each tactical logistic functional area to help ensure thorough and effective planning. Tactical logistic planning is concurrent with the larger planning process that prepares the MAGTF for operations.

The following basic concepts govern the planning of tactical logistics:

- Logistic planning should be concurrent with operations planning.
- Combat and combat support units should exploit their organic logistic capabilities before requesting assistance from CSS sources.
- The impetus of logistics is from the rear, directly to the using unit.
- The logistic system must be responsive, effective, and efficient.

## EXPEDITIONARY OPERATIONS

Logistic self-sufficiency is a primary consideration when planning expeditionary operations because MAGTFs are organized to conduct operations in austere environments. Marine forces and MAGTF commanders provide the operational logistic capabilities necessary for conducting expeditionary operations, while tactical logistics are provided by MAGTF commanders and their subordinates. This expeditionary or temporary operations support will be withdrawn after the mission is accomplished.

These missions may include—

- Provide foreign humanitarian assistance.
- Establish and keep peace.
- Protect US citizens.
- Counter an act of aggression.
- Defeat an enemy in combat.

## Phases of Action

Expeditionary operations involve broad phases of action which have strategic, operational, and tactical considerations. See Marine Corps Doctrinal Publication (MCDP) 3, *Expeditionary Operations*, for additional information.

### ***Predeployment Actions***

All expeditions begin with planning and predeployment actions. These actions include personnel and equipment readiness, and the sequencing and organization of forces for deployment and employment.

### ***Deployment***

Deployment is the movement of forces to the area of operations. Deployment is initially a function of strategic mobility. Operational-level movement in theater completes deployment as forces are concentrated for tactical employment. Deployment support permits the MAGTF commanders to marshal, stage, embark, and deploy their commands. Although deployment is a strategic and operational-level concern, tactical-level CSS units; e.g., the FSSG, may be required to assist the deployment.

### 37 **Entry**

38 Entry is the introduction of forces onto foreign soil. Normally, entry is accomplished by sea or air,  
39 although in some cases forces may be introduced by ground movement from an expeditionary base in an  
40 adjacent country. Logistic capabilities are used in the entry phase to develop entry points, e.g., an airfield  
41 or port, an assailable coastline, a drop zone, an accessible frontier.

### 42 **Enabling Actions**

43 These actions are preparatory actions taken by the expeditionary force to facilitate the eventual  
44 accomplishment of the mission. Enabling actions may include seizing a port, airfield, or other lodgment  
45 for the introduction of follow-on forces and the establishment of necessary logistic and support  
46 capabilities. In case of disaster or disruption, enabling actions may involve the initial restoration of order  
47 and stability. In open conflict, enabling actions may involve delaying an enemy advance, attacking certain  
48 enemy capabilities, or capturing key terrain that is necessary for the conduct of decisive actions.

### 49 **Decisive Actions**

50 These actions are intended to create the conditions that will accomplish the mission. In disasters, decisive  
51 actions may include relief operations. In disruptions, they often include peacemaking and peacekeeping  
52 until local government control can be reestablished. In conflict, they usually involve military defeat of the  
53 adversary. Logistic organizations provide support across the spectrum of decisive actions.

### 54 **Redeployment**

55 Because expeditions are by definition temporary, all expeditionary operations involve a redeployment—  
56 the departure of the expeditionary force or a transition to a permanent presence of some sort. This is not  
57 as simple as the tactical withdrawal of the expeditionary forces from the scene. It requires withdrawing  
58 the force in a way that maintains the desired situation while preserving the combat capabilities of the  
59 force. For example, care must be taken to reload the ships of an MPF or MEU(SOC) to restore their  
60 sustainment capabilities because either force may be instantly ordered to undertake another expeditionary  
61 operation.

## 62 **Forward-Deployed Logistic Capabilities**

63 The Marine Corps maintains a war reserve program that allows MAGTFs to sustain themselves for a  
64 significant period of time during combat operations. Sustainment gives the MAGTFs the required  
65 endurance until theater-level supply is established. Sustainment resources that are forward deployed with  
66 MAGTFs are augmented and replenished with materiel managed in the war reserve, MPF, and geo-  
67 prepositioning programs. The resulting logistic self-sufficiency is a fundamental, defining characteristic  
68 of expeditionary MAGTFs.

## 69 **War Materiel Requirement**

70 A combination of non-deployed, Force held assets, MPF Class IX offset, and War Reserve System  
71 programmed purchases collectively serve to ensure that MAGTFs can deploy with sufficient ground-  
72 common equipment and supplies to support up to 60 days of contingency operations. The 60-day level  
73 provides reasonable assurance that the force can be self-sustaining until resupply channels are established.  
74 The MAGTF ACE can deploy with sufficient aviation-peculiar equipment and supplies for 90 days of  
75 contingency operations. Normally, class V(A) ammunition is not computed in the ACE 90-day  
76 sustainment figure due to the large lift requirement associated with class V(A).

## 77 **MPF**

78 The MPF is the combination of prepositioned materiel and airlifted elements with a sustainment  
79 capability up to 30 days. Smaller MAGTFs may be sustained ashore for more or less time depending on  
80 the size of the force, the number of MPS in support of that force, and other variables such as inclusion of  
81 an aviation logistics support ship (T-AVB).

## 82 ***Geo-Prepositioned Programs***

83 The Marine Corps Prepositioning Program Norway (MCPN) is the Marine Corps' only geo-  
84 prepositioned program. Agreements between the US and Norway established the prepositioned MCPN  
85 stocks which are used for regional contingencies. These stocks are maintained at the same levels as the  
86 MPF levels.

## 87 **Marine Expeditionary Planning Organization**

88 The plans and future operations sections prepare plans using the Marine Corps Planning Process (MCP).  
89 See MCWP 5-1, *Marine Corps Planning Process*, for more detail. Future and current operations sections  
90 oversee the execution of those plans. Subordinate elements and smaller MAGTFs conduct the same  
91 planning. However, their greater focus on the current battle and smaller size may dictate modifications to  
92 the staff organization.

### 93 ***Plans Section***

94 Under the staff cognizance of the G-5, the plans section—

- 95 • Provides a link between higher headquarters planning sections and future operations section.
- 96 • Focuses on deliberate planning and follow-on phases of a campaign or operation.
- 97 • Develops branch plans and sequels.

### 98 ***Future Operations Section***

99 Under the cognizance of the G-3/S-3, the future operations section—

- 100 • Coordinates with the plans section and current operations sections to ensure integration of the next  
101 battle plan.
- 102 • Interacts with intelligence collection and the targeting process to shape the next battle.
- 103 • Manages the command's PDE&A cycle to match higher headquarters battle rhythms and to create the  
104 conditions for the success of current operations.

### 105 ***Operational Planning Team***

106 An OPT is a temporary organization formed around the plans or future operations section to conduct  
107 integrated planning. While the current operations section manages the execution of current operations, an  
108 OPT plans future operations and develops the OPLAN, OPORD or fragmentary order. The OPT  
109 integrates the various staff sections, battlefield function representatives, and subordinate liaison elements  
110 into the planning process.

### 111 ***Current Operations Section***

112 This section receives the OPORD from future operations and executes the OPORD from the combat  
113 operations center (COC). Under the cognizance of the G-3/ S-3, current operations—

- 114 • Coordinates and executes the current order.
- 115 • Monitors MAGTF operations.
- 116 • Prepares fragmentary orders to modify the current OPORD.

- 117 • Assesses shaping actions and the progress toward the commander's decisive actions.
- 118 • Coordinates terrain management.
- 119 • Maintains essential maps and information.
- 120 • Provides plans and future operations with situational awareness.
- 121 • Provides transition officers to future operations.

## 122 **JOINT PLANNING METHODS**

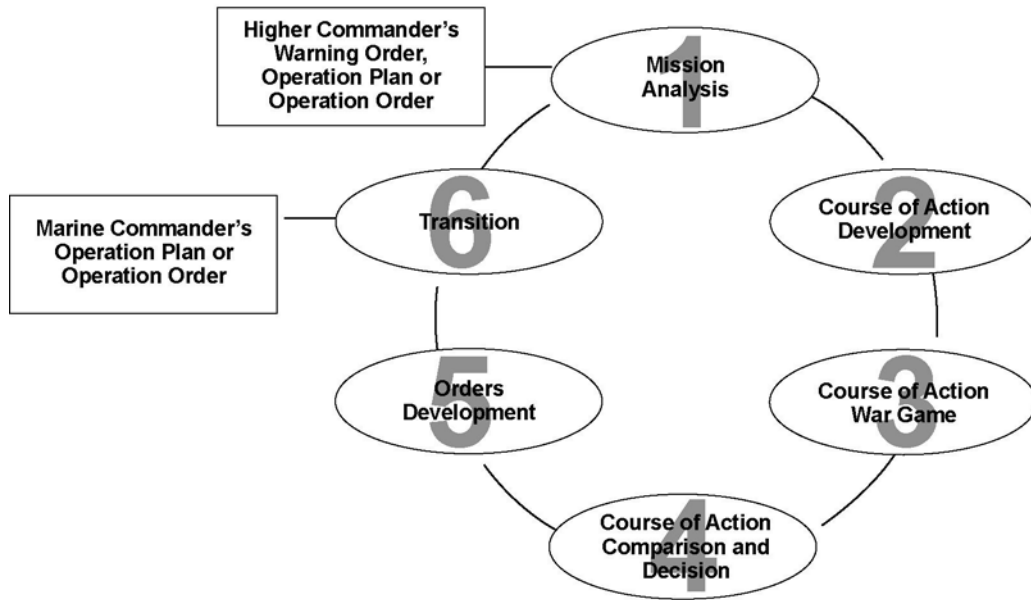
123 MAGTF planners must be familiar with JOPES because the Marine Corps continues to operate in a joint  
124 or multinational environment. As described in JOPES, there are two primary methods of planning joint or  
125 multinational operations: deliberate and crisis action planning. The distinction between the following  
126 methods is important because it reflects significant differences in the amount of time available for  
127 MAGTF planning:

- 128 • The deliberate or contingency projection planning process is a cyclic process to develop OPLANs.
- 129 • Crisis action or time-sensitive planning involves emergencies with possible national security  
130 implications.

## 131 **THE MARINE CORPS PLANNING PROCESS**

132 The MCPP is the process operating forces' commanders and their staffs use to provide input to the joint  
133 planning process and to plan force organization and employment. Applicable across the range of military  
134 operations, the MCPP is designed for use at any echelon of command. It complements joint deliberate and  
135 crisis action planning procedures outlined in JOPES and provides Marine commanders with a tool to  
136 prepare plans and orders. Logisticians participate in all steps of the MCPP with the representatives of the  
137 other warfighting functions, staff sections, subject-matter experts, and command representatives. See  
138 MCWP 5-1 for a detailed discussion of the MCPP.

139 The MCPP establishes procedures to analyze a mission, develop and analyze COAs against the threat,  
140 compare friendly COAs against the commander's criteria and each other, select a COA, and prepare an  
141 OPOD for execution. It organizes the planning process into six manageable, logical steps. See figure 4-  
142 1.



143

144

**Figure 4-1. The Marine Corps Planning Process.**

145 The MCPP provides commanders and their staffs with a means to organize their planning activities and  
 146 transmit the plan to subordinates and subordinate commands. Through this process, all levels of command  
 147 begin their planning effort with a common understanding of the mission and commander's guidance.  
 148 Interactions among various planning steps allow a concurrent, coordinated effort that maintains  
 149 flexibility, makes efficient use of time available, and facilitates continuous information sharing.

150 **CONCEPT OF LOGISTIC AND CSS**

151 The concept of logistics and CSS is a broad statement of the essential logistic and CSS tasks involved in  
 152 supporting MAGTF operations. It gives an overall picture of CSS operations and addresses solutions to  
 153 shortfalls cited in the CSS estimate. It is the foundation for subsequent development of detailed logistic  
 154 and CSS plans and orders by the MAGTF elements.

155 The MAGTF commander's concept for logistics is contained in annex D of the MAGTF OPORD. It  
 156 provides guidance for subordinate MAGTF elements and information required for coordination with  
 157 logistic support agencies external to the MAGTF. The MAGTF G-4/S-4 prepares annex D. Subordinate  
 158 G-4/S-4s conduct detailed planning to accomplish the logistic and CSS tasks promulgated in the OPORD.

159 **PLANNING ELEMENTS**

160 The following elements must be addressed in each phase or stage of logistic planning.

161 **Mission**

162 The MAGTF mission is paramount. Missions of subordinate elements must complement the MAGTF  
 163 mission and may dictate additional parameters for tactical logistic planning.

## 164 **Concept of Operations**

165 Logistic personnel should fully understand the supported commander's concept of operations. This is  
166 vital if they are to anticipate the requirements of the supported organizations. Anticipation is key to the  
167 principles of responsiveness and flexibility.

## 168 **Forces**

169 Available forces and OPLANs dictate logistic requirements. The availability of support from other  
170 Services or host nations influences the concept of logistics and CSS. Similarly, enemy capabilities  
171 influence the selection of a concept of logistics and CSS in a given situation.

## 172 **Theater Characteristics**

173 Theater characteristics include the distance between the objective area and sources of supply. Also  
174 important is the turnaround time for airlift and sealift assets. Local populations and environmental  
175 conditions e.g., facilities, road nets, weather, terrain also effect support operations.

## 176 **Intensity of Operations**

177 The expected intensity of operations is a key planning factor for quantifying logistic and CSS  
178 requirements.

## 179 **Timing and Duration**

180 The anticipated timing and duration of operations influence planning and preparation (time available to  
181 complete plans or to procure and stage equipment and supplies may be limited).

## 182 **PLANNING TECHNIQUES REPLACE WITH PLANNING TENENTS?**

183 Limited information and limited time are characteristics of MAGTF planning. Upon receipt of the  
184 mission, the MAGTF staff reviews existing OPLANs, SOPs, and joint and Marine Corps lessons learned  
185 for related information. Staff members compare plans and SOPs to the assigned mission and to available  
186 information at each stage of the planning process. Operational planning often begins with a nucleus staff.  
187 During the initial phase, the MAGTF should place particular emphasis on the following techniques.

## 188 **Flexible Approach**

189 Planning is a continuous process that requires a flexible approach. Initial estimates are based on  
190 assumptions and minimal data. Commanders and staffs must continually evaluate previous decisions and  
191 guidance. New information can confirm or invalidate previous assumptions or data.

## 192 **Timely Effort**

193 Logistic planning must begin as early as possible at all levels of command. Early identification of  
194 requirements, capabilities, and special considerations accelerates coordination, timely guidance, and  
195 essential decisions. As the concept of operations becomes more specific, subordinate elements can begin  
196 preparation of more detailed logistic plans.

## 197 **Coordinated Planning**

198 To accomplish the MAGTF mission, every aspect of the operational concept requires coordination among  
199 the GCE, ACE, and CSSE. To achieve this, every element has certain responsibilities for logistic  
200 planning. This mutual dependence requires concurrent, parallel, and detailed staff planning between and  
201 among all elements. Simultaneously, the MAGTF headquarters must coordinate with higher, adjacent,  
202 and supporting commands and, possibly, with participating joint and combined staffs. This coordination  
203 is essential for integrating MAGTF logistic and CSS operations with those of other organizations.

## 204 **Concurrent and Parallel Development**

205 Based on both initial and revised guidance, the MAGTF and its elements develop their plans in a  
206 concurrent and parallel manner. Integrated planning shortens the planning cycle, enables early  
207 identification of potential problems, and improves anticipation of requirements. With proper coordination,  
208 concurrent efforts can prevent difficulties that might occur if planning is sequential or isolated. Logistic  
209 planning must parallel operational planning. Likewise, the MAGTF concept of operations cannot be  
210 developed without full consideration of the supporting concept of logistics and CSS.

## 211 **DEPLOYMENT PLANNING**

212 Two tactical logistic support scenarios are considered when planning for deployment.

213 The MAGTF can deploy to an area with an established logistic support base. This can be host nation  
214 support, inter-Service support or a combination of the two. The logistic planner must plan for reliance on,  
215 or expansion of, the existing support base. In addition, the planner must consider an effective alternative  
216 to that support if it stops.

217 The MAGTF can deploy to an area without an established logistic support base. The logistic planner must  
218 rely on inherent logistic resources to support the MAGTF.

## 219 **THE LOGISTIC PLANNER MUST CONSIDER MAGTF REQUIREMENTS 220 IN ALL SIX CSS FUNCTIONS AND THEIR 221 SUBFUNCTIONS.COMMANDER'S INTENT**

222 Planners cannot foresee every eventuality, and even if they could, plans cannot practically address every  
223 possible situation. Commander's intent is the commander's personal expression of the purpose of the  
224 operation. Commander's intent helps subordinates understand the larger context of their actions and  
225 guides them in the absence of orders. It allows subordinates to exercise judgment and initiative, in a way  
226 that is consistent with the higher commander's aims, when the unforeseen occurs. Regardless of the form  
227 that it takes, the commander's intent must—

- 228 • Be clear, concise, and easy to understand.
- 229 • Support the higher, supported commander's intent.
- 230 • Include how the commander envisions achieving a decision.
- 231 • Provide an end state or conditions that, when satisfied, accomplish the purpose.

## 232 **OPERATIONAL PLANNING**

233 Logistic planning focuses on satisfying the logistic requirements generated by the supported force. This  
234 planning addresses the estimation of materiel and functional support requirements as well as the  
235 organization and employment of organic and supporting tactical logistic organizations. Materiel and  
236 functional support requirements are calculated based on experience, assigned missions and tasks, and  
237 operational factors; i.e., METT-T.

238 MAGTF commanders and staff officers should consider the following examples when planning. These  
239 examples provide insights for developing and maintaining throughput systems and sustainment  
240 capabilities for the execution of logistic support of MAGTF tactical operations.

## 241 **Supply**

### 242 ***Ground***

243 Commanders should optimize the basic load for all supplies, including class IX repair parts. The unit's  
244 basic load should not exceed the commander's anticipated requirements, even if the unit can carry  
245 additional quantities.

### 246 ***Aviation***

247 The squadron maintenance staffs should ensure that their pre-expended bins have been replenished by the  
248 supporting MALS. Aviation staffs must coordinate with the supporting MALS, MWSS, and MAG  
249 headquarters for aviation-peculiar logistic support en route and within the theater.

## 250 **Maintenance**

251 Each MAGTF element should make maximum use of organic maintenance contact teams and CSSE  
252 maintenance support teams. Repair and return of equipment as far forward as possible speeds return of  
253 equipment to the user. It also reduces the burden on both transportation and control capabilities.

## 254 **Transportation**

255 Because transportation is the most limited and limiting logistic capability in the MAGTF, it  
256 requires close management. Improper management of transportation assets may degrade combat  
257 operations. Supplies should be moved only as needed.

## 258 **External Support**

259 MAGTF plans should make maximum use of host nation and inter-Service support available within the  
260 theater of operations. Plans should include, but not be limited to, use of facilities, supplies, utilities,  
261 captured materiel, and civilian labor. The CSSE commander should keep the number of CSS installations  
262 to a minimum and ensure dispersion of installations and capabilities.

## 263 **Forward Support**

264 The farther forward the CSS unit, the less responsibility it should have for routine support tasks. CSSDs  
265 should be responsible only for those supplies and services that are critical to combat operations.



## 266 **Air Support**

267 In planning for sustained operations, the MAGTF should expect to receive critical items primarily by air;  
268 however, this does not preclude thorough planning for surface lift.

## 269 **Alternate Supply Routes**

270 Transportation planning at every echelon should include the development of alternate supply routes. Use  
271 of a single supply route increases the chances that enemy action could severely disrupt or prevent  
272 movement.

## 273 **Security**

274 The CSSE commander is inherently responsible for the organization's security. While continuing to  
275 provide support, the CSSE commander must employ both active and passive measures to defend against  
276 attempts to disrupt support operations.

## 277 **FUNCTIONAL AREA PLANNING**

### 278 **Supply**

279 Compromises that are acceptable in peacetime to improve economy and enhance accountability may not  
280 be appropriate in a combat situation. For example, storage of a commodity in a single dump site may be  
281 appropriate in peacetime. Centralization in wartime may be unresponsive and reduce survivability.  
282 Therefore, the CSSE commander may establish multiple CSSAs. Their capacities and locations vary  
283 based on the tactical situation, the concept of operations, and the scheme of maneuver.

284

285 The supply process is a cycle that involves procurement, use, and replenishment of supply items. The  
286 cycle period for each supply item varies based on usage rate, storage and transport capacity, and  
287 procurement lead time. Normally, the shorter the cycle, the more intensive the management and  
288 transportation effort becomes. Conversely, items with longer cycles require forward planning and more  
289 storage.

290

290

291 The CSSE and ACE perform the tactical supply that affects the sustainability of the MAGTF. Tactical  
292 supply extends from receipt of finished supplies through issue for use or consumption by the user. The  
293 CSSE and ACE control the supply process through forecasting, requisitioning, receiving, storing, issuing,  
294 shipping, disposing, and accounting for all assets as established in directives. Ideally, the procedures used  
295 in peacetime are the same as those used in wartime. Combat requirements often necessitate rapid  
296 processing of requests submitted by unusual methods.

## 297 **Maintenance**

298 Ideally, maintenance procedures should be the same in peacetime and combat but peacetime or garrison  
299 maintenance procedures and techniques may not work effectively in combat or field conditions.  
300 Maintenance support for Marine aviation has been developed under the Marine aviation logistics support  
301 program (MALSP). MALSP operations are described in chapter 5. Logisticians must consider the  
302 following factors when planning maintenance systems and procedures:

- 303 • Maintenance activities must operate in harsh conditions during tactical operations.
- 304 • Limited resources may require around-the- clock work schedules.
- 305 • Contamination in the battlespace may further complicate and delay repair of equipment.
- 306 • Units must minimize the time required to repair combat essential items. To minimize repair time,  
307 units should—
  - 308 ♦ Perform only mission essential maintenance during combat. Units must recover, evacuate, and  
309 repair equipment as far forward as possible. The lowest level maintenance activity with the  
310 proper capability should make the repairs. Repairing equipment as far forward as possible reduces  
311 transportation requirements and increases equipment availability.
  - 312 ♦ Evacuate inoperable equipment only if they cannot repair it forward or if the repairs will take  
313 excessive time. The MAGTF must have a well-defined and understood recovery and evacuation  
314 process. In combat, recovery and evacuation may be the most difficult maintenance function.  
315 However, this function may also be the most important to sustain the MAGTF's combat power.
  - 316 ♦ Make critical repair parts available as far forward as practical. Combat may even require  
317 positioning critical parts at the using-unit level. Combat may also dictate greater reliance on  
318 selective interchange.

## 319 **Transportation**

320 Transportation planning is throughput planning. It involves the determination of throughput requirements:  
321 what, where, when, and how personnel and materiel must move to sustain the force.

322 The transportation planning process is the same regardless of mode, distance, or locale. The operational  
323 commander provides requirements and establishes priorities based on the concept of operations. The  
324 transportation planner sequences movement requirements in the following order:

- 325 • Determine the desired arrival time at destination.
- 326 • Select mode of transportation.
- 327 • Determine load and pickup points, intermediate and transfer points (as required), as well as off- load  
328 and drop points.
- 329 • Apply time-distance factors.
- 330 • Reconcile conflicting requirements for limited transportation assets (including MHE) and support  
331 facilities.
- 332 • Test movement plan for feasibility.

333

### 333 **Planning Elements**

334 The following main elements must be considered when planning transportation:

- 335 • Requirements List. The requirements list identifies what personnel, supplies, and equipment the  
336 planner must move. The planner integrates data from all sources, sequencing it by required delivery  
337 date and by priority within the required delivery date. He further sorts it by destination and compiles a  
338 single time-phased listing.
- 339 • Lift Mode. The selected lift mode identifies what transportation means move the personnel or cargo  
340 between the point of origin and destination.
- 341 • Routing. Routing moves from load and pickup points to intermediate and transfer locations to offload  
342 and drop points.
- 343 • Timing. Timely arrival of personnel, supplies, and equipment at the intended destination(s) is the goal  
344 of transportation planning. The key to transportation scheduling is flexibility. Timing of the  
345 beginning and end of each leg of a movement increases flexibility. Basic limitations to timeliness  
346 include—
  - 347 ♦ Required delivery date at the destination.
  - 348 ♦ Time when personnel, supplies, and equipment are available for movement from their points of  
349 origin.
  - 350 ♦ Time and/or distance factors.
  - 351 ♦ Throughput capacities of support facilities.
  - 352 ♦ Capacity and security of staging bases and supply depots.
  - 353 ♦ Special requirements caused by terrain, climate, and environment.
  - 354

### 355 **Planning Sequence**

356 The transportation planner follows the listed steps when planning for transportation:

- 357 • Determining Requirements. Each requirement for personnel, equipment, or supplies generates a  
358 corresponding requirement for transportation. Transportation planners express initial requirements in  
359 terms of tonnage and square footage or the number of personnel and the distance. The planner  
360 estimates requirements based on the supplies needed to support the MAGTF and the average  
361 distances during each phase of the operation.
- 362 • Determining Resources. The transportation planner must consider—
  - 363 ♦ Type of transportation units available.
  - 364 ♦ Characteristics and capabilities of each mode of transportation.
  - 365 ♦ Capabilities of available civilian transportation. (The estimate is based on a survey of facilities,  
366 inspection of equipment, and agreements negotiated with civilian transportation operators.)
  - 367 ♦ Availability of indigenous labor or prisoners of war to supplement personnel resources.
  - 368 ♦ Capabilities of available host nation transportation, both civilian and military.
  - 369
  - 370
  - 371
- 372 • Balancing Requirements and Resources. The balancing process determines whether transportation  
373 capabilities are adequate to support the operation. It establishes the workload for each transportation  
374 mode. This step is the most time-consuming portion of the transportation planning process. Planning  
375 must include more than just gross quantities of cargo and transportation resources. It must include  
376 planning for C2 and for transportation unit support.
- 377 • Determining Critical Points. On completing the preliminary plan, the planner has enough information  
378 to analyze the transportation system. The planner can identify critical points where bottlenecks can  
379

380 delay throughput. The bottlenecks may occur as a result of shortfalls in personnel, equipment or  
381 facilities. The planner should also identify critical time periods. Development and analysis of  
382 alternative schedules, modes, or routes can alleviate bottlenecks and increase flexibility.

383

- 384 • Coordinating. Complete coordination is mandatory for integrated transportation support. Original  
385 guidance is seldom valid throughout the planning process. Constant coordination is necessary if  
386 transportation plans are to change as the commander's concepts, requirements, priorities, and  
387 allocations change.

## 388 General Engineering

389 The MAGTF engineer assigns and integrates construction tasks and priorities for both Marine and naval  
390 construction force (NCF) engineer components assigned to the MAGTF. The NCF headquarters assists  
391 the MAGTF engineer in planning and coordinating construction requirements to best use the unique  
392 capabilities of the NCF. Continuous liaison is vital during the planning, deployment, and execution  
393 phases of MAGTF operations. The following engineer support planning areas require special  
394 consideration:

- 395 • Heavy Equipment. Most construction equipment is heavy and slow moving. It offers little protection  
396 for operators. Though able to negotiate rough terrain, it is too slow to keep up with the supported  
397 maneuver forces. It must be transported by other assets.
- 398 • Transportation. Engineer units do not have enough transportation assets to move themselves. When  
399 moving a large volume of equipment rapidly or over extended distances, augmentation is necessary.
- 400 • Construction Materials. Many CSS engineering tasks require large amounts of construction materials.  
401 The time, manpower, equipment, and fuel required to assemble and use these supplies are often  
402 significant. Careful planning will minimize multiple handling during movement of these items to the  
403 construction site. Movement directly from the source of supply to the job site is optimal.
- 404 • Supply, Maintenance, and Ordnance Support. Supply, maintenance, and ordnance support for  
405 engineer operations is extensive. Engineer units have many low-density items of equipment requiring  
406 special maintenance to keep them operational. Low-density items range from mine detectors to  
407 stationary pumps and generators to mobile construction equipment. Unique ordnance items include  
408 explosive line charges and cratering charges.
- 409 • Utilities Support. Water purification, fuel distribution, and power generating equipment require  
410 significant motor transport, MHE, manpower, and fuel. Space requirements are normally large, and  
411 camouflage is difficult. Utilities installations also generate large amounts of heat and noise.

## 412 HSS

413 Commanders are responsible for the health and welfare of their troops. The MAGTF medical units have  
414 extensive, cumbersome equipment that requires external transportation, fuel, and utilities support. In  
415 addition, medical units' footprint creates significant real estate management challenges. Although HSS  
416 staffs conduct medical planning within the MAGTF, logistic planners should ensure—

- 417 • Complimentary equipment and associated consumables kits (authorized medical allowance lists  
418 [AMALs] and authorized dental allowance lists [ADALs]) are in sufficient quantities to support the  
419 force.
- 420 • Narcotics handling and security procedures are established.
- 421 • Medical regulating channels and procedures for the movement and tracking of casualties between and  
422 within the levels of care are established.
- 423 • The mix of dedicated versus opportune lift for casualty evacuation is decided based on the concept of  
424 operations, casualty estimates, and METT-T.

- 425 • MAGTF level II and level III treatment facilities are identified and medical evacuation policies are  
426 established.
- 427 • Preventive medicine requirements and preventive medicine technicians for insect control and  
428 redeployment agriculture inspections are identified.
- 429 • Mass casualty procedures are established.
- 430 • Primary and secondary casualty receiving and treatment ships (CRTS) are identified for amphibious  
431 operations.
- 432 • Medical requirements for the area of operations e.g., immunizations, anti-venom, and antimalarial  
433 medication) are identified.

434 Additional guidance can be found in the Chairman of the Joint Chiefs of Staff Manual (CJCSM) 3122.03,  
435 *Joint Operation Planning and Execution System, Volume II, Planning Formats and Guidance*, sets forth  
436 administrative instructions and formats to develop OPLANs. Guidance for medical services is located in  
437 annex Q of the CJCSM 3122.03.

## 438 **Services**

439 Planning considerations for services vary for each particular services function and the operational  
440 situation. The following factors are common to all services functions:

- 441 • Responsibility. Units are responsible for executing command services functions consistent with the  
442 organic capabilities specified in their table of organization (T/O) mission statement. Equipping and  
443 manning of detachments should be consistent with this specification. Higher echelon organizations  
444 are responsible for augmenting or reinforcing subordinate unit capabilities. The CSSE provides CSS  
445 services functions to the MAGTF elements as directed by the MAGTF commander.  
446
- 447 • Chain of Command. CSS services functions are typically implemented in operational chains of  
448 command. In contrast, most command services functions normally operate in administrative chains of  
449 command in garrison and may continue to do so even after deployment. Element commanders must  
450 consider problems that deployments might pose for continuing administrative support when preparing  
451 plans for command services functions. When appropriate, specific guidance should be issued for  
452 shifting command services functions to the operational chain of command and processing these  
453 functions via staff cognizance of the MAGTF CE.

## 454 **COORDINATING SUPPORT**

455 Effective logistic planning requires a coordinated effort between the supported force and the supporting  
456 organizations. Both supported and supporting organizations make planning and subsequent support  
457 operations more efficient through careful calculation of requirements over specified periods of time while  
458 coordinating to reconcile potential shortages or excesses. Ground-common and aviation-peculiar logistic  
459 support must be provided in the right quantity, at the right time, and in the right place. Providing too  
460 much materiel or too robust a service at one location may disrupt operations of the supported unit or  
461 deprive other supported units of what they need when they need it. Effective planning can minimize the  
462 occurrence of shortages or excesses.

463 Supported organizations must—

- 464 • Calculate their requirements as precisely as possible.
- 465 • Factor organic or attached and/or direct support cargo and personnel transportation capacity into the  
466 requirements calculation.
- 467 • Prioritize requirements.

- 468 • Integrate requirements with expected schedule and duration of the operation.  
469 • Verify critical materiel or services allocations made by higher authority when determining  
470 requirements for tactical missions.

471 Supporting organizations must—

- 472 • Provide the support required.  
473 • Review with the supported organization the support requirements as they are developed.  
474 • Coordinate with the supported organization to refine the requirements based on the supported  
475 organization's competing requirements.  
476 • Procure materiel and task-organize internally to provide support efficiently.  
477 • Plan support distribution by anticipating demand.

## 478 INTELLIGENCE SUPPORT

479 Intelligence information is essential for planning tactical logistic operations. Logistic intelligence is  
480 specific intelligence information that assists logistic organizations in accomplishing their assigned  
481 missions. It focuses on the infrastructure in the area of interest and on how the weather, enemy, and  
482 terrain would affect tactical logistic operations. Logistic intelligence is a product of the MAGTF's  
483 intelligence cycle and intelligence preparation of the battlespace (IPB) functions. The following IPB  
484 products are typically of interest to logisticians:

- 485 • Lines of communications and route studies.  
486 • Port and harbor studies.  
487 • Airfield studies.  
488 • Drop zone and helicopter landing area studies.  
489 • Bridge and inland waterway studies.  
490 • Key facilities and targets overlays.  
491 • Specialized weather and terrain studies.  
492 • Modified combined obstacle overlay (MCOO).

## 493 HOST NATION SUPPORT

494 When feasible, MAGTF plans should make maximum use of host nation support available within the  
495 theater of operations. Host nation support can augment MAGTF capabilities. Bilateral (between the  
496 United States and a single country) and multilateral (among members of a coalition such as the North  
497 Atlantic Treaty Organization [NATO]) host nation support agreements can be an integral part of  
498 sustainability planning. MAGTFs use host nation support to enhance their sustainability and capabilities.  
499 However, host nation support is not a substitute for essential MAGTF organic tactical logistic and CSS  
500 capabilities. Normally, host nation support agreements are prepared at the strategic level. Implementation  
501 of existing agreements and/or preparation of new agreements must be coordinated between the MAGTF  
502 CE and the appropriate higher authority in the US chain of command. Plans should include, but not be  
503 limited to, use of facilities, supplies, utilities, captured materiel, and civilian labor.

504

## 505 PLANNING DOCUMENTS

506 The logistics/CSS estimate, annex D of the OPORD (concept of logistics and CSS), and the CSSE  
507 OPORD are the primary MAGTF tactical logistic planning documents. Table 4-1 summarizes the  
508 standard logistic planning documents and identifies the preparer.  
509

509  
510**Table 4-1. Logistic and CSS Planning Documents.**

Document	Prepared By
Logistic/Combat Service Support Estimate	CE, GCE, ACE, CSSE down to battalion and squadron level
Annex D (Logistics/Combat Service Support) to OPORD	CE, GCE, ACE, CSSE down to battalion and squadron level
CSSE Operation Order	CSSE

511

**512 Logistics/Combat Service Support Estimate**

513 The estimate is a rapid assessment by the G-4/S-4 of logistic capabilities and limitations for each  
514 proposed COA. It analyzes the COAs under consideration to provide the logistic aspects of relative  
515 combat power. The estimate helps determine the most desirable and most supportable COA from the CSS  
516 standpoint. It provides the basis for *later* planning. See appendix B.

517 The commander decides which COA will be used to accomplish the assigned mission. As an advisor, the  
518 G-4/S-4 provides the commander with information and makes recommendations based on the  
519 logistics/CSS estimate.

520 The logistic/CSS estimate is the result of an examination of the logistic factors which influence  
521 contemplated COAs and an appraisal of the degree and manner of that influence. The estimate looks at  
522 the six tactical logistic functional areas. The estimate compares requirements, available assets, problems,  
523 limitations, advantages, and disadvantages for each COA. The logistic/CSS estimate assesses the  
524 limitations of each COA. It also determines what actions are necessary to overcome any problems or  
525 limitations. If any COA is not supportable, the estimate specifically states this. It gives the commander  
526 enough information to make a decision based on the suitability, feasibility, acceptability, and relative  
527 merit of each COA from a logistic standpoint.

**528 Annex D to the MAGTF Operation Order**

529 Annex D reflects the commanders' plans, guidance, and directions for employment of logistic  
530 capabilities. This annex complements the concept of operations and amplifies paragraph 4 of the OPORD  
531 (Administration and Logistics). Annex D begins with the concept of operations and the supporting  
532 concept of logistics. It assigns tasks and responsibilities for logistics and CSS among the elements in each  
533 functional area. It also identifies support required from external agencies. Finally, it provides guidance  
534 and information (such as priorities and allocations) for planning, coordinating, and executing MAGTF  
535 logistic operations. See appendix C.

**536 Commander's Guidance**

537 Annex D promulgates the commander's overall plan and guidance for the provision of logistic support to  
538 the MAGTF during each phase of the operation. This annex specifies those requirements, priorities, and  
539 allocations that are necessary for the integration of the logistic effort in support of the MAGTF. It  
540 includes deployment, employment, sustainment, and redeployment planning matters. It includes external  
541 support coordination requirements and internal employment directives to present a single, unified plan for  
542 logistic support.

**543 Concept of Logistics and CSS**



544 The concept of logistics and CSS (paragraph 3a of annex D) is a broad statement of the essential logistic  
545 and CSS tasks involved in supporting the concept of operations. It is the basic unifying foundation for  
546 subsequent development of detailed logistic and CSS plans and orders by the MAGTF elements.

### 547 ***Staff Responsibility***

548 The MAGTF G-4/S-4, in coordination with other staff sections and the subordinate S-4s, prepares  
549 annex D. This document also contains the specific requirements, priorities, and allocations for logistics  
550 and CSS to support the concept of operations and scheme of maneuver. Each subordinate organization  
551 down to the battalion and squadron level publishes an annex D. Optionally, they may use paragraph 4 of  
552 the OPOD to provide logistic guidance to subordinate units. Use of and reference to local SOPs  
553 contribute to sound plans and help avoid unnecessarily lengthy and detailed OPODs.

### 554 ***Concept of Aviation Logistic Support***

555 Aviation logistic support is addressed in the aviation estimate of supportability and Appendix 10  
556 (Aviation Logistic Support) to annex D to the OPOD.

### 557 **CSSE OPOD**

558 The CSSE OPOD states the mission of the CSSE, establishes task organizations, and assigns missions to  
559 each subordinate unit. It also states the CSSE commander's requirements, priorities, and allocations for  
560 accomplishing the mission.

561 The CSSE OPOD amplifies information normally contained in SOPs concerning CSS provided to other  
562 MAGTF elements. Primarily, the OPOD provides specific guidance and direction to subordinate CSS  
563 units regarding their tasks and missions. The CSSE G-3/S-3 is responsible for preparing the CSSE  
564 OPOD. The CSSE G-4/ S-4 prepares annex D to the CSSE OPOD.

### 565 **SOPs**

566 SOPs are a set of operating instructions that can be standardized. SOPs apply unless ordered otherwise.  
567 SOPs are general orders that deal with tactical and administrative procedures not covered by regulatory or  
568 doctrine publications.

569 The recurrent nature of logistic functions lends them to procedural standardization. SOPs contribute to  
570 simplicity, clarity, and brevity. Reliance on SOPs in the various CSS planning documents simplifies and  
571 shortens those documents. It is not necessary to list SOPs as references; however, the order should cite the  
572 SOPs in the body of the document.

573 In addition to their advantages in the preparation of planning documents and orders, SOPs improve  
574 support by promoting familiarity and mutual confidence between supported and supporting units and  
575 personnel. They also reduce the confusion often associated with combat conditions.

576

**576 Other Planning Documents**

577 The G-4/S-4 has staff cognizance for major input to other documents. Many of these documents are  
578 unique to landing force (LF) operations.

579 Other publications, such as JP 3-02.1, *Joint Doctrine for Landing Force Operations*, and NWP 3-02.1,  
580 *Ship-to-Shore Movement*, discuss the following documents in detail:

- 581 • Embarkation plan.
- 582 • Plan for landing supplies.
- 583 • Landing plan (appendix 3 to annex R of the OPORD prepared by the G-3/S-3).
- 584 • Organization for embarkation and assignment to shipping tables.

# CHAPTER 5

## LOGISTIC FUNCTIONAL AREA

### SUPPORT OPERATIONS

This chapter discusses the tactics, techniques, and procedures for each of the tactical-level logistic functional areas. To support tactical-level operations, logisticians commonly discuss support requirements in terms of functional areas and develop systems and plans for each area. Although logisticians develop separate systems and plans for each functional area, all functions must be integrated into the overall logistic support effort.

#### Section I. Supply

The process of providing materials and items to equip, support, and maintain a military force are part of the supply cycle. The supply cycle is divided into the production and the consumption phases. Production extends from determination of procurement schedules to acceptance of finished supplies by the military Services. Consumption extends from receipt of finished supplies by the military Services through issue for use. This section addresses the various supply classes and subfunctions available to support tactical-level operations. The CSS organizations identified as sources of supply during the various stages of amphibious operations and sustained operations ashore are the same for requesting other CSS.

#### CSSE SUPPLY SUPPORT OPERATIONS

The CSSE commander's primary concern is providing the MAGTF commander with a supply capability and resupply when required.

#### LF Supplies

LF supplies are the supplies and equipment in the assault echelon (AE) and the assault follow-on echelon (AFOE) of the amphibious force. They sustain the LF until a distribution pipeline is established from the supporting establishment to the theater of operations. Predeployment planning determines the type and quantity of LF supplies. The categories of LF supplies are the basic load, prepositioned emergency supplies, and remaining supplies.

#### **Basic Load**

A basic load consists of the types and quantities of supplies that assault forces carry to a specific mission, including the supplies carried by individuals. Usually, basic loads are expressed either as days of supply or days of ammunition. The basic load may change as the tactical situation dictates. There may be a basic load for landing and a different basic load for operations ashore. The basic loads for surface and helicopterborne forces may be different. The basic load should not exceed the capabilities of a unit's organic transportation or the commander's estimate of supply requirements for combat.

### 33 ***Prepositioned Emergency Supplies***

34 The commander uses prepositioned emergency supplies for replenishment early in the ship-to-shore  
35 movement. These supplies are available on call for immediate delivery to units ashore and are categorized  
36 as either floating dumps or prestaged helicopter-lifted supplies.

### 37 ***Floating Dumps***

38 Floating dumps consist of selected prepackaged class I, III, V, and VIII supplies. On-call floating dumps  
39 support surface assault elements and are staged aboard landing craft or assault amphibious vehicles for  
40 immediate delivery to units ashore. The primary control officer dispatches floating dumps to the beach in  
41 response to requests by the supported commander ashore, via the tactical-logistical group (TACLOG).  
42 Ashore, landing craft and/or assault amphibious vehicles are unloaded to expand the size of supply dumps  
43 in the beach support area (BSA). The commander terminates the use of floating dumps when the level of  
44 supplies ashore is sufficient to meet critical needs.

### 45 ***Prestaged Vertical Takeoff and Landing (VTOL) aircraft-Lifted Supplies***

46 The commander prestages VTOL-lifted supplies to support helicopterborne/VTOL units but, if required,  
47 can use the supplies to support surface assault units. Prestaged VTOL-lifted supplies are prepackaged,  
48 high-priority supplies positioned aboard VTOL transport ships. Like floating dumps, these supplies are  
49 available on call for units ashore. Requests for this category of supplies are made by the unit to the  
50 TACLOG. After the initial stages of the assault, remaining supplies are used to expand supply dumps  
51 ashore. Both prestaged VTOL-lifted supplies and floating dumps may be assigned landing serial numbers  
52 to help identify and deliver specific materiel.

### 53 ***Remaining Supplies***

54 Excepting supplies issued for basic loads and prepositioned emergency supplies, the remaining are  
55 MAGTF supplies. They constitute the major portion of the supplies transported to the operational area in  
56 the assault echelon and the AFOE. When transitioning from operational maneuver from the sea to  
57 sustained operations ashore, the commander uses these supplies to build dumps ashore. The CSSE  
58 unloads the bulk of remaining supplies during general unloading.

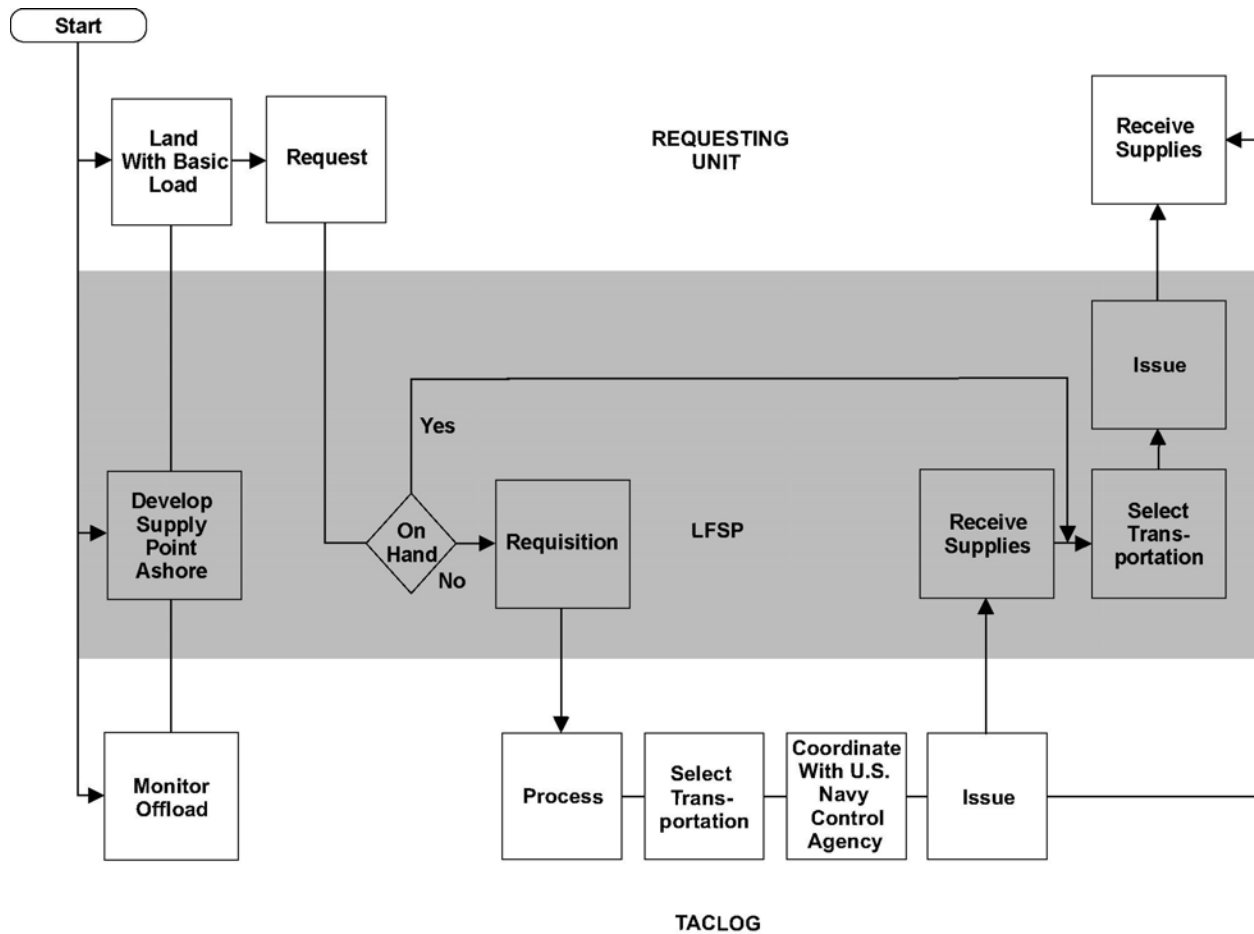
### 59 **Sustainment**

60 Sustainment involves those supplies provided to the LF other than LF supplies. Sustainment sources  
61 include—

- 62 • Host nation and inter-Service support.
- 63 • Supplies aboard other ships or aircraft not in the ATF.
- 64 • Combatant commander-directed cross-servicing or common servicing.

### 65 **Ground Supply Operations During the Amphibious Assault**

66 Figure 5-1 depicts the management and execution of ground supply operations during the amphibious  
67 assault.



68

69

**Figure 5-1. Ground Supply Operations During the Amphibious Assault.**

70 ***LFSP***

71 The LFSP is the forward echelon of the CSSE formed to facilitate the ship-to-shore movement. The LFSP  
 72 provides CSS, to include supply support, to the assault elements of the GCE during the early stages of the  
 73 amphibious assault. The LFSP coordinates the combined CSS efforts of the shore party teams on the  
 74 beaches and helicopter/VTOL support teams in helicopter landing zones. It establishes contact with the  
 75 LF TACLOG.

76 ***Tactical-Logistical Group***

77 The TACLOG is a temporary LF organization that is established at each level of the Navy STS control  
 78 organization. The TACLOG advises the Navy control groups of LF requirements for waterborne and  
 79 helicopterborne/VTOL STS movements. The TACLOG monitors STS movement and helps the Navy  
 80 control the movements of scheduled waves, on-call waves, and nonscheduled serials.

81 ***Supply During the Assault***

82 Initial assault units will request supplies directly from the TACLOG until a shore party or HST is  
 83 established ashore. At that point, assault units submit CSS requests for supplies to either the shore party  
 84 or HSTs. The teams either fill or relay requests to the TACLOG. In an emergency or when  
 85 communications fail, the assault element may pass requests directly to the TACLOG.

**86 Shore Party Supply Operations**

87 After the shore party group lands, it establishes inland dump sites. It controls the receipt of selective  
88 unloading. Shore party group and HST supply personnel unload, sort, store, safeguard, and issue supplies.  
89 Shore party teams and HSTs distribute supplies directly to the consumer by using the fastest available  
90 means. The emphasis is on responsiveness, even at the expense of economy and accountability.

**91 Critical Items**

92 If a critical item is not on hand, the shore party or HST notifies the TACLOG. The TACLOG locates the  
93 item and coordinates transportation from the Navy control organization.

**94 Prioritization**

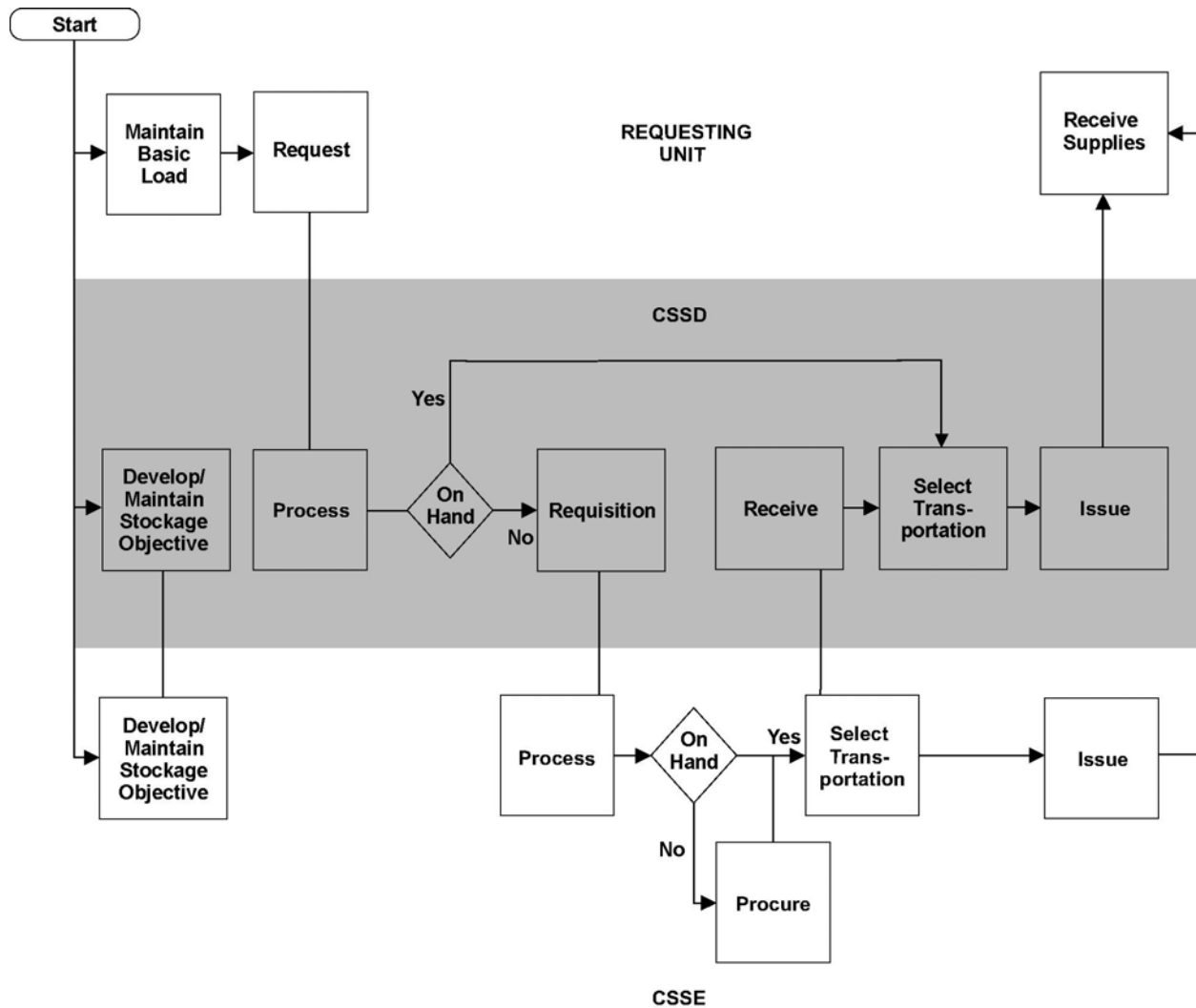
95 Before the Navy assigns transportation to move unscheduled supplies ashore, the TACLOG must  
96 determine the impact on the tactical situation. It must assess the priority against the priority for landing  
97 scheduled and on-call serials.

**98 VTOL Aircraft Delivery**

99 The shore party team or HST receives supplies and distributes them to the user. Delivery can be directly  
100 from the ship by VTOL aircraft to the user.

**101 Ground Supply Operations During Subsequent Operations**

102 Battalions and aircraft groups have organic supply capability. Marine Corps and/or Navy directives and  
103 local operating procedures dictate the procedures that units with organic supply capabilities use to request  
104 replenishment in combat. Figure 5-2, depicts management and execution of ground supply operations  
105 after the CSSE is ashore and functioning.



106

107

**Figure 5-2. Ground Supply Operations During Subsequent Operations.**

108 ***User Requests Support***

109 Rapid requests citing unit, NSN, quantity, delivery location and time required should be used for initial  
 110 requests. They can be manual or automated. On receipt of user requests, the supporting CSSE determines  
 111 whether the item is on hand. If it is available, the CSSE transports it to users on unit distribution.  
 112 Consumers on supply point distribution are notified where and when they can pick up the item. If the item  
 113 is not on hand, the CSSE passes the requisition to the next higher level. The CSSE will keep the  
 114 requesting unit informed about the status of the pending requisition until distribution is made.

115 ***CSSE Support***

116 The CSSE receives requisitions from a subordinate CSSD or directly from the user. The CSSE uses  
 117 formal procedures for both stock replenishment and passing unfilled user requests to other logistics  
 118 support organizations. Where possible, CSSEs use automated systems to pass and track both requisitions  
 119 and reports. During the early stages of an operation before automated systems are established, the CSSE  
 120 use manual requisition procedures.

121

**121 Unfilled Requisitions Support**

122 The CSSE in theater passes unfilled requisitions to an in-theater source, if available, or to the FSSG or  
123 Marine Corps supporting establishment in the continental United States (CONUS). Marine Corps user  
124 manuals and MAGTF OPODs establish specific supply procedures for CSSEs during operations.

**125 Mode of Transportation**

126 The CSSE normally provides and selects the mode of transportation to deliver supplies and equipment to  
127 subordinate CSSDs or directly to the user. Usually, surface transportation is used but water and air  
128 transportation are good alternatives. Although the CSSE selects the mode of transportation, the consumer  
129 influences the decision by providing information that might help the CSSE make the decision. For  
130 example, a request for a rapid ammunition resupply from a unit preparing to repel an imminent attack  
131 would probably justify the use of helicopters.

**132 Delivery Method**

133 Direct shipment to the consumer is the best method of delivery. Bypassing intermediate installations  
134 reduces handling. Sometimes supplies must be delivered to the supporting CSSD. This method achieves  
135 transportation economies when moving large bulk quantities by taking advantage of lifts of opportunity.  
136 Rather than hauling a partial load, trucks can carry noncritical supplies to the CSSD for later forwarding  
137 to the consumer.

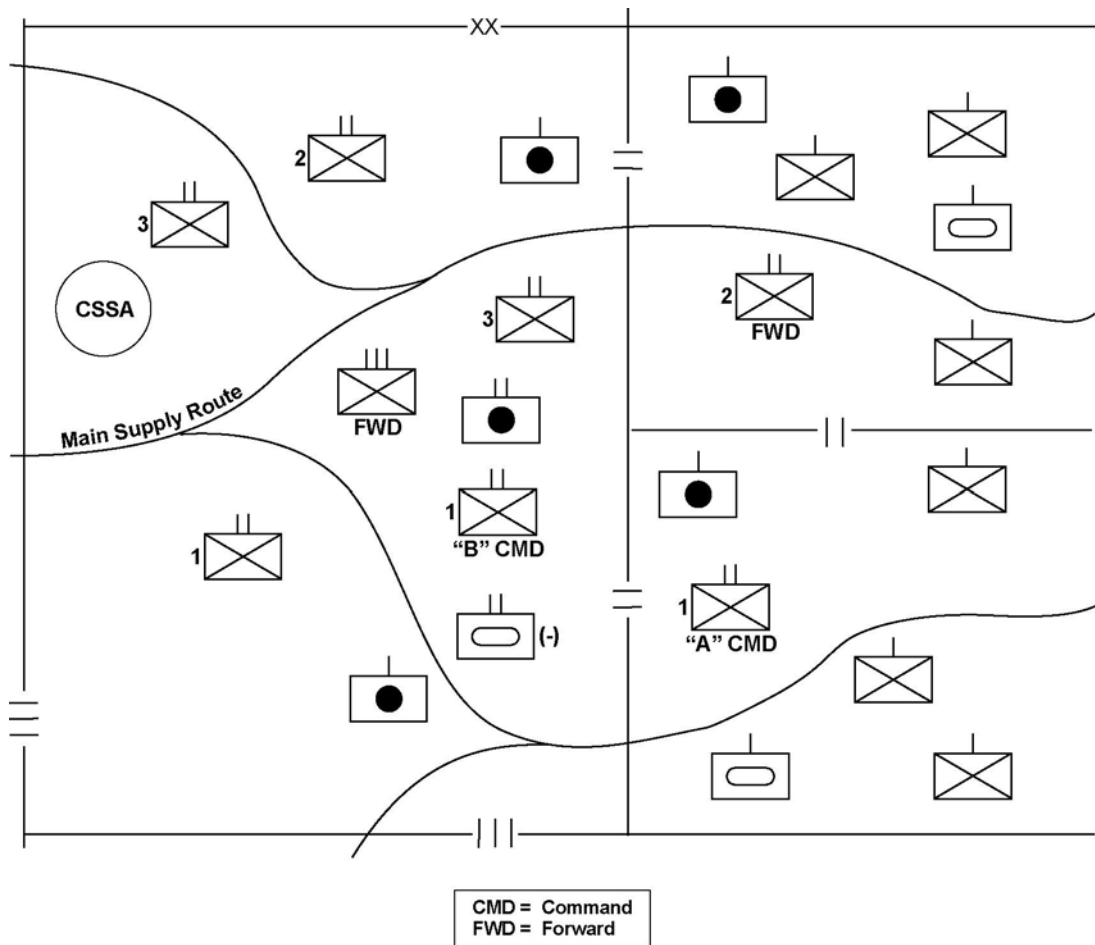
**138 Distribution Method**

139 The MAGTF G-4/S-4 and CSS commander, in coordination with the supported units, select the method of  
140 distribution. Conflicts will be resolved by the MAGTF commander. Normally, CSSEs support committed  
141 infantry units by unit distribution and support other units by supply point distribution.

**142 GCE SUPPLY SUPPORT OPERATIONS**

143 Figure 5-3 depicts a tactical situation where a CSSE is in direct support of GCE units. In this example,  
144 infantry battalions are on unit distribution and artillery and armor units are on supply point distribution.  
145 The CSSD establishes liaison with the infantry regiment. Requests from the battalions go directly to the  
146 CSSD, which issues supplies based on the supported commander's priorities and allocations.





147

148

**Figure 5-3. Supply Distribution for Ground Combat Element Units.**

149 **Commander's Flexibility**

150 The supported commander organizes in a variety of ways to accomplish the mission. For example, the  
 151 commander may divide CEs into A and B command groups and/or position the organic logistics  
 152 differently than previously described. The commander should position organic logistics forward of the  
 153 supporting CSS installation. The ground unit supply train is a means of internally task-organizing and  
 154 employing the logistic assets of tactical units.

155 When employing combat trains, some of the GCE unit's organic logistic capabilities are forward.  
 156 Maintenance contact team repairmen, ammunition technicians, and supply personnel are with the combat  
 157 trains to provide front-line support. Routinely, the unit establishes a main echelon with essential elements  
 158 that support tactical operations. The commander locates most of the unit's logistic capability with the unit  
 159 or field train. Often the commander locates these trains with the supporting CSSE.

160 Finally, all units have administrative elements located behind the GCE rear boundary. In the  
 161 administrative rear, supply and warehousing personnel distribute individual equipment and care for  
 162 tentage, personal effects, and other equipment not required to sustain combat operations. Table 5-1 shows  
 163 breakdowns of a typical battalion in combat.

164

164

**Table 5-1. Battalion Task Organization for Combat.**

Rear	Main Command Post	Forward Command Post
S-1/adjutant	executive officer	commanding officer
supply chief	headquarters commandant	S-2
administrative supply clerks	S-4A/S-4 chief	S-3
replacements	motor transport officer	fire support coordinator
casuals	ordnance officer	S-4
	supply officer	communications officer
	organic logistics	organic logistics

165 **Supply Trains**

166 Trains serve as the link between forward tactical elements and the supporting CSSE. The use of trains  
 167 enables logistics to be performed as far forward as the tactical situations permit. Depending on the  
 168 situation, trains may provide logistics to the battalion’s organic and attached units. Trains may be fully  
 169 mobile. However, trains are usually movable rather than mobile. In the Marine Corps, this concept applies  
 170 to unit, battalion, and regimental trains.

171 **Unit Trains**

172 Unit trains centralize the units’ organic logistic assets. These trains are most appropriate in defensive,  
 173 slow-moving, or static situations. The commander uses this option when a tactical situation dictates self-  
 174 contained train operations for centralization and control. For example, during the early phases of an  
 175 amphibious operation the battalion must locate its logistics capability in the BSA or landing zone. The use  
 176 of unit trains in this situation provides simplicity, economy, and survivability against ground attack.

177 **Battalion Trains**

178 Normally, to improve responsiveness, flexibility, and survivability against air attack, trains supporting  
 179 battalion-sized units are echeloned into combat trains and field trains.

180 Combat trains are organic elements that provide critical logistics in forward areas. Mobility is the key for  
 181 combat trains, which are kept as small as possible to move with the supported forces. A combat train’s  
 182 survivability depends on its small size and its own firepower. Usually, a combat train—

- 183 • Transports some battalion corpsmen with limited medical supplies.
- 184 • Carries maintenance contact teams.
- 185 • Hauls rations, fuel, ammunition, and critical spare parts.

186 Field trains consist of the battalion’s remaining logistic assets and are located farther to the rear than the  
 187 combat trains. Field trains may carry the battalion aid station, the mess section, and the supply section.

188

### 188 ***Regimental Train***

189 The regimental train consists of the logistics assets required to sustain the regimental headquarters and  
190 attached units under the direct control of the regiment. Logistics needed by combat units should be  
191 allocated to battalion trains, and logistics that are not time-critical can be consolidated in the regimental  
192 train.

### 193 ***Positioning Considerations***

194 Logistic principles of responsiveness and survivability should be the main considerations when selecting  
195 a train site. In general, trains should be located—

- 196 • On defensible terrain to allow the best use of limited personnel assets.
- 197 • In an area with enough space to permit dispersion.
- 198 • In an area that provides concealment.
- 199 • On firm ground to support heavy vehicle traffic.
- 200 • Near a suitable VTOL aircraft landing site.
- 201 • Close to main supply routes.
- 202 • In an area that allows good communications.

### 203 ***Positioning Responsibility***

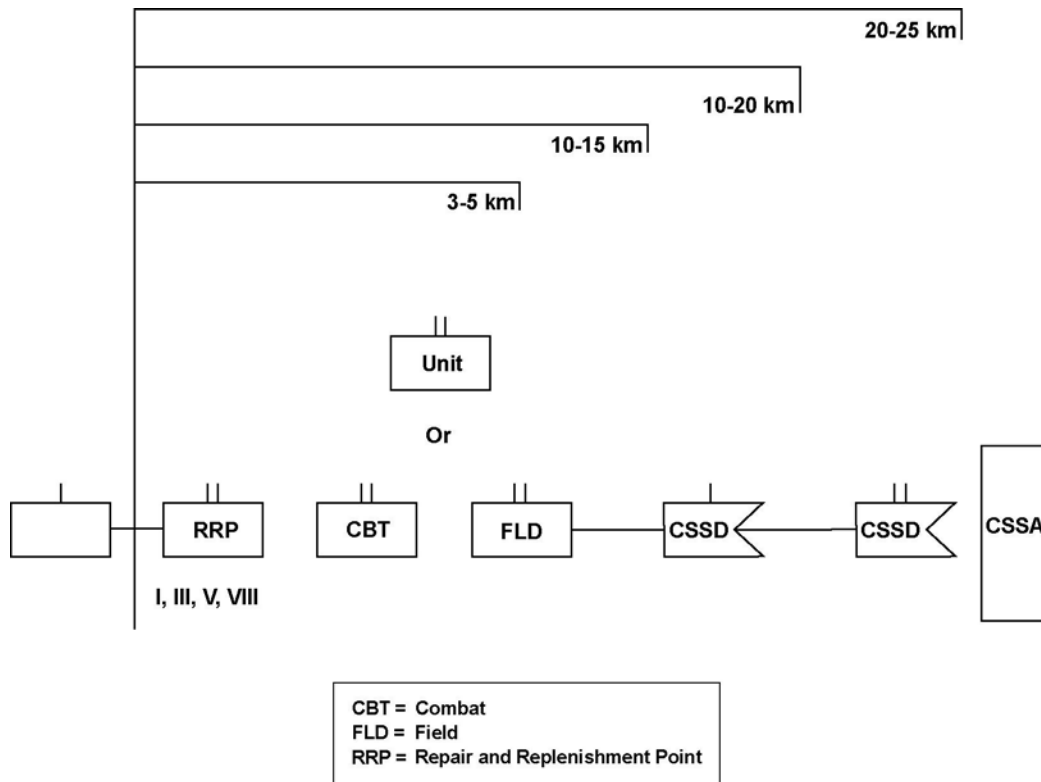
204 The S-4 coordinates with the executive officer, headquarters commandant, and S-3 in selecting train  
205 locations. When the train collocates with another element, such as the supporting CSSD, the S-4 must  
206 also coordinate with that element. This option improves coordination and security. Turnaround time,  
207 communications requirements, or other mission-related considerations may necessitate locating the trains  
208 elsewhere.

### 209 ***Train Displacement***

210 Proper positioning of trains minimizes displacements and increases the quantity and quality of support.  
211 When displacing trains, the S-4 selects the technique that best complements the battalion's tactical  
212 operations. Trains may be displaced concurrently with the displacement of the tactical elements or by  
213 echelon. Echeloned displacement enhances continuity of logistic support.

### 214 ***CSS Trains***

215 Trains are employed in numerous ways by CSS units in the resupply process. Figure 5-4 illustrates train  
216 techniques that are commonly used during resupply operations. The distances provided in figure 5-4  
217 would be reduced for close terrain; e.g., urban or jungle or expanded for high enemy threat. CSSDs may  
218 move forward to resupply unit trains, which resupply the using units. CSSDs are positioned where most  
219 responsive, yet survivable.



220

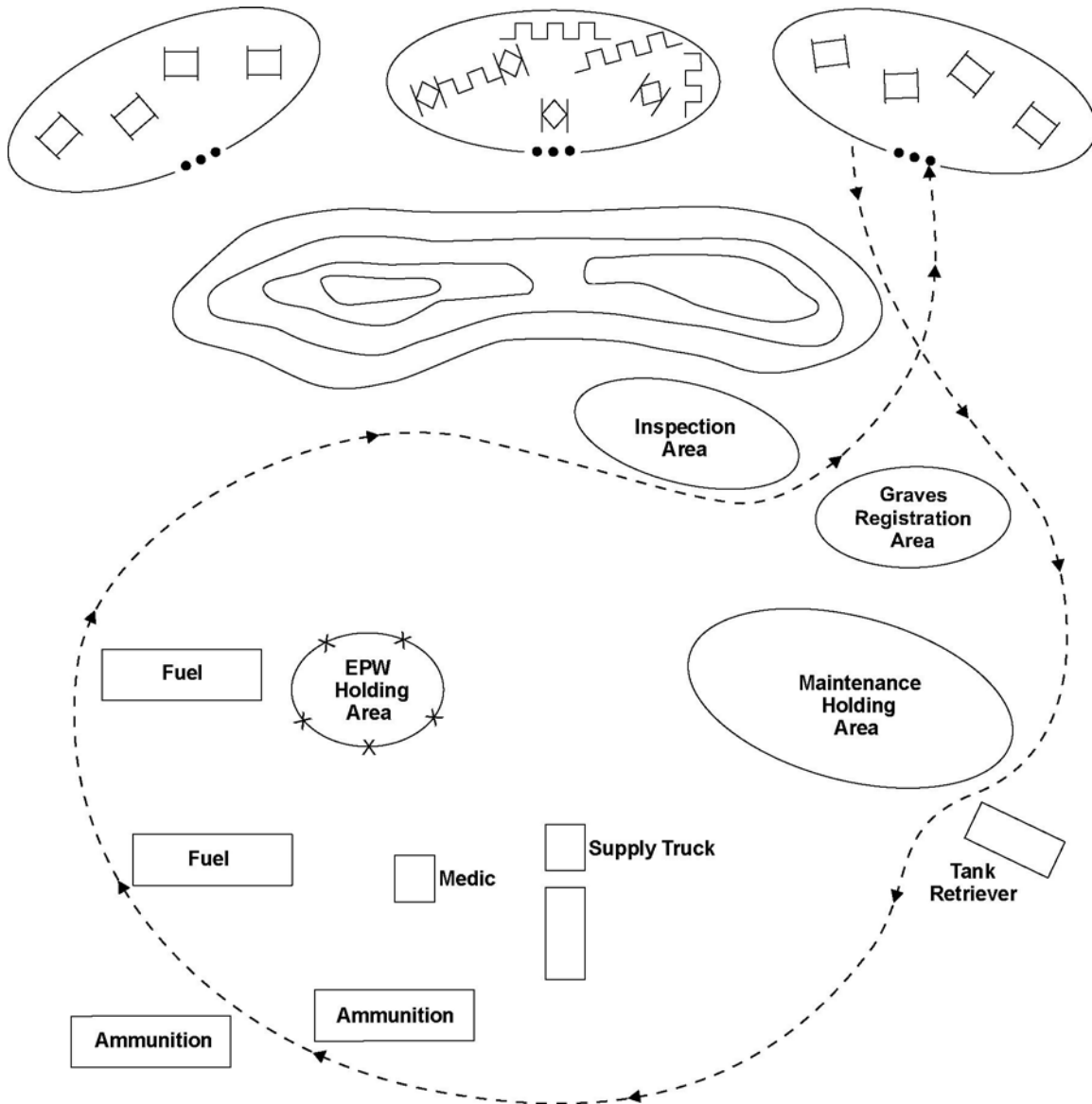
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**Figure 5-4. Train Techniques Commonly Used During Supply Operations.**

222 ***Replenishment Methods***

223 The service station and tailgate issue methods are the two most common methods used to replenish unit  
 224 trains.

225 The service station method (figure 5-5) involves vehicles leaving their tactical positions and entering an  
 226 established resupply area. The number of vehicles being resupplied at one time depends on the enemy  
 227 situation and resupply capabilities. The resupply area is designated as a series of resupply points for  
 228 vehicles. Traffic flow through the resupply area is one way to enhance efficiency. After completing  
 229 resupply, the vehicles move to the holding area for a precombat inspection, if time permits.



230

231

**Figure 5-5. Service Station.**

232

233

234

235

236

The tailgate issue method is normally conducted in an assembly area. This method involves resupply while combatants remain in their positions. Vehicles stocked with petroleum, oils, lubricants, and ammunition stop at each individual vehicle position to conduct resupply services. This method places the resupply vehicles at greater risk, but maintains tactical positioning and reduces traffic flow. If the tailgate issue method is used in forward positions, then resupply must be masked by the terrain. See figure 5-6.

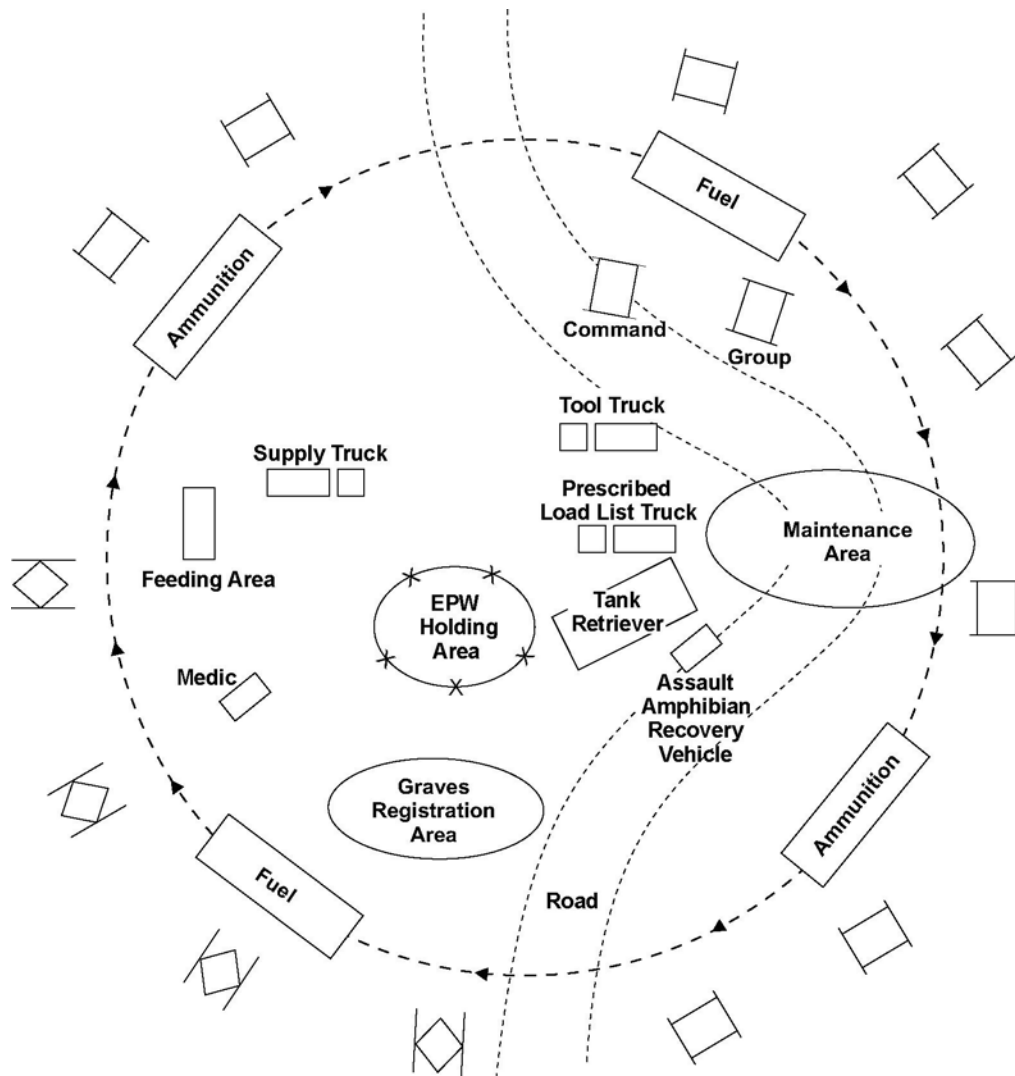


Figure 5-6. Tailgate Issue.

237

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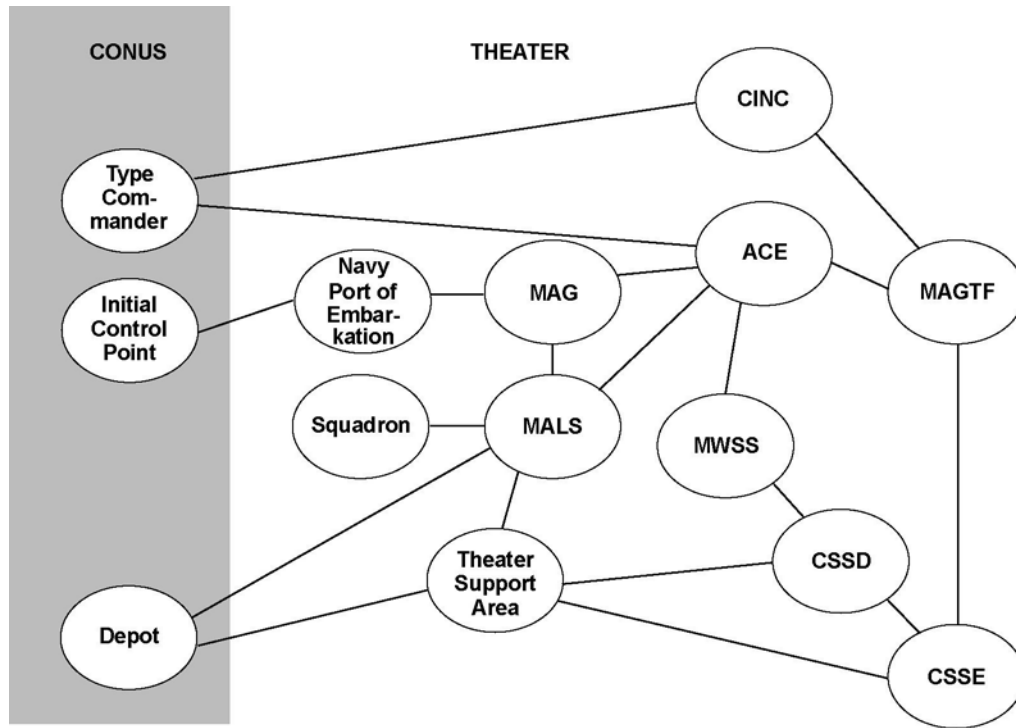
239 **AVIATION-PECULIAR SUPPLY SUPPORT OPERATIONS**

240 The Navy provides supply support for aircraft and aviation support equipment (ASE) in the ACE. The  
 241 Marine Corps supply system provides ground supply support to aviation elements. For aircraft  
 242 ammunition, the source of supply is either the Navy or a theater activity. The CSSE distributes aircraft  
 243 fuel to the MWSS operating the fuel dispensing system at an airfield. The CSSE distributes class V(A) to  
 244 the MALS, which operates the aviation ammunition supply point.

245 **Marine Aviation Logistics Squadron**

246 When a MAG deploys, the MALS is the focal point for aviation supply and maintenance. Figure 5-7  
 247 depicts these aviation-related supply relationships. The MALS supply and maintenance departments  
 248 manage aircraft consumable and repairable parts and supplies. The MALS supply department receives  
 249 requisitions from the intermediate and organizational maintenance activities. It also receives requisitions  
 250 from elements of the MWSS; i.e., expeditionary airfield. If the item is not in stock, the MALS passes the

251 requisition to the naval supply activity in the theater support area, which either fills the request or  
 252 forwards it to the appropriate source in CONUS.



253

254

**Figure 5-7. Aviation-Related Supply When Deployed.**

255 **Replacement Aircraft**

256 The squadron requests replacement aircraft and depot-level repair of aircraft. It passes the request for  
 257 replacement aircraft to the aircraft group, which passes it to the ACE. The ACE passes the request to the  
 258 type commanders (FMF Atlantic and/or Pacific and Naval Air Force Atlantic and/ or Pacific). The  
 259 MALS, MAG, ACE, and type commanders coordinate placement of aircraft into depot maintenance. The  
 260 transferring activity is responsible for flying replacement aircraft directly to the receiving squadron or to  
 261 an airfield near the receiving squadron. The receiving squadron accepts the aircraft and reports the  
 262 aircraft's status to the ACE.

263 **Aircraft Fuel and Ammunition**

264 The CSSE normally establishes a fuel depot ashore, from which it draws fuel to deliver to the MWSS  
 265 which, in turn, dispenses fuel to aircraft. Similarly, the CSSE normally establishes one or more  
 266 centralized ammunition supply points (ASPs) for the purpose of receiving, accounting, storing, and  
 267 issuing of class V material. Central ASPs are generally supported by ammunition technicians provided by  
 268 the FSSG, along with a small cadre of aviation ordnance technicians who assist in the throughput of class  
 269 V(A) to outlying satellite ACE ASPs. (Satellite ASPs are generally established for both air and ground  
 270 units in an effort to minimize the effects of time and distance on the efficient delivery of munitions to the  
 271 end user.)

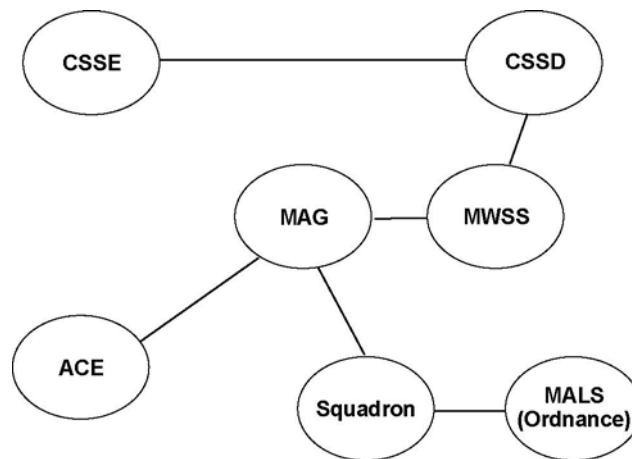
272 Satellite ASPs used to support the ACE should be collocated with the airfield. The ACE (MALS) aviation  
 273 ordnance department is staffed for and fully capable of all functions similar to those performed by a  
 274 central ASP. The MALS aviation ordnance department is responsible for establishing, operating, and

275 maintaining ACE satellite ASPs. Class V material arriving at the airfield is received and stored under the  
 276 direction of the ACE aviation ordnance department unless accompanying documentation specifies further  
 277 transportation to either a centralized ASP or another satellite ASP.

278 Aviation ordnance personnel augment CSSE ammunition company on a contingency basis. The  
 279 augmentees should be knowledgeable of aviation ordnance peculiarities and different inventory reporting  
 280 requirements that exist for Navy-owned ammunition. These personnel are assigned to the ASP nearest the  
 281 SPOE responsible for storing and distributing class V(A) and (W) ammunition arriving in-theater. They  
 282 assist in the receipt, segregation, storage, and distribution of class V(A) within the theater of operations.  
 283 Lessons learned reports from Desert Shield/Storm and Restore Hope highlighted the need for this  
 284 augmentation.

285 **Relationship Between CSSE and Aviation Units**

286 Figure 5-8 shows the relationship between aviation units and the CSSE for ground supply support and for  
 287 aircraft fuel and ammunition support.



288  
 289 **Figure 5-8. Ground Supply When Deployed.**

290

291

292

**Section II. Maintenance**

293 Maintenance involves those actions taken to retain materiel or restore it to serviceable condition. While  
 294 the purpose and functions of equipment maintenance are universally applicable, the Marine Corps has  
 295 developed applications for the support of ground-common and aviation-unique equipment. This section  
 296 describes maintenance support for the levels, echelons, and subfunctions described in chapter 1.

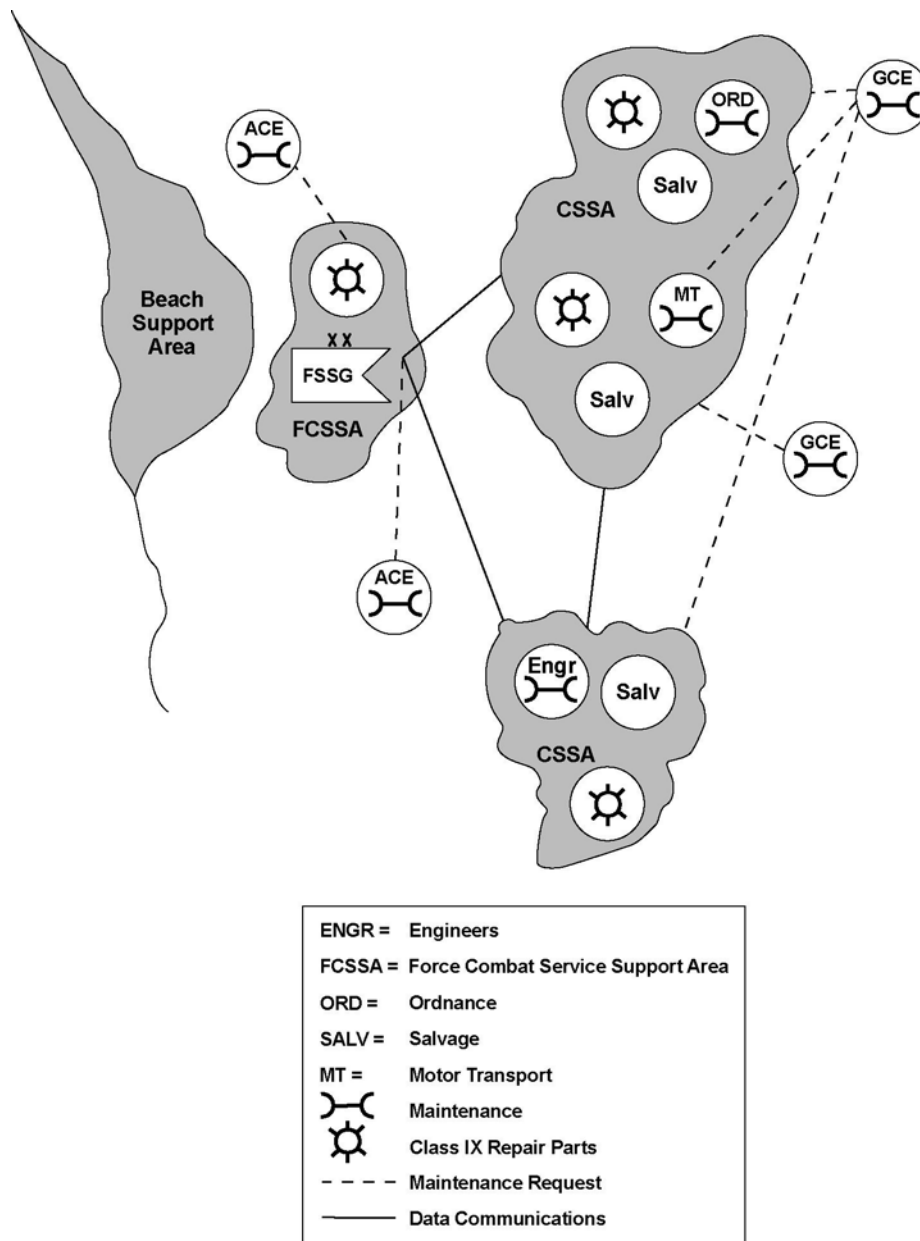
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298

299 **GROUND MAINTENANCE SUPPORT OPERATIONS**



300 This section discusses the maintenance tactics, techniques, and procedures; intermediate and  
 301 organizational maintenance operations; and the recovery, evacuation, and repair cycle for ground  
 302 maintenance support. The maintenance process is followed during the amphibious assault, transition  
 303 period, and subsequent operations ashore. See figure 5-9.



304

305

**Figure 5-9. Ground Equipment Maintenance Process in Combat.**

306 **Maintenance During the Amphibious Assault**

307 Assault force elements land with a few organizational maintenance personnel. The majority of the  
 308 organizational maintenance capability lands in nonscheduled waves. Once the first assault waves are  
 309 ashore, the LFSP provides the only significant maintenance capability.

310 Although the LFSP has limited recovery, evacuation, and repair capabilities, it has a small block of  
311 critical repair parts tailored to match the quantity and type of equipment in the assault waves. The LFSP  
312 replaces components and assemblies rather than repairing them. It uses selective interchange to offset the  
313 limited depth and breadth of repair parts. One of the first tasks of the LFSP maintenance detachment is to  
314 establish maintenance and salvage collection points.

315 The LFSP must develop an aggressive recovery and evacuation plan because extensively damaged items  
316 may provide repair parts for other essential items. Damaged equipment should be placed on resupply  
317 vehicles returning to the LFSP. Assault elements should abandon equipment only when the tactical  
318 situation prevents recovery. When unable to recover equipment, units should report the location of the  
319 item to the LFSP for later recovery and evacuation.

## 320 **Maintenance During Transition Periods**

321 When the tactical situation ashore stabilizes, the MAGTF commander lands nonscheduled units such as  
322 unit trains with the organizational maintenance elements. As the assault units' organizational maintenance  
323 capability expands, the LFSP shifts its efforts to intermediate maintenance. Assault units normally  
324 position their trains near the LFSP to permit mutual support, to avoid duplication of facilities, and to  
325 reduce the transportation burden.

## 326 **Maintenance During Subsequent Operations**

327 When appropriate, the MAGTF commander lands the additional CSSE units. Once the CSSE is  
328 established ashore, the MAGTF commander disestablishes the LFSP. After the AFOE arrives, the CSSE  
329 commander reaches full maintenance capability. When the maintenance unit cannot repair an item, it  
330 evacuates the item to the next higher level.

## 331 **Organizational Maintenance**

332 Units owning equipment have organizational maintenance responsibilities. Proper maintenance is  
333 essential to sustain combat operations. The maintenance contact team (MCT) is the centerpiece of  
334 organizational maintenance.

335 The MCT consists of organizational maintenance repairmen with tools, test equipment, and critical, high-  
336 usage repair parts. These repairmen inspect, diagnose, classify, and repair equipment at forward sites. In  
337 addition, the MCT may include communications, engineer, motor transport, or ordnance repair personnel.  
338 The logistics officer determines the exact number of Marines and mix of skills in MCTs and positions  
339 them in the appropriate train. When using combat trains, MCTs are forward where they are more  
340 responsive to the tactical unit. If deployed with a unit train, MCTs are farther to the rear.

341 MCTs conduct recovery, evacuation, and repair. They determine whether an item is repairable at the  
342 recovery site. The MCT either fixes the item, requests parts and an intermediate level maintenance  
343 support team (MST) from the CSSE, or supervises the item evacuation. Figure 5-9 shows relationships  
344 between various maintenance agencies. The GCE collection points represent the battalion and regimental  
345 trains.

## 346 **Intermediate Maintenance**

347 The three elements of an intermediate maintenance concept are the MST, the CSSE forward maintenance  
348 detachment, and the FSSG intermediate maintenance activity (IMA).

### 349 ***MST***

350 The MST is an intermediate maintenance version of the MCT. The MST has intermediate maintenance  
351 repairmen with tools, test equipment, repair parts, and likely a wrecker or maintenance vehicle. These  
352 repairmen inspect, diagnose, classify, and repair equipment at forward sites. The CSSE operations officer  
353 determines the number of Marines and mix of skills per team. Normally, MSTs move forward to repair a  
354 specific item of equipment. This technique allows the MST to draw the needed parts and tools before  
355 moving based on input from the MCT.

### 356 ***CSSE Forward Maintenance Detachment***

357 The CSSE forward maintenance detachment is the element of a CSSD that operates the maintenance  
358 facilities and collection points far forward. It—

- 359 • Evacuates inoperable equipment from supported units' collection points.
- 360 • Performs intermediate maintenance within its capabilities.
- 361 • Provides repairmen, tools, and test equipment to MSTs.

### 362 ***FSSG IMA***

363 The FSSG IMA provides robust principal end item repair and component rebuild support to the MEF. The  
364 FSSG commander establishes a centralized IMA in the force combat service support area (FCSSA) to  
365 perform complex, time-consuming maintenance activities during sustained operations ashore, such as  
366 Desert Shield/Desert Storm. The CSSE commander forms multiple on-call MSTs and, during surge  
367 periods, sends them forward either to assist MCTs or to augment the CSSE forward maintenance  
368 detachments.

## 369 **Recovery, Evacuation, and Repair Cycle**

370 These capabilities differ during the various phases of combat operations and increase as more of the  
371 MAGTF lands. See appendix D for a depiction of the maintenance recovery, evacuation, and repair cycle  
372 during combat.

### 373 ***Recovery Responsibility***

374 As much as capability and the tactical situation allows, the owning units are responsible for retrieving  
375 immobile, inoperative, or abandoned materiel. They move recovered equipment to a maintenance  
376 collection point or a main supply route.

### 377 ***Evacuation***

378 If neither the owning unit nor the CSSE can repair a recovered item, the CSSE evacuates it. If the  
379 MAGTF commander authorizes selective interchange, the CSSE may remove and use parts before  
380 evacuating an item. The CSSE evacuates recovered equipment directly to a designated repair or disposal  
381 agency.

### 382 ***Nonreparable Equipment***

383 If materiel is in danger of capture, the owning unit should recover all salvageable parts and components  
384 and destroy the remaining equipment.

### 385 ***Recovery***

386 Commanders should closely monitor and control recovery and evacuation operations. Logistics officers  
387 must establish recovery and evacuation priorities and carefully allocate personnel and equipment to these  
388 operations. For example, combat vehicles, weapons, and weapons' platforms often have a higher recovery  
389 priority than other items. Also, the extent of damage affects recovery priority. When the unit must recover

390 two or more of the same item, the item requiring the least repairs should be recovered first. The following  
391 is a suggested recovery priorities list:

- 392 • Items immobilized by terrain.
- 393 • Items with failed or damaged components that require little repair.
- 394 • Damaged items that require significant expenditure of recovery and repair effort to return them to  
395 operation.
- 396 • Contaminated items that require significant recovery, repair, and decontamination effort.
- 397 • Salvageable items.
- 398 • Enemy materiel.

### 399 ***Positioning***

400 Combat and combat support unit commanders should position their recovery capability forward. As a  
401 rule, the recovery capability consists of personnel and equipment organized in maintenance contact teams.  
402 The CSSE commanders distribute maintenance assets to achieve a balance between economy and  
403 responsiveness.

## 404 **AVIATION-PECULIAR MAINTENANCE SUPPORT OPERATIONS**

405 The Marine aviation logistics support program (MALSP) and the MPF program (including aviation  
406 logistic support ships) provide aircraft support personnel with the ability to sustain all aircraft types that  
407 comprise a MAGTF ACE. Specifically, these programs enable aviation logisticians to identify and  
408 integrate the people, ASE, mobile facilities and/or shelters, as well as spares and/or repair parts needed to  
409 support a MAGTF ACE.

### 410 **Marine Aviation Logistics Support Program**

411 Most Navy-funded logistic support for aviation units is provided under MALSP. The primary objective of  
412 MALSP is to expedite the delivery of required aviation-peculiar logistics to support any contingency.  
413 MALSP and MPF provide a building block method of quickly task-organizing, deploying, and sustaining  
414 ACE aviation-peculiar assets by structuring aviation logistic support into contingency packages that can  
415 be phased into an operating area.

### 416 ***Support Packages***

417 MALSP provides comprehensive and replenishable sustainment packages while reducing lift  
418 requirements and force closure time. These support packages are used as building blocks to keep aircraft  
419 operational during every phase of an operation.

### 420 ***Fly-In***

421 Fly-in support packages (FISPs) can be viewed as enabling packages. They provide the organizational-  
422 level spare parts support that allows Marine aircraft to commence flight operations immediately on arrival  
423 in theater. The FISPs are airlifted to the operating site as part of the fly-in echelon (FIE). They are  
424 combined with the organizational-level and/or limited intermediate-level ASE transported aboard MPF  
425 ships. This combination of assets is capable of providing critical aviation support for 30 days of combat  
426 flying. If flight operations require more than 30 days of spare parts support, then contingency support  
427 packages (CSPs) are provided to augment the FISP.

428 *Contingency*

429 The CSPs augment the FISPs by adding common maintenance support items which are used by more than  
430 one Marine aviation unit and peculiar maintenance support items used for a specific aircraft or support  
431 equipment application. These packages support both organizational- and intermediate-level maintenance.  
432 The CSPs integrate the maintenance equipment, mobile facilities, spare parts, and personnel to support  
433 and sustain each type of deployed tactical Marine aircraft. Rapidly deployable organizational-level  
434 individual material, mobile facilities allowances, and personnel allocations are identified in master  
435 allowance documents for each aviation element. The master allowance documents consist of T/Os,  
436 individual material readiness lists (IMRLs), tables of basic allowance (TBA), aviation consolidated  
437 allowance list (AVCAL), and coordinated ship-station allowance list (COSAL). The CSP allowances are  
438 computed at the combat flying-hour rate for a 90-day endurance period and are supplemental allowances  
439 to those identified in AVCAL, COSAL, IMRL, and TBA. The CSP allowances, which are derived from  
440 the master allowance documents, are separated into the following subcategories:

- 441 • **Common Allowances.** Common CSP allowances consist of those Marine common assets that the  
442 rotary- or fixed-wing MALS of an ACE provide to support the majority of assigned aircraft. A fixed-  
443 wing Marine common item is one that has application to at least the F/A-18 and AV-8B aircraft  
444 which are part of an ACE. A rotary-wing common item is one that has application to at least the CH-  
445 53E, CH-46E, and AH-1W aircraft which are a part of an ACE. Weight, cube, cost, reliability, and  
446 supportability are the primary considerations in determining what parts are included in the CSP. For  
447 planning purposes, it is assumed that the fixed- and rotary-wing MALS will be geographically  
448 separated.
- 449 • **Peculiar Allowances.** Peculiar CSP allowances consist of those maintenance items required for  
450 intermediate-level support of a specific type/ model/series (T/M/S) aircraft and of associated support  
451 equipment that a MAG provides to a MAGTF ACE.

452 *Follow-On*

453 Follow-on support packages (FOSPs) represent the final MALSP building block. The introduction of the  
454 FOSP would, in essence, provide ACE aircraft with the same support received in garrison.

455 ***Reconfiguration for Deployment Support***

456 Marine aircraft squadrons of a particular T/M/S aircraft are generally consolidated and attached to only  
457 two or three MAGs. To form an ACE, one or more fixed- and rotary-wing MAGs reconfigure into a task-  
458 organized fighting unit by retaining or attaching only mission-essential aircraft, aircrew, and operations  
459 support personnel and equipment. Under MALSP, aviation logisticians identify people, IMRL items,  
460 TBA, and AVCAL and/or COSAL allowances that are needed to support the quantities of each T/M/S of  
461 aircraft being detached and attached to ensure that reconfigured MAGs include the necessary MALSP  
462 resources.

463

464 ***Support Personnel Requirements***

465 Staffing and organization are two personnel considerations in support of the MALSP.

466 Without adequate staffing of qualified maintenance, supply, and administrative personnel, this program  
467 would not succeed. The MALS and supported squadrons' T/Os should provide the right quantity of  
468 skilled personnel to support a task-organized ACE.

469 Each MALS is organized to provide a core intermediate-level capability of supervisory and common  
470 support personnel necessary to maintain fixed- or rotary-wing aircraft that join an ACE. The MALS T/O  
471 contains the personnel component of a common CSP, which forms the nucleus of an ACE allowance list

472 (fixed- or rotary-wing). Each tactical aircraft squadron T/O has a separate listing of intermediate-level  
473 billets that consist of military occupational specialty (MOS) skills that are peculiar to that squadron's  
474 T/M/S aircraft. The MALS provides the MAGTF commander with the capability to support the peculiar  
475 requirements of the T/M/S aircraft assigned to that ACE. Whenever the MAG detaches aircraft and sends  
476 them to an ACE, a unit deployment, or an exercise, the MALS uses the intermediate maintenance portion  
477 of aircraft squadron T/Os and produces a complete CSP; i.e., IMRL, AVCAL, COSAL, TBA, for the  
478 receiving MALS.

## 479 **Aviation Logistics Support Ship**

480 The aviation logistics support ship (T-AVB) concept was developed to transport critical intermediate-  
481 level maintenance and supply assets to a forward operating area in support of deployed Marine aircraft.  
482 The primary mission of the T-AVB is to provide dedicated sealift for movement of intermediate-level  
483 logistic support for use in the rapid deployment of a MAGTF ACE. A secondary mission--to serve as a  
484 national asset dedicated to strategic sealift--can be exercised if the embarked MALS is phased ashore. To  
485 enhance responsiveness, one ship is berthed on the east coast and another on the west coast of the United  
486 States. Both ships can be configured to allow for tailored intermediate-level repair capability while  
487 underway, in stream, or pierside.

### 488 ***Manning and Communications***

489 When activated, the MSC operates the T-AVBs with civilian manning. The T-AVB carries a Navy  
490 communications van to support its tactical missions and to provide interoperability with naval groups and  
491 task forces.

### 492 ***MALS Operations***

493 MALS operations aboard T-AVBs are subdivided into the activation and operational modes.

494 The MALS can be partially activated during ship transit. Before embarkation, the mission-essential  
495 weapon replacement assembly (WRA) and system replacement assembly (SRA) support required during  
496 transit must be determined. During partial MALS operations, some inoperable WRAs and/or SRAs can be  
497 repaired en route, thereby reducing the requirement for the procurement of spare reparable components;  
498 however, component repair capability is driven by the availability of support in the MAG at the time the  
499 T-AVB is loaded. In the operational mode, mobile facilities are designated as either functional or  
500 nonfunctional. A functional mobile facility requires some degree of service from the ship (such as power,  
501 low-pressure air, or water). During the ship's transit, functional mobile facilities must be either accessible  
502 or manned. On the other hand, nonfunctional mobile facilities are not critical to mission support while  
503 aboard the T-AVB and are therefore neither operated, manned, nor accessible.

504 The T-AVB in the MALS operational mode can accommodate approximately 300 mobile facilities, of  
505 which 186 are functional and 114 (30 maintenance and 84 supply) are nonfunctional. Functional mobile  
506 facilities are stowed on the main and second decks in single or double tiers. Double-tiered units are in  
507 clusters of four or eight. Access to upper-tier mobile facilities on the main and second decks is provided  
508 by ladders and scaffolding systems called access modules. Access to nonfunctional mobile facilities  
509 stowed below the second deck is by end-connected access modules. Remaining nonfunctional mobile  
510 facilities stowed below the second deck or deep stowed are not accessible while the T-AVB is underway.

### 511 ***Primary Operational Concept***

512 The primary T-AVB operational concept is to transport an intermediate-level capability, with spare parts  
513 and aircraft support equipment to support an ACE deployed in support of a MAGTF.

### 514 ***Deployment***

515 On notification of movement, the T-AVB is expected to arrive in the objective area within 15 to 20 days  
516 to unite with aircraft, personnel, and maintenance support prepositioned by the fixed-wing flight ferry and  
517 the FIE units.

### 518 **Entry**

519 If conditions permit, transfer of the MALS ashore begins when the T-AVB docks.

### 520 **Enabling Actions**

521 MALS operations can be sustained in the objective area if rapid movement ashore is not possible. Under  
522 these conditions, the T-AVB prioritizes its workload in support of flight- line maintenance requirements  
523 to ensure that mission essential WRA and SRA support is provided.

### 524 **Amphibious Landing**

525 Although the T-AVB is designed primarily to support MPF and an ACF (SPMAGTF), it could be tasked  
526 to support an amphibious operation. In all cases, the T-AVB requires an unopposed entry into an  
527 objective area before offloading.

### 528 **Maritime Prepositioning Ships**

529 The MPF program provides fleet commanders with deployment flexibility by including organizational-  
530 level and limited intermediate-level ASE and class V(A) in each MPF squadron.

531 Maritime prepositioning ships are roll-on and roll-off, civilian-crewed, Military Sealift Command-  
532 chartered ships that are organized into three MPS squadrons (MPSRONs). In peacetime operations, they  
533 are usually forward deployed in strategic locations worldwide. MPSRON ship mix consists of 16 total  
534 ships and is organized as follows: MPSRONs-1 and-2 each have five, MPSRON-3 has six.

### 535 **Capabilities**

536 Each MPSRON has a fixed set of embarked equipment and supplies. Generally, this set contains  
537 sufficient quantities of supplies (except classes VI and X) to sustain a MEB for up to 30 days of combat  
538 operations. To support ACE operations, each MPSRON contains a tailored set of organizational-level  
539 ASE for each T/M/S aircraft assigned to the supported ACE. Additionally, each MPSRON includes  
540 limited intermediate-level facilities equipment. This equipment is designed to provide common  
541 intermediate-level functions normally associated with the MALS; e.g., tire and wheel buildup, battery  
542 maintenance). On arrival at the port of debarkation, aircraft equipment will be off-loaded, and when  
543 combined with the equipment embarked aboard the FIE, T/M/S aircraft FISP allowances, and support  
544 personnel, the ACE will be capable of sustained combat flight operations for up to 30 days or, if  
545 augmented, until the arrival of the host MALS via the T-AVB.

546 For additional information, see MCWP 3-32, *MPF Operations*.

### 547 **Unique Features**

548 The association of specific forces with their prepositioned materiel is a unique feature that sets apart the  
549 MPF program from other afloat prepositioned programs. This critical association facilitates the rapid  
550 employment of materiel in support of expeditionary operations. The strategic stationing of MPSRONs  
551 contributes to worldwide responsiveness and provides the ability to mass a large force at one point by  
552 using several squadrons and associated forces.

553

554

555

556

### Section III. Transportation

557 Transportation is movement from one location to another by using highways, railroads, waterways,  
558 pipelines, oceans, and air. Transportation is needed to put combat power (personnel and materiel) in the  
559 correct locations at the proper times to start and maintain operations. Any major disruption of  
560 transportation support can adversely affect a MAGTF's capability to support and execute the assigned  
561 mission.

### 562 MOTOR TRANSPORT OPERATIONS

563 Motor transport operations may be either combat support or CSS. In combat support operations, the  
564 commander may attach motor transport units to supported units. This allows the supported units to  
565 transport their personnel, supplies, and equipment without requesting support from the CSSE. When part  
566 of the CSSE, motor transport units are in a CSS role and are assigned missions in support of the combat  
567 element.

568 Motor transport is surface transportation using wheeled vehicles, and it is the most versatile mode of  
569 transport. It is an all-weather mode, which the MAGTF commander can use over any trafficable terrain,  
570 to include off-road. It links the aerial ports, sea ports, supply centers, rail and inland waterway terminals,  
571 service support areas, and combat units.

572 Effective and efficient use of transportation assets ensure economical and successful motor transport  
573 operations. Some methods to effectively and efficiently use transportation assets are:

- 574 • Load vehicles to their maximum allowable capacity.
- 575 • Synchronize delivery and pickup schedules to various units.
- 576 • Coordinate material handling equipment at the loading and unloading points.
- 577 • Maximize use of containers meeting ANSI/ISO requirements.

### 578 Convoy Operations

579 Convoys are task-organized to meet the requirements of the assigned mission. A convoy may include a  
580 transport element, an escort or security element, a C2 element, and various support elements. Because  
581 units plan and execute their own convoy operations, the convoy commander is the direct representative of  
582 the commander initiating the operation and is responsible for the conduct, safety, security, and  
583 accomplishment of the convoy's mission. However, higher headquarters often establish control measures  
584 and regulations governing convoy operations on main supply routes. Commanders publish control  
585 measures and regulations in their OPORDs, movement orders, and in local SOPs. These control measures  
586 include start points, checkpoints, halts, and release points. Commanders also classify routes in their area  
587 of operations. See appendix E for a sample movement order.

### 588 Motor Transport Movements

589 Military motor movements are divided into two general categories: tactical and administrative. Tactical  
590 movements are movements during tactical operations where the likelihood of enemy contact and security  
591 is the main focus. Administrative movements are when ground contact with the enemy is remote or  
592 improbable and the efficient use of available transportation assets is the primary focus.

593



## 593 **Types of Haul**

### 594 ***Local (Short) Hauls***

595 The ratio of running time to loading and unloading time is small for local hauls. Trucks running local  
596 hauls make several trips per day. The measure of effectiveness for evaluating local haul operations is the  
597 amount of tonnage moved during the operational period.

### 598 ***Line (Long) Hauls***

599 The ratio of running time to loading and unloading time is large for line hauls. Trucks running line hauls  
600 make only one trip or portion of a trip per operating shift. The measures of effectiveness for evaluating  
601 line haul operations are the time consumed, distance traveled, and tonnage hauled during the operational  
602 period. The transportation agency expresses this measure in either ton-miles or ton-kilometers.

### 603 ***Zonal Hauls***

604 Truck operations confined within the territorial boundaries of one command are intrazonal. Trucks  
605 crossing boundaries and operating under the area control of more than one command are interzonal. The  
606 MAGTF commander makes policies and maintains control over interzonal operations.

## 607 **Hauling Methods**

### 608 ***Direct Haul***

609 A direct haul completes a single transport mission in one trip. No transfer of supplies or exchange of  
610 equipment occurs. The commander uses direct haul to speed forward movements before establishing  
611 transfer or exchange points. This method is most common for local hauls because long distance direct  
612 hauls are hard on both the driver and equipment.

### 613 ***Shuttle***

614 A shuttle involves the same vehicles making repeated trips between two points. This method is most  
615 common for local hauls.

### 616 ***Relay***

617 Relay hauling is the continuous movement of supplies or troops over successive segments of a route  
618 without transferring the load. The motor transport unit does a relay by changing drivers, tractors, or both  
619 for each segment. This method is most common for line hauls. The relay system, using tractor- or semi-  
620 trailer combinations, is the most efficient method of line-haul operations. This technique is best used  
621 when there is a well-developed road network that is not subject to interdiction. Relay is also the best  
622 method to use when the unit cannot complete a one-way haul in one day. Containerization increases the  
623 effectiveness of this system by making better use of the truck's tonnage capability. This system provides  
624 rapid throughput of cargo and guarantees adequate supervision and support along each segment of the  
625 route.

626

## 626 **Types of Routes**

### 627 ***Open Route***

628 An open route has minimal control and does not require prior approval to use the route from the  
629 commander whose area the route crosses. The only supervision along the route is at critical intersections  
630 which are traffic controlled by military police who also enforce standard traffic laws.

### 631 ***Supervised Route***

632 The commander whose area the route crosses exercises limited control over a supervised route. Any  
633 column of 10 or more vehicles and any oversized or overweight vehicles require prior clearance. The  
634 commander may also limit access to the route. The military police establish traffic control posts and  
635 patrols.

### 636 ***Dispatch Route***

637 The commander whose area the route crosses exercises full control over a dispatch route and establishes  
638 priorities for its use. Any vehicle or group of vehicles requires prior approval to use the route.

### 639 ***Reserve Route***

640 The commander sets aside this type of route for the sole use of a specific unit, a special operation, or a  
641 certain traffic type. If the route is reserved for a specific unit, the commander of that unit determines the  
642 necessary control.

### 643 ***Prohibited Route***

644 Traffic is banned from this route.

## 645 **PORT AND TERMINAL OPERATIONS**

### 646 **STS Movement**

647 This type of movement is that portion of the amphibious operation assault phase that includes the  
648 deployment of the LF from the ships to designated landing areas.

### 649 **Shore-to-Shore Operation**

650 This assault operation moves personnel and materiel directly from a shore staging area to the objective. It  
651 does not involve further transfers between types of craft or ships incident to the assault movement.  
652 Usually a single-Service operation, a shore-to-shore operation involves water crossings in assault craft or  
653 in assault craft and aircraft. The purpose of this operation is to establish a force on or withdraw it from the  
654 far shore.

### 655 **Logistics Over-The-Shore Operations**

656 Logistics over-the-shore (LOTS) operations are “the loading and unloading of ships without the benefit of  
657 fixed port facilities, in friendly or nondefended territory, and, in time of war, during phases of theater  
658 development in which there is no opposition by the enemy.” (JP 1-02)

659 LOTS operations may be over unimproved shorelines, through partially destroyed ports, through shallow-  
660 draft ports, and through ports that are inadequate without LOTS capabilities. See JP 4-01.6, *Joint Tactics,*  
661 *Techniques, and Procedures for Joint Logistics Over the Shore (JLOTS)*, for a detailed discussion of  
662 LOTS operations. LOTS operations are used to load and unload-

- 663 • Break bulk ships.
- 664 • Roll-on and roll-off ships.
- 665 • Container ships.
- 666 • Bulk petroleum, oils, and lubricants ships.
- 667 • Water ships.
- 668 • Barges.

## 669 **Joint Logistics Over-the-Shore**

670 JLOTS operations may involve units and equipment from the Army, Navy, and Marine Corps and may  
671 follow amphibious assault operations. The transition from amphibious to JLOTS operations entails  
672 passing command of shore facilities to the Army once the amphibious operation ends. The JTF or unified  
673 commander directs such transitions. Amphibious operations and MPF operations use some of the same  
674 equipment and procedures as JLOTS operations.

## 675 **Inland Waterway Operations**

676 An inland waterway normally operates as a complete system. It involves--singly or in combination--rivers,  
677 lakes, canals, intracoastal waterways, and two or more water terminals. Inland waterways can relieve  
678 pressure on other modes of transportation. They are especially useful for moving a large volume of bulk  
679 supplies and heavy-outsized items that are not easily transported by other means. Although economical,  
680 inland waterways are relatively slow compared to other means of transportation. They are especially  
681 vulnerable to enemy action and climatic changes.

## 682 **Inland Terminal Operations**

683 Inland terminals serve air, rail, and motor transport operations. They provide cargo transfer facilities at  
684 interchange points. They form connecting links when terrain and operational requirements cause a change  
685 in carrier.

## 686 **Staging Area Operations**

687 MAGTF forces conduct staging area operations during amphibious and other types of movements. JP 1-  
688 02 gives two definitions for staging area. "1. Amphibious or Airborne-A general locality between the  
689 mounting area and the objective of an amphibious or airborne expedition, through which the expedition or  
690 parts thereof pass after mounting, for refueling, regrouping of ships, and/or exercise, inspection, and  
691 redistribution of troops. 2. Other Movements-A general locality established for the concentration of troop  
692 units and transient personnel between movements over the lines of communications."

## 693 **AIR DELIVERY OPERATIONS**

694 Air delivery offers the CSSE options for supply operations that present potential economies in terms of  
695 responsiveness, assets, and security. Air delivery lends itself to supply support operations in  
696 helicopterborne/VTOL and subsequent operations ashore, especially for bulk items; e.g., classes I, III, and

697 V. As the initial resupply effort in support of VTOL operations, coordinated air delivery operations can  
698 reduce ground transportation requirements while enhancing the sustainability and combat power of the  
699 supported force. As a means of sustainment in subsequent operations ashore, air delivery can reduce both  
700 the vulnerability of resupply convoys to enemy interdiction. In each case, economy of effort is achieved  
701 through the compensatory reduction of security requirements associated with air delivery.

## 702 **DEPLOYMENT**

703 MAGTFs deploy from permanent installations for forward deployments and combat operations.  
704 Regardless of the type of deploying force, designated transportation operating agencies control and  
705 coordinate the marshaling, embarkation, and movement of the forces.

## 706 **Marine Corps Commands**

707 The following Marine Corps commands may be involved with MAGTF deployments:

- 708 • HQMC.
- 709 • COMMARFORs.
- 710 • Deploying MEFs.
- 711 • Deploying MAGTF CE (if other than a MEF deployment).
- 712 • Divisions, MAWs, and FSSGs.
- 713 • Bases and air stations from which the forces deploy.
- 714 • Marine Corps logistics bases (Albany and Barstow).

## 715 **External Transportation Agencies**

716 The following commands external to the Marine Corps may be involved with MAGTF deployments:

- 717 • Supporting combatant commander.
- 718 • Supported combatant commander.
- 719 • Fleet commander.
- 720 • DLA (including remote storage activities).
- 721 • USTRANSCOM and its subordinate commands:
  - 722 ♦ MSC.
  - 723 ♦ AMC.
  - 724 ♦ SDDC.

## 725 **Modes of Transportation**

726 Transportation modes vary depending on the type of MAGTF, the purpose and duration of the  
727 deployment, and the anticipated employment. Deployments of larger MAGTFs require use of several  
728 transportation modes.

### 729 ***Amphibious***

730 Amphibious deployments require the following modes of transportation:

- 731 • Military or commercial trucks, buses, and rail from origins to POEs for all personnel, supplies, and  
732 equipment.
- 733 • Amphibious ships from SPOEs to the operating area.

- 734 • AMC or commercial charter airlift for AFOE and replacement personnel who cannot deploy by ship.  
735 • Flight ferry of ACE aircraft that cannot deploy by amphibious ships.  
736 • Commercial ships from SPOEs for the AFOE.

### 737 **MPF**

738 MPF deployments require the following modes of transportation:

- 739 • Military or commercial trucks and buses from origins to aerial POEs for personnel, supplies, and  
740 equipment in the FIE.  
741 • Flight ferry of self-deploying ACE aircraft.  
742 • MPF ships for deployment of maritime prepositioned supplies and equipment.  
743 • AMC or commercial charter airlift for the FIE.

### 744 **MEF**

745 The MEF deployments are the most complex deployments from a transportation perspective. The MEF  
746 elements deploy from different bases and stations that may be in widely separated geographic areas. A  
747 forward-deployed MAGTF may be on station and may serve as the MEF enabling force as additional  
748 MEF forces deploy.

### 749 **Forward-Deployed MAGTF**

750 Forward-deployed MAGTFs routinely deploy aboard amphibious ships or a combination of air and MPS  
751 ships for MPF operations. Transportation support planning frequently requires coordination with military  
752 detachments at foreign ports and airfields to arrange augmentation by foreign civilian transport and U.S.  
753 common-user land transportation agencies during scheduled port visits.

## 754 **EMPLOYMENT**

755 Transportation available for employment in theater includes the organic assets of the MAGTF. It may  
756 also include transportation belonging to the joint force commander or to the host nation. Specific  
757 capabilities depend on the situation. Transportation assets may include airlift, rail, trucks, ships, boats,  
758 barges, and pipelines.

759 The MAGTF commander is responsible for movement control in the MAGTF operating area. Normally,  
760 the commander delegates this responsibility to subordinate commanders within whose zones of action or  
761 areas the movement takes place. Behind the GCE rear boundary, this normally is the CSSE commander.

762 When operating as part of a joint or multinational force, the MAGTF commander follows the traffic  
763 management and movement control regulations of that command. Normally, the higher commander  
764 establishes a movement control agency to provide movement management services and highway traffic  
765 regulation. This agency coordinates with allied and host nation movement control agencies. See  
766 FM 4-01.30, *Movement Control*, for a discussion of movement control in a theater of operations.

## 767 **MOVEMENT CONTROL**

768 Movement control combines the planning, routing, scheduling, and control of personnel and cargo  
769 movements over lines of communications to support the deployment of forces. This section discusses  
770 movement control techniques, management agencies, operating procedures, and host nation support.

771

## 771 **Control Techniques**

### 772 ***Centralized Control***

773 The MAGTF commander should centralize control of movements at the highest level. This function is  
774 normally controlled by the MEF's FMCC. The FMCC plan is executed by the LMCC under the control of  
775 the CSSE commander.

### 776 ***Regulation***

777 The MAGTF commander, through the FMCC, regulates and coordinates movements to prevent  
778 congestion and conflicting movements over lines of communications.

### 779 ***Flexibility***

780 The FMCC must be able to divert or reroute traffic to maintain continuous movement of personnel,  
781 supplies, and equipment. The transportation system must provide an uninterrupted flow of traffic and be  
782 able to adjust to changing situations. The MAGTF FMCC must use its limited transportation capabilities  
783 effectively.

### 784 ***Maximum Use of Carrying Capacity***

785 The LMCC must keep equipment loaded and moving. Transportation commanders should also allow for  
786 adequate vehicle maintenance and personnel rest while meeting the mission. This principle involves more  
787 than just loading each vehicle to its maximum carrying capacity. The MAGTF cannot store transportation  
788 capability that it does not use one day to increase capability on subsequent days. Idle, empty equipment is  
789 a waste of capacity. Similarly, fully loaded equipment sitting idle is as much a loss of capacity as partially  
790 loaded vehicles moving through the system. However, the tactical situation may not permit optimal use of  
791 transportation assets.

## 792 **Control Agencies**

793 Movement control agencies function the same during peacetime as they do during periods of conflict.  
794 Movement control agencies are either permanent or temporary. Every MAGTF should have a permanent  
795 transportation agency, though for smaller MAGTFs this may be no more than one or two individuals.  
796 Battalions and squadrons establish temporary unit movement control centers to manage a unit  
797 deployment.

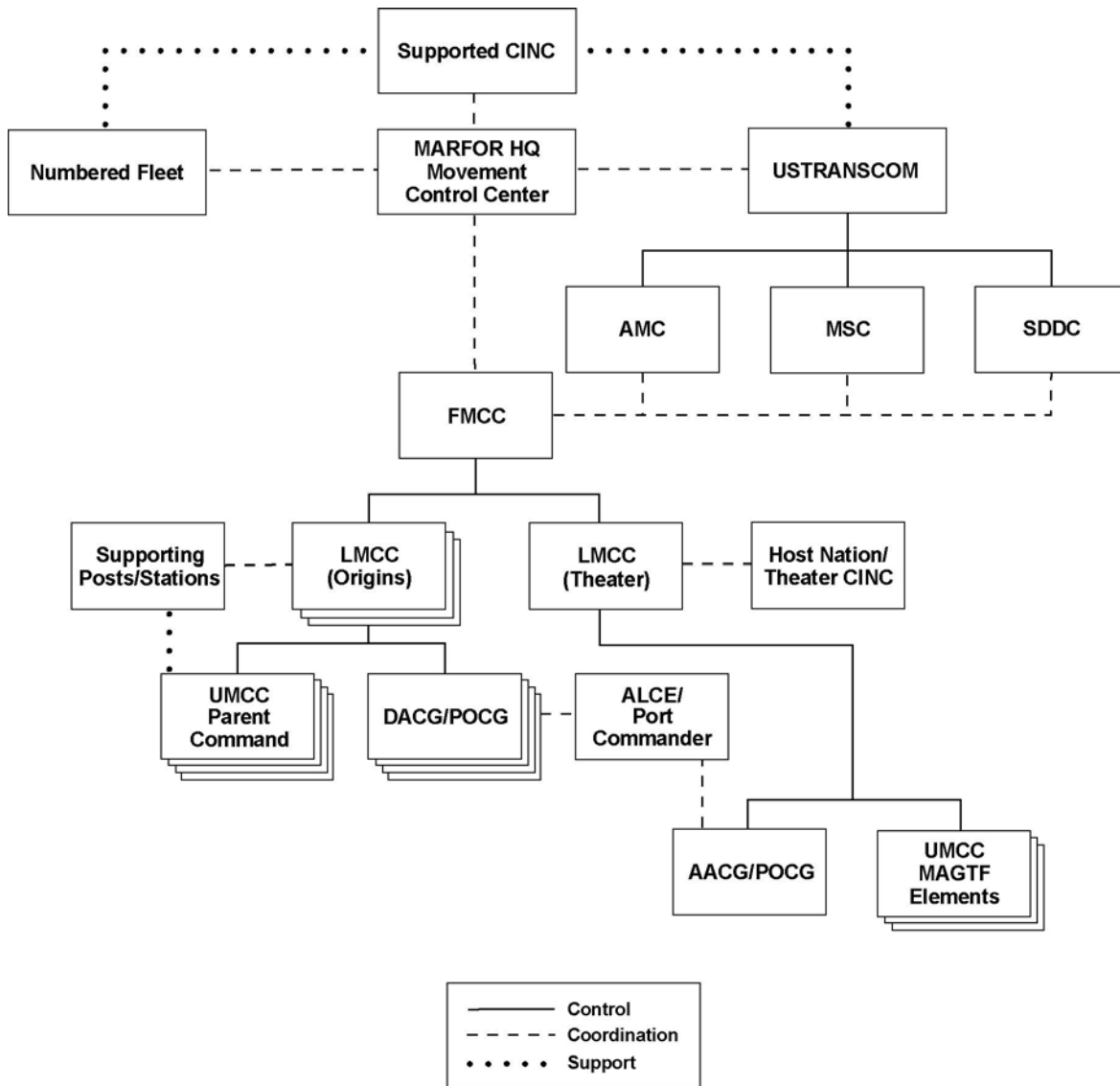
## 798 **Control During Deployments**

### 799 ***Movement Control Center***

800 The movement control center is an agency that plans, routes, schedules, and controls personnel and  
801 supply movements over lines of communications. Every organization establishes and operates a  
802 movement control center for deployments.

### 803 ***Local SOPs***

804 Local SOPs establish the composition and procedures for movement control centers. Figure 5-10 depicts  
805 relationships between various commands, movement control agencies, and supporting organizations  
806 during deployment of a MAGTF.



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**Figure 5-10. Movement Control Relationships during Deployment.**

809 ***Marine Force Headquarters Movement Control Center***

810 This center is primarily an information processing and advisory agency to keep COMMARFOR abreast  
 811 of the status of subordinate unit deployments. This movement control center can coordinate with  
 812 USTRANSCOM on transportation requirements, priorities, and allocations, as required.

813 ***Force Movement Control Center***

814 This is the MEF commander’s agency to control and coordinate all deployment support activities. It also  
 815 coordinates with the AMC, MSC, and SDDC.

816

**816 *Logistic Movement Control Center***

817 The CSSE or the supporting establishment organizes the LMCC to execute the FMCC transportation plan.  
818 Each marshalling base and/or station has an LMCC. The FMCC tasks the LMCCs to provide organic or  
819 commercial transportation, transportation scheduling, MHE, and other support as required.

**820 *MAGTF/Division/Wing/FSSG Unit Movement Control Centers***

821 The division, wing, and FSSG commanders provide forces to deploying MAGTFs. They control  
822 transportation and communications assets needed to execute deployments. On order, each command  
823 activates a UMCC to support the deployment. The FSSG establishes two subordinate agencies—the  
824 departure airfield control group (DACG) at the aerial port of embarkation (APOE) and the POG at  
825 SPOEs. The DACG coordinates equipment turnover and aircraft loading with the airlift control element  
826 (ALCE) at the APOE.

**827 *Organizational Unit Movement Control Centers***

828 Every deploying unit down to battalion, squadron, and company level activates a UMCC to control and  
829 manage its marshalling and movement.

**830 *Base Operations Support Group***

831 Bases from which Marine forces deploy establish base operations support groups to coordinate supporting  
832 efforts with the deploying units.

**833 *Station Operations Support Group***

834 Air stations from which Marine forces deploy establish station operations support groups to coordinate  
835 their efforts with those of the deploying units.

**836 *Flight Ferry Control Center***

837 In addition to its movement control center, the aircraft wing establishes a flight ferry control center to  
838 control deploying aircraft. The flight ferry control center operates under the cognizance of the MAW G-3.

**839 *Control in Theater*****840 *Movement Control Center***

841 The movement control center is the primary agency in theater, as it is in CONUS. As during deployments,  
842 lower-level commands activate movement control centers only while they are conducting movements.  
843 The MAGTF and its major subordinate commands maintain active movement control centers at all times.  
844 These may be no more than the motor transport and embarkation staff officers. In joint and multinational  
845 operations, the MAGTF movement control center establishes liaison and communications with the theater  
846 movement control center and other commands or host nations in whose areas it is operating.

**847 *Local SOPs***

848 Local SOPs establish the composition and procedures for movement control centers in theater. Figure 5-  
849 10 depicts relationships between various commands, movement control agencies, and supporting  
850 organizations after arrival in theater. Unit SOPs should be applicable during both deployment and  
851 employment. Modifications to meet specific theater requirements are in the transportation appendix to  
852 Annex D of the OPOD.

853



**853 MAGTF Control Agencies**

854 Movement control agencies in theater are the same as in CONUS before deployment. During amphibious  
855 operations, the MAGTF movement control center is the senior movement control agency. The MAGTF  
856 commander often delegates responsibility for routine day-to-day movement control to the CSSE. During  
857 joint and multinational operations, the MAGTF movement control center is not the senior movement  
858 control agency.

**859 Host Nation Support**

860 The MAGTF should use host nation transportation support to augment its organic transportation  
861 capabilities. Upon arrival in theater, MAGTF civil affairs units should investigate the availability of such  
862 support. When operating in NATO or American, British, Canadian, Australian (ABCA) countries, the  
863 MAGTF is obligated to abide by certain agreements among the participating nations. These agreements  
864 are called standardization agreements (STANAGs) in the NATO arena and quadripartite standardization  
865 agreements (QSTAGs) in the ABCA arena.

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**Section IV. General Engineering**

871 General engineering supports the entire MAGTF and involves a wide range of tasks that sustain combat  
872 operations. Most general engineering support is provided by the engineer support battalion, while combat  
873 support engineering is provided by the combat engineer battalion. The MWSG and MWSS provide  
874 general engineering capabilities in support of aviation units. The MWSS has the engineering capabilities  
875 needed to construct expeditionary airfields and to conduct rapid runway repairs. For large-scale projects,  
876 the MWSS may be augmented by engineer support battalion and naval construction force (NCF) if  
877 construction needs exceed MAGTF capabilities.

**878 NAVAL CONSTRUCTION FORCE**

879 The NCF is a Navy engineer organization. It can construct, maintain, and/or operate shore, in- shore,  
880 and/or deep ocean facilities that support Navy and Marine Corps units. NCF support can range from  
881 relatively short-lived support of amphibious operations to extended support of a land campaign.

882 Command relationships in amphibious operations are the joint responsibility of the senior Navy and  
883 Marine commanders. In supporting MAGTF and LF operations, the NCF can be a separate component of  
884 a MAGTF or an ATF. Normally, elements of the NCF are placed under the command of the MAGTF. In  
885 such a case, the MAGTF commander may keep the NCF as a separate element, place it under either the  
886 CSSE or the ACE, or task-organize MAGTF engineer assets for coordination of effort. NCF units are not  
887 capable of providing most combat support functions associated with GCE operations and, therefore,  
888 would not normally be placed under the GCE.

889 The ultimate decisions on command relationships, missions, and tasks rest with the Navy and Marine  
890 commanders for the specific operation. The command relationships that they select determine who plans  
891 their transportation and provides other NCF support. When the NCF is under command of the MAGTF,  
892 the MAGTF is responsible for support of the NCF as established in appropriate doctrinal publications

893 and/or other applicable agreements. If not under command of the MAGTF, the Navy commander is  
894 responsible for common-item support of the NCF. For additional details, see NWP 4-04.1,  
895 MCWP 4-11.5, *Seabee Operations in the MAGTF*, and NWP 3-02.14/MCRP 4-11.3D, *The*  
896 *Naval Beach Group*.

## 897 **ENGINEERING TASKS**

898 Engineering tasks range from support provided by Marine engineer organizations to external support  
899 provided by assigned forces such as the NCFs and civilian or host nation resources. The subfunctions of  
900 general engineering encompass several tasks, many of which might also be described as combat support  
901 tasks. Table 5-2 shows a wide range of engineering tasks assigned to engineer organizations.

## 902 **ENGINEER GROUP CONCEPT**

903 Specific projects or conditions may arise that require the formation of an engineer group to support the  
904 MAGTF commander's concept of operations. This group will be composed of either two or more  
905 battalions or squadrons. Under the group concept, which specifically applies to combat support and CSS,  
906 the MAGTF commander task-organizes engineer assets as an engineer group. If external units are  
907 OPCON to the MAGTF, an engineer group can be task-organized from available NCF units, engineer  
908 attachments from other U.S. military forces, and/or host nation assets.

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**Table 5-2. Engineering Task Matrix.**

Tasks	Organizations				
	Combat Engineer Battalion	Engineer Support Battalion	Marine Wing Support Squadron	Naval Construction Force	Civilian/ Host Nation Support
Beach improvements		X		X	
Camp construction, repair, and/or maintenance		X	X	X	X
Construction design		X		X	X
Demolition	X	X	X	X	
Engineer reconnaissance	X	X	X	X	X
Explosive ordnance disposal		X	X		
Field fortifications	X	X	X	X	X
Obstacle removal	X	X	X	X	X
Pioneer roads	X	X	X	X	
Planning and installation of obstacles and/or barriers	X	X	X	X	X
Pre-engineered structures		X	X	X	X
Rapid runway repair		X	X	X	
Tactical water and/ or hygiene service		X	X	X	
Tactical bulk fuel storage		X	X		
Tactical electrical supply		X	X	X	
Unpaved roads, airstrips, and/or marshaling areas		X	X	X	X
Vertical takeoff and landing and/or helicopter landing zone		X	X	X	X
War damage repair		X	X	X	X

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**Section V. Health Service Support**

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The focus of HSS emphasizes the provision of far-forward, mobile, medical and surgical support that is capable of stabilization and rapid evacuation of casualties who are unable to quickly return to duty. HSS is a process that delivers a healthy, fit, and medically ready force; counters the health threat to the deployed force; and provides critical care and management for combat casualties. See MCWP 4-11.1 for further guidance.

**939 MARINE AIR-GROUND TASK FORCE CAPABILITIES****940 CE**

941 The MEF CE is capable of providing routine and emergency treatment and preparation for evacuation by  
942 using its organic medical section.

**943 GCE**

944 Injured and sick persons requiring hospitalization are readied and evacuated to the rear. Normally, a  
945 regimental or battalion aid station serves as the hub for medical support. Headquarters battalion, Marine  
946 division, medical section—

- 947 • Provides for emergency treatment and preparation for evacuation of all casualties.
- 948 • Treats minor illness and injuries.
- 949 • Supervises disease prevention and control measures.

950 Regimental and battalion infantry unit medical platoon or section provides—

- 951 • Preventive medicine.
- 952 • Treatment for minor illnesses and injuries.
- 953 • Emergency lifesaving for battle and non-battle casualties.

**954 ACE**

955 Health services personnel are assigned to the primary subordinate organizations in the MAW. The  
956 MWSG and MWSS provide aid station capability for expeditionary airfield operations. MWSG and  
957 MWSS medical personnel—

- 958 • Provide for emergency treatment and preparation for evacuation of all casualties.
- 959 • Treat minor illness and injuries.
- 960 • Supervise disease prevention and control measures.

**961 CSSE**

962 The medical battalion's primary mission is to perform those emergency medical and surgical procedures  
963 that, if not performed, could lead to death or loss of limb or body function. The battalion structure has 260  
964 holding beds and 9 operating rooms. The medical battalion is made up of an H&S company and three  
965 surgical companies. The H&S company contains 8 shock-trauma platoons that have 10 patient-holding  
966 beds each. Each surgical company contains 60 beds and 3 operating rooms. The battalion's surgical  
967 companies provide the following support:

- 968 • Initial resuscitative surgical intervention.
- 969 • Temporary casualty holding.
- 970 • Ground evacuation support to forward medical elements.
- 971 • Preventive medical support.

972 The dental battalion task-organizes dental sections and detachments to HSS elements of the MAGTF. In  
973 an operational environment, the dental battalion's primary mission is to provide dental health  
974 maintenance with a focus on emergency care. In addition to medical support determined appropriate by

975 medical battalion and surgical company commanders, dental detachment personnel may provide the  
976 following support:

- 977 • Postoperative.
- 978 • Ward.
- 979 • Central sterilization.
- 980 • Supply room.

## 981 **CAPABILITIES EXTERNAL TO THE MAGTF**

### 982 **Casualty Receiving and Treatment Ships**

983 The CRTSs have the largest medical capability of any amphibious ships in the ATF. For medical support  
984 capabilities of these vessels and their potential roles as CRTSs, see MCRP 3-31B, *Amphibious Ships and*  
985 *Landing Craft Data Book*.

### 986 **Fleet Hospitals**

987 Fleet hospitals are transportable, medically and surgically intensive, and deployable in a variety of  
988 operational scenarios. See NWP 4-02.4, Part A, *Deployable Health Service Support Platforms-Fleet*  
989 *Hospitals*, for more information.

### 990 **Hospital Ship**

991 The hospital ship (T-AH) is a floating surgical hospital. Its mission is to provide acute medical care in  
992 support of combat operations at sea and ashore.

## 993 **PATIENT MOVEMENT**

994 Prompt movement of casualties through the evacuation system to treatment facilities is essential to  
995 decrease morbidity and mortality of battlefield casualties. A sound patient movement process ensures that  
996 patients move only as far rearward in the continuum of care as their needs dictate. This process also  
997 ensures the efficient and effective use of limited HSS assets. The NWP 4-02.2, Part A, provides a general  
998 summary of the HSS systems and specific tactics, techniques, and procedures for patient movement. For  
999 patient movement in joint operations, refer to JP 4-02.2. Patient movement is divided into two phases.

### 1000 **Evacuation**

1001 In the evacuation phase, patients are moved between point of injury or onset of disease to a facility that  
1002 can provide the necessary treatment capability.

### 1003 **Medical Regulating**

1004 Medical regulating involves the actions and coordination necessary to arrange for the movement and  
1005 tracking of patients through the levels of care. This process matches patients with a medical treatment  
1006 facility which has the necessary HSS capabilities. It also ensures that bed space is available. In the  
1007 medical regulating phase, destination MTFs are selected. These MTFs are equipped with the necessary

1008 HSS capabilities for patients being medically evacuated in, between, into, and out of different theaters of  
 1009 geographic combatant commands and CONUS.

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## Section VI. Services

1014 Various nonmateriel and administrative support activities of the services functions are described in JP 4-  
 1015 0, *Doctrine for Logistic Support of Joint Operations*, Naval Doctrine Publication (NDP) 4, *Naval*  
 1016 *Logistics*, and MCDP 4, *Logistics*. As previously discussed in chapter 1, the Marine Corps categorizes  
 1017 services functions as being either combat service support services or command services.

### 1018 CSS SERVICES

1019 The CSSE is organized to provide CSS services for other MAGTF elements in operational chains of  
 1020 command.

### 1021 Messing

1022 With the activation of food service companies in the 1<sup>st</sup>, 2d, and 3d FSSGs and the centralization of field  
 1023 messes, food service is a CSS service. Commanders with a food service T/O and T/E provide food  
 1024 service support designated by the unit mission statement. The CSSE is responsible for supplying class I  
 1025 (subsistence) to all elements of the MAGTF and providing personnel and field food service system  
 1026 support to the CE and GCE, as required. Organizational food service responsibilities include—

- 1027 • Accounting for all subsistence received from the CSSE.
- 1028 • Storing properly all semiperishable and perishable supplies.
- 1029 • Ensuring sanitation during the preparation of meals.
- 1030 • Preparing quality meals.
- 1031 • Accounting of personnel fed.
- 1032 • Filing reports.

### 1033 Field Feeding

1034 The approved Marine Corps field feeding policy is one packaged operational ration (POR) and two hot  
 1035 meals (unitized rations) per day. Deployments initially begin exclusively with PORs progressing to meals  
 1036 with unitized rations. The following rations are used to feed Marines in the field:

- 1037 • Packaged operational rations (POR) include—
  - 1038 ♦ Meal, ready-to-eat (MRE).
  - 1039 ♦ Meal, religious (Kosher and Halal).
  - 1040 ♦ Ration, cold weather (RCW)/Meal, cold weather (MCW)
  - 1041 ♦ Bread, shelf stable (BSS)
  - 1042 ♦ Ultra high temperature (UHT) milk
- 1043 • Unitized rations include—
  - 1044 ♦ Unitized group ration-heat and serve (UGR-H&S) are thermally processed, pre-prepared, shelf-
  - 1045 stable food items packaged in 50-man modules. Trained food service Marines are required to
  - 1046 prepare the UGR-H&S rations using the tray ration heating system.

- 1047 ♦ Unitized B-rations (UBRs) are semiperishable items packaged in 100-man modules that are  
1048 individually palletized. UBRs require trained food service Marines and equipment to prepare the  
1049 meals.
- 1050 ♦ Unitized group ration-B (UGR-B) are canned/dehydrated items in 50-man modules and will  
1051 replace the UBR upon depletion of UBR stock. Trained food service Marines are required to  
1052 prepare the UGR-B.

### 1053 **Coordination of Resources**

1054 The selection of food service resources depends on the operational situation. The family of rations (PORs  
1055 and unitized) were developed for any situation. Detailed food service resources planning is conducted at  
1056 the G-4/S-4 level in close coordination with food service officers, commanders, mess chiefs, and the  
1057 CSSE. See MCRP 4-11.8 A, *Marine Corps Field Feeding Program*, for more information.

### 1058 **Disbursing**

1059 Manpower restrictions and lack of mobility mandate that the committed MAGTF's disbursing support be  
1060 located in the CSSE rear area. Geographical separation of the ACE, GCE, and CSS units necessitates  
1061 collocating disbursing offices that are capable of providing the required disbursing services to both the  
1062 ACE and the GCE. These offices respond to the taskings of their respective commanders but receive  
1063 procedural direction from the MAGTF disbursing officer, who is solely responsible for all disbursing  
1064 operations.

### 1065 **Deployment Capability**

1066 Disbursing assets of the CSSE can be deployed to provide full-service disbursing support for all MAGTF  
1067 organizations. Services for a MEF in theater are provided by the FSSG disbursing sections and platoons.  
1068 This flexibility allows for the task-organizing of disbursing assets to meet the needs of the MAGTF  
1069 commander.

### 1070 **Support Phases**

1071 Disbursing support meets two primary missions in theater—the payment of MAGTF obligations and pay-  
1072 related support for deployed Marines and Sailors. Disbursing support is divided into three phases.

1073 During the initial assault phase, when the force is establishing itself ashore, required disbursing services  
1074 are minimal. Normally, the capability for payment of MAGTF obligations and/or individual emergency  
1075 payments to Marines is available. During this phase, mission accomplishment and survival divert  
1076 attention to the battlespace, and disbursing personnel may be committed to augmenting other CSS efforts.  
1077 Therefore, a minimum of personal finance records maintenance and accounting requirements are met.  
1078 When command attention turns to financial concerns, disbursing personnel ensure services are responsive  
1079 and accurate.

1080 This phase begins when the need to establish an office to provide increased service is identified. In  
1081 addition to phase one support, on-call, company-level check cashing is coordinated. The contact team  
1082 approach is used to deliver support to MAGTF elements.

1083 The third phase is usually conducted during sustained operations ashore. In addition to disbursing tasks  
1084 accomplished in phase two, phase three services include—

- 1085 • Monthly on-call paydays to noncommitted forces.
- 1086 • Guidance to the MAGTF commander on disbursing matters.
- 1087 • Public voucher payment for assets purchased and services rendered.
- 1088 • Civilian payroll support.

- 1089 • Individual personal finance records maintenance.
- 1090 • Data systems input for updating the central file, generating required reports, and submitting financial
- 1091 returns.
- 1092 • Temporary additional duty and permanent change of station travel advances and settlements.
- 1093 • Cash depository for the Marine Corps exchange, postal service, and clubs.
- 1094 • Personal and U.S. Treasury check cashing.
- 1095 • Currency conversion.
- 1096 • Cross-Service support as required.

## 1097 **Postal**

1098 Postal assets are task-organized to provide postal support for the MAGTF and attachments. These assets  
1099 include a mobile main post office and 12 mobile unit post offices. The main post office coordinates all  
1100 postal functions and locations. Each unit post office is capable of providing full postal support to a  
1101 reinforced regiment. Smaller detachments can be task-organized to support various sized MAGTFs.

1102 The bulk of postal support is located throughout the MAGTF rear area. Unit post offices provide postal  
1103 support to various CSSAs. On request from the GCE, mobile unit post offices may be located in the GCE  
1104 rear area. The ACE may also request mobile unit post offices. These mobile units can provide full or  
1105 partial postal services. In the event that postal services are not requested by the GCE or ACE, the mail  
1106 delivery for GCE rear and ACE personnel is accomplished through resupply channels. All postal units  
1107 respond to the taskings of their respective CSSE commanders but receive procedural direction from the  
1108 MAGTF postal officer, who is solely responsible for all postal operations.

1109 During amphibious operations, postal support is divided into three phases:

1110 During the assault phase, postal services generally are not available.

1111 This phase begins when the need to establish a postal unit is identified. In addition to processing  
1112 incoming and outgoing personal and official mail, unit post offices provide all postal services that are  
1113 normally available in garrison. Unit mail clerks and orderlies accomplish mail delivery to units.

1114 The third phase begins when sufficient forces are ashore to establish a rear area. In this phase, postal  
1115 assets are committed in support of the MAGTF mission and perform the following functions:

- 1116 • Advise the MAGTF commander on postal matters.
- 1117 • Route mail to and from the battle area.
- 1118 • Sell stamps and money orders.
- 1119 • Accept letters and packages for mailing.
- 1120 • Deliver and dispatch official and personal mail.
- 1121 • Establish a casualty mail section.
- 1122 • Coordinate the resupply of unit postal offices operating throughout the area. (Unit post offices are  
1123 stocked with the supplies and equipment to support regimental-sized organizations for a period of 60  
1124 days without resupply.)
- 1125 • Coordinate cross-Service support as required.

## 1126 **Exchange Services**

1127 A tactical field exchange is established when no other source of class VI support is available. The  
1128 MAGTF commander determines when to establish a tactical field exchange, but the CSSE commander  
1129 designates the site for the exchange. When needed, mobile exchanges are sent to MAGTF maneuver  
1130 elements. Following the MAGTF commander's established guidance, the CSSE commander is directly  
1131 responsible for the establishment of tactical field exchange location and mobile exchange operations.



**1132 Tactical Field Exchange Operations**

1133 A deployed tactical field exchange activity is operated as a branch of the parent Marine Corps exchange  
1134 from which the unit is deployed. All internal supplies, resale goods, and any resupply items are provided  
1135 from that parent exchange. In the event of an extended deployment and/or employment or an extensive  
1136 mobilization, exchange services will be provided by using Marine Corps Community Services (MCCS)  
1137 nonappropriated funds. Funding for equipment, supplies, and resale goods will be provided from  
1138 mobilization contingency funds. Requirements for this type of support must be referred to and Family  
1139 Readiness Division, Headquarters, Marine Corps, (MR).

**1140 Concept of Organization**

1141 Support is provided in the form of a branch store with a mobile operation of the parent Marine Corps  
1142 exchange. The field exchange is provided by the CSSE. (Only class VI supplies required to stock the field  
1143 exchange are provided by the parent Marine Corps exchange.)

**1144 Resupply**

1145 The CSSE field exchange officer initiates resupply of class VI supplies for short- term support. Resupply  
1146 class VI supply items are coordinated and shipped in the same manner as other supply blocks for  
1147 deploying units. Under normal circumstances, resupply should not be necessary during operations that  
1148 last 30 days or less. If resupply is needed, planning factors to be considered include troop strength,  
1149 mission completion date, and the time it takes to resupply.

**1150 Guidance**

1151 Marine Corps Order P1700.27A, *MCCS Policy Manual*, is the basic instructional document for Marine  
1152 Corps exchange services.

**1153 CSSE Functions**

1154 The CSSE provides exchange support for the MAGTF by—

- 1155 • Providing CSSE Marines holding military occupational specialty (MOS) 4130 or 4131 to make up the  
1156 exchange platoon.
- 1157 • Ensuring exchange platoon personnel bring with them all supplies and equipment necessary to  
1158 support the MAGTF for a period of 30 days without resupply. (The stock assortment is reviewed by  
1159 the MAGTF commander before deployment.)
- 1160 • Resupplying when necessary using the parent exchange or Marine Corps supply system. (Resupply is  
1161 dependent on availability of air and sea transportation.) Acquisition cross-Service agreements can be  
1162 used to arrange resupply from other military exchange organizations in theater, if available.
- 1163 • Determining the number and exact location of tactical field exchange facilities (dependent on the  
1164 tactical situation).

**1165 Security Support**

1166 Successful enemy action against command and control facilities and CSS installations can make it  
1167 impossible for the MAGTF commander to accomplish the assigned mission. Enemy threat, however  
1168 indirect, may be posed by conventional and/or unconventional forces. Consequently, combat support and  
1169 CSS installations to the rear of the GCE should be considered high-priority, lucrative targets. The CSSE  
1170 commanders are responsible for the security and survivability of their own units.

1171

**1172 Security Measures**

1173 All commanders must take both passive and active measures to provide security and to ensure the  
1174 continuation of their units' missions despite the threat or the initiation of enemy action. These measures  
1175 are listed in chapter 6 of this publication.

**1176 Role of the Military Police**

1177 Security support is provided by the military police units in the FSSG and MWSG. These units, however,  
1178 are insufficient to provide all security support functions simultaneously. A military police unit is an  
1179 economy-of-force unit that must be used wisely. Support is based on the concept of operations and a clear  
1180 understanding of priorities as established by higher headquarters. In support of the MAGTF, the military  
1181 police functions include—

- 1182 • Antiterrorism and force protection.
- 1183 • Maneuver and mobility support operations.
- 1184 • Area security operations.
- 1185 • Law and order operations.
- 1186 • Internment operations.

**1187 Legal Services**

1188 The FSSG, H&S battalion, legal services support section is the command entity that provides legal  
1189 services support for the MAGTF. In support of a MAGTF, legal services support tasks are normally  
1190 performed by the CSSE through one or more legal services support teams.

**1191 Legal Services Support Section and Legal Services Support Teams**

1192 These teams are employed at appropriate times and places in support of major MAGTF personnel  
1193 concentrations in the area of operations. Legal services support teams vary in number, size, and  
1194 composition depending on the—

- 1195 • Mission, size, and composition of the MAGTF.
- 1196 • Expected duration of the operation.
- 1197 • Scheme of maneuver and topography involved in the operation.

**1198 MAGTF Support**

1199 Most legal services work in support of MAGTF operations involves—

- 1200 • Injury, death, claims, and supply investigations.
- 1201 • Legal review of OPLANs.
- 1202 • Law of war training.
- 1203 • Legal assistance.
- 1204 • Nonjudicial punishment.
- 1205 • Summary and special courts-martial.

**1206 MEF Support**

1207 The MEF operations may involve the deployment of all available legal services personnel. Each major  
1208 subordinate command has an organic staff judge advocate section to ensure the coordination of legal  
1209 services support for the command and its subordinate organizations. The staff judge advocate provides  
1210 legal advice to the commander.

## 1211 **Civil Affairs Support**

1212 Civil affairs is a command responsibility involving those activities between MAGTF elements, civil  
1213 authorities, and local civilians in the area of operations. Whether assigned or task-organized, civil affairs  
1214 units are normally assigned to the MAGTF CE and function under the staff cognizance of the MAGTF G-  
1215 3/S-3. They assist in planning and conducting MAGTF civil affairs operations to implement MAGTF  
1216 civil affairs missions and goals within the MAGTF area of responsibility. For MAGTF operations, civil  
1217 affairs responsibilities are normally confined to periods of limited duration between the arrival of the first  
1218 tactical units and the termination of operations or the transfer of responsibility to Army civil affairs units.  
1219 MAGTF civil affairs activities are normally limited to those minimum essential civil-military functions  
1220 that are necessary for the accomplishment of the primary mission. Refer to JP 3-57, *Doctrine for Joint*  
1221 *Civil Affairs*, for detailed guidance on civil affairs.

1222 Civil affairs support is provided by all individuals and elements of the MAGTF to achieve the established  
1223 civil affairs goals of the command. As a subfunction of services, civil affairs support is included in the six  
1224 functional areas of CSS. Civil affairs support tasks are largely logistical in nature and generally involve  
1225 population and resource control assistance in support of MAGTF operations; however, the capability to  
1226 perform those tasks is not unique to the CSSE. Supported units also possess civil affairs support  
1227 capabilities, and the CSSE provides support beyond the supported units' organic capabilities. Marine  
1228 Corps civil affairs assets are MAGTF assets. Current Marine Corps civil affairs units reside in the  
1229 Reserve establishment.

1230 In the operating forces, designated personnel from the legal services support section provide a limited  
1231 civil affairs capability to the MAGTF commander when civil affairs assets resident in the Reserve  
1232 establishment are not available. When tasked, legal services support section personnel augment Reserve  
1233 civil affairs units or, in the absence of Reserve units, form the MAGTF civil affairs unit. When so tasked  
1234 and employed, legal services support section personnel are normally assigned to the MAGTF CE.

1235 The civil affairs function is conducted in all phases and in every geographic zone of the operation.

## 1236 **MORTUARY AFFAIRS SERVICES**

1237 Mortuary affairs is the recovery of remains and personal effects, identification of remains, and evacuation  
1238 of remains to a temporary cemetery within the theater for burial or to a mortuary facility. Mortuary  
1239 affairs services require specialized capabilities beyond those of the CSSE and the MAGTF. These  
1240 services are provided by the Army for all Services. Mortuary affairs consists of the current death program,  
1241 concurrent return program, and graves registration.

### 1242 ***Current Death Program***

1243 The current death program is in effect during peacetime and during hostilities of short duration. Remains  
1244 are moved to a collection point, then to a mortuary within or outside of the continental United States, and  
1245 finally to the person authorized to direct disposition of remains.

### 1246 ***Concurrent Return Program***

1247 The concurrent return program is in effect during wartime. Remains are moved to a collection point, then  
1248 to a theater mortuary evacuation point, next to a mortuary located in the continental United States, and  
1249 finally to the person authorized to direct disposition of remains.

### 1250 ***Graves Registration Program***

1251 The graves registration program is only used as a last resort and when ordered by the geographic  
1252 combatant commander. This program is only enacted when an overwhelming number of remains

1253 prevents normal mortuary affairs operations from occurring or when contaminated remains cannot be  
1254 decontaminated. Graves registration is under the staff cognizance of the G-1/S-1. Program objectives  
1255 include—

- 1256 • Sustained troop morale.
- 1257 • Search for and attempted recovery of remains.
- 1258 • Evacuation of remains.
- 1259 • Prompt recovery, inventory, and shipment of personal effect.
- 1260 • Prompt, accurate, and complete administrative recording and reporting.
- 1261 • Prompt, adequate care for deceased allies and enemy personnel.

1262 Within the Marine Corps and for MAGTF operations, graves registration operations are separate from  
1263 health services operations.

1264 Inherently, every small-unit leader and commander bears responsibility for providing graves registration  
1265 services. Graves registration procedures begin at the point where a Marine or Sailor dies. Formal chains  
1266 of evacuation and accountability begin at the unit level. Each battalion should establish casualty  
1267 collection teams and collection points, which are normally collocated with aid stations, to ensure that this  
1268 function is addressed. JP 4-06, *Joint Tactics, Techniques, and Procedures for Mortuary Affairs in Joint*  
1269 *Operations*, provides detailed information on this function.

## 1270 **COMMAND SERVICES**

1271 Each MAGTF element is responsible for conducting the following command services.

### 1272 **Personnel Administration**

1273 Personnel administration is an important command service conducted at all major levels of the MAGTF.  
1274 While providing personnel administration is a responsibility of the commander, this function is typically  
1275 executed under the cognizance of the unit adjutant (G-1/S-1). The G-1/S-1 takes the lead in coordinating  
1276 action between other staff functions (e.g., G-2/S-2, G-3/S-3, G-4/S-4). It is also responsible for all unit  
1277 personnel matters to include the following personnel-related functions:

- 1278 • Graves registration.
- 1279 • EPWs handling procedures.
- 1280 • Civilian personnel matters; e.g., contractors, civilian employees, refugees.
- 1281 • Interior management.
- 1282 • Discipline, law, and order.

1283 The G-1/S-1 is responsible for preparing annex E to the MAGTF OPORD which sets forth the personnel  
1284 requirements for the MAGTF. This document provides higher and subordinate headquarters with a  
1285 general understanding of how personnel support will be provided for the MAGTF. Normally, annex E is  
1286 prepared only at the MAGTF and higher headquarters level.

1288 Annex E should address coordination and support with agencies external to the MAGTF. It should also  
1289 address any inter-Service support or host country agreements. The following areas should be addressed in  
1290 annex E:

1291

- 1292 • Relationships with the International Red Cross.
- 1293 • Arrangements for transfer of prisoners of war between Services or acceptance of prisoners of war
- 1294 from Allied forces.
- 1295 • Reports of law of war violations.
- 1296 • Currency and credit controls.
- 1297 • Use of U.S. citizen civilian personnel.
- 1298 • Procurement and administration of non-U.S. citizen labor.
- 1299 • Joint replacement depots.
- 1300 • Joint, centralized graves registration procedures.
- 1301 • Provision of common-user MCCA morale, welfare, and recreation (MWR) services and facilities.
- 1302 • Provision of postal and courier services.

### 1303 **Religious Ministries Support**

1304 Religious ministries support performs ecclesiastic functions and provides both faith-based and  
1305 nondenominational counseling and guidance for all personnel. This serves to promote the spiritual,  
1306 religious, ethical, moral, corporate, and personal well-being of Marines, Sailors, and their family  
1307 members thereby enhancing personal, family, and unit readiness of the Marine Corps. Chaplains are  
1308 assigned as principal staff officers to provide commanders with professional advice and counsel on  
1309 religious, spiritual, and ethical issues. MCWP 6-12 w/ change 1, *Religious Ministry Support in the US*  
1310 *Marine Corps*, addresses religious ministries support in detail.

### 1311 **Financial Management**

1312 The Marine Corps founded its philosophy of financial management on the principle that financial  
1313 management is inseparable from command.

#### 1314 ***Responsibilities***

1315 The commander must make vital fiscal decisions and keep financial management in proper perspective as  
1316 a part of balanced staff action. In this regard, the commander should recognize that financial management  
1317 has no bearing on the determination of mission, but rather is a primary consideration in determining both  
1318 the means and the time-phasing of mission accomplishment. The commander has two types of financial  
1319 responsibility-command and legal.

1320 Command financial responsibility parallels the commander's other responsibilities. The commander is  
1321 tasked with controlling and administering of funds granted to perform the mission.

1322 When in receipt of an allotment or operating budget, the commander is legally responsible for the proper  
1323 receipt and obligation of those appropriated funds.

#### 1324 ***Management Operations***

1325 Financial management operations within the operating forces are divided into four fundamental areas-  
1326 budgeting, accounting, disbursing, and auditing. To assist the commander in the accomplishment of these  
1327 functions a general staff-level financial organization, the comptroller, is established at each major  
1328 command. Commanders at lower echelons normally assign the additional duty of fiscal officer to a  
1329 special staff officer (e.g., the supply officer) or an organizational staff officer (e.g., the S-4). The  
1330 comptroller (or fiscal officer) acts as the principal financial advisor to the commander.

## 1331 **Communications and Information Systems**

1332 Communications and information systems collect, process, or exchange information. Under the  
1333 cognizance of each element or subordinate organization G-6/S-6, these systems play an essential role in  
1334 supporting command and control of the MAGTF.

1335 In the past, communications and data processing were separate functional activities. The MAGTF CSSE  
1336 played a significant role in MAGTF communications and data processing by providing garrison and  
1337 forward-deployed centralized mainframe support of MAGTF automated information systems. However,  
1338 network-based, functional area data processing applications on individual desktop computers throughout  
1339 the MAGTF are becoming the norm. As a consequence, the communications and data processing support  
1340 functions have been merged. In addition, MAGTF staff and functional area managers-including the  
1341 logisticians-are becoming responsible for effectively using their computers and coordinating with their  
1342 organizational G-6/S-6 for computer equipment maintenance and connectivity. See MCWP 6-22,  
1343 *Communications and Information Systems*, for a comprehensive discussion of this topic.

## 1344 **Billeting**

1345 Billeting provides safe and sanitary living quarters for assigned personnel and billet assignments are  
1346 based on the operational circumstances. Commanders exercise their billeting responsibility through  
1347 subordinate unit leaders. The commander's logistics officer (G-4/S-4) normally has staff cognizance of  
1348 billeting facilities support. Billeting options include—

- 1349 • Family housing in garrison.
- 1350 • Bachelor quarters in garrison.
- 1351 • Berthing compartments on ships.
- 1352 • Tents in the field.
- 1353 • Rough bunkers in combat.
- 1354 • Fighting holes in combat.

## 1355 **Band**

1356 Traditionally, band members are trained in combat arms and may be used in a variety of roles, such as  
1357 augmenting the headquarters defense in a combat environment. Designated major commands employ a  
1358 military band to—

- 1359 • Render honors.
- 1360 • Provide military pomp at ceremonies.
- 1361 • Perform on other occasions to raise or sustain morale.

## 1362 **MCCS MWR**

1363 Activities, such as movies, special live-entertainment shows, and unit-level parties, are MCCS MWR  
1364 opportunities used to relieve the stress and tedium of military operations. MCCS is managed through  
1365 command channels, with access to funds and support starting at the unit level. Although MCCS MWR  
1366 activities are desirable, they should not interfere with mission accomplishment.

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# APPENDIX A

## LOGISTIC AND COMBAT SERVICE SUPPORT

### TASK ORGANIZATION GUIDE

Function	Capabilities			
	CE	ACE	GCE	CSSE
<u>Supply</u> Requirements Procurement Storage Distribution Salvage	Capable of internal ground supply tasks.	Group/squadrons capable of internal ground supply tasks.  MALS performs aviation supply tasks.	Regimental headquarters, battalions, and separate companies capable of internal ground supply tasks.	Battalions capable of internal ground supply tasks.  Supply battalion provides ground supply support for the MAGTF.
<u>Maintenance</u> Inspection and classification Service, adjustment, tuning Testing and calibration Repair Modification Rebuilding and overhaul Reclamation Recovery and evacuation	Capable of authorized maintenance tasks, first through limited third echelon, on assigned ground equipment.	Groups/squadrons capable of authorized maintenance tasks, first through limited third echelon, on assigned ground equipment.  Squadrons perform organizational maintenance on assigned aircraft.  MALS performs intermediate and limited depot maintenance on supported aircraft.	Organizations capable of authorized maintenance tasks, first through limited third echelon, on assigned ground equipment.	Battalions capable of authorized maintenance tasks, first through limited third echelon, on assigned ground equipment.  Maintenance battalion provides third and limited fourth echelon maintenance support for designated MAGTF ground equipment, as well as second and third echelon maintenance services to supported MAGTF organizations whose requirements exceed organic capabilities.  Medical battalion performs maintenance on MAGTF class VIII (medical) materiel.

5

5

Function	Capabilities			
	CE	ACE	GCE	CSSE
<p><u>Transportation</u></p> <p>Embarkation</p> <p>Landing support</p> <p>Port and terminal operations</p> <p>Motor transport</p> <p>Air delivery</p> <p>Freight/passenger transportation</p> <p>MHE</p>	<p>Capable of preparing assigned personnel, equipment, and supplies for air and/or surface embarkation; limited capability for ground transport using organic light and medium trucks.</p>	<p>General capability for preparing assigned personnel, equipment, and supplies for air or surface embarkation.</p> <p>Capable of managing terminal operations and providing air transport for selected passengers and cargo.</p> <p>Most organic ground transport centralized in the MWSSs.</p>	<p>Capable of preparing assigned personnel, equipment, and supplies for air and/or surface embarkation.</p> <p>Limited capability for ground transport using organizational light and medium trucks, reinforced as necessary with medium trucks from the truck company of the H&amp;S battalion.</p>	<p>Capable of preparing assigned personnel, equipment, and supplies for air and/or surface embarkation.</p> <p>Support battalion provides landing support, air delivery, port and terminal operations, medium- and heavy-truck transportation of freight and passengers, and MHE.</p>
<p><u>General Engineering</u></p> <p>Engineer reconnaissance</p> <p>Construction</p> <p>Facilities maintenance</p> <p>Demolition/obstacle removal</p> <p>EOD</p>	<p>Limited organic capability, focused on establishing and running field command posts.</p>	<p>ACE capability for general engineering tasks is centralized in the MWSSs and focused on support of airfield operations.</p>	<p>Limited organic engineering capability for combat support tasks is centralized in the combat engineer battalion.</p>	<p>Engineer support battalion provides MAGTF capabilities for general engineering tasks and can also reinforce MWSSs and the combat engineer battalion if necessary.</p>
<p><u>Health Services</u></p> <p>Health maintenance</p> <p>Casualty collection</p> <p>Casualty treatment</p> <p>Temporary casualty holding</p> <p>Casualty evacuation</p>	<p>Limited organic capability for health care and unit-level casualty care and evacuation.</p>	<p>Organic capability for health care and unit-level casualty care and evacuation in separate squadrons and groups.</p> <p>Aviation medical services available in aircraft groups.</p>	<p>Organic capability for health maintenance and unit-level casualty care and evacuation in regimental headquarters, battalions, and separate companies.</p>	<p>Organic capability for health maintenance and unit-level casualty care and evacuation in all battalions.</p> <p>Medical battalion provides shock-trauma and surgical support to the MAGTF. Dental battalion provides dental services for the MAGTF.</p>

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6

Function	Capabilities			
	CE	ACE	GCE	CSSE
<p><b>Services</b></p> <p>CSS</p> <p>Messing</p> <p>Disbursing</p> <p>Postal services</p> <p>Exchange services</p> <p>Security support</p> <p>Legal services support</p> <p>Civil affairs support</p> <p><u>Mortuary Affairs</u>Graves registration</p> <p><i>Command</i></p> <p>Personnel administration</p> <p>Religious ministries</p> <p>Financial management</p> <p>Information services</p> <p>Communications</p> <p>Billetinging</p> <p>Band</p> <p><u>Marine Corps Community Services</u> Morale, welfare, and recreation</p>	<p>Limited organic capabilities for messing, postal, security, and legal services.</p> <p>Capable of organic command support functions for assigned personnel and organizations; at the MEF level the CE may be required to organize, train, and equip a band</p>	<p>Appropriate organic capabilities for messing, disbursing, postal, security, and legal services; civil affairs; and graves registration in separate squadrons and groups.</p> <p>Capable of organic command support functions for assigned personnel and organizations; at the MAW level the ACE may be required to organize, train, and equip a band.</p>	<p>Appropriate organic capabilities for messing, disbursing, postal, security, and legal services, and graves registration in regimental headquarters and battalions.</p> <p>Capable of organic command support functions for assigned personnel and organizations; at the division level the GCE may be required to organize, train, and equip a band.</p>	<p>Appropriate organic capabilities for messing, disbursing, postal, security, and legal services; civil affairs; and graves registration in all battalions.</p> <p>H&amp;S battalion provides additional support in all services to the MAGTF.</p> <p>Capable of organic command support functions for assigned personnel and organizations; normally the FSSG will not be tasked with organizing, training, and equipping a band.</p>
<p>1. The CE and the GCE contain organic capabilities for internal ground logistic functions per applicable T/Os and T/Es.</p> <p>2. The ACE contains organic capabilities for internal ground-common and aviation-peculiar logistic functions per applicable T/Os and T/Es.</p> <p>3. The CSSE contains organic capabilities for both internal and external; i.e., MAGTF support ground logistic functions in accordance with applicable T/Os and T/Es.</p>				

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1 **APPENDIX B**  
2 **LOGISTIC/COMBAT SERVICE SUPPORT ESTIMATE**

3 CLASSIFICATION

4 Copy no. \_\_\_\_ of \_\_\_\_ copies  
5 OFFICIAL DESIGNATION OF COMMAND  
6 PLACE OF ISSUE  
7 Date/time group  
8 Message reference number

9 LOGISTIC/COMBAT SERVICE SUPPORT ESTIMATE (U)

10 (U) REFERENCES: As appropriate to the preparation of the estimate.

11 1. (U) Mission

12 a. (U) Basic Mission. State the mission of the command as a whole.

13 b. (U) Purpose of the Estimate

14 (1) (U) Determine if combat service support (CSS) capabilities are sufficient to support  
15 proposed courses of action (COAs).

16 (2) (U) Determine which COA is most desirable from a logistic and/or CSS standpoint.

17 (3) (U) Determine what measures must be taken by the commander to overcome logistic  
18 and/or CSS problems and/or limiting factors in supporting each COA.

19 2. (U) Situations and Considerations

20 a. (U) Enemy Forces

21 (1) (U) Present Disposition of Major Elements. Refer to the Intelligence Estimate.

22 (2) (U) Major Capabilities. List enemy capabilities that are likely to affect friendly logistic  
23 and/or CSS matters.

24 (3) (U) Other Capabilities and/or Limitations. List enemy capabilities and/or weaknesses that are  
25 likely to affect the logistic and/or CSS or tactical situation.

26 b. (U) Own Forces

27 (1) (U) Present Disposition of Major Combat and Combat Support Elements. May be shown as a  
28 situation map or an overlay appended as an annex with reference to the Aviation Combat Element (ACE)  
29 Logistic/CSS Estimate by including the statement "See also Aviation Combat Element Logistic/CSS  
30 Estimate."

(page number)

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## CLASSIFICATION

- 31 (2) (U) COAs. State the tactical COAs that are under consideration.
- 32 c. (U) Characteristics of the Area. List those characteristics that are likely to affect the logistic  
33 and/or CSS situation such as weather, terrain, hydrography, communications routes, and  
34 local resources.
- 35 d. (U) Current Logistic and/or CSS Status. Give a brief description of the current logistic  
36 and/or CSS status, including any planned or known changes before and during the period  
37 covered by the estimate. The following subparagraphs address typical CSS areas of concern.  
38 If possible, state specific quantities.
- 39 (1) (U) CSS Organizations and Task Organizations. Each organic CSS organization or task  
40 organization is described using the following format:
- 41 (a) (U) Locations. May be an overlay.
- 42 (b) (U) Missions and/or Tasks
- 43 (c) (U) Task Organizations and Command Relationships
- 44 (d) (U) General Capabilities and Status. Capabilities and status are described in terms  
45 of task organization using the applicable categories listed in paragraphs (2) through (13)  
46 below.
- 47 (e) (U) Tactical Responsibilities. List if any.
- 48 (f) (U) Communications and Automated Data Processing Systems Support  
49 Arrangements
- 50 (2) (U) Personnel
- 51 (a) (U) Strengths. Identify strengths of each major subordinate unit.
- 52 (b) (U) Replacements. Identify replacements on hand, replacements to be received, and  
53 the quality of the replacements.
- 54 (c) (U) Morale. determine the level of fighting spirit, significant factors affecting  
55 current morale, religious and welfare matters, and awards.
- 56 (d) (U) Personal Services Support. Identify the required exchange, postal, recreational,  
57 and special services support.
- 58 (e) (U) Military Justice. Identify court martial and correction facilities.
- 59 (f) (U) Personnel Procedures. List significant items, if any.
- 60 (3) (U) Supply. Identify procurement, storage, distribution, and salvage methods.
- 61 (4) (U) Maintenance. Determine management, operations, and workload.

## CLASSIFICATION

- 62 (5) (U) Transportation. Identify motor transport, helicopters, amphibious vehicles, and  
63 cargo aircraft; motor transport convoy control; and main supply routes.
- 64 (6) (U) Engineer Support. Identify construction and maintenance of roads, bridges, airfields,  
65 helicopter landing sites, bulk fuel sites and pipelines, camps, and utilities (including bath,  
66 fumigation, laundry, electrical power, and water points).
- 67 (7) (U) Landing Support. Identify beach, landing zone, and air delivery support operations.
- 68 (8) (U) Medical and/or Dental. Identify preventive medicine, graves registration and  
69 casualty collection, evacuation (including evacuation policy), and hospitalization support.
- 70 (9) (U) Military Police. Identify the number on hand and evacuation procedures for  
71 prisoners of war, the straggler rates and control, and the traffic control methods.
- 72 (10) (U) Civilian Employees. Identify the number, restrictions on use, and organization of  
73 civilian employees.
- 74 (11) (U) Civil Affairs Support. Identify CSS of the civil affairs effort.
- 75 (12) (U) Automated Data Processing Systems. Identify management, operations, and  
76 support of command automated data processing systems support.
- 77 (13) (U) Miscellaneous. Identify food services, materials handling equipment, and financial  
78 management (disbursing, budgeting, and accounting) methods.
- 79 e. (U) Assumptions. State those assumptions made for the preparation of this estimate. An  
80 example of the critical assumption is the estimation of the length of time for the entire operation  
81 and for each COA (if different).
- 82 f. (U) Special Factors. List items not covered elsewhere, such as state of training of CSS  
83 personnel or task organizations.
- 84 3. (U) Analysis. Under each of the following categories, analyze each COA that is under consideration  
85 in light of all significant factors to determine problems that may arise, measures necessary to resolve  
86 those problems, and any limiting factors that may exist.
- 87 a. (U) Course of Action #1
- 88 (1) (U) Logistic and/or CSS Organizations and Task Organizations. Describe each organic  
89 logistic and/or CSS organization or task organization using the following format.
- 90 (a) (U) Locations. May be an overlay.
- 91 (b) (U) Missions and/or Tasks
- 92 (c) (U) Task Organizations and Command Relationships
- 93 (d) (U) General Capabilities and Status. Describe capabilities and status in terms of task  
94 organization using the applicable categories listed in paragraphs (2) through (13) below.

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CLASSIFICATION

## CLASSIFICATION

- 95 (e) (U) Tactical Responsibilities. If any.
- 96 (f) (U) Communications and Automated Data Processing Systems Support  
97 Arrangements
- 98 (2) (U) Personnel
- 99 (a) (U) Strengths. Identify the strengths of each major subordinate unit.
- 100 (b) (U) Casualties. Determine expected casualties for this COA.
- 101 (c) (U) Replacements. Identify replacements on hand, replacements to be received, and  
102 the quality of the replacements.
- 103 (d) (U) Morale. Identify significant factors affecting current morale, religious and  
104 welfare matters, and awards.
- 105 (e) (U) Personal Services Support. Identify exchange, postal, and recreation and/or  
106 special services support.
- 107 (f) (U) Personnel Procedures. List significant items, if any.
- 108 (3) (U) Supply. Identify procurement, storage, distribution, and salvage methods.
- 109 (4) (U) Maintenance. Identify management, operations, and workload.
- 110 (5) (U) Transportation. List motor transport, helicopters, amphibious vehicles, and cargo  
111 aircraft; motor transport convoy control; and main supply routes.
- 112 (6) (U) Engineer Support. Identify construction and maintenance of roads, bridges,  
113 airfields, helicopter landing sites, bulk fuel sites and pipelines, camps, and utilities  
114 (including bath, fumigation, laundry, electrical power, and water points.)
- 115 (7) (U) Landing Support. Identify beach, landing zone, and air delivery support operations.
- 116 (8) (U) Medical and/or Dental. Identify preventive medicine, graves registration, casualty  
117 collection, evacuation (including evacuation policy), and hospitalization support.
- 118 (9) (U) Military Police. Identify the number on hand and evacuation procedures for  
119 prisoners of war, the straggler rates and control, and the traffic control methods.
- 120 (10) (U) Civilian Employees. Identify the number, restrictions on use, and organization of  
121 civilian employees.
- 122 (11) (U) Civil Affairs Support. Identify the CSS of the civil affairs effort.
- 123 (12) (U) Automated Data Processing Systems. Identify management, operations, and  
124 command automated data processing systems support.

CLASSIFICATION

125 (13) (U) Miscellaneous. Identify food services, material handling equipment, and financial  
126 management (disbursing, budgeting, and accounting) methods.

127 b. (U) Course of Action #2. Same subparagraphs as shown for COA #1.

128 c. (U) Course of Action #3. Same subparagraphs as shown for COA #1.

129 4. (U) Evaluation. Based on the foregoing analyses, summarize and compare the advantages and  
130 disadvantages of each COA under consideration from a logistic and/or CSS standpoint.

131 5. (U) Conclusion

132 a. (U) Preferred Course of Action. State which COA, if any, can best be supported from a  
133 logistic and/or CSS standpoint.

134 b. (U) Major Disadvantages of Other Courses of Action. State whether any or all of the  
135 remaining COAs can be supported from a logistic and/or CSS standpoint, citing the  
136 disadvantages that render them less desirable.

137 c. (U) Logistic and/or CSS Problems and Limitations. Cite any significant logistic and/or CSS  
138 problems to be resolved and any limitations to be considered in each COA.

139 d. (U) Decision or Action. State those measures that are necessary to resolve those logistic and/or  
140 CSS problems cited above.

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142 /s/ \_\_\_\_\_

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145 ANNEXES: (As required)

1 **APPENDIX C**  
2 **ANNEX D (LOGISTICS/COMBAT SERVICE SUPPORT)**

3 CLASSIFICATION

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6 PLACE OF ISSUE  
7 Date/time group  
8 Message reference number

9 ANNEX D TO OPERATION ORDER OR PLAN (NUMBER) (OPERATION CODEWORD) (U)  
10 LOGISTICS/COMBAT SERVICE SUPPORT (U)

11 (U) REFERENCES: Cite references necessary for a complete understanding of this annex.

12 1. (U) Situation

13 a. (U) Enemy. Refer to Annex B (Intelligence). Provide available information on enemy  
14 actions or intent to conduct actions to disrupt or degrade envisioned friendly logistic and combat  
15 service support (CSS) operations. Include information on enemy capabilities or assets that can  
16 augment friendly logistic and CSS operations.

17 b. (U) Friendly. List supporting logistic or CSS organizations not subordinate to the force and  
18 the specific missions and tasks assigned to each.

19 c. (U) Infrastructure. Refer to Annex B (Intelligence). Provide information on existing  
20 infrastructure, such as ports, factories, fuel and water sources, and lines of communications that  
21 can be used to support friendly logistic and CSS operations.

22 d. (U) Attachments and Detachments. Refer to Annex A (Task Organization). List other  
23 Service and nation logistic and CSS units attached to the force. List all Marine Corps logistic  
24 and CSS units detached to support other friendly forces.

25 e. (U) Assumptions. State realistic assumptions and consider the effect of current operations on  
26 logistic capabilities.

27 f. (U) Resource Availability. Identify significant competing demands for logistic resources  
28 where expected requirements may exceed resources. Include recommended solutions within  
29 resource levels available for planning, if any, and reasonably assured host nation support.

30 g. (U) Planning Factors. Refer to and use approved planning factors and formulas, except when  
31 experience or local conditions dictate otherwise. When deviating from planning factors, identify  
32 the factors and the reason.

33 2. (U) Mission. State in a clear and concise manner the mission of the logistic and CSS forces and the  
34 logistic objectives that support accomplishment of the command's purpose and tasks.

## CLASSIFICATION

- 35 3. (U) Execution
- 36 a. (U) Concept of Logistics and Combat Service Support. State the concept for logistic and  
37 CSS operations necessary to implement the order or plan. Describe how the logistic and CSS  
38 assets will be organized and positioned to execute the mission. The concept may include  
39 planned employment of other Service and nation logistic and CSS forces, host nation support  
40 logistic capabilities, or operation of the lines of communications.
- 41 b. (U) Tasks
- 42 (1) (U) Assign logistic and CSS responsibilities to subordinate logistic organizations.
- 43 (2) (U) Identify and assign responsibility for logistics and CSS required from other  
44 commands, Services, or nations.
- 45 (3) (U) Identify and assign responsibility for logistics and CSS required for forces assigned  
46 or attached from other commands, Services, or nations.
- 47 (4) (U) Identify and assign responsibility for logistics and CSS required for Marine Corps  
48 forces assigned or attached to other commands, Services, or nations.
- 49 (5) (U) Assign responsibilities to support joint boards and committees, such as  
50 transportation and procurement, and other Services or nations providing services.
- 51 4. (U) Administration and Logistics
- 52 a. (U) Logistics and Combat Service Support
- 53 (1) (U) Supply. Refer to Appendix 7 (Supply). Summarize the following, in coordination  
54 with supporting commanders and Service component commanders, if different from standard  
55 planning factors. Place detailed discussions in appendices and listings of supply depots,  
56 terminals, and lines of communications in tabs or the appropriate appendixes.
- 57 (a) (U) Distribution and Allocation
- 58 1 (U) Purpose, location, and projected displacement of main and alternate supply  
59 depots or points and supporting terminals and ports to be used or considered.
- 60 2 (U) Prepositioned logistic resource allocation.
- 61 3 (U) Existing terminals and lines of communications and the known or estimated  
62 throughput capability. Indicate the time-phased expansion necessary to support the  
63 plan.
- 64 4 (U) Indicate anticipated shortfalls.
- 65 5 (U) Indicate common user logistic supply support responsibilities and  
66 arrangements.
- 67 (b) (U) Level of Supply

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- 68            1 (U) Indicate the time-phased operating and safety levels required to support the  
69            plan.
- 70            2 (U) Indicate the war reserve materiel requirements to support the  
71            time-phased deployments pending resupply.
- 72            3 (U) Specify significant special arrangements required for materiel support beyond  
73            normal supply procedures.
- 74            4 (U) Indicate anticipated shortfalls.
- 75            5 (U) Indicate common user logistic supply support responsibilities and  
76            arrangements.
- 77            (c) (U) Salvage. Provide instructions for, and identify the logistic impact of collection,  
78            classification, and disposition of salvage.
- 79            (d) (U) Captured Enemy Materiel. Provide instructions for the collection, classification,  
80            and disposition of enemy materiel. See Annex B (Intelligence) for further guidance. See  
81            Appendix 10 to Annex B (Intelligence) for specific instructions for the disposition of  
82            captured enemy cryptographic equipment.
- 83            (e) (U) Local Acquisition of Supplies and Services. See JP 4-01 and the current version  
84            of DOD Instruction 3020.37, *Continuation of Essential DOD Contractor Services*  
85            *During Crisis*.
- 86            1 (U) Identify acquisition of goods and services in the following categories:
- 87                a (U) The general categories of materiel and services that are available and  
88                contemplated as a supplement to regular sources.
- 89                b (U) Those that may be used as emergency acquisition sources.
- 90            2 (U) Make a statement concerning the dependability of the local acquisition or  
91            labor source in each of the above categories and the joint or Service element that  
92            will obtain or manage these resources.
- 93            3 (U) State that all essential contractor services, to include new and existing  
94            contracts, have been reviewed to determine which services will be essential to  
95            OPLAN execution. Make a statement concerning the existence of contingency plans  
96            to ensure the continuation of these essential services.
- 97            (f) (U) Petroleum, Oils, and Lubricants. Refer to Appendix 1 (Petroleum, Oils, and  
98            Lubricants Supply).
- 99            (2) (U) External Support. Refer to Appendix 11 (External Support). Provide the required  
100            planning information including type and quantity of support and instructions where inter-  
101            Service and cross-Service arrangements for common supply and service support are  
102            appropriate.

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## CLASSIFICATION

- 103 (a) (U) Summarize major support arrangements that are presently in effect or that will  
104 be executed in support of the plan.
- 105 (b) (U) Include significant inter-Service and cross-Service support arrangements. Refer  
106 to appropriate annexes or appendixes.
- 107 (c) (U) Include foreign and host nation support.
- 108 (3) (U) Maintenance
- 109 (a) (U) General. Refer to Appendix 12 (Maintenance).
- 110 (b) (U) Specific Guidance
- 111 1 (U) Include sufficient detail to determine the requirements for maintenance  
112 facilities needed to support the plan.
- 113 2 (U) Indicate the level of maintenance to be performed and where it is to occur,  
114 including host nation or contractor facilities, if applicable.
- 115 (4) (U) Transportation
- 116 (a) (U) General. Refer to Appendix 4 (Mobility and Transportation). Provide general  
117 planning or execution guidance to subordinate and supporting organizations to  
118 facilitate transportation of the force and its sustainment. This can include movement  
119 and use priorities.
- 120 (b) (U) Mobility Support Force and Movement Feasibility Analysis. Provide an  
121 estimate of the mobility support and movement feasibility of the plan. Include in the  
122 analysis any appropriate remarks affecting mobility and transportation tasks. Consider  
123 the availability of adequate lift resources for movements of personnel and equipment,  
124 airfield reception capabilities, seaport and aerial port terminal capabilities, and port  
125 throughput capabilities. Also, consider any features that will adversely affect movement  
126 operations, such as the effect of deployment or employment of forces and materiel on  
127 airfield ramp space (to include possible host nation support).
- 128 (5) (U) General Engineering Support Plan. Refer to Appendix 13 (General Engineering).  
129 State the rationale if Appendix 5 (Civil Engineering Support Plan) is not prepared. Indicate  
130 the general engineering support activities applicable to the basic operation order or plan and  
131 the policies for providing these services.
- 132 (6) (U) Health Services. Refer to Appendix 9 (Health Services).
- 133 (7) (U) Services. Refer to Appendix 8 (Services).
- 134 (8) (U) Mortuary Affairs. Refer to Appendix 2 (Mortuary Affairs) or, if not used, indicate  
135 the mortuary affairs activities applicable to the OPORD or OPLAN and policy for  
136 providing these affairs.

CLASSIFICATION

137 (9) (U) Ammunition. Refer to Appendix 6 (Nonnuclear Ammunition) or if not used, discuss  
 138 any critical ammunition issues that may affect the ability of the force to accomplish the  
 139 mission.

140 (10) (U) Aviation Logistic Support. Refer to Appendix 10 (Aviation Logistic Support) or  
 141 Annex D (Logistics/Combat Service Support) of the aviation combat element OPORD or  
 142 OPLAN. Critical aviation logistic and CSS support issues may be discussed if they affect the  
 143 ability of the force to accomplish the mission.

144 (11) (U) Operations Security Planning Guidance for Logistics. Refer to Tab C (Operations  
 145 Security) to Appendix 3 (Information Operations/ Command and Control Warfare) to Annex  
 146 C (Operations). Provide comprehensive operations security planning guidance for planning,  
 147 preparing, and executing logistic and CSS activities. At a minimum, address base, facility,  
 148 installation, logistic stocks, physical, and lines of communications security. Provide  
 149 guidance to ensure that logistic and CSS activities promote essential secrecy for operational

150 intentions, capabilities that will be committed to specific missions, and current preparatory  
 151 operational activities.

152 b. (U) Administration. Include general administrative guidance to support logistic and CSS  
 153 operations for the basic operation order or plan. If reports are required, specify formats for  
 154 preparation, time, methods, and classification of submission.

155 5. (U) Command and Signal

156 a. (U) Command Relationships. Refer to Annex J (Command Relationships) for command  
 157 relationships external to logistic units. Provide support relationships.

158 b. (U) Communications and Information Systems. Refer to Annex K (Combat Information  
 159 System) for detailed communications and information systems requirements. Provide a general  
 160 statement of the scope and type of communications required.

161 ACKNOWLEDGE RECEIPT

162		Name
163		Rank and Service
164		Title

165 APPENDIXES

- 166 1 - Petroleum, Oils, and Lubricants Supply
- 167 2 - Mortuary Affairs
- 168 3 - Sustainability Analysis
- 169 4 - Mobility and Transportation
- 170 5 - Civil Engineering Support Plan
- 171 6 - Nonnuclear Ammunition
- 172 7 - Supply
- 173 8 - Services
- 174 9 - Health Services
- 175 10 - Aviation Logistic Support (Normally provided in the aviation combat
- 176 element plan or order.)

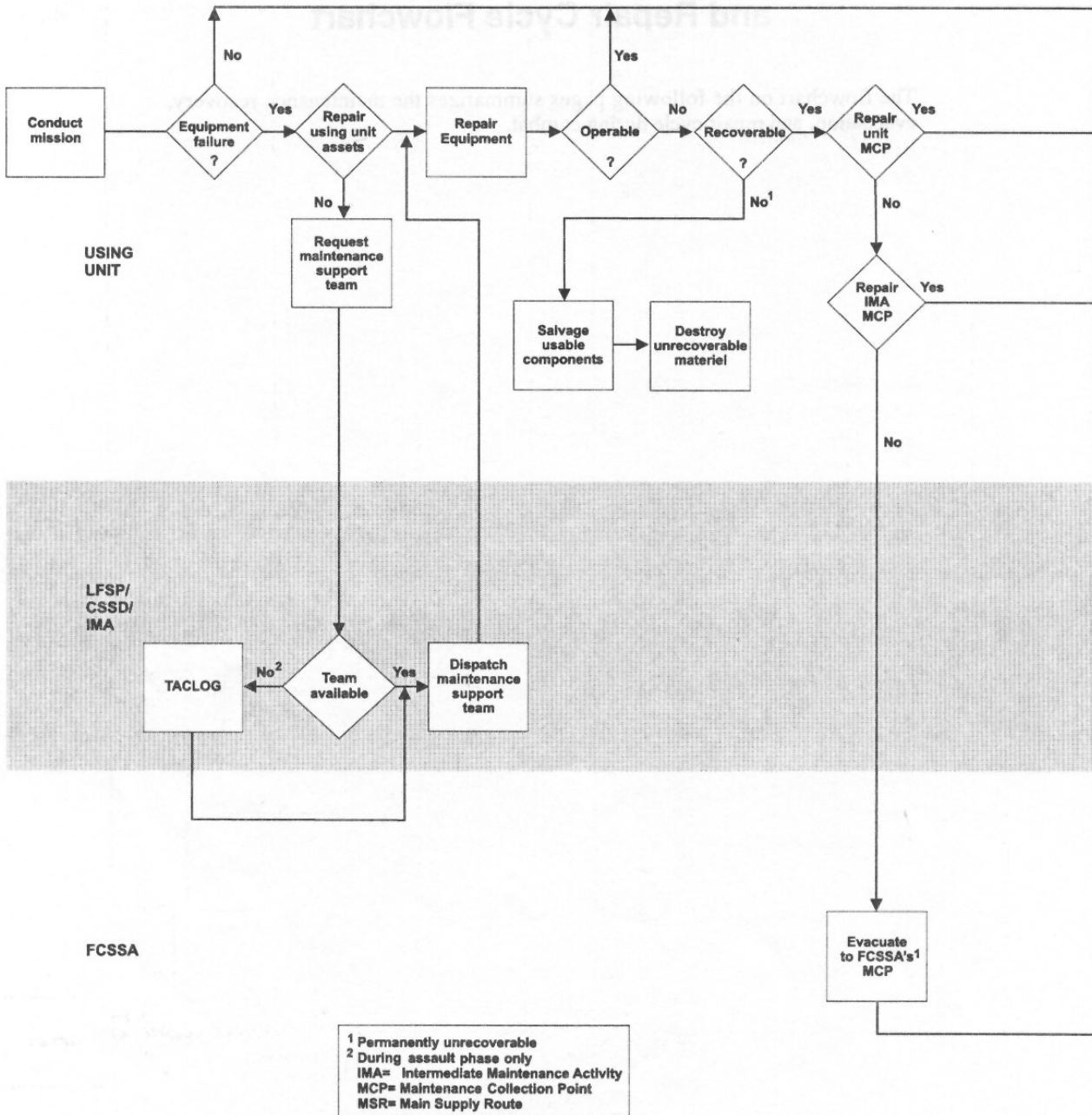
(page number)

CLASSIFICATION

- 177 11 - External Support
- 178 12 - Maintenance
- 179 13 - General Engineering
- 180
- 181 OFFICIAL:
- 182 s/
- 183 Name
- 184 Rank and Service
- 185 Title

1  
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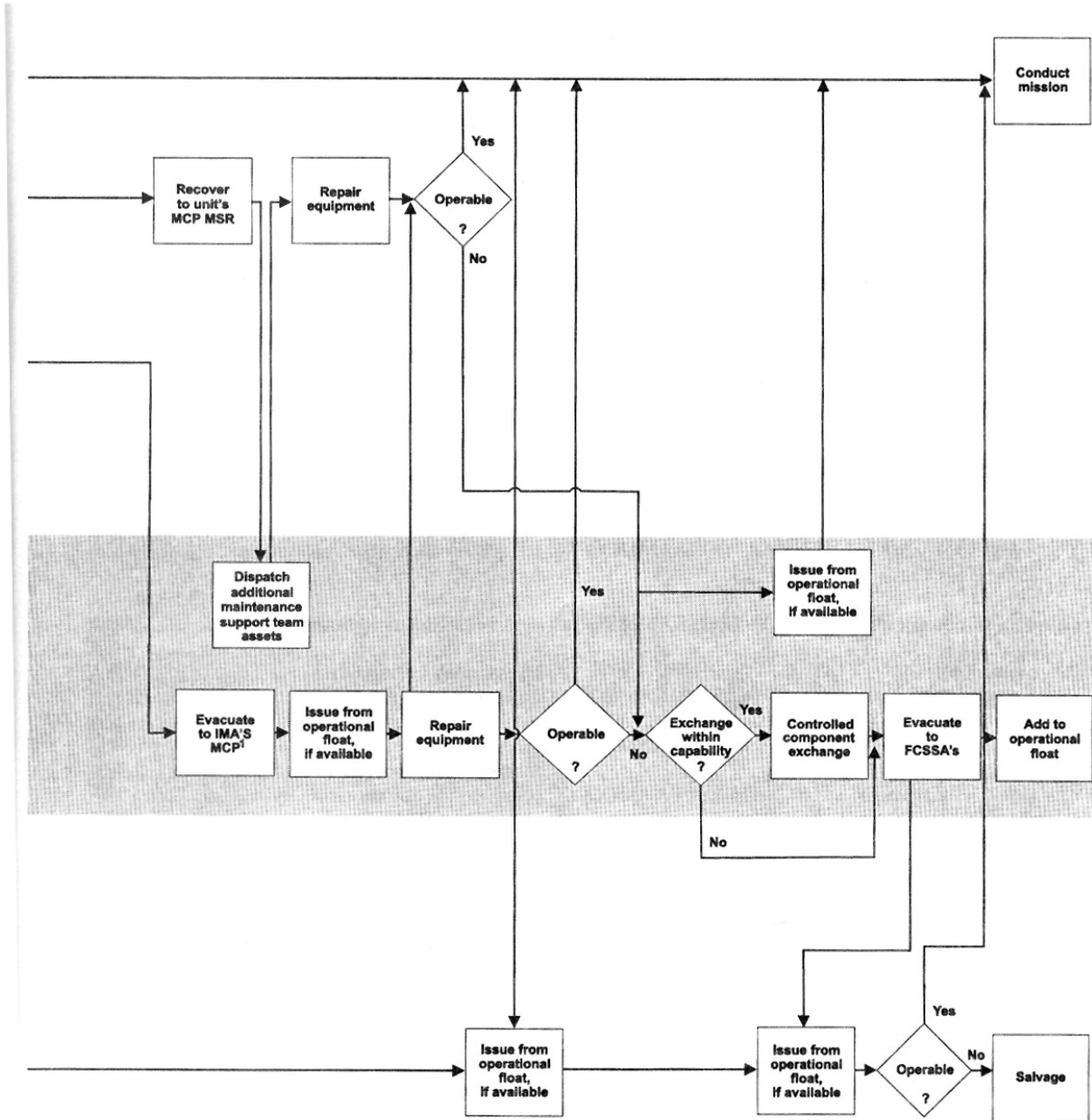
**APPENDIX D**  
**MAINTENANCE RECOVERY, EVACUATION,**  
**AND REPAIR CYCLE DURING COMBAT**



4

5

6



# APPENDIX E MOVEMENT ORDER

## CLASSIFICATION

Copy no. \_\_\_\_ of \_\_\_\_ copies  
OFFICIAL DESIGNATION OF COMMAND  
PLACE OF ISSUE  
Date/time group  
Message reference number

APPENDIX 4 TO ANNEX D TO OPERATION ORDER OR PLAN (NUMBER) (OPERATION  
CODEWORD) (U)  
HIGHWAY REGULATION PLAN (U)

- (U) REFERENCES:
- a. Any relevant plans or orders.
  - b. Required maps and charts.
  - c. TCP and other relevant documents.
1. (U) Situation. Include information affecting movement.
  2. (U) Mission. Include provisions of effective highway regulation, reporting, support of operations, and coordination of movement and maneuver. Identify organizations responsible for controlling routes.
  3. (U) Execution
    - a. (U) Concept of Movements. Briefly state the highway regulation concept and coordination of movements and maneuver and battlefield circulation control.
    - b. (U) Tasks to Subordinate Units
      - (1) (U) Units perform route reconnaissance or get information from TCP pertaining to theater route network.
      - (2) (U) Units responsible for abiding by all policies and procedures listed in the plan.
    - c. (U) Coordinating Instructions. Address coordination of use of MSRs.
      - (1) (U) Request Procedures
        - (a) (U) Convoy request form or oversize/overweight request form. Put example(s) at appendix. Identify required data (mandatory). Hazardous cargo and oversize/overweight information must be put in remarks. Round trip, use request form with stopover time.
        - (b) (U) Submit to. Identify locations units will submit convoy movement requests or oversize/overweight. Telephone procedures/telephone numbers, facsimile, etc.

(page number)

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## CLASSIFICATION

- 45 (c) (U) Submit when: How many days before movement, emergency procedures, and  
46 authorization.
- 47
- 48 (d) (U) Convoy movement priorities. Use numbers 1: highest priority and so on. Coordinate  
49 with all clearance activities to use same number system.
- 50
- 51 (e) (U) Minimum number of vehicles that constitute a convoy.
- 52
- 53 (f) (U) Infiltration rules (fewer vehicles than a convoy). Ensure infiltrating vehicles yield to  
54 convoys at intersection and do not hinder convoy movement.
- 55
- 56 (g) (U) Special movement consideration information must be entered in remarks on the  
57 request for movement form.
- 58
- 59 (2) (U) Route Utilization Information. Discuss MSR listed in TCP. Explain controlled versus  
60 MSR (open).
- 61
- 62 (a) (U) MSR listed on TCP is open route any unit can use. No clearance required. First come,  
63 first serve. Minimum speed on MSR and any restrictions. Direction of travel.
- 64
- 65 (b) (U) Controlled route. Listed in TCP (same as dispatch route). Convoy request must be  
66 submitted and a clearance issued prior to movement. Minimum speed for controlled routes and  
67 any restrictions. Direction of travel.
- 68
- 69 (c) (U) Supervised route. Identify route(s) rules and procedures.
- 70
- 71 (d) (U) Prohibited route. Identify which route in TCP or not on TCP is prohibited.
- 72
- 73 (e) (U) Reserved route (identify who can use and duration).
- 74
- 75 (f) (U) Headlight restrictions if any.
- 76
- 77 (g) (U) Hardening of vehicles.
- 78
- 79 d. (U) Procedures
- 80
- 81 (1) (U) Planning Factors (convoy). Use the following planning factors for convoys.
- 82
- 83 (a) (U) Distance between vehicles.
- 84
- 85 (b) (U) Time gap between march units/serials.
- 86
- 87 (c) (U) Time gap between convoys.
- 88
- 89 (d) (U) Oversize/overweight criteria. Procedures to submit request for clearance.
- 90
- 91 (e) (U) Vehicles per march unit.
- 92
- 93 (f) (U) March units per serial.
- 94

(page number)

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## CLASSIFICATION

- 94 (g) (U) Blackout procedures/light lines.  
95  
96 (h) (U) Hardening of vehicles.  
97  
98 (i) (U) Convoy/hazardous cargo marking/flags.  
99  
100 (j) (U) Delay in meeting SP time procedures.  
101  
102 (2) (U) Planning Factors (route information). Refer to TCP for location and type routes, halt  
103 locations and services, traffic control point locations, critical point locations, and restrictions.  
104  
105 e. (U) Enforcement. Include command actions that will be taken in the event units do not follow  
106 policies and procedures. Stress the requirement that units must have approved march table/ movement  
107 order prior to using controlled routes. Identify who will monitor and control movements.  
108  
109 4. (U) Administration and Logistics. Address any movement-related administrative or logistic  
110 requirements.  
111  
112 a. (U) Provide logistical support request procedures. Rest, refueling, and so forth. The TCP (text  
113 version) identifies convoy halt locations, facilities, and services available to include units responsible for  
114 providing service.  
115  
116 b. (U) Maintenance and recovery procedures. Vehicle breakdown procedures.  
117  
118 c. (U) Medical evacuation procedures.  
119  
120 d. (U) Halts.  
121  
122 5. (U) Command and Control  
123  
124 a. (U) Command. Identify communications reporting locations and procedures with LMCC, MCTs, and  
125 MPs.  
126  
127 b. (U) Signal. Describe reporting requirements, method of communication, and radio frequencies.  
128  
129  
130 Tabs:  
131  
132 A — Traffic Circulation Plan (Map overlay format and written)

# APPENDIX F

## GLOSSARY

### Section I. Abbreviations and Acronyms

4	AAA	arrival and assembly area
5	AACG	arrival airfield control group
6	AAOG	arrival and assembly operations group
7	ABCA	American, British, Canadian, Australian
8	ACE	aviation combat element
9	ADAL	authorized dental allowance list
10	AFOE	assault follow-on echelon
11	AIMD	aviation intermediate maintenance department
12	AIS	automated information system
13	ALCE	airlift control element
14	ALD	aviation logistics department
15	AMAL	authorized medical allowance list
16	AMC	Air Mobility Command
17	AMMOLOGS	Ammunition Logistics System
18	AOA	amphibious objective area
19	AOR	area of responsibility
20	APOD	aerial port of debarkation
21	APOE	aerial port of embarkation
22	ASC(A)	assault support coordinator (airborne)
23	ASE	aviation support equipment
24	ASP	ammunition supply point
25	ATF	amphibious task force
26	ATLASS	Asset Tracking Logistics and Supply System
27	AVCAL	aviation consolidated allowance list
28	BGLCSS	Battle Group Logistics Coordinated Support System
29	BLT	battalion landing team
30	BOG	beach operations group
31	BSA	beach support area
32	BSS	bread, shelf-stable
33	BSSG	brigade service support group
34	C2	command and control
35	C4I	command, control, communications, computers, and intelligence
36	CAIMS	Conventional Ammunition Integrated Management System
37	CCIR	commander's critical information requirements
38	CE	command element
39	CINC	commander in chief
40	CJCSM	Chairman of the Joint Chiefs of Staff manual
41	CLZ	craft landing zone
42	COA	course of action
43	COC	combat operations center
44	COMMARFOR	Commander, Marine Corps Forces

45	COMMARFORLANT	Commander, Marine Corps Forces, Atlantic
46	COMMARFORPAC	Commander, Marine Corps Forces, Pacific Reserve
47	COMNAVAIRLANT	Commander, Naval Air Force, Atlantic
48	COMNAVAIRPAC	Commander, Naval Air Force, Pacific
49	COMNAVAIRRESFOR	Commander, Naval Air Force Reserve
50	CONUS	continental United States
51	COSAL	coordinated ship-station allowance list
52	CRTS	casualty receiving and treatment ship
53	CSP	contingency support package
54	CSS	combat service support
55	CSSA	combat service support area
56	CSSD	combat service support detachment
57	CSSE	combat service support element
58	CSSG	combat service support group
59	CSSOC	combat service support operations center
60	DACG	departure airfield control group
61	DLA	Defense Logistics Agency
62	DOD	Department of Defense
63	EOD	explosive ordnance disposal
64	EPW	enemy prisoner of war
65	FARP	forward arming and refueling point
66	FCSSA	force combat service support area
67	FIE	fly-in echelon
68	FISP	fly-in support package
69	FLOT	forward line of own troops
70	FM	U.S. Army Field Manual
71	FMCC	force movement control center
72	FMF	Fleet Marine Force
73	FMFM	Fleet Marine Force manual
74	FMFRP	Fleet Marine Force reference publication
75	FOSP	follow-on support package
76	FSSG	force service support group
77	G-1/S-1	manpower or personnel staff officer
78	G-2/S-2	intelligence staff officer
79	G-3/S-3	operations staff officer
80	G-4/S-4	logistics staff officer
81	G-6/S-6	communications and information systems officer
82	GCCS	Global Command and Control System
83	GCE	ground combat element
84	GCSS	Global Combat Support System
85	GPMRC	Global Patient Movement Require
86	GSORTS	Global Status of Resources and Training System
87	H&S	headquarters and service
88	HA	humanitarian assistance
89	HCP	health and comfort pack
90	HDC	helicopter direction center
91	HLSC	helicopter logistics support center
92	HLZ	helicopter landing zone
93	HMMWV	high mobility, multipurpose wheeled vehicle
94	HQMC	Headquarters Marine Corps
95	HSS	health service support

96 HST .....helicopter support team  
 97 IMA..... intermediate maintenance activity  
 98 IMRL ..... individual material readiness list  
 99 IPB .....intelligence preparation of the battlespace  
 100 ISSA..... inter-Service support agreement  
 101 JCS ..... Joint Chiefs of Staff  
 102 JFC .....joint force commander  
 103 JOPES ..... Joint Operation Planning and Execution System  
 104 JP.....joint publication  
 105 JTF ..... joint task force  
 106 LAR ..... light armored reconnaissance  
 107 LCAC..... landing craft air cushion  
 108 LFOC .....landing force operations center  
 109 LFSP ..... landing force support party  
 110 LMCC .....logistic movement control center  
 111 LOGAIS ..... Logistics Automated Information System  
 112 LOTS ..... logistics over the shore  
 113 LSE ..... landing support equipment  
 114 MACCS ..... Marine air command and control system  
 115 MACG ..... Marine air control group  
 116 MAG ..... Marine aircraft group  
 117 MAGTF ..... Marine air-ground task force  
 118 MALS ..... Marine aviation logistics squadron  
 119 MALSP ..... Marine aviation logistics support program  
 120 MARFORLANT ..... Marine Corps Forces, Atlantic  
 121 MARFORPAC ..... Marine Corps Forces, Pacific  
 122 MARFORRES ..... Marine Corps Forces Reserve  
 123 MAW ..... Marine aircraft wing  
 124 MCC..... movement control center  
 125 MCCS..... Marine Corps community services  
 126 MCDP ..... Marine Corps doctrinal publication  
 127 MCOO ..... modified combined obstacle overlay  
 128 MCPP ..... Marine Corps Planning Process  
 129 MCPPN ..... Marine Corps Prepositioning Program Norway  
 130 MCRP ..... Marine Corps reference publication  
 131 MCSSD ..... mobile combat service support detachment  
 132 MCT..... maintenance contact team  
 133 MCTEEP ..... Marine Corps Training, Exercise, and Employment Program  
 134 MCWP ..... Marine Corps warfighting publication  
 135 MDSS II.....MAGTF Deployment Support System II  
 136 MEB..... Marine expeditionary brigade  
 137 MEF ..... Marine expeditionary force  
 138 MEU..... Marine expeditionary unit  
 139 MEU(SOC) ..... MEU (special operations capable)  
 140 MHE..... materials handling equipment  
 141 MIMMS ..... Marine Integrated Maintenance Management System  
 142 MLC..... Marine logistics command  
 143 MLSE..... multinational logistic support element  
 144 MMTP..... meal module tray pack  
 145 MOOTW ..... military operations other than war  
 146 MOS..... military occupational specialty

147	MPF .....	maritime prepositioning force
148	MPS .....	maritime prepositioning ships
149	MPSRON .....	maritime prepositioning ships squadron
150	MRE.....	meal, ready-to-eat
151	MSC.....	Military Sealift Command
152	MSSG.....	MEU service support group
153	MST .....	maintenance support team
154	MTF .....	medical treatment facility
155	MWHS .....	Marine wing headquarters squadron
156	MWR .....	morale, welfare, and recreation
157	MWSG.....	Marine wing support group
158	MWSS.....	Marine wing support squadron
159	MWSS(FW).....	MWSS (fixed-wing)
160	MWSS(RW).....	MWSS (rotary-wing)
161	NALCOMIS.....	Naval Aviation Logistics Command Management Information System
162	NATO .....	North Atlantic Treaty Organization
163	NBC .....	nuclear, biological, and chemical
164	NCF.....	naval construction force
165	NCR .....	naval construction regiment
166	NDP .....	naval doctrine publication
167	NSE.....	Navy support element
168	NTCSS .....	Naval Tactical Command Support System
169	NWP.....	naval warfare publication
170	OPLAN .....	operation plan
171	OPORD .....	operation order
172	OPP .....	offload preparation party
173	OPT .....	operational planning team
174	PDE&A .....	planning, decision, execution, and assessment
175	PMSP .....	provisional mobile security platoon
176	POE.....	port of embarkation
177	POG .....	port operations group
178	POR.....	packaged operational rations
179	QSTG .....	quadripartite standardization agreement
180	RAOC .....	rear area operations center
181	RAS.....	rear area security
182	RCW .....	ration cold weather
183	rein .....	reinforcing
184	ROLMS.....	Retail Ordnance Logistics Management System
185	SASSY .....	Supported Activities Supply System
186	SDDC.....	Surface Deployment and Distribution Command
187	SE.....	support element
188	SEAL .....	sea-air-land
189	SELF .....	strategic expeditionary landing field
190	SLRP.....	survey, liaison, and reconnaissance party
191	SNAP III .....	Shipboard Nontactical Automated Data Processing Program III
192	SOP .....	standing operating procedure
193	SPMAGTF.....	special purpose MAGTF
194	SPOE.....	seaport of embarkation
195	SRA.....	system replacement assembly
196	<b>STS .....</b>	<b>ship to shore</b>
197	STANAG .....	standardization agreement

198 SUADPS .....Shipboard Uniform Automated Data Processing System  
 199 TACC..... tactical air control center (USN)  
 200 TACLOG ..... tactical-logistical group  
 201 TADC.....tactical air direction center  
 202 T-AH..... hospital ship  
 203 T-AVB ..... aviation logistics support ship  
 204 TBA ..... tables of basic allowance  
 205 TC-AIMS ..... Transportation Coordinator’s Automated Information for Movement System  
 206 T/E ..... table of equipment  
 207 TMIP..... Theater Medical Information Program  
 208 T/M/S..... type/model/series  
 209 T/O..... table of organization  
 210 TOW ..... tube-launched, optically tracked, wire-missile command link guided  
 211 TSO..... tactical security officer  
 212 UHT ..... ultra high temperature  
 213 UMCC..... unit movement control center  
 214 UBR ..... unitized B-rations  
 215 USMC ..... United States Marine Corps  
 216 USN ..... United States Navy  
 217 USTRANSCOM ..... U.S. Transportation Command  
 218 VIP..... very important person  
 219 WRA ..... weapon replacement assembly  
 220

## Section II. Definitions

221 A

222 **air delivery**—Also called air drop. The unloading of personnel or materiel from aircraft in flight.  
 224 (JP 1-02) It can be effected from either a fixed- wing aircraft or a helicopter, and it may be a low-velocity  
 225 drop (less than 30 feet per second), high-velocity drop (greater than 30 feet per second), or free drop.  
 226 Used to its full potential, air delivery offers the commander a degree of versatility that can greatly  
 227 enhance his tactical and sustainability capabilities.

228 **airfield**—An area prepared for the accommodation (including any buildings, installations, and  
 229 equipment), landing and takeoff of aircraft. (JP 1-02)

230 **amphibious assault**—The principal type of amphibious operation that involves establishing a force on a  
 231 hostile or potentially hostile shore. (JP 1-02)

232 **amphibious operation**—An attack launched from the sea by naval and landing forces, embarked in ships  
 233 or craft involving a landing on a hostile or potentially hostile shore. As an entity, the amphibious  
 234 operation includes the following phases: **a.** planning—The period extending from issuance of the  
 235 initiating directive to embarkation. **b.** embarkation—The period during which the forces, with their  
 236 equipment and supplies, are embarked in the assigned shipping. **c.** rehearsal— The period during which  
 237 the prospective operation is rehearsed for the purpose of: (1) testing adequacy of plans, the timing of  
 238 detailed operations, and the combat readiness of participating forces; (2) ensuring that all echelons are  
 239 familiar with plans; and (3) testing communications. **d.** movement—The period during which various  
 240 components of the amphibious task force move from points of embarkation to the objective area.  
 241 **e.** assault—The period between the arrival of the major assault forces of the amphibious task force in the  
 242 objective area and the accomplishment of the amphibious task force mission. (JP 1-02)

243 **assault support coordinator (airborne) (ASC(A))**—An aviator who coordinates, from an aircraft, the  
244 movement of aviation assets during assault support operations. (MCRP 5-12C)

245 **assign**—**1.** To place units or personnel in an organization where such placement is relatively permanent,  
246 and/or where such organization controls and administers the units or personnel for the primary function,  
247 or greater portion of the functions, of the unit or personnel. **2.** To detail individuals to specific duties or  
248 functions where such duties or functions are primary and/or relatively permanent. (JP 1-02)

249 **aviation logistics support ship (T-AVB)**—Operated by the Military Sealift Command, this ship provides  
250 dedicated sealift for movement of an intermediate maintenance capability to support the rapid deployment  
251 of Marine Corps fixed- and rotary-wing aircraft units in support of the MAGTF aviation combat element.  
252 It can also be used for resupply in a conventional container or roll-on/roll-off configuration.

253 B

254 **bare base expeditionary airfield**—Bare base expeditionary airfields provide the capability for using an  
255 existing airfield or road network to establish an expeditionary airfield. A bare base expeditionary airfield  
256 is established in place of a full expeditionary airfield because of the extensive embarkation and/or  
257 construction requirements associated with the full expeditionary airfield, and the associated airfield  
258 matting required. The bare base expeditionary airfield concept calls for the use of available concrete  
259 and/or asphalt-surfaced facilities. It involves embarking only those assets necessary for conducting air  
260 operations (e.g., airfield lighting and/or marking, landing aids, arresting gear). Bare base kits have been  
261 established to support all expeditionary airfields.

262 **basic load**—The quantity of supplies required to be on hand within, and which can be moved by, a  
263 unit or formation. It is expressed according to the wartime organization of the unit or formation and  
264 maintained at the prescribed levels. (JP 1-02) Basic loads are the types and quantities of supplies that the  
265 commander directs a unit to carry for a specific operation. The basic load is the initial source of supply  
266 support. Subordinate commanders must maintain these levels. The basic load should not exceed what the  
267 unit can carry on organic transportation, nor should it exceed what the commander thinks is needed to  
268 continue combat operations until replenishment becomes available.

269 **battle**—A single, hostile engagement between operating forces of opposing nations.

270 **beach party**—The naval component of the shore party. (JP 1-02)

271 **beach support area**—In amphibious operations, the area to the rear of a landing force or elements  
272 thereof, established and operated by shore party units, which contains the facilities for the unloading of  
273 troops and materiel and the support of the forces ashore; it includes facilities for the evacuation of  
274 wounded, enemy prisoners of war, and captured materiel. (JP 1-02) The beach support area is one of the  
275 first combat service support (CSS) installations established ashore during an amphibious operation.  
276 Established by the shore party group and/or team, the CSS element commander may eventually  
277 disestablish it, retain it, or consolidate it as part of the force CSS area. In some situations, the beach  
278 support area may be the only CSS installation ashore. In other situations, it may be one of several CSS  
279 installations.

280 C

281 **campaign**—A series of related military operations aimed at accomplishing a strategic or operational  
282 objective within a given time and space. (JP 1-02)

283 **casualty**—Any person who is lost to the organization by having been declared dead, duty status-  
284 whereabouts unknown, missing, ill, or injured. (JP 1-02)

285 **casualty collection**—The assembly of casualties at collection and treatment sites. It includes protection  
286 from further injury while awaiting evacuation to the next level of care. Planning for casualty collection  
287 points must include site selection and manning.



288 **casualty evacuation**—The movement of the sick, wounded, or injured. It begins at the point of injury or  
289 the onset of disease. It includes movement both to and between medical treatment facilities. All units  
290 have an evacuation capability. They may use any vehicle to evacuate casualties. If they do not use a  
291 medical vehicle, they should replace the vehicle that they use with a medical vehicle at the first  
292 opportunity. Similarly, aeromedical evacuation should replace surface evacuation at the first opportunity.

293 **casualty treatment**—Triage and all levels of care from self-aid or buddy aid through resuscitative care.

294 **classes of supplies**—All items necessary for the equipping, maintenance, and operation of a military  
295 command, including food, clothing, equipment, arms, ammunition, fuel, materials, and machinery of all  
296 kinds. For planning, management, and administrative purposes, supplies are divided into 10 classes.

297 **classification (maintenance)**—Classification determines who repairs an item and where they make the  
298 repairs. When a user or maintenance activity evacuates an item to a higher level, the higher level repeats  
299 the inspection and classification process. Inspection and classification are also the last tasks that the  
300 maintenance activity performs before returning equipment. This inspection confirms that they have made  
301 the appropriate repairs. The owner of the equipment makes the final inspection and classification before  
302 placing the item back into service.

303 **combat power**—The total means of destructive and/or disruptive force which a Military unit/formation  
304 can apply against the opponent at a given time. (JP 1-02)

305 **combat service support**—The essential capabilities, functions, activities, and tasks necessary to sustain  
306 all elements of operating forces in theater at all levels of war. Within the national and theater logistic  
307 systems, it includes but is not limited to that support rendered by service forces in ensuring the aspects of  
308 supply, maintenance, transportation, health services, and other services required by aviation and ground  
309 combat troops to permit those units to accomplish their missions in combat. Combat service support  
310 encompasses those activities at all levels of war that produce sustainment to all operating forces on the  
311 battlefield. (JP 1-02)

312 **combat service support area (CSSA)**—An area ashore that is organized to contain the necessary  
313 supplies, equipment, installations, and elements to provide the landing force with combat service support  
314 throughout the operation. (JP 1-02)

315 **combat service support detachment**—A separate task organization of combat service support assets  
316 formed for the purpose of providing rearming, refueling, and/or repair capabilities to the Marine  
317 air-ground task force or designated subordinate elements; e.g., a battalion conducting independent  
318 operations or an aircraft squadron operating at a remote airfield. The combat service support element  
319 normally provides the command element of a combat service support detachment. (MCRP 5-12C)

320 **combat service support element**—The core element of Marine air-ground task force that is task-  
321 organized to provide the combat service support necessary to accomplish the Marine air-ground task force  
322 mission. The combat service support element varies in size from a small detachment to one or more force  
323 service support groups. It provides supply, maintenance, transportation, general engineering, health  
324 services, and a variety of other services to the Marine air-ground task force. It may also contain other  
325 Service or foreign military forces assigned or attached to the MAGTF. The combat service support  
326 element itself is not a formal command. Also called CSSE. See also aviation combat element; command  
327 element; ground combat element; Marine air-ground task force; Marine expeditionary force; Marine  
328 expeditionary force (Forward); Marine expeditionary unit; special purpose Marine air-ground task force;  
329 task force. (approved for the next edition of MCRP 5-12C)

330 **command and control**—The exercise of authority and direction by a properly designated commander  
331 over assigned and attached forces in the accomplishment of the mission. Command and control functions  
332 are performed through an arrangement of personnel, equipment, communications, facilities, and

333 procedures employed by a commander in planning, directing, coordinating, and controlling forces and  
334 operations in the accomplishment of the mission. (JP 1-02)

335 **common contingency support package allowances**—Consist of those Marine common assets that the  
336 rotary-wing or fixed-wing host intermediate maintenance activity (IMA) of an aviation combat element  
337 (ACE) provides to support all, or the majority, of assigned aircraft. A fixed-wing Marine common item is  
338 one that has application to at least the F/A-18 and AV-8B aircraft that are part of the ACE. A rotary-wing  
339 common item is one that has application to at least the CH-53E, CH-46E, and AH-2W aircraft that are a  
340 part of an ACE. Weight, cube, cost, reliability, and supportability are the primary considerations in  
341 making this determination. Host IMAs, one rotary-wing and one fixed-wing per ACE, are sourced from  
342 designated MAGs. For planning purposes, it is assumed that the fixed-wing and rotary-wing IMAs will be  
343 geographically separated.

344 **concept of logistic support**—A verbal or graphic statement, in a broad outline, of how a commander  
345 intends to support and integrate with a concept of operations in an operation or campaign. (JP 1-02)

346 **concept of operations**—A verbal or graphic statement, in broad outline, of a commander's assumptions  
347 or intent in regard to an operation or series of operations. The concept of operations frequently is  
348 embodied in campaign plans and operation plans; in the latter case, particularly when the plans cover a  
349 series of connected operations to be carried out simultaneously or in succession. The concept is designed  
350 to give an overall picture of the operation. It is included primarily for additional clarity of purpose. Also  
351 called commander's concept. (JP 1-02)

352 **contingency plan**—A plan for major contingencies that can reasonably be anticipated in the principal  
353 geographic subareas of the command. (JP 1-02)

354 **contingency support package (CSP)**—Consists of the common and unique intermediate-level logistical  
355 support required for the task-organized deployment of detachments and/or squadrons of particular type,  
356 model, or series aircraft with one exception. CSP aviation consolidated allowance list and/or coordinated  
357 ship-station allowance list allowances are the exception because they provide the spare and repair parts to  
358 support both organizational- and intermediate-level maintenance. The four distinct elements that make up  
359 a CSP are: **a.** personnel; **b.** support equipment (individual material readiness list); **c.** mobile facilities; and  
360 **d.** spare repair parts (aviation consolidated allowance list and/or coordinated ship-station allowance list).  
361 CSP allowances are computed at the combat flying hour rate for a 90-day endurance period and are  
362 supplemental allowances to those identified in master allowance documents.

363 **control**—Authority which may be less than full command exercised by a commander over part of the  
364 activities of subordinate or other organizations. (JP 1-02)

365 **coordination**—The action necessary to ensure adequately integrated relationships between separate  
366 organizations located in the same area. Coordination may include such matters as fire support, emergency  
367 defense measures, area intelligence, and other situations in which coordination is considered necessary.  
368 (MCRP 5-12C)

369 **countermobility**—The construction of obstacles and emplacement of minefields to delay, disrupt, and  
370 destroy the enemy by reinforcement of the terrain. The primary purpose of countermobility operations is  
371 to slow or divert the enemy, to increase time for target acquisition, and to increase weapon effectiveness.  
372 (MCRP 5-12C)

373 D

374 **demolition**—The destruction of structures, facilities, or material by use of fire, water, explosives,  
375 mechanical, or other means. (JP 1-02)

376 **depot**—**1.** supply—An activity for the receipt, classification, storage, accounting, issue, maintenance,  
377 procurement, manufacture, assembly, research, salvage, or disposal of material. **2.** personnel—An activity  
378 for the reception, processing, training, assignment, and forwarding of personnel replacements. (JP 1-02)

379 **depot maintenance**—That maintenance performed on materiel requiring major overhaul or a complete  
380 rebuild of parts, assemblies, subassemblies, and end-items, including the manufacture of parts,  
381 modifications, testing, and reclamation as required. Depot maintenance serves to support lower categories  
382 of maintenance by providing technical assistance and performing that maintenance beyond their  
383 responsibility. Depot maintenance provides stocks of serviceable equipment by using more extensive  
384 facilities for repair than are available in lower level maintenance activities. (JP 1-02)

385 **disposal**—The process of eliminating excess, obsolete, surplus, or unserviceable property. Disposal may  
386 include transfer, donation, sale, or abandonment. It does not include redistribution or reissue.

387 **distribution**—**1.** The arrangement of troops for any purpose, such as a battle, march, or maneuver.  
388 **2.** A planned pattern of projectiles about a point. **3.** A planned spread of fire to cover a desired frontage or  
389 depth. **4.** An official delivery of anything, such as orders or supplies. **5.** That functional phase of military  
390 logistics that embraces the act of dispensing materiel, facilities, and services. **6.** The process of assigning  
391 military personnel to activities, units, or billets. (JP 1-02) For the MAGTF, distribution is the issue of  
392 supplies and equipment to using units or to intermediate supply points for future issue. The distribution  
393 process has two steps. The first step is requisition. A requisition identifies the user's needs. The second  
394 step is issue. The supply activity issues supplies and equipment based on the commander's priorities and  
395 allocations.

396 **distribution methods**—The two usual methods of distribution are supply point distribution and unit  
397 distribution. **a.** Supply point distribution is the method of distributing supplies in which the receiving unit  
398 is issued supplies at a supply point (depot, airhead, navigation head, railhead, combat train site,  
399 distribution point) and moves the supplies in organic transportation. **b.** Unit distribution is the method of  
400 distributing supplies in which the receiving unit is issued supplies in its own area; the transportation is  
401 furnished by the issuing agency. The receiving unit is then responsible for its own internal distribution.

402 **distribution point**—A point at which supplies and/or ammunition, obtained from supporting supply  
403 points by a division or other unit, are broken down for distribution to subordinate units. Distribution  
404 points usually carry no stocks; items drawn are issued completely as soon as possible. (JP 1-02)

405 **distribution system**—That complex of facilities, installations, methods, and procedures designed to  
406 receive, store, maintain, distribute, and control the flow of military materiel between the point of receipt  
407 into the military system and the point of issue to using activities and units. (JP 1-02)

408 E

409 **embarkation**—The process of putting personnel and/or vehicles and their associated stores and  
410 equipment into ships and/or aircraft. (JP 1-02)

411 **embarkation phase**—In amphibious operations, the phase which encompasses the orderly assembly of  
412 personnel and materiel and their subsequent loading aboard ships and/or aircraft in a sequence designed to  
413 meet the requirements of the landing force concept of operations ashore. (JP 1-02)

414 **engineer reconnaissance**—The gathering of specific, detailed technical information required by  
415 supporting engineer forces in order to prepare for and accomplish assigned missions. (MCRP 5-12C)

416 **expeditionary airfields**—A prefabricated and fully portable airfield. The effort and assets (e.g., materiel,  
417 engineer support, operational guidance, security) required for the installation and/or operation of an  
418 expeditionary airfield can require the participation and/or support of all elements of the MAGTF. When  
419 deployed, it provides the capability to launch and recover MAGTF helicopters and fixed-wing aircraft  
420 under all weather conditions. Full expansion of expeditionary airfield facilities into a strategic  
421 expeditionary landing field (SELF) allows the support and maintenance for a complete wing-sized ACE.  
422 The SELF has parking and taxiways to accommodate Air Mobility Command and civilian reserve air fleet  
423 aircraft. Normally, responsibility for the construction of the expeditionary airfield rests with the engineer  
424 support battalion of the force service support group (FSSG) or the engineers of a Marine wing support

425 squadron (MWSS), unless the construction effort exceeds their capability. The Navy mobile construction  
426 battalion will provide augmentation to the FSSG and/or MWSS, or it can assume full responsibility for  
427 construction of the expeditionary airfield if required.

428 **explosive ordnance**—All munitions containing explosives, nuclear fission or fusion materials and  
429 biological and chemical agents. (extract from JP 1-02)

430 **explosive ordnance disposal**—The detection, identification, on-site evaluation, rendering safe, recovery,  
431 and final disposal of unexploded explosive ordnance. It may also include explosive ordnance which has  
432 become hazardous by damage or deterioration. (JP 1-02)

433 F

434 **firepower**—The amount of fire which may be delivered by a position, unit, or weapon system. (JP 1-02)

435 **floating dump**—Emergency supplies preloaded in landing craft, amphibious vehicles, or in landing ships.  
436 Floating dumps are located in the vicinity of the appropriate control officer who directs their landing as  
437 requested by the troop commander concerned. (JP 1-02)

438 **fly-in support package (FISP)**—Organizational- level parts support packages designed to support the  
439 fly-in echelon (FIE) aircraft of an maritime prepositioning force and/or MAGTF aviation combat element.  
440 A FISP, flown in with the FIE aircraft, will be combined with organizational-level aviation support  
441 equipment and organizational-level parts to support the equipment offloaded from maritime  
442 prepositioning ships. This combination of assets is designed to provide readiness and sustainability for the  
443 deployed aircraft until the intermediate maintenance support capability arrives in the theater of operations  
444 aboard the aviation logistics support ship, by airlift, or by other means.

445 **follow-on support package allowances**—Equipment consisting of those items that, although not  
446 required to initiate the assault, are required to sustain the assault. These are items that, because of sealift  
447 and airlift constraints, must be phased into a deployment area by use of assault follow-on echelon or  
448 follow-up shipping.

449 **force combat service support area (FCSSA)**— The primary combat service support installation  
450 established to support MAGTF operations ashore. Normally located near a beach, port, and/or an airfield,  
451 it usually contains the command post of the combat service support element commander and supports  
452 other combat service support installations. (MCRP 5-12C)

453 **force service support group**—The combat service support element of the Marine expeditionary force  
454 (MEF). It is a permanently organized Fleet Marine Force command charged with providing combat  
455 service support beyond the organic capabilities of supported units of the MEF. If supporting a force of  
456 greater size, additional assets are necessary to augment its capabilities. Although permanently structured  
457 with eight functional battalions, task organizations from those battalions would normally support MEF  
458 operations over a wide geographic area. (MCRP 5-12C)

459 **forward arming and refueling point**—A temporary facility, organized, equipped, and deployed by an  
460 aviation commander, and normally located in the main battle area closer to the area of operation than the  
461 aviation unit's combat service area, to provide fuel and ammunition necessary for the employment of  
462 aviation maneuver units in combat. The forward arming and refueling point permits combat aircraft to  
463 rapidly refuel and rearm simultaneously. (JP 1-02)

464 **freight and passenger transportation**—Subfunctions of traffic management. Freight and passenger  
465 transportation includes the procurement of both Department of Defense and commercial transportation  
466 assets. It encompasses the movement of personnel, equipment, and supplies via all modes (i.e., air, bus,  
467 rail, truck, and water). It includes planning for troop movements on scheduled or chartered trains, aircraft,  
468 and buses in the continental United States and overseas. It also entails port calling of passengers for  
469 overseas movement.

470 **function (motor transport)**—Movements that fall into two general categories—administrative and  
471 tactical. The commander selects administrative movement when there is little or no likelihood of enemy  
472 contact. Administrative movements make maximum use of available vehicles. They optimize the  
473 economical use of vehicle cargo capacities. They may include both military and civilian vehicles. The  
474 commander selects tactical movement when unit integrity must be preserved for tactical purposes. The  
475 commander combat loads the vehicles to maintain security and to speed unloading at destination. When  
476 making tactical movements, the timely delivery of unit personnel and cargo is of greater importance than  
477 economical use of the vehicles.

478 G

479 **general engineering**—Intensive effort by engineer units which involves high standards of design and  
480 construction as well as detailed planning and preparation. General engineering support normally serves  
481 the whole MAGTF. It is that wide range of tasks in rear areas which serves to sustain forward combat  
482 operations.

483 **graves registration program**—A program which provides for search, recovery, tentative identification,  
484 and evacuation, or temporary interment. Temporary interment is only authorized by the geographic  
485 combatant commander. Disposition of personnel effects is included in this program. (JP 1-02)

486 H

487 **health maintenance**—Those tasks to ensure that the unit and its personnel are medically ready for  
488 combat operations. Included are routine sick calls, physical examinations, preventive medicine and  
489 dentistry programs, records maintenance, and medical reporting.

490 **horizontal and vertical construction**—Deliberate engineering projects that normally involve time,  
491 manpower, materiel, and equipment-intensive tasks. These tasks usually relate to survivability and  
492 sustainability efforts.

493 I

494 **inspection**—The inspection process determines maintenance requirements and satisfactory maintenance  
495 performance. All levels of maintenance include inspections. Inspections are most effective when the  
496 inspector is not the same person as the one who performs the maintenance.

497 **inspection and classification**—The checking or testing of an item against established standards and the  
498 assignment of that item to a maintenance category based on established rules. Inspection and  
499 classification are the first and last tasks that a user and maintenance activity perform on a piece of  
500 equipment.

501 **intermediate maintenance (field)**—That maintenance which is the responsibility of and performed by  
502 designated maintenance activities for direct support of using organizations. Its phases normally consist of:  
503 **a.** calibration, repair, or replacement of damaged or unserviceable parts, components, or assemblies;  
504 **b.** the emergency manufacture of nonavailable parts; and **c.** providing technical assistance to using  
505 organizations. (JP 1-02)

506 L

507 **landing force**—A task organization of troop units, aviation and ground, assigned to an amphibious  
508 assault. It is the highest troop echelon in the amphibious operation. (JP 1-02)

509 **landing force supplies**—Supplies and equipment in the assault echelon and the assault follow-on  
510 echelon. They include the initial supply support needed before arrival of resupply in the amphibious  
511 objective area. Landing force supplies include basic loads, prepositioned emergency supplies, and  
512 remaining supplies.

513 **landing support**—The assistance provided to effect the efficient and responsive throughput of personnel,  
514 supplies, and equipment during the ship-to-shore movement phase of the amphibious assault or across  
515 beaches in support of operations ashore. It includes control of the flow of personnel and materiel across  
516 the beach and into landing zones. Landing support does not end when the MAGTF completes the  
517 amphibious assault but continues through landing of the assault follow-on echelon. Landing support  
518 includes the evacuation of casualties and enemy prisoners of war during early stages of the assault. The  
519 landing support function does not include all of the functions that the landing force support party (LFSP)  
520 performs. The LFSP is a task organization that performs many other combat service support (CSS) and  
521 non-CSS functions. A common misconception is that the landing support function includes tasks that, in  
522 actuality, are subfunctions of the other five CSS functions.

523 **landing zone support area**—A forward support installation which provides minimum essential support  
524 to the helicopter borne assault forces of the MAGTF. It can expand into a combat service support (CSS)  
525 area but it is most often a short term installation with limited capabilities, normally containing dumps for  
526 rations, fuel, ammunition, and water only; maintenance is limited to contact teams and/or support teams.  
527 (MCRP 5-12C) A landing zone support area is a CSS installation established to support helicopter borne  
528 assault elements. It is established by the CSS element when a buildup of supplies or other CSS  
529 capabilities is anticipated. When a logistic buildup is not planned, the supported unit is responsible for the  
530 helicopter support team operations associated with support of the helicopter borne force.

531 **levels of maintenance**—Organizational, intermediate, and depot are the three maintenance levels of the  
532 Marine Corps ground and aviation equipment maintenance systems.

533 **lines of communications**—A route, either land, water, or air, which connects an operating military force  
534 with a base of operations and along which supplies and military forces move. (JP 1-02)

535 **logistics**—The science of planning and carrying out the movement and maintenance of forces. In its most  
536 comprehensive sense, those aspects of military operations which deal with: **a.** design and development,  
537 acquisition, storage, movement, distribution, maintenance, evacuation, and disposition of materiel;  
538 **b.** movement, evacuation, and hospitalization of personnel; **c.** acquisition or construction, maintenance,  
539 operation, and disposition of facilities; and **d.** acquisition or furnishing of services. (JP 1-02)

540 **logistics over-the-shore operations**—The loading and unloading of ships without the benefit of fixed  
541 port facilities, in friendly or nondefended territory, and, in time of war, during phases of theater  
542 development in which there is no opposition by the enemy. (JP 1-02)

543 M

544 **main supply route**—The route or routes designated within an area of operations upon which the bulk of  
545 traffic flows in support of military operations. (JP 1-02)

546 **maintenance (materiel)**—**1.** All action taken to retain materiel in a serviceable condition or to restore it  
547 to serviceability. It includes inspection, testing, servicing, classification as to serviceability, repair,  
548 rebuilding, and reclamation. **2.** All supply and repair action taken to keep a force in condition to carry out  
549 its mission. **3.** The routine recurring work required to keep a facility (plant, building, structure, ground  
550 facility, utility system, or other real property) in such condition that it may be continuously used, at its  
551 original or designed capacity and efficiency for its intended purpose. (JP 1-02) The Marine Corps  
552 includes efforts to update and upgrade the capability of materiel as a function of maintenance.

553 **Marine air-ground task force**—The Marine Corps principal organization for all missions across the  
554 range of military operations, composed of forces task-organized under a single commander capable of  
555 responding rapidly to a contingency anywhere in the world. The types of forces in the MAGTF are  
556 functionally grouped into four core elements: a command element, an aviation combat element, a ground  
557 combat element, and a combat service support element. The four core elements are categories of forces,  
558 not formal commands. The basic structure of the Marine air-ground task force never varies, though the

559 number, size, and type of Marine Corps units comprising each of its four elements will always be mission  
560 dependent. The flexibility of the organizational structure allows for one or more subordinate MAGTFs,  
561 other Service and/or foreign military forces, to be assigned or attached. Also called MAGTF. See also  
562 aviation combat element; combat service support element; command element; ground combat element;  
563 Marine expeditionary force; Marine expeditionary force (Forward); Marine expeditionary unit; special  
564 purpose Marine air-ground task force; task force. (approved for the next edition of MCRP 5-12C)

565 **Marine Air-Ground Task Force Deployment Support System II (MDSS II)**—A system that enables  
566 commanders at various echelons of a MAGTF to build and maintain a data base that contains force and  
567 equipment data reflecting how the MAGTF is configured for deployment. This data can be maintained  
568 during normal day-to-day garrison activities and updated during plan development and execution.

569 **Marine Air-Ground Task Force II**—A system that allows MAGTF planners to select and tailor  
570 MAGTF force structures, estimate sustainment, and estimate airlift and/or sealift requirements for plan  
571 feasibility.

572 **Marine Air-Ground Task Force II/Logistics Automated Information System (MAGTF II/  
573 LOGAIS)**—A family of coordinated, mutually supporting automated systems. MAGTF II/ LOGAIS  
574 enables commanders at different levels to track asset availability. The system calculates sustainment  
575 requirements and processes requisitions both inside and outside the area of responsibility from Defense  
576 Automated Addressing System, the Defense Logistics Agency, and Marine Corps logistic bases. MAGTF  
577 II/LOGAIS provides the MAGTF with the necessary tools to support war planning in both deliberate and  
578 time-sensitive situations and execution from initiation of mobilization or deployment through  
579 employment in the area of responsibility.

580 **Marine expeditionary brigade**—A mid-sized Marine air-ground task force (MAGTF) that provides  
581 combatant commanders with an extremely flexible expeditionary force. Commanded by a general officer,  
582 it is normally built around a ground combat element of a reinforced infantry regiment. Its aviation combat  
583 element consists of a Marine aircraft group with fixed- and rotary-wing squadrons. The combat service  
584 support element is organized to provide the full spectrum of combat service support. As an expeditionary  
585 force, it is capable of rapid deployment and employment via amphibious shipping, strategic airlift and/or  
586 sealift, marrying with maritime or geographical prepositioning force assets, or any combination thereof. It  
587 is a complete fighting force—a MAGTF that has been task-organized for the mission and is capable of  
588 self-sustainment for 30 days. It can function alone, as a logical follow-on force to the Marine  
589 expeditionary unit, as part of a joint task force, or as the lead element of a Marine expeditionary force.

590 **Marine expeditionary force**—The largest Marine air-ground task force and the Marine Corps principal  
591 warfighting organization, particularly for larger crises or contingencies. It is task-organized around a  
592 permanent command element and normally contains one or more Marine divisions, Marine aircraft wings,  
593 and Marine force service support groups. The Marine expeditionary force is capable of missions across  
594 the range of military operations, including amphibious assault and sustained operations ashore in any  
595 environment. It can operate from a sea base, a land base, or both. It may also contain other Service or  
596 foreign military forces assigned or attached to the MAGTF. Also called MEF. See also aviation combat  
597 element; combat service support element; command element; ground combat element; Marine air-ground  
598 task force; Marine expeditionary force (Forward); Marine expeditionary unit; special purpose Marine  
599 air-ground task force; task force. (approved for the next edition of MCRP 5-12C)

600 **Marine expeditionary unit**—A Marine air- ground task force that is constructed around an infantry  
601 battalion reinforced, a helicopter squadron reinforced, and a task-organized combat service support  
602 element. It normally fulfills Marine Corps forward sea-based deployment requirements. The Marine  
603 expeditionary unit provides an immediate reaction capability for crisis response and is capable of limited  
604 combat operations. It may contain other Service or foreign military forces assigned or attached. Also  
605 called MEU. See also aviation combat element; combat service support element; command element;  
606 ground combat element; Marine air-ground task force; Marine expeditionary force; Marine expeditionary

607 force (Forward); Marine expeditionary unit (special operations capable); special purpose Marine  
608 air-ground task force; task force. (approved for the next edition of MCRP 5-12C)

609 **maritime prepositioning ships**—Civilian-crewed, Military Sealift Command-chartered ships which are  
610 organized into three squadrons and are usually forward-deployed. These ships are loaded with  
611 prepositioned equipment and 30 days of supplies to support three Marine expeditionary brigades. Also  
612 called MPS. (JP 1-02)

613 **materials handling equipment**—Mechanical devices for handling of supplies with greater ease and  
614 economy. (JP 1-02) Effective use of available materials handling equipment is essential to movement  
615 control and maintaining the throughput of supplies and equipment. All subordinate elements of the  
616 MAGTF possess some amount of materials handling equipment capability. Some units hold materials  
617 handling equipment for their own dedicated use (e.g., artillery battalions). In other cases, combat service  
618 support units hold materials handling equipment for use throughout the MAGTF. Those that have  
619 materials handling equipment must use their own before seeking help from other sources. Those that do  
620 not have materials handling equipment must request it in advance. There is a limited amount of materials  
621 handling equipment in a MAGTF. This dictates careful management. As with most scarce assets, a central  
622 agency can best manage materials handling equipment assets. The best alternative is centralized control of  
623 the assets and decentralized execution of the specific tasks. The controlling agency must be able to  
624 anticipate requirements and shift assets to critical points as the priority of effort shifts. As a general rule,  
625 the agency that controls use of motor transport resources should also control materials handling  
626 equipment resources. Where circumstances permit, commanders should use manual labor or other  
627 suitable alternatives. Rapid unloading and turnaround of available trucks increases hauling capabilities.

628 **medical regulating**—See JP 1-02. Medical regulating is a casualty management system designed to  
629 coordinate the movement of casualties from the site of injury or the onset of disease through successive  
630 levels of medical care to a medical treatment facility that can provide the appropriate level of care. The  
631 medical regulating system has three principal elements, each with its own specific responsibilities:  
632 **a.** Global Patient Movement Requirements Center (GPMRC)—Regulates movement of patients from  
633 medical treatment facilities outside continental United States (CONUS) to and between facilities in  
634 CONUS. **b.** Theater Patient Movement Requirements Center (TPMRC)—Each unified command  
635 establishes a joint medical regulating office. The TPMRC regulates movement of patients to and between  
636 medical treatment facilities within the commander in chief's (CINC's) area of responsibility. It also  
637 provides information to the GPMRC about patients who are ready for movement to CONUS. The CINC  
638 may also establish lower level joint patient movement requirements centers (JPMRC) for subareas within  
639 the CINC's command. **c.** task force medical regulating system—Each task force commander establishes a  
640 medical regulating system to coordinate movement of casualties to and between medical treatment  
641 facilities. The commander also notifies the appropriate medical regulating element, usually the JPMRC,  
642 when patients are ready for movement to theater or CONUS facilities. Consequently, medical regulating  
643 elements must have compatible communications. Plans must provide radio frequencies, communications  
644 security equipment, and radios for the medical regulating functions of both commander, amphibious task  
645 force, and commander, landing force.

646 **medical treatment facility**—A facility established for the purpose of furnishing medical and/ or dental  
647 care to eligible individuals. (JP 1-02)

648 **MEU service support group**—The task-organized combat service support element of the Marine  
649 expeditionary unit. Personnel and equipment are assigned from the permanent battalions of the force  
650 service support group. As required, it may be augmented by combat service support assets from the  
651 Marine division or Marine aircraft wing. (MCRP 5-12C)

652 **military requirement**—An established need justifying the timely allocation of resources to achieve a  
653 capability to accomplish approved military objectives, missions, or tasks. (JP 1-02)



- 654 **mobility**—A quality or capability of military forces which permits them to move from place to place  
655 while retaining the ability to fulfill their primary mission. (JP 1-02)
- 656 **modification**—The maintenance action to change the design or assembly characteristics of systems, end  
657 items, components, assemblies, subassemblies, or parts. The purpose of modifications is to improve  
658 equipment functioning, maintainability, reliability, or safety characteristics. Maintenance activities  
659 routinely modify otherwise operable equipment. However, in some circumstances, the item may be in an  
660 administrative deadline status to prevent possible damage or unsafe operation.
- 661 **motor transport**—Surface transportation using wheeled vehicles. It is the most versatile mode of  
662 transportation. It links the aerial ports, ocean ports, supply centers, rail, and inland waterway terminals.  
663 During combat operations, it links beach support areas, the force combat service support area, combat  
664 service support areas, and combat units. After air, motor transport is the most flexible mode. It is an  
665 all-weather mode that the MAGTF commander can use over any trafficable terrain, including off road.  
666 Motor transport units can move almost any type of cargo. They can provide either local, line, or zonal  
667 hauls. The commander may use organic, attached, or supporting motor transport assets to make moves.  
668 Commanders must establish priorities and allocate their assets based on the situation. Seldom does  
669 vehicle availability permit unlimited, uncontrolled movement. Management is the key to best use of  
670 limited vehicle assets. There are two ways to classify motor transport movements—by degree of control  
671 and by function.
- 672 **movement control**—The planning, routing, scheduling, and control of personnel and cargo movements  
673 over lines of communications. (Joint Pub 1-02)
- 674 N
- 675 **naval beach group**—A permanently organized naval command within an amphibious force comprised of  
676 a commander and staff, a beachmaster unit, an amphibious construction battalion, and an assault craft  
677 unit, designed to provide an administrative group from which required naval tactical components may be  
678 made available to the attach force commander and to the amphibious landing force commander to support  
679 the landing of one division (reinforced). (JP 1-02)
- 680 O
- 681 **objective**—The physical object of the action taken, e.g., a definite tactical feature, the seizure and/ or  
682 holding of which is essential to the commander's plan. (JP 1-02)
- 683 **obstacle**—See JP 1-02. Any natural or manmade obstruction that canalizes, delays, restricts, or diverts  
684 movement of a force. The effectiveness of an obstacle is enhanced considerably when covered by fire.  
685 Obstacles can include antitank ditches, blown bridges, built-up areas, minefields, rivers, road craters,  
686 terrain, and wire.
- 687 **obstacle removal**—The physical relocation of any structure, facility, or material so it no longer exerts a  
688 negative influence on friendly activities.
- 689 **operating forces**—Those forces whose primary missions are to participate in combat and the integral  
690 supporting elements thereof. (JP 1-02) See also combat service support element.
- 691 **operation**—A military action or the carrying out of a strategic, tactical, service, training, or  
692 administrative military mission; the process of carrying on combat, including movement, supply, attack,  
693 defense and maneuvers needed to gain the objectives of any battle or campaign. (JP 1-02)
- 694
- 695 **operational chain of command**—The chain of command established for a particular operation or series  
696 of continuing operations.

697 **operational level of war**—The level of war at which campaigns and major operations are planned,  
698 conducted, and sustained to accomplish strategic objectives within theaters or areas of operations.  
699 Activities at this level link tactics and strategy by establishing operational objectives needed to  
700 accomplish the strategic objectives, sequencing events to achieve the operational objectives, initiating  
701 actions, and applying resources to bring about and sustain these events. These activities imply a broader  
702 dimension of time or space than do tactics; they ensure the logistic and administrative support of tactical  
703 forces, and provide the means by which tactical successes are exploited to achieve strategic objectives.  
704 (JP 1-02)

705 **organizational maintenance**—That maintenance which is the responsibility of and performed by a using  
706 organization on its assigned equipment. Its phases normally consist of inspecting, servicing, lubricating,  
707 adjusting, and the replacing of parts, minor assemblies, and subassemblies. (JP 1-02)

708 **overhaul**—The restoration of an item to a completely serviceable condition as prescribed by maintenance  
709 serviceability standards. (JP 1-02)

710 P

711 **peculiar contingency support package allowances**—Consist of those peculiar items required to provide  
712 level I support for a specific type, model, or series and quantity of aircraft and associated support  
713 equipment provided to a MAGTF aviation combat element. A peculiar item is an item that is used for a  
714 specific aircraft and/or support equipment application.

715 **pipeline**—In logistics, the channel of support or a specific portion thereof by means of which materiel or  
716 personnel flow from sources of procurement to their point of use. (JP 1-02)

717 **port**—A place at which ships may discharge or receive their cargoes. It includes any port accessible to  
718 ships on the seacoast, navigable rivers or inland waterways. The term “ports” should not be used in  
719 conjunction with air facilities which are designated as aerial ports, airports, etc. (JP 1-02)

720 **prepositioned emergency supplies**—The commander uses prepositioned emergency supplies for  
721 replenishment early in the ship-to-shore movement. They are available on call for immediate delivery to  
722 units ashore. This category is further broken down into floating dumps and prestaged helicopter-lifted  
723 supplies.

724 **procurement**—The process of obtaining personnel, services, supplies, and equipment. (JP 1-02)

725 R

726 **rear area**—For any particular command, the area extending forward from its rear boundary to the rear of  
727 the area assigned to the next lower level of command. This area is provided primarily for the performance  
728 of support functions. (JP 1-02)

729 **rear area security (RAS)**—The measures taken before, during, and/or after an enemy airborne attack,  
730 sabotage action, infiltration, guerrilla action, and/or initiation of psychological or propaganda warfare to  
731 minimize the effects thereof. (MCRP 5-12C)

732 **rebuild**—The restoration of an item to a standard as nearly as possible to its original condition in  
733 appearance, performance, and life expectancy. See also overhaul; repair. (JP 1-02)

734 **rebuild and overhaul**—Maintenance functions. Rebuild is a depot maintenance function, and depending  
735 on the item, overhaul may be either a depot or intermediate maintenance function. When rebuilding or  
736 overhauling items, the maintenance activity also performs modifications not previously made.

737 **reclamation**—Restoration of condemned, scrapped, abandoned, or damaged materiel, parts, and  
738 components. Reclamation action includes repair, refabrication, or renovation. The maintenance activity  
739 returns reclaimed items to the supply system. Reclamation is a depot function.

740 **recovery and evacuation**—The process of retrieving or freeing immobile, inoperative, or abandoned  
741 materiel from its location. It includes returning the material to operation or to a collection point for repair,  
742 evacuation, or disposal. Recovery is an owning—unit responsibility. Evacuation moves materiel from one  
743 combat service support (CSS) maintenance activity to another for repair or other disposition. It includes  
744 moving equipment between the owning unit's maintenance site and that of the supporting CSS element  
745 and/or Marine aviation logistics squadron. Evacuation is a CSS unit responsibility.

746 **removal**—The physical relocation of any structure, facility, or material so that it no longer exerts a  
747 negative influence on friendly activities.

748 **reorder point**—See JP 1-02. That point at which the combat service support (CSS) unit must submit a  
749 requisition to maintain the stockage objective. The reorder point is the sum of the safety level and the  
750 order and shipping time.

751 **repair**—The restoration of an item to serviceable condition through correction of a specific failure or  
752 unserviceable condition. (JP 1-02)

753 **repair and replenishment point**—A combat service support installation, normally in forward areas near  
754 the supported unit, established to support a mechanized or other rapidly moving force. It may be either a  
755 prearranged point or a hastily selected point to rearm, refuel, or provide repair services to the supported  
756 force. (MCRP 5-12C)

757 **repair cycle**—The stages through which a reparable item passes from the time of its removal or  
758 replacement until it is reinstalled or placed in stock in a serviceable condition. (JP 1-02)

759 **replenishment systems**—These pull or push systems for provide supplies to supported units. These  
760 systems are subject to availability of supplies and distribution capabilities. Two concepts that must be  
761 considered in the process of determining the replenishment system to be implemented are available  
762 supply rate and required supply rate. **a.** Pull systems require that the consumer submit a request for the  
763 desired support. The request is a requisition. Pull systems provide only what the unit says it needs. Pull  
764 systems are not as responsive as push systems because they do not provide support in anticipation of  
765 need. **b.** Push systems use reports as the requesting document. For example, on—hand or usage reports  
766 serve as the basis for resupply. The combat service support element (CSSE) compares the report to the  
767 basic load or stockage objective then pushes the difference between the on-hand and desired quantity to  
768 the unit. Use of this method requires caution because push systems can contribute to excesses, burdening  
769 the user with more stock than can be handled. This can lead to waste, including waste of transportation  
770 capability. The MAGTF commander should specify the most appropriate replenishment system based on  
771 recommendations from the CSSE and/or aviation combat element. Compromises normally dictate a  
772 combination of the two based on the tactical situation and available resources.

773 **requisition**—**1.** An authoritative demand or request especially for personnel, supplies, or services  
774 authorized but not made available without specific request. (DOD) **2.** To demand or require services from  
775 an invaded or conquered nation. (JP 1-02)

776 **resupply**—The act of replenishing stocks in order to maintain required levels of supply. (JP 1-02)

777 S

778 **salvage**—**1.** Property that has some value in excess of its basic material content but which is in such  
779 condition that it has no reasonable prospect of use for any purpose as a unit and its repair or rehabilitation  
780 for use as a unit is clearly impractical. **2.** The saving or rescuing of condemned, discarded, or abandoned  
781 property, and of materials contained therein for reuse, refabrication, or scrapping. (JP 1-02)

782 **security**—Measures taken by a military unit, an activity or installation to protect itself against all acts  
783 designed to, or which may, impair its effectiveness. (JP 1-02)

- 784 **selective interchange**—The exchange of selected serviceable parts and/or components from a deadlined  
785 item of equipment for unserviceable repair parts and/or components from a like item.
- 786 **serial**—An element or a group of elements within a series which is given a numerical or alphabetical  
787 designation for convenience in planning, scheduling, and control. (JP 1-02)
- 788 **serial number**—A number allocated to each unit or grouping, including its equipment, that is—  
789 **a.** embarked entirely in one ship, **b.** landed as a unit on one beach or helicopter landing zone, and  
790 **c.** landed at approximately the same time.
- 791 **servicing, adjustment, and tuning**—Maintenance tasks for operable equipment. Servicing may include  
792 all repairs or maintenance, including adjustment and tuning. Tuning is a process of adjusting equipment to  
793 achieve precise functioning. Tuning often refers to engine adjustments. Engines, however, are not the  
794 only components needing adjustment.
- 795 **ship-to-shore movement**—That portion of the assault phase of an amphibious operation which includes  
796 the deployment of the landing force from the assault shipping to designated landing areas. (JP 1-02)
- 797 **stockage objective**—The maximum quantities of materiel that the combat service support element  
798 (CSSE) and/or aviation combat element (ACE) must have on hand to sustain current operations. It  
799 consists of the sum of stocks represented by the operating level and the safety level. The operating level is  
800 the level required to sustain operations between submission of requisitions or between the arrival of  
801 successive shipments. These quantities are based on the established replenishment period (daily, monthly,  
802 quarterly). In combat, the replenishment period is more frequent than during peacetime operations. The  
803 safety level is the quantity required to continue operations if there are minor delays in resupply or  
804 unpredictable changes in demand. In combat, the safety level is more critical than during peacetime. The  
805 MAGTF commander prescribes the stockage objective for combat service support installations based on  
806 the recommendations of the CSSE and/or ACE commander. Selection of the proper stockage objective is  
807 critical for proper management of transportation. It is also critical for continued support of combat  
808 operations. Too high a stockage objective can place an excessive burden on handling and management  
809 systems. Too low a stockage objective can delay or even prevent combat operations.
- 810 **storage**—**1.** The retention of data in any form, usually for the purpose of orderly retrieval and  
811 documentation. **2.** A device consisting of electronic, electrostatic, electrical, hardware or other elements  
812 into which data may be entered, and from which data may be obtained as desired. (JP 1-02) Storage is the  
813 safekeeping of supplies and equipment in a ready-for-issue condition. The storage function includes the  
814 process of receipting for supplies and equipment from the source. It includes the responsibility to  
815 maintain accurate inventory controls. Similarly, care in storage is a responsibility of the activity holding  
816 the supplies and equipment.
- 817 **strategic level of war**—The level of war at which a nation, often as a member of a group of nations,  
818 determines national or multinational (alliance or coalition) security objectives and guidance, and develops  
819 and uses national resources to accomplish those objectives. Activities at this level establish national and  
820 multinational military objectives; sequence initiatives; define limits and assess risks for the use of military  
821 and other instruments of national power; develop global plans or theater war plans to achieve these  
822 objectives; and provide military forces and other capabilities in accordance with strategic plans. (JP 1-02)
- 823 **subordinate command**—A command consisting of the commander and all those individuals, units,  
824 detachments, organizations, or installations that have been placed under the command by the authority  
825 establishing the subordinate command. (JP 1-02)
- 826 **supply**—The procurement, distribution, maintenance while in storage, and salvage of supplies, including  
827 the determination of kind and quantity of supplies. **a.** producer phase—That phase of military supply  
828 which extends from determination of procurement schedules to acceptance of finished supplies by the

829 military Services. **b. consumer phase**—That phase of military supply which extends from receipt of  
830 finished supplies by the Military Services through issue for use or consumption. (JP 1-02)

831 **supply point distribution**—That method of distributing supplies in which the receiving unit is issued  
832 supplies at a supply point (depot, railhead, truckhead, distribution point) and moves the supplies in  
833 organic transportation. This method is the normal method of providing direct support ammunition supply  
834 service.

835 **supply requirements**—In logistic and combat service support (CSS) terms, supply requirements are the  
836 needs for those commodities that are essential to begin and sustain combat operations. There are three  
837 types of supply requirements: routine, preplanned, and long term. Routine and preplanned requirements  
838 are relatively near term. **a. routine requirements**—These requirements support normal daily operations.  
839 The combat service support element (CSSE) and/or aviation combat element supports these requirements  
840 with available resources or through redistribution of assets within the MAGTF. **b. preplanned**  
841 **requirements**—These requirements pertain to support for special missions or operations. Like routine  
842 requirements, the CSSE supports these requirements with available resources or through redistribution of  
843 assets within the MAGTF. There is not enough time to obtain new resources. **c. long-range**  
844 **requirements**—These requirements involve unusual or high-cost items. If this type of support is not  
845 correctly determined and programmed in a timely manner, resources may not be available to support  
846 requirements. Errors in forecasting long-term requirements can restrict operations. Support might not be  
847 available, the allocation of costly resources might exceed real requirements, or both.

848 **support**—**1.** The action of a force which aids, protects, complements, or sustains another force in  
849 accordance with a directive requiring such action. **2.** A unit which helps another unit in battle. Aviation,  
850 artillery, or naval gunfire may be used as a support for infantry. **3.** A part of any unit held back at the  
851 beginning of an attack as a reserve. **4.** An element of a command which assists, protects, or supplies other  
852 forces in combat. (JP 1-02)

853 **survivability**—The inherent capacity of the organization and its capabilities to prevail in the face of  
854 potential destruction.

855 **sustainability**—The ability to maintain the necessary level and duration of operational activity to achieve  
856 military objectives. Sustainability is a function of providing for and maintaining those levels of ready  
857 forces, materiel, and consumables necessary to support the military effort.

858 T

859 **tactical level of war**—The level of war at which battles and engagements are planned and executed to  
860 accomplish military objectives assigned to tactical units or task forces. Activities at this level focus on the  
861 ordered arrangement and maneuver of combat elements in relation to each other and to the enemy to  
862 achieve combat objectives. (JP 1-02)

863 **task force**—**1.** A temporary grouping of units, under one commander, formed for the purpose of carrying  
864 out a specific operation or mission. **2.** Semi-permanent organization of units, under one commander,  
865 formed for the purpose of carrying out a continuing specific task. **3.** A component of a fleet organized by  
866 the commander of a task fleet or higher authority for the accomplishment of a specific task or tasks.  
867 (JP 1-02)

868 **task organization**—**1.** In the Navy, an organization which assigns to responsible commanders the means  
869 with which to accomplish their assigned tasks in any planned action. **2.** An organization table pertaining  
870 to a specific naval directive. (JP 1-02)

871 **terminal operations**—The reception, processing, and staging of passengers, the receipt, transit storage  
872 and marshaling of cargo, the loading and unloading of ships or aircraft, and the manifesting and  
873 forwarding of cargo and passengers to destination. (JP 1-02)

- 874 **testing and calibration**—Maintenance tasks for precision instruments. The instruments may be  
875 components of larger items or may be maintenance test equipment. The testing process compares the  
876 accuracy of the instrument to an established standard. Calibration is the adjustment of precision  
877 instruments that deviate from the standard.
- 878 **throughput**—The average quantity of cargo and passengers that can pass through a port on a daily basis  
879 from arrival at the port to loading onto a ship or plane, or from the discharge from a ship or plane to the  
880 exit (clearance) from the port complex. Throughput is usually expressed in measurement tons, short tons,  
881 or passengers. Reception and storage limitation may affect final throughput. (JP 1-02)
- 882 **traffic management**—The direction, control, and supervision of all functions incident to the procurement  
883 and use of freight and passenger transportation services. (JP 1-02)
- 884 **train**—A service force or group of service elements which provides logistic support, e.g., an organization  
885 of naval auxiliary ships or merchant ships or merchant ships attached to a fleet for this purpose; similarly,  
886 the vehicles and operating personnel which furnish supply, evacuation, and maintenance services to a  
887 land unit. (JP 1-02)
- 888 **transportation**—The movement from one location to another by means of railways, highways,  
889 waterways, pipelines, oceans, and airways. It includes movement by military and/or commercial assets.  
890 For the MAGTF, transportation support is that support required to place sustainability assets (personnel  
891 and materiel) in the proper locations at the proper times to initiate and maintain operations.
- 892 **Transportation Coordinator's Automated Information for Movements System (TC-AIMS)**—This  
893 system provides the MAGTF commander with an automated capability to plan, coordinate, manage, and  
894 execute MAGTF movement from the point of origin to the air and sea port of embarkation and from the  
895 port of debarkation to the final destination. During the planning and execution phase of an operation,  
896 TC-AIMS updates MAGTF Deployment Support System II, and the Defense Transportation System with  
897 movement requirements and status.
- 898 **transportation operating agencies**—Those Federal agencies having responsibilities under national  
899 emergency conditions for the operational direction of one or more forms of transportation. (JP 1-02)
- 900 **type/model/series (T/M/S) aircraft**—An alphanumeric code used to identify a particular group of  
901 aircraft. Example: F/A-18C: F/A = fighter/attack, 18 = model, C = series.
- 902 **unified command**—A command with a broad continuing mission under a single commander and  
903 composed of significant assigned components of two or more Military Departments, and which is  
904 established and so designated by the President, through the Secretary of Defense with the advice and  
905 assistance of the Chairman of the Joint Chiefs of Staff. (JP 1-02)

# APPENDIX G

## REFERENCES AND RELATED PUBLICATIONS

### Department of Defense Instruction (DODI)

3020.37 Continuation of Essential DOD Contractor Services During Crisis

### Department of Defense (DOD) Publication

4500.9-R Defense Transportation Regulation, Parts I, II, and III

### Joint Publications (JPs)

0-2 Unified Action Armed Forces (UNAAF)  
1 Joint Warfare of the Armed Forces of the United States  
2-0 Doctrine for Intelligence Support to Joint Operations  
3-0 Doctrine for Joint Operations  
3-02 Joint Doctrine for Amphibious Operations  
3-02.1 Joint Doctrine for Landing Force Operations  
3-02.2 Joint Doctrine for Amphibious Embarkation  
3-05 Doctrine for Joint Special Operations  
3-07 Joint Doctrine for Military Operations Other Than War  
3-07.2 Joint Tactics, Techniques, and Procedures for Antiterrorism  
3-07.3 Joint Tactics, Techniques, and Procedures for Peace Operations  
3-07.4 Joint Counterdrug Operations  
3-10 Doctrine for Joint Rear Area Operations  
3-57 Doctrine for Joint Civil Affairs  
4-0 Doctrine for Logistic Support of Joint Operations  
4-01 Joint Doctrine for the Defense Transportation System  
4-01.1 Joint Tactics, Techniques, and Procedures for Airlift Support to Joint Operations  
4-01.2 Joint Tactics, Techniques, and Procedures for Sealift Support to Joint Operations  
4-01.3 Joint Tactics, Techniques, and Procedures for Movement Control  
4-01.6 Joint Tactics, Techniques, and Procedures for Joint Logistics Over the Shore (JLOTS)  
4-02 Doctrine for Health Service Support in Joint Operations  
Joint Tactics, Techniques, and Procedures for Patient Movement in Joint Operations  
4-06 Joint Tactics, Techniques, and Procedures for Mortuary Affairs in Joint Operations

### Chairman of the Joint Chiefs of Staff Manual (CJCSM)

3122.03 Joint Operations Planning and Execution System, Volume II, Planning Formats  
and Guidance

### Naval Doctrine Publications (NDPs)

4 Naval Logistics  
5 Naval Planning  
6 Naval Command and Control

### 38 **Naval Warfare Publications (NWPs)**

39	1-14M	The Commander's Handbook on the Law of Naval Operations (dual designated as MCWP 5-12.1)
40		
41	3-02.1	Ship-to-Shore Movement (dual designated as FMFM 1-8 to be updated as MCWP 3-31.5)
42		
43	3-02.14	The Naval Beach Group (dual designated as FMFM 4-2 to be updated as MCRP 4-11.3D)
44		
45	3-02.21	Military Sealift Command in Support of Amphibious Operations (dual designated as FMFM 1-15 to be updated as MCRP 3-31A)
46		
47	3-02.3	Maritime Prepositioning Force (MPF) Operations (dual designated as MCWP 3-32)
48	4-02	Operational Health Service Support
49	4-02.2	Patient Movement, Part A, Naval Expeditionary Forces Medical Regulating
50	4-02.4	Part A, Deployable Health Service Support Platforms-Fleet Hospitals
51	6-01	Basic Operational Communications Doctrine
52	80	Strategic Sealift Planning and Operations Doctrine of the U.S. Navy
53		(dual designated as FMFM 1-16 to be updated as MCRP 13.1B)

### 54 **Marine Corps Doctrinal Publication (MCDPs)**

55	1	Warfighting
56	1-0	Marine Corps Operations
57	1-1	Strategy
58	1-2	Campaigning
59	1-3	Tactics
60	2	Intelligence
61	3	Expeditionary Operations
62	4	Logistics
63	5	Planning
64	6	Command and Control

### 65 **Marine Corps Warfighting Publications (MCWPs)**

66	0-1.1	Componency
67	2-1	Intelligence Operations
68	3-17	MAGTF Engineer Operations
69	3-24	Assault Support
70	3-41.1	MAGTF Rear Area Operations
71	3-61	Ministry in Combat
72	4-1	Logistics Operations
73	4-11.1	Health Service Support Operations
74	4-11.3	Transportation Operations
75	4-11.4	Maintenance Operations
76	4-11.5	Seabee Operations in the MAGTF (dual designated as NWP 4-04.1)
77	4-11.6	Petroleum and Water Liquid Operations
78	4-11.7	MAGTF Ground Supply Operations
79	5-1	Marine Corps Planning Process
80	6-22	Communications and Information Systems
81		



81 **Marine Corps Reference Publications (MCRPs)**

- 82 3-31B Amphibious Ships and Landing Craft Data Book  
 83 5-11.1A Aviation Planning Documents  
 84 5-12C Marine Corps Supplement to the Department of Defense Dictionary of Military and  
 85 Associated Terms  
 86 5-12D Organization of Marine Corps Forces

87 **Fleet Marine Force Manuals (FMFMs)**

- 88 5-40 Offensive Air Support (under development as MCWP 3-23)  
 89 5-50 Antiair Warfare (under development as MCWP 3-22)  
 90 6 Ground Combat Operations (under development as MCWP 3-1)  
 91 6-21 Tactical Fundamentals of Helicopterborne Operations (under development  
 92 as MCWP 3-11.4)

93 **Marine Corps Order (MCO)**

- 94 P1700.~~27-27A~~ Marine Corps ~~Community Services Morale, Welfare, and Recreation~~  
 95 w/ch 1-~~5~~ Policy Manual

96 **U.S. Army Field Manuals (FMs)**

- 97 4-01.30 Movement Control in a Theater of Operations  
 98 8-55 Planning for Health Service Support  
 99 10-27 General Supply in Theaters of Operations  
 100 10-52 Water Supply in Theaters of Operations  
 101 10-67 Petroleum Supply in Theaters of Operations  
 102 27-10 The Law of Land Warfare (dual designated as MCRP 5-12.1A)  
 103 34-130 Intelligence Preparation of the Battlefield (IPB) (dual designated as FMFRP 3-23-2 to be  
 104 updated as MCRP 2-12A)  
 105 54-40 Area Support Group  
 106 55-9 Unit Air Movement Planning  
 107 90-31 Army and Marine Corps Integration (AMCI) (dual designated as MCRP 3-38)  
 108 100-16 Army Operational Support  
 109 100-19 Domestic Support Operations  
 110 100-23-1 HA Multiservice Procedures for Humanitarian Assistance  
 111 Operations (multi-Service designated as FMFRP 7-16 to be updated as MCWP 3-33.6)  
 112 101-5-1 Operational Terms and Graphics (dual designated as MCRP 5-12A)  
 113 700-80 Logistics  
 114 701-58 Planning Logistics Support for Military Operations