

CHAPTER 6

LOGISTICS PLANNING RESPONSIBILITIES OF SUPPORTED AND SUPPORTING COMMANDERS

Section I. GENERAL

6-1. Introduction

The important facets of planning for military operations are the responses by the supporting activities to the guidance from the President, the National Security Council (NSC), the Secretary of Defense, the Joint Chiefs of Staff (JCS), and the concept of operations of the unified/specified commander. The latter must be translated by the planners into balanced force structures, supplies, and services to support the forces and time-phased deployment schedules. The Department of Defense (DOD) guidance is contained in DOD directives,

instructions, or other transmittals. The JCS provides guidance to the military services and the commanders of the unified/specified commands for the development and execution of general war and contingency plans in publications such as JCS Pub. 2, JCS Pub. 3, JCS Pub. 15 and volumes I and II of the Joint Operations Planning System (JOPS). The logistics planning responsibilities of the commanders of the various major supported and supporting commands and agencies, as discussed in this chapter, are intended to show the interfaces in the planning process and the coordination required.

Section II. LOGISTICS RESPONSIBILITIES OF UNIFIED COMMAND

6-2. Logistics in a Unified Command

a. There are two kinds of logistics agencies within each organization for logistics support; the policy, planning, and supervising agency and the implementing agency. The top agency (the commander and his staff) is responsible for providing logistics policy and guidance; the review of requirements; the determination or approval of operational plans concerning logistics; and the determination and allocation of logistics means when necessary. These are the command aspects of the logistics function and include the responsibility for planning and supervising the implementation of approved plans by all echelons. Logistics planning at the level of the unified command places emphasis on the command aspects of the logistics function. The implementing agency functions after the operation is approved. The top agency controls the approval of operational plans on the basis of their feasibility. The action of the implementing agency is always limited to the approved plans and subject to varying degrees of control by the top agency.

b. Some of the overall logistics functions of a US unified command are logistics and administrative support arrangements. The commander of a uni-

fied command has specific authority to coordinate the logistics support of the service components and to exercise control of distribution of logistics support when shortages necessitate. The most common type of support is Uniservice Logistics Support. Logistics support may also be provided by agreements or assignments in common servicing, cross-servicing, or joint servicing at force, theater, department, or DOD levels. One or a combination of the foregoing types of servicing can be made to work, and will provide suitable support to the US forces within a unified command. Each type of service is described below.

(1) *Uniservice.*

(a) In this type of organization, each service is responsible for the provision of all logistics support to its own forces. This eliminates the necessity for additional headquarters which are required in joint efforts.

(b) This organization does, however, cause some duplication of efforts and may cause establishment of control agencies in the unified command headquarters.

(2) *Cross-Servicing or Common Servicing.*

(a) *Cross-Servicing.* That function performed by one military service in support of another military service for which reimbursement is required from the service receiving support. Aircraft servicing would be an example of cross-servicing. Fuel used by an Army aircraft serviced at an Air Force or Navy base would eventually be charged to the Department of the Army (DA).

(b) *Common Servicing.* That function performed by one military service in support of another military service for which reimbursement is not required from the service receiving support. For example, the Army may be charged with the responsibility for budgeting and furnishing all class I supplies for Army and Air Force personnel in a theater of operations. In the interest of effective and economical operations, the service charged with this responsibility may have an integrated staff and could well have units from the other service(s) attached.

(3) *Joint Servicing.*

(a) That function performed by a jointly staffed and financed activity in support of two or more military services.

(b) For clarification, a distinction should be made between DOD agencies and unified command agencies. The Defense Logistics Agency (DLA) is in the DOD organization. The assignment of personnel to the agency must be in accordance with staffing plans approved by the Secretary of Defense which provide a balanced distribution of positions among the military services. Programing, budgeting, funding, auditing, accounting, pricing, and reporting activities of DLA are in accordance with policy and procedures established by Office of the Secretary of Defense (OSD). DLA uses appropriated funds to finance the operating costs of the agency, a stock fund to finance all inventories procured for resale and, when appropriate, an industrial fund for financing industrial-commercial type operations. On the other hand, certain logistics functions may be organized on a joint basis in a unified command. Some examples of these joint functions are:

- 1 Joint Medical Regulating Office.
- 2 Joint Petroleum Office.
- 3 Joint Transportation Board.
- 4 Joint Graves Registration Office.

6-3. Health Service Support

The commander of a unified command has the authority to coordinate health service support of the unified command. A unified command surgeon is designated for each unified command and liai-

son is established between the unified command surgeon and each component command surgeon. The duties of the unified command surgeon are normally advisory, planning, and supervisory, as they pertain to the overall medical support of the command. Health service support planning is discussed in more detail in chapter 9 and FM 8-55.

6-4. POL Support

a. The Assistant Secretary of Defense (Acquisition and Logistics) (ASD(A&L)) is responsible for establishing policies and providing guidance relating to the DOD bulk petroleum logistics programs, systems, and procedures, and acts as the DOD claimant to the Department of Energy (DOE) for petroleum products required by DOD.

b. The Director, DLA, is the Integrated Materiel Manager (IMM) for petroleum products including ownership and accountability of bulk petroleum war reserve and peacetime operating stocks. The Commander, Defense Fuel Supply Center (DFSC) is responsible for the procurement of all petroleum products, coal, and related services and is the IMM for bulk petroleum products. Packaged fuels are not stocked by DFSC, but are procured at the request of the services for direct delivery to the user.

c. The JCS is responsible for allocating petroleum products among the military departments when DOD claimant stocks are authorized and released by DOE.

d. The military services are responsible for management and ownership of war reserve and operating petroleum, oils, and lubricants (POL) stocks on base; the operation of petroleum facilities as assigned; computing bulk petroleum product requirements; computing Prepositioned War Reserve Materiel Requirements (PWRMS) for class III products based upon joint plans and service approved consumption factors; and for maintaining established levels of supply, including Prepositioned War Reserve Stock (PWRMS).

e. Commanders of unified commands coordinate class III supply matters within their commands, review and consolidate requirements within their areas, submit requirements for slated products to DFSC, and monitor established operating and PWRS supply levels. The commander of a unified command originating an Operation Plan (OPLAN) is responsible for the overall planning of class III logistics support. Each OPLAN submitted to the JCS for approval will contain a petroleum appendix to the logistics annex in the format prescribed in volume I, JOPS. Supporting commanders, in coordination with the supported commander, develop time-phased requirements for class III sup

port during the deployment phase. Service component commanders normally are delegated responsibility for development of service support plans to include resupply of class III to forces participating in the operation.

f. The Joint Petroleum Office (JPO) is a staff office of each commander of a unified command comprised of personnel of each military service qualified in petroleum logistics. It advises the commander, coordinates petroleum logistics planning and policy, allocates petroleum products and facilities under emergency conditions, coordinates the command quality surveillance program, coordinates distribution requirements of all services within the unified commands, and acts as an agent or assistant to the DFSC. POL supply is discussed further in par. 8-11.

6-5. Transportation Services

a. The commander of a unified or specified command is responsible for coordination of the air, sea, and land transport modes available to the theater. Normally, the J-4 exercises staff supervision over allocation and use of transportation capabilities and facilities. However, based on the magnitude of transport requirements, the force commander may establish an Assistant Chief of Staff (ACS), Transportation, a staff section on the Joint Staff level for carrying out the commander's staff transportation functions.

b. A Joint Transportation Board (JTB) should be established by the commander when the transport capabilities of two or more services and allied nations are required for accomplishment of the forces' mission. The JTB is a staff agency under the supervision of the command J-4. It is composed of representatives from each of the service components and from the major joint forces. When appropriate, representatives of host and allied nations may become part of the JTB. On the basis of forecasted requirements of service components, the JTB recommends allocation of all transportation resources available to the command in accordance with priorities established by the commander. Based on the recommendations of the JTB, the commander allocates transport capability to the service components. In turn, the Theater Army suballocates to the Theater Army Transportation Command (TRANSCOM) and the corps commanders, the transport capability allocated to it.

6-6. Graves Registration Services

a. Graves registration in military operations includes the supervision and execution of matters pertaining to the identification, removal, and burial of the dead and to the collection and processing of their personal effects.

b. Inherent in the graves registration function is the search, recovery, identification, evacuation or burial of US military, allied, and enemy dead and deceased civilians under US military jurisdiction; the recovery and handling of personal effects found on the remains in the unit area; the establishment, operation, and maintenance of temporary military cemeteries until other arrangements are made for the disposition of the remains of such deceased personnel; and the maintenance of appropriate records and reports.

c. Disposition of personal effects includes the collection, receipt, recording, storage, and disposal of the personal property of US military personnel, civilians under US military jurisdiction, personnel officially accredited to the US Armed Forces, and all deceased persons for whom the United States provides graves registration services. The handling of personal effects begins at the time of initial collection by representatives of the Armed Forces and extends to the time of receipt by the authorized next of kin or representatives of the host country or allied nation, or until other disposition is made in accordance with applicable regulations.

d. During major military operations, the Armed Services Graves Registration Office-Continental United States (ASGRO-CONUS) becomes the office of record for burial data for all the military services and the control point for promulgation of joint graves registration plans, principles, and doctrine developed in coordination with and concurred in by the appropriate departments. Appropriate records are prepared and submitted through service channels to the ASGRO.

e. Commanders of unified commands are responsible for including in their OPLANs provision for the overall supervision of matters pertaining to graves registration and disposition of personal effects in support of specific operations. Responsibilities include:

(1) Providing broad guidance to their service component commanders.

(2) Designating a service component to be responsible for operation of one or more collection points and for disposition of remains, including temporary interment, cemetery maintenance, and recordkeeping, until other provisions are made for subsequent custody.

(3) Establishing and operating a Joint Central Graves Registration Office (JCGRO) and subarea offices as necessary.

(4) Providing procedural guidance concerning transfer of enemy and allied remains and their personal effects to custody of another government,

including maintenance of the records required by the 1949 Geneva Conventions for the Protection of War Victims.

(5) Providing guidance on the removal and burial of contaminated remains.

f. The military services are responsible for the provision of graves registration and personal effects disposition services for their own forces and for such other personnel as may be present. However, any service may assume responsibility for provision of these services for another service upon prior mutual agreement.

g. The functions of the JCGRO include maintaining data on burial and recovery status of all dead and missing; coordinating programs for search, recovery, identification, burial, or concurrent return of remains; supervising the establishment and maintenance of temporary cemeteries; and serving as a clearing point for graves registration information. The principal JCGRO is jointly staffed by representatives from service components in the unified command. Subordinate JCGROs are manned by representatives of those services whose forces are operating in the area served by the suboffice.

h. Commanders are responsible for recovery and evacuation of the remains of deceased personnel of their respective organizations to a designated collecting point, including safeguarding of personal effects. In joint operations in which US Army forces are involved, the US Army component commander is assigned responsibility for the acceptance at a designated collecting point and disposition of remains of all the services. In the event the US Army component is not involved, the US Navy is assigned these responsibilities.

i. When necessary, the remains of US civilian, allied, prisoners of war (PW), and enemy dead are handled in a manner similar to that prescribed for deceased US military. To the extent possible, the same records and reports will be maintained for future use. However, individual cemeteries are established for the separate burial of allied and enemy dead. When circumstances require interment in a US temporary cemetery, separate plots or sections are provided for US, allied, and enemy deceased. Personal effects of allied dead are evacuated through logistics channels to the point specified for reversion to representatives of the nation concerned. Processing of the remains and personal effects of PWs is in accordance with the 1949 Geneva Conventions. Personal effects of enemy dead not afforded PW status are evacuated to the theater effects depots pending disposition instructions from the Joint Chiefs of Staff.

j. Additional discussion of Joint Graves Registration is found in Joint Manual DA FM 10-63/NAUMED P-5016/AFM 143-3/NAVMC 2509-A.

6-7. Supply

a. Responsibilities.

(1) *Unified Commander.*

(a) The commander of a unified command is responsible for effective coordinated supply support within his command and for insuring that statements of requirements of his forces are prepared and submitted in accordance with existing directives of the Secretary of Defense, the departmental Secretaries and the Chiefs of Services. He is also responsible for insuring that stated requirements for categories of items of common supply cover the needs of all forces, and that duplications are eliminated.

(b) The unified commander coordinates the supply functions of the component forces through their commanders to provide the maximum balanced program and economy necessary to promote military effectiveness. The extent to which this authority is exercised is usually more limited in peacetime than during war.

(c) The commander of a unified command recommends the priority of the phase buildup of supplies, installations, and organizations deemed essential to mission accomplishment.

(d) The commander of a unified command is responsible for provision of supplies to civilians in occupied areas, in accordance with current directives.

(e) Within a US unified command, supply support is normally furnished on a uniservice basis. However, under wartime conditions, the commander of the unified command is authorized to use the facilities and supplies of all forces assigned to his command as necessary to accomplish his mission. The unified command joint staff assists the commander in carrying out these general responsibilities by:

1 Developing overall policies and procedures concerning:

- (a) Supply distribution.
- (b) Levels of supply, including phased buildup.
- (c) Maintenance and repair.
- (d) Procurement.
- (e) Allocation of critical classes and items of supply.

(f) Allocation of supplies to civilians in an occupied area.

2 Reviewing the supply requirements of the component forces to the extent necessary to eliminate duplication and insure that needs of all forces are included.

3 Conducting supply planning concurrently with other planning.

4 Establishing supply priorities to insure a balanced program for various phases of operations.

(2) *Commanders of Service Components.* Subject to the responsibility and authority of the commander of a unified command, commanders of the service components are responsible for supply of their commands. They will communicate directly with appropriate headquarters on all supply matters, except on those matters which the commander of the unified command directs be forwarded through him. They will keep the commander of the unified command informed of the status of important supply matters affecting readiness of his force.

(3) *Subordinate Commanders.* Subordinate commanders may be assigned the responsibility for providing supply support to elements or individuals of other services within the unified command.

(4) *Joint Task Forces.* Normally, supply responsibilities follow unilateral command channels except when:

(a) Specifically directed otherwise by the authority establishing that force.

(b) Common, joint, or cross-servicing agreements and procedures provide otherwise.

(c) The commander of a joint task force exercises supply coordination or control, including the allocation of supplies to subordinate commanders which are essential to the success of his mission.

b. Supply Control.

(1) The supply control system is used to inform the command of the overall status of the supply situation and is a factor in strategical, tactical, and logistical planning. It forms the basis upon which to:

(a) Forecast requirements.

(b) Distribute supplies.

(c) Allocate critical items.

(d) Allocate transportation.

(e) Determine movements.

(2) Stock control considers all present and future demands for materiel, including unservice-

able but repairable items and is primarily concerned with the quantity of supplies available, their condition, and location.

(3) The objective of the supply control system is to provide the means of maintaining the best possible balance between total supply and total demand. It is designed to insure provision of supplies on time, to prevent the accumulation of excess stock, and to determine the total amount of stock on hand for distribution.

(4) Supply control is a function of all levels of command. For example, the unified commander is concerned with overall tonnage of supply requirements, critical items in short supply, average consumption rates expressed in days per man or gross tonnage, and guidance policies of a general nature. The component or uniservice commander would be concerned with more exacting tonnage and volume requirements; past, present, and future status of individual items in addition to critical items; consumption rates in more detail; and policies of a more specific nature.

c. Supply Requirements.

(1) Supply requirements are defined as computed needs for supplies necessary to equip, maintain, and operate a force for a specific period of time.

(2) Timely forecasts must be prepared by every commander for pending operations. Requirements forecasting is done at all levels since the respective services alone have the means and information with which to forecast requirements. In forecasting requirements, the service component commander represents the highest echelon that is involved in the oversea area. The commander of a unified command reviews the requirements of his component commanders to the extent necessary to insure that they are adequate and justified. The commander of a unified command is particularly interested in those supply items in which there are critical shortages or which require large amounts of transportation (such as POL, ammunition, construction material, etc.). Successful requirements planning is dependent on accurate, adequate, and timely statistics as well as sound judgment. The J-4, with the assistance of the special staff, performs the following:

(a) Detailed review of critical items to provide sound basis for allocation to various forces.

(b) Detailed review of items requiring large amounts of transportation to permit equitable allocation of available transportation to various forces.

(c) Spot check of all other items to determine that requirements are adequate and justified.

(3) In order to accomplish this review, the J-4 must have knowledge of the factors used by the component forces in computing requirements. Using a sampling technique, the J-4 will apply broad factors as well as judgment to determine that component requirements are not excessive and that the needs of all forces are included. Previous experience with supply consumption should provide a yardstick for the evaluation of supply requirements. Planning factors are used by all levels of command mainly for forecasting and reviewing supply requirements. Factors may be wide and varied or tailored to individual situations. Generally, the higher the command level, the broader the factors become. For broad planning purposes at unified command level, the division slice, the wing slice, etc., are used. However, such broad factors are of value primarily for relating supply to the need for transportation. Many factors must be considered in forecasting for an over-sea area, among which are:

- (a) The number of troops and rate of build-up.
- (b) Availability of supplies from maintenance facilities (repair and rebuild) and indigenous resources.
- (c) Characteristics of the area as to land masses, water areas, climate, weather, and terrain.
- (d) Characteristics of lines of communication—roads, railroads, sea lanes, air lanes, inland waterways, bases, ports, harbors, storage facilities, utilities, and signal communications.
- (e) Type of operations expected—attack, defense, occupation, ground, sea, air-amphibious, air-borne—and degree of activity.
- (f) Facilities required,
- (g) Anticipated losses and capability of enemy to interfere with lines of communication.
- (h) Time and space factors,
- (i) Past experience.

(4) The commander of a unified command reviews requirements of the service components of his command and coordinates priorities and programs. He reviews the recommendations of component commanders to their parent military departments to verify that the recommendations are in agreement with his plans and programs.

(5) Ordinarily, the requirements of forces of allied nations are furnished by the parent nation. A US unified command may, as a result of bilateral agreements, provide support to the forces of allied nations. In the latter instance, the requirements for forces of allied nations would be

screened by the US unified command to insure that requirements are within the policies set forth in the agreement and that issue would not impair the effectiveness of US forces. In cases where the forces of the allied nations in question are operating under an allied commander, the requirements should be screened in the light of policies established by the allied commander.

d. Levels of Supply. The supplies to be furnished to an oversea command and the supply levels to be maintained are developed by the respective military department and the commander of the oversea command, and may be reviewed by the Joint Chiefs of Staff and approved by the Secretary of Defense after review for adequacy and justification. These levels are expressed in days of supply by supply class as defined in AR 700-9.

e. Supply Acquisition.

(1) Supply acquisition is the process of obtaining and introducing supplies into the military supply system. Requisitioning is properly a function of distribution and should not be used synonymously with acquisition.

(2) Acquisition of supplies in oversea commands is effected through local purchase, reverse lend-lease, local manufacture, capture, seizure, findings, and gifts. Supplies from available local resources are utilized to the fullest in order to save time, transportation, and national resources. Desirable items for offshore acquisition are those involving large tonnages such as food, POL, and construction materials. Maximum usage of indigenous products should be encouraged, keeping in mind the needs of the host nations.

f. Storage. Storage is the keeping or placing of property in a warehouse, shed, open area, or other designated facility. Storage is a continuation of the receiving operation and is preliminary to the shipping or issuing operations (AR 310-25).

(1) Storage includes planning for facilities, selection of sites for storage installations, allocation of storage space, internal arrangements of storage installations, segregation of stocks, and types of storage installations to be used.

(2) Some of the factors to be considered in the selection of storage sites include: mission, lines of communication (internal and external road, rail, air, and water networks), topography, drainage, hardstands, water, space, facilities, and signal communications. Full use is made of existing buildings and facilities. Provision must be made for adequate cover, dispersion, and protection.

(3) Allocation of available storage space and facilities between the component forces is the re-

sponsibility of the commander of the unified command. Each command must establish priorities and compute requirements for storage to include refrigerated, covered, and open storage, tankage, and hardstands. After facilities have been assigned, the actual operation for storage will be conducted under the component commander.

g. Supply Distribution.

(1) Supply distribution includes the receipt, storage, instorage maintenance, transportation, and issue of materiel. Distribution methods may be prescribed by the commander of a unified command, while the function of distribution itself is a responsibility of the component commanders.

(2) The commander of a unified command is responsible for insuring that necessary distribution policies and procedures are established by the commanders of the service components of his command. The service components should use their normal distribution system and indigenous distribution facilities.

(3) The categories of supply distribution are preplanned supply, scheduled supply, or supply by requisition.

(a) Replanned Supply. Preplanned supply is the provisioning of those supplies necessary to sustain a force for a specified period (usually until normal supply procedures can be implemented). Preplanned supply is based upon estimated or experience-usage factors, and is continued until inventory control procedures are established in the area.

(b) Scheduled Supply. Scheduled supply is a system by which certain specified items are shipped on the basis of periodic reports of the status of stocks on hand or enroute to the using agency. This system may be used as an interim measure between preplanned supply and supply by requisition for heavy-use items (rations, POL, and ammunition) on the basis of strength reports, POL and ammunition expenditure reports, etc., while the force would submit requisitions for other items. Use of this system requires a partial build-up of supply levels in the oversea area or objective area.

(c) Supply by Requisitions. Supply by requisition is a system by which supplies required to meet the needs of units, activities, or forces are supplied on the basis of requisitions initiated by the using agency. This is the normal system of supply and should be instituted as soon as possible. However, it should be used only after supply control measures are established. The time required for this transition is variable and depends on the availability of shipping; accuracy of initial esti-

mates; availability of supplies; training of personnel including supply discipline; available storage; communications; speed and rate of buildup; and many other factors.

6-8. Maintenance Services

a. Each of the services represented in a unified or specified command is normally responsible for maintenance support for its own forces. Normally, existing policies and procedures of the services represented in the command are used for the provision of maintenance and other combat service support, and the service component commander (e.g., theater Army commander) exercises control to insure that such support is provided. The commander of the unified or specified command, however, has the authority to coordinate logistics policies and procedures through the separate military commanders of component forces, and to influence the logistics effort to the extent required to carry out his assigned missions, tasks, and responsibilities.

b. The unified commander exercises directive authority to insure effective operations and to prevent or eliminate duplication of facilities and overlapping of functions among the service components of the command. The directive authority of the commander of a unified or specified command extends to the coordination, as necessary, of:

(1) Acquisition, storage, movement, distribution, maintenance, evacuation, and disposition of materiel, to include repair parts.

(2) Acquisition or furnishing of services.

(3) Acquisition or construction, maintenance, operation, and disposition of facilities.

c. The unified commander also:

(1) Disseminates information on the overall plans and programs of the command to the component commanders to enable them to exercise planning and management within their areas of responsibility and in order to provide a basis for requirements determination.

(2) Reviews requirements of the service components and coordinates priorities and programs to effectively utilize maintenance services.

(3) May direct the establishment of maintenance facilities for joint use; e.g., a primary calibration facility.

(4) Indicates, by directive, the type of information and communications on supply and maintenance matters that will be submitted to or through the command headquarters and those matters on which service components may commu-

nicate directly with their respective military departments.

(5) Establishes the necessary reports and methods of obtaining requirements of allied forces that are logistically supported by US forces so that these data may be included in the command's requirements report.

6-9. Other Logistics Responsibilities

Other logistics responsibilities of a unified command are:

a. Salvage. The commander of a unified command is responsible for coordinating salvage procedures within his command.

b. Base Development. The commander of a unified command is responsible for:

(1) Establishment of bases within the limits of resources furnished to accomplish his mission, and plans and coordinates their development in accordance with approved joint and service plans.

(2) The coordination of real estate requirements and construction of facilities within the command and the establishment of priorities for construction projects.

(3) Assignment of existing facilities to the elements of his command. In occupied areas, maximum utilization should be made of local facilities. In recognition of departmental responsibility for facility funding and support (with the exception of emergency circumstances) no reassignment of existing facilities between services, or assignment action affecting the owning service's utilization, will be effected without the concurrence of services concerned.

c. Air and Water Ports. Responsibilities for operation of air and water ports outside the continental limits of the United States, essential to logistics support of the unified command are assigned by the commander of the unified command. Normally, the establishment and operation of water ports will be a responsibility of the Army. Exception to the policy can be made in the case of water ports primarily serving the Navy or the Air Force. However, the Army is the major user of water port facilities for debarkation and incoming supplies. In its Transportation Corps the Army has units designed, equipped, and trained for the accomplishment of water port operations.

d. Acquisition. The commander of a unified command is responsible for establishment of acquisition policies within his command consistent with applicable laws, departmental regulations, and Federal Acquisition Regulation (FAR).

e. Military Government. The commander of a unified command is responsible for coordinating the logistics support of military government in areas occupied by his command.

f. Military Sealift Command (MSC) and Military Airlift Command (MAC). The facilities and supplies provided and required for the support of MSC and MAC are specifically exempted from the logistics authority of the commander of a unified command.

g. Recovery and Evacuation Equipment. The commander of a unified command should monitor the availability and allocation of critical specialized recovery and evacuation equipment.

Section III. LOGISTICS PLANNING BY SUPPORTED AND SUPPORTING COMMANDS AND AGENCIES

6-10. Plans of the Commanders of Supported Unified/Specified Commands

a. Operations plans of the supported unified/specified commands include as part of that plan the commander's concept for providing logistics support for conducting the operations. This concept should describe and define command responsibilities and functional alignment in sufficient detail as the basis for detailed logistics support plans, and to insure that all essential logistics tasks and evaluations required are provided for. Host nation support agreements, commercial contractor support, interoperability, and inter-Government support agreements should be described in the commander's concept.

b. Operation planning and logistics planning should be coordinated so that support problems can be identified and resolved prior to the implementation of the plan. It is essential that logistical and operation planning be conducted concurrently during the development of time-phased force deployment lists (TPFDL) to insure the adequacy of logistics support and combat service support units as well as the capability to logistically support the planned force buildup.

c. Logistics plans of the supported command should adequately address:

(1) Significant time-phased materiel requirements, including construction materials and equipment (expressed in short tons, cube, square feet,

and outsize cargo), facilities, and other resources necessary to support the OPLAN.

(2) The capabilities and limitations of water and air terminals, ports, and beaches in the operational area. This insures the ability of the gaining command to receive and support deploying forces, their accompanying supplies, resupplies, and replacement personnel.

(3) Support methods and procedures needed to operate the air, sea, and land lines of communication.

(4) The means to coordinate and control the flow of materiel into the contingency area so the throughput and lift capabilities and command requirements are not exceeded.

(5) The interrelationship between the intertheater and intratheater lines of communication.

(6) Significant assumptions which can influence the validity of the overall operational concept.

(7) The logistics support tasks assigned to the component commands.

(8) The establishment of priorities and programs for materiel.

(9) Interservice and, where applicable, international support agreements to insure efficient utilization of resources.

(10) Provision for communications both within and outside the operation area in support of logistics requirements.

(11) Sealift and airlift forces needed to support deployed forces.

(12) Transportation resources to move forces and their accompanying supplies to the objective area.

(13) Prepositioning of materiel, including construction materials and equipment to develop bases to support the operation.

(14) High-priority materiel needed at the outset of an operation.

(15) Follow-on airlift or sealift to move into the contingency area those units and items not needed initially in the operation.

(16) Maintenance resources to insure the highest return of damaged/inoperable equipment to use.

d. Specific guidance for providing materiel and services of a critical or sensitive nature is contained in appendixes of the logistics annex to the OPLAN.

(1) The POL appendix provides the concept of petroleum supply operations; requirements for petroleum products for US forces, allied forces, and civilian agencies; onhand or available stocks; capa-

bility of handling and storage facilities; and construction of new facilities required.

(2) Provision for the overall supervision of matters pertaining to graves registration and disposition of personal effects of US military personnel, civilians under US military jurisdiction, and all other deceased personnel for whom the United States provides graves registration services is included in a graves registration appendix. (See paragraph 6-6.)

(3) The medical appendix provides the concept for medical services. (See also paragraph 6-3 and chapter 8.)

(4) The transportation appendix provides the concept for transportation support. The detailed time-phased movements requirements and other data in the supported commander's OPLAN provide the basis for planning by the transportation operating agencies (TOA) for sealift and airlift from CONUS to oversea areas, and movements within and between oversea areas.

(5) Because of the importance of having adequate base facilities to support a military operation, the civil engineering support plan (CESP) is included as a separate appendix to the logistics annex of the OPLAN of the unified command, unless it is more appropriate that it be included in the OPLAN of a Joint Task Force (JTF) or subordinate unified command. In the latter instance the logistics annex to the unified command OPLAN will identify:

(a) Restriction on use of bases or facilities.

(b) Service component having primary responsibility for the CESP,

(c) Planning factors to be used and major construction resources to be allocated.

(d) Set standards of construction.

(e) Outline responsibility for construction, construction management, and facility utilization.

(f) Set priorities and time-phased requirements.

(g) Provide for withdrawal or disposition of residual assets.

(6) Each OPLAN prepared by the commander of a unified or specified command and submitted to the JCS for approval includes a nonnuclear ammunition appendix to the logistics annex. This appendix includes:

(a) The concept of ammunition supply and resupply operations.

(b) Ammunition requirements to support the OPLAN to include requirements of assigned US forces.

(c) Forces being assigned and/or provided by other commanders.

(d) Allied forces and other agencies to be supported from US military stocks.

(e) Available stocks on hand.

(f) Availability and capability of storage and handling facilities planned for use in joint agreements.

(g) Ammunition handling systems required to support the plan.

6-11. Role of the Supporting Unified Command

a. OPLANS of the oversea unified commands may require that assigned forces be augmented by forces of another oversea unified command or those of US-based forces of the United States Readiness Command (USREDCOM). The major missions of USREDCOM are to control US-based combat ready forces and to provide a general reserve of these forces to reinforce oversea unified commands. Staff planners of USREDCOM participate with staff planners of other commands in the development of contingency plans which would require reinforcement from the United States. In addition USREDCOM maintains liaison officers with the Pacific Command and European Command to facilitate reinforcement of those commands by USREDCOM.

b. USREDCOM has Army and Air Force components. The Army component, US Army Forces Readiness Command (USARRED) is made up of the forces of the US Army Forces Command (FORSCOM). In the development of Army component supporting plans to the USREDCOM OPLANS, the Commander USARRED/FORSCOM may designate one of the assigned Army Corps as the planning agent to develop supporting OPLANS.

c. The Army component planning agent, based on guidance contained in the supported commander's OPLAN and that received from FORSCOM/USARRED, develops his supporting plans. Generally, the guidance the supporting unified commander receives from the supported unified commander is quite broad. The interests of the supported commander generally involve the numbers of people and the short tons of supplies and equipment to be moved into the operational area within a given time frame and within available transportation resources. The supporting commander or his planning agent must translate this broad guidance

into detailed force requirements, force routing data, and necessary guidance for use by subordinate commands and other supporting commands, agencies, and activities for developing their plans. For example, the TPFDL identifies units, tonnages of accompanying supplies, and resupply items and schedules for their movement into the objective area. It is the supporting commander's responsibility to provide guidance for the computation of accompanying supplies, time-phased preplanned supply, authorized stockage lists (ASL) items, and to provide appropriate combat service support units or elements to enter the objective area at an early date to rapidly bring under control the preplanned supply packages.

d. Logistics guidance in the plans of the supporting command should provide for:

- (1) Standard movement planning procedures.
- (2) Authorization for special and discretionary items of equipment for deploying forces.
- (3) Identity of units and forces to be supported by each combat service support unit and their locations and specific logistics support missions to be accomplished in objective area.
- (4) Phased stockage objective (safety/operating levels) to be attained for each class of supply.
- (5) Rates of use and/or consumption replacement factors to be used for computing preplanned supply requirements.
- (6) Operational projects requirements and peculiar equipment support requirements.
- (7) Instructions for developing ASLs, prescribed loads and mission loads.
- (8) Mission assignments and movements schedule priorities.
- (9) Tables of Organization and Equipment/Modified TOE (TOE/ MTOE), Tables of Distribution and Allowances/Modified TDA (TDA/MTDA), and Common Tables of Allowances (CTA) item requirements.
- (10) Requirements for base development plans and base development and field fortification/barrier materiel requirements.
- (11) Ammunition supply factors and computation of basic load.
- (12) Level of maintenance to be performed and introduction of maintenance units into the objective area.
- (13) Funding requirements.
- (14) Procurement support.
- (15) Utilization of War Reserve Stocks.

(16) Common Item Support Requirements for other US forces planned for deployment/employment.

(17) Initial assault force requirements.

(18) Enroute support to port of embarkation (POE), including medical support.

(19) Nondeployable equipment.

(20) Emergency air-delivered supplies.

(21) Requirements for phasing preplanned supply into the area to include:

(a) Special packaging and palletizing requirements.

(b) Special instructions for delivery of preplanned supply.

(c) Identification of fragmented units.

(22) Retrograde of materiel.

e. The Commander, FORSCOM, has been assigned the mission to provide force generation planning for contingencies, deployment, domestic emergencies, and mobilization. This includes the selection of available units to fulfill force requirements and the determination of movement requirements for each troop unit selected. Through the use of the computer support provided by the Worldwide Military Command and Control System (WWMCCS), the Unit Reporting (UNITREP) Systems and its own Computerized Movement Planning and Status System (COMPASS), FORSCOM accomplishes the assigned mission. The FORSTAT System provides FORSCOM with the capability to select the units required for the force structure. COMPASS maintains deployment unit movement data (UMD) for TOE authorizations to include forces in CONUS based on expected deployment requirements including accompanying supplies for "administrative deployment"; "Prepositioning of Materiel Configured to Unit Sets (POMCUS)" UMD for equipment of POMCUS units not prepositioned in an oversea theater; and Mobilization UMD for all active and Reserve units showing commercial transportation movement requirements from their home station to their mobilization installation. Since the "Standard" UMD is based on reports submitted by units, it is imperative that the data reported are accurate and the commander's movement requirements are based on the guidance or directives applicable to a specific mission (mobilization or deployment). To assist the unit commander and to provide technical guidance in movement planning and UMD reporting, FORSCOM requires that each of its installations appoint a unit movement coordinator. FORSCOM Regulation 55-1 prescribes the policy, establishes procedures and assigns responsibilities for unit movement planning.

6-12. Role of the Department of Army

a. Military operations are conducted by forces under the operational command of the unified and specified commands. The major combat elements of these forces (Army Divisions, Air Wings, Navy Task Forces) are apportioned for planning purposes to the unified or specified commands through joint channels. On the basis of the allocated combat forces, the services allocate the combat support and combat service support forces required to enhance the combat effectiveness of the major combat forces and to maintain a sustained combat capability to provide the essential support services. The military services are responsible for the administration of their components except for the exercise of operational command/control. The responsibilities of the services include the provision of filler and replacement personnel and providing adequate logistical support for operational forces assigned to unified commands. The services are also responsible for determining the total logistics support required for active US forces and those forces planned to be mobilized or activated to support the operational commander's OPLAN. The unified commander's OPLANs are reviewed by the services to determine force availability and force list balance, the adequacy and feasibility of logistics support, and to assess their capabilities to provide logistics support.

b. DA, in carrying out its responsibilities, has delegated much of its planning authority to Army component commands of unified commands and joint forces and to other major Army commands. The Army component commands develop the Army portion of the TPFDL for each supported commander's OPLAN. Within DA, the Deputy Chief of Staff for Operations (DCSOPS) is the point of contact with JCS and is the DA reviewing and approving authority for Army force requirements identified on the TPFDL. Similarly, the Army component commands provide nonunit records for non unit resupply and filler/replacement personnel requirements. Other planning involvement consists primarily of providing policy and procedural guidance to the Army component and other major Army commanders. These policies and procedures relating to the logistics aspects of joint planning include:

(1) Funding guidance.

(2) Planning factors.

(3) Establishment of theater Army stockage levels (see AR 11-11).

(4) Base development policies.

(5) Strategic mobility planning to include review of war and contingency plans of unified and specified commands.

(6) Force structure development and development of preferred mobility force levels of airlift and sealift.

(7) Establishment of priorities for logistics resources controlled by the Department of the Army for initial support of deployed/employed forces (see AR 11-12).

(8) Single supply pipeline system for support of other services elements and allied forces (see AR 700-7).

(9) Management of war reserve stocks (see par. 4-8, AR 11-8).

(10) Guidance for development, review, and approval of operational projects.

(11) Evaluating, coordinating, directing, and reporting on logistical actions pertaining to exercises and the testing of operational plans.

(12) Evaluating and coordinating organization and functions of joint, unified, and specified commands, and the Army components thereof, in matters relating to logistics support operations.

c. The adequacy of plans to support the supported unified commander's OPLAN is a matter between the commander and the supporting commanders. Problems that cannot be resolved satisfactorily may be referred to the JCS for resolution. Problem areas uncovered during the JCS review may be referred to the military service for necessary action. DA Staff offices may become involved in such matters on an "exception" basis when requested by the JCS. Since many conditions upon which OPLANs were developed undergo frequent change, it is necessary that the DA Staff periodically review with the Army component commands the Army capability to support the approved OPLAN. These reviews should seek to increase efficiency and to eliminate duplication and unnecessary expenditures within the framework of the existing logistics structure. Should any logistics deficiencies develop which would restrict or delay the execution of approved plans, the JCS and the appropriate unified commander should be immediately notified. These deficiencies should form the basis for necessary programming and budgeting action to acquire materiel and services to attain the required readiness posture and serve as justification to the Congress for the DA portion of the DOD budget.

6-13. The Role of US Army Materiel Command (AMC)

a. The Commander (CDR), AMC is responsible under general guidance of HQDA, for managing

and operating Army wholesale logistics in conjunction with The Surgeon General (TSG), US Army Intelligence and Security Command (INSCOM), Army Information Systems Command (AISC), and Military Traffic Management Command (MTMC). Within this responsibility, the AMC mission charges the CDR, AMC to furnish timely and effective supply and maintenance support to the Army elements of the unified and specified commands and to other customers as authorized.

b. The CDR, AMC has been designated as the DA coordinating authority for the provision of pre-planned supply support (less accompanying supplies and medical supplies) to US Army forces designated to support an approved OPLAN. He has also been designated as the single point of contact for the DA major commands and other DOD agencies, the General Services Administration (GSA), and other military services for arranging supply support for the OPLANs of the supported command. In arranging this support, the CDR, AMC is authorized to deal directly with Army component commands of unified and specified commands, DA major commands, DA Staff agencies, and DOD and Federal supply and transportation agencies. The plans prepared by the CDR, AMC in support of OPLANs will include the supply plan of TSG. AMC planning is discussed in chapter 7.

6-14. Support of Communications Systems and Equipment Assigned to the US Army Information Systems Command

a. Using the logistics guidance in the plans of the Army component of a unified command or a designated planning agent as amplified by CDR, AMC, the US Army Communications Security Logistics Activity (CSLA), an element of AMC's US Army Communications-Electronics Command (CECOM), computes supply requirements and provides materiel under its cognizance to support the AMC Logistics Plan (LOGPLAN). In addition, the CSLA prepares transportation movement requirements data (TMRD) for managed supply items and transmits this data to AMC for consolidation and subsequent transmittal to the Joint Development Agency (JDA) and the TOAs.

b. The Army's nontactical telecommunications network, to include the Army portion of the Defense Communications System (DCS), nontactical Air Traffic Control (ATC), and base (post, camp, and station) communications systems is a worldwide complex of communications networks and control centers that are integrated into a single, compatible, long-haul, general-purpose system.

Within a theater of operations, the Theater Army Communications System (TACS) interfaces with the DCS at theater access points, and the communications systems of combat zones and air defense commands. The TACS includes all communications, organizations, and facilities above corps level or the largest tactical maneuver unit except DCS and air defense. The TACS is established and operated by the US Army Information Systems Command (USAISC) major subordinate command. The DCS facilities may be operated by any of the military services in a theater or area of operations, however, where the Army is the operator of the DCS, the responsibility is assigned to USAISC. Operational characteristics and requirements for these communication-electronic (C-E) integrated systems dictate the need to be supported by a dedicated retail logistics system.

c. Offsite maintenance support (that done in-shop rather than onsite) for USAISC C-E equipment (less communications security (COMSEC)) is provided by the Area Maintenance and Supply Facility (AMSF). The AMSF normally provides intermediate C-E maintenance support to USAISC units within a theater of operations. The AMSF may also provide intermediate maintenance on unique C-E equipment to overseas US agencies and forces, where appropriate. Depot maintenance support for all USAISC C-E equipment will be provided by CONUS depots designated by HQDA or the national level materiel manager. The AMSF also provides centralized retail logistics support for USAISC organic telecommunications equipment and other C-E equipment assigned.

d. COMSEC equipment logistics support is provided by COMSEC Logistics Support Units (CLSU) and Specialized Repair Activities (SRA) at the intermediate level. Depot maintenance support of all COMSEC equipment is provided by CONUS depots designated by HQDA or the national materiel manager.

6-15. DLA Support

a. The DLA is directly responsible to the Secretary of Defense for providing supplies and services used in common by the military services. The military services determine their requirements for this materiel and establish their own priorities. DLA supply centers, based on the services requirements determinations, compute consolidated requirements, procure the supplies from commercial sources, and maintain stocks to meet the military needs.

b. DLA carries out its supply support responsibilities through its six commodity-oriented supply centers and several depots backed by other Gov-

ernment-owned facilities and by commercial organizations working under Government contract. Six of the depots are classed as principal distribution depots. Each of these depots stocks a wide range of commodities and provides supply support to all activities within a designated geographical area.

c. In support of an OPLAN of Army component commands of unified commands, DLA provides materiel under its management responsibility upon request from an NICP/Service Item Control Center (SICC). DLA, also upon the request of an NICP/SICC, provides estimates of its capabilities to provide DLA-managed items to support a specified OPLAN.

d. DLA operates under the Military Standard Systems (Military Standard Requisitioning and Issue Procedures (MILSTRIP), Uniform Materiel Movement and Issue Priority System (UMMIPS), Military Standard Transportation and Movement Procedures (MILSTAMP), etc.) concept utilizing the DCS, and the Defense Automatic Address System (DAAS). The management of bulk petroleum is currently covered by the Military Standard Petroleum System (MILSPETS). These procedures are contained in DOD 4140.25-M, "Procedures for the Management of Petroleum Products."

6-16. GSA Support

a. The GSA, through its Office of Federal Supply and Services (FSS), provides worldwide supply support to military and civil agencies for those supply classes and items which have been assigned under the National Supply System concept. These items are normally identified as items which are available in the commercial market and are not weapons related or peculiar to a single military agency program. FSS conducts complete supply operations in each of its 10 GSA regions. All regional offices are responsible for processing requisitions, the management of inventories at distribution facilities, and the procurement of nonstock items for direct delivery from vendors to requisitioning agencies. The distribution of supplies is accomplished through a nationwide network of supply distribution facilities and self-service stores. FSS interfaces with DOD by use of a standardized requisitioning and priority system which is compatible with the Military Standard Systems (MILSTRIP, UMMIPS, MILSTAMP, etc.).

b. The primary methods of supply used by FSS in carrying out supply and service support responsibilities are as follows:

(1) The stock program which includes common-use, repetitive, demand-type items procured and stocked in distribution facilities and

self-service stores. FSS, through a requirements forecasting system, maintains inventory levels of these items to support the projected demands. When an OPLAN is executed, NICP/SICC will forward the requisitions to FSS for action. If the OPLAN requirements for a stock item are of an unusual magnitude, the requirements are converted to direct delivery from the supplier when feasible.

(2) The FSS Program is used for items which are generally not economical to stock, have a wide range of variable characteristics requiring selectivity in procurement, or are available at reasonable costs directly from the nationwide distribution system of the manufacturer. Contracts are established with suppliers covering a given period of time for supplies and services at fixed prices. Requiring installations or activities issue purchase orders directly to the contractor.

(3) Direct delivery procurement is used by FSS for items which are requisitioned by agencies and are neither stocked in supply distribution facilities nor available through FSS contracts. It also encompasses consolidated purchasing of certain commodities such as passenger and freight-carrying motor vehicles, and special buying services requested by agencies that rely on FSS technical knowledge.

c. Requisitioning and billing instructions:

(1) Normal MILSTRIP requisitioning procedures are followed in support of OPLANs. When emergency conditions require such procedures to be altered, GSA issues appropriate instructions.

(2) Requisitions are processed for shipment in accordance with the assigned MILSTRIP priority designator codes, unless otherwise directed by higher authority.

(3) Requisitions are accepted in any format and by whatever means of communication available under emergency conditions. A manual requisition processing system will be placed into effect if GSA loses machine capability.

(4) GSA may ship a substitute item when the requested item is either not available from any source or the item cannot be obtained in time to meet their required delivery date (RDD).

(5) All issue transactions are documented by GSA in accordance with established supply procedures. The latest edition of the GSA Supply Catalog is used for determining the price of issue from stock. If normal billing procedures are disrupted, procedures will be modified as required to insure expeditious supply support operations.

d. FSS will use any means of transportation which is available to effect delivery. If premium

transportation is required to meet the RDD, the costs will be included in the billing.

e. Communications:

(1) The GSA Federal Telecommunications System Network facilities are interconnected with the military automatic digital network (AUTODIN). All military requisitions and related communications originated worldwide are transmitted via AUTODIN and GSA traffic is entered into GSA switching facilities and automatically distributed to the appropriate supply distribution facility.

(2) GSA is a full participant in the DAAS which addresses supply documents for proper routing through the communications facilities to the recorded integrated manager.

(3) Classified messages can be sent and received between GSA and military services through a secure tie-in to the AUTODIN.

f. Liaison Contacts:

(1) In defense emergency conditions (DEFCON 3 or higher), FSS may activate Emergency Coordination Centers (ECC) at the central office and in each region to provide 24-hour continuous service to monitor high priority requirements including assistance for specialized procurements and expedited deliveries and determining availability of critically needed items. At the time of activation, FSS will contact military agency supply officials on record with GSA to coordinate supply support actions.

(2) FSS provides field liaison service to military and civil agencies through its Customer Service Bureaus (CSB) Program. CSBs are located in the central office, each GSA region, and Europe. If problems arise concerning adequate support, the CSB at the applicable GSA region should be contacted for assistance in resolution of the problem(s).

(3) FSS provides for 24-hour support service to process emergency requirements. The names and telephone numbers of persons to contact in the regions are published in regional bulletins or notices. The GSA Supply Catalog also records the emergency telephone numbers of the regions.

6-17. TOA Support

The MTMC, the MSC, and the MAC have been designated single managers charged with providing transportation support within their charters and normal operational environment. In general, they provide transportation within and outside CONUS, operate user ocean terminals, and worldwide air terminals. The TOAs are involved in the development of plans early in the concept develop-

ment process by participating in planning conferences and coordination of various planning documents. When the service component commands and supporting commands complete their supporting plans, the TOAs, utilizing the TMRD provided by these commands, develop preliminary movement tables. These preliminary movement tables, when approved, become part of the time-phased force deployment data (TPFDD) package. Appropriate TOAs are responsible for the development of detailed movement tables and schedules for the movement of forces and resources. Although not formally a part of JOPS III, the TOA automatic data processing (ADP) systems support the joint-planning function with command-unique systems to provide movement tables for the JOPS community. These ADP systems are described below in the discussion of the specific functions of each agency.

a. Military Traffic Management Command.

(1) By DODD 5160.53, MTMC is chartered in part as the single-manager operating agency for traffic management support for movement of defense freight within and from CONUS; operating common-user ocean terminals, and water terminal clearance authority responsibilities in CONUS and those oversea areas designated by DOD. Passenger traffic management support for defense passenger traffic within CONUS is also directed. It is within the mission of MTMC to provide transportation planning support to the organization of the JCS, the unified and specified commands, the military services, and the DOD agencies in support of the plans of the JCS and unified and specified commands, and other military operations as required. In support of the OPLANs of the unified/specified commands, MTMC:

(a) Prepares plans and provides, in coordination with MAC and MSC, for the CONUS movement of preplanned supply increments identified in each OPLAN from supply source to outloading (air/water) terminals for transshipment to oversea destinations.

(b) Selects CONUS outloading ocean terminals and determines CONUS terminal arrival date (CTAD) for each planned supply increment identified in each OPLAN. (Preelection of CONUS air/water terminals for each AMC/DLA/GSA supply facility are indicated in the AMC LP&P.)

(c) Effects maximum consolidation of planned supply shipments for outloading at CONUS (air/water) terminals to meet prescribed oversea terminal arrival dates (OTAD).

(2) Military Traffic Management Command Mobility Analysis and Planning Systems (MAPS).

MAPS II is the MTMC automated capability to support JOPS actions and OPLAN requirements, including the preparation of movement tables. The system designates the CONUS seaports and schedules movements requiring commercial transportation from CONUS departure locations to air and sea TOEs. MAPS II consists of several interactive modules which identify requirements, determine commercial transportation to meet requirements, selects ports, schedules movements from points of origin to outload ports on CONUS destinations, analyzes capabilities of transportation system and produces movement tables and management reports.

(a) Extract Module—Identifies MTMC requirements out of the total OPLAN TPFDD requirements and creates a MAPS II data base including only those requirements.

(b) Quick Analysis and Aggregation Module—Produces management reports that enables MTMC to do front end analysis and tailor transportation networks.

(c) Scheduler Pre-Processor Module—Establishes transportation networks based on movement requirements and parameters provided by MTMC planners.

(d) Scheduler Module—Schedules requirements over the established networks based on criteria established in the OPLAN TPFDD and numerous MAPS II unique parameter files.

(e) Report Generator Module—Produces hard copy movement tables and numerous management reports that enables MTMC to analyze the transportation feasibility of the CONUS movements of the overall OPLAN.

b. Military Airlift Command. MAC is chartered by DODI 5160.2 and is composed of controlled transport aircraft together with personnel, facilities, and equipment necessary to support the operation. Not included in MAC are transport aircraft whose design or configuration limits their employment to specialized tasks, those required by the military departments for administrative airlift service or combat readiness training, and those whose assignment outside of the agency is required by overriding military considerations. MAC airlift responsibilities include strategic airlift for long-range deployment of military forces and management of tactical airlift within a theater of operations. Included in the general functions of MAC are those to:

(1) Provide airlift transportation planning support to the organization of the JCS, the unified and specified commands, the military services, and

the DOD agencies in support of the plans of the JCS and other military operations as required.

(2) Provide airlift service support to include intra and inter theater aeromedical evacuation to DOD components as required.

(3) Develop plans to ensure the efficient use and control of military-owned and commercial air transportation resources and capabilities made available to the DOD under mobilization or other emergency conditions other than LOGAIR/QUICKTRANS.

(4) Prepare long and short-range forecasts of airlift requirements based on evaluated requirements submitted by the DOD components and match these with airlift capabilities. In accordance with procedures established by the OJCS, submit requirements and capabilities to the OJCS together with recommendations as appropriate to ensure a proper balance.

(5) Develop, establish, and operate an integrated transportation information data system to support the mission of the agency.

(6) In support of JOPS, the MAC Integrated Military Airlift Planning System (IMAPS) is the MAC automated capability for development of airlift plans. The system considers planning variables such as latest arrival date, availability of aircraft and crews, the most expeditious and efficient routing, and enroute staging or refueling bases. It consists of three subsystems: Airlift Requirement Collector (ARC), Flow Generator (FLOGEN), and Reports Generator (REPGEN) which sequentially gather the airlift requirements, schedule missions, and generate user reports. IMAPS is operated and maintained by MAC on the WWMCCS computer and uses airlift assets prescribed by the JCS as being available for planning. During execution planning, airlift assets and availability are modified to reflect the current situation.

c. Military Sealift Command.

(1) MSC is chartered by DODI 5160.10 and is the single manager for ocean transportation conducted between points in the CONUS and overseas areas, between and within overseas areas, and in intercostal service within the CONUS and those additional functions specifically assigned by the Secretary of Defense.

(2) Included in the general functions of MSC are those to:

(a) Provide, within the mission of MSC, ocean transportation planning support to the organization of the JCS, the unified and specified commands, the military services, and the DOD agencies in support of the plans of the JCS and other military operations as required.

(b) Provide ocean transportation support to the DOD components as required.

(c) Develop plans to ensure the efficient use and control of military-owned and commercial ocean transportation resources and capabilities made available to the DOD mobilization or other emergency conditions.

(d) Based on evaluated requirements submitted by the DOD components, prepare long- and short-range forecasts of sealift requirements and match them with sealift capabilities. In accordance with procedures established by the OJCS, submit requirements and capabilities to the OJCS together with recommendations as appropriate to ensure a proper balance.

(e) Develop, establish, and operate an integrated transportation information data system to support the mission of the agency.

(3) MSC Strategic Sealift Capability Planning System (SEACOP) provides MSC with computerized methods for determining the shipping resources needed to meet the cargo, troop, and POL sealift requirements for OPLAN development. The system uses a predetermined ship data base, port characteristics data, and planning assumptions to determine number and types of ships required to provide feasibility to the sealift requirement of the OPLAN. SEACOP consists of several subsystems which determine MSC sealift requirements, provide port characteristics data, estimates ship availability at POEs, computes distances between ports, test sealift feasibility, and produces required output reports.

(a) The Requirements Preparation Subsystem-Isolates MSC sealift requirements.

(b) The Ports Subsystem-Provides port characteristics data.

(c) The Requirements Aggregation Subsystem-Extracts data from JOPSREP.

(d) The Ship Availability Subsystem-Estimates time required for ships to become available at POEs.

(e) The Distance Subsystem-Computes distances between pick up and delivery ports.

(f) The Gross Feasibility Subsystem-Compares sealift requirements and lift capacity of MSC-controlled ships.

(g) The Quacing Subsystem-Simulates performance of delivery port based on berths available and daily throughput limit.

(h) The Scheduler Subsystem-Performs sealift feasibility testing using output of other subsystems.

(i) The Retrieve Subsystem-Produces required output reports.

(j) The Message Assembly Subsystem-Transfers card-formatted tape from system to AUTODIN.

(4) During normal planning, MSC uses the JOPS III files for ship availability data. During execution planning, sealift data is modified to reflect the current situation.

6-18. Host Nation Support (HNS)

The objective is to use HNS as much as possible based upon the reasonable assurance that host nation resources will be available. HNS, where appropriate, is the preferred means to meet support requirements. Where HNS is impractical, Reserve Component (RC) units may be programmed to satisfy the requirement when projected readiness levels indicate that RC units could be expected to meet the necessary deployment schedule. If neither HNS or RC unit support is feasible, program additional active support units against the requirement, within projected resources.