UNITED STATES MARINE CORPS
I MARINE EXPEDITIONARY FORCE
U. S. MARINE CORPS FORCES, PACIFIC
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IN REPLY REFER TO:
I MEFO 4400.11A
G4/EXPO
APR 10 2017

I MARINE EXPEDITIONARY FORCE ORDER 4400.11A

From: Commanding General, I Marine Expeditionary Force
To: Distribution List

Subj: I MARINE EXPEDITIONARY FORCE STANDING OPERATING PROCEDURES FOR MARINE EXPEDITIONARY UNIT LOGISTICS

Ref: (a) SECNAVINST 4000.37A Naval Logistics Integration
(b) MCRP 4-11.3G_Unit Embarkation Handbook
(c) MCRP 4-11C_Combat Cargo Operations Handbook
(d) MCO 4400.150_Consumer-Level Supply Policy
(e) MCO 4400.16H_Uniform Material Movement and Issue Priority System (UMMIPS)
(f) MCO 4790.2_Field-Level Maintenance Manage Policy
(g) MCO 8010.13_Class V(W) Administration and Management Program
(h) MCO 10110.14_Marine Corps Food Service and Subsistence Program
(i) MCO P10120.28G_Individual Clothing Regulations
(j) MARFORPACO 4621.1B
(k) COMNAVSURFPAC/LANTINST 4080.1/MARFOPACO 4080.2/MARFORCOMO 4000.1_Landing Force Operational Reserve Material Aboard Amphibious Ships
(l) COMNAVSURFORINST 4621.1/COMMARFORCOM 4621.1/COMMARFORPAC 4621.1B W/ch 1_LANDING FORCE SPACES, SHIP'S LOADING CHARACTERISTICS PAMPHLET (SLCP), TROOP REGULATIONS (TROOP REGS) AND AMPHIBIOUS EMBARKATION DOCUMENTATION
(m) I MEFO 3120.9_I MEF MEU SOP and MEU (SOC) SOP
(n) I MEFO 4208.1_I Marine Expeditionary Force Acquisition Review Board (MARB)13. MMCC SOP MSG DTG 061901ZMar12
(o) FMFM 4-6_Air Movement of Fleet Marine Force Units
(p) NAVSUP P-485 Volume I-III Naval Supply Procedures

Encl: (1) MEU Logistics Standing Operating Procedures

1. Situation. The references are the primary sources of information relative to the I Marine Expeditionary Force (I MEF) logistics practices for Marine Expeditionary Units (MEU). This Order consolidates and clarifies existing doctrine as delineated in the references. Per reference (a), a baseline is established for MEUs to operate across the functions of logistics. With the modernization of logistics capabilities including Naval Logistics Integration and automatic information systems, this Order establishes business practices that are current to reflect this modernization.

2. Cancellation. I MEFO P4400.11.

3. Mission. This Order provides I MEF with standardized and modernized logistics practices and procedures for the MEUs in order to provide the MEU

with an understanding of service and global logistics enterprise capabilities and methods to leverage such capabilities.

4. Execution

a. Commander's Intent and Concept of Operations

(1) Commander's Intent

(a) To standardize and streamline the logistics processes and procedures for I MEF MEUs.

(b) In order to make logistics operations more effective and efficient, we must leverage all service, joint, and theater logistics capabilities to extend the logistical reach of the MEU. We must understand Naval Logistics Integration concepts and be trained to interface with the global logistics enterprise.

(c) To deploy a highly trained MEU capable of maximizing modernization efforts to streamline logistics throughput in support of MEU operations worldwide.

(2) Concept of Operations

(a) The Logistics Sections of the MEU Command Element and Major Subordinate Elements (MSE) will be trained in Expeditionary Logistics via the Expeditionary Logistics Seminars which includes Marine Air-Ground Task Force (MAGTF), Theater, and Naval Logistics Integration operations. Additional training will be provided by the MAGTF Readiness Training Center and Marine Corps Logistics Command specific to supply, maintenance and maintenance management personnel and Accountable Officers required to process transactions in Global Combat Support Systems - Marine Corps (GCSS-MC). This training will enhance the logistician's understanding of how to leverage support from the Department of Defense logistics enterprise.

(b) Major Subordinate Command (MSC) Missions. Adherence to this Order will standardize and streamline MEU logistics practices, ensure the requisite training is completed, and enable the MAGTF to be logistically postured for deployment as well as the successful return to home port.

b. Assessments. There are many Mission Essential Tasks (METS) within each function of logistics that cannot be assessed during the Certification Exercise (CERTEX) due to time and mission constraints. Many of these METS are essential for successful logistics operations. These actions include but are not limited to transportation operations, engineer operations, supply and distribution, embarkation and mobility Operations and integration with theater logistics capabilities. Assessment of logistics operations will include Appendix E of the enclosure coupled with the G-7/Expeditionary Operations Training Group (EOTG) Performance Evaluation Checklist (PECL) used during CERTEX in order to provide a more holistic assessment of the MEU's ability to sustain the MAGTF afloat and ashore. METS listed in Appendix E of the enclosure will be assessed through the MEU's pre-deployment training exercises by the I MEF G-4 Staff.

5. Administration and Logistics. Recommendations for changes to this Order are invited and should be submitted to the I MEF G-4 Expeditionary Operations Officer.

6. Command and Signal

a. Command. This Order is applicable to the I MEF Command Element, Major Subordinate Commands and Major Subordinate Elements.

b. Signal

(1) This Order is effective the date signed.

(2) Points of contact information for this plan are as follows:

(a) I MEF G-4 Expeditionary Operation Officer: 760.763.2609

(b) I MEF Supply Officer: 760.763.6972

(c) I MEF Supply Chief: 760.763.6972

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TABLE OF CONTENTS

Chapter 1

CONCEPT OF LOGISTICS SUPPORT

1000. GENERAL. Marine Expeditionary Units (MEUs) are complex organizations manned, trained and equipped to conduct a variety of missions while embarked aboard ship and ashore operating in uncertain environments. The diversity of the MEU's missions inherently means the logistics effort is equally multi-faceted. Development of the Concept of Logistics Support (COLS) must maintain focus on the capabilities of the MEU and its Major Subordinate Elements (MSEs) while also leveraging theater and global assets.

1. Parent organizations will provide logistic support to deploying elements/units in accordance with current I Marine Expeditionary Force (MEF) directives until final embarkation has been completed. I MEF Headquarters Group (MHG) will provide facilities, logistics support and limited supplies for the MEU headquarters (HQ).

2. Upon final embarkation, the MEU's Combat Logistics Battalion (CLB) is the organic source of non-aviation logistics support and the Amphibious Assault Ship (GENERAL PURPOSE)/ Amphibious Assault Ship (MULTIPURPOSE) is the source of supply for aviation-specific supplies. Supplies beyond the capabilities of the MEU CLB may be requisitioned through 1st Marine Logistics Group (MLG), as specified in the initiating directives/Logistics Letter of Instruction (LOI), as well as theater and global sourcing agencies such as the Navy's Priority Material Office (PMO) and Defense Logistics Agency (DLA). Aviation-specific supplies will be requisitioned through normal Navy channels in accordance with NAVSUP P-485.

3. The MEU will embark and maintain a minimum of 15 days of supply (DOS) of specific classes of supply within the Landing Form Operational Reserve Material (LFORM) package, discussed in Chapter 3 of this order, and the Class IX repair parts block built and maintained by the MEU CLB. Ammunition will be loaded in accordance with the current edition of COMNAVSURFPACINST 4080 which is based on 15 days of ammunition (DOA) for a notional MEU engaged in combat operations. Those supplies in LFORM will be counted towards this requirement.

4. The MEU Command Element (CE) will maintain a habitual relationship with it's like numbered MEU CLB during the pre-composite period. This relationship is not to be confused with tasking authority as the MEU CLB is subordinate to Headquarters Regiment of the Marine Logistics Group until the day the MEU composites. The MEU CLB and MEU S-4 are jointly responsible for ensuring the Class IX block is capable of supporting the ground equipment set of the composite MEU. Through coordination, the MEU CLB is capable of providing logistics support to the CE prior to composite. Any request for support preceding MEU composition except for supply support from the CLB's Class IX Block will be routed through I Marine Expeditionary Force (I MEF) G-3 and G-4.

Chapter 2

LOGISTICS PLANNING

2000. GENERAL. Careful logistics planning is required to provide equipment and supplies necessary to support the MEU during operations and training. The MEU is constrained by available embarkation space. It is, therefore, unable to embark with the capability of executing all possible contingencies. The objective of the logistics planning is to maximize the capabilities and flexibility of the MEU. Planning must commence early to accommodate the following tasks:

1. Accurately identify transportation, embarkation and distribution requirements.

2. Identify deficiencies.

3. Validate information systems aboard ship and in the field.

4. Provide logistic support requirements and shore basing requirements in designated training areas.

5. Align equipment and sustainment to the same ship. The MEU will generally embark for deployment aboard three US Ships, Landing Helicopter Dock (LHD) / Landing Helicopter Assault (LHA), Landing Platform Dock (LPD), and Landing Ship Dock (LSD) that comprise an Amphibious Ready Group (ARG). Planning must take into account that the ARG is regularly conducting distributed operations. Planning must take into consideration what is embarked on one ship may be needed to support an element embarked on another ship.

6. Submit alternate load plan request for ammunition to align with embarked weapon systems. The COMNAVSURFPAC/LANTINST 4080.1/MARFOPACO 4080.2/MARFORCOMO 4000.1, more commonly referred to as the 4080, directs which ammunition DEPARTMENT of DEFENSE IDENTIFICATION CODE (DODIC) by quantity will comprise LFORM and where it will be placed within the ARG. The 4080 does not take into account where the MEU may be placing the associated weapon system. It is imperative for the MEU to determine assignment to shipping as early as possible to ensure an alternate load plan for LFORM ammunition can be routed through MEF G-4 to ensure weapons systems and associated ammo are loaded on the same ship (see Appendix A for timeline submission). The 4080 does not impact placement of training ammunition. See chapter 4 for specific guidance.

2001. STATUS OF ATTACHMENTS. Simultaneously with elements reporting for planning to the MEU, attachments will report for planning to their respective elements. Weekly situation reports will reflect the element as a whole, including data from each attachment.

2002. LOGISTICS MILESTONES. The milestone checklist in Appendix A of this order is not intended to be all-inclusive. It contains the majority of significant events that apply to one or more elements. Since completion of many events is dependent on completion of previous events, each milestone not completed on time must be reported to the MEU and/or MEF HQs with the reason for non-completion and a new target date. It is recommended that each element prepare a checklist early in the pre-deployment phase.

2003. PRE-DEPLOYMENT

1. The focus of effort during the pre-deployment phase of the MEU will be to train, man and equip the MEU so it is prepared to conduct MEU-level missions that may be assigned. Integral to the Pre-deployment Training Program (PTP) are numerous logistics related events that support the MEU's training and deployment. These events range from submission of logistics support requirements to the conduct of Joint Limited Technical Inspections (JLTIs) on equipment coming to the MEU. A list of these requirements can be found in appendix A of this order.

2. Maintenance stand downs should be scheduled for the CE prior to composite, for the entire MEU early during the composite period and, schedule permitting, between the final at-sea training period and final embarkation. Failing to protect these stand downs from being encroached upon by other events will have adverse effects on the MEU's overall readiness.
3. Similar to planning for maintenance is the need to plan for professional development of the integrated logistics staffs. The high turnover rate among MEU and MSE staffs between deployment cycles limits the amount of experience among the staff members. Educational opportunities are discussed further in chapter 17 of this order.

2004. DEPLOYMENT

1. Training plans must include maintenance recovery time in order to maintain equipment readiness. Additionally, while embarked, maintenance is difficult due to the lack of space. This makes it necessary to coordinate with assigned ships to ensure support is available, such as maintenance areas, exhaust ventilation system, electricity, and fresh water.
2. When directed, the Air Combat Element (ACE) may be shore based to support the MEU. Guidance for shore-basing is contained in CINPACFLTINST 4790.6 (Temporary Shore-basing of Embarked Helicopter Squadrons) and COMFAIRWESTPAC Operations Order 201 Standard Operating Procedures (SOP) for shore-basing.
3. During deployment, the MEU Ammunition Chief is responsible for the requisition and delivery of ammunition from the ship or the supporting ammunition supply point (ASP).

4. Consideration should be given for other US forces, such as Special Purpose Marine Air Ground Task Forces (SPMAGTF) or Special Operations Forces, sharing your operational area and potentially requiring support from the MEU.

2005. REDEPLOYMENT. Successful MEU deployments include actions taken to de-composite the MEU, close out ship accounts and the turnover of spaces. Turnover of green spaces back to the respective ship cannot be completed prior to a full debarkation of all unit and individual equipment. Similarly, fiscal close out cannot be accomplished prior to all bills being paid and accounts such as travel, contracts and maintenance being paid out. Detailed planning for redeployment should commence shortly after the deployment begins.

2006. CONTINGENCY AMMUNITION

1. Guidance for the quantities, accountability, and reporting of the LFORM and Mission Load Allowance (MLA) embarked aboard amphibious ships is contained in the 4080.

2. Embarked LFORM/MLA will be considered as a credit against the levels of supplies to be embarked by the MEU.

3. Duties, responsibilities, and reports required of the Commanding Officer of Troops embarked aboard LFORM-carrying amphibious ships are contained in enclosures (1) and (11) of the 4080. Duties, responsibilities, and reports concerning MLA, are contained in the enclosures (1), (6), and (11) of the same document.

Chapter 3

SUPPLY

3000. GENERAL. MEU Commanders are responsible for setting proper supply levels, other than as specified in this order and the orders, plans, and directives of higher headquarters, plus any specific instruction as may be included in any activating/deployment directives.

3001. SYSTEMS OF RECORD. There are two systems of record for conducting supply operations to include requisitioning, property management, and warehousing functions; Global Combat Support System - Marine Corps (GCSS-MC) and Procurement Request Builder (PR Builder).

1. GCSS-MC is a deployable portfolio of systems that is the technology backbone of a multi-year, multi-phase, Corps-wide Logistics Modernization program that will bring expeditionary logistics support into the 21st century. GCSS-MC gives the Marines a single point of entry for all requests for products and services, integrating data and providing greater access to near-real-time, accurate information up and down the logistics chain. With greater asset visibility and improved access to timely, reliable information, commanders can make faster, better-informed decisions. Key performance objectives are reduced customer wait time, improved logistics response time, and decreased dependence on forward-positioned stocks. This system is designed to substantially improve the Combat Effectiveness of the Marine Air Ground Task Forces (MAGTF).

2. PR Builder is a web-based Procurement Request tool which makes it easy to generate, track, and process PRs and funding documents from anywhere in the world where Internet access is available. The PR Builder process has many advantages. In addition to being easy to use, PR Builder provides customized workflows and interfaces with SABRS (Standard Accounting, Budgeting, and Reporting System) to automatically commit funds for all supplies and services to be purchased with a contract. PR Builder has the capability of interfacing with the DoD contract writing system Standard Procurement System (SPS) which saves time by automatically populating CLIN data into the SPS inbox to include funding information. The PR Builder System is a centrally managed solution for the generation of requirements into solicitation documents.

3002. SUPPLY SUPPORT TRAINING. I MEF provides MEU specific supply support training through the Materiel Readiness Training Cell (MRTC). Throughout the deployment preparation phase, the MEU S-4 will schedule MRTC training in coordination with the I MEF G-4 Materiel Readiness and Supply Branch. The following list of courses is an overview of the training available:

- Due and Status file Management
- IGC
- Priority Designator Codes
- Class IX Block management
- Deployed Logistics Chain Management
- Class IX Block building
- One Touch Support
- Reach Back Support
- GCSS-MC Riverbed Optimization
- Float SOP for MEUs
- Deployed Support Unit
- Priority Materiel Office
- Requisitioning
- SECREP Requisitioning Process
- IMA Induction SOP

3003. SOURCES OF SUPPLY.

1. Figure 1 depicts the sourcing logic for MEU requisitions. Known as the Concentric Circles Overview, this is a general description of the sources of supply that support a MEU requisition. It is based on a geographical concept that is influenced by the operational environment and the commander's priorities for supply.

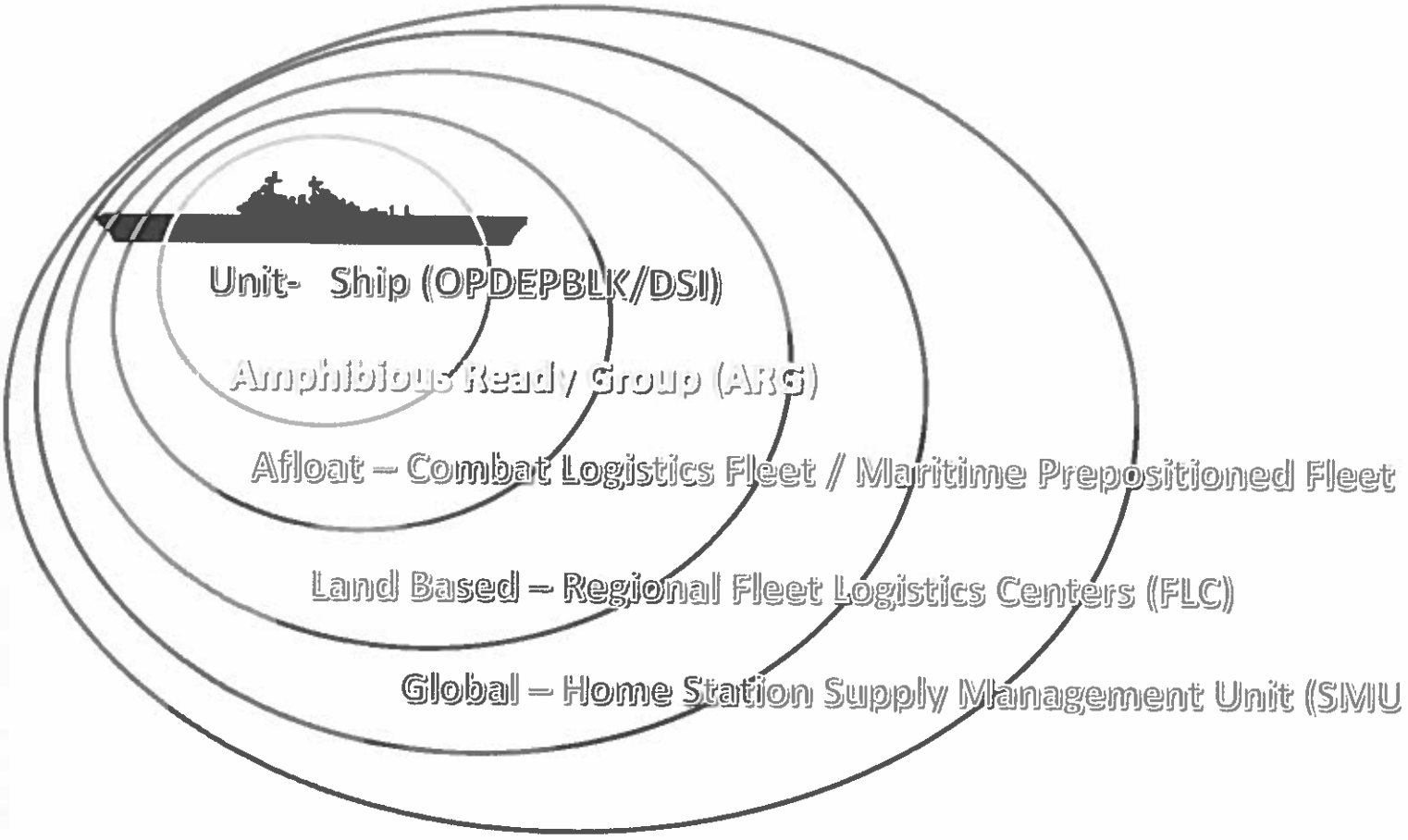

Fig. 1

2. The Concentric Circles sourcing logic supports most requisition requirements, however; the MEU may use the Navy managed Priority Movement Office (PMO) for priority 03 or higher requisitions that cannot be sourced in time to meet the required delivery date.

3. Landing Force Operational Reserve Material (LFORM) assets embarked aboard select classes of amphibious ships will be used only as authorized by COMMARFORPAC in advance, based on tasking from the appropriate Force Commander. If committed to contingency/combat operations without advance receipt of such authority, MEU Commanders may use on-hand LFORM but will notify the MEF and MARFORPAC Headquarters as soon as possible. LFORM and MLA usage is guided by COMSURFPACINST 4080.1G / MARFORPACO 4080.2G. All messages relating to LFORM should include the following addresses:

a. Action: CG, MARFORPAC//G-4/AMMO//

b. Info: CG, I MEF//G-4/AMMO//

c. Info: CG, 1st MLG//G-3/G-4/AMMO//

4. The source of supply for aviation elements while deployed will be the shipboard Aviation Consolidated Allowance List (AVCAL). Requirements that cannot be filled by the AVCAL may be submitted by the ship to the nearest supply source and coordinated through Commander, Naval Air Force Atlantic (CNAL). Requisitions should cite the ship's activity address code (AAC) as the requisition owner, with the squadron's AAC as the supplementary address. Resupply while afloat will be accomplished as part of the ship's normal procedures.

3004. COMPUTATION OF SUPPLY REQUIREMENTS. Computation of supply requirements for the MEU requires continuous and detailed coordination between the MEU Commander, his subordinate elements, and supporting activities. Determination of overall Class II, III, and IX requirements is based upon the mix and density of the equipment embarked and the force-listed units' Tables of Organization and Equipment (T/O&E). Consequently, this information must be provided in the Equipment Density List (EDL) to the Supply Management Unit, 1st MLG NLT than E-225.

3005. CLASS OF SUPPLY. Each class of supply represents anticipated requirements which fulfill operational requirements for the MEU while deployed. The MEU will embark with the prescribed loads by class of supply as indicated below.

1. Class I - Subsistence - Meal-Ready-to Eat (MRE). Class I supplies consisting of Packaged Operational Rations (PORs) containing MRE are embarked aboard MEU amphibious naval vessels as LFORM to provide the contingency ration support for deployed forces. This requirement is calculated to provide each member of a MEU three MREs a day for 15 DOS. Requirements for other Class I type rations (e.g. MRE-Cold Weather, UGR, Halal, etc.) are to be identified to CG, I MEF (Food Service Officer) during annual/quarterly Class I budget submissions/revisions, and during MEU pre-deployment planning stages.

NOTE: LFORM rations will not be used to satisfy routine training requirements without prior notification to and authorization from the appropriate headquarters per the 4080.

2. Class II - General Supplies. The following general supplies will be stocked and carried by the indicated element:

a. Administrative/Blank Forms. Each MEU element will embark with their own 180-day operational deployment Administrative (OPDEP) block. The MEU CLB will deploy with a 90-day contingency stock above the normal MEU CLB requirement.

b. Clothing Cash Sales Block. A 30-day clothing block of selected uniform articles may be held by the MEU CLB. This will be used following the guidelines established by the current edition of MCIWEST-MCB CAMPEN ORDER 10120.1A and must be specifically authorized by the MEU Commander. MEU Commanders must submit a clothing block request to the Commanding General, Marine Corps Installations West-Marine Corps Base Camp Pendleton, and Marine Corps Community Services (MCCS) 60 days prior to deployment. The first source of supply for military clothing will be the Navy and Marine Corps Exchange outlet. When uniforms are purchased from the contingency block, payment must be made by cash. Cash will be turned in to the MEU Disbursing

Officer in exchange for a check payable to MCCS. Upon return from deployment, the CLB Supply Officer will reconcile and turn in checks and remaining clothing block to MCCS. The Combined Individual Requisition and Issue Slip (NAVMC 604) will be completed in accordance with the MCO P10120.28G.

c. Unit Issued Facility (UIF) Gear. As necessary, Class II equipment is available from the UIF for issue in bulk to MEU units. Required Equipment List for Personnel Deploying to the CENTCOM AOR message 051211Z Feb 16 details equipment and quantity requirements. MEU elements will submit their requirements to the I MEF G-4 via Chain of Command by E-90. All requests for equipment will reflect the Table of Authorized Material Control Number (TAMCN), National Stock Number (NSN), nomenclature, size, and quantity using the UIF Talley sheets. The Marine Corps Combat Utility Uniform and Marine Corps Combat Boot are no longer UIF issue items.

d. Individual Issued Facility (IIF Gear). Each MEU element will embark with a basic issue plus 10 percent of their manning level (up to T/O&E manning strength) to support replenishment/replacement of lost, stolen, or damaged IIF gear. The MEU CLB will carry 50 complete sets, if space is available, for replacement as over-the-counter issue or cash sales.

3. CLASS III - Petroleum, Oils, and Lubricants (POL)

a. Bulk POL. Bulk POL will be distributed from the ship while embarked and in accordance with paragraphs 9008 and 9009 of this order when not embarked. Requests to draw fuel that cannot be replenished by the ship while embarked must be submitted to CG, MARFORPAC. All requests to draw fuel must be passed to the amphibious squadron (PHIBRON) identifying the priority, quantity, and ship.

b. Packaged POL. A 15-day OPDEP block of selected packaged POL will be embarked in accordance with the 4080. The LFORM will be held and maintained by the ship it is embarked upon. POL requirements for non-operational use will come from the consumable Class III block which is controlled and accounted for by the MEU CLB. All MEU elements must notify the MEU CLB of all POLs required for maintenance functions in order to consolidate POL requirements and storage. Cards must be taken to ensure that annual preventative maintenances (PMs) for Military Equipment (ME) are performed prior to deployment or deferred until after deployment to eliminate the requirement to carry large amounts of packaged POL. Special climactic POL requirements (hot weather) will be submitted to the MEU CLB by E-90.

4. Class IV - Construction Materials. The MEU CLB will embark with a very limited amount of Class IV material (15 days). Each MEU element is required to embark with its own stock of concertina wire, sandbags, engineer stakes, and limited construction material. All other Class IV material should be purchased or obtained in the AO from local purchases or Class IV Stores. Issue from the MEU CLB to MEU elements will be on a temporary loan basis and will be returned or replaced after each exercise.

5. Class V - Ordnance. The MEU will embark LFORM/MLA quantities in accordance with COMNAVSURFPAC/LANTINST 4080.1/MARFOPACO 4080.2/MARFORCOMO 4000.1.

6. Class VI - Personal Demand Items. Non-military sales items are not required to be held by the MEU CLB. Health and comfort items are available through ship stores and local post exchanges.

7. Class VII - Major End Items. All T/E items across the MAGTF will be embarked, less those items specifically exempted by CG, I MEF. The MEU CLB will embark with selected communication and ordnance Operational Readiness Float (ORF) assets to support the MEU.

8. Class VIII - Medical Supplies. AMALS/ADALS will be sourced from Medical Logistics Company (MedLog Co).

9. Class IX - Repair Parts. The MEU CLB will deploy with an OPDEP consumable repair block and a secondary repairable block configured to support the equipment items embarked by the MEU elements. These blocks are built based on the EDLs submitted by each MEU element and MEF and MEU historical usage data. Upon return from deployment, the MEU CLB will turn in the Class IX Block to the 1st MLG's Supply Management Unit (SMU) and receive and smaller off-cycle block. This off-cycle block will be used to support the CLB and MEU CE while enabling the CLB Supply Section to continuously train in intermediate supply processes. The timeline associated with the building, inventory and re-composition of the Class IX Block is identified in Appendix A of this order.

a. Demand Supported Items (DSI) may be carried in the Class IX block. However, it is recommended that each MEU element embark with sufficient DSIs to support themselves while deployed. Each MEU element will provide a DSI listing to the MEU CLB at the same time the EDL is submitted in order to reduce unnecessary duplication in stocks.

b. The MEU will embark with a total of 15 days of dry-cell batteries (contingency block) exclusive of the 10-day OPDEP block held by the MEU CLB. The OPDEP block will be issued only upon the approval of the MEU Commander. In addition, each MEU element will deploy with its own batteries for the first five days of deployment.

10. Class X - Non-military Programs. As required.

11. Miscellaneous

a. Humanitarian Assistance/Disaster Relief (HADR) items must be considered and maintained by the MEU CLB as authorized by the MEU Commander.

b. Aviation logistics requirements for units deploying aboard ship are coordinated in accordance with COMNAVAIRPACINST 4790.2. Aviation units deployed aboard ships will take all equipment and supplies unless otherwise agreed during the pre-deployment discussions conducted in accordance with the COMNAVAIRPACINST.

3006. EQUIPMENT DEFICIENCIES. At E-180 MEU elements will identify and report equipment deficiencies not physically on hand by letter to CG, I MEF (G-4) via the MEU Commander. Updates will be submitted at 30-day intervals until deployment.

3007. REMAIN BEHIND EQUIPMENT. Prior to deployment (NLT E-45), the MEU Commander will submit to CG, I MEF (G-4) a list of allowance equipment remaining behind for each element by TAMCN (or NSN if no TAMCN is assigned),

nomenclature, quantity, and location. All equipment not embarked will be transferred back to the respective MSC for storage or redistribution. The MEU CE will induct equipment not embarked into the MEF Administrative Storage Program.

3008. Force Activity Designator (FAD) II. At E-180 through R+30, elements of the MEU will be in FAD II as described in MCO 4400.16H. As such, MEU elements are authorized to originate supply requisitions up to priority 02. At E-180, 1st MLG will load committed code 02 for all MEU elements in accordance with UM 4400.126. The following schedule will be used in establishing requisition priorities:

1. E-180: Priority 02 for deficient mission essential T/E equipment and dead lining mission essential repair parts. Priority 02 for degrading mission essential repair parts. Priority 05 or 12, as appropriate, for non-mission essential T/E items and dead lining/degrading non-mission essential repair parts.

2. E-30: Upgrade all OPDEP back orders to priority 02.

3009. DEPARTMENT OF DEFENSE ACTIVITY ADDRESS CODE DESIGNATOR (DODAAD). DODAAD Type A Account Codes (TAC) 2 and 3 will not be changed and will continue to reflect 1st MLG. In order to enhance supply support throughout the deployment, the MEU Commander should provide 1st MLG's SMU with the applicable activity address codes of attached elements, identifying the specific ship for each and its proposed itinerary. MEU ground elements will requisition supplies from the MEU CLB, which will forward requirements through the most expeditious means available.

3010. GARRISON PROPERTY. Prior to deployment, all Garrison Property will be inventoried and turned over to a Responsible Officer designated by the parent command in accordance with directions provided by the appropriate Base/Station Property Control Officer. Under extraordinary circumstances, the Base/Station Commander may authorize deploying units to embark garrison property items; however, this is discouraged and must be specifically approved in writing. Requests to deploy garrison property items will be submitted to the appropriate Base/Station Commander.

Chapter 4

AMMUNITION

4000. GENERAL. Ammunition consists of those munitions necessary to support the ground ordnance equipment and personnel of the MEU. Ammunition is pre-positioned aboard amphibious war ships in four packages; Landing Force Operational Reserve Material (LFORM), Mission Load Allowance (MLA), Marine Training Ammunition (MTA), and Sustainment Training Package (STP). LFORM and MLA are for contingency operations and STP and MTA are used for training. Likewise, MLA and STP are for aviation while LFORM and MTA are for ground weapon systems.

4001. ALTERNATE LOAD PLAN SUBMISSION. COMNAVSURFPAC/LANTINST 4080.1/MARFOPACO 4080.2/MARFORCOMO 4000.1 Appendix A LFORM and Appendix B MTA directs how ships will be loaded. If the MEU Commander wants to deviate from the 4080 he/she must submit the Alternate Load Plan to the ships. The ships will review the proposed load plan to ensure they have enough magazine space to store the requirement. If the ships can store the alternate load the MEU will submit an Alternate Load Plan message to I MEF G-4. I MEF G-4 will review the Alternate Load Plan to ensure the quantities are in accordance with the 4080 requirement. I MEF G-3/G-4 will endorse the Alternate Load Plan message and send to Marine Forces Pacific (MARFORPAC) for approval. MARFORPAC will endorse the change and send to Naval Weapons Station Fallbrook for action. Naval Weapons Station Fallbrook will ensure the LFORM and MTA blocks are built per the Alternate Load Plan message.

4002. TRAINING AMMUNITION.

1. Marine Expeditionary Units (MEU) are provided an annual Class V(W) allocation from Training and Education Command (TECOM) via the Total Ammunition Management Information System (TAMIS) each Fiscal Year (FY). MEU's that roll over FY to FY will have the remaining ammunition in the previous FY moved in TAMIS to the current FY.

2. The Aviation Combat Element (ACE) must submit a Non-Combat Expenditure Allocation (NCEA) augment request via naval message to their parent Marine Aviation Logistics Squadron (MALS) for review, and subsequent submission to COMMARFORPAC for approval authority. The Approved STP lists authorized Class V (A) items and quantities exclusively reserved for ACE sustainment training. The ACE will not expend for training any Class V (A) STP that is not authorized in the using unit's annual NCEA.

3. MTA ammunition types and quantities to be embarked will vary based in duration of the deployment, composition of the embarked force, munitions compatibility, magazine space available, and theatre training opportunities. The MTA package contained in the current COMNAVSURFPAC/LANT INST 4080.1G, Appendix B will be loaded if the MEU does not request and submit and Alternate Load Plan Message. The MEU must have an allocation in TAMIS in order to utilize MTA assets. Possession alone does not constitute authority to expend.

4. STP quantities are the minimum required to sustain aircrew training for a seven month deployment (including work ups). Once deployed, replenishment of the STP block is not always possible. Detailed planning is crucial to ensure successful expenditure of ACE training allowances. The ACE must have an

allocation for ammunition in the STP package to train with those assets. Possession alone does not constitute authority to expend.

5. If the MEU requires training ammunition in excess of the MTA and STP packages they must submit a Top Off message. The MEU must submit the requested top off to each ship in which they require additional assets to ensure they have magazine space to store the ammunition. The messages will not be approved if the MEU does not have an allocation for the requested ammunition. Top Off messages will be submitted no later than 60 days prior to deployment. The MEU will coordinate with the amphibious ships to facilitate loading and scheduling for all top offs. Naval Weapons Station Fallbrook is only required to handle the loading of LFORM and MTA assets.

6. Ammunition used for training will be pulled from the ship(s) MTA and STP packages whenever possible. The MEU can request ammunition from OCONUS training sites, however there is no guarantee the ammunition will be available.

7. Ammunition Feasibility of Support (FOS) messages will be submitted to the owning command of the support activity the ammunition is being requested from. Lead time for FOS messages for OCONUS locations is 6 months prior to required delivery date of the ammunition. FOS messages will not be approved if the MEU does not have the ammunition allocation to support the requested assets.

4003. AMMUNITION TRANSFER/HANDLING PROCEDURES

1. MEU MTA ammunition requests will be processed in TAMIS. When internet conductivity is an issue, requests may be temporarily processed utilizing a Military Standard requisitioning and Issue Procedures (MILSTRIP). However, the request must be processed in TAMIS as soon as possible.

2. Using the ammunition-sourcing ship's ASP code, create an E-581 (request) in TAMIS. The MEF/MARFOR will provide guidance on whether each individual ship code is used, or if one ship code within the ARG is designated for all E-581s.

3. E-581s will be completed for all units that have training allocations within the MEU.

4. Send an e-mail to the TAMIS help desk (tamis@usmc.mil) and provide; the document numbers for all E-581s created, substitutions that were issued (list the original Department of Defense Identification Code (DODIC) that was replaced), and all serialized items.

5. Only approved substitutions per HQ Marine Corps are authorized.

6. Serialized items will need all DODIC's, NSNs, lot numbers, serial numbers, and condition codes listed on the e-mail.

7. Once the TAMIS help desk receives the information, the E-581s will be posted as issued.

8. An e-mail will be returned from the TAMIS help desk notifying that the issue was completed. The unit should check the system for accuracy and complete the E-581 reconciliation.

9. When serialized items are reconciled via the E-581 TAMIS process, the serialized expenditure report will be provided to Inventory Management at PM AMMO automatically. If they are not reconciled via TAMIS, a separate serialized expenditure report must be completed via formal message traffic to PM AMMO.

10. Ammunition reconciliation and expenditure reports will be submitted in accordance with standing garrison procedures as outlined in Volume 1, Chapter 6 of MCO 8010.13 and Appendix B of MARFORPACO 4080.1G.

11. At a minimum, the MEU Ammo Chief will conduct monthly reconciliations with the designated ammo techs from all ships containing ammo.

12. Reconciliation will be conducted no later than 24 hours after the completion of a known/scheduled training event ashore.

13. If discrepancies are found during the reconciliation process, all units involved will review issue and receipt documents jointly to locate and correct the discrepancy.

14. If the cause of any gains or losses discovered during the reconciliation is not discovered, the ship will initiate actions to investigate and/or report in accordance with the OPNAVINST 5530.14E and MCO5530.14A respectively.

4004. PRE-DEPLOYMENT TRAINING

1. Pre-Deployment Training Ammunition comes out of the MEU allocation provided by TECOM in TAMIS. I MEF G-4 recommend that each MEU separate their annual training allocation by PTP, Theatre Security Cooperation (TSC) and ammunition required for training while deployed.

2. PTP, TSC and deployment ammunition shortfalls require the MEU to submit a Special Allowance Request (SAR) to I MEF G-4 Ammo 90 days prior to deployment. Any increase to the MEU allocation will be taken from other MEF units to support. I MEF G3 is the approval authority for all SAR's.

4005. THEATER SECURITY COOPERATION

1. Theater Security Cooperation (TSC) events are sourced out of the MEU allocation provided by TECOM in TAMIS. I MEF G-4 recommend each MEU separate their annual training allocation by PTP, TSC and ammunition required for training while deployed.

2. PTP, TSC and deployment forecasted shortfalls require the MEU to submit a SAR to I MEF G-4 Ammunition 90 days prior to deployment. Any increase to the MEU allocation will be taken from other MEF units to support. I MEF G3 is the approval authority for all SARs.

4006. LANDING FORCE OPERATIONAL RESERVE MATERIAL (LFORM)

1. LFORM assets are embarked aboard select classes of amphibious ships. These supplies and munitions may be utilized by any landing force embarked in support of operations. The LFORM package is assembled based on the requirement of a notional Marine Expeditionary Unit. This fact does not preclude embarked landing forces of other U.S. service component commands or allied landing forces from utilizing the LFORM.

2. LFORM Class V (W) quantities are calculated based on 15 Days of Ammunition (DOA) for a MEU embarked on assigned amphibious shipping.

3. Due to space limitations aboard amphibious shipping, quantities listed in Appendix A of the COMNAVSURFPAC/LANT INST 4080.1G should not be exceeded without approval of COMMARFORPAC.

4. Total Class V(W) LFORM carried within the ARG may vary slightly based on *the individual ships characteristics, ships mix and ammunition availability.*

5. Class V (W) is managed separately from Navy ordnance. Appendix C of COMNAVSURFPAC/LANT INST 4080.1G provides report requirements, formats and instructions for LFORM Class V (W).

4007. MISSION LOAD ALLOWANCE

1. Unlike Class V (W) all aviation ammunition is coordinated and managed by the Navy and ACE Munitions Officer.

2. Mission Load Allowance is aviation ammunition, owned and managed by Commanders, U.S. Atlantic and Pacific Fleets. MLA/STP is requisitioned by LHA/LHD and LPD-17 class ships, and maintained aboard to support the ACE of the embarked Marine Air Ground Task Force.

3. Class V (A) MLA includes explosive devices and inert components required to assemble complete rounds in various configurations. The quantities of ammunition listed are determined using the methodology in the OPNAVINST 8011.9A and NAVSUP P-724.

4. MLA is designed to support ACE combat expenditures only. Sustainment training is achieved utilizing the STP package.

5. Appendix C of COMNAVSURFPAC/LANT INST 4080.1G provides report requirements, formats and instructions for MLA.

Chapter 5

EMBARKATION

5000. GENERAL. All MEU operations are dependent on the ability of the embarkation personnel to load the ship with supplies and equipment sufficient to support and sustain the missions that may be assigned. The composite MEU will have more equipment than there is space available to embark the composite ARG. It is incumbent upon the MEU Operations Section to determine which capabilities/equipment items will not make the deployment.

5001. EMBARKATION PLANNING. Embarkation planning and execution is complex. Trained and qualified personnel must be available to perform a host of embarkation duties. Assignment of personnel must be done carefully as embarkation becomes their primary duty during deployment preparations, execution, and redeployment. It is essential that every unit down to the Battalion/Squadron level has a Team Embarkation Officer (TEO) and Team Embarkation Assistant (TEA) assigned at the beginning of the preparation phase. This will allow the embarkation officers and TEOs the ability to develop detailed load plans with the anticipated personnel, supplies, and equipment to be embarked on each ship.

1. Embarkation planning will be in accordance with CFR 49, MCRP 4-11C, MCRP 4-11.3G., MARFORPACO 4080.1G, MARFORPACO 4621.1B and I MEFO 3120.9. Coordination with Navy counterparts shall be maintained by the MEU Embark Officer and TEOs throughout the planning and execution of the embarkation and debarkation operations.

2. The milestone checklist (Appendix A) contains a listing of major milestones to be accomplished. The MEU embarkation officers and TEOs should prepare unit planning schedule/milestones to accomplish major events in a timely manner.

3. It is each MSE's responsibility to ensure it has enough dunnage, shoring, chocking and bracing materials to secure loads, protect unit equipment, and adhere to ship regulations. A review of the ships' Ship Loading Characteristics Pamphlet (SLCP) or liaison with the ship will indicate existing requirements. If dunnage, shoring, chocking and bracing materials are required that are beyond MSE's capabilities, embarking units will prepare consolidated estimates and submit them to the MEU Embarkation Officer. The MEU Embarkation Officer will coordinate with the S-4, supply section to source the requirement.

4. A Berthing and Loading Schedule (BALS) conference will be held in advance of embarkation activities in order to determine support required to load MEU equipment aboard ship. During the BALS conference the MEU Embarkation Officer, in concert with the PHIBRON Combat Cargo Officer (CCO), will request the coordination of staging areas and support services such a cranes and ramps. These requirements will be submitted in the form of a Logistics Support Request message (LSR) to I MEF G-4 MAGTF Deployment and Distribution Operations Center (MDDOC)/Surface. A Port Operations Group (POG) can also be requested via the LSR when the CLB attached to the MEU cannot support organically. The POG will be provided by 1st MLG with responsibilities and requirements identified by the MEU Embarkation Officer in the LSR.

5. Movement and Embarkation services will be set in accordance with the MEU Movement and Embarkation Plan and LSR approved by this HQs, G-4 Strategic Mobility Officer (SMO).

5002. EMBARKATION RESPONSIBILITIES

1. The MEU Commander has overall responsibility for embarkation planning and execution. Upon embarkation, the MEU Commander is designated as the Commander, Landing Force (CLF) and assumes responsibility for all embarked MEU elements. Additionally, the MEU CO is responsible for the orderly return of MEU elements until all personnel and equipment are debarked and returned to parent organizations.

2. The MEU Embarkation Officer will coordinate embarkation matters with this HQs (G-4 SMO) as well as with MEU TEOs. The MEU Embarkation Officer will be available during all embarkation actions to provide appropriate guidance as needed. His duties and responsibilities will be guided by MCRP 4-11.3G.

3. Duties of the Commanding Officer of Troops (COT). At E-45, the COT for each ship will be designated by the MEU Commander. The COT is ultimately responsible for the embarkation of Landing Force (LF) personnel and assets aboard his/her respective ship. COTs will be guided in the performance of their embarkation duties by MCRP 4-11C and MCRP 4-11.3G.

4. Embarkation Officers, TEO/As must ensure their units are combat loaded within their assigned shipping to the maximum extent feasible. Combat loading will give primary consideration to providing the ability to debark troops and cargo ready for combat rather than for economy of space. In view of the large amount of supplies and equipment to be embarked, load plans must reflect efficient use of all available space to include truck beds. The MEU Embark Officer must ultimately develop a detailed, yet flexible combat load plan that satisfies the MEU CO's guidance and facilitates the efficient use of available shipping without sacrificing the principles of combat.

5. Duties of the TEO/A. The TEO is a commissioned officer assigned from the embarking unit forming the nucleus of the embarking force. The TEA is a SNCO from the embarking MEU and comes from any element. Assignment as a TEO/A is for the duration of deployment and final debarkation but does not preclude the individual from fulfilling regularly assigned duties associated with their primary billet. Upon appointment, the TEO/A should be provided training and relieved of other duties while embarkation and debarkation activities occur. A detailed list of duties is contained in MCRP 4-11C and MCRP 4-11.3G. The following additional guidance applies:

a. Submit to the assigned ship via the MEU Embarkation Officer the proposed detailed load plans for review and approval using the Integrated Computerized Deployment System (ICODES).

b. Maintains data from which periodic loading/unloading progress reports are made and transmitted, as appropriate via the TACLOG during embarkation/debarkation operations.

c. Ensure all reports required by MARFORPACO 4621.1B are submitted in a timely manner.

d. Attend all embarkation/debarkation planning conferences affecting overall loading of the ships on which the team is embarked.

e. Provide CG, I MEF (G-4 SMO) via the MEU Embarkation Officer, the assigned ship final deployment load plans and Equipment, Personnel, and Materials Reports (EPMRS) as this report gives I MEF a detailed picture of equipment/personnel embarked and space available.

5. Duties of the ship's CCO/CCA. The ship's CCO is typically a commissioned limited duty or warrant officer qualified in the Mobility field. All amphibious assault ships are assigned a CCO with the exception of the dock landing ship (LSD) 41 Class where a Navy officer, normally the ship's First Lieutenant (1stLT), functions as the ship's CCO. The CCO is a member of the ship's staff and functions as a special staff officer to the ship's Commanding Officer (CO). The amphibious assault ship-general purpose (LHA)/multipurpose (LHD) CCO is assigned three enlisted combat cargo assistants (CCAs). The amphibious transport dock (LPD)-17 CCO will have two CCAs, and the dock landing ship (LSD)-49 class ship CCOs have one CCA assigned. The CCA is a staff NCO and, like the CCO, is a member of the ship's staff. A detailed list of duties are contained in MCRP 4-11C and MCRP 4-11.3G.

5003. MARSHALLING AND STAGING

1. This is the MEU's area of responsibility. The marshalling area is located at the units' home station unit marshaling areas (UMAs) or the Sea Port of Embarkation (SPOE) in certain situations. The unit prepares equipment and supplies, assembles them into load order for shipment/movement to the TEO a minimum of 48 hours prior to movement to designated staging areas at Naval Station San Diego/Del Mar Boat Basin or Camp Pendleton in the case of Amphibious Assault Vehicles (AAVs) and pre-boat landing craft. No later than 24 hours prior to movement, Road Master inspections will be conducted to certify the convoys are being conducted IAW the MEF Movement Control Center (MMCC) SOP and are safe for road marching on California highways.

a. Preparation of vehicles for loading includes inspections to ensure the presence and satisfactory condition of all required on vehicle equipment (OVE), and lifting fixtures (shackles). Instructions for preparation of vehicles for loading are normally prescribed in unit SOPs.

b. Vehicles should also be placarded on each side of the vehicle (usually on doors), and on the front (usually on driver side window) and rear to indicate the ship's hull number, hold level in which the vehicle will be stowed, unloading priority number, and landing serial number.

2. Convoys will be formed with no more than 20 vehicles each and depart at no less than 20-minute intervals. All convoy requirements will be identified by the MEU Unit Movement Control Center (UMCC) at the transportation planning conferences held by the MMCC during the planning phase.

3. TEOs will identify cargo transportation and Material Handling Equipment (MHE) requirements to the MEU S-4/UMCC for consolidation and submission to the I MEF MMCC via the Transportation Capacity Planning Tool (TCPT) at a minimum of 10 working days prior to movement. The MMCC will then send TCPT request to the appropriate MSC for tasking depending on the location where MHE is needed.

4. Transportation of personnel (TOP) and baggage will be requested through the MEU S-4/UMCC for consolidation and submission to the I MEF MMCC via TCPT at a minimal of 10 working days prior to movement. I MEF MMCC will then send

the TCPT request to Southwest Region Fleet Transportation (SWRFT) for tasking and approval.

5. Responsibilities for all movement control/coordination agencies are outlined in I MEF MMCC SOP MSG DTG 061901ZMar12.

6. Staging at Naval Base San Diego will be completed 24 hours prior to the commencement of embarkation.

5004. TYPES OF CARGO

1. Cargo to be loaded aboard ship is divided into four major groupings by physical configuration:

a. Vehicles. Includes all wheeled or tracked vehicles (whether self-propelled or towed) and certain non-vehicular equipment, such as skid-mounted generators, that require square foot stowage and cannot be stacked.

b. Standard Cargo. Includes individual items of equipment and cargo packaged in boxes, crates, etc., which can be carried, stacked, and otherwise handled without MHE. Size and weight of each individual package or item is normally limited to a two-man lift.

c. Unitized Cargo. Consists of items of equipment or supplies that have been grouped into larger packages to facilitate loading, unloading, and transporting using available MHE such as forklifts, pallet jacks, cranes, and container handlers. There are basically two methods of unitizing: palletizing and containerizing.

(1) Palletizing. The most common form of palletizing is banding similar items (e.g., rations, ammunition) to a standard 40-inch by 48-inch or 32-inch by 40-inch pallet. Normally, supplies and equipment are palletized to permit stacking.

(2) Containerizing. Containerizing is the stuffing of containers such as CONEX boxes, PALCONs, ISO containers, SIXCONs, and MILVANs with supplies and equipment. Because amphibious ships are not equipped to handle large containers, they are unsuitable for assault echelon operations and should not be embarked without prior coordination with the individual ship.

d. Bulk Petroleum, Oil, and Lubricants. Bulk POL such as JP-5 is stored in the ship's tanks to be pumped into LF vehicles while aboard ship or into intermediate carriers (such as collapsible bladders in landing craft) for transportation ashore. Gasoline or gasohol may not be loaded without prior coordination with the ship.

5005. ADVANCE PARTY COMPOSITION

1. Embarking MEU units should plan for advance parties to embark the ships 48 to 96 hours before loading. This provides time for training and familiarization with the ship before embarking the main body. Advance Party consists at a minimum of a billeting officer, food service attendants, cooks, berthing guides, ship's guard and personnel to assist in operation of laundry, barber shop and ship's store.

a. The billeting officer should receipt for troop linen, and inspect and sign for all required troop spaces. Once the LF space turnover process is

complete, the billeting officer assumes responsibility for maintaining these spaces. Generally, he will have a representative from each unit or the senior man in each compartment sub-sign for their respective spaces.

b. Food service attendants and cooks should be embarked and integrated into their designated work areas. Food service attendants should be assigned for a minimum period of 30 days or the duration of the deployment (whichever is shorter). Mess physicals should be completed prior to embarking and presented to the ship's food service officer upon arrival of the advance party. It is highly recommended that all mess personnel be berthed in the same compartment when possible.

c. Berthing guides are the key to all personnel settling in smoothly during the first days of embarkation. Berthing guides should berth personnel in their unit's area, assist in the issue/turnover/turn-in of linen and provide a diagram of the ship with unit berthing assignments.

d. Ship's guard to include a sergeant and corporal of the guard serve as guard detail until relieved by personnel from the main body.

2. Ship's Platoon should embark 48-96 hours prior to loading as per agreement between COT and ship CO (or as required by ship troop regulations). Cooks, food service attendants and personnel assigned to laundry, barber shop, ship's store and other 'taxed' billets identified in the SLCP are collectively referred to as the Ship's Platoon.

5006. PRE-SAIL CONFERENCE. The Pre-sail Conference is held with the PHIBRON prior to each at sea period. The purpose of the conference is to discuss with Navy counterparts items of mutual interest and to familiarize Marine Corps personnel with ships to be embarked. This is intended to be a general overview of shipboard life. The efficiency with which life aboard ship for LF personnel is organized and carried out will have a direct effect on the morale, physical fitness, training and general well-being of the troops. Full advantage of time aboard ship must be taken to further prepare the LF to accomplish its mission.

Chapter 6

MAINTENANCE

6000. GENERAL. Maintenance procedures conducted prior to and during deployment will be in accordance with MCO 4790.2, the Field Level Maintenance Management Policy (FLMMP) the MEU Maintenance Management SOP. The MEU CE, BLT and CLB are authorized FAD II IAW MCO 4400.16H at E-180.

6001. PUBLICATIONS. All MSEs and attachments will report to the MEU with all of their required publications.

6002. LEVELS OF MAINTENANCE

1. MEU elements are authorized to perform maintenance in accordance with their mission statement and the FLMMP order. The MEU Commander may authorize limited intermediate maintenance capability to the BLT and the CE if the parent commands include intermediate technicians and tools with the detachments. Coordination between the BLT, CE, and CLB must be conducted on issues concerning the limits of the intermediate maintenance to be done by the BLT and CE.

2. The CLB Commander must coordinate with the Maintenance Support Officer, 1st MLG to ensure that intermediate maintenance limits are clearly defined.

6003. MATERIEL READINESS TRAINING CELL (MRTC) COURSES. In order to provide adequate maintenance support while deployed, MEU elements must be fully trained in GCSS-MC. Every effort should be made to ensure personnel using GCSS-MC have attended at a minimum the basic MRTC course.

6004. MEU MAINTENANCE MANAGEMENT OFFICER (MMO). The MEU MMO is responsible for ensuring that all MEU elements are: using GCSS-MC procedures, understand the reconciliation process outlined in I MEF directives, and conduct weekly reconciliations once the CLB is designated the first source of intermediate repair. The MEU MMO is responsible for ensuring the accuracy of the readiness portion of the weekly situation report. The MEU MMO is the coordinator of the MEU maintenance effort during the stand up period, maintenance standdowns, exercises, and post-deployment phase. The MEU MMO is required to coordinate pre-deployment training and briefs with the MRTC and all element MMOs/MM Chiefs and Clerks. This training should be scheduled at a minimum of two (2) different stages during the pre-deployment phase.

6005. MEF JOINT LIMITED TECHNICAL INSPECTION (JLTI). The MEF JLTI process is intended to promote operational readiness and keep the CG, I MEF informed of the MAGTF's material readiness. The MEF JLTI process is not intended to duplicate inspections conducted by other commands (e.g. 1st MARDIV) but rather to assist in ensuring the MEU has proper equipment prior to deployment and ensure all necessary equipment transfer and closeout procedures are executed during the post-deployment phase.

1. To achieve a high state of readiness, there will be two scheduled MEF oversight JLTI intervals and one final equipment readiness assessment. MEF JLTI will occur between the following intervals; E-210 thru E-180 and R+5 thru R+30. The equipment readiness assessment will be conducted at E-45. Based upon this assessment, if equipment is identified for replacement, those requirements will be submitted to I MEF G-4 NLT E-30.

a. The E-210 - E-180 MEF JLTI is specifically designed to oversee transfer of equipment as the MEU accepts equipment from the MSCs and MHG. I MEF will provide equipment subject experts per commodity area to oversee the conduct and results of the JLTI's. These inspectors will visually observe JLTI's on all designated equipment and certify JLTI documentation. At a minimum, 100% of all Marine Corps Automated Readiness Evaluation System (MARES) reportable ground equipment will be JLTI'd. The MEF may specifically identify non-critical low density ground equipment for inclusion in the JLTI process.

b. The E-45 equipment readiness assessment is a formal analysis of readiness reportable equipment and specially designated end items that are reported as combat deadline to determine if corrective maintenance will be within the maintenance cycle limitations prior to embark. If equipment will not be repaired it will be considered for exchange with the parent MSC. Requests for replacement of equipment will be submitted on E-30. Coordination between the MEU, sourced command and the MEF will be made to facilitate the scheduling of a JLTI.

c. The R+5 - R+30 MEF JLTI is specifically designed to oversee transfer of equipment as the MSCs and separate Battalions accepts equipment from the MEU. I MEF will provide equipment subject experts per commodity area to oversee the conduct and results of the JLTI's. These inspectors will visually observe JLTI's on all designated equipment and certify JLTI documentation. At a minimum, 100% of all MARES reportable ground equipment will be JLIT'd. The MEF may specifically identify non-critical low density ground equipment for inclusion in the JLTI process.

2. Cross Deck of Equipment. At E-60, I MEF G-4 will release a message to task the MSCs and MHG to identify equipment that will need to be sourced by the returning MEU. I MEF G-4 sends this list to the returning MEU so they may identify any maintenance actions and start the maintenance process for corrective action(s). Also, at E-60, I MEF G-4 will release a message tasking the returning MEU to provide a list of equipment that is recommended not to be utilized for the deploying MEU. Any equipment identified for removal from the deployment EDL will be inducted into the maintenance cycle upon redeployment and will not be placed back in the deployable equipment set until all maintenance is complete.

3. Funding. Funding for the JLTI process will not be provided to the individual MEU's annual base budget, but will be budgeted for by the MEF Comptroller. Upon redeployment and decomposition of the MEU, the MEF Comptroller will provide direct funding authorization to the applicable MSCs for the MSEs' JLTI costs. MSCs will provide total JLTI costs to I MEF G-4 and Comptroller within 30 days after transfer of equipment from the returning MEU to the MSC.

4. Timeline

a. E-240. I MEF G-4 and the MSC's will accomplish an equipment readiness assessment; this is not to be confused with the assessment conducted by MEU MSEs at the E-45. Results will be provided by the unit commanders/detachment OICs to the MSC Commanders. MEU Commanders will address any readiness concerns to the MSC G-4s. Any unresolved readiness issues will be referred to I MEF G-4.

b. R-45. MEUs will ensure that all units and elements Chopped from the MSCs conduct an equipment assessment to the maximum extent possible, commensurate with facilities limitations and the MEU's schedule. Requisitions should be on a fill-or-kill basis at the CLB/SMU.

c. R+10. MEU requisitions without valid shipping status will be cancelled. Returning MSEs will requisition required parts. MEUs will process receipts for all repair parts received.

d. R+30. The MEU will identify total JLTI expenditures from R-45 through R+30 to the I MEF G-4 and Comptroller.

6006. MAINTENANCE STAND DOWN. A maintenance stand down is a pause in training that permits the unit to focus on maintenance requirements. An effective maintenance stand down requires consideration of all maintenance resources and establishment of clear objectives in order to maximize results. Maintenance stand downs can be initiated to address but are not limited to the following issues:

1. Low readiness either throughout the unit or when an equipment platform has specific issues.

2. Post inspection where the results indicate a trend that could be addressed via a stand-down.

3. Maintenance requirements following exercises or operations.

4. Maintenance stand downs must be planned for and conducted in accordance with paragraph 2003.3 of this order. Each maintenance stand down should be planned for no less than five days in length. One week prior to the each stand down, a coordination meeting should be hosted by the MEU to identify problems and schedule necessary maintenance. Representatives from all MEU elements will attend.

Chapter 7

MOTOR TRANSPORT

7000. SOFA. The Status of Forces Agreement (SOFA) stamp for military vehicle operation licenses (OF 346) and licensing for tactical equipment is controlled by the MSCs. Classes and testing can be scheduled upon request. A SOFA stamp is necessary for drivers to operate motor vehicles in Japan, Korea, and other designated countries. Licensing requirements should be identified by E-120 with licensing completed by E-20. Additionally, as many drivers as possible should obtain an international driver's license which meets licensing requirements in all countries.

7001. COMMERCIAL LICENSING. Licensing for commercial equipment is controlled by the Marine Corps Base/Marine Corps Air Station (MCAS) Motor Transport Officer.

7002. U-DRIVE VEHICLE SUPPORT. Limited commercial U-drive vehicle support will be available during the marshalling, staging, and embarkation stages for administrative purposes. The amount of vehicles available varies depending on where the MEU is at in their training cycle. The MEU S-4 will consolidate the requirements of all MSEs and submit them to I MHG (S-4).

7003. TACTICAL LICENSING. Tactical vehicle licensing is coordinated via I MHG (S-3) for the CE. MSEs coordinate licensing via their parent S/G-3.

7004. AMPHIBIOUS DRIVER TRAINING. Due to the nature of ship-to-shore and shore-to-ship movement every vehicle operator should expect to traverse through the surf line while operating their respective vehicle. The Landing Craft, Air Cushion (LCAC) and Landing Craft, Utility (LCU) are the surface connectors primarily used to get to and from the ships. While the LCAC has the ability to come out of the water and land on the beach the LCU stops short of the shoreline and must be loaded or unloaded in the surf zone. Also, there is inherent risk involved with driving in an amphibious environment regardless of landing craft type. Mitigation of these risks is done by simply coordinating with the respective US Navy Assault Craft Unit so they can provide training to all tracked and wheeled vehicles operators.

Chapter 8

HEALTH SERVICES

8000. GENERAL. Health Services Support (HSS) is an integral part of the MEU's operational and logistic capability. At the Command Element, the MEU Surgeon and the Health Services Support Element (HSSE) plan, develop, implement, and direct a basic military healthcare system that can fully support the myriad mission essential tasks and operations throughout the MEU deployment cycle to ensure the sustained health and resilience of all MEU personnel. Within the Major Subordinate Elements (MSE), HSS assets are organically assigned to provide force health protection, as well as enhance the definitive care of the ill, injured and/or combat wounded to help preserve and sustain combat power of the Force.

8001. READINESS. The MEU Commander has primary responsibility to ensure all assigned personnel are mentally, physically, and spiritually fit and ready to execute the myriad missions and operations that may occur during the MEU deployment cycle. Prior to deployment, all Marines/Sailors who will be embarked must meet the minimum health readiness standards as prescribed by applicable Navy and Marine Corps, and theater-specific directives. Minimum force health protection standards include, but are not limited to, medical and dental qualifications, immunizations, updated eyeglass prescriptions and gas mask inserts, and identification/adjudication of any physical/mental issues that may prohibit an individual's deployment eligibility.

8002. CONCEPT OF SUPPORT. Health Services Support for the MEU is provided primarily from a sea-based mode aboard ship. Landing Force (LF) health services personnel will augment and support shipboard medical and dental departments while operating in the sea-based mode. LF health services support is task organized to meet mission requirements both afloat and ashore. In a contingency, health service elements of the LF can be task-organized and relocated ashore to support ground and aviation units in geographically remote and austere locations. Note: Navy health services (and religious) personnel are assigned to provide the MEU an organic combat medical/dental capability only; they cannot be tasked to perform any combat-related duties other than medical or dental activities per Naval Regulations Article 1063.

8003. CLASS VIII. Considerations and logistical solutions for Class VIIIA (medical equipment and supplies) and VIIIB (blood) support to the MEU must be accounted for in all exercise and operational planning activities performed by the MEU. At sea, organic MEU Class VIII supplies (Authorized Medical Allowance List - AMALs) are not normally expended, except as an augmentation to ship's force medical requirements to support MEU personnel. Ashore, the MEU has sufficient T/E to support 15 DOS (days of supply), but must have a plan for CLVIII resupply should the MEU remain ashore longer than 15 days. Class VIII resupply is, typically, coordinated via ship's force Supply chain, unless (or until) a theater lead agent medical resupply system is established. In CENTCOM AOR, U.S. Army is the designated Theater Lead Agent for Medical Materiel (TLAMM), and provides multiple resupply points depending upon the MEU location. In PACOM, the US Air Force is the TLAMM. Initial points of contact for further MEDLOG information in CENTCOM and PACOM are available from Headquarters, USMARCENT and USMARFORPAC (G-4/HSS Offices).

8004. SPECIFIC GUIDANCE / STANDING OPERATING PROCEDURES. For additional, specific guidance, policy and procedures regarding HSS, refer to orders and

directives applicable to the operational theater. Also, reference US policy in all matters concerning DoD-funded medical supplies being used for humanitarian support. Typically, except as authorized or directed by HHQ, Class VIII is not to be used for anyone other than assigned MEU/ARG personnel per Code of Federal Regulations, Title 10.

Chapter 9

ENGINEERS

9000. PURPOSE. To provide guidance on engineer unit employment and planning considerations in support of MEU mission sets. Detailed guidance is contained in MCWP 3-17, Engineer Operations.

9001. FUNCTIONS. The four functional areas of engineering are mobility, counter-mobility, survivability, and general engineering.

1. Mobility is a quality or capability of military forces that permits them to move in time and space while retaining their ability to fulfill their primary mission.

2. Counter-mobility is the physical shaping of the battlespace to alter the scheme of maneuver of the enemy. Counter-mobility operations block, fix, turn, or disrupt the enemy giving the MAGTF commander opportunities to exploit enemy vulnerabilities or react effectively to enemy actions.

3. Survivability is the ability of personnel, equipment, and facilities to continue to operate within the wide range of conditions faced in a hostile environment. It includes all aspects of protecting personnel, weapons, and supplies.

4. General engineering is the primary CSS function performed by engineers. It is characterized by high standards of design, planning, and construction. It includes horizontal and vertical construction, facilities, environmental impact considerations, provision of utilities, bulk liquids (e.g., water and fuel) support, and EOD. It involves activities that identify, design, construct, lease, and provide facilities.

9002. RESPONSIBILITIES

1. When assigned, or when designated as a collateral duty, the MEU Engineer will be a special staff officer of the MEU Command Element. The MEU Engineer will be responsible for planning and coordinating the overall MEU engineering effort and assisting the Commanding Officer in supervising the execution of training and operations plans.

2. The Ground Combat Element (GCE), and Logistics Combat Element (LCE) Engineer Officers provide their commanders with engineering advice to plan and coordinate the execution of engineering efforts in support of approved Missions/OPLANS/OPORDS. Additionally, they serve as the conduits through which the MEU Commander's direction and MEU Engineer's guidance flow to the operating elements. The Air Combat Element (ACE) does not historically deploy a MSC Engineer within its aviation detachments.

9003. ENGINEER CAPABILITIES. Engineer capabilities listed below are general in nature and applicable to engineer units. They fall within the four major functional areas of mobility, counter-mobility, survivability, and general engineering. All are within the capability of the MEU CLB.

1. Engineer reconnaissance

2. Obstacle breaching

3. Obstacle installation/construction

4. Specialized demolitions

5. Assistance with field fortifications/camouflage

6. Limited Breaching and/or Area Clearance

7. Helicopter landing site and zone preparation

8. Development and maintenance of lines of communication.

9. Rapid Runway Repair

10. Technical assistance in engineer matters

11. Bridging support

12. General (deliberate) engineer support

13. Employment as provisional infantry

14. Bulk water production, storage, distribution (via hose line), and dispensing

15. Bulk fuel receipt, storage, distribution (via hose line), and dispensing

16. Electrical and hygiene support

17. Explosive Ordnance Disposal

18. Intelligence Preparation of the Battlespace and Battlespace Assessment

19. Counter Improvised Explosive Device (C-IED)

20. Infrastructure construction and improvements

9004. COMBAT ENGINEERING OPERATIONS. Combat engineering is an integral part of the MAGTF's ability to maneuver. Combat engineers enhance the force's momentum by physically shaping the battlespace to make the most efficient use of the space and time necessary to generate mass and speed while denying the enemy unencumbered maneuver.

1. Barriers, obstacles, mines, and improvised explosive devices (IEDs)+have a significant impact on operations. Commanders must constantly consider the advantages and disadvantages of their employment and countering them during planning and execution. These impediments inflict significant equipment and psychological damage and personnel casualties on the enemy with minimal risk to friendly forces. They extend, strengthen, and deepen other defensive and offensive measure to support the Commanders concept of operations. They immobilize the enemy until they are able to breach, bypass or reduce. They exploit geographic features, and create uncertainty for the enemy commander.

2. Mobility is a quality or capability of military forces that permits them to move in time and space while retaining their ability to fulfill their primary mission. Mobility operations are intended to maintain this freedom of both tactical maneuver and operational movement through five functional

areas which are; Countermine activities, Counter Obstacles, Gap Crossing, Combat Roads and Trails, and Forward Aviation Combat Engineering (Forward Arming & Refueling Points (FARPs)).

3. Counter-mobility is the physical shaping of the battlespace to alter the scheme of maneuver of the enemy. Counter-mobility operations **block, fix, turn, or disrupt** the enemy giving the commander opportunities to exploit enemy vulnerabilities or react effectively to enemy actions.

4. Survivability is the ability of personnel, equipment, and facilities to continue to operate within the wide range of conditions faced in a hostile environment. It includes all aspects of protecting personnel, weapons, and supplies. In order for the unit to survive, it must be able to reduce exposure to threat acquisition, targeting, and engagement. Engineer support tasks such as construction of field fortifications (hardening of command, communication and combat train locations, weapon system firing positions, and infantry fighting positions) are critical to this effort.

5. Combat engineers and EOD Marines are capable of executing demolition work of a constructive and destructive nature. Demolition missions requiring the use of formulas or calculated quantities of explosives with specific placement to produce the desired effect are normally performed by engineers. These tasks include placing explosives near heavy weapons, destroying cave systems; facilities; and equipment, and improving mobility in urban terrain and designated or reserve targets. Engineers are assigned those tasks that require greater control in execution, more precision in effect, and are generally larger in scale and more technical in scope.

6. Engineer organizations have, throughout history, been required to fill the role of infantry as a secondary mission. The CEB detachment is a well-armed and well-equipped organization capable of executing light infantry tasks in conjunction with other combat units. The only significant organizational deficiency is the lack of organic fire control personnel and communications equipment.

9005. GENERAL ENGINEERING OPERATIONS. General engineering operations consists of those engineer capabilities and activities, other than combat engineering, that provide infrastructure and modify, maintain, or protect the physical environment. General engineering is a very diverse function often involving horizontal and vertical construction, but also encompassing numerous specialized capabilities. General engineering operations often are a supporting or sustaining operation; however, the commander's intent may dictate that it be the supported function, for example in recovery, reconstitution, or reconstruction operations.

1. The MAGTF may have extensive requirements for expeditionary horizontal and vertical construction in support of sustained operations ashore. Construction is normally of an initial or temporary standard but can develop into complex construction projects. Vertical is the improvement or construction of facilities for use by the MAGTF. These facilities can be used in base camps, command posts, and maintenance facilities. Pre-engineered structures should be considered in the planning of any vertical construction project. These structures provide significant savings to the MAGTF in embarkation space and ease of construction and should be used at every opportunity. Horizontal construction is the construction required to shape the terrain to meet the operational requirements of the MAGTF.

2. Long distance maneuver calls for extensive Main Supply Route (MSR) development, construction, and maintenance. The MEU will be capable of MSR development and maintenance to ensure mission accomplishment. Commanders must be made aware of the limitations of proposed/potential MSRs prior to establishing land lines of communication. Movement of heavy cargo (e.g. fuel, water, ordnance, and tracked vehicles) has a significant impact on road networks. Where no roads are available or none exist, weather (specifically rain and snow) is a critical consideration.

3. Rapid Runway Repair (RRR) is one task of the base recovery after attack team (BRAAT). Materials, procedures, and techniques for rapid repair of bomb-damaged airfield runways and taxi ways have been under development for several years. The need for such developments has grown because of the substantial increase in the diversity and lethality of both air-launched and surface-launched weapons capable of inflicting damage on airfield runways and taxi ways. Since substantial runway and taxi way damage following an attack is expected, quick recovery and support for tactical aircraft launch and recovery operations are paramount.

4. The bridging support for gap-crossing operations is critical to the mobility of the MAGTF. Due to limited embarkation space aboard Navy shipping, only nonstandard bridging operations can be conducted. Nonstandard bridging operations involve the construction of a bridge using normal construction materials (e.g., wood, concrete, stones) vice standard bridging assets (which are not embarked aboard Navy ships, but are located within the MPSRON). Due to material and time requirements and intense allocation of personnel, equipment, and materials, this is rarely effective for front-line maneuver elements in the battle zone.

5. Area Clearance is a significant operation that consists of cleanup, repair, and a maintenance effort is usually required to convert the enemy infrastructure to friendly use. The demolition of damaged facilities, clearance of minefields, unexploded ordnance, battle debris from MSRs, and CSS areas constitute a major part of follow-on operations. As the combat engineer elements will advance with the maneuver forces, the area clearance requirement falls to support engineers and other engineering assets.

6. Mobile electric power (MEP) support, especially to the MAGTF command element and the command elements of subordinate units, becomes increasingly more important when the MAGTF is unable to rely on local electrical utilities for its power needs.

7. All operations rely heavily on the supply of fuel and water. Bulk-fuel Marines and utility Marines in the MEU CLB are responsible for planning and executing bulk liquid operations for the MAGTF beyond the elements' organic capabilities. The MEU CLB is responsible for the transfer of Class III (bulk fuel) from amphibious and/or commercial sources, and acts as the main source of fuel storage for the MAGTF. The MEU CLB provides fuel to the MEU CE, BLT, and LCE. The MEU CLB also provides the MAGTF with potable water production and storage as well as shower support when required.

8. EOD assets to support operations in the MEU AO are normally found within the MEU CLB. The operations typically supported by EOD units include clearing ordnance, rendering ordnance safe, identifying, collecting, evaluating, and exploiting foreign ordnance.

9006. ENGINEER INFORMATION. Engineer information is the result of organizing, collating, comparing, processing, analyzing, and filtering raw data requested by or provided by engineer units. It is then related to specific military activities and used by commanders in planning military operations and construction. Engineer information is comprehensive; it covers fields and levels of MAGTF engineering activity.

1. Intelligence Preparation of the Battlespace (IPB) is a systematic and continuous approach to analyzing the enemy, weather, and terrain in a specific geographic area. IPB uses enemy doctrinal norms and orders of battle to template enemy forces. It also attempts to anticipate their capabilities and predict their intentions. Engineers must understand the S-2 doctrinal and situation template to analyze threat capabilities and the order of battle. The situation template becomes the foundation for the G/S-2 and engineer coordination.

2. The Engineer Battlespace Assessment (EBA) is developed in conjunction with the IPB, and focuses on engineer-specific intelligence. The engineer develops facts and assumptions and supports the IPB process by analyzing the terrain and weather and assessing their impact on military engineer operations.

3. The engineer's role in the targeting process is analyzing facility targets and providing targeting information on obstacle plans to the Fire Support Coordinator (FSC). Target analysis examines potential targets to determine military importance, priority of attack, and weapon effects required to obtain a desired level of damage. Engineers must analyze the loss or damage to terrain, facilities, and infrastructure and their effect on the mobility, survivability, and sustainability of the force.

9007. ENGINEER PLANNING FOR OPERATIONS. The participation of engineers in the planning process is crucial to the success of military operations. The omission of engineer considerations in any operation may have a negative impact on the entire campaign. Consequently, engineer planning must be thorough, concurrent, and coordinated at all levels of command to reflect the tactical engineer requirements of the MAGTF. Engineer planning is based on the commander's concept of operation, engineer missions, priority of effort, engineer estimate of the situation, accessible construction resources, and the engineer forces available. The MEU and subordinate element engineers will include engineer support in all mission planning documents. Engineering is necessary in varying degrees from individual training to full-spectrum operations. Details of engineer planning documents can be found in MCRP 3-17B. Engineer plans include:

1. Logistics Annex. The Logistics Annex prepared by the MEU CE and MSE S-4 sections includes a general description of logistics and general engineering requirements. When required, engineering appendices will be included to provide greater detail on specific engineering support.

2. Engineer Planning Documents

a. Engineer Appendix to the Operations A. The Engineer Appendix to the Operations Annex of the OPLAN is a supporting document covering the engineer organization, mission, concept of operations, administrative, logistic, and command and control information.

b. Engineer Estimate. The engineer estimate is a planning document that serves as a basis for the submission of conclusions to the commander. It presents the specialized viewpoints of the staff engineer officer. The engineer staff provides analysis to the commander of the principal engineer factors governing the operation and the comparative courses of action identified.

c. Civil Engineer Support Plan (CESP). Civil engineer support may be required depending on the mission and level of support required. A Civil Engineer Support Plan is required at the theater level and is often required when operating as part of a Combined and/or Joint Task Force. The CESP is an appendix to the logistics annex and includes an analysis of engineering support required and available from foreign countries, as well as the plans for addressing potential civil engineering shortfalls.

d. POL Supply Appendix. The Petroleum, Oil, and Lubricants (POL) Supply Appendix is required to provide the force with detailed guidance and direction for POL supply. The appendix will include provisions for reporting product quantities, specific resupply procedures, and at the major command level, include Tab A for a projection of the bulk fuel requirement to support the force through C/D+180, and Tab B for host nation (HN) capabilities, HN product reliability, and HN product inventory to include refining capacity.

e. Obstacle/Barrier Plan. Barrier planning begins at the MEU CE level or higher and includes input from the lowest echelons. It is often iterative in development using the details of enemy barriers and obstacles gained through surveillance, reconnaissance, and intelligence sources. The S-3 has primary responsibility for obstacle/barrier planning and the special staff engineer (when assigned) advises the Commander with the S-3 of the best employment of barriers and obstacles.

3. When preparing for and participating in the planning process, the MAGTF engineers must consider the following functions:

a. Intelligence. Engineers assess available infrastructure for possible general engineering requirements including airfields, MSRs, ports, utilities, and logistics facilities. They determine threat engineer capabilities in likely lodgment areas including requirements for countermine and counter-obstacle capabilities needed with the early-entry force. Engineers assist in the analysis of topographic features, the nature and characteristics of the AO, and the creation of special products.

b. Reconnaissance. The types of reconnaissance missions engineers conduct are tactical (route, zone, and area), obstacle, and route classification.

c. Combat Engineering. The three functions within are Mobility, Counter-mobility, and Survivability.

d. General Engineering. Engineers consider all things that do not fall within the Combat Engineering functions to fall within General Engineering functions and will introduce them into the planning process. Engineers will use their expertise and unique capabilities to help the commander shape the battlespace. The following are examples, but are not all inclusive: Lines of Communication, Contingency Base Facilities, Utilities, Bridging, EOD, Vertical and/or Horizontal Construction, Initial and Temporary Standards, and Real Estate.

9008. SHIP-TO-SHORE BULK FUEL. The MEU must have the capability to accept bulk fuel via ship-to-shore from the Navy's Amphibious Assault Bulk Fuel System (AABFS). The USMC Amphibious Assault Fuel System (TAMCN B0685) is the doctrinal system used to receive fuel from the Navy AABFS. The AAFS has a 1.2 million gallon-plus storage capacity and is a larger system than is normally required to support a MEU. Therefore, a partial AAFS is embarked with each MEU to allow receipt of bulk fuel ship-to-shore for storage and distribution. The MEU will embark the following AAFS subsystems:

SUBSYSTEM	QUANTITY
Adapting Fuel Assembly	1
Beach Unloading Assembly	1
Drum Unloading Assembly	1
Fuel Dispensing Assembly	1
Tank Farm Assembly	1
Amphibious Bulk Liquids Transfer System (ABLTS)	1

1. The partial AAFS will be assigned a local TAMCN for control purposes. It will have at least a 120,000 gallon storage capacity with adequate receipt and transfer capability to support the MEU mission.

2. Class III items contained within LFORM consist of packaged POL only which includes MOGAS. COMMARFORPAC Order 4080.2G (4080) identifies the LFORM POL requirements based on 15 days of supply to support a MEU. The Navy has the responsibility to provide prepositioned wartime reserves bulk fuel except MOGAS per MCO P4400.39. Per the 4080 each MEU will have 990 gallons of MOGAS spread across the ARG. All Class III has a shelf life which should be verified for longevity prior to be loaded; especially the MOGAS which has a shelf life of roughly one year and should loaded no earlier than 90 days before deploying. Except for MOGAS, all Class III will be loaded concurrent with other LFORM. The ARG will provide bulk fuel support until such time that it exceeds operational reach or alternate sourcing is established ashore.

9009. AVIATION BULK FUEL SUPPORT. The MEU will embark with at least one Helicopter Expedient Refueling System (HERS) (TAMCN B1135). When the mission calls for large quantities of aviation fuel, the partial AAFS will be employed using aviation filtering and quality monitoring systems.

9010. AIRFIELD SERVICES. The MEU will have an organic aircraft support capability within the ACE and Airfield Services Marines will be employed based on the mission. The support may include, but is not limited to, Aircraft Rescue and Firefighting Marines (ARFF) and Expeditionary Airfield Marines (EAF). These Marines are located within the MAW, are usually sourced from the Marine Wing Support Squadron, and can conduct the following missions:

1. ARFF support of aircraft

2. Firefighting support

3. Landing surface support

4. Fire prevention

5. Landing site preparation, maintenance, and repair

6. Tactical rescue Team

7. Tactical Recovery of Aircraft & Personnel (TRAP) team member

9011. COUNTER-IMPROVISED EXPLOSIVE DEVICE (C-IED)

1. Training. The minimum service-level C-IED training requirement for a MEU to deploy into any theater is a theater-specific IED threat and awareness brief. This brief is provided by a Marine Corps Engineer School (MCES) Mobile Training Team (MTT) and can be given to all deploying personnel or specified leadership. In lieu of MCES MTT availability, the MEU S-2 can present the MCES IED threat brief to the unit. All additional C-IED training requirements for a deploying MEU will be based on the MEU Commander's assessment, analysis criteria, and each COCOM's minimum training requirements (this document is currently a standalone document and can be obtained through the MEF C-IED Officer). The criteria will assist in determining the C-IED training courses needed and training audience necessary to meet the readiness requirements tailored to each specific MEU. Starting in FY-17, minimum required MEF C-IED training will be found in the I MEF C-IED Order.

a. Defeat the Device (DtD) line of operations will be provided by MCES MTT with primary use of home station training lanes. All scheduling and coordination will be done in accordance with local scheduling protocol.

b. Network Engagement (NE)/Attack the Network (AtN) line of operations will be provided by Marine Corps Training & Operations Group (MCTOG). MCTOG will coordinate directly with the requesting MEU to determine details for training execution.

c. JET (Joint Expeditionary Team) can advise, assist, and inform during the unit PTP cycle. The team specializes in coordinating, synchronizing, and integrating C-IED enablers with a focus on Defeat the Device. The I MEF LNO is located in the MEF G-7, EOTG.

2. Equipment. At the earliest opportunity, MEU's will request C-IED equipment in accordance with T/O & T/E, C-IED theater requirements, and Commander's guidance. MEU Equipment Density Lists (EDLs) should include a baseline C-IED capability set (as defined by HQMC, Combat Development & Integration) to ensure all deploy on an equal footing in terms of C-IED capability. Certain C-IED equipment can and will be unit purchased if it cannot be sourced from SYSCOM.

3. COCOM Requirements. The MARFORs, in coordination with the Geographic Combatant Commanders, identify and approve theater-specific entry requirements for C-IED training and equipment. MEU Commanders will assess their respective theater prior to deployment to ensure their unit will meet the training and equipment requirements.

9012. CLASS IV. Class IV Construction and Force Protection materials will be an estimate based on the Commanders guidance, mission analysis, and the Engineer Estimate. Space aboard Navy shipping is limited, and quantities should be limited to those requirements on construction of the initial projects until materials can be purchased in theater through local contracting, or through forward stores.

9013. ENGINEER MISSIONS. The following is a list of possible engineer missions that could be encountered during a MEU deployment. This list is not all inclusive, but captures the primary mission sets that engineers will have to be prepared for. Engineers must be prepared to plan and execute any of these missions concurrently or sequentially. Although the initial mission and planning for an operation may not appear to require one or more of these operations, the engineers must be prepared to handle any additional operational requirements. Because engineering is largely driven by logistics and time constraints, a good engineer should have the foresight to collect data and formulate plans for all foreseeable contingencies and be prepared to implement them as needed.

1. Preparing potential counterattack routes

2. Preparing routes to alternate positions

3. Assist in preparation of the traffic circulation plan

4. Assist in preparation of alternate or supplemental positions

5. Preparing landing zones/FARPS

6. Recommending and supervising the strengthening and construction of obstacles

7. Assisting in installation and recording of minefields

8. Technical assistance in installing wire entanglements, roadblocks, and other counter-mobility obstacles

9. Preparing demolition charges at critical points

10. Managing class IV engineer materials

11. Anti-armor and direct fire weapon positions

12. Armored vehicle positions

13. Command post hardening

14. CSS position hardening

15. Crew-served weapon and individual fighting position improvements

16. Developing, constructing, improving or hardening LOCs

17. Route clearance

18. Water purification, storage, and distribution

19. Storing and dispensing bulk fuel

20. Landing zone preparation

21. Bridge installation

22. Planning and construction of Expeditionary airfields

23. Vertical Construction in support of Community Relations projects

Chapter 10

FOOD SERVICE

10000. CLASS I. The MEU will utilize rations procured from Defense Logistics Agency (DLA) in support of training exercises. Based on historical data it is highly recommended each MEU embarks with a sufficient amount of training exercise rations to serve as a contingency in the event DLA cannot meet delivery timelines. Determination of the quantity of training-related rations to be embarked is solely the discretion of each individual MEU. The MEU Mess Chief should coordinate amphibious ship space requirements during embarkation planning conducted by the MEU.

10001. BUDGETING. CG, I MEF (G-4 Food Service) compiles all MSC budgetary requirements for operational rations and field feeding support for training and deploying Marine Corps forces. Therefore, it is essential that Commanders at all levels provide input during annual budget submission and quarterly update/revision periods.

10002. OPERATIONS. Field food service operations differ significantly from garrison feeding operations, primarily due to the varying types of operational rations and equipment required to prepare and serve meals in field environments. Fixed facilities, food service equipment (field or garrison), and manpower are limited in field environments. These considerations must be taken into account during operational planning stages. NOTE: MEU Mess Chiefs are encouraged to seek guidance and direction from I MEF G-4 Food Service in an effort to clarify policy, mitigate potential conflicts in Class I support, and ensure transparency of Class I support.

1. Planning Considerations. The approved Marine Corps field feeding policy is one MRE and two hot meals per day. Ideally, an individual ration is served for lunch and hot meals are served for breakfast and dinner. The Marine Corps' primary field feeding rations are the Unitized Group Ration-Marine (UGR-M) or the UGR-Heat & Serve. The UGR-A (Army) is by exception only, primarily due to the logistical requirements for distribution of the ration components. Additionally, enhancements, which are subsistence items added to the meal for nutritional purposes (e.g., fresh fruits, fresh vegetables, milk, and bread), should be considered as a factor during operational planning stages.

NOTE: The UGR-A is primarily used by the U.S. Army, which is better equipped to support the use of this ration (e.g. refrigeration capabilities). Additionally, all requests for UGR-A must go to the respective geographic MARFOR in which you are operating.

2. Lead Times. The MAGTF Command Element Food Service Office must be involved early in the planning, and consulted in the development of subsistence requirements and other applicable considerations of Class I support no later than (NLT) E-120.

10003. HOST NATION FEEDING (HNF). One of the first OCONUS planning factors to consider is HNF. HNF consists of four categories: food service Host Nation Support (HNS), Host Nation Messing (HNM), contract feeding, and field support. When feasible, MAGTF plans should make maximum use of HNS available within the theater of operations. HNS can augment MAGTF elements' organic food service capabilities; however, HNM and Contract Feeding is not a substitute for essential MAGTF organic capabilities but should be considered

when organic capabilities are not feasible. Written agreements of support, payment for all HNM/contract feeding and approval of a funding source must be accomplished prior to support being provided. All requirements for Host Nation Feeding support will be communicated and coordinate via CG, I MEF (G-4 Food Service Office) prior to execution.

1. Host Nation Support (HNS). A HNS agreement may be entered into by the US Government and friendly host nations. Food service HNS consists of selected subsistence items procured from the local economy and prepared by Marine Corps food service personnel. Generally, items consist of enhancements (produce, milk, bread) and are used to enhance unitized rations and PORs. If a unit anticipates the need for HNS, it must notify the appropriate headquarters (e.g. NAVFOR or MARFOR) to ensure that a current agreement is in effect. The applicable HNS agreement letter that specifies support and reimbursement must be submitted with the unit's quarterly subsistence financial report (QSFR). Subsistence provided by a host nation must be inspected by US Army veterinary personnel.

2. Host Nation Messing (HNM). HNM consists of bulk food purchased for US military organizations (as opposed to individual Service members), with the host nation or contractor providing the food and its preparation. HNM involves Marine Corps personnel subsisting in a host nation facility in which the Marine Corps will reimburse the host nation for the meals provided. HNM differs from HNS in that the Marines actually receive full messing support in a foreign military or civilian dining establishment and, in most cases, no food service Marines or attendants are needed. Units requiring HNM must identify the requirement 90 days before support is provided. Procedures to obtain billing documents must be coordinated with the host nation early in the planning process to ensure that all paperwork is compiled in a timely manner at the conclusion of the operation or exercise.

3. Contract Feeding. At times, units will operate in areas where a civilian contractor or host nation government provides meals through contracted logistics support agreements. Contract feeding is any feeding where meals prepared by a contractor (CONUS/OCONUS) or host nation government outside the service's mess hall are provided to the individual service member. This method of feeding Marines should be used in accordance with the guidelines specified in MCO 10110.14_(Marine Corps Food Service and Subsistence Program) and only after all efforts to obtain subsistence support from other military or host nation sources have been exhausted. A contracting agent or contingency contracting officer, usually at a military installation or embassy nearest the feeding site, must negotiate contract feeding requirements. All nonfood costs incurred by the contractor (e.g., labor, equipment, materials) must be paid for with unit 1106 Operation & Maintenance Marine Corps funds. However, only during contingency or conflict can congressional authority be used as a means for the U.S. Government to cover the full cost of contract feeding (e.g. food costs and non-food costs associated with contract feeding). The subsisting unit collects all accounting data pertaining to the subsistence operation before departing the area of operations. Prior to entering into a contractual agreement, coordinate with an Army veterinary service team or U.S. Navy preventive medicine unit to inspect the proposed vendor and clear them as an authorized provider.

NOTE: The use of contract feeding as a unit support plan does not eliminate the need for food service personnel. Food service specialists are required

to provide contract oversight, force protection, and ensure food safety for the deployed force.

4. Field Support. This method of feeding occurs when the contractor or host nation procures only bulk food from an approved source of supply. The military services set up a field mess and prepare their own meals.

10004. FOOD SERVICE SUPPORT TO FOREIGN NATIONALS. Occasionally, United States forces will conduct multinational training exercise with foreign military forces. United States Code, Title 10, Armed Forces, subtitle A, part IV, chap. 138, subchapter 1, sec. 2341-2350, Acquisition and Cross-Servicing Agreements, authorizes DOD to enter into mutual logistic support agreements with the defense departments of foreign nations. When conducting a multinational exercise, the officer scheduling and conducting the exercise should determine the appropriate reimbursements for messing support for each participant based on existing acquisition and cross-servicing agreements. If in doubt, the unit comptroller will have information on all existing agreements and should be the point of contact to determine if an acquisition and cross-servicing agreement is in place.

10005. DEVELOPING COUNTRIES COMBINED EXERCISE PROGRAM (DCCEP) FUNDS. DCCEP funds can be used to reimburse certain incremental expenses of a developing country that are incurred as a direct result of participation in a bilateral or multilateral military exercise. This type of funding is reserved for an undertaking primarily to enhance the security interest of the United States. See MCO 8011.5, dated 6 Aug 2012 of subtitle A, Part III, Chapter 101 in order to determine when these funds are authorized.

Chapter 11

REDEPLOYMENT PROCEDURES

11000. GENERAL. Redeployment procedures are essentially the reverse of deployment procedures. However, problems may arise due to difficulties in communication and control of afloat units separated from their home stations. Detailed planning is required to ensure a smooth and efficient return of deployed units.

11001. PLANNING. When planning the MEU's return home consideration must be given to all things relating to re-establishing living and work spaces as well as removing all MEU equipment from ARG ships and closing out accounts with each ship.

1. Billeting used by MEU personnel prior to deployment has likely been put to use by other units. It is imperative that each MSE contact their parent regiment or Marine Air Group to coordinate billeting for returning personnel. The MEU CE will coordinate with MEF HQ Group (MHG). This effort should commence not later than R-60 to allow time for preparation of billeting.

2. Coordination of garrison office space will handled similar to billeting requirements.

3. Identification of lift requirements for personnel and equipment to get from ship to home station must be done far enough in advance to ensure supportability.

a. Personnel movement will be conducted by air, sea and land and will involve moving them to Yuma, AZ, 29 Palms, Miramar and throughout Camp Pendleton. To ensure proper accountability you need to breakdown personnel movements by mode and location. There may be a need to track ship's platoon personnel separately. Submit consolidated LSR to I MEF G-4 SMO to coordinate buses and baggage trucks.

b. Equipment movement will occur over many days and will commence with the general offload across the beach on the day the MEU returns home. All gear and supplies that do not come across the beach will be offloaded at the pier. The MEU will submit consolidated Ground Transportation Requests (GTR) and support requests for convoys and external lift requirements. Deadline vehicles need to be specifically identified to ensure recovery support. All containers and break-bulk supplies must be accounted in offload planning. Due to time required to move containers you should expect to offload the majority of them pier-side; follow-on transportation to home station must be planned.

4. Ensure the MEU Mobility Officer works with the PHIBRON CCO to determine offload support requirements such as cranes, forklifts and ramps. Capture these requirements in the LSR and submit it to I MEF G-4 SMO no later than R-30. Staging area requirements must also be included in this LSR.

5. Customs, agricultural inspections, and clearances will be coordinated by the PHIBRON accompanying the MEU. However, close coordination is required to ensure inspection timelines account for helicopter unit offloads prior to arrival at the port.

Chapter 12

AIRLIFT OF REMAINING EQUIPMENT

12000. GENERAL. In the event of a contingency that necessitates augmenting the deployed MEU with equipment that was not embarked, the following procedures will apply:

12001. PREDEPLOYMENT PREPARATION OF EQUIPMENT. Typically, a MEU will not plan a Fly in Echelon (FIE) capability. However, if a FIE capability is needed, proper planning during the MEU workup cycle must happen early and often. Ensure necessary consideration is given to costs associated with air travel and the TPFDD guidance for the COCOM receiving the FIE. Prior to embarkation, each element of the MEU will be responsible for preparing its equipment for subsequent air shipment. Equipment not embarked will be returned to parent/sourcing organizations. Units will provide TAMCN (or NSN), nomenclature, quantity, box/pallet number, dimensions, weight, applicable hazardous cargo category and storage location upon request. To facilitate the rapid air delivery of the equipment to the deployed MEU, all equipment will be prepared for air shipment in accordance with FMFM 4-6 (Movement of Units in Air Force Aircraft) and the I MEF deployment/redeployment LOI.

12002. AIRLIFT PREPARATION. Parent/sourcing organizations of deployed elements will be responsible for the final airlift preparation of equipment, to include those items maintained in MEU staging areas as applicable. I MEF G-4 will assist in coordinating these efforts.

12003. AIR SHIPMENT. Parent commands will submit airlift requests, load plans and Hazardous Cargo Aircraft and Munitions of War Clearance (HAZDIP) request to I MEF G-4 (SMO) in accordance with FMFM 4-6 and MARFORPACO 4630.6D. Air shipment of required equipment and supplies, to include airlift and Air Liaison Element (ALE) support requests will be coordinated by I MEF G-4 (SMO).

Chapter 13

DISTRIBUTION MANAGEMENT

13000. GENERAL. Distribution management is the operational process of synchronizing all elements of the logistic system to deliver "the right things to the right place at the right time" to support the MAGTF Commander's priorities. Distribution capabilities support the movement of passengers and equipment, as well as leverages available Department of Defense (DOD) and commercial resources for materiel throughput during the sustainment phase of operations.

13001. DISTRIBUTION LIAISON CELL (DLC). Available within the MLG are DLCs, which are task-organized and structured cells designed to perform various tasks at ports of embarkation/debarkation (POEs/PODs) or forward operating areas, to include, but not limited to, providing support for deploying Special Purpose MAGTFs (SPMAGTFs) and MEUs.

13002. FUNCTION. DLCs provide the capability to expedite and manage the sourcing and distribution of materiel and contributes to MAGTF integration into naval logistics, joint, and DOD networks, which greatly enhances the responsiveness, tempo, and overall reach of the MAGTF.

13003. ROLES AND RESPONSIBILITIES

1. Establish and manage freight operations by synchronizing operational, tactical, and sustainment distribution (for both ground and aviation sustainment efforts).

2. Maintain total asset visibility/in-transit visibility (TAV/ITV) for sustainment cargo transiting through the distribution pipeline.

3. Coordinate the receiving, shipping, transshipment, and delivery of materiel to and from supported units.

4. Certify hazardous material(s) (HAZMAT) for shipment.

5. Monitor updates to the Cargo Routing Information File (CRIF) for updates to ensure cargo is being routed properly.

6. Serve as the MAGTF-level Air Clearance Authority (ACA) validator to prevent cargo from being diverted to surface.

7. Closely coordinate with and leverage external support providers/nodes (i.e., Fleet Logistics Centers (FLCs), Defense Logistics Agency (DLA), etc.) to track, trace, and expedite materiel when appropriate.

8. Provide customs clearance support for frustrated cargo, commercial passenger movement, and shipment of weapons and/or sensitive material outside of CONUS.

9. Assist with commercial passenger movement (i.e., passports, visas, and conformance with Foreign Clearance Guide regulations, etc.)

10. Coordinate the shipment and retrograde of personal effects and baggage of medically evacuated, emergency leave, or other special category personnel.

Chapter 14

OPERATIONAL CONTRACT SUPPORT

14000. GENERAL. The Marine Corps contracting community is structured to fulfill garrison and contingency requirements. Garrison contracting requirements for supplies and services are supported by regional contracting offices. Contingency contracting requirements are supported by the Contingency Contracting Force (CCF). The two elements of the CCF are Operational Contract Support (OCS), and Expeditionary Contracting Platoons (ECP). This structure provides the operating force with a more focused approach to procurement planning and contract award and management. The components that make up contracting support for I MEF are: I MEF OCS, 1st MLG Expeditionary Contracting Platoon (ECP), and Marine Corps Installations West Regional Contracting Office (MCIWEST-RCO)

14001. RESPONSIBILITIES

1. The MEF OCS, as part of the I MEF G-4, provides education on the contracting processes, advises MSCs/MSEs on the most effective sourcing solution and assists with requirements development. In addition, MEF OCS will establish and facilitate acquisition review boards (ARB).

2. The Expeditionary Contracting Platoon (ECP), resides in Services Company, Headquarters Regiment, 1st MLG. The ECP provides OCONUS contracting support through the same request process as the other service elements (e.g. postal, disbursing). The 1st MLG ECP assigns warranted contracting officers (KO) to procure supplies and services for deploying forces in support of all OCONUS missions. Assigned KOs shall be responsible for commercially procuring goods/services that cannot be otherwise sourced organically.

3. The MCIWEST-RCO, as part of Marine Corps Installations Command (MCICOM), primarily provides garrison contract support for supplies, and services. During the pre-deployment phase, the RCO will also support designated requirements for the MEU.

14002. PROCUREMENT PLANNING. It is the responsibility of the MEU to generate a requirements list that is based on the mission and resources available in the area where MEU operations are expected to take place. MEF OCS will identify the AOR business rules for procuring supplies and services to provide the contracting officer with a baseline for support in the local area. Host Nation Support (HNS) is vetted as an alternate resource for supplies and services. The KO assigned to support the mission will conduct market research to identify vendors and establish timely contract support. In addition to the KO, detailed analysis must be conducted to determine where the Government Travel Charge Card (GTCC), Government Commercial Purchase Card (GCPC), Field Ordering Officers (FOO), deployed support from the 1st MLG Supply Management Unit (SMU), and other potential logistics providers can be applied against planned requirements.

14003. PROCUREMENT TEAM STRUCTURE. In order to legally, and properly procure supplies/services five key personnel must be formed into a procurement team. Planners must ensure these personnel are properly identified in the Time Phased Force Deployment Data (TPFDD) to ensure proper contract coordination, execution, oversight, and final payment. The following personnel are the core of the procurement team. Additional

personnel in support of a given procurement effort may include subject matter experts and fiscal law attorneys.

1. Requestor. This individual forms the initial request and should have detailed knowledge of the required supply/service. This individual, or someone working closely with, will be assigned as the Contracting Officer Representative (COR) to oversee the contract. The unit supply/logistics officer will normally function as the conduit between requestor and KO. Failure to properly define requirements could result in mission failure, unauthorized commitments, claims against the government, delay in the receipt of supplies/services, or higher level inquiries.

2. Requirement validator. This individual ensures the requirement is valid and in line with the given constraints/restraints of an assigned mission. The supply/logistics officer normally serves as the primary validator for all requirements. However, the staff section related to a requested supply/service may also be part of the validation process. This validation process may require formal review by the I MEF Acquisition Review Board (MARB). Refer to I MEFO 4208.1 for specific details on the acquisition review board process.

3. Comptroller. The comptroller provides funding for validated requirements by specifically ensuring the correct line of accounting is used for a given supply/service, and tracks funding from approval to payment. Comptrollers have pecuniary liability for management of funds.

4. Contracting officer (KO). The KO awards contracts to commercial vendors, and is ultimately responsible for the entire contracting process.

5. Disbursing officer (DO). The DO is responsible for making proper contract payment to a vendor. Disbursers have pecuniary liability for management of funds.

14004. CONTRACT PAYMENTS. Contract payment is the final step in the procurement process. After a contract is awarded, services and supplies are received, and payment is rendered, the contract file must be reviewed and documented to show complete closure of the contract. For contract payment, it is necessary for service members from each element of the procurement team to remain accessible until all payments are made.

Chapter 15

LOGISTICS INFORMATION SYSTEMS

15000. GENERAL. There are several commercial, joint, Naval and Marine Corps specific logistics information systems used throughout the deployment and work up cycle of the MEU. The functionality of these systems ranges from ordering and tracking repair parts to track and execution of spending. It is imperative for your subject matter experts to gain early familiarization with the systems they will use while in garrison, in the field, and embarked.

15001. GLOBAL COMBAT SUPPORT SYSTEM-MARINE CORPS (GCSS-MC). GCSS-MC provides a modern, web-enabled ground logistics information system for supply and maintenance. It is the primary logistics information system for the MEU for materiel readiness and is fed by, and feeds to, numerous other systems.

15002. ELECTRONIC RETROGRADE MANAGEMENT SYSTEM (eRMS). This is the Navy's information system for the Advanced Traceability and Control (ATAC) program and is used by both the ARG and MEU. It is designed to improve accountably and efficiently return the secondary reparable to the wholesale repair system, supporting high levels of equipment readiness while minimizing total supply chain costs.

15003. Priority Requisition Information Management Enterprise (PRIME). This the information system for the Navy's Priority Material Office's (PMO) supply chain event management system. PMO is used to expedite the MEU's Combat Essentiality Code (CEC) 5 and 6 Class IX consumables.

15004. FISCAL ACCOUNTING SYSTEMS. Numerous information systems exist that are specific to fiscal accountability. Key among these systems are Standard Accounting Budgeting Reporting System (SABRS) and Defense Transportation System (DTS). SABRS is the system used to track and account for all spending while DTS is used for submitting, authorizing and closing out travel claims.

15005. NAVY SPECIFIC SYSTEMS. Aside from the two Navy systems listed above there are other systems you will benefit from using while embarked aboard ship. Use of these systems gives you visibility of what the ARG has in stock and provides ITV of items ordered through Navy systems. Coordinate with the LHD/A Supply Department for a full list of current systems in use and to arrange training.

Chapter 16

NAVAL LOGISTICS INTEGRATION

16000. GENERAL. Naval Logistics Integration (NLI) addresses the unique requirements of naval expeditionary and special operations forces, relationships between supporting and supported commands, and logistics responsibilities and tasks. NLI integrates naval logistics capabilities that can operate seamlessly afloat or ashore, improving the supportability and sustainment of naval forces operating in a joint warfighting environment. The NLI program provides common tactics, techniques, and procedures for implementing NLI initiatives at the operational-tactical level enabling naval expeditionary forces to leverage the logistics capabilities of supporting naval/joint commands. The NLI Playbook provides a comprehensive list of initiatives that are available to the MEU. The Navy's Priority Material Office's (PMO), Navy's ATAC, Cargo Routing Information File (CRIF), and .Military Sealift Command's (MSC) Combat Logistics Force (CLF) ships are examples of Navy capabilities that the MEU's can leverage.

16001. PRIORITY MATERIAL OFFICE (PMO). The U.S. Navy's PMO sources, expedites and tracks high priority requisitions for submarines, surface ships, MSC units, Navy Special Warfare (NSW) units, Navy Expeditionary Combat Command (NECC) units, deployed Marine Corps ground forces and select U.S. Coast Guard units. PMO is solely dedicated to global cradle-to-grave sourcing, expediting and tracking of all Issue Priority Group-1 (IPG-1) - CEC 5 and 6 requisitions for warfighters while maintaining accurate, near real-time in-transit visibility for both customer units and higher command elements.

16002. ADVANCED TRACEABILITY AND CONTROL. ATAC is the Navy's logistics pipeline that retrogrades Navy depot level reparables (DLRs) and Marine Corps secondary reparables (SECREPs). ATAC operates a global network of distribution nodes, particularly to support the "first tactical mile" of retrograde from afloat and expeditionary units, as well as executing a primarily-commercial Defense Transportation System (DTS) global transportation network. ATAC processes are closely aligned with USTRANSCOM to continually innovate and manage transportation carriers to optimize the tradeoff of shipment costs and speed required by each customer, without sacrificing reliability or accountability.

16003. CARGO ROUTING INFORMATION FILE. Naval Supply Systems Command (NAVSUP) manages and controls the CRIF, which is the Navy's single source of current shipping addresses for all Navy vessels. The CRIF is the automated authoritative source for CONUS and OCONUS outbound cargo routing for all mobile naval units including Amphibious Ready Groups (ARG). The CRIF allows units to synchronize delivery of resupply/sustainment with their movement-afloat by specifying when and where it will be receiving cargo during a deployment.

16004. MILITARY SEALIFT COMMAND (MSC). MSC supports U.S. Navy ships at sea and those forces embarked on them. The MSC's CLF ships deliver everything needed by Navy ships, including fuel, food, ordnance, spare parts, mail and other supplies. CLF ships enable the Navy fleet to remain at sea, on station and combat ready for extended periods of time. A full listing of this material (High Usage Load List (HULL), Fleet Issue Load List (FILL, Deckload, and Marine Corps Load List (MCLL)) is available in the Consolidated Afloat Requisitioning Guide Overseas (CARGO).

Chapter 17

LOGISTICS EDUCATION

17000. GENERAL. Changes to deployment lifecycles and a loss of continuity within the MEU logistics community have resulted in an extreme degradation of operational-based experience. Recognizing this lack of experience, the Marine Corps has made significant changes to increase the educational opportunities provided to logisticians and created courses specific to MEUs.

17001. MARINE CORPS LOGISTICS OPERATIONS GROUP (MCLOG). The educational opportunities provided by MCLOG include Intermediate MAGTF Logistics Operations Course (IMLOC) and, most notably, the Expeditionary Logistics (EXLOG) Curriculum that consists of the MAGTF, Naval, and Theater Logistics Seminars. On an annual basis MCLOG publishes a message which outlines additional education opportunities and includes instructions on how to obtain allocations to those courses. MEUs will coordinate with MEF G-4 to schedule the EXLOG series seminars.

17002. LOGISTICS COORDINATION SUPPORT OFFICE (LCSO). The LSCO provides education on the Enterprise Automated Task Organization (EATO) and specific training to Using Unit Account Managers (UUAM). The EATO is the means by which bulk transactions can take place within GCSS-MC when the MEU is compositing or decompositing. Training provided to UUAMs is critical to their being able to properly assign responsibilities and manage accounts within GCSS-MC. Additionally, the LSCO provides assistance in submitting ABR100 and BR100s in GCSS-MC, NAVMC 11718 and message traffic required during composite and decomposite actions. Training provided by the LCSO is coordinated through MEF G-4.

17003. MAGTF READINESS TRAINING CENTER (MRTC). The MRTC is responsible for providing specific training to supply, maintenance and maintenance management personnel as well as Responsible Officers, Accountable Officers and other personnel required to process transactions in GCSS-MC. Training provided by the MRTC is coordinated through MEF G-4. MEUs will schedule their CLBs to complete RIP and SMU training for their supply detachments. This training is specific to the peculiarities associated with running the Class IX block throughout the MEU life cycle. MEU's are encouraged to aggressively pursue MRTC training and ensure each MSC has 2-3 Marines attend the Advanced Material Readiness Course. The CLB schedules the training with the SMU and RIP.

17004. DEPLOYED LOGISTICS CHAIN MANAGEMENT. The Deployed Logistics Chain Management training is designed to orient the MEU logisticians on the higher tactical level and lower operational level of logistics. The first seminar is designed for Staff and Officers in order to familiarize them with some of the terms and concepts they will encounter. The second seminar is oriented on the NCOs and allows the leadership to reinforce their knowledge and begin to develop the initial concept of logistics. This training, provided by the MRTC, is conducted roughly 90 days prior to MEU composition and is coordinated through MEF G-4.

Chapter 18

LOGISTICS ASSESSMENT

18000. GENERAL. Based on the current number of at-sea days during the MEU PTP, many Mission Essential Tasks for each function of logistics are not able to be evaluated during the Certification Exercise. These enduring actions are very relevant to sustaining the MEU while deployed. In order to provide a more holistic assessment of the MEU's logistics capabilities, the overall evaluation will comprise of the assessment criteria in Appendix (E) of this order as well as the Performance Evaluation Check List (PECL) provided by the I MEF G-7/EOTG. I MEF G-7/EOTG remains the staff section responsible for the MEU's deployment certification.

18001. SUSTAINMENT ASSESSMENT CRITERIA. Throughout the pre-deployment training cycle, the MEU will be assessed in all functions of logistics per Appendix F of this order. This assessment will be conducted by the I MEF G-4 Subject Matter Experts (SME) prior to the Certification Exercise. The assessment per Appendix (E) will not require additional actions by the MEU. This assessment will take place through routine interaction with the MEU as well as during pre-deployment training events.

18002. CERTIFICATION EXERCISE. During the Certification Exercise, the PECL as prescribed by I MEF G-7/EOTG, will be used as the evaluating document to properly assess amphibious operations. The final overall logistics evaluation summary submitted (by G-7/EOTG) to the I MEF Commanding General will consist of both the Sustainment Operations Assessment and the Certex assessment in order to best capture the MEU's logistics capabilities for deployment certification.

APPENDIX A

MEU DEPLOYMENT LOGISTICS MILESTONES

A - ACTION
C - CONSOLIDATION
X - COORDINATION
I - INPUT
R - RECEIPT INFO/COPY

DATES Actions are Due	MILESTONES	MEU CE	BLT	ACE	MEU CLB
ONGOING	Confirm task organization T/O&E	I	I	I	I
ONGOING	Identify schools required and request quotas	A	I	I	I
E-270	Submit alternate load plan for ammunition	A	I	I	I
E-270	MEU deployment readiness review meeting with MEF G-4 (MRB).	A	I	I	I
E-270	Conduct Deployed Logistics Chain Management training	A	A		A
E-270	Conduct MAGTF Logistics Seminar	A	A	A	A
E-245	I MEF release MSG tasking MSCs for JLTI Subject Matter Experts by rank and MOS.	C	R	R	R
E-225	Baseline EDL submitted to DSU	C	I	I	A
E-210	JLTI transfer of equipment begins	X	A	A	A
E-210	Class IX Block validation	C	I	I	A
E-180	Ground equipment JLTIs to be completed NLT E-180	R	A	A	A
E-180	EDL (By Ship) submitted to DSU	C	I	I	A
E-180	Conduct Naval Logistics Integration Seminar	A	A	A	A
E-180	MEU composites	A/I	A/I	A/I	A/I
E-170	Submit JLTI Cost estimates to MEF G-4 MMO NLT E-170	A	I	I	I
E-170	Release MSG for JLTI funding discrepancies	C	I	I	I
E-160	MEU CLB submits Class VIII requirements to MED LOG Co, 1st MED BN via CG, 1st MLG	I			A
E-120	Identify licensing requirements	R	A	A	A
E-120	Submit request for clothing block to 1st MLG				A
E-120	Provide initial MDSS-II data to MEU Embark	X	A	A	A
E-120	R/O computation for Class IX and SECREPs returned to the SMU		I	I	C
E-120	Submit MRE requirements to MEU CLB	I	I	I	A
E-120	BLT/MEU CLB RUAF loaded	X	I	I	I
E-120	MEU S-4/MMO coordinate with LISCO for deployed MIMMS procedures	A	R	R	R
E-120	Coordinate with Comptroller for funding procedures	A			R
E-120	Identify embarkation material deficiencies to MEU S-4	C	A/I	A/I	A/I
E-120	Request SCLPs/Troop Regs from PHIBRON for the assigned ships	A	R	R	R
E-100	Determine lift requirements and asset	A	I	I	I

	availability to support movement to the ship				
E-100	Identify Class V (A) and (W) training requirements (see MARFORPACO 8130.1B and MCO P8011.4)	C	A	A	A
E-90	Initial Berthing and Loading Conference with PHIBRON	A	I	I	I
E-90	Submit cold weather/desert clothing and equipment requirements to I MEF G-4 (Supply)	A	A	A	A
E-90	Identify Class V MTA Top-Off requirements to I MEF G-4/Ammo	A	I	X	I
E-90	Submit requested changes to SECREP block	I	I	I	A
E-90	Submit BOM requirements to DSSC, CAMPEN	A	A	A	A
E-90	Submit packaged POL requirements	I	I	I	A
E-90	Report equipment deficiencies to I MEF	I	I	I	I
E-80	Submit message to PHIBRON requesting staging area at Naval Base San Diego. Info NAVISTAR PHIBGRU 3, and I MEF G-4/MDDOC	A	I	I	I
E-80	Assign NSE augmentation per MARFORPACO 4621.1	A			
E-75	Identify tentative Class I, III, and IV to CG, I MEF (G-4)	A	I	I	I
E-60	Request LFORM MDSS II data and supplement from 1st MLG and ship CCOs	A			
E-60	MEU Embark consolidates refined MDSS II data	A	I	I	I
E-60	Obtain SOFA stamps for licensed vehicle operators	A	A	A	A
E-60	Submit Class V(W) Top-off requirements to I MEF G-4 (Ammo)	A	I	I	I
E-60	Prepare/Issue authorization for non-temporary storage of household goods	A	A	A	A
E-60	Identify all excess equipment not deploying per OEAS	A	I	I	I
E-60	Submit interim requests for RO/ROP changes	I	I	I	A
E-60	MEU CLB draws military clothing block from MCB CAMPEN				A
E-60	Upgrade non-mission essential T/E deficiencies to priority 02	C	I	I	I
E-60	Draw Class II block from DSSC (Blank Forms)	A	A	A	A
E-60	Induct all items requiring calibration before or during the deployment	A	A	A	A
E-60	Reconcile attachment Mini-files (CMRS) to verify serial numbers	A	A	A	A
E-60	Coordinate training with MEU CLB in Message Editing Processing (MEPS) deployed support procedures, inter-ship support, special assistance support, reconciliation while deployed, and any other areas deemed necessary. (Complete training by E-30)	A	A	A	C
E-50	Submit Organization for Embark and Assignment to Shipping message to PHIBRON (format in MARFORPACO 4621.1B)	A	R	R	R
E-45	Submit ORF block requirements (MSU)	I	I	I	C
E-45	MEU CLB pick up POL and battery block from SMU	X			A
E-45	Formal analysis of MARES reportable equipment	X	A	A	A
E-45	Request pre-embark planning reports from	A			

	PHIBRON (see MARFORPACO 4621.1B)				
E-40	Hold initial pre-load conference with PHIBRON (Team Embark Officers attend)	C	A	A	A
E-35	Conduct maintenance stand down planning conference	A	A	A	A
E-30	All Excess equipment not deploying per OEAS transferred back to respective MSC	C	A	A	A
E-30	CE Remain Behind Equipment inducted into Admin Storage	A			
E-30	Ship TEOs report ship SLCP discrepancies to I MEF G-4 (Preliminary habitability inspection)	A	I	I	I
E-30	Publish embark plan and annexes in accordance with MCRP 4-11.3G	A	I	I	I
E-30	Elements submit initial transportation requirements to MEU S-4	A	I	I	I
E-30	Identify equipment in maintenance not expected to be repaired by E-Day. Submit list to I MEF G-4/MRB for redistribution. Release AMHS MSG.	A	A	A	A
E-30	Hold logistics support conference to discuss vehicle and cargo movement to the POE	A	A	A	A
E-30	Submit list of T/E equipment inducted into Admin Storage to I MEF G-4/MRB	A	I	I	I
E-30	MEU CLB SuppO draws cash from MCX to manage cash sales block				A
E-30	Upgrade OPDEP requirements to Priority 02				A
E-30	Identify SECREP shortfalls	A			I
E-30	MEU CLB picks up Class VIII supplies from MEDLOG to include AMAL/ADAL and operating stocks.	X			A
E-30	Submit T/E shortfalls to I MEF G-4	C/A	A	A	A
E-30	Submit cold weather/desert equipment shortfalls to I MEF G-4 for AFOE stocks	C/R			A
E-25	Team Embark Officers submit Load Plans to MEU S-4 (see MCRP 4-11.3G and MARFORPACO and MARFORPACO 4621.1B)	C	A	A	A
E-20	MEU CLB draws ORF block	A			
E-20	Deadlined equipment redistribution complete	C	A	A	A
E-15	Final transportation requests to MEU S-4	C	A	A	A
E-15	Submit T/E remain behind equipment lists to I MEF G-4	C	I	I	I
E-15	Update MEU and parent RUAF (MIMMS/MARES)	A	A	A	A
E-10	Submit ship load plans to appropriate agencies using ICODES	A	A	A	A
E-10	Update TAC Address	A	A	I	A
E-Day	Embarkation operations begins	A	I	I	I
E+2	TEOs submit two copies of corrected Load Plans to MEU S-4	C/A	I	I	I
E+4	MEU compiles and distributes paper and electronic copies of load plans to appropriate agencies to include I MEF G-4/MDDOC	A	I	I	I
R-45	Conduct equipment assessment	A	A	A	A
R-30	Submit offload support requirements to I MEF G-4 (Info Div/Wing/MLG)	A	I	I	I
R-30	Submit TAC Address Update	A	A	A	A

R-15	Submit lessons learned to following MEU S-4	A			
R-1	AAV and landing craft debark at Del Mar (DMBB) and ACU-5 ramp	A	A	A	A
R-Day	Debarkation and retrograde to home station	A	A	A	A
R+1	Ships return to home port	X			
R+10	MSCs complete LTIs as required	A	A	A	A
R+10	SecReps transferred to outgoing MEU (As Required)	C	A		
R+20	Commence Class IX Block Inventory				A
R+30	MEU identify total JLTI expenditures	A	I	I	I
R+35	SecRep Block returned to RIP	C			A
R+65	Class IX Block inventory complete / Adjustments made	R			A

APPENDIX B

TEMPLATE FOR PREDEPLOYMENT TASK ORGANIZATION (EQUIPMENT) OF THE MEU

MSGID/GENADMIN
SUBJ/LETTER OF INSTRUCTION FOR THE TASK ORGANIZATION OF THE 11TH MEU
REF/A/DOC/CG I MEFO 3120.9//
REF/B/DOC/MCO 5530.14A//
REF/C/DOC/UM 4000-125////
REF/D/DOC/MCO 8300.1D//
REF/E/DOC/ATTACHED/MS EXCEL/MEU PRE DEPLOYMENT SL-3_CM DISCREPANCIES//
REF/F/DOC/ATTACHED/MS EXCEL/WESTPAC 16-2 PRE-DEPLOY JLTI SCHEDULING INFO//
REF/G/DOC/MCO 4400.150
REF/H/DOC/ATTACHED/DOC/EATO PROCESS MAP
REF/I/DOC/ATTACHED/MS EXCEL/EATO CHECKLIST
NARR/REF A IS CG I MEF MEU AND MEU(SOC) SOP. REF B IS MARINE CORPS PHYSICAL SECURITY MANUAL. REF C IS GCSS-MC USER'S MANUAL. REF D IS THE MARINE CORPS SERIALIZED ARMS AND LIGHT WEAPONS ACCOUNTABILITY PROGRAM. REF E IS ATTACHMENT USED TO RECORD DEFICIENCY ITEMS AND COST OF REPAIR. REF F (ATTACHED) IS UNIT LTI SCHEDULE. REF G IS THE CONSUMER LEVEL SUPPLY MANUAL. REF H IS A PROCESS MAP FOR EATO. REF I IS A DETAILED CHECKLIST FOR STEPS IN THE PROCESS MAP.//
POC/TOWNEY, J.R./LTCOL/I MEF G-4/SUSTAINMENT OFFICER/760-763-1659//
POC/MEEKER, D.W./MGYSGT/I MEF G-4/MMO/760-763-4516//
POC/CHANDLER, J.J./LTCOL/I MEF G-4/SUPPLY OFFICER/760-763-6972//
POC/ARRIAGA, J./MGYSGT/I MEF G-4/SUPPLY CHIEF/760-763-6972//
GENTEXT/REMARKS/1. SITUATION. THE 11TH MEU WILL TASK ORGANIZE UTILIZING ENTERPRISE AUTOMATED TASK ORGANIZATION (EATO) IN GCSS-MC. BEFORE ANY SYSTEM ACTIONS OCCUR JOINT LIMITED TECHNICAL INSPECTIONS (JLTIS) WILL BE CONDUCTED IOT ENSURE EQUIPMENT SOURCED TO THE 11TH MEU IS SERVICEABLE. JLTI'S WILL ESTABLISH A BASELINE FROM WHICH THE 11TH MEU CAN ASSUME ACCOUNTABILITY, MAINTENANCE, AND FISCAL RESPONSIBILITY UPON ACCEPTANCE/TRANSFER AT E-180.
2. MISSION. UPON RECEIPT, MAJOR SUBORDINATE COMMANDS (MSC) WILL BEGIN PLANNING AND CONDUCTING DATA QUALITY CONTROL MEASURES FOR TRANSFERRING EQUIPMENT TO MAJOR SUBORDINATE ELEMENTS (MSES) OF THE 11 MEU. FROM 14 MARCH 2016 THROUGH 8 APRIL 2016, I MEF INSPECTION TEAM WILL REVIEW/CONDUCT JLTIS AND SL-3 INVENTORIES WITH 11TH MEU AND SOURCING COMMANDS IOT VALIDATE THE CONDITION OF MISSION ESSENTIAL EQUIPMENT AND MILITARY EQUIPMENT (MEE AND ME) BEING TRANSFERRED. UPON COMPLETION OF JLTIS, TRAINING WILL BE CONDUCTED ON EATO FOR UNITS TO IMMEDIATELY TRANSFER EQUIPMENT TO THE 11TH MEU.
3. EXECUTION
3.A. COMMANDER'S INTENT
3.A.1. PURPOSE. TO STREAMLINE THE COMPOSITION OF THE 11TH MEU WHILE MAINTAINING EQUIPMENT ACCOUNTABILITY AND SERVICEABILITY.
3.A.2. METHOD. THE I MEF INSPECTION TEAM, 11TH MEU SUPPLY AND MAINTENANCE REPRESENTATIVES, AND SOURCING COMMAND'S SUPPLY AND MAINTENANCE REPRESENTATIVES CONDUCT THE JLTI PROCESS AND SL-3 INVENTORIES IN A MANNER WHICH ENSURES AN EFFECTIVE, EFFICIENT, AND ORDERLY ASSESSMENT OF THE EQUIPMENT'S CONDITION. EATO WILL BE UTILIZED TO TRANSFER ALL EQUIPMENT TO GAINING UNITS AFTER JLTIS ARE CONDUCTED.
3.A.3. END STATE. NO LATER THAN 22 APRIL 2016 ALL EQUIPMENT WILL RESIDE ON THE 11TH MEU COMMAND ELEMENT, COMBAT LOGISTICS BATTALION OR BATTALION LANDING TEAM GCSS-MC PROPERTY RECORDS ALONG WITH ALL REQUIRED CHANGE OF CUSTODY DOCUMENTATION. ALL CORRECTIVE MAINTENANCE REQUIREMENTS ARE IDENTIFIED AND SL-3 DEFICIENCIES ARE ANNOTATED. FUNDS ARE TRANSFERRED TO THE 11TH MEU FOR DISCREPANCIES IDENTIFIED BY THE I MEF JLTI TEAM.

3.B. CONCEPT OF OPERATIONS.
3.B.1. MSCS WILL IDENTIFY SUPPLY AND MAINTENANCE PERSONNEL PERFORMING SYSTEM TRANSACTIONS AND COORDINATE WITH LSCO FOR TRAINING.
3.B.2. SOURCING UNITS WILL IDENTIFY EQUIPMENT TRANSFERRING TO THE 11TH MEU FOR JLTI/SL-3 INVENTORY.
3.B.3. SOURCING UNITS WILL VALIDATE GCSS-MC DATA AND MSCS WILL HAVE A QUALITY CONTROL MEASURE TO ENSURE CORRECT AO/RO/SUC ASSIGNMENT AND CONFIGURATIONS. THIS INCLUDES CORRECT NIIN/SERIAL NUMBERS FOR PARENT/CHILD RELATIONSHIPS PRIOR TO JLTIS BEING CONDUCTED.
3.B.4. JLTI'S WILL BE CONDUCTED AT THE SOURCING UNIT'S LOCATION, IDENTIFIED IN REF F, BY THE SOURCING UNIT TECHNICIANS/MECHANICS AND BY I MEF JLTI INSPECTION TEAM. 11TH MEU AND ITS MSES WILL FACILITATE EFFICIENT CONDUCT OF JLTIS BY IDENTIFYING ALL EQUIPMENT AND ASSOCIATED SL-3 ITEMS PRIOR TO 14 MARCH 2016 AND READY TO CONDUCT JLTIS WITH THE 11TH MEU AND I MEF INSPECTION TEAM PER THE JLTI SCHEDULE (ATTACHED, REF F). JLTIS WILL BE CONDUCTED FROM 14 MARCH 2016 THROUGH 8 APRIL 2016 (WITH THE EXCEPTION OF BATTERY A, 1ST BN, 11TH MARINES, WHOSE JLTI WILL BE STARTED ON 19 APRIL).
3.B.5. WHILE THE I MEF JLTI INSPECTION TEAM WILL HAVE THE LEAD, THE TRANSFER OF EQUIPMENT REMAINS THE RESPONSIBILITIES OF BOTH THE 11TH MEU AND THE SOURCING UNIT. IT IS EACH UNIT'S RESPONSIBILITY TO ENSURE THEY ARE PROPERLY REPRESENTED AT EACH JLTI PER REFERENCE F. THE INSPECTION PROCESS WILL NOT BE DELAYED OR RESCHEDULED DUE TO AN INABILITY OF ONE ELEMENT TO PROPERLY COORDINATE PERSONNEL PARTICIPATION.
3.B.6. ALL PERSONNEL IDENTIFIED TO TRANSFER EQUIPMENT AND SUPPLIES VIA EATO WILL MEET FOR TRAINING AT 0800 ON 10 MARCH 2016 AT BLDG 210745T. UPON COMPLETION OF JLTI'S ALL SOURCING UNITS WILL EXECUTE THE TRANSFER OF EQUIPMENT TO THE 11TH MEU CE AND BLT WITHIN 48 HOURS.
3.C. TASKS
3.C.1. I MEF G-4/MMO/SUPPLY
3.C.1.A. PROVIDE OVERSIGHT AND OVERALL STAFF COGNIZANCE OF TASK ORGANIZATION EVENT.
3.C.1.B. CREATE A DETAILED JLTI SCHEDULE BY UNIT, LOCATION, AND DATE ON WHICH THE JLTIS WILL TAKE PLACE.
3.C.1.C. SUPERVISE THE JLTI PROCESS IOT FACILITATE EQUIPMENT TRANSFER. COORDINATE, SCHEDULE, ADJUDICATE DISCREPANCIES AND DECONFLICT INSPECTION DATES AS NECESSARY BETWEEN THE 11TH MEU AND THE SOURCING UNITS.
3.C.1.D. OVERSEE AND COORDINATE ALL ADMINISTRATIVE AND LOGISTICS SUPPORT FOR THE I MEF JLTI TEAM.
3.C.1.E. PROVIDE G-4 CLASSROOM FOR EATO TRAINING AND ON 10 MARCH 2016.
3.C.2. 1ST MLG
3.C.2.A. CONDUCT EATO TRAINING.
3.C.2.B. MANAGE MAGTF/UNIT PLANNER CONTROL GROUPS IN GCSS-MC.
3.C.2.C. PROVIDE GCSS-MC TECHNICAL ASSISTANCE TO DESIGNATED MSCS AND USING UNITS.
3.C.3. MAJOR SUBORDINATE COMMANDS (1ST MARDIV, 1ST MLG, 3D MAW, MHG)
3.C.3.A. OVERSEE PROCESS FOR UNITS WITHIN RESPECTIVE MSC.
3.C.3.B. IDENTIFY SUPPLY AND MAINTENANCE PERSONNEL PERFORMING ACTIONS WITHIN GCSS-MC.
3.C.3.C. PROVIDE TECHNICIANS/MECHANICS AS TASKED VIA I MEF PUBLISHED MANNING DOCUMENT AND REPORT DAILY TO JLTI LEAD THROUGHOUT THE JLTI PROCESS.
3.C.3.D. PROVIDE EQUIPMENT DENSITY LISTS (EDL) BY UNIT AND LOCATION OF SOURCING EQUIPMENT: (READ IN FOUR COLUMNS)
TAMCN/NOMEN/SER#/LOCATION TO MEF MMO NLT 24 FEBRUARY 2016.
3.C.3.E. PROVIDE DATA QUALITY CONTROL MEASURES AS DIRECTED TO ENSURE UNITS CAN EXECUTE VIA EATO.
3.C.3.F. ENSURE SUBORDINATE UNIT PERSONNEL ARE IN ATTENDANCE FOR EATO TRAINING/TRANSFER.

3.C.3.G. ENSURE SOURCING UNITS PERFORM THE FOLLOWING TASKS.
3.C.3.G.1. IDENTIFY PERSONNEL PERFORMING GCSS-MC ACTIONS.
3.C.3.G.2. ENSURE IDENTIFIED PERSONNEL HAVE APPROPRIATE GCSS-MC ACCESSES (01A, STAGE, RESOURCE GROUP ASSIGNMENTS, ETC.).
3.C.3.G.3. IDENTIFY EQUIPMENT AND SUPPLIES BEING TRANSFERRED.
3.C.3.G.4. ENSURE GCSS-MC DATA QUALITY ASSURANCE TO INCLUDE AO/RO/SUC ASSIGNMENT, CONFIGURATION MANAGEMENT, AND ACCURATE NIIN/SERIAL NUMBER COMBINATIONS.
3.C.3.G.5. ASSIGN ALL TRANSFERRING EQUIPMENT TO DESIGNATED CONSOLIDATED MEMORANDUM RECEIPT (CMR).
3.C.3.G.6. EQUIPMENT SCHEDULED FOR JLTI SHOULD NOT BE OPERATIONALLY COMMITTED DURING THE JLTI PROCESS.
3.C.3.G.7. ENSURE COMPLETION OF ALL CORRECTIVE MAINTENANCE AND COMPLETENESS OF SL-3 COMPONENTS PRIOR TO THE UNIT'S SCHEDULED LTI EVENT.
3.C.3.G.8. ENSURE OPERATOR LEVEL PREVENTIVE MAINTENANCE (PM) HAS BEEN COMPLETED PRIOR TO THE JLTI.
3.C.3.G.9. ARMORIES WILL BE OPEN AND CUSTODIANS ON HAND TO ASSIST WITH THE ISSUE, INSPECTION, AND RECOVERY OF WEAPONS.
3.C.3.G.10. PREPARE AND DISPLAY EQUIPMENT BEING SOURCED IN PREPARATION OF JLTI.
3.C.3.G.11. PREPARE LTI SHEETS IN ADVANCE OF THE ACTUAL SCHEDULED LTI.
3.C.3.G.12. PROVIDE EQUIPMENT RECORD JACKETS SO THEY ARE AVAILABLE FOR REVIEW AT THE EQUIPMENT LAYOUT DISPLAY.
3.C.3.G.13. PROVIDE SUITABLE OPERATORS, TOOLS, AND MAINTENANCE SUPERVISORY PERSONNEL DURING THE JLTI PROCESS.
3.C.3.G.14. ENSURE APPROPRIATE SUPPLY AND COMSEC PERSONNEL ARE PRESENT TO CONDUCT PROPERTY ACCOUNTABILITY TRANSFERS.
3.C.3.G.15. BE PREPARED TO REPLACE UNSERVICEABLE SOURCED EQUIPMENT IF SUBSTANTIATED BY LTI AND SL-3 INVENTORY RESULTS.
3.C.3.G.16. ENSURE THAT APPROPRIATE QUANTITY OF DEMAND-SUPPORTED ITEMS (DSI), IN SUPPORT OF MILITARY EQUIPMENT, IS TRANSFERRED IAW REF (C).
3.C.3.G.17. CONDUCT JLTI WITH GAINING UNIT.
3.C.3.G.18. IDENTIFY/CORRECT ANY DISCREPANCIES OF ACCEPTED EQUIPMENT.
3.C.3.G.19. PERFORM ALL GCSS-MC ACTIONS.
3.C.3.H. ENSURE GAINING UNITS PERFORM THE FOLLOWING TASKS.
3.C.3.H.1. ENSURE SUPPLY/MAINTENANCE PERSONNEL TRANSACTING IN EATO HAVE APPROPRIATE GCSS-MC ACCESSES (E.G. SUB INVENTORIES AND RESOURCE GROUP ASSIGNMENTS).
3.C.3.H.2. PROVIDE EQUIPMENT LTI SCHEDULE AND SEQUENCE RECOMMENDATIONS TO MEF G-4 IN ORDER TO BUILD MANNING DOCUMENT TASKING ORDER AND FINAL LTI SCHEDULE.
3.C.3.H.3. PROVIDE ADEQUATE SUPPLY AND MAINTENANCE PERSONNEL THROUGHOUT THE JLTI PROCESS.
3.C.3.H.4. CONDUCT JLTI WITH SOURCING UNIT.
3.C.3.H.5. ACCEPT OR REJECT SOURCED EQUIPMENT SUBSTANTIATED BY LTI AND SL-3 INVENTORY RESULTS.
3.C.3.H.6. PERFORM ALL GCSS-MC ACTIONS RELATED TO GAINING EQUIPMENT.
3.C.3.H.7. DUE TO THE REQUESTED DELAYED JLTI DATES OF ALPHA BATTERY, 1/11 EQUIPMENT UNTIL 19 APRIL, 1ST MARDIV WILL PROVIDE AN INSPECTION TEAM TO CONDUCT THE JLTI OF EQUIPMENT TO BE TRANSFERRED FROM ALPHA 1/11 TO 11TH MEU. I MEF G-4 WILL PROVIDE OVERSIGHT ON THIS INSPECTION.
3.D. AMPLIFYING GUIDANCE.
3.D.1. ALL EQUIPMENT TRANSFERRED FROM THE SOURCING UNIT TO THE 11TH MEU WILL BE JLTI'D IAW THE APPLICABLE TMS. THE JLTIS WILL BE UTILIZED TO FURTHER IDENTIFY CORRECTIVE ACTIONS, TO ASSOCIATE A COST TO REPAIR, AND TO REPLACE ANY IDENTIFIED DISCREPANCIES. NLT 22 APRIL 2016, A LIST OF CORRECTIVE ITEMS AND COST TO REPAIR WILL BE PROVIDED TO THE I MEF G-4 MMO BY THE GAINING UNIT UTILIZING THE ATTACHED SPREADSHEET.

3.D.2. JLTI/SL-3 DISCREPANCY SPREADSHEETS WILL BE USED TO COMPARE DEFICIENCIES IDENTIFIED POST MEU DEPLOYMENT IOT ASSESS LOSSES AND ASCERTAIN IF FUNDING PROVIDED TO PURCHASE DEFICIENCIES IDENTIFIED DURING THIS EFFORT WERE ACTUALLY EXECUTED.

3.D.3. ALL SOURCED EQUIPMENT WILL BE ASSESSED/SERVICED BY THE CORROSION SERVICE TEAM TO DETERMINE THE CORROSION CONDITION WITH FOLLOW ON INDUCTION IN TO THE CORROSION REPAIR FACILITY. THIS WILL BE SCHEDULED VIA SEPCOR.

3.D.4. EQUIPMENT THAT IS BEING TRANSFERRED FROM THE SOURCING UNIT TO THE 11TH MEU WILL HAVE JLTIS AND INVENTORIES CONDUCTED DURING THE SCHEDULED TIME IDENTIFIED IN REF F.

3.D.5. SOURCING UNIT CMRS CREATED FOR EATO TRANSFERS ARE AUTHORIZED FOR A PERIOD NO LONGER THAN 30 DAYS. CMRS MUST BE DISSOLVED NO LATER THAN 6 MAY 2016.

3.E. WEAPONS TRANSFER.

3.E.1. SMALL ARMS STORED IN THE SOURCING COMMAND'S ARMORY CAGES WILL BE PHYSICALLY MOVED TO THE 11TH MEU CE, CLB-11 or BLT 1/4 ARMORIES (PROVIDED SPACE IS AVAILABLE) FOLLOWING NORMAL SMALL ARMS TRANSFER PROCEDURES PER REFS (B) AND (D). IF SPACE IS NOT AVAILABLE, SMALL ARMS MAY REMAIN IN SOURCING COMMAND ARMORIES UNTIL PRIOR TO DEPLOYMENT.

3.E.2. 11TH MEU AND SOURCING COMMAND SUPPLY OFFICERS WILL COORDINATE THE TRANSFER OF EQUIPMENT PRIOR TO RECEIPT OF EQUIPMENT. SOURCING COMMANDS WILL PROVIDE A LIST OF SERIAL NUMBERS FOR SMALL ARMS AND OPTICS TO BE TRANSFERRED TO THE 11TH MEU IMMEDIATELY FOLLOWING I MEF TASKING VIA NAVAL MESSAGE IN ACCORDANCE WITH REF D.

3.E.3. AS PER REF (B), BOTH THE SOURCING/GAINING UNIT HAS 48 HOURS TO IDENTIFY AND REPORT TRANSFER DISCREPANCIES ONCE SMALL ARMS AND OPTICS ARE PHYSICALLY TRANSFERRED TO THE GAINING COMMAND'S ARMORY. AT THAT TIME, CRANE WILL BE NOTIFIED OF THE TRANSFER VIA THE CRANE WEB-PORTAL.

3.E.3.A. SOURCING UNIT WILL PREPARE DD FORM 1348 SHIPPING DOCUMENTS FOR ALL EQUIPMENT, SMALL ARMS, AND OPTICS. GAINING UNIT WILL HAVE A SUPPLY REPRESENTATIVE PRESENT TO ACCOUNT FOR AND RECEIVE ALL WEAPONS AND OPTICS.

3.E.3.B. BOTH THE SOURCING AND GAINING UNIT SUPPLY REPRESENTATIVES WILL ENSURE SHIPPING DOCUMENTS ARE SIGNED AND SERIAL NUMBERS VERIFIED.

3.E.3.D. UPON PHYSICAL RECEIPT AND VERIFICATION OF SERIAL NUMBERS, GAINING UNIT SUPPLY WILL RECEIPT FOR SMALL ARMS AND OPTICS UTILIZING CRANE WEB-PORTAL.

3.E.4. BOTH SOURCING AND GAINING UNITS WILL MONITOR CRANE WEB-PORTAL AT A MINIMUM OF ONCE PER WEEK AFTER ADJUSTMENT TRANSACTIONS HAVE BEEN SUBMITTED TO CRANE, IOT ENSURE RECORDS ARE ADJUSTED PROPERLY. COMMUNICATION WITH CRANE, INDIANA AND THE TWO UNITS IS MANDATORY IOT FACILITATE TIMELY RECORD ADJUSTMENTS.

3.F. COMSEC EQUIPMENT TRANSFER.

3.F.1. ALL COMSEC GEAR WILL PHYSICALLY STAY WITH THE SOURCING UNIT'S ATTACHING TO THE 11TH MEU. THE MSC/E EKMS MANAGER WILL TRANSFER ALL COMSEC GEAR BEING UTILIZED BY THE COMMAND ELEMENT TO THE 11TH MEU EKMS MANAGER VIA SF-153 OVER X.400, AND BY DD FORM 1348 WITH END ITEM INFORMATION (TAMCN, NSN, ETC.) TO AFFECT THE GCSS-MC TRANSFER.

3.F.1.A. BEFORE TRANSFERRING COMSEC GEAR TO THE 11TH MEU, THE MSC/E EKMS MANAGER MUST ENSURE ALL GEAR BEING TRANSFERRED IS FULLY FUNCTIONAL AND ALL ASSOCIATED ITEMS ARE INCLUDED (PINS, PASSWORDS, TAMPER CIK, CIK, ETC.) PRIOR TO TRANSFERRING IT TO THE 11TH MEU. SOURCING UNIT'S MUST LAY OUT ALL GEAR FOR ACCOUNTABILITY PURPOSES IOT ALLOW 11TH MEU EKMS MANAGER TIME TO VERIFY ALL SERIAL NUMBERS AND CONDUCT LTI'S.

3.F.1.B. 11TH MEU EKMS MANAGER WILL NOT ACCEPT ANY COMSEC GEAR UNTIL THE VERIFICATION OF SERIAL NUMBERS AND LTI'S ARE COMPLETED.

3.G. COORDINATING INSTRUCTIONS.

3.G.1. A COORDINATION MEETING WILL BE HELD AT THE MEF G-4 CONFERENCE ROOM, BLDG 210721, AT 1300 ON 7 MARCH 2016. PARTICIPATION WILL INCLUDE REPRESENTATIVES FROM I MEF G-4, 11TH MEU, MSC G-4 SUPPLY AND MAINTENANCE MANAGEMENT PERSONNEL, DESIGNATED MSE S-4/SUPPLY/MAINTENANCE MANAGEMENT MARINES, AND USING UNIT SUPPLY AND MAINTENANCE MANAGEMENT MARINES. THE INTENT OF THIS MEETING IS TO FINALIZE THE PLAN OF ACTION AND MILESTONES FOR TASK ORGANIZATION EVENT TIMELINE. TENTATIVE SCHEDULE IS LISTED IN REF F.
3.G.1.A. JLTI'S WILL BEGIN DAILY AT 0800, UNLESS AGREED UPON BY ALL PARTIES, AND WILL CONTINUE AS LATE IN THE DAY AS NECESSARY IN ORDER FOR THE JLTI TEAM TO MAINTAIN ITS SCHEDULE. SOURCING UNITS MUST ENSURE THE EQUIPMENT TO BE INSPECTED IS READY PRIOR TO THE START TIME.
3.G.1.B. TO EXPEDITE THE JLTI'S, LIKE EQUIPMENT WILL BE PREPARED IN A SINGLE LOCATION, WITHIN THAT SPECIFIC UNIT'S AREA, ALONG WITH THE ITEM'S ASSOCIATED SL-3, RECORD JACKETS, AND TECHNICAL PUBLICATIONS.
4. ADMINISTRATION AND LOGISTICS.
4.A.1. 11TH MEU AND ATTACHMENTS WILL ASSUME OVERALL MAINTENANCE RESPONSIBILITY UPON ACCEPTANCE OF EQUIPMENT AND FUNDING FOR DISCREPANCIES ANNOTATED DURING THE LTI PROCESS WILL BE TRANSFERRED FROM EACH RESPECTIVE MSC TO THE 11TH MEU VIA I MEF G-8.
4.A.2. AFTER TAKING CUSTODY OF EQUIPMENT IN A CONDITION CODE "A", SL-3 COMPLETE STATE, 11TH MEU AND ATTACHMENTS WILL ASSUME ALL COSTS ASSOCIATED WITH MAINTENANCE AND OVERALL RESPONSIBILITY OF EQUIPMENT.
4.A.3. COPIES OF THE COMPLETED LTI SHEETS AND SL-3 INVENTORIES WILL BE MAINTAINED BY THE 11TH MEU CE, SOURCING UNITS, AND THE I MEF G-4. EACH LTI SHEET WILL BE LEGIBLY SIGNED BY TWO PARTIES: THE SOURCING UNIT AND THE MEF LTI TEAM INSPECTORS. A FINAL SUMMARY LTI REPORT WILL BE PREPARED BY THE MEF LTI TEAM LEADER FOR RETENTION BY THE I MEF G-4/MMO, 11TH MEU CE, AND MSC'S.
4.A.4. USING UNITS ENSURE FINANCIAL IMPROVEMENT AND AUDIT REA VDINESS (FIAR) COMPLIANCE AND KEY SUPPORTING DOCUMENTATION RETENTION IAW REF (G).
4.A.5. EATO REQUIRES A UNIQUE NAME FOR EACH EATO PLAN. THE NAMING CONVENTION IS AS FOLLOWS "M11XX TO M11XX DDMMYYYY"
5. COMMAND AND SIGNAL. REFER TO I MEF G-4 POINTS OF CONTACT IDENTIFIED IN THIS MESSAGE.//

APPENDIX C

TEMPLATE FOR PREDEPLOYMENT JLTI

MSGID/GENADMIN
SUBJ/I MEF TASKING ISO 11TH MEU PRE-DEPLOYMENT LIMITED TECHNICAL INSPECTION (LTI)
REF/A/MSG/CG I MEF G-4/DTG R 292226Z JAN 16//
AMPN/REF A IS THE LOI FOR THE 11TH MEU PRE-DEPLOYMENT ACCEPTANCE LTI AND SL-3 INVENTORIES//
POC/TOWNEY, J.R./LTCOL, G-4 SUSTAINMENT OFF/I
MEF/TEL:760-763-6817/E-MAIL:JAMES.TOWNEY@USMC.MIL//
POC/MCNEIL, S.M./MAJ, G-1 OPSO/I
MEF/TEL:760-725-9218/E-MAIL:STEPHEN.MCNEIL@USMC.MIL//
POC/MEEKER, D.W./MGYSGT, G-4 MMO/I
MEF/TEL:760-763-2607/E-MAIL:DELBERT.W.MEEKER1@USMC.MIL//
POC/ANZURES, J.M./SSGT, G-1 OPSCHF/IMEF/TEL:760-725-9206/E-MAIL:JUAN.ANZURESB@USMC.MIL//
GENTEXT/REMARKS/1. THIS IS A I MEF G-1/G-4 COORDINATED MESSAGE ISO THE 11TH MEU PRE-DEPLOYMENT LTI TEAM.
2. I MEF MSCS ARE DIRECTED TO PROVIDE THE BEST-QUALIFIED PERSONNEL TO SOURCE THE LTI TEAM REQUIREMENTS. THE BELOW QUOTAS HAVE BEEN AGREED UPON BY THE MSC G-4/S-4 AND G-6/S-6. PERSONNEL ASSIGNED TO THE 11TH MEU PRE-DEPLOYMENT LTI TEAM WILL BE TAD AND SHALL WORK FOR I MEF G-4 DURING THE LTI PERIOD, IDENTIFIED IN PAR 4 BELOW. PROVIDE NOMINEES GRD/NAME/MOS/UNIT/PHONE NBR, TO I MEF G-1 OPS (W_IMEF_G1_OPERATIONS_GS@USMC.MIL) AND G-4 MMO NLT 4 MAR 16.
2.A. THE FOLLOWING REQUIREMENTS ARE TASKED (READ IN EIGHT COLUMNS):

RANK	MOS	TOTAL QTY	MLG	DIV	MAW	MHG	NOTE
CWO	ANY MAINT	1	1	0	0	0	
SSGT	0811	1	0	1	0	0	
CPL/SGT	0621	2	0	0	0	2	
SGT	1142	3	2	0	1	0	
SGT	1161	1	1	0	0	0	
SGT	1171	1	1	0	0	0	
SGT	1341/42	2	1	0	0	1	
GYSGT	1349	1	1	0	0	0	
SGT	2111	3	1	1	1	0	
SGT	2112	1	1	0	0	0	1
CPL	2131	1	1	0	0	0	
SSGT	2141	1	0	1	0	0	
SSGT	2146	1	0	1	0	0	
SGT	2147	3	3	0	0	0	
CPL	2171	3	2	1	0	0	
SGT	2821	1	0	0	0	1	
CPL/SGT	2841	4	2	1	1	0	
CPL/SGT	2847	2	0	0	1	1	
GYSGT	2862	1	0	1	0	0	
SSGT	3381	1	1	0	0	0	
SGT	3521	6	2	2	1	1	
SSGT	3529	1	1	0	0	0	

NOTE: (1) AN NMOS, THEREFORE, WILL ACCEPT MARINES WITH ADMOS OF 2112.
3. LTI TEAM MEMBERS WILL BE TAD TO THE I MEF G-4 FROM 10 MAR TO 12 APR 16.
4. DIRECT LTI TEAM MEMBERS REPORT TO I MEF G-1 OPS, BLDG 210721, CAMP DELMAR (21 AREA), CAMP PENDLETON NOT LATER THAN 0730 10 MAR 16.
4.A. IMMEDIATELY AFTER I MEF G-1 OPS CHECK-IN, AUGMENTS WILL REPORT DIRECTLY TO I MEF G-4, BLDG 210721 (2ND DECK), CAMP DELMAR (21 AREA), CAMP PENDLETON.

4.B ENSURE ALL AUGMENTS REPORT TO I MEF G-1 OPS WITH TAD (NON-FUNDED) ORDERS IN EXCESS.

4.C. FUNDING FOR PERSONNEL FROM UNITS OUTSIDE OF THE MCB CAMPEN/MCAS MIRAMAR VICINITY SHALL BE BORNE OUT OF THE INDIVIDUAL UNIT'S FUNDS.

4.D. ENSURE ORDERS DIRECT USE OF GOVERNMENT MESSING AND QUARTERS. MESSING AND QUARTERS ARE AVAILABLE ABOARD MCB CAMPEN.

4.E. PERSONNEL WILL REPORT IN THE SEASONAL MARPAT MCCUU.

APPENDIX D

TEMPLATE FOR POST DEPLOYMENT JLTI

SUBJ/LETTER OF INSTRUCTION FOR 15TH MEU POST-DEPLOYMENT ACCEPTANCE LIMITED TECHNICAL INSPECTIONS (LTI), AND SL-3 INVENTORIES
REF/A/DOC/CG I MEFO 3120.9//
REF/B/DOC/MCO 5530.14A//
REF/C/DOC/UM 4000-125////
REF/D/DOC/MCO 8300.1D//
REF/E/DOC/ATTACHED/MS EXCEL/MEU POST DEPLOYMENT SL-3_CM DISCREPANCIES//
REF/F/DOC/ATTACHED/MS EXCEL/WESTPAC 15-2 POST-DEPLOY JLTI SCHEDULING INFO//
REF/G/DOC/MCO 4400.150
REF/H/DOC/ATTACHED/DOC/EATO PROCESS MAP
REF/I/DOC/ATTACHED/MS EXCEL/EATO CHECKLIST NARR/REF A IS CG I MEF MEU AND MEU(SOC) SOP. REF B IS MARINE CORPS PHYSICAL SECURITY MANUAL. REF C IS GCSS-MC USER'S MANUAL. REF D IS THE MARINE CORPS SERIALIZED ARMS AND LIGHT WEAPONS ACCOUNTABILITY PROGRAM. REF E IS ATTACHMENT USED TO RECORD DEFICIENCY ITEMS AND COST OF REPAIR. REF F IS ATTACHMENT OF UNIT LTI SCHEDULE. REF G IS THE CONCUMER LEVEL SUPPLY MANUAL. REF H IS A PROCESS MAP FOR EATO. REF I IS A DETAILED CHECKLIST FOR STEPS IN THE PROCESS MAP.//
POC/TOWNEY, J.R./LTCOL/I MEF G-4 SUSTAINMENT OFFICER/TEL:760-763-6817//
POC/CHANDLER, J.J./LTCOL/I MEF G-4/SUPPLY OFFICER/760-763-6972//
POC/DODD C.A./MAJ/15 MEU/S-4/LOGISTICS OFFICER/760-468-8056/CHAD.DODD@USMC.MIL//
POC/PAGE S.G./CAPT/15 MEU/S-4A/ASSISTANT LOGISTICS OFFICER/760-468-8533/STEPHEN.PAGE@ESSEX.USMC.MIL OR STEPHEN.PAGE@USMC.MIL
POC/MEEKER, D.W./MGYSGT/I MEF G-4 MMO/TEL:760-763-2607//
POC/ARRIAGA, J./MGYSGT/I MEF G-4/SUPPLY CHIEF/760-763-6972//
GENTEXT/REMARKS/1. THIS IS A I MEF G-3/G-4/G-6 COORDINATED MESSAGE.
2. SITUATION. THE 15TH MEU WILL DECOMPOSITE UTILIZING ENTERPRISE AUTOMATED TASK ORGANIZATIO (EATO IN GCSS-MC. BEFORE ANY SYSTEM ACTIONS OCCUR, JOINT LIMITED TECHNICAL INSPECTIONS (JLTIS) WILL BE CONDUCTED IOT ENSURE EQUIPMENT RETURNING FROM THE 15TH MEU IS SERVICEABLE. JLTI'S WILL ESTABLISH A BASELINE FROM WHICH THE PARENT COMMAND CAN ASSUME ACCOUNTABILITY, MAINTENANCE, AND FISCAL REPSONSIBILITY UPON ACCEPTANCE/TRANSFER AT R+30.
2.A. MISSION. UPON RECEIPT, MAJOR SUBORDINATE COMMANDS (MSC) WILL BEGIN PLANNING AND DATA QUALITY CONTROL MEASURES FOR TRANSFERRING EQUIPMENT TO MAJOR SUBORDINATE ELEMENTS (MSES) DECOMPOSITING FROM THE 15TH MEU. FROM 11 JANUARY THROUGH 29 JANUARY 2016, I MEF INSPECTION TEAM WILL REVIEW/CONDUCT JLTIS AND SL-3 INVENTORIES WITH 15TH MEU AND MSE PARENT COMMANDS IOT VALIDATE THE CONDITION OF MISSION ESSENTIAL EQUIPMENT AND PRINCIPAL END ITEMS (MEE AND PEI) BEING TRANSFERRED. UPON COMPLETION OF JLTIS, TRAINING WILL BE CONDUCTED BY LSCO ON EATO FOR UNITS TO IMMEDIATELY TRANSFER EQUIPMENT BACK TO THE PARENT COMMAND.
3. EXECUTION
3.A. COMMANDER'S INTENT
3.A.1. PURPOSE. TO STREAMLINE THE DECOMPOSITION OF THE 15TH MEU WHILE MAINTAINING EQUIPMENT ACCOUNTABILITY AND SERVICEABILITY.
3.A.2. METHOD. THE I MEF INSPECTION TEAM, 15TH MEU SUPPLY AND MAINTENANCE REPRESENTATIVES, AND SOURCING COMMAND'S SUPPLY AND MAINTENANCE REPRESENTATIVES CONDUCT THE JLTI PROCESS AND SL-3 INVENTORIES IN A MANNER WHICH ENSURES AN EFFECTIVE, EFFICIENT, AND ORDERLY ASSESSMENT OF THE EQUIPMENT'S CONDITION. EATO WILL BE UTILIZED TO TRANSFER ALL EQUIPMENT TO GAINING UNITS AFTER JLTIS ARE CONDUCTED.
3.A.3. ENDSTATE. NO LATER THAN 12 FEBRUARY 2016 ALL EQUIPMENT WILL RESIDE ON THE PARENT UNITS GCSS-MC PROPERTY RECORDS ALONG WITH ALL REQUIRED CHANGE

OF CUSTODY DOCUMENTATION. ALL CORRECTIVE MAINTENANCE REQUIREMENTS ARE IDENTIFIED AND SL-3 DEFICIENCIES ARE ANNOTATED. FUNDS ARE TRANSFERRED FROM THE 15TH MEU FOR DISCREPANCIES IDENTIFIED BY THE I MEF JLTI TEAM.

3.B. CONCEPT OF OPERATIONS.

3.B.1. MSCS WILL IDENTIFY SUPPLY AND MAINTENANCE PERSONNEL PERFORMING SYSTEM TRANSACTIONS AND COORDINATE WITH LSCO FOR TRAINING.

3.B.2. 15TH MEU WILL IDENTIFY EQUIPMENT TRANSFERRING TO DECOMPOSITING UNITS PARENT COMMAND FOR JLTI/SL-3 INVENTORY.

3.B.3. LOSING UNITS WILL VALIDATE GCSS-MC DATA AND THE 15TH MEU WILL HAVE A QUALITY CONTROL MEASURE TO ENSURE CORRECT AO/RO/SUC ASSIGNMENT AND CONFIGURATIONS. THIS INCLUDES CORRECT NIIN/SERIAL NUMBERS FOR PARENT/CHILD REALTIONSHIPS PRIOR TO JLTIS BEING CONDUCTED.

3.B.4. JLTI'S WILL BE CONDUCTED AT THE SOURCING UNIT'S LOCATION, IDENTIFIED IN REF F, BY THE SOURCING UNIT TECHNICIANS/MECHANICS AND BY I MEF JLTI INSPECTION TEAM. 15TH MEU AND ITS MSES WILL FACILITATE EFFICIENT CONDUCT OF JLTIS BY IDENTIFYING ALL EQUIPMENT AND ASSOCIATED SL-3 ITEMS PRIOR TO 11 JAN 2016 AND READY TO CONDUCT JLTIS WITH THE PARENT COMMAND AND I MEF INSPECTION TEAM PER THE JLTI SCHEDULE (ATTACHED, REF F). JLTIS WILL BE CONDUCTED FROM 11 JAN 2016 THROUGH 29 JAN 2016.

3.B.5. WHILE THE I MEF JLTI INSPECTION TEAM WILL HAVE THE LEAD, THE TRANSFER OF EQUIPMENT REMAINS THE RESPONSIBILITIES OF BOTH THE 15TH MEU AND THE PARENT UNIT. IT IS EACH UNIT'S RESPONSIBILITY TO ENSURE THEY ARE PROPERLY REPRESENTED AT EACH JLTI LOCATION IN REFERENCE F. THE INSPECTION PROCESS WILL NOT BE DELAYED OR RESCHEDULED DUE TO AN INABILITY OF ONE ELEMENT TO PROPERLY COORDINATE PERSONNEL PARTICIPATION.

3.B.6. UPON COMPLETETION OF JLTIS, ALL PERSONNEL IDENTIFIED TO TRANSFER EQUIPMENT AND SUPPLIES VIA EATO WILL MEET FOR TRAINING ON 7 JAN 2016 AT BLDG 210745T. IMMEDIATELY FOLLOWING TRAINING ALL LOSING UNITS WILL EXECUTE THE TRANSFER EQUIPMENT FROM THE 15TH MEU CE AND BLT.

3.C. TASKS

3.C.1. I MEF G-4/MMO/SUPPLY

3.C.1.A. PROVIDE OVERSIGHT AND OVERALL STAFF COGNIZANCE OF TASK ORGANIZATION EVENT.

3.C.1.B. CREATE A DETAILED JLTI SCHEDULE BY UNIT, LOCATION, AND DATE ON WHICH THE JLTIS WILL TAKE PLACE.

3.C.1.C. SUPERVISE THE JLTI PROCESS IOT FACILITATE EQUIPMENT TRANSFER. COORDINATE, SCHEDULE, ADJUDICATE DISCREPANCIES AND DECONFLICT INSPECTION DATES AS NECESSARY BETWEEN THE 15TH MEU AND THE SOURCING UNITS.

3.C.1.D. OVERSEE AND COORDINATE ALL ADMINISTRATIVE AND LOGISTICS SUPPORT FOR THE I MEF JLTI TEAM.

3.C.1.E. PROVIDE G-4 CLASSROOM FOR EATO TRAINING AND GCSS-MC TRANSFERS ON 27 JAN 2016.

3.C.2. 1ST MLG

3.C.2.A. CONDUCT EATO TRAINING.

3.C.2.B. MANAGE MAGTF/UNIT PLANNER CONTROL GROUPS IN GCSS-MC.

3.C.2.C. PROVIDE GCSS-MC TECHNICAL ASSISTANCE TO DESIGNATED MSCS AND USING UNITS.

3.C.3. MAJOR SUBORDINATE COMMANDS (15TH MEU, DIVISION AND MAW)

3.C.3.A. OVERSEE PROCESS FOR UNITS WITHIN RESPECTIVE MSC.

3.C.3.B. IDENTIFY SUPPLY AND MAINTENANCE PERSONNEL PERFORMING ACTIONS WITHIN GCSS-MC.

3.C.3.C. PROVIDE TECHNICIANS/MECHANICS AS TASKED VIA I MEF PUBLISHED MANNING DOCUMENT AND REPORT DAILY TO JLTI LEAD THROUGHOUT THE JLTI PROCESS.

3.C.3.D. PROVIDE EQUIPMENT DENSITY LISTS (EDL) BY UNIT AND LOCATION OF EQUIPMENT TRANSFERRING BACK TO THE PARENT COMMAND: (READ IN FOUR COLUMNS) TAMCN/NOMEN/SER#/LOCATION TO MEF MMO NLT 06 JAN 2016.

3.C.3.E. PROVIDE DATA QUALITY CONTROL MEASURES AS DIRECTED TO ENSURE UNITS CAN EXECUTE VIA EATO.
3.C.3.F. ENSURE SUBORDINATE UNIT PERSONNEL ARE IN ATTENDANCE FOR EATO TRAINING/TRANSFER.
3.C.3.G. ENSURE SOURCING UNITS PERFORM THE FOLLOWING TASKS.
3.C.3.G.1. IDENTIFY PERSONNEL PERFORMING GCSS-MC ACTIONS.
3.C.3.G.2. ENSURE IDENTIFIED PERSONNEL HAVE APPROPRIATE GCSS-MC ACCESSES (01A, STAGE, RESOURCE GROUP ASSIGNMENTS, ETC.).
3.C.3.G.3. IDENTIFY EQUIPMENT AND SUPPLIES BEING RECEIVED.
3.C.3.G.4. ENSURE GCSS-MC DATA QUALITY ASSURANCE TO INCLUDE AO/RO/SUC ASSIGNMENT, CONFIGURATION MANAGEMENT, AND ACCURATE NIIN/SERIAL NUMBER COMBINATIONS.
3.C.3.G.5. ASSIGN ALL TRANSFERRING EQUIPMENT TO DESIGNATED CONSOLIDATED MEMORANDUM RECEIPT (CMR).
3.C.3.G.6. EQUIPMENT SCHEDULED FOR JLTI WILL NOT BE OPERATIONALLY COMMITTED DURING THE JLTI PROCESS.
3.C.3.G.7. ENSURE COMPLETION OF ALL CORRECTIVE MAINTENANCE AND COMPLETENESS OF SL-3 COMPONENTS PRIOR TO THE UNIT'S SCHEDULED LTI EVENT.
3.C.3.G.8. ENSURE OPERATOR LEVEL PREVENTIVE MAINTENANCE (PM) HAS BEEN COMPLETED PRIOR TO THE JLTI.
3.C.3.G.9. ARMORIES WILL BE OPEN AND CUSTODIANS ON HAND TO ASSIST WITH THE ISSUE, INSPECTION, AND RECOVERY OF WEAPONS.
3.C.3.G.10. PREPARE AND DISPLAY EQUIPMENT BEING SOURCED IN PREPARATION OF JLTI.
3.C.3.G.11. PREPARE LTI SHEETS IN ADVANCE OF THE ACTUAL SCHEDULED LTI.
3.C.3.G.12. PROVIDE EQUIPMENT RECORD JACKETS SO THEY ARE AVAILABLE FOR REVIEW AT THE EQUIPMENT LAYOUT DISPLAY.
3.C.3.G.13. PROVIDE SUITABLE OPERATORS, TOOLS, AND MAINTENANCE SUPERVISORY PERSONNEL DURING THE JLTI PROCESS.
3.C.3.G.14. ENSURE APPROPRIATE SUPPLY AND COMSEC PERSONNEL ARE PRESENT TO CONDUCT PROPERTY ACCOUNTABILITY TRANSFERS.
3.C.3.G.15. BE PREPARED TO RECORD UNSERVICEABLE RETURNING EQUIPMENT IF SUBSTANTIATED BY LTI AND SL-3 INVENTORY RESULTS.
3.C.3.G.16. ENSURE THAT DEMAND-SUPPORTED ITEMS(DSI), IN SUPPORT OF MILITARY EQUIPMENT, IS TRANSFERRED BACK TO PARENT COMMAND IAW REF (C).
3.C.3.G.17. CONDUCT JLTI WITH GAINING UNIT.
3.C.3.G.18. IDENTIFY/CORRECT ANY DISCREPANCIES OF ACCEPTED EQUIPMENT.
3.C.3.G.19. PERFORM ALL GCSS-MC ACTIONS.
3.C.3.H. ENSURE GAINING UNITS PERFORM THE FOLLOWING TASKS.
3.C.3.H.1. ENSURE SUPPLY/MAINTENANCE PERSONNEL TRANSACTING IN EATO HAVE APPROPRIATE GCSS-MC ACCESSES (E.G. SUBINVENTORIES AND RESOURCE GROUP ASSIGNMENTS).
3.C.3.H.2. PROVIDE EQUIPMENT LTI SCHEDULE AND SEQUENCE RECOMMENDATIONS TO MEF G-4 IN ORDER TO BUILD MANNING DOCUMENT TASKING ORDER AND FINAL LTI SCHEDULE.
3.C.3.H.3. PROVIDE ADEQUATE SUPPLY AND MAINTENANCE PERSONNEL THROUGHOUT THE JLTI PROCESS.
3.C.3.H.4. CONDUCT JLTI WITH SOURCING UNIT.
3.C.3.H.5. ACCEPT SOURCED EQUIPMENT SUBSTANTIATED BY LTI AND SL-3 INVENTORY RESULTS.
3.C.3.H.6. PERFORM ALL GCSS-MC ACTIONS.
3.C.4. MAJOR SUBORDINATE COMMANDS/ELEMENTS (MSC/E).
3.C.4.A. PROVIDE SUITABLE OPERATORS, TOOLS, MAINTENANCE, SUPPLY, AND SUPERVISORY PERSONNEL DURING THE JLTI PROCESS.
3.C.4.B. ENSURE APPROPRIATE SUPPLY AND COMSEC PERSONNEL ARE PRESENT TO CONDUCT PROPERTY ACCOUNTABILITY TRANSFERS.
3.C.4.C. PROVIDE TECHNICIANS/MECHANICS AS TASKED VIA I MEF PUBLISHED MANNING DOCUMENT AND REPORT DAILY TO JLTI LEAD THROUGHOUT THE JLTI PROCESS.

3.C.4.D. ACCEPT RETURNING EQUIPMENT AUTHENTICATED BY RESULTS OF THE JLTI AND SL-3 INVENTORY.
3.C.5. 15TH MEU.
3.C.5.A. PROVIDE ADEQUATE SUPPLY AND MAINTENANCE PERSONNEL THROUGHOUT THE JLTI PROCESS.
3.C.5.B. IN ACCORDANCE WITH THE JLTI SCHEDULE, PREPARE AND DISPLAY EQUIPMENT BEING TRANSFERRED IN PREPARATION OF THE JLTI AND ENSURE COMPLETION OF ALL CORRECTIVE MAINTENANCE. ENSURE THAT EQUIPMENT IS STAGED WITH ALL ASSOCIATED SL-3 ON HAND PRIOR TO THE EXECUTION OF THE SCHEDULED JLTI.
3.C.5.C. PREPARE JLTI SHEETS IN ADVANCE OF THE ACTUAL SCHEDULED JLTI.
3.C.5.D. NLT 06 JANUARY 2016, PROVIDE A SERIALIZED EQUIPMENT DENSITY LIST (EDL) BY UNIT AND LOCATION OF TRANSFERRING EQUIPMENT TO I MEF G-4/MMO. FORMAT WILL BE AS FOLLOWS: TAMCN/NSN/QTY/NOMENCLATURE/SERIAL#/LOCATION
3.C.5.E. PROVIDE EQUIPMENT JLTI SCHEDULE AND SEQUENCE RECOMMENDATIONS TO MEF G-4 IOT BUILD MANNING DOCUMENT, TASKING ORDER, AND FINAL JLTI SCHEDULE.
3.C.5.F. ENSURE APPROPRIATE SUPPLY PERSONNEL ARE PRESENT TO CONDUCT PROPERTY ACCOUNTABILITY TRANSFERS TO MSE PARENT COMMANDS.
3.D. AMPLIFYING GUIDANCE.
3.D.1. ALL SOURCED EQUIPMENT THAT IS BEING TRANSFERRED FROM 15TH MEU TO AN MSE PARENT COMMAND WILL BE JLTI'D AND HAVE ASSOCIATED SL-3 INVENTORIED. THIS WILL BE ACCOMPLISHED IAW THE APPLICABLE TMS. THE JLTIS WILL BE UTILIZED TO FURTHER IDENTIFY CORRECTIVE ACTIONS, TO ASSOCIATE A COST TO REPAIR, AND TO REPLACE ANY IDENTIFIED DISCREPANCIES. NLT 12 FEBRUARY 2016, A LIST OF CORRECTIVE ITEMS AND COST TO REPAIR WILL BE CAPTURED BY THE MEF JLTI TEAM AND VALIDATED BY THE 15TH MEU S-4, PROVIDED TO THE I MEF G-4 MMO UTILIZING THE ATTACHED SPREADSHEET.
3.D.2. ALL SOURCED EQUIPMENT WILL BE ASSESSED BY THE CORROSION SERVICE TEAM DURING THE JLTI PROCESS TO DETERMINE THE CORROSION CONDITION WITH FOLLOW ON INDUCTION IN TO THE CORROSION REPAIR FACILITY. THIS WILL BE SCHEDULED VIA SEPCOR.
3.D.3. EQUIPMENT THAT IS BEING TRANSFERRED FROM 15TH MEU TO A PARENT UNIT WILL HAVE JLTIS AND INVENTORIES CONDUCTED DURING THE SCHEDULED TIME IDENTIFIED IN REF F.
3.E. WEAPONS TRANSFER.
3.E.1. SMALL ARMS STORED IN 15TH MEU ARMORY CAGES WILL BE PHYSICALLY MOVED TO THE PARENT COMMAND'S ARMORY FOLLOWING NORMAL SMALL ARMS TRANSFER PROCEDURES PER REFS (B) AND (D).
3.E.2. 15TH MEU AND PARENT COMMAND SUPPLY OFFICERS WILL COORDINATE THE TRANSFER OF EQUIPMENT PRIOR TO RECEIPT OF EQUIPMENT. 15TH MEU WILL PROVIDE A LIST OF SERIAL NUMBERS FOR SMALL ARMS AND OPTICS TO BE TRANSFERRED TO PARENT COMMANDS IMMEDIATELY FOLLOWING I MEF TASKING VIA NAVAL MESSAGE IN ACCORDANCE WITH REF D.
3.E.3. AS PER REF (B), BOTH THE SOURCING/GAINING UNIT HAS 48 HOURS TO IDENTIFY AND REPORT TRANSFER DISCREPANCIES ONCE SMALL ARMS AND OPTICS ARE PHYSICALLY TRANSFERED TO THE GAINING COMMAND'S ARMORY. AT THAT TIME, CRANE WILL BE NOTIFIED OF THE TRANSFER VIA THE CRANE WEB-PORTAL.
3.E.3.A. SOURCING UNIT WILL PREPARE DD FORM 1348 SHIPPING DOCUMENTSFOR ALL EQUIPMENT, SMALL ARMS, AND OPTICS. GAINING UNIT WILL HAVE A SUPPLY REPRESENTATIVE PRESENT TO ACCOUNT FOR AND RECEIVE ALL WEAPONS AND OPTICS.
3.E.3.B. BOTH UNIT SUPPLY REPRESENTATIVES WILL ENSURE SHIPPING DOCUMENTS ARE SIGNED AND SERIAL NUMBERS VERIFIED.
3.E.3.C. UPON PHYSICAL RECEIPT AND VERIFICATION OF SERIAL NUMBERS, GAINING UNIT SUPPLY WILL RECEIPT FOR SMALL ARMS AND OPTICS UTILIZING A GCSS-MC CONFIRMATION OF RECEIPT AND REPORT SERIAL NUMBER RECEIPT TO CRANE, IN VIA THE APPROPRIATE INCOMING RECEIPT FUNCTION IN THE WEB PORTAL.
3.E.4. BOTH SOURCING AND GAINING UNITS WILL MONITOR CRANE WEB-PORTAL AT A MINIMUM OF ONCE PER WEEK AFTER ADJUSTMENT TRANSACTIONS HAVE BEEN SUBMITTED TO

CRANE, IN IOT ENSURE RECORDS ARE ADJUSTED PROPERLY. COMMUNICATION WITH CRANE, IN AND THE TWO UNITS IS MANDATORY IOT FACILITATE TIMELY RECORD ADJUSTMENTS.
3.F. COMSEC EQUIPMENT TRANSFER.
3.F.1. ALL COMSEC GEAR WILL PHYSICALLY STAY WITH THE MSE PERSONNEL DETACHING FROM THE 15TH MEU. 15TH MEU EKMS MANAGER WILL TRANSFER ALL COMSEC GEAR BEING UTILIZED TO THE MSC/E EKMS MANAGER VIA SF-153 OVER X.400, AND BY DD FORM 1348 WITH END ITEM INFORMATION (TAMCN, NSN, ETC.) TO AFFECT THE GCSS-MC TRANSFER.
3.F.1.A. BEFORE TRANSFERRING COMSEC GEAR TO THE PARENT COMMANDS, THE XX MEU EKMS MANAGER MUST ENSURE ALL GEAR BEING TRANSFERRED IS FULLY FUNCTIONAL AND ALL ASSOCIATED ITEMS ARE INCLUDED (PINS, PASSWORDS, TAMPER CIK, CIK, ETC).
3.F.1.B. MSC/E EKMS MANAGER WILL NOT ACCEPT ANY COMSEC GEAR UNTIL THE VERIFICATION OF SERIAL NUMBERS AND JLTI'S ON ALL COMSEC EQUIPMENT IS COMPLETED.
3.G. COORDINATING INSTRUCTIONS.
3.G.1. A COORDINATION MEETING WILL BE HELD AT THE MEF G-4 CONFERENCE ROOM, BLDG 210721, AT 0900 ON 6 JANUARY 2016. PARTICIPATION WILL INCLUDE REPRESENTATIVES FROM I MEF G-4, 15TH MEU, DESIGNATED MSE S-4'S, MSC/E G/S-4 REPS, AND APPROPRIATE SUBJECT MATTER EXPERTS FROM I MEF G-4. THE INTENT OF THIS MEETING IS TO FINALIZE THE PLAN OF ACTION AND MILESTONES FOR THE JLTI TIMEFRAME. TENTATIVE SCHEDULE IS LISTED IN REF F.
3.G.1.A. JLTI'S WILL BEGIN DAILY AT 0800, UNLESS ALTERNATE START TIME IS AGREED TO BY THE INSPECTING PARTIES, AND WILL CONTINUE AS LATE IN THE DAY AS NECESSARY IN ORDER FOR THE JLTI TEAM TO MAINTAIN ITS SCHEDULE. 15TH MEU AND ATTACHED MSE'S MUST ENSURE THAT EQUIPMENT TO BE INSPECTED IS READY PRIOR TO THE START TIME.
3.G.1.B. MSE'S WILL ENSURE ALL OPERATOR LEVEL PREVENTIVE MAINTENANCE (PM) HAS BEEN COMPLETED PRIOR TO THE JLTI AND ENSURE EQUIPMENT TO BE INSPECTED IS ON HAND DURING THE SCHEDULED JLTI PERIOD. EQUIPMENT SCHEDULED FOR JLTI WILL NOT BE OPERATIONALLY COMMITTED DURING THE JLTI PROCESS. TO EXPEDITE THE JLTI'S, LIKE EQUIPMENT WILL BE PREPARED IN A SINGLE LOCATION, WITHIN THAT SPECIFIC UNIT'S AREA, ALONG WITH THE ITEM'S ASSOCIATED SL-3, RECORD JACKETS, AND TECHNICAL PUBLICATIONS.
3.G.1.C. ARMORIES WILL BE OPEN AND CUSTODIANS ON HAND TO ASSIST WITH THE ISSUE, INSPECTION, AND RECOVERY OF WEAPONS.
4. ADMINISTRATION AND LOGISTICS.
4.A.1. MSE PARENT COMMANDS WILL ASSUME OVERALL MAINTENANCE RESPONSIBILITY UPON RETURN OF EQUIPMENT AND FUNDING FOR DISCREPANCIES ANNOTATED DURING THE JLTI PROCESS WILL BE TRANSFERRED FROM 15TH MEUTO EACH RESPECTIVE MSC/E VIA I MEF G-8.
4.A.2. COPIES OF THE COMPLETED JLTI SHEETS AND SL-3 INVENTORIES WILL BE MAINTAINED BY THE I MEF G-4 MMO AND MSE PARENT COMMANDS. EACH JLTI SHEET WILL BE LEGIBLY SIGNED BY TWO PARTIES: THE 15TH MEU AND THE MEF JLTI TEAM INSPECTORS. A FINAL SUMMARY JLTI REPORT WILL BE PREPARED BY THE MEF JLTI TEAM LEADER FOR RETENTION BY THE I MEF G-4/MMO, 15TH MEU CE, AND MSC'S.
5. COMMAND AND SIGNAL. REFER TO I MEF G-4 POINTS OF CONTACT IDENTIFIED IN THIS MESSAGE.//
BT
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