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25 May 2001

JOINT OPERATION PLANNING AND EXECUTION SYSTEM (JOPES)

VOLUME III

(CRISIS ACTION TIME-PHASED FORCE AND DEPLOYMENT DATA DEVELOPMENT AND DEPLOYMENT EXECUTION)

JOINT STAFF
WASHINGTON, D.C. 20318

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CHAIRMAN OF THE JOINT CHIEFS OF STAFF MANUAL

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JOINT OPERATION PLANNING AND EXECUTION SYSTEM (JOPES)
VOLUME III
(CRISIS ACTION TIME-PHASED FORCE AND DEPLOYMENT DATA DEVELOPMENT AND DEPLOYMENT EXECUTION)

References: See Enclosure J.

1. Purpose. This manual establishes:

a. Procedures for the development of Time-Phased Force and Deployment Data (TPFDD) and for the deployment and redeployment of forces within the context of the Joint Operation Planning and Execution System (JOPES) in support of joint military operations.

b. Military guidance for the exercise of authority by combatant commanders and other joint force commanders for joint operations and training using JOPES.

2. Cancellation. CJCSM 3122.02A, 17 July 2000, is canceled.

3. Applicability

a. This manual applies to the Services, Defense agencies, combatant commands, subunified commands, joint task forces, their subordinate component commands, and the Joint Staff. It may also be applied when significant forces of one Service are attached to forces of another Service or when significant forces of one Service support forces of another Service.

b. This manual must be followed except when, in the judgment of the commander, exceptional circumstances dictate otherwise. If conflicts arise between the contents of this manual and the contents of Service publications, this manual will take precedence for the activities of joint forces unless the

Chairman of the Joint Chiefs of Staff has provided more current and specific guidance to the contrary.

c. Commanders of forces operating as part of a multinational (alliance or coalition) military command should follow multinational procedures ratified by the United States. For procedures not ratified by the United States, commanders should follow the multinational commander's procedures, where applicable.

4. Procedures

a. JOPES procedures for TPFDD development and the deployment of forces are prescribed in Enclosures A through F and are done so within the context of the six phases of crisis action planning (CAP).

b. As described in reference a, the CAP phases are:

(1) Situation Development.

(2) Crisis Assessment.

(3) Course of Action (COA) Development.

(4) COA Selection.

(5) Execution Planning.

(6) Execution.

5. Summary. This manual has been rewritten to adjust policies and procedures from the Worldwide Military Command and Control System (WWMCCS) to the Global Command and Control System (GCCS). This manual also contains the standardized Time-Phased and Force Deployment Data Letter of Instruction (TPFDD LOI) and instructions for incorporating contractor deployment requirements into the TPFDD.

a. Policy

(1) Authority to conduct military operations in support of national objectives rests solely with the National Command Authorities (NCA). JOPES applies to the development and implementation of operation plans and operation orders prepared in response to the NCA or the Chairman of the Joint Chiefs of Staff. It specifies the policies, procedures, and formats to be used to develop and execute plans for deployment, employment, mobilization,

sustainment, and redeployment by the members of the Joint Planning and Execution Community (JPEC).

(2) This manual is not intended to restrict the authority of the joint force commander from organizing his forces and executing the mission in the most appropriate manner to ensure unity of effort in the accomplishment of the overall mission. Guidance pertaining to the employment of forces is not contained in this manual.

b. Responsibilities

(1) Authority to conduct military operations against a potential enemy rests solely with the NCA.

(2) The Chairman of the Joint Chiefs of Staff manages the planning process; provides advice, options, and recommendations to the NCA; and conveys NCA decisions to the combatant commanders.

(3) The Director for Operations (J-3), Joint Staff, is responsible to the Chairman of the Joint Chiefs of Staff for the overall management and administration of CAP and its execution.

(4) The supported commander, designated by the Chairman of the Joint Chiefs of Staff, has the primary responsibility for responding to a crisis.

6. Releasability. This manual is approved for limited release. DOD components (to include combatant commands) and other Federal agencies may obtain copies of this manual through controlled Internet access only (limited to military and government users) from the CJCS Directives home page- http://www.dtic.mil/doctrine/jel.index.html. Joint Staff activities may access or obtain copies of this manual from the Joint Staff LAN.

7. Effective Date. This manual is effective upon receipt.

For the Chairman of the Joint Chiefs of Staff:

S. A. FRY
Vice Admiral, U.S. Navy
Director, Joint Staff

Enclosures:

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LIST OF EFFECTIVE PAGES

The following is a list of effective pages for this manual. Use this list to verify the currency and completeness of the document. An "O" indicates a page in the original document.

PAGE	CHANGE	PAGE	CHANGE
1 thru 6	O	E-1 thru E-10	O
i thru vi	O	E-A-1 thru E-A-2	O
A-1 thru A-4	O	E-B-1 thru E-B-2	O
B-1 thru B-6	O	E-C-1 thru E-C-2	O
B-A-1 thru B-A-2	O	E-D-1 thru E-D-2	O
B-B-1 thru B-B-2	O	E-E-1 thru E-E-2	O
B-C-1 thru B-C-2	O	E-F-1 thru E-F-2	O
B-D-1 thru B-D-2	O	F-1 thru F-4	O
B-E-1 thru B-E-2	O	G-1 thru G-4	O
B-F-1 thru B-F-4	O	G-A-1 thru G-A-6	O
B-G-1 thru B-G-2	O	H-1 thru H-4	O
B-H-1 thru B-H-2	O	H-A-1 thru H-A-14	O
B-I-1 thru B-I-2	O	H-B-1 thru H-B-10	O
C-1 thru C-2	O	H-C-1 thru H-C-4	O
D-1 thru D-8	O	H-D-1 thru H-D-2	O
D-A-1 thru D-A-2	O	H-E-1 thru H-E-2	O
D-B-1 thru D-B-2	O	H-F-1 thru H-F-2	O
D-C-1 thru D-C-2	O	H-G-1 thru H-G-4	O
D-D-1 thru D-D-2	O	H-H-1 thru H-H-2	O
D-E-1 thru D-E-2	O	I-1 thru I-6	O
D-F-1 thru D-F-2	O	J-1 thru J-2	O
		GL-1 thru GL-24	O

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RECORD OF CHANGES

Change No.	Date of Change	Date Entered	Name of Person Entering Change

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ENCLOSURE A

SITUATION DEVELOPMENT AND CRISIS ASSESSMENT

1. General

a. Crisis Action Planning Procedures. This document describes in detail the activities to be conducted in each CAP phase. However, in a fast-breaking crisis, CAP procedures can be significantly compressed and steps overlapped. Further, a crisis can be so time critical, or a single COA so obvious, that the first written directive might be a deployment or execute order. In these cases, the supported commander must ensure that all required actions from each CAP phase are completed whenever possible. To prepare for such eventualities within their area of responsibility (AOR), supported commanders should prepare and publish AOR-specific supplemental instructions to the standard TPFDD LOI (see Enclosure H) before the onset of a crisis to support assigned military operations. This planning will ensure that a TPFDD can be developed as rapidly as possible.

b. Deployment and Redeployment Operations. These are operational imperatives that support the full range of military operations and are a function of the joint force mission. The joint deployment process begins when planning is initiated for force projection operations in response to an action or event that requires protection of US national interests. Deployment operations involve four phases: (1) Predeployment activities; (2) Movement to and activities at the port of embarkation (POE); (3) Movement to port of debarkation (POD); and (4) Joint reception, staging, onward movement, and integration (JRSOI) activities. Redeployment activities involve the transfer of individuals, units/or material, but are not necessarily the reversing of the deployment process. Redeployment may include movement of forces or material from one area to another, to another location in the same area, or to the zone of interior for further employment, or home. Redeployment operations encompass four phases: (1) Recovery and reconstitution and pre-redeployment activities, (2) Movement to and from activities at POE, (3) Movement to POD, and (4) JRSOI. During deployment and redeployment operations, the supported commander must build and validate requirements, determine predeployment standards, and balance and regulate the transportation flow. The supported commander performs these activities with assistance from assigned supporting combatant commands, Service component commands, Services, and combat support agencies.

c. The Supported Commander. In accordance with Joint Pub 1-02, the supported commander is "The commander having primary responsibility for all aspects of a task assigned by the Joint Strategic Capabilities Plan (JSCP) or other joint operation planning authority. In the context of joint operation planning, this term refers to the commander who prepares operation plans or operation orders in response to requirements of the Chairman of the Joint Chiefs of Staff." A combatant commander is usually designated as the supported commander for an operation, but there are exceptions and alternatives. If an operation is to occur within the area of operations of a subordinate unified command, its commander is usually the supported commander. If a joint task force (JTF) is preplanned in an operation plan (OPLAN) or concept plan (CONPLAN) (with or without TPFDD), the CINC may designate the commander of the JTF (CJTF) as the supported commander responsible for all CAP and associated JOPES-required activities. The CJTF will be provided with a SIPRNET capability and JOPES automated data processing (ADP)-trained planners so information can be entered and ongoing JOPES activities monitored. If the JTF is subordinate to a CINC, the CINC will be the supported commander and be responsible for the required CAP/JOPES functions. In any case, the CJTF will be provided with a SIPRNET capability, including JOPES applications; access to additional GCCS databases such as Common Operational Picture (COP), Global Status of Resources and Training System (GSORTS), and others; and trained operators so that information can be input and ongoing execution activities monitored using JOPES applications and GCCS databases. See reference b for detailed JTF planning guidance and procedures.

d. Inter- and Intratheater Lift Management. The deployment procedures described in this manual apply to all modes and sources of transportation, inter and intratheater, from origin to destination. The scheduling, validation, and manifesting procedures described in Enclosures D, E, and F are applicable for supported and supporting command movement control agencies and all lift providers. Strategic lift assets may be under the control of the supported or supporting commander and be used for both inter and/or intratheater deployments. Additionally, even though USTRANSCOM is responsible for intertheater deployment, the supported commander is responsible for intratheater transportation to include JRSOI of forces, personnel, and material from the POD to final destination. To fulfill his transportation responsibilities, the supported commander has movement control agencies to manage intratheater movement.

2. Phase I--Situation Development. During CAP Phase I, a combatant commander may recognize an event or incident of national interest and report the event or incident to the Chairman of the Joint Chiefs of Staff. The combatant commander will provide an assessment report to the Chairman of the Joint Chiefs of Staff detailing the nature of the crisis, the forces readily available, major constraints to possible force employment, and actions taken, if any, within existing ROE. The combatant commander's report will contain a discussion of various COAs under consideration. The Chairman of the Joint Chiefs of Staff monitors the situation, evaluates the combatant commander's actions being taken under the ROE, orders additional intelligence gathering if necessary, and advises the NCA as the situation develops. Appropriate members of the JPEC in accordance with reference a, JOPES Volume I, initiate procedures. No specific TPFDD procedures are required during this phase.

3. Phase II--Crisis Assessment. Phase II begins with a report from the combatant commander and ends with a decision by the NCA to return to the precrisis situation or to have military options developed for possible consideration and possible use. Phase II is characterized by increased awareness and reporting and intense information-gathering activity. The supported commander will continue to evaluate the crisis and begin to review current applicable OPLANs and CONPLANs.

a. Establish Newsgroup. The following preparatory actions are required to use JOPES in support of CAP. The supported commander will establish an operation newsgroup on SIPRNET, in accordance with required joint procedures and the command's Information Management Plan, and coordinate with appropriate members of the JPEC to establish permissions as appropriate. The supported commander will ensure the newsgroup is announced in the standard JOPES paragraph to all JOPES orders (warning, planning, deploy, execute, etc.). When established, the newsgroup is the primary means of coordinating deployment or redeployment planning and execution. In crisis situations involving more than one supported command, the Chairman of the Joint Chiefs of Staff may establish a single newsgroup to coordinate TPFDD development and deployment execution actions. During Phase II, the JPEC members will enter the newsgroup(s) and monitor TPFDD development and deployment execution information.

b. Permissions. JPEC members must obtain required user accounts and permissions to participate in all phases of CAP and execution. Access requirements include:

(1) JOPES database and database select (DBSELECT) capability at primary and backup sites.

(2) Database server sites.

(3) JOPES software applications.

(4) OPLAN plan identification numbers (PIDs) (OPLAN series permissions). OPLAN series are discussed in Enclosure B.

(5) Restricted-access PIDs (PID permissions) as authorized by supported command's functional manager. PID permissions are discussed in Enclosure B.

(6) Newsgroup access.

(7) GCCS databases such as COP, GSORTS, etc.

During the crisis assessment phase, functional managers should review the lists of authorized GCCS users (includes JOPES, COP, GSORTS users) at their database sites, verify that users have permissions necessary to accomplish their assigned duties, and coordinate with other GCCS functional managers to ensure site and GCCS (to include JOPES, COP, GSORTS, etc.) permissions are available for designated users at alternate sites. JOPES functional managers are to verify and/or obtain required access for crisis action participants at their backup sites.

ENCLOSURE B

COURSE OF ACTION DEVELOPMENT

1. General. Phase III, Course of Action Development, begins with a decision to develop possible military COAs, normally transmitted by a CJCS warning order and ends when the Chairman of the Joint Chiefs of Staff analyzes the COAs contained in the supported commander's estimate and the COAs are presented to the NCA.

2. Supported Commander

a. The Standard TPFDD LOI and AOR-Specific Supplemental Instructions. During the COA development phase, the supported commander will implement TPFDD development and execution procedures contained in the TPFDD LOI contained in this document. The JOPES standard TPFDD LOI provides procedures and direction to the supported commander and components, subordinate joint force commanders (including the Theater Special Operations Command (SOC)), supporting commanders, and other members of the JPEC pertaining to the identification of force requirements, the sourcing of forces to fulfill identified requirements, and the deployment and redeployment of those forces. During the COA development phase, if time permits, the supported commander publishes the AOR-specific supplemental instructions to the standard TPFDD LOI. An electronic copy of the standard TPFDD LOI is also located at <http://nmcc20a.nmcc.smil.mil/~dj9jfdbm.html>. These AOR-specific instructions describe theater-specific force deployment planning and execution procedures such as intratheater lift constraints, validation windows that deviate from the standard TPFDD LOI for reasons such as overflight clearance, APOE/D/SPOE/D requirements, additional validation procedures, etc. The supported commander should publish these AOR-specific instructions on the local JOPES webpage. Appendix E contains sample CINC/AOR-specific supplemental instructions to the standard TPFDD LOI. Both the standard TPFDD LOI and Appendix E are made available on the supported commander's home page in the area containing information relevant to the crisis. Adherence to the standard TPFDD LOI and the CINC/AOR-specific supplement is key to successful conduct of deployment and redeployment operations.

b. COA PID, Access, and Distribution. In JOPES, a PID is assigned to a specific OPLAN option or COA supporting the OPLAN. Time permitting, the supported commander will create or modify the JOPES database and assign PIDs to represent the OPLAN or COA within that OPLAN. The supported commander will post a newsgroup message to the gccs.jopes.fm newsgroup

requesting distribution of the PID. A sample request is contained in Appendix A. Access to, and distribution of, a PID can be controlled and restricted in various ways. When establishing the PID(s), the creator will determine the extent of plan access (restricted or normal access) and distribution (local or distributed) at the time of creation. Plan access can be expanded at any time. Restricted access should be used only for highly sensitive operations when further access will jeopardize national security and will not be used as a routine procedure. To access a specific plan, the JOPES functional manager at the primary JOPES database server site must first grant a user. If the plan is not loaded at the local JOPES database server site, but a user still requires access, then the user, in coordination with the JOPES functional manager and GCCS Site Security Officer (GSSO), must acquire access at a site where the TPFDD is available. If the TFPDD is restricted access, the user must acquire permission for the TPFDD from the OPLAN originator as described in the following paragraphs.

(1) Restricted-Access Distributed Plan. The supported commander restricts access to a plan to specifically designated userids. GCCS-T will be used for TOP SECRET planning as required. The plan originator is the only person who can add or delete userid permissions for the plan. Only personnel given special permissions by the site functional managers can create restricted-access plans. A restricted-access distributed plan should be used in COA development and deployment execution when other JPEC members are required to participate in the COA development, but security considerations require controlled access on a strict need-to-know basis. When other JPEC members are required to participate in COA development, the plan status should be changed to normal access and distributed to appropriate JOPES database sites.

(2) Restricted-Access Local Plan. A user requires JOPES "create" permission to create a restricted-access local plan for which access is restricted by userid. The restricted-access local plan resides at only one JOPES database server site but can later be distributed to other sites if required. In both cases, plan access is restricted by userid. The creator of a restricted-access local plan must notify the JNOCC Functional Manager to distribute the plan to other JOPES database sites. Once a restricted-access local plan has been distributed, the supported commander continues to control access to the restricted-access PID; but because the JNOCC is sometimes the originator of a distributed plan, the supported commander may have to direct the JNOCC Functional Managers to change user access as required.

(3) Normal Access Local Plan. A normal access local plan is available to all users with appropriate plan series access and host permissions at a single host where the plan resides.

(4) Normal Access Distributed Plan. A normal access distributed plan is available to all users with appropriate plan series access and JOPES database site permissions at one or more JOPES database sites where the plan resides.

c. JOPES Plan Distribution. A plan can reside at any or all GCCS JOPES database sites. JNOCC Functional Managers accomplish plan distribution in coordination with the plan originator. The plan owner requests distribution from the JNOCC via a message posted in the gccs.jopes.fm global newsgroup. The JNOCC Functional Manager sets up a plan distribution table that results in initial networking (replication) of plan data to selected GCCS JOPES database sites. This distribution table allows JOPES to automatically forward all data transactions for that plan to all other GCCS JOPES database sites on distribution for the plan. A newly created restricted access or normal PID can be networked before records are added or loaded. The Normal JOPES OPLAN Distribution Matrix can be found at http://nmcc20a.nmcc.smil.mil/~dj9jfdbm/Oplan_dist.html.

d. COA TPFDD Development Options. Supported commander planners have two basic options, create a COA TPFDD by using or modifying an existing TPFDD or developing a new TPFDD (no-plan scenario).

(1) Creating COA TPFDD Using Existing TPFDD. A TPFDD already residing in the JOPES database may be modified, if required, to meet CJCS warning order and supported commander requirements. The nonunit data projections created during the deliberate planning process are available only for COA planning and are not used for execution. Force modules (FMs) from established OPLANs may also be used as a starting point for a new TPFDD.

(2) Developing a New TPFDD. Where no TPFDD exists, it will be necessary to build a COA TPFDD from scratch. Planners can develop force requirements from a variety of sources, including existing TPFDDs, FMs from existing TPFDDs, on-line input, and Service-unique systems. Planners should employ, when feasible, the Joint Flow and Analysis for Transportation (JFAST) and the notional requirements generator in JFAST at this point in the process. Time permitting, sustainment lift requirements may also be estimated using the JFAST Sustainment Generator or other JOPES and Service-unique software capabilities.

e. Creating Flexible Deterrent Options (FDO) as COAs. The supported commander may wish to request the deployment of FDOs before execution of the total OPLAN. To do so, the supported commander will identify FDOs requiring deployment as FMs from a TPFDD. These options should be constructed so that initiation of deployments is completed within the warning

time specified in the JSCP (or warning/alert order), without mobilization and with apportioned lift. FDO FMs should also include Air Mobility Command (AMC), Military Traffic Management Command (MTMC), and Military Sealift Command (MSC) mission support requirements. Estimates of transportation feasibility (including numbers and types of aircraft, utilization rates, and critical assumptions) developed jointly by the supported commander and lift providers, will be included in the description data of the force module. As part of a request to deploy FDOs, the supported commander must copy the FDO FM to the appropriate execution PID. Appropriate dates and routing data must be changed, if required, to time phase the new PID to ensure requirements are consolidated at appropriate ports. Any unique requirements not found in the parent OPLAN should also be added at this time. Force enhancement (FE) options will also need to be addressed. FEs are described as a subset of a FDO. FEs are force improvements to military FDOs, designed to provide increased ability to counter critical enemy capabilities and reduce in-place vulnerabilities.

f. Entering Plan Information. As COA TPFDDs are developed and loaded into JOPES, the supported commander must enter specific plan information into each PID. Appendix B lists data elements that the supported commander should enter or update.

g. Preparing COAs for Deployment Estimate. After COA TPFDDs are created, the supported commander will notify the lift providers via the operation newsgroup that the COA TPFDD is available for a deployment estimate. Appendix C provides a sample newsgroup message. The supported commander should make each COA TPFDD available as soon as possible and not wait until all COA TPFDDs are completed. Appendix D lists COA TPFDD data elements that may be included.

h. Developing Commander's Estimates. The supported commander reviews the deployment estimates, incorporates them as appropriate in the Commander's Estimate, and forwards the estimate to the Chairman of the Joint Chiefs of Staff with recommended COAs in accordance with reference a.

i. TPFDD Time Standard

(1) The time standard shall be 72 hours from notification and receipt by the supported commander to validation of TPFDD-level 4 detail-for the first 7 days of the mission. (Note: Based on supported commander guidance, assets deploying from origin to destination on unit organic transportation may not require level 4 detail.)

(2) The notification from which performance in meeting the time standard can be tracked will be a duly authorized CJCS order (e.g., alert, deployment) after the NCA approves a COA. The specific type of order will be situation dependent. Regardless of the type of order, the coordination instructions within the order will:

(a) Direct TPFDD development and unit sourcing to meet the approved COA.

(b) Indicate the start of the 72-hour period to develop a level 4 TPFDD and validate the first 7 days of the mission. Start time will be provided as a date time group (DTG, xxxxxxZ MMM YR) to allow transmission and receipt of the message by the supported commander prior to start of the 72-hour period. Should a mission change occur requiring development and approval of a new COA, the 72-hour requirement will be reset pending the supported commander's receipt of new COA.

(c) Identify organizations that are involved (supported commander, supporting commanders, Services, and agencies) and their responsibilities. Additionally, the message will authorize collaboration and coordination with these organizations.

(d) Identify mission statement, COA, major force list, location forces will be deployed to, timing for deployment, and anticipated duration of deployment.

(e) Provide a project code (as appropriate)

(f) Include the following statements:

> Supported Commander: In conjunction with supporting commanders, develop a TPFDD and validate the first 7 days of the mission to level 4 detail within 72-hours of the following DTG (xxxxxxZ MMM YR).
>
> Supporting Commanders: Source and verify units and assist the supported commander in developing a TPFDD with the first 7 days of the mission to level 4 detail within 72-hours of the following DTG (xxxxxxZ MMM YR).

C day/L hour will be defined in a CJCS Deployment or Execution Order.

3. Supporting Commanders and Service Components

a. COA TPFDD Development. Supporting commanders and components will normally be requested to participate in COA TPFDD development. The level of participation, access to the data, and control over input will be determined by the supported commander. Close coordination is necessary among the supported commander, supporting commanders, and their components during TPFDD development.

b. Reviewing COA TPFDD to Determine Feasibility. When notified by the supported commander that a COA TPFDD is available for review, the supporting commanders and components review each COA to determine supportability (e.g., force shortfalls, preferred POEs, and force availability dates). The supported commander may request that supporting commanders and components provide a feasibility assessment of the COA TPFDDs (Commanders Evaluation Request, reference a, Enclosure Q). The COA PID or FM is updated by supporting commanders as required in accordance with supported commander guidance. Upon completion of the review, the supporting commanders and components forward a supportability message to the supported commander (See Appendix E).

4. Lift Providers. Lift providers will activate CATs (where appropriate); monitor the operation newsgroup; evaluate COA TPFDD(s) under development; consolidate deployment estimates; determine aerial, sea, rail, and inland waterway POEs and PODs; determine preliminary transportation channels; and develop deployment estimates and closure profiles for submission to the supported commander upon request. Lift providers will advise the JPEC of POEs and PODs to be used and preliminary airlift and sealift channels via the operation newsgroup. If multiple COAs are to be assessed, the deployment estimates for one COA will not be delayed pending completion of estimates for any subsequent COA. Sample deployment messages are provided at Appendixes G through I. Lift providers will ensure that each COA developed is assessed for transportation feasibility and that transportation mission support movement requirements are stated in the TPFDD and considered in the deployment estimates

5. Services. The Services monitor the COA development process and take the necessary action to support Service component commander requirements.

APPENDIX A TO ENCLOSURE B

SAMPLE PID(S) DISTRIBUTION REQUEST NEWSGROUP MESSAGE

FROM: (SUPPORTED COMMANDER)

TO: JNOCC

INFO: (THE JPEC)

CLASSIFICATION

SUBJECT: PID(S) DISTRIBUTION REQUEST ( )

REF:

1. ( ) REQUEST IMMEDIATE NETWORKING OF THE FOLLOWING PID(S):

A. ( ) (PID NUMBER), (DATABASE [REAL WORLD OR EXERCISE]), (REQUESTED DISTRIBUTION PLAN).

B. ( ) (PID NUMBER), (DATABASE [REAL WORLD OR EXERCISE]), (REQUESTED DISTRIBUTION PLAN).

2. ( ) POC: (Name, DSN and E-mail address of point of contact).

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APPENDIX B TO ENCLOSURE B

COA INFORMATION DATA

During COA development, the supported commander provides the following COA identification data (COA and OPLAN are synonymous below).

DATA ELEMENT	REQUIRED INFORMATION
1. Current Status of OPLAN.	OPLAN Identification OPLAN Date OPLAN Security Classification TPFDD Security Classification
2. Narrative Scope and Concept.	OPLAN Title (Long Name) Mission As Required OPLAN Objectives Objective Area Concept of Operations Deployment Concept Conditions for Execution Assumptions Critical Resources Constraints Unit Shortfalls Resupply Shortfall Personnel Shortfalls Supporting OPLANs Supporting CINCs Major Forces in OPLAN Plan Mobilization Required Mobilization Lead Time

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APPENDIX C TO ENCLOSURE B

SAMPLE DEPLOYMENT ESTIMATE REQUEST NEWSGROUP MESSAGE

FROM: (SUPPORTED COMMANDER)

TO: LIFT PROVIDER CAT

CLASSIFICATION
OPER/OPERATION NAME//

MSGID/GENADMIN/ORIGINATOR//

SUBJ/SUBJECT: DEPLOYMENT ESTIMATE ( )//

REF/A/TYPE OF REF/ORIGINATOR/DATE OR DTG/SERIAL #/SPECIAL NOTATION//

AMPN/FREE TEXT TO EXPLAIN PRECEDING REF SET. (JNOCC MESSAGE, JOPES DATABASE COA INITIALIZATION)//

POC/NAME/RANK-POSITION/LOC:NAME/TEL:NONSEC TEL #/SECTEL:SECTEL #//

RMKS/MESSAGE TEXT OR COMMENTS. 1. ( ) REQUEST CONSOLIDATED DEPLOYMENT ESTIMATE NLT (DDHHMMZMMMYY) FOR EACH OF THE FOLLOWING:

A. ( ) COA 1. (PID), (SHORT TITLE).

B. ( ) COA 2. (PID), (SHORT TITLE).

2. ( ) COAS ARE AVAILABLE FOR JNOCC DISTRIBUTION TO THE FOLLOWING COMMANDERS:

A. ( ) COMMANDER A.

B. ( ) COMMANDER B.

NOTE: PARAGRAPH 2 NOT REQUIRED IF COA BUILT AS A NETWORK PLAN.

NOTE: IF COA DATA NOT PROVIDED VIA JOPES, USE THE FOLLOWING PARAGRAPH.

3. ( ) REF REQUESTED PIDS FOR _____ COAS. THESE PIDS ARE NOT IN JOPES BECAUSE (DESCRIBE PROBLEM). REQUEST USTRANSCOM PREPARE A CONSOLIDATED DEPLOYMENT ESTIMATE USING THE FOLLOWING AGGREGATED DATA:

PID	COMMON-USER MODE	*EMBARK REGION	*DEBARK REGION	PAX	BULK		OVER	OUT TOTAL
COA 1	AIR	CEN-US	SWA	#	##	##	##	###
COA 1	SEA	SE-US	SWA	#	##	##	##	###

4. ( ) PORT THROUGHPUT DATA:

A. ( ) APOES

(1) ( ) APOE 1

(2) ( ) APOE 2

B. ( ) SPOES

(1) ( ) SPOE 1

(2) ( ) SPOE 2

* EMBARK AND DEBARK REGIONS ARE DESCRIPTIVE OF THE GENERAL AREA OF OVERALL ONLOAD AND OFFLOAD. / /

APPENDIX D TO ENCLOSURE B

COA DEVELOPMENT DATA

The supported commander is responsible for entry of the following data elements during COA development (COA and OPLAN are synonymous) (See Enclosure D, subparagraph 3b and Appendix C to Enclosure D for guidance on sourcing):

DATA ELEMENT	REQUIRED INFORMATION
1. Required Forces	ULNs in OPLAN
a. Force Description 1/	ULN Description consisting of: ULN ULN UTC ULN Unit Level Code (ULC) ULN Providing Organization ULN SERVICE ULN DESCRIPTION ULN Parent Indicator Code ULN Force Indicator Code FM ID
b. Movement Characteristics 2/-	ULN Authorized Personnel ULN Personnel Requiring Transport ULN BULK CARGO, Short Tons (STONs) ULN BULK CARGO, Measurement Tons (MTONs) ULN OVERSIZE CARGO (STONs) ULN OVERSIZE CARGO (MTONs) ULN OUTSIZE CARGO (STONs) ULN OUTSIZE CARGO (MTONs)

DATA ELEMENT	REQUIRED INFORMATION
c. Routing Data 3/	Routing data consisting of: ULN, POD, PREFERRED MODE ULN, POD, PREFERRED SOURCE ULN POD GEOLOC CODE ULN DESTINATION GEOLOC ULN DESTINATION PREFERRED MODE ULN DESTINATION PREFERRED SOURCE ULN POD PRIORITY ULN POD LOAD CONFIGURATION ULN POD DISCHARGE CONFIGURATION ULN DESTINATION LOAD CONFIGURATION ULN DEST DISCHARGE CONSTRAINT
d. Time Phasing 4/	Delivery estimates for: ULN POD EAD ULN POD LAD ULN DESTINATION RDD CINC RDD

1/ The user may select an FM or an OPLAN in JOPES. In this case, ULNs, cargo increment numbers (CINs), and personnel increment numbers (PINs), with descriptions, are provided.

2/ During COA development, level 2 data entry is sufficient detail to identify requirements. Level 4 detail should be provided after the supporting commander components have identified tasked units.

3/ Routing data are available for OPLAN's FMs. The user must verify this data is correct for the crisis. If SVC FMs are used, this data must be entered. In most cases, adjustments are needed for this data.

4/ This data usually must be changed for a crisis.

APPENDIX E TO ENCLOSURE B

SAMPLE COA SUPPORTABILITY NEWSGROUP MESSAGE

FROM: (SUPPORTING COMMANDER OR SERVICE COMPONENT HEADQUARTERS)

TO: (SUPPORTED COMMANDER)

INFO: LIFT PROVIDERS CAT
SERVICE HEADQUARTERS
ALCON

CLASSIFICATION

SUBJECT: COA SUPPORTABILITY

REF: ( ) SUPPORTED COMMANDER MESSAGE, DATE-TIME GROUP (DTG), EVALUATION REQUEST

1. ( ) REF A REQUESTED EVALUATION OF (COAS NAMED BY PID).

2. ( ) (COA #1) CAN BE SUPPORTED WITH AVAILABLE FORCES WITH THE FOLLOWING CONSTRAINTS:

A. ( ) LIST OF ASSUMPTIONS OR CONSTRAINTS.

B. ( ) (INCLUDE MOBILIZATION REQUIRED, LEAD TIMES).

C. ( ) RECOMMENDED POES, MODE, AND SOURCE TO POES, ETC., AS REQUIRED.

3. ( ) (COA #2) (SAME AS 2 FOR COA #2).

A. ( ) LIST OF ASSUMPTIONS OR CONSTRAINTS.

B. ( ) (INCLUDE MOBILIZATION REQUIRED, LEAD TIMES).

C. ( ) RECOMMENDED POES, MODE AND SOURCE TO POES, ETC., AS REQUIRED.

N. ( ) (COA #N).

DRAFTER/RELEASER

(INTENTIONALLY BLANK)

APPENDIX F TO ENCLOSURE B

SAMPLE DEPLOYMENT ESTIMATE NEWSGROUP MESSAGE

FROM: USTRANSCOM CAT/ OR OTHER LIFT PROVIDER

TO: SUPPORTED COMMANDER

INFO: SUPPORTING COMMANDERS AND SERVICE COMPONENT HEADQUARTERS
AMC/MTMC/MSC
JOINT STAFF
SERVICE HEADQUARTERS

CLASSIFICATION

SUBJECT: DEPLOYMENT ESTIMATE ( )

REFS: A. WARNING ORDER ( )
B. SUPPORTED COMMANDER DEPLOYMENT ESTIMATE MESSAGE ( )
C. SUPPORTED COMMANDER TPFDD LETTER OF INSTRUCTION ( )

1. ( ) REF A TASKED SUPPORTED COMMANDER TO PREPARE COMMANDER'S ESTIMATE. REF B DEFINED COA DEPLOYMENT DATA AND REQUESTED DEPLOYMENT ESTIMATE.

2. ( ) THE DEPLOYMENT ESTIMATE FOR (COA PID) IS (DAY CXXX). AIR LINES OF COMMUNICATION OPEN ON CXXX AND CONTINUE THROUGH CLOSURE. SEA LINES OF COMMUNICATION OPEN ON CXXX FOR UNITS. OCEAN LINER SERVICE FOR MOVEMENT OF SUSTAINMENT IS AVAILABLE, AND CARGO CAN BE BOOKED IMMEDIATELY UPON RECEIPT OF A DEPLOYMENT ORDER. BASED ON C-DAY/L-HOUR, FIRST COMMERCIAL VESSEL CAN ARRIVE IN THE THEATER OF OPERATIONS ON CXXX.

3. ( ) AIRLIFT

A. ( ) AIRLIFT ASSETS REQUIRED TO SUPPORT THIS DEPLOYMENT ESTIMATE FOLLOW. LIFT WILL BE ALLOCATED IN ACCORDANCE WITH APPENDIX 4 TO REF C. (Lift provider should identify lift assets anticipated to be available for execution and used in preparing the deployment estimate. This will assist the supported commander in final prioritization of requirements against available lift for execution.)

TYPE	TOTAL NUMBER REQUIRED	TOTAL NUMBER AVAILABLE
C141	XX	XX
C17	XX	XX
C5	XX	XX
CRAF WB	XX	XX
C130	XX	XX

B. ( ) ASSUMPTIONS

(1) ( ) AVAILABILITY IS BASED ON (PROPOSED OR ASSUMED) C-DAY, L-HOUR OF (DTG).

(2) ( ) MAXIMUM ON GROUND (MOG) (LIST BY SPECIFIC LIMITING FACTOR AT SPECIFIC LOCATIONS (GEOLOCS). (MOG OF RESPECTIVE APODS INCLUDE CONSIDERATIONS OF TACAIR BEDDOWN AND RESOURCE AVAILABILITY FURNISHED BY THE SUPPORTED CINC.)

(3) ( ) CONSTRAINTS (OVERFLIGHT, LANDING RIGHTS, EN ROUTE SUPPORT, ETC.).

(4) ( ) SECDEF AUTHORIZATION TO ACTIVATE CRAF STAGE (I, II, AND III).

(5) ( ) AIRLIFT TO SUPPORT MOVEMENT OF TCC MISSION SUPPORT PACKAGES IS INCLUDED IN THIS ESTIMATE.

4. ( ) SEALIFT

A. ( ) STRATEGIC SEALIFT ASSETS REQUIRED TO SUPPORT THIS DEPLOYMENT ESTIMATE FOLLOW. LIFT WILL BE ALLOCATED IN ACCORDANCE WITH APPENDIX 4 TO REF C.

TYPE	TOTAL NUMBER REQUIRED	TOTAL NUMBER AVAILABLE
FSS	XX	XX

RO/RO	XX	XX
LMSR (Large Medium Speed Roll-On/Roll-Off)		
	XX	XX
OTHER*	XX	XX

* INCLUDES BREAKBULK, LASH, SEABEE

B. ( ) ASSUMPTIONS

(1) ( ) AVAILABILITY IS BASED ON (PROPOSED OR ASSUMED) C-DAY, L-HOUR OF (DTG).

(2) ( ) READY RESERVE FORCE ASSETS WILL ACTIVATE WITHIN STATED READINESS STATUS.

(3) ( ) ALL CANALS AND CHOKE POINTS REMAIN OPEN.

(4) ( ) CONVOY OPERATIONS ARE NOT REQUIRED.

(5) ( ) UNITS ARRIVE AT SPOES AND ARE AVAILABLE TO LOAD AS STATED IN (COA PID).

(6) ( ) SUFFICIENT ONLOAD AND OFFLOAD CAPABILITY IS IN PLACE AT SPOES AND SPODS.

(7) ( ) THERE ARE NO DELAYS BECAUSE OF BUNKERING OR CREW SHORTAGES.

5. ( ) POC IS (NAME, RANK) AT (DSN, SECURE DSN, FAX, SECURE FAX, AND E-MAIL).

(INTENTIONALLY BLANK)

APPENDIX G TO ENCLOSURE B

SAMPLE AMC NEWSGROUP COA DEPLOYMENT ESTIMATE MESSAGE

FROM: COM AMC

TO: USTRANSCOM CAT

CLASSIFICATION

SUBJECT: COA DEPLOYMENT ESTIMATE ( )

REF:

1. ( ) THE DEPLOYMENT ESTIMATE FOR (COA PID) FOR AMC AIRLIFT IS (DAY CXXX).

2. ( ) ALLOCATION OF AIRLIFT FOR THIS ESTIMATE IS AS FOLLOWS:

TYPE	TOTAL NUMBER
C141	XX
C17	XX
C5	XX
CRAFWB	XX
C130	XX

3. ( ) AIRLIFT AVAILABILITY IS BASED ON (PROPOSED OR ASSUMED) C-DAY/L-HOUR OF (DTG).

4. ( ) ASSUMPTIONS MADE FOR THIS ESTIMATE ARE:

A. ( ) MOG (BY SPECIFIC LIMITING FACTOR AT SPECIFIC STATION.

B. ( ) CONSTRAINTS (OVERFLIGHT AND LANDING RIGHTS AND CONSTRAINTS).

C. ( ) AIRCRAFT AVAILABILITY (GIVE REASONS).

D. ( ) OTHERS.

5. ( ) AMC MISSION SUPPORT REQUIREMENTS (ARE OR ARE NOT) CONSIDERED IN THIS ESTIMATE.

DECL/CLBY: ;RES: ;DECLON: / / OR
DECL/DERFR: ;DECLON: / /

DRAFTER:

RELEASER:

APPENDIX H TO ENCLOSURE B

SAMPLE MTMC COA DEPLOYMENT ESTIMATE NEWSGROUP MESSAGE

FROM: COM MTMC

TO: USTRANSCOM CAT

CLASSIFICATION

SUBJECT: COA DEPLOYMENT ESTIMATE ( )

REF:

1. ( ) MTMC (CAN OR CANNOT) SUPPORT (COA PID) ORIGIN TO POE LAND CONUS MOVEMENTS.

2. ( ) ASSUMPTIONS FOR THIS ESTIMATE ARE:

A. ( ) (LIST OF CONSTRAINTS OR LIMITING FACTIONS.)

B. ( )

C. ( )

D. ( )

3. ( ) THIS ESTIMATE IS BASED ON (PROPOSED OR ASSUMED) C-DAY/L-HOUR OF (DTG).

DECL/CLBY: ;RES: ;DECLON: / / OR
DECL/DERFR: ;DECLON: / /

DRAFTER:

RELEASER:

(INTENTIONALLY BLANK)

APPENDIX I TO ENCLOSURE B

SAMPLE MSC COA DEPLOYMENT ESTIMATE NEWSGROUP MESSAGE

FROM: COM MSC

TO: USTRANSCOM

CLASSIFICATION

SUBJECT: COA DEPLOYMENT ESTIMATE ( )

REF:

1. ( ) THE DEPLOYMENT ESTIMATE FOR (COA PID) FOR MSC STRATEGIC SEALIFT IS (DAY CXXX).

2. ( ) ALLOCATION OF STRATEGIC SEALIFT FOR THIS ESTIMATE IS AS FOLLOWS:

TYPE	TOTAL NUMBER
*	*
*	*
*	*

3. ( ) STRATEGIC SEALIFT AVAILABILITY IS BASED ON (PROPOSED OR ASSUMED) C-DAY/L-HOUR OF (DTG).

4. ( ) ASSUMPTIONS FOR THIS ESTIMATE INCLUDE:

A. ( ) (PORT DOCKING AND DISCHARGE PRIORITY RIGHTS AND CONSTRAINTS.)

B. ( ) (SAILING TIMES BY TYPE SHIP.)

C. ( ) PORT LOAD AND DISCHARGE RATES (BASED UPON VALUES PROVIDED BY THE SUPPORTED COMMANDER.)

D. ( ) *

E. ( ) *

F. ( ) *

DECL/CLBY: ;RES: ;DECLON: / / OR
DECL/DERFR: ;DECLON: / /

DRAFTER:

RELEASER:

ENCLOSURE C

COA SELECTION

General. Phase IV begins when COAs are presented to the NCA and ends when a COA is selected. The primary activity in Phase IV rests with the Chairman of the Joint Chiefs of Staff and the NCA following procedures detailed in reference a. The supported commander continues to monitor the situation and to prepare in-theater forces for preparatory moves. The supporting commanders prepare to specify forces to support the COAs under consideration while other members of the JPEC continue monitoring and coordinating activities of previous phases.

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ENCLOSURE D

EXECUTION PLANNING

1. General. Phase V, Execution Planning, begins when a planning or an alert order is received and ends when an executable operation order (OPORD) is developed and approved for execution on order. JOPES procedures supporting the JPEC during CAP Phase V are extremely critical to successful execution and must be accomplished in a timely and accurate fashion.

2. Supported Commander. The supported commander, upon receipt of an alert order or planning order, converts the approved or selected COA into an OPORD. This process generally includes the following steps.

a. Reviewing Warning, Alert, or Planning Order. The warning order, alert order, or planning order normally establishes the proposed C-day and L-hour. However, the actual C-day/L-hour may not be established until approval of an execute or deployment order. The alert order may also give authority, if appropriate, to pre-position strategic lift assets preparatory to deployment operations for the selected COA. Coordinating instructions establish time frames for each JPEC member to complete their assigned deployment execution planning tasks. The supported commander reviews both messages and begins detailed execution planning for the selected COA. (Note: FMs should be built during execution planning to allow tracking of the commander's designated major force units. General guidelines are provided in the Standard TPFDD LOI. The supported commander may further refine these guidelines in the AOR-specific supplemental instructions.)

b. Review or Publish AOR-Specific Supplemental Instructions for the Standard TPFDD LOI. A message in the crisis newsgroup will be used to announce the availability of required revisions.

c. Review and Update the AOR-Specific Supplement to the Standard TPFDD LOI. Changes required to CINC/AOR specific supplement to the standard TPFDD LOI should be made and published on the supported commander's home page. A message in the crisis newsgroup will be used to announce the availability of required revisions.

d. Adjusting COA/OPORD. The supported commander, in close coordination with supporting commanders and Service components, reviews force and sustainment requirements and makes adjustments to the COA as required to meet alert or planning order guidance. Using the available automated data processing systems the supporting commander adjusts

priorities and delivery time frames. (Note: Nonunit requirements in this phase are notional estimates and are used primarily to ensure available lift is reserved for movement of actual resupply and/or replacements. The nonunit portion of the TPFDD is not executable.)

e. Validation. The first deployment increment (usually the first 7 days of airlift and ground movement and first 30 days of sealift) is validated for movement scheduling by earliest arrival date (EAD). Validation is the execution procedure used by supported commander components, supporting commanders, and providing organizations to confirm to the supported commander and lift providers that all validated TPFDD records contain no fatal transportation pre-edit report errors and accurately reflect the current status, attributes, and availability of unit requirements. Unit readiness, movement dates, and passenger and cargo details are confirmed with units before validation occurs. The supported commander's validation of a requirement indicates the force and the timing of its arrival/departure support the operational mission. Any exceptions must be noted in the appropriate newsgroup with supporting rationale. Failure to validate these details may result in invalidation of the requirement(s) during the scheduling process. The validation process, especially during a large multi-Service deployment, involves close coordination among supported and supporting commanders, Service components, and lift providers. Direct liaison among components of supported and supporting commanders, the moving units, and lift providers is essential for coordinating details of deployment. Supported commander directs compliance with TPFDD validation process/procedures as outlined in the Standard TPFDD LOI, including the CINC/AOR-specific supplement to the standard TPFDD LOI. Validation of the TPFDD begins during the execution-planning phase and continues into actual execution.

f. Scheduling and Assessing Deployment. Strategic and theater lift providers notify the JPEC when schedules are loaded into JOPES. Lift providers must understand the modes and sources of transportation entered in the TPFDD as "preferred" (as per reference c) and are not final requirements of the supported commander. Lift providers must coordinate all legs of movement to provide the supported commander with the most efficient, effective lift available. The supported commander's movement control agencies and lift providers begin to assess the deployment flow in theater, both in light of forces moving from theater locations to elsewhere in theater and Joint Reception, Staging, Onward Movement, and Integration of forces from outside the supported commander's theater.

3. Supporting Commanders and Service Components of the Supported Commander. Upon receipt of the alert order or planning order, each supporting commander, and the Service components of the supported commander, review force requirements in the appropriate PID and FM for the COA selected, source force requirements, adjust requirements to reflect actual unit movement characteristics, and schedule or allocate organic movements for the first increment of deployment. In addition, supporting commanders and the Service components of the supported commander establish preparatory and pre-positioning support and publish OPORDs to support the COA. In an expanding operation, requirement identification and sourcing are continuous actions during execution.

a. Review Supported Commander's LOI. Each supporting commander receives and reviews the supported commander's AOR-specific supplemental instructions to the standard TPFDD LOI. The Service components of the supported commander source those requirements that can be filled by in-theater assets (see Appendix C for required information). The supported commander, generally through his Service components, then adjusts TPFDD COAs and notifies supporting commanders and lift providers via the operation newsgroup that the COA TPFDD is ready for sourcing (see Appendix B).

b. Source Force Requirements. Upon notification from the supported commander that the COA TPFDD is available for sourcing, supporting commanders begin specifying units to satisfy COA force requirements. Supporting commanders enter required information (Appendix C) on specified forces, including origin, unit identification code (UIC), unit name, ready to load date/available to load date (RLD/ALD), mode and source to preferred POE, and unit movement characteristics to the fourth level of detail (unless stipulated otherwise by the supported commander). Level 4 detail enhances strategic lift allocation and scheduling accuracy and efficiency. Automated interfaces should be used to the maximum extent possible to provide actual unit movement characteristics. During this process, the supporting commanders identify force and sustainment shortfalls and coordinate resolution with the supported commander. Supporting commanders will continue to coordinate with the JPEC to update the JOPES database with changing requirements and sourcing information, including any necessary POE adjustments. This may require fragmentation (FRAG) and insert coding when large requirements are split between multiple ports. When small units will be moved via crisis channel airlift, APOEs and APODs will be changed to reflect channel routing established by the supported commander and lift provider that establish channels.

c. Hazardous Cargo. The lift providers require specific information on hazardous cargo in accordance with reference d as specified by the Code of Federal Regulations, title 49. The supported commander provides this information through the use of specific crisis newsgroup. Standard TPFDD LOI contains a sample message used to declare/coordinate hazardous material (HAZMAT).

d. Additional Information Required for Lift Requirements. Unit movement data entered into JOPES at the fourth level of detail and validated by the supported commander will establish the movement requirement. When additional information is required, lift providers will so indicate in the appropriate newsgroup and coordinate with the supported commander for incorporation into the supplemental instructions.

e. Schedule Organic Moves. Supporting commanders and Service components of the supported commander will validate to the supported commander that all sourcing is complete for the first increment of the deployment flow (first 7 days for air and overland, 30 days for sea), and schedule lift and allocate requirements for organic movements in JOPES.

4. Lift Providers. Based on the tentative or actual dates of operation contained in the warning order, alert order, or planning order, lift providers will coordinate an initial validation with the supported command. Where possible, this date will be established 72-96 hours before the actual C-day. This lead time is desired to prepare scheduling information with sufficient time available to notify deploying units with port departure times.

a. Airlift

(1) Identify Validated Airlift Requirements. A sample validation message is in Appendix E. Validated requirements are identified by the presence of "V" in the Schedule Status Flag (SSF) as outlined in Section III of the Standard TPFDD LOI. USTRANSCOM-validated requirements are identified by the presence of "T" in the SSF. The supported commander, in coordination with lift providers, will establish the number of days in advance of the EAD that ULNs will be validated. Lift providers will advise the supported commander of the number of days in advance that they can provide mission schedules. The initial requirements pull will normally cover the first 7 days (LAD C000-C006) of required moves.

(2) Develop and Enter Air Movement Schedules. Lift providers will enter initial schedules into the JOPES database as soon as possible, but not later than 36 hours after the initial validation, or ALD minus 3 days, whichever is sooner. If the first 7 days or more of requirements are validated, lift providers

will enter the first 4 days of schedules. If fewer than 7 days are validated, lift providers will schedule 4 days or the number of days validated, whichever is less. Lift providers will notify the JPEC via the crisis newsgroup when the initial schedules are entered. When a crisis channel has been established to aggregate small unit movements, lift providers will provide the schedules in JOPES.

(3) Adjust Air Movement Schedules. Lift providers are responsible for maintenance of accurate schedule information in JOPES. Required schedule data are listed in Appendix E.

(4) Report Preparatory Moves and Lift Pre-positioning. Based on receipt of a CJCS deployment order or deployment preparation order, lift providers will determine and position en route infrastructure forces to support air, land, and sea movements in the COA TPFDD. Lift providers, including AMC/TACC, will enter those forces in the appropriate PID for supported commander visibility and validation. Validation of all movement prior to C-Day should follow normal validation procedures and lead times. Requirements that must move without normal lead times will be worked on a case-by-case basis.

(5) GO-PAX/Commercial Ticket Program (CTP). Movement under the CTP is restricted to exercise movement requirements. AMC schedulers will submit CTP movement recommendations to USTRANSCOM. The supported commander is the approving authority for CTP movements recommended by USCINCTRANS. The supported commander identifies ULNs approved for CTP by recoding mode/source fields from A/K to A/L. Supporting commanders coordinate with installation transportation offices to move personnel and equipment between unit installations and commercial ports.

b. Sealift

(1) Identify Validated Sea and Inland Waterway Movement Requirements. After validation of sea movement requirements by the supported commander, sealift providers will commence scheduling actions. FM (Appendix D) will identify validated requirements. Validated requirements are identified by the presence of "V" in the SSF, as outlined in the standard TPFDD LOI. USTRANSCOM validated requirements are identified by the presence of "T" in the SSF. The TPFDD LOI and CINC/AOR specific supplement establish the number of days in advance of the EAD that ULNs will be validated. (Initially, the first 30 days of sealift requirements are candidates for validation if no CINC-specific guidance are provided.) The initial validation increment will normally cover the first 30 days of movement requirements (EAD of C029 or less). Lift providers will validate, consolidate, and update seaports for deploying forces in the JOPES database for the development of initial sea and

inland waterway lift schedules. Lift providers will then notify the JPEC via the newsgroup of changes to SPOEs and ALDs. Supported and supporting commanders will in turn notify deploying units.

(2) Allocate Movement Requirements to Sea and Inland Waterway Carriers. At ports where MTMC operates the port cargo documentation system, MTMC will allocate movement requirements in JOPES to sealift carriers. The Navy component of the supported commander is responsible for allocating requirements to MSC withhold ships. The theater common-user sea or inland waterway carrier provider is responsible for allocating requirements to common-user sea or inland waterway carriers. This procedure will begin as cargo processing and prestow planning commence at the port. In all cases, movement requirement allocations will be confirmed in the database 48 hours before sailing.

(3) Schedule Sea and Inland Waterway Movement. Sea and inland waterway lift providers will provide carrier itineraries and allocations within 36 hours of receipt of validated requirements. If no CINC-specific guidance is provided in the TPFDD LOI supplement, 4 days of sea and inland waterway schedules will be maintained in the JOPES database. Initial schedules will be entered not later than 48 hours before a unit's port call. Follow-on schedules for requirements after the first initial increment will be entered 2 weeks before a vessel's arrival at the port. For strategic sealift dedicated (withheld) by the supported commander for specific uses, MSC will identify ships by name, sail them to SPOEs, and notify users of projected arrivals at SPOEs. Dedicated sealift schedules will be entered by the supported command, normally through its Navy component.

(4) Movement Procedures Guidance for Sealift Liner Service. To be published.

(5) Unit Preparatory Moves. Unit preparatory moves in support of a crisis will be reflected in the COA TPFDD as pre-C-day or N-day movement or pre-positioning requirements in accordance with the standard TPFDD LOI and CINC/AOR-specific supplement. If C-day has been declared and the preparatory movement requirements are reflected as part of the JOPES database, lift providers will schedule to meet these requirements as part of the initial validation process. Procedures addressing how to move forces during pre-positioning legally and ensuring costs are or will be covered by contingency funds must be published in advance by the Joint Staff for moving forces supporting a crisis operation for which no Joint Staff execute order or deployment order has been issued.

c. Overland (Rail, Truck, Bus) Transportation

(1) Identify Validated Overland Movement Requirements. After validation of overland movement requirements by the supported commander, overland lift providers will commence scheduling actions. FM will identify validated requirements. The initial validation increment will normally cover the first 7 days of movement requirements. Overland lift providers will validate, consolidate, and update railheads and marshalling areas for deployment forces in the JOPES database for the development of initial overland lift schedules.

(2) Allocate Movement Requirements to Overland Carriers. At railheads where MTMC operates the cargo documentation system, MTMC will allocate movement requirements in JOPES to rail carriers. The theater common-user overland transportation provider is responsible for allocating requirements to common-user overland carriers. In all cases, movement requirement allocations will be confirmed in the database 48 hours before movement commences.

(3) Schedule Overland Movement. Overland lift providers will provide carrier itineraries and allocations within 36 hours of receipt of validated requirements. Normally, 4 days of overland schedules will be maintained in the JOPES database. Initial schedules will be entered not later than 48 hours before a requirement's departure date (dependent upon movement leg for which transportation is scheduled). Follow-on schedules for requirements after the first 7-day increment will be entered 48 hours before a requirement's departure date.

5. Services. Upon receipt of the alert order or planning order, the Services review guidance and coordinate adjustments to sustainment and determine mobilization requirements accordingly. Additionally, the Services will review the supported commander's supplemental instructions to the standard TPFDD LOI. Services confirm availability of sustainment requirements with the Service component commander based on the latest CJCS guidance.

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APPENDIX A TO ENCLOSURE D

STRATEGIC ORGANIC SCHEDULES AND MANIFEST DATA

The supporting commander enters the following strategic organic movement schedule and manifest data in JOPES.

INFORMATION REQUIREMENT	REQUIRED INFORMATION
1. TPFDD Identification	PID
2. Carrier Identification	Organic Carrier Name Carrier Type Carrier Configuration Providing Organization
3. Schedule	Schedule Departure Date Schedule Arrival Date Schedule Departure Time Schedule Arrival Time Intermediate Stop Location Reason for Stop
4. Routing	On-Load Location Off-Load Location
5. Manifest	Requirement to be Manifested OPLAN Type of Manifest Bulk STONs for Carrier Oversize STONs for Carrier Outsize STONs for Carrier Total STONs on Carrier Total MTONs on Carrier Passenger on Carrier
6. Carrier Capacity	Maximum Passengers Maximum STONs

(INTENTIONALLY BLANK)

APPENDIX B TO ENCLOSURE D

SAMPLE REQUEST FOR SOURCING NEWSGROUP MESSAGE

FROM: SUPPORTED COMMANDER

TO: SUPPORTING COMMANDER A
SUPPORTING COMMANDER B
SERVICE HEADQUARTERS (OPTIONAL)

INFO: JOINT STAFF/J-4

CLASSIFICATION

SUBJECT: REQUEST FOR SOURCING ( )

REF: A. ( ) CJCS MESSAGE (MESSAGE DTG), ALERT ORDER FOR (CRISIS NAME).

B. ( ) STANDARD TPFDD LOI AND SUPPORTED COMMANDER'S SUPPLEMENTAL INSTRUCTIONS TO SAME.

1. ( ) IN ACCORDANCE WITH REFS A AND B, COA(S) AND (PIDS) ARE PROVIDED TO SUPPORTING COMMANDERS FOR SOURCING AND SCHEDULING OF STRATEGIC ORGANIC MOVEMENTS.

2. ( ) (OPTIONAL) REQUEST (SERVICE HEADQUARTERS NAMES) DETERMINE SUSTAINMENT REQUIREMENTS AND NOTIFY J-4 OF TRANSPORTATION ALLOCATION REQUIREMENTS.

3. ( ) REQUEST SUPPORTING COMMANDERS IDENTIFY FORCE SHORTFALLS AS SOON AS POSSIBLE.

DECL/CLBY: ;RES: ;DECLON: / / OR
DECL/DERFR: ;DECLON: / /

DRAFTER
RELEASER:

(INTENTIONALLY BLANK)

APPENDIX C TO ENCLOSURE D

SPECIFIED FORCE DATA

The supported and supporting commanders enter specified force data during execution planning. Force data consists of the following:

INFORMATION REQUIREMENT	REQUIRED INFORMATION
1. Specify Forces to Support OPORD Execution	UIC Designated Unit Name
2. Unique Air Force, Army, Navy, Marine Corps and Coast Guard data requirements:	
a. Air Force	Air Force Component of Force Air Force Major Command of Force Air Force Force Designator Air Force Designated Arm
b. Army	Initial Army Gaining Command Army Unit Designated Army Branch of Service Combat Unit Designator Short Name of Army Force Army Component of Force Army Standard Requirements Code Troop Program Sequence Number
c. Navy	Indicator for Type of Navy Ship Registration Number of Ship
d. Marine Corps	Initial Gaining Command Specific Force Grouping Unit Designator Combat Unit Designator
e. Coast Guard	Indicator for Type of Coast Guard Cutter

INFORMATION REQUIREMENT	REQUIRED INFORMATION
3. Deployment Flow of Forces	GEOLOC of Intermediate Location Country Code of Intermediate Location Preferred Mode of Transport to Intermediate Location Preferred Source of Trans to Intermediate Location Days Delay at Intermediate Location Type of Delay at Intermediate Location Where Intermediate Location Occurs Loading for Del to Intermediate Location Unloading Limits at Intermediate Location
4. Routing Data	GEOLOC of Origin GEOLOC of Requested POE Preferred Mode of Transport to POE Preferred Source of Transport to POE
5. Time Phasing	Day Unit Ready to Load Available to Load Day at POE
6. Movement Characteristics	Actual Unit Data

APPENDIX D TO ENCLOSURE D

SAMPLE JOPES SCHEDULE REQUIREMENTS PULL NEWSGROUP MESSAGE

FROM: USTRANSCOM CAT

TO: AMC/MTMC/MSC

INFO: SUPPORTED/SUPPORTING COMMANDERS
CJCS
SERVICES
DEFENSE LOGISTICS AGENCY

CLASSIFICATION

SUBJECT: JOPES SCHEDULE (REQUIREMENTS PULL)

REF:

1. ( ) THE JOPES TPFDD MOVEMENT REQUIREMENTS HAVE BEEN VALIDATED FOR PULL AND SCHEDULING FOR THE PERIOD: (AIR MOVEMENT: (EAD) THROUGH (LAD)) OR (SEA MOVEMENT: (EAD) THROUGH (LAD)).

2. ( ) FOR AMC: REQUEST DEPLOYMENT SCHEDULES FOR THE ABOVE PERIOD BE DEVELOPED AND ENTERED IN JOPES AT THE EARLIEST POSSIBLE TIME, BUT NOT LATER THAN _____. FURTHER REQUEST YOU NOTIFY USTRANSCOM CAT WHEN SCHEDULES FOR THE ABOVE PERIOD HAVE BEEN ENTERED IN JOPES.

3. ( ) FOR MTMC: CONUS STRATEGIC MOVEMENT SCHEDULES MAY BE ENTERED AT THIS TIME. ADDITIONALLY, REQUEST SPOE CONSOLIDATION BE REFLECTED IN THE JOPES DATABASE NO LATER THAN _____. NOTIFY MSC IMMEDIATELY UPON COMPLETION OF PORT CONSOLIDATION.

4. ( ) FOR MSC: REQUEST DEPLOYMENT SCHEDULES FOR THE ABOVE PERIOD BE DEVELOPED AND ENTERED IN JOPES NO LATER THAN 48 HOURS FOLLOWING NOTIFICATION FROM MTMC OF PORT CONSOLIDATION.

DECL/CLBY: ;RES: ;DECLON: / / OR
DECL/DERFR: ;DECLON: / /

DRAFTER:

RELEASER:

*Note: LADs may be used in lieu of EADs if deemed more advantageous to the operation and agreeable to the supported commander and USTRANSCOM.

APPENDIX E TO ENCLOSURE D

LIFT PROVIDER SCHEDULE DATA

Lift Provider enters the following schedule data in JOPES during deployment planning and execution.

INFORMATION REQUIREMENT	REQUIRED INFORMATION
1. Carrier Identification	Carrier Name Carrier Type Carrier Configuration Carrier Source Carrier OPLAN
2. Carrier Capability	Maximum Passenger Capacity Maximum STON Capacity Maximum MTON Capacity
3. Carrier Itinerary	On-Load GEOLOCs Off-Load GEOLOCs Intermediate Stop GEOLOCs Reason for Stop (Stop Code) Planned Arrival Date at each GEOLOC Planned Departure Date at each GEOLOC Planned Arrival Time at each GEOLOC Planned Departure Time at each GEOLOC
4. ULN Allocation to Carriers	ULNs Planned for each Carrier

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APPENDIX F TO ENCLOSURE D

MSC SCHEDULE DATA

MSC provides the following schedule data in JOPES during execution planning and execution.

INFORMATION REQUIREMENT	REQUIRED INFORMATION
1. Carrier Identification	Carrier Name Carrier Type Carrier Configuration Carrier Source Carrier OPLAN
2. Carrier Capability	Maximum Passenger Capacity Maximum STON Capacity Maximum MTON Capacity
3. Carrier Itinerary	On-Load GEOLOCs Off-Load GEOLOCs Intermediate Stop GEOLOCs Reason for Stop (Stop Code) Planned Arrival Date at Each GEOLOC Planned Departure Date at Each GEOLOC Planned Arrival Time at Each GEOLOC Planned Departure Time at Each GEOLOC

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ENCLOSURE E

EXECUTION

1. General. Phase VI, Execution, begins with the decision to execute an OPORD, normally transmitted by a CJCS execute order, and continues until the crisis end state is achieved. The execute order establishes a firm C-day and L-hour for deployment and details any significant changes to warning order and alert order guidance. Upon receipt of the CJCS execute order, the supported commander issues an execute order to the subordinate commanders. The JPEC then makes any required adjustments to its OPORDs and updates movement requirements in the TPFDD if required by the latest guidance. Supporting commanders and Service component commanders will execute the deployment of the first increment of scheduled movement. Scheduling and movement of subsequent increments of forces will continue for the duration of the operation. At execution, visibility must be maintained over the deploying force. Proper allocation of TPFDD requirements to carriers and adjudication of planned versus actual lift are necessary to ensure a smooth, controlled deployment in consonance with the supported commander's concept. To be successful in this task requires a coordinated effort by the entire JPEC.

2. Supported Commander, Adjust Requirements and Deployment. The supported commander monitors the deployment and adjusts force requirements based on the employment situation. Adjustments to validated requirements may have a significant impact on deployment flow and should not be initiated without proper coordination. Such adjustments to the deployment must be coordinated with supporting commanders and the supported commander. Additionally, if the supported commander requires a change to scheduled carriers, the lift provider must be notified via the operation newsgroup to coordinate the change. In-the-window changes to validated requirements which effect scheduled lift require GO/FO authority, documented in the operation newsgroup, per the standard TPFDD LOI.

a. FDO Adjustments. IF FDO forces have deployed or are scheduled to deploy, the supported commander must establish procedures to prevent confusion with non-FDO forces in the same PID. This process may be accomplished by moving FDO forces to a separate PID for execution using FMs or other procedures coordinated between the supported commander and the lift provider. If the parent plan is executed before completing the FDO deployment within the same TPFDD, the following procedures may be used:

(1) The Chairman of the Joint Chiefs of Staff coordinates with lift providers and the supported commander to establish C-day and L-hour for the parent plan and issues an execute order.

(2) Lift providers, in coordination with their components, examine the ongoing FDO deployment to determine which requirements have already been considered for scheduling. Lift providers will then inform the supported commander of any FDO deployment requirements that have not yet been scheduled.

(3) If a separate FDO PID is used, the supported commander deletes unscheduled requirements from the FDO PID and adjusts the time phasing for the same requirements in the parent PID to reflect deployment priorities. The objective is to complete FDO deployment and transition to execution of the parent plan.

b. Monitor Arrival of Forces. The supported commander monitors arrival of forces using the Global Transportation Network (GTN), the Scheduling and Movement (S&M) or Rapid Query Tool (RQT) applications in JOPES. Utilizing its movement control agencies and intratheater lift providers, the supported commander receives, stages, onward moves, and integrates arriving forces from PODs to destinations.

c. Validate Next Increment. Once the first increment of the deployment is underway, the supported commander will normally validate subsequent movement requirements in accordance with the schedule established in the standard TPFDD LOI and CINC/AOR-specific supplement. In addition, the supported commander will coordinate with lift providers to expand validation submission days as the situation dictates. It is critical to lift providers that this validation be as accurate as possible. If strategic lift is apportioned to support the operation, all requirements eligible for strategic lift will be used to build schedules within the supported commander's apportioned lift. Requirements added, deleted, or changed after validation to reflect changes in force allocation, sequence, or the supported commander in accordance with the standard TPFDD LOI must approve priority. When each increment of the TPFDD has been validated for scheduling, the supported commander sends a validation message to lift providers, with information copies to the supported commander's Service component commands and supporting commands and agencies (Appendix A). This validation procedure continues every Monday, Wednesday, and Friday until deployments are completed. When a 24-hour increment has been validated for scheduling, the supported commander sends a validation message to USTRANSCOM (Appendix A).

d. Allocation and Manifesting Procedures. Allocation and manifesting procedures and responsibilities are described later in this enclosure and in Enclosure F (In-Transit Visibility). Procedures are outlined in the standard TPFDD LOI.

e. Noncombatant Evacuation Operations (NEO) and Medical Evacuation (MEDEVAC). Supported commanders will enter or modify actual movement requirements for NEO and MEDEVAC cargo and passengers returning from the theater of operation. The supported commander will coordinate changes to airlift and sealift ULNs with lift providers and allocate requirements to the appropriate carriers. Lift providers will adjust stop codes in the scheduling records to provide for new on-load and off-load locations. The supported commander will not change timing or scheduled stop locations without coordinating with lift providers.

3. Supporting Commanders. During execution, supporting commanders and component commanders verify sourcing performed in execution planning, ensure nonstrategic schedules are correct, and report movements and changes required during deployments.

a. Request Validation for Sourced Requirements. Using the operation newsgroup, supporting commander's Service component commands request validation of specified forces to the supported commander's corresponding Service component commands. Validation by EAD is for the first 7 days of air movement (APOE to APOD)and the first 30 days of sea or inland waterway movement (SPOE to seaport of debarkation (SPOD) for strategic sealift; dependent upon leg of transportation to which lift has been allocated for other sources of sea and inland waterway lift), and the first 7 days of overland movement (point of origin (POO) to POE for MTMC provided rail transportation; dependent upon the leg of transportation to which overland lift has been allocated for other sources of overland lift). The validation window may be expanded according to what is specified in the supported commander's standard TPFDD LOI, AOR-specific supplemental instructions. During execution, forces are validated on Monday, Wednesday, and Friday of each week (unless prescribed otherwise by the supported commander) in preparation for incremental scheduling by lift providers.

b. Enter Organic Movement Schedules and Manifests. Supporting commanders (or their Service component commands) enter organic movement schedules and manifests in S&M and ensure the strategic leg of organic schedules are in accordance with the execute order.

c. Reporting Actual Movements. Supporting commanders report actual organic movements using the JOPES S&M application subsystem and the newsgroup or other agreed upon method. Data to be entered are listed in Appendix B.

d. Continue to Allocate Requirements to Carriers. Lift providers will continue to notify the supported command via the newsgroup when allocations are entered. All movement requirements arriving at any route location that are not resident in JOPES must be entered into the JOPES database by the providing organization. The activity operating the embarkation facility will identify any such movement requirements to the supporting commander for resolution via the newsgroup.

e. Reporting Changes to Validated Requirements. After validated requirements have been scheduled and deployment activities have begun, the supporting commanders will monitor the flow to ensure unit requirements are deploying as planned. Request for changes to validated requirements will be identified to the supported commander by the most expeditious means and documented in the newsgroup. If approved by the supported commander, changes will be accomplished by the supporting commander component commander or supporting commander in accordance with supported commander direction as indicated in the standard TPFDD LOI. When the supporting commander or supported commander's Service component requests revalidation of requirements to which coordinated changes have been made, those changes should be noted in the revalidation request message. The supported commander will include the changes made to revalidated requirements in the revalidation newsgroup message to the lift provider(s).

f. Reporting Insufficient Lift to Transport a Validated Requirement. If units are not able to fully deploy on their designated lift, the supporting commander will identify the lift shortfall and corresponding ULNs to lift providers through the supported commander for resolution. If the lift is not sufficient because of unplanned requirements arriving at the POE, the supporting commander must investigate the reasons for excess requirements. If the excess requirement was not previously validated, the requirement must be returned to origin. If the excess requirement was validated, the supporting command will notify the supported command that insufficient lift was scheduled against validated requirements. The supported command will resolve the issue with the lift provider. Supporting commands are responsible for ensuring that TPFDD ULN data matches load plan data for their units.

g. Adjustments to Schedules. Supporting commands and nonstrategic lift providers will enter changes to organic and nonstrategic lift schedules and requirement allocations as they occur. TCCs will enter changes to strategic schedules and requirement allocations as they occur. JOPES schedules will reflect the latest itinerary, departure, and arrival times. This information is

required to keep the supported commander apprised of the total deployment flow for force reception, staging, onward movement, and integration. When the supporting commander or supported commander's Service component requests revalidation of requirements to which coordinated changes have been made, those changes should be noted in the revalidation request message. The supported command will include the changes made to revalidated requirements in the revalidation newsgroup message to the lift provider(s).

h. Sourcing and Validating the Next Increment. Once movement has begun, supporting commanders, agencies, and the supported commander's Service components will source and request validation of specified forces before incremental scheduling. The sourcing may be completed for the entire deployment flow, but validation requests will take place as prescribed by the standard TPFDD LOI. Detailed validation procedures are covered by the standard TPFDD LOI and expanded in AOR-specific supplemental instructions. This recurring process continues until all sourced units are deployed.

4. Lift Providers. In conjunction with the supported commander, lift providers will manage the deployment, direct required adjustments to schedules and modes and sources of transport, and resolve airlift, sealift, and overland transportation shortfalls. If required, lift providers will coordinate any adjustments to deployment or other major changes to deployment parameters with the supported commander. Lift providers will also provide the impact of significant changes in the deployment and isolate deployment problems affecting force closure. Lift providers will maintain accurate carrier schedules in JOPES. The data to be reported for strategic lift carrier arrivals and departures is reflected in Appendix E. The carrier itinerary and schedule will be updated as changes occur to reflect the latest and most accurate mission status. Carrier remarks will be used to maintain a history of schedule changes with rationale. For USTRANSCOM-controlled ports, USTRANSCOM's TCCs are responsible for reporting actual cargo and passenger manifest information in JOPES, including crisis channel manifests for unit moves.

a. Report Changes to Planned Deployment. In dynamic situations, changes to deployment plans will be required regardless of the adverse impact on the overall deployment flow. Maintenance of an accurate database that reflects actual movements is essential to the utility of JOPES in deployment execution. Accuracy of aircraft movement and manifest in JOPES is particularly critical. Subsequent paragraphs describe procedures for reporting air carrier movements.

(1) Report Arrivals and Departures in JOPES. Airlift providers report arrivals and departures via S&M. AMC will also report arrivals and departures via GTN. If for any reason AMC is unable to report via an automated system, carrier arrivals and departures will be reported by AMC using the on-line entry

functions of the S&M subsystem. If for any reason airlift providers are unable to report via an automated system, they will request the supported commander allow exception reporting via the newsgroup and provide an estimated time for resumption of positive reporting. Changes that affect the scheduled or previously updated arrival or departure time by greater than 2 hours will be reported in JOPES as soon as possible. In cases where it is known that the scheduled or previously updated arrival or departure of a carrier will exceed the 2-hour window, but a new firm arrival or departure cannot be established, estimated time and remarks will be entered in JOPES to indicate that the time entered is estimated. This estimate will be changed to actual once a mission that qualifies for exception reporting departs APOE or arrives APOD or as soon as firm arrival or departure is established. The manifesting agency, which is the port operator, will ensure actual manifest information is available in JOPES no later than 2 hours after aircraft departure from APOE.

(2) Reporting Diversion of Air Carriers and Changes to Schedules. Airlift providers will notify the supported commander via the operation newsgroup and enter all diversion or change information in JOPES if a carrier with allocated requirements is diverted from a scheduled location in JOPES. JOPES schedules will reflect the latest itinerary departure and arrival times. Carrier remarks will be used to maintain a history of schedule changes with rationale. Airlift providers will coordinate diversions or changes with the supported commander and other appropriate members of the JPEC to determine the impact to the deployment flow and any additional actions required. Required data entry is at Appendix F.

(3) Adjusting Deployment Flow and Scheduling the Next Increment. Adjustments or changes to the deployment flow requested by the supported commander will be accommodated where possible. However, changes to movement flow already scheduled may involve extensive manual intervention, as will changes to requirements that have already been validated for scheduling. Unless constrained by time-sensitive crisis events, the supported commander will validate airlift requirements 7 days prior to EAD. Airlift providers will ensure that 4 days of air schedules are maintained in JOPES. During execution, airlift providers will monitor the operation newsgroup to determine when subsequent increments of the TPFDD have been validated and are ready for scheduling. Within 12 hours of receipt of each validated increment, airlift providers will enter scheduling data into JOPES for the next day of requirements to be scheduled. Allocations should consist of the ULN and the allocated passengers and tonnage. All database changes affecting validated requirements included in the 7-day window or that have airlift scheduled against them will be made in accordance with the standard TPFDD LOI (Enclosure H).

b. Overland Transportation Providers. During execution, overland transportation providers schedule and allocate lift. MTMC schedules and allocates CONUS-origin POE transportation to support POE-POD air and sea flows. MTMC CONUS schedules, if entered in JOPES, will be adjusted by MTMC as required to maintain visibility of movement requirements when arriving at PODs. MTMC will notify the JPEC via the designated newsgroup if delays of major units will preclude meeting carrier schedules. All overland lift providers will enter schedules and allocations in JOPES.

c. Adjusting CONUS Origin/POE Schedules. CONUS schedules, if entered in JOPES, will be adjusted by MTMC as required to maintain visibility of movement requirements when arriving at PODs. MTMC will notify the JPEC via the newsgroup if delays of major units will preclude meeting carrier schedules.

d. Sealift and Inland Waterway Lift Providers. A recurring cycle of incremental sealift scheduling is initiated by the execute order. Sea and inland waterway lift providers consolidate SPOEs based on validated requirements and coordinate lift at least 30 days prior to the EAD. For strategic lift, MTMC consolidates SPOEs and notifies MSC to coordinate strategic sealift. Lift providers continually update-scheduling information in JOPES, including carrier arrivals and departures, changes to schedules, and carrier diversions as they occur. This cycle continues until completion of the operation. For POE-POD schedules, lift providers will identify to the supported commander specific exceptions to capability to provide required schedules and manifests. Additionally, lift providers will allocate requirements to sealift carriers to enable tracking of the scheduled sealift. For strategic lift, MTMC will allocate requirements to sealift carriers in JOPES. MSC will enter strategic sealift schedules during execution planning for subsequent refinement as MTMC identifies detailed requirements for movement.

(1) Allocating Requirements for Sealift and Inland Waterway Carriers. Lift providers will allocate sea and inland waterway movement requirements (mode code "S") for carriers. For strategic lift (M/S codes "S/E" and "S/W," MTMC will allocate sealift movement requirements at seaports where MTMC operates the port cargo documentation system.

(2) Continuing Sealift and Inland Waterway Deployment and Reporting Significant Discrepancies. Maintenance of an accurate database that reflects actual sea and inland waterway movements is essential to the utility of JOPES in deployment execution. Accuracy of carrier movements and requirements allocation data is particularly critical. Lift providers will reconcile lift allocations with actual lifted cargo and update JOPES with manifest information reflecting the actual cargo lifted. Using the newsgroup, they will:

(a) Identify movement requirements received via the Defense Transportation System and/or processed at the port that are not resident in JOPES.

(b) Report when validated movement requirements received at the port exceed the capacity of scheduled carriers.

(c) Identify unlifted validated movement requirements and frustrated portions of lifted movement requirements for the above scheduled carriers to the supported commander for resolution (MTMC will report to USTRANSCOM who will then report to the supported commander with resolution).

(3) Lift providers will coordinate with the supported commander and resolve any sea or inland waterway lift shortfalls.

(4) Sea and Inland Waterway Lift Manifesting. The port operator is responsible for manifesting sea and inland waterway lift. Manifest information will be provided by the lift provider in JOPES no later than 24 hours after ship departure from port or 48 hours before the ship arrives in port for each leg of movement, whichever is first.

(5) Reporting Changes to Planned Deployment. In dynamic situations, changes to deployment plans will be required regardless of technical requirements and adverse impact. Maintenance of an accurate database that reflects actual movements is essential to the utility of JOPES in deployment execution. Accuracy of movement data and allocations to carriers is particularly critical. Subsequent paragraphs describe procedures for reporting sealift carrier movements.

(a) Lift providers will report actual departures and arrivals of strategic common-user sealift carriers in JOPES.

(b) Lift providers will notify the supported command, via the newsgroup, coordinate with the appropriate supporting command, and enter information in JOPES when a diversion or change is required to a published schedule. JOPES schedules will reflect the latest itinerary and departure and arrival times. Carrier remarks will be used to maintain a history of schedule changes with rationale.

(6) Adjusting Deployment Flow and Scheduling Next Increment. Adjustments or changes to the deployment flow requested by the supported commander will be accommodated where possible. Sea and inland waterway lift is coordinated during execution planning for requirements during the first

30 days. During execution, lift providers following seaport consolidation will pull increments of requirements beyond the first 30 days. Lift providers will enter and maintain all scheduling information in the JOPES database for carriers scheduled to meet validated requirements throughout the operation.

e. Services. After receiving the CJCS execute order, the Services direct their major commanders to execute the supporting OPORDs, direct mobilization activities, and direct their personnel and logistic centers to support the deployment. Services continue to coordinate with personnel centers and logistic agencies to identify and confirm sustainment requisitions.

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APPENDIX A TO ENCLOSURE E

SAMPLE SUPPORTED COMMANDER VALIDATION NOTIFICATION NEWSGROUP MESSAGE

FROM: (SUPPORTED COMMANDER)

TO: (LIFT PROVIDERS CAT)
(SUPPORTING COMMANDERS)
(SUPPORTED COMMANDER COMPONENTS)

CLASSIFICATION

SUBJECT: VALIDATION OF PID (PID NUMBER)

1. ( ) (PID NUMBER) VALID FOR AIRLIFT THROUGH EAD CXXX, VALID FOR SEALIFT THROUGH CXXX. NO FATAL ERRORS.

2. ( ) APPROVED CHANGES IN VALIDATED WINDOW:

3. ( ) ULNS/MISSIONS REQUIRING SPECIAL ATTENTION:

4. ( ) ULNS ADDED TO VALIDATED WINDOW:

5. ( ) ULNS DELETED:

6. ( ) NO CHANGES ARE AUTHORIZED FOR AIRLIFT THROUGH EAD CXXX, SEALIFT THROUGH CXXX WITHOUT PRIOR COORDINATION VIA THIS newsgroup.

7. ( ) NEXT VALIDATION DUE DDHHHHZ NOV 94 THROUGH CXXX (AIRLIFT), CXXX (SEALIFT).

DECL/CLBY: ;RES: ;DECLON: / / OR
DECL/DERFR: ;DECLON: / /

DRAFTER
RELEASER
Note: Validation by ULN or Force Module may be required if directed by the supported commander.

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APPENDIX B TO ENCLOSURE E

MOVEMENT REPORTING DATA

The supporting commander enters movement data in JOPES for strategic organic moves using the Scheduling and Movement Subsystem. Data required are as follows:

INFORMATION REQUIREMENT	REQUIRED INFORMATION
1. Actual Departures	Carrier OPLAN Carrier Name On-Load Location Off-Load Location Reason for Stop Reported Departure Date Reported Departure Time Reported Arrival Date Reported Arrival Time
2. Diversions or Changes to Schedule 1/	Changes to Schedule Diversion Date Reason for Diversion Change Date Reason for Change

1/ A diversion is a deviation from planned onload or offload location with no change to manifested cargo. The controlling CINC for the diverted carrier will update JOPES planned itinerary to reflect a revised or projected schedule. The controlling CINC will also maintain historical documentation of schedule changes with rationale in carrier remarks.

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APPENDIX C TO ENCLOSURE E

MANIFEST DATA

The agency that owns the SPOE cargo documentation system is responsible for entering strategic sealift manifest data. The following data elements are entered:

INFORMATION REQUIREMENT	REQUIRED INFORMATION
Carrier Manifest	OPLAN
	Carrier Name
	On-load Location
	Off-load Location
	Requirement to be Manifested
	Passengers on Carrier
	Total-MTONs
	Square Feet

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APPENDIX D TO ENCLOSURE E

SAMPLE COMPONENT OR SUPPORTING COMMANDER VALIDATION NOTIFICATION NEWSGROUP MESSAGE

FROM: (SUPPORTING COMMANDER OR SUPPORTED COMMANDER COMPONENT)

TO: (SUPPORTED COMMANDER)

INFO: (LIFT PROVIDERS CAT) (FOR NONROUTINE REQUIREMENTS ONLY)

CLASSIFICATION

SUBJECT: VALIDATION NOTIFICATION

REF: ( ) SUPPORTED COMMANDER MESSAGE (DTG), REQUIREMENTS SOURCING

1. ( ) (SUPPORTING COMMANDER) IN ACCORDANCE WITH REF A HAS COMPLETED SOURCING ON (PID) FOR PERIOD _____ THROUGH _____ FOR AIR MOVEMENTS AND THE PERIOD _____ THROUGH _____ FOR SEA MOVEMENT.

2. ( ) (SUPPORTING COMMANDER) HAS COMPLETED SCHEDULING AND MANIFESTING OF STRATEGIC ORGANIC MOVEMENT FROM POE TO POD FOR THE PERIOD _____ THROUGH _____.

3. ( ) IN-WINDOW CHANGES.

4. ( ) (OPTIONAL) THE FOLLOWING SHORTFALLS ARE NOTED:

DECL/CLBY: ;RES: ;DECLON: / / OR
DECL/DERFR: ;DECLON: / /

DRAFTER

RELEASER

APPENDIX E TO ENCLOSURE E

CARRIER ARRIVALS AND DEPARTURES

Lift provider is responsible to ensure that the following data elements are entered for strategic common user lift. For organic strategic lift, the lift provider is responsible to ensure that the following are entered for organic strategic lift carriers.

INFORMATION REQUIREMENT	REQUIRED INFORMATION
Carrier Arrivals and Departures	OPLAN Carrier Name Reason for Stop Applicable Onload or Offload GEOLOC Reported Arrival Time Reported Arrival Date Reported Departure Time Reported Departure Date

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APPENDIX F TO ENCLOSURE E

CHANGE OF SCHEDULE AND DIVERSION DATA

USTRANSCOM is responsible to ensure that the following data elements are entered for strategic common-user lift. For organic strategic lift, the lift provider is responsible to ensure that the following are entered for organic strategic-lift carriers.

INFORMATION REQUIREMENT	REQUIRED INFORMATION
Change of Schedule or Diversion	Change Flag Diversion Flag Date of Diversion Diversion Remarks Date of Change Change Remarks

NOTES:

1. A diversion is a deviation from planned onload or offload location with no change to manifested cargo. The controlling commander will update JOPES schedule with most current carrier itinerary, departure and arrival times information, and provide remarks regarding rationale for change.

2. The above data is unique to a change or diversion. Additional data entry is required to accurately reflect the carrier's new schedule and/or routing.

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ENCLOSURE F

IN-TRANSIT VISIBILITY

1. General. In-transit visibility (ITV) is the process of gathering and maintaining information on location, status, predicted movement, and availability of unit personnel, unit cargo, and medical patients. It also includes information about refueling, medical crews, noncrew attendants, nonunit resupply cargo (including all classes of sustainment materials and combustibles), nonunit replacement personnel, and retrograde shipments of material and personnel while all of the above are in transit. GTN is the principal system for ITV. GTN collects ITV information from USTRANSCOM component commander source systems, then distributes ITV information to the rest of the Armed Forces. The provision of initial carrier manifest information is the responsibility of supported and supporting commanders through their commanders of deploying forces. Data quality is directly linked to data collection and entry at the POE and requires appropriate commander emphasis to ensure its accuracy.

2. Airlift Manifesting -- Common User Lift. The supported and supporting commanders, through commanders of deploying forces, are responsible for accurate manifest information. USTRANSCOM will accurately transfer manifest information from USTRANSCOM/TCC systems to JOPES. However, the supported and supporting commanders must ensure units reporting to the APOE accomplish the following:

a. Comply with MILSTAMP documentation and reporting.

b. Know their ULN.

c. Report the ULN to the local commander and control agency, for example, the Tanker Airlift Control Element at the aerial port.

The supported or supporting commander providing the forces will review manifest information and update or correct as necessary. USTRANSCOM will not overwrite actual manifest data entered by the supported or supporting commanders with carrier allocation data. USTRANSCOM will update allocation data only with the initial carrier schedule. Actual manifest will be reported by USTRANSCOM with the actual carrier departure report only. Port operators will load actual manifest data into JOPES within 2 hours of aircraft departure.

3. Airlift Manifesting -- Non-Common-User Lift

a. Supported and supporting commanders are responsible for movement schedules in JOPES for non-common-user deployments under their commander. ULNs for these carriers are validated for the same C-day periods as common-user lift requirements unless specified differently by the supported commander. The supported or supporting commander who controls the non-common-user airlift is responsible for the scheduling and manifesting of those assets. Schedules and manifests should be reported as described in this instruction for USTRANSCOM TCCs in Enclosure E. As an example, non-common-user aircraft deployments should be maintained at least 4 days in advance, and where applicable, manifested within 2 hours of departure.

b. Self-deploying combat aircraft or organizations with organic lift capability may report movement using GTN to assist in providing the warfighting CINC with better in-transit visibility of those assets.

4. Sealift Manifesting. The port operator is responsible for common-user lift manifesting. The supported and supporting commanders, through Service components, are responsible for manifesting non-common-user carriers. Commanders of deploying forces are responsible for proper documentation as specified in reference d for cargo.

5. Manifest Time Limits. Carrier manifesting must occur as soon as possible after the aircraft or ship is loaded, but not later than the criteria specified below.

a. For aircraft, the manifest information must be available in JOPES not later than 2 hours after aircraft departure from APOE.

b. Manifest information will be provided by MTMC in JOPES not later than 24 hours after ship departure from SPOE or 48 hours before ship arrival at SPOD, whichever is first.

6. Movement Reporting. USTRANSCOM will report common-user aircraft and ship departure and arrival times in JOPES. The supported and supporting commanders will report non-common-user movement departure and arrival times in JOPES.

a. Air Movements. AMC will report common-user aircraft departure and arrival times in AMC command and control systems, and USTRANSCOM will ensure these times are entered into JOPES. AMC will notify USTRANSCOM of any failures in the AMC command and control system that would prevent automated updates to JOPES for a period of 1 hour or longer. USTRANSCOM

will implement backup reporting procedures in the event of system(s) failure. The supported and supporting commanders will report actual non-common-user aircraft departure and arrival times directly into the JOPES database.

b. Sea Movements. MSC will report common-user ship departure and arrival times directly into JOPES not later than 12 hours after the event. The supported and supporting commanders will report ship departure and arrival times in JOPES for non-common-user movements under their command.

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ENCLOSURE G

INSTRUCTIONS FOR INCORPORATING CONTRACTOR DEPLOYMENT REQUIREMENTS INTO THE TPFDD

1. Purpose. This enclosure establishes responsibilities and standard procedures for incorporating contractor deployment requirements into the Time-Phased Force and Deployment Data (TPFDD).

(NOTE: This enclosure does not address situations where contractors must have access to the Global Command and Control System (GCCS) or to Joint Operation Planning and Execution System (JOPES) TPFDD files. Example of such situations includes contractors performing database administration, maintenance, computer systems administration, technical assistance, application development, or analytical assistance. For policy and procedures applicable to these situations, see reference e.)

2. Responsibilities

a. Commanders and Staffs at all Levels. Commanders and staffs at all levels must be aware that only the cognizant contracting officer has the authority to:

(1) Make any agreement with the contractor that requires obligation of public funds.

(2) Make any commitment or change that affects price, quality, quantity, delivery, or other terms and conditions of the contract.

b. Supported Commander

(1) The supported commander will:

(a) In coordination with supporting commanders, identify those force requirements that will be satisfied by contractor support and enter the corresponding Force Requirements Identification Data into the TPFDD.

(b) Designate a staff point of contact for coordinating contractor deployment requirements.

(c) As required, coordinate and promulgate to the appropriate individuals a letter of authorization with accounting data for a contractor to be a passenger on DOD aircraft.

(2) The supported commander's staff point of contact, through established contract management channels, will:

(a) Coordinate with contractors who will provide or arrange their own transportation to ensure that their transportation itineraries follow approved lines of communication and do not conflict with other support and operational traffic. When required, assign mission identifiers and controlled arrival times.

(b) To the extent permitted by individual contracts, coordinate with contractors who will provide or arrange their own transportation to establish and implement in-transit visibility procedures. As an example, contractor-provided or arranged transport aircraft could include Air Mobility Command's Tanker Airlift Control Center as an information addressee on position reports submitted through ARINC or SITA.

(c) Coordinate with contractors who will provide or arrange their own transportation to establish a means for the supported commander's command and control center to immediately contact the operations center of the transportation provider. This is so that the supported commander's command and control center, under circumstances that pose an immediate threat to life or limb, can issue emergency recall or diversion instructions to contractors who are en route on air, sea, or land transportation.

c. Supporting Commanders. Supporting commanders who are force providers will:

(1) In coordination with the supported commander, identify those force requirements that will be satisfied by contractor support.

(2) Make a preliminary analysis of each contractor's deployment requirements. As required, fragment requirements by itinerary and split requirements into passenger and cargo increments. Create additional TPFDD Force Records as required.

(3) Through established contract management channels, obtain actual contractor deployment requirements data, including hazardous materials data, in the appropriate level of detail. (See Appendix A.)

(4) Using actual deployment requirements data obtained from each contractor, complete the applicable TPFDD Force Records.

(5) As required, coordinate and promulgate to the appropriate individuals a letter of authorization with accounting data for a contractor to be a passenger on DOD aircraft.

d. Transportation Providers. When the Department of Defense will provide or arrange transportation for a contractor, commanders who are transportation providers will, through established contract management channels:

(1) Obtain from the contractor any additional details necessary to support the contractor's deployment requirements.

(2) Provide to the contractor details of the movement schedule.

(3) As required, coordinate and promulgate to the appropriate individuals a letter of authorization with accounting data for a contractor to be a passenger on DOD aircraft.

e. Contract Management Personnel at all Levels. As required, cognizant contract management personnel at all levels will provide deployment-related information to, and obtain deployment-related information from, contractors so that commanders can meet the responsibilities assigned above.

3. TPFDD Data Element Procedures

a. For the JOPES data elements below, the following additional amplification applies for contractor personnel and cargo:

(1) Unit Type Code. Services may develop and use standard UTCs for contractor movement requirements. Otherwise, follow JOPESREP guidance for nonstandard UTCs.

(2) Unit Identification Code. Enter the UIC for the unit that the contractor will support.

(3) Origin Geographic Location Code. Enter the specific geographic location code for the originating point for the contractor. (If required, overwrite the automatically generated geographic location code.)

(4) Port of Embarkation Preferred Source, Intermediate Location Preferred Source, Port of Debarkation Preferred Source, Destination Preferred Source. If contractor personnel or cargo will move on transportation provided or arranged by the contractor, enter a Source Code of "H" -- the Source Code for a unit providing transportation on its own organic capability.

b. Until GCCS release 4.0 becomes effective, for the data elements below, comply with instructions in CJCSM 3150.16 (reference f) with the following additional amplification for contractor personnel and cargo:

(1) Unit Line Number. Numbering methodology will retain the basic Force Requirement Number structure. For the first four characters, maintain the original ULN naming convention. For the fifth character, use the letter "H" (which will be the Service Code for "Contractor" when GCCS release 4.0 becomes effective). Use the sixth and seventh characters to track follow-on contractor deployments.

(2) Enter point of contact (POC) name, POC rank, and POC 24/7 phone number in the JOPES nonbaseline extension. Enter data for the person to be contacted to coordinate movement details. For most contractor moves, this will be the contractor's POC. However, for some contractor moves, it could be the cognizant contracting officer or someone from the unit being supported.

c. After GCCS release 4.0 becomes effective, for the data elements below, comply with instructions in CJCSM 3150.16A (reference f) with the following additional amplification for contractor personnel and cargo:

(1) Name of POC, POC Rank, POC Duty Hours Phone Number, POC Nonduty Hours Phone Number, POC E-Mail Address, and POC Universal Resource Locator. Enter data for the person to be contacted to coordinate movement details. For most contractor moves, this will be the contractor's POC. However, for some contractor moves, it could be the cognizant contracting officer or someone from the unit being supported.

(2) POC Text. Enter supplemental contact data as necessary. For example, when the items above refer to the contractor's POC, it may be useful to use this space for entering contact data for the cognizant contracting officer.

4. Classification Guidance. Movement information in Defense Transportation System automated information systems will be protected in accordance with guidance in:

a. Enclosure I, "Protection of Movement Information," of this document.

b. CJCSM 3122.03A, 31 December 1999, "Joint Operation Planning and Execution System (JOPES), Volume II Planning Formats and Guidance," with Change 1, 6 September 2000.

APPENDIX A TO ENCLOSURE G

SAMPLE CONTRACTOR DEPLOYMENT REQUIREMENTS DATA FORM AND SAMPLE INSTRUCTIONS

1. Deploying contractors must provide some, but not all, of the data elements necessary to complete TPFDD force records. Most of the information that can be provided only by the contractor is information that the contractor would have to gather, even if the Department of Defense was not requesting it. To avoid unnecessary costs, information that can be obtained from Government sources should be obtained from those sources.

2. The following pages illustrate a sample form and instructions that DOD contract management personnel can use during OPLAN execution to obtain from deploying contractors the unclassified data necessary for supported and supporting commanders to complete TPFDD force records.

a. By following the sample instructions, DOD contract management personnel will be able to gather actual contractor deployment requirement data, including hazardous materials data, in the appropriate level of detail.

(1) DOD requires “level 2 detail” (aggregated data) on the cargo for which the contractor will provide transportation and cargo handling (if applicable) for the entire itinerary.

(2) DOD requires “level 4 detail" (item-level data) on any cargo for which the Department of Defense will provide transportation and/or cargo handling at any point in the itinerary.

b. The method for contract management personnel to obtain information from the contractor is optional. Contract management personnel can simply telephone the contractor, verbally request the information, and record the information on the form. Contract management personnel can E-mail or fax the form to the contractor and then receive the requested information via telephone, E-mail, or fax. Once actual data are entered into the form, the form becomes UNCLASSIFIED/FOR OFFICIAL USE ONLY.

Sample Contractor Requirements Data Form

UNCLASSIFIED / FOR OFFICIAL USE ONLY

DOD POC

Name	Phone	E-Mail

Contractor Deployment Requirements Data

Movement Requirement Number	

Contractor

Company Name	
POC for Coordinating Details **Name**	

Day Phone	Alternate Phone	E-Mail	URL

Comments	

Itinerary

	Origin	POE	POD	Destination
City (& State)				
Country				
Mode				
Source				
Key Date(s)	**RLD**	**ALD**	**EAD**	**RDD**

LAD

RLD: Date ready to start loading at the origin

ALD: Date equipment and personnel will be ready to outload at the POE

EAD: Earliest date when equipment and personnel can be accepted at the POD during deployment

LAD: Latest date when equipment and personnel can be accepted at the Port of Debarkation during deployment

RDD: Date when equipment and personnel must arrive at its destination and complete offloading to properly support the concept of operations

Passenger Requirements

	Number Requiring		
Total		**Government Transportation**	

UNCLASSIFIED / FOR OFFICIAL USE ONLY

Cargo Requirements

Totals for all items NOT REQUIRING government transportation and/or cargo handling

	Short Tons	Measurement Tons	Square Feet
Total			

Details for items requiring government transportation and/or cargo handling

Item #	Description	Length (in inches)	Width (in inches)	Height (in inches)	How Many?	Weight (each) (STONs & tenths)	Hazardous Material? (Yes /No)
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							
17							
18							
19							
20							

UNCLASSIFIED / FOR OFFICIAL USE ONLY

SAMPLE INSTRUCTIONS

NOTE: Each form should represent a unique deployment requirement. That is, each form should represent a requirement that has been split into passenger and cargo increments, has been fragmented by itinerary, and has its own unit line number.

Once actual data are entered in the form, the form becomes UNCLASSIFIED/FOR OFFICIAL USE ONLY. When completing the form, be sure to review current classification guidance and comply with operational and communication security (OPSEC and COMSEC) requirements.

1. DOD contract management personnel will initiate the form by filling in the following mandatory fields:

DOD POC
Name
Phone
E-mail

Contractor Deployment Requirements Data
Movement Requirement Number

(NOTE: Movement Requirement Number must be assigned in a manner consistent with classification guidance provided by the supported commander. When circumstances permit, the Movement Requirement Number should be the ULN. When circumstances do not permit use of the ULN, DOD contract management personnel will devise an alternative approach for assigning the Movement Requirement Number. Whatever the approach, each Movement Requirement Number must allow contractor movement requirements data to be linked to the correct ULN.)

2. The contractor will fill in information about his POC for coordinating transportation details.

3. Responsibility for specifying information in the Itinerary fields is shared between the contractor and the supporting commander (force provider).[1] In general, the greater responsibility falls to the party that will provide or arrange the majority of the transportation.

[1] Some information specified by the supporting commander (force provider) will reflect requirements previously specified by the supported commander.

a. Location fields should be filled in using plain English for city, state, and country names, since the contractor cannot be expected to know or understand GEOLOC codes. Date fields should be filled in using plain English for calendar dates, since the contractor cannot be expected to know or understand C dates. Transportation source fields should be filled in with either "contractor" or "Government," since the contractor cannot be expected to know or understand transportation source codes.

b. When the contractor will provide or arrange transportation and cargo handling (if applicable), the supporting commander (force provider) may specify few or no aspects of the itinerary.

(1) In the extreme case, the supporting commander (force provider) may fill in *none* in the Itinerary fields.

(2) In a manner consistent with classification guidance provided by the supported commander, the supporting commander (force provider) must provide the contractor with the following Itinerary information: Destination City (and State), Destination Country, and RDD.

NOTE: To prevent inadvertent entry, Destination City (and State), Destination Country, and RDD fields are blacked out on the sample form.

c. On the other hand, when the Department of Defense will provide or arrange transportation and/or cargo handling for the contractor, the supporting commander (force provider) may specify most aspects of the itinerary.

(1) For example, the supporting commander (force provider) may fill in the following Itinerary fields:

Origin City (and State)
Origin Country
POE City (and State)
POE Country
POE Mode
POE Source
POD City (and State)
POD Country
POD Mode
POD Source
EAD
LAD
Destination Mode
Destination Source

(2) In a manner consistent with classification guidance provided by the supported commander, the supporting commander (force provider) must also provide the contractor with the following Itinerary information: Destination City (and State), Destination Country, and RDD.

NOTE: To prevent inadvertent entry, Destination City (and State), Destination Country, and RDD fields are blacked out on the sample form.

4. The contractor will fill in the Passenger Requirements and Cargo Requirements fields. For cargo, contractors are requested to provide aggregated data for items that do not require Government transportation and/or cargo handling at any point.

ENCLOSURE H

TPFDD LETTER OF INSTRUCTION (LOI)

1. Purpose. This LOI directs the single process and standard procedures to be used in developing and executing TPFDD during crisis operations, force rotations, and exercises. Data identified in Appendix A is required in the TPFDD. This TPFDD LOI applies to supported and supporting commanders and agencies throughout the JPEC during both deployment and redeployment operations.

2. Definitions. See the Glossary.

3. Responsibilities

a. Joint Staff

(1) The Joint Staff, J-3, is responsible to the Chairman of the Joint Chiefs of Staff for the overall management, administration, and execution of Crisis Action Procedures (CAP). The Joint Staff, J-33/CSOD, is responsible for the maintenance, update, and implementation of this LOI supporting crisis planning, execution, force rotation, and joint exercises. J-33/CSOD incorporates procedures directed in this LOI in Joint Staff publications during routine publication updates.

(2) J33/CSOD posts and maintains this LOI on the JOPES FM homepage. Commanders forward proposed changes to this document to J-33/CSOD in the Joint Staff GCCS newsgroup (gccs.jopes.fm).

b. Supported Commander

(1) The supported commander, designated by the Chairman of the Joint Chiefs of Staff, is responsible for establishing internal procedures to implement this LOI. The supported commander establishes supplemental instructions to this LOI when required to support specific theater requirements (e.g., differing diplomatic clearance processing requirements between theaters). CINC/AOR-specific instructions are published separately and posted on the supported commander's homepage along with this joint TPFDD LOI, as well as in the appropriate operation/exercise newsgroup. Furthermore, the supported commander will utilize this LOI as overall guidance in support of operational needs. This guidance will be modified when it is not conducive to operational requirements; the supported commander will coordinate with supporting commanders when the guidance has to be changed to meet operational needs.

(2) The supported commander may direct a JTF/CJTF commander to assume the missions and functions of the supported commander (as defined in this LOI) to develop and execute TPFDDs for JTF-specific areas of operations. In those cases, the JTF commander and JTF components provide personnel and equipment to perform supported commander and supported command component TPFDD functions outlined in this LOI. At the discretion of the supported commander, the JTF/CJTF commander may direct that TPFDD requirements be validated through the supported CINC who incorporates those JTF/CJTF TPFDD validation requirements with other theater validation requirements, deconflicts movements, sets movement priorities, and forwards to lift providers.

c. Supporting Commander. The supporting commander, designated by the Chairman of the Joint Chiefs of Staff, is responsible for establishing internal procedures to implement this LOI as well as procedures documented in supplemental instructions established by the supported commander. Supporting commanders providing forces to supported commanders are further responsible for performing providing organization (PROVORG) duties identified in this LOI.

4. Coordinating Instructions

a. The supported commander is responsible for formal coordination between the JPEC and lift providers regarding TPFDD validation and scheduling decisions.

b. Direct coordination and collaboration between supported and supporting commanders is authorized to facilitate rapid development of TPFDDs and deployment execution.

c. Direct coordination and collaboration among the supported commander, supporting commanders, force providers, deploying forces, and lift providers is authorized for load plan and hazardous material definition or to coordinate details of validated unit transportation requirements during execution. All other coordination with lift providers will be accomplished through the supported commander.

d. Supporting commanders and providing organizations coordinate with the supported commander prior to making changes to validated ULNs. Supporting commanders will forward requests for changes, with justification, to the supported commander for approval. See paragraph 5 below for general/flag officer endorsement required for TPFDD changes and short-notice validations during planning and execution.

e. Use newsgroups to coordinate deployment planning and execution issues. The supported commander identifies to the JPEC the primary coordination newsgroup to be used. Although telephonic and GENSER message communication is used, newsgroups serve as the formal medium for conveying TPFDD-related requests, approvals, authorizations, validations, changes, or general coordination. Because newsgroups contain record distinctive message traffic, commanders must ensure that newsgroup messages are posted with the appropriate release authority. Commanders releasing deployment-related GENSER messages considered of interest to the JPEC, post electronic copies of the messages in the appropriate newsgroups. At a minimum, commanders post alert orders, warning orders, planning orders, deployment/execute orders, requests for forces messages, and USTRANSCOM Commercial Ticket Program and Commercial Cargo Program authorization messages in the appropriate newsgroups. Documents posted to newsgroups should not require ADP technical skills or special software applications to download and process before the document is readable. Documents should be ready to read when the newsgroup message is accessed.

f. Unless otherwise noted in Joint Staff orders, the Services and DOD agencies providing forces are responsible for costs associated with deployments. When specific fund cites are established for any given contingency or exercise, the supported commander includes fund cite details in deployment/execute orders. Supported commanders manage CJCS exercise transportation funding and dedicated funding provided by the Joint Staff (J-7/JETD).

5. General/Flag Officer-Required Endorsements. When an endorsement is required, supported commanders provide the name, rank, position, and phone number of the general/flag officer endorsing the specified action in the newsgroup validation message. These messages must include a clear statement justifying why the action is required and stating the impact on the operation or exercise if the requested action is not approved. (Sample is at Appendix H to Enclosure H.) General/flag officer endorsements are required in the following situations:

a. Short-Notice Validations. When operational requirements allow for posted endorsements, supported commanders provide justification, based on operational need when not covered by CJCS DEPORD, and obtain an endorsement from a general/flag officer for short-notice validations occurring less than 96 hours from the EAD (validation timelines are defined in Enclosure H, Appendix B). ULNs validated for movement inside 96 hours from EAD significantly impact the lift provider's ability to schedule and allocate lift assets and disrupt previously scheduled and prioritized missions.

b. Changes After Exercise TPFDD Validation. To provide stability in exercise TPFDDs, changes to ULNs after TPFDD validation that affect movement schedules require general/flag officer endorsement (scheduling changes are defined in Enclosure H, Appendix B).

c. Changes After ULNs are Scheduled for Movement. Changes to ULNs already scheduled by lift providers that affect movement schedules require general/flag officer endorsement. Changes in this category are only considered for approval when a clear, critical, operational need is identified.

6. Classification Guidance. TPFDD information is classified to the highest level of the plan it supports. CJCS and supported commander orders normally provide amplifying guidance related to the classification of specific deployment operations. In most cases, elements of deployment plans remain classified during planning, but some elements can become UNCLASSIFIED, FOR OFFICIAL USE ONLY, at execution. Definitive guidance is posted in Enclosure I.

APPENDIX A TO ENCLOSURE H

TPFDD DEVELOPMENT PROCESS/PROCEDURES

1. General. JOPES procedures for TPFDD development support the six phases of CAP as described in this manual. The dynamic and rapidly changing nature of a crisis often requires elimination or compression of one or more phases of CAP. The following overview provides a summary of the process leading up to Phase V (Execution Planning) or any stage of the process when force deployment appears likely. TPFDD development for force rotations and exercises is consistent with the crisis action TPFDD development process and supports proficiency and continuity for personnel involved with JOPES operations. Key exercise planning guidelines are provided in Enclosure H, Appendix G

a. Force Definition

(1) The supported commander, in coordination with supporting commanders, determines the type and quantity of forces consistent with the task organization required to support each COA developed in Phase III of the CAP process. Supported commanders use previously developed deliberate plans as source documents/TPFDDs if deemed suitable for the specific crisis action. To foster rapid TPFDD development, designated rapid deployment forces should have prepackaged force modules available for timely incorporation in a TPFDD. On selection of a single COA in Phase IV, final sourcing of approved force lists is accomplished by providing organizations. If unable to source the force, the providing organization codes the PROVORG field in the ULN with an "X" and notifies the supported commander that a shortfall exists.

(2) The supported commander transmits the refined task-organized force list to components for sourcing of internal forces that do not require a SecDef deployment order and forwards a request for forces message to the Joint Staff, J-3, for sourcing of external forces that do require a SecDef deployment order. Normally, PROVORGs are determined for forces that are assigned under the combatant command (COCOM) to other combatant commanders by the Forces For Unified Commands document, while Service Chiefs and agencies determine providing organizations for forces that are not assigned COCOM to other combatant commanders. Assigned supported commander Service component commanders enter appropriate providing organization codes for force requirements after coordination with the supporting commander components and/or Service Chiefs.

(3) CJCS orders on behalf of SecDef serve as the direction to supporting commanders to source force requirements and/or conduct deployment support operations. In exercises, the Joint Training Plan (JTP) serves as the base document used to initially identify task-organized force lists required to be sourced and entered in exercise TPFDDs. Supporting commanders identify the force to deploy, source force requirements, and enter additional forces needed to support those identified in CJCS or supported commander task-organized force lists.

b. Initial Requirement Development

(1) Components of the supported commander, in coordination with supporting commanders, translate forces defined in the supported commander's task-organized force list into force records in the TPFDD. Force Requirement Numbers (FRN) and FMs used to define the force are assigned by supported command components as initial requirements and entered in the TPFDD. Supported commander's component commanders enter the ULN, the UTC, Service, recommended PROVORG, CRD, routing, and time-phased data associated with POD and destination for forces assigned to the supported commander. The remaining FRNs are then transmitted to supporting commanders through a Supported Commander's Request for Forces message for sourcing.

(2) Component commanders notify the supported commander and Service counterparts when initial FRNs are entered into the TPFDD and are available for sourcing.

c. Initial Requirement Sourcing

(1) Sourcing of supported commander force requirements begins as soon as supporting commanders and Service Chiefs identify specific units to satisfy the supported commander's requirements. Ideally, this initial sourcing occurs as early as the National Command Authorities (NCA) approve a specific course of action. More often, a CJCS order directs supporting commanders to source-specific TPFDD requirements. The supported commander identifies in the directive a time for completion of sourcing and requirement verification. In sourcing, supporting commanders enter the UIC, unit name, routing and time-phasing data associated with the origin and POE, tailored personnel and cargo details, and the unit POC.

(2) Prior to receipt of a SecDef deployment order, when deployments appear imminent, the supported commander may request through the Chairman of the Joint Chiefs of Staff, that supporting commanders initiate,

conduct, and if possible, complete preliminary sourcing of TPFDD requirements to accelerate the TPFDD development process and compensate for constricted execution timelines. In such cases, this sourcing is for planning purposes only and does not constitute final sourcing. An exception to this sourcing guideline is when forces are listed in a SecDef deployment preparation order that places units on an increased deployment posture in preparation for a specific operation. In that case, the supported commander may require final sourcing for those specified units prior to a SecDef deployment order. Changes to previously sourced units may occur as a result of extended delays in release of the SecDef deployment order.

d. Initial Requirement Time-Phasing

(1) The supported commander, in coordination with lift providers, may apportion lift to component commanders for their use in time-phasing requirements. The supported commander's apportionment message specifies the airlift priority; quantity of cargo and passengers, per day, per mode; and ports to be used by each component commander and supporting commander in time-phasing the component TPFDD. If the supported commander elects to use contingency special assignment airlift missions (SAAM) to support movement of specific forces, the apportionment message includes instructions on the use of SAAM.

(2) If a C-Day has not yet been declared by the Chairman of the Joint Chiefs of Staff, the supported commander determines the method to be used to execute pre-positioning moves and to time phase other early deploying requirements. If available, the supported commander may direct that requirements be developed in a TPFDD already in use for a similar operation (using the same C-date to gain a common timing reference point). As another option, the supported commander may direct a new TPFDD be created to support the pre-C-Day movement for an operation using an initial C-date equating to the current Julian date. A separate PID using relative dates would be developed concurrently, with the active C-Day applied for execution once declared.

2. ULN Structure and CIN/PIN Range

a. Supported commanders will allocate blocks of ULNs to their components from the below assignments organized by Service component. Supported command components will structure ULNs to identify forces from their Services that are reflected on the supported commander's force list and require sourcing. Supported command components will provide ULNs from their allocation to other Service-related supporting command counterparts, as

needed, to develop additional required forces (e.g., combat, combat service, and combat service support forces) not listed in the supported commander's force list. Supporting commands may use fragmentation during the sourcing process provided the original ULN structure assigned by the supported command component is retained.

b. With the exception of USTRANSCOM, USSTRATCOM, USSPACECOM, and USSOCOM, the supported commanders assign the first character for ULNs and FMs to the supported component commanders and can be used as desired.

c. To achieve maximum simplicity and flexibility for contingency and exercise TPFDD construction, forces will be entered by Service components and providing organizations using ULN and force module (FM) assignments. To avoid duplication, the following reserved assignments are provided:

ORGANIZATION	ULN AND FM ID FIRST POSITION	CIN/PIN RANGE
USEUCOM	A, B, C, D, E	40000-49999
USPACOM	H, J, K, L, M, N	50000-59999
USJFCOM	P, Q, R, S	20000-29999
USCENTCOM	F, T, U, V, W	10000-19999
USSOUTHCOM	X, Y, Z	60000-69999
USTRANSCOM*	G	07000-09999
CINCNORAD	1	
USSPACECOM	2	34000-39999
USSTRATCOM	3	30000-33999
USSOCOM	4	76000-79999
ARMY Component	5	80000-84999
NAVY Component	6	85000-89999
MARINE CORPS Component	7	90000-94999
AIR FORCE Component	8	95000-99999
COAST GUARD	9	00000-02999
JOINT STAFF	0	03000-06999

* USTRANSCOM-provided forces that chop to the supported command(s) in the AOR will be assigned ULNs by the appropriate supported command component as noted above.

d. Revised ULN structure will be implemented for all new crisis and exercise TPFDDs. Existing TPFDDs may retain old ULN structures until deleted. Supported commanders may direct updates of specific PIDs with new ULN structure when desired.

e. Supported commanders will assign the first character of the ULNs to be used by their Service components. Service components will construct and disseminate standardized ULN structures to their major subordinate commands and the Service components of the supporting commands.

3. ULN Development. The supported command components coordinate development of Service-related ULNs with counterparts from supporting commands. Assignment of ULNs to another Service is allowed; for example, USAF tactical air control parties (TACPs) and weather teams may be assigned Army component ULNs. This same logic applies to augmentee support where a supported component requests additional augmentation not affiliated with a unit requirement. Augmentation, like additional staff support, will be coordinated prior to TPFDD development between the supported and supporting component in order to reflect an accurate ULN description. Supported component commanders enter ULN, UTC, Service, recommended PROVORG, CINC's required delivery date (CRD), and routing and time phasing data associated with POD and destination. Supporting commands enter all-sourcing data in compliance with the ULN field protocols directed in the JOPESREP, with the following additions:

a. Reserved Non-Baseline Field/POC. Providing organizations enter the rank, name, and 24-hour DSN number of a POC who is responsible for contacting the unit POC that is knowledgeable of the deploying unit personnel and equipment information reflected in the ULN. This individual is the designated unit representative that serves as the unit POC between the unit and lift providers. Prior to movement, lift providers contact the POC directly to coordinate scheduling and load planning information consistent with previously validated requirements.

b. ALD/EAD Fields. Providing organization commanders enter initial ALD C-dates. ALD reflects the date a unit must be available at POE for loading. ALD is a planning date. During execution, it may be superseded by a port call message or airlift schedule based on the availability of equipment and forces to begin loading at the ports of embarkation (POEs). Supported commanders and supported command component commanders enter the EAD. The EAD reflects the earliest date that the supported command can accept a unit in the theater. If the supported command has placed no restriction on early arrival, the EAD reflects the supported commander's preferred arrival date for the unit at the POD. Lift providers schedule transportation assets for onload at the POE on or

after the ALD and provide schedule information to support unit call-forward operations. For intertheater airlift moves, the EAD should be at least the ALD plus 1 day (air movements that can be accomplished in 1 day from APOE to APOD may use the same date for ALD and EAD in coordination with lift providers). Lift providers are not to schedule arrival earlier than the EAD without the approval of the supported commander.

c. LAD Field. The LAD reflects the latest date on which the force can arrive at the POD in order to close on the destination by the supported commander's required delivery date. The supported commander's plans for reception of forces should be flexible enough, however, to receive the force at any time from the EAD to the LAD.

d. Airlift EAD/LAD Window. The C-date gap between the EAD and LAD is commonly referred to as the EAD/LAD window. For airlift ULNs the preferred EAD/LAD window is 3 days (LAD = EAD + 2 days). Example: EAD/C025-LAD/C027 when the preferred arrival date at POD is C025. However, lift providers may request that the supported commander expand this window to account for scheduling constraints that may develop during specific deployment operations or to account for large ULNs that require more than 3 days movement time. Alternately, during the initial days of a crisis, the supported commander may require an EAD/LAD window of less than 3 days to meet immediate deployment requirements. In those cases, the supported commander pre-coordinates with USTRANSCOM or other lift provider(s) and extends the window back to 3 days as soon as the situation permits. The supported commander may authorize components to enter an EAD/LAD window of 2 days (EAD + 1 day) for Reserve Component requirements moving in support of CJCS exercises. In those cases, the supported commander must coordinate with USTRANSCOM well in advance of the movement and increase validation timelines (normally T-90 days) to facilitate scheduling lift in the reduced EAD/LAD window. If longer validation timelines cannot be provided for the movement of Reserve personnel, then the standard 3-day EAD/LAD window should be used.

e. Sealift EAD/LAD Window. Generally, the C-Date spread between EAD/LAD is 7 days (LAD = EAD + 6 days) for sealift ULNs; however, consideration must be given to the supported component when scheduling sealift under EAD/LAD timelines. Mission parameters such as synchronization of airlift and sealift may dictate a more compressed EAD/LAD window. In these cases, the supported commander should coordinate with USTRANSCOM or the sealift provider well in advance of the movement and increase validation timelines to facilitate scheduling lift in the reduced EAD/LAD window. Determination of sealift timelines accounts for 2 days equipment upload at SPOEs and the appropriate number of days transit time between SPOE and

SPOD. Reception of forces must include 2 days discharge operations at the SPOD. For example, if upload of equipment occurs on the ALD of C039, the second day of equipment upload at the SPOE would be on day C040. If the transit time is 10 days, the sail time begins on C041 and ends on C050, where C050 is the EAD (arrival at the SPOE) and the LAD is C056. In this example, reception of forces is complete not later than C058. The supported commander, in coordination with lift providers, will identify sealift transit times to be used based on types of ships and the specific AOR.

f. Common-User Provided Land/Surface C-date Fields. EAD/LAD windows for ULNs moving by common-user provided land/surface lift (rail, truck, bus, barge, etc.) normally span a 5-day period (LAD = EAD + 4 days).

g. "On-Call" ULN C-Date Fields. When force requirements are under development and actual movement dates have not been established, ULNs are entered and sourced in the TPFDD as on-call requirements. TPFDD records for on-call units are coded "LAD on call/LAD=9999."

h. Mode/Source Fields. ULN transportation mode and source (M/S) fields are identified in CJCSM 3150.16 (JOPESREP). The following M/S codes and explanations are used in crisis action, force rotation, deliberate planning, and exercise TPFDDs:

Mode	Source	Explanation
A	C	Air via supporting commander channel (AMC or Service) aircraft
A	D	Air via theater (supported commander) aircraft
A	H	Air via organic (unit) aircraft
A	K	Air via strategic (AMC, AMC-contract) aircraft
A	L	*Air via AMC commercial ticket program (CTP)** *Air via AMC commercial cargo program (CCP).*
A	M	Air via unit (Service)-funded commercial tickets
A	N	Air via host-nation/allied provided airlift
A	S	Air via SAAM
A	Q	*Air via strategic (AMC) aircraft, Special Operations Forces (SOF) "SOF Compartmentalized Mission Handling (SCMH)"**
L	D	Land via theater (supported commander) trucking
L	G	Land via MTMC-arranged trucking or rail (CONUS)
L	H	Land via organic (unit) vehicles
L	R	*Land via theater (supported commander) rail**

Mode	Source	Explanation
L	N	Land via host-nation/allied-controlled transport
L	M	Service-provided, nonorganic land transport
P	C	Mode optional; source is supporting CINC (to other than a CONUS SPOE)
P	D	Optional via supported commander (to other than a CONUS SPOE)
P	G	Mode optional; source is MTMC (CONUS use only)
P	N	Host Nation
P	A	*Mode and source of transportation are optional, USTC will analyze and recommend appropriate mode/source.**
S	C	Sea via USN/USCG ship
S	D	Sea via USN/USCG ship (MPS/AWR)
S	E	Sea via MSC ship or MTMC-contracted liner service
S	G	Sea via MTMC-arranged commercial charter
S	H	Sea via organic (unit) vessels
S	N	Sea via host-nation/allied provided sealift
S	P	Sea/canal via barge/ferry
S	W	Sea via MSC (assault follow-on echelon [AFOE])
X	G	No transportation required (origin and POE same, CONUS APOEs/SPOEs; or POD and destination same, CONUS APODs/SPODs)
X	X	No transportation required (origin and POE same, not CONUS APOEs/SPOEs; or POD and destination same, not CONUS APODs/SPODs)
Z	(Blank)	Requirement is in place at final destination

* Indicates codes available with the fielding of JOPES 2000.

i. APOE/APOD Selection and Aircraft Planning Thresholds

(1) Large Units (Strategic Airlift). Normally, supporting commanders select APOEs within the supporting commander's AOR and the supported commander identifies APODs within the supported commander's AOR. As early as possible in the planning process prior to validation, the supported commander, in coordination with USCINCTRANS and other lift providers, specifies APOEs/APODs where optimum force closure would result. Single ULNs reflecting at least 100 passengers (PAX) or 15 STONS are supported with dedicated strategic airlift (A/K). Based on availability of airframes, requirements leaving from two APOEs or arriving at two APODs can be combined to meet the strategic airlift minimum requirements of 100 PAX or 15 STONs. This also

holds true for mixed PAX and STON requirements, which, combined with another ULN meet the minimum requirements for strategic airlift for either PAX or STONs. These situations will be evaluated on a case-by-case basis for transportation feasibility. ULNs meeting this minimum-planning threshold are coded to depart from an APOE(s) closest to the unit's origin. At times, combinations of PAX and STONS that do not meet minimum planning thresholds but in aggregate equal the ACL of a strategic aircraft may be allocated dedicated lift if supportable by lift providers (example: 80 PAX and 7.0 STONS). Movement requirements, which must utilize strategic airlift but do not meet these minimum thresholds, will be handled on a case-by-case basis, and strategic airlift provided if the mission cannot be supported any other way.

(2) Large Units (Supported Commander-Provided Airlift). Normally, the supported commander selects APOEs/APODs and the lift provider recommends alternate APOEs/APODs where optimum force closure would result. Single ULNs reflecting PAX or STONS equal to or greater than the minimums specified by the supported commander are supported with dedicated intratheater airlift (A/D).

(3) Small Units (Aggregated)(Combined). Aggregating small unit deployments to preselected APOE/PODs is critical when operating under a crisis action TPFDD or with limited aircraft availability. ULNs reflecting less than the minimum dedicated strategic airlift thresholds at separate locations are not normally supported with dedicated strategic airlift unless combined or aggregated with other compatible loads to create a strategic airlift and supportable load. The appropriate command component (force provider, sourcing command) combines small unit ULNs at separate locations by first considering surface transportation to aggregate ULNs at one POE. Aggregating or combining small deployments to preselected APOEs/APODs is critical when operating with limited aircraft availability. ULNs reflecting less than the minimum dedicated strategic airlift thresholds at separate locations are not normally supported with dedicated strategic airlift unless aggregated or combined. Aggregated loads are created by moving via surface or other nonstrategic lift assets cargo/passengers to a common APOE to meet the minimum strategic lift thresholds for movement in the same EAD/LAD window to the APOD. Combined loads are created by identifying cargo/passengers at two APOEs or APODs in the same region with common movement windows for separate onload/discharge, but meeting the minimum threshold for the strategic leg (example: 8.0 STONS located at Hunter AAF and 7.0 STONS located at Pope AFB both having the same EAD/LAD window for delivery to Ramstein AB). Lift providers provide combined loads if supportable. Do not use intermediate location codes (ILOC) for USTRANSCOM-provided lift.

(4) Small Units (Channel or Commercial Tickets Funded by Deploying Units). ULNs that have not been aggregated or combined with others to form minimum dedicated strategic airlift load will be coded mode/source A/C for movement on channel missions, A/K for the CJCS-sponsored exercise commercial ticket program (PAX only), or A/M for movement using commercial airline tickets funded by the deploying unit. Supporting commands will coordinate with installation transportation offices to move personnel and equipment between unit installations and channel or commercial ports. ULNs, which are designated for channel movement, must be coded to reflect the GEOCODES of established channel ports. Cargo moved in support of CJCS exercises may use port handling and inland transportation (PHIT) funds obtained through the exercise transportation accounting code (TAC) for channel movements.

(5) Mode/Source Optional, USTRANSCOM Selected Lift. With implementation of mode/source code of P/A in the current version of the JOPESREP, supported commanders can indicate they have no preferred mode/source of transportation. When this mode/source code is used, USCINCTRANS, in coordination with transportation lift providers, will analyze and recommend the most efficient and effective lift to the supported commander. USCINCTRANS will post their recommendation to the appropriate operation newsgroup, and the supported commander will respond with concurrence or request for more information/coordination. When the supported commander validates a requirement with mode/source P/A, no further changes will be made to the mode/source code in JOPES; lift providers will simply provide the approved lift against the requirement.

(6) Small Units Commercial Ticket Program (CTP). CTP can only be used to move people between APOE and APOD who are participating in a CJCS-approved joint training exercise. CTP is normally used only when movement of passengers is not feasible via dedicated strategic airlift. CTP is used as a necessity to conduct exercises and is not used as a convenience to exercise participants. The supported commander is the approving authority for deviations from USTRANSCOM's movement recommendations. Supported commanders may deviate when other considerations make recommended movement via dedicated strategic airlift unsuitable for exercise support. Supported commanders use a mode/source of A/K for passenger-only ULNs, even though the total number of passengers does not meet dedicated strategic airlift minimums.

(a) Validation of mode/source A/K coded ULNs by the supported commander indicates approval to use exercise strategic lift funds for CTP, if strategic airlift is not feasible or available.

(b) Air Mobility Command's Tanker Airlift Control Center reviews all A/L coded ULNs to determine if movement via dedicated strategic airlift is possible or recommends ULNs for movement by CTP to USCINCTRANS. USCINCTRANS makes appropriate recommendations to the supported commander if movement by dedicated strategic airlift is feasible.

(c) USCINCTRANS sends a CTP authorization message to the Joint Staff, J-7/JETD, appropriate Service headquarters/agencies, and the supported commander. Additionally, USTC posts a copy of the authorization message in the appropriate newsgroup. Supported commanders are responsible for ensuring Service components and major commands are notified of CTP authorizations. Message authorization may be one way or round trip. For each authorized requirement, the CTP authorization message will include ULN, unit name, unit home station (origin for deployment, destination for redeployment), deployment location (APOD for deployment, APOE for redeployment), number of passengers, round-trip or one-way, and cost of ticket(s). Authorizations will include a unique CTP authorization number. Normally, each exercise has only one authorization number with updates indicated by change number. Each message will indicate the total estimated dollar amount for the authorization number and update, and the total estimated dollar amount authorization by Service (use Executive Agent for joint ULNs). Once the CTP authorization message is sent, USTRANSCOM places a "C" in the SSF field to indicate the ULN is authorized movement by CTP (use a "T" until JOPES is updated to use a "C").

(d) Service Chiefs develop Service-unique mechanisms to use/track joint Service funds for CTP.

(e) Passengers approved for CTP follow Service procedures for purchase of commercial tickets. Unit representatives or passengers contact the supporting installation transportation office (ITO) with the authorization reference to obtain the appropriate fund cite for purchase of commercial tickets.

(7) Small Units (Commercial Cargo Program (CCP). CCP is a new initiative that is in the planning stage for implementation in the future.

j. SPOE/SPOD Selection. Normally, supporting commanders select SPOEs outside the theater of operations and the supported commander identifies SPODs in the AOR. Lift providers recommend alternate SPOEs/SPODs where optimum force closure would result. Cargo movement using USCINCTRANS-

provided sealift should be coded for MSC ships or MTMC contracted liner service.

4. FM Structure

a. FMs will be developed to group ULNs for TPFDD analysis and force tracking. Typical FM categories include but are not limited to force composition, functional (e.g., all medical), geographical (e.g., a common POD), or time phasing (e.g., same LAD). Supported command components identify and allocate FM assignments to counterparts in supporting commands for their use. Supporting commanders are authorized to establish additional FMs as needed, provided force module identifiers (FMIDs) developed are within their FM allocation.

b. At a minimum, supported command components will develop individual FMs to identify the following force compositions:

ARMY
- Divisions/ACRs
- Brigades (maneuver, artillery, air defense)
- PATRIOT BNs/BTRYs with CS/CSS
- Echelon above Division CS/CSS Units
- Echelon above Corps CS/CSS Units

AIR FORCE
- Aerospace Expeditionary Task Force (AETF)
- Individual Wings/Composite Wings
- Major Aviation Forces (e.g., fighter/bomber/transport squadron)
- Major Support Squadrons

MARINE CORPS
- Marine Air Ground Task Force/Component Force
- Command Element (CE)
- Ground Combat Element (GCE)
- Air Combat Element (ACE)
- Combat Service Support Element (CSSE)
- Accompanying Supplies

NAVY
- Carrier Battle Group (CVBG)
- Amphibious Readiness Group/Amphibious Task Force (ARG/ATF)
- Non-Carrier-Based Squadrons
- Major Support Forces
- US Coast Guard Forces

Maritime Patrol Squadrons
Combat Logistics Force (CFL)
Hospital/Medical Units

SOF
Component Force for each supporting Service

OTHER
Functional HQ Element
Functional Component Commands
Major Subordinate Elements
Units that are required to be called up under a Presidential Reserve Call-Up (PRC)

c. The Chairman of the Joint Chiefs of Staff may, as an exception, direct that the supported command create FMs for the purpose of force tracking during the deployment and redeployment phases of execution. This will facilitate monitoring the deployment and closure of forces identified in the specific task-organized force list. In those cases, the title of the force module will include the date/time group of the applicable request for forces, deployment order, or execute order.

5. CIN/PIN Structure

a. Cargo/personnel increment numbers (CINs/PINs) are not used in contingency or exercise TPFDDs. CINs/PINs are used exclusively to represent sustainment and replacement personnel flow in TPFDDs developed to support deliberate plans. CIN/PIN structure is identified in JOPESREP, reference f. When TPFDDs developed during the deliberate planning process are modified for execution, the supported commander removes CINs and PINs from the TPFDD.

b. Normally, the movement of nonunit cargo, including high-priority cargo transported via air mobility express, is planned and executed within the Defense Transportation System (DTS). In those specific instances when component commanders determine it necessary to move selected nonunit cargo via JOPES, components convert nonunit cargo requirements into ULN records before validation. ULNs representing nonunit cargo requirements move within the announced airlift and sealift allocation. The component commander establishing a nonunit cargo ULN is responsible for providing all data normally provided by supporting and supported commanders and must precoordinate with the activity providing the material. Direct liaison between the component establishing the requirement and the providing activity is authorized to obtain cargo documentation (level 4-cargo detail) and shipping or distribution

information. This procedure is intended to ensure selected high-profile; nonunit cargo is afforded dedicated lift and increased In Transit Visibility (ITV).

APPENDIX B TO ENCLOSURE H

TPFDD VALIDATION PROCESS/PROCEDURES

1. General. Validation is the execution procedure used by the supported commander to confirm to the lift providers that all validated TPFDD records contain no fatal transportation pre-edit report errors and accurately reflect the current status, attributes, and availability of unit requirements.

2. TPFDD Validation Process

a. Requirement Selection

(1) The supported commander announces in the validation message the date of the next validation and the ranges of EADs (for airlift, sealift, and other surface movements) to be considered during that validation process.

(2) Supported command component commanders review ULNs within the specified EAD range, select those the component intends to submit for validation, and coordinate with supporting command counterparts to complete their sourcing.

b. Sourcing Verification

(1) Providing organizations source ULNs and enter an “S” in the project code field of candidate ULNs to indicate completion of the sourcing process.

(2) By entering an “S” in the project code field, the supporting commander confirms the following actions are complete: ULNs are sourced and cargo is tailored to level-4 detail, ULNs are free of fatal errors, ULNs accurately reflect the current attributes and availability of each force, forces have been alerted for deployment, and the sourcing process has been coordinated with supported command components.

(3) Supporting commanders determine what level within the supporting command enters the “S” in the project code field.

(4) Supporting commanders ensure deploying units forward hazardous material (HAZMAT) information, in the format shown in Appendix F to this LOI, to lift providers identifying HAZMAT contained in unit cargo as soon as possible.

c. Supported Command Component Verification

(1) Once sourced, supported command component commanders indicate the completion of the supported command component validation phase by entering an "SC" in the project code field of candidate ULNs.

(2) Supported command component commanders transmit a verification message to the supported commander (sample format in Enclosure H, Appendix E). The verification message confirms that the sourced ULNs, identified with "SC" in the project code, reflect those forces on the supported commander's task-organized force list that are required to fulfill the anticipated mission. The verification message also confirms that ULNs have been time-phased in keeping with the component's lift apportionment and that the component is prepared to receive the forces represented by the ULNs at POD.

d. Supported Commander Validation

(1) The supported commander reviews ULNs that contain "SC" in the project code and a blank in the SSF field. From this collection, the supported commander marks all ULNs that comply with the supported commander's concept for deployment, that reflect forces whose deployment is approved by the NCA, that are properly time-phased against the apportioned lift limits, and in the case of exercise TPFDDs, if funding for the movement is available.

(2) The supported commander adds the marked records to a validation force module, performs the supported commander's automated validation, and reviews validated ULNs to ensure a "V" was added to the SSF field of validated ULNs.

(3) The supported commander transmits a validation message to lift providers validating ULNs in the TPFDD, identified with a "V" in the SSF field and contained in FM "XXX," are ready for scheduling and movement by lift providers (sample format in Enclosure H, Appendix D). Validation messages to lift providers include special handling or special timing requirements.

e. USCINCTRANS Validation of Transportation Enabling Units. During crisis action operations, the supported commander has the option of delegating validation of transportation enabling units (units or personnel deployed solely as a product of validated force movement requirements; i.e., TALCE, mission support team, port opening team) to USCINCTRANS. This action may preclude delays moving these advance elements required to deploy the supported commander's forces.

3. TPFDD Validation Windows. The supported commander defines airlift, sealift, and other surface validation windows in his validation message and in CINC/AOR-specific instructions appending this LOI and posted on supported command homepages. The "validation window" is defined as a range of C-dates based on EAD in which all TPFDD ULNs are to be validated and need to be processed for scheduling, allocating, manifesting, or executing. ULNs requiring validation are requested through the supported commander "outside" or beyond the range of EADs noted in the validation window. ULNs requiring validation that are requested "inside" the validation window disrupt the above processes and require accompanying justification identifying the operational need driving the in-window validation request (Figure H-B-1 depicts the window concept). Validations generally occur under three types of deployment requirements: steady-state rotations, crisis, and exercises.

a. Under steady state, validations normally occur three times weekly. General validation windows are identified below. The supported commander's validation message is used to announce the date(s) of the next validation as well as the "specific" validation windows for air, sea, and land movements validation to be reviewed during the next validation. Short-notice validations, regardless of the type of deployment, require a general/flag officer endorsement (see paragraph 5 of Enclosure H).

b. For crisis action validation, the supported commander normally validates to lift providers immediately after the deployment order is issued and encompasses the first 7 days of a deployment. In coordination with lift providers, the supported commander will determine subsequent validation windows based on mission flow and operational requirements.

c. Exercises are validated in accordance with the CINC exercise schedule previously coordinated with lift providers. Exercise validation deadlines are generally based on the first calendar day of the month for the deployment or redeployment (T-day).

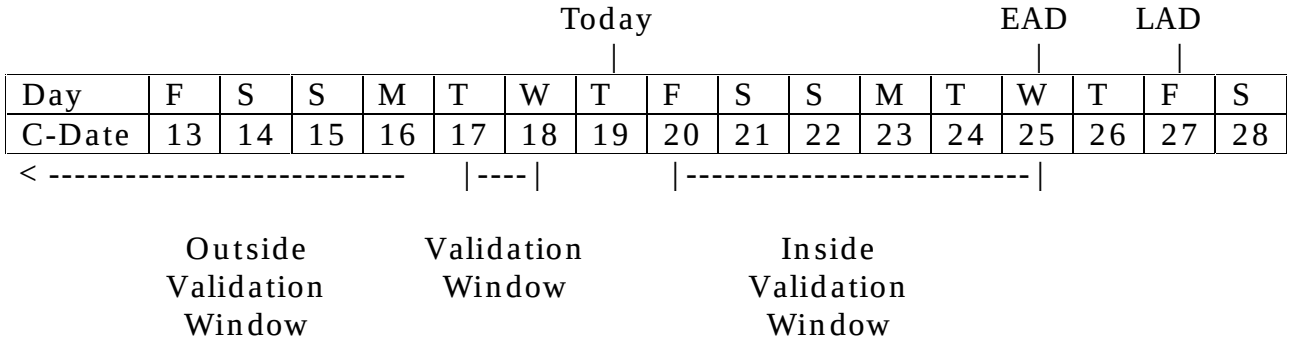

Figure H-B-1. Airlift Validation Window Concept

d. The airlift validation window is determined by the supported commander, in coordination with the lift providers based on scheduling, contracting, lift positioning, diplomatic clearance, and execution time-lines. These time-lines collectively determine the number of days prior to EAD that a ULN is validated to the lift provider. Normally, the airlift validation window is 7 days from the current C-date (current C-Date + 6 days). For example, if the current date is C019, the airlift validation window consisting of previously validated ULNs is defined as EAD = C019 + 6 days = C025. In the same example, if the current date is C019, new requests for airlift validation would include all ULNs reflecting an EAD of C026 or greater.

e. The supported commander determines the sealift validation window in the same manner as airlift windows. The sealift validation window is 45 days from the current C-date (current C-date + 44 days). For example, if the current date is C010, the sealift validation window consisting of previously validated ULNs is defined as EAD = C010 + 44 days. Using the same example, if EAD is C055, validations occurring on or after C011 are inside the validation window (EAD C055 – 44 days); therefore, the latest date for an on-time validation is C010.

f. The supported commander determines the land/other surface validation window in the same manner as the airlift window. Normally, the validation window for land/other surface movements is 7 days from the current C-date (C-date + 6 days). For example, if the current date is C019, the land/other surface validation window consisting of previously validated ULNs is defined as EAD = C019+ 6 days = C025, new requests for land/other surface validations would include all ULNs reflecting an EAD of C026 or greater.

g. The supported commander, in coordination with the supporting commanders and components, determines which contingency operations be considered force rotations. Force rotations are usually conducted on a frequent basis, with longer planning horizons than crisis action operations. In addition, the magnitude of the force rotations requires additional leadtime to acquire scarce transportation assets while maintaining balanced support for other operations. Under these conditions, lengthened validation windows provide better opportunities to schedule scarce lift assets to meet the supported commander's movement requirements. If possible, as much of the deployment or redeployment as possible should be validated at the first validation window to allow planning for the force rotation as a package to efficiently schedule lift.

(1) For force rotations, the airlift validation window is normally 21 days from the current C-Date (C-Date + 20 days). For example, if the current date is C019, the airlift validation window consisting of previously validated ULNs is defined as EAD = C019 + 20 days = C039. New requests for airlift validations would include all ULNs reflecting an EAD of C040 or greater. Using the same example, if EAD is C039, validations occurring on or after C019 are inside the validation window (EAD C039 – 20 days); therefore, the latest date for an on-time validation is C018.

(2) For force rotations, the sealift validation window is normally 45 days from the current C-Date (C-Date + 44 days). For example, if the current date is C010, the sealift validation window consisting of previously validated ULNs is defined as EAD = C010 + 44 days = C054. New requests for sealift validations would include all ULNs reflecting an EAD of C055 or greater. Using the same example, if EAD is C055, validations occurring on or after C011 are inside the validation window (EAD C055 – 44 days); therefore, the latest date for an on-time validation is C010.

h. Exercises compete for transportation assets at a lower priority than current operations. Exercises are also driven by more constrained transportation budgets and more extended contracting lead times than are current operations. Therefore, the validation of exercise TPFDDs occurs on pre-identified dates prior to each individual exercise. Exercise validation deadlines are based on a T-Day, which is the first day of the calendar month in which deployment or redeployment for a training event starts. For example, if a deployment starts on 16 May, then T-Day is 1 May. Normally, the entire deployment or redeployment TPFDD is validated based on the T-Day versus incremental validation windows for crisis action operations or force rotations.

Note: Supported commanders may opt to use incremental validation windows for longer, more complex exercises when the movement window spans over several months. These timelines are reduced from previous exercise validation timelines to allow exercise planners adequate time to define exercise movement requirements. However, accurate and stable movement requirements must be provided at the specified validation deadlines to preclude impacting exercise execution.

(1) For exercises, the airlift validation deadline is normally 50 days prior to the T-Day (T - 50 days). For example, if the deployment T-Day is 1 May, the airlift validation date for the entire deployment TPFDD is 12 March (nonleap year).

(2) For exercises, the sealift validation deadline is normally 60 days prior to the T-Day (T - 60 days). For example, if the deployment T-Day is 1 May, the sealift validation date for the entire deployment TPFDD is 2 March (nonleap year).

i. Table H-B-1 below summarizes the validation guidelines for crisis action movements, force rotations and exercises.

Movement Category	Validation Basis	Validation Rule	Validation Due NLT
Crisis Action Airlift	EAD	7 day window	EAD – 6 days
Crisis Action Sealift	EAD	45 day window	EAD– 44 days
Force Rotation Airlift	EAD	21 day window	EAD – 20 days
Force Rotation Sealift	EAD	45 day window	EAD– 44 days
Exercise Airlift	T-Day	50 day deadline	T – 50 days
Exercise Sealift	T-Day	60 day deadline	T – 60 days

Table H-B-1. Validation Guideline Summary

4. Changes to Validated Requirements

a. General. Transportation scheduling, allocating, contracting, manifesting, and diplomatic clearance processing usually begins once supported commanders validate ULNs to lift providers. Changes to validated requirements are disruptive and must be limited to only those required to support operations or respond to unforeseen events. Supporting commanders and providing organizations coordinate with the supported commander prior to making changes to validate ULNs. Supported component commanders forward requests for changes, with

justification, to the supported commander for approval. To facilitate these operational-related changes the following two procedures are established.

b. Changes That Do Not Affect Schedules

(1) Changes that do not affect movement schedules are defined as those that correct the accuracy of ULN information without affecting movement schedules. These changes most often serve to improve the accuracy of validated TPFDD information by making minor adjustments to cargo and passenger information and by correcting logical errors.

(2) Because of the efforts involved in coordinating the unlocking, correction, and revalidation of validated ULNs, changes in this category require coordination with the supported commander before making changes. Supported component commanders request and coordinate change-validation messages and include a statement justifying the change.

c. Changes That Affect Movement Schedules

(1) Changes that affect movement schedules are defined as those that invalidate lift schedules, commercial contracts, or diplomatic clearances. These effects most often occur when changes are made to routing data or to cargo/passenger details that require the scheduling of additional lift.

(2) Changes in this category are only considered for approval when the component commander identifies a clear operational need. In addition, changes that affect movement schedules require general/flag officer endorsement if the change is past the schedule posting dates in Appendix C of this instruction. Addition or deletion of any validated requirement requires supported commander approval. A summary of changes requiring revalidation is listed in Table H-B-2.

(3) Lift providers coordinate with the supported commander and affected units prior to making changes to previously scheduled airlift or sealift missions.

Transportation Mode	Revalidate when	Remarks
Sea, Dedicated Ship	10% increase or decrease in validated square feet or measurement tons (MTONs) for any requirement. Any change in number of passengers.	Any requirement changes that exceed capacity of single ship requires scheduling command approval.
Sea, Less-Than-Ship-Load	Change within contracted capacity.	Terms of contract will dictate need for additional transportation funds and requirement for scheduling command approval. Coordinate with USTRANSCOM
Air Passengers	Increase or decrease of 5 or more passengers for any validated ULN.	Multiple changes requiring additional aircraft require scheduling command approval.
Air Cargo	Increase or decrease of 2 STONs or more for any validated ULN.	Multiple changes requiring additional aircraft require scheduling command approval. Addition of oversize cargo to bulk-only ULN or addition of outsize cargo to any ULN requires scheduling command approval.
Air or Sea	Addition or deletion of any ULN; change of ALD, EAD, LAD, POE, or POD.	

Table H-B-2. Transportation Requirement Change Parameters

(4) ULNs that require strategic airlift and are flagged with an "A," "M," or "B" in the SSF will have scheduled airlift deallocated if that ULN is unlocked by changing the SSF to blank using a Force Validation Tool. The supported commander must use caution and prudence when requesting such a ULN be unlocked by USTRANSCOM in order to make changes to the record. In cases where the changes to the ULN will not change the airlift schedule or the airframe requirement, the supported commander should coordinate directly with USTRANSCOM via the operation newsgroup to document the change without unlocking the record to change the JOPES database. When the required changes will affect the schedule or airframe requirement, the ULN will be unlocked, airlift deallocated, changed appropriately, and revalidated to

USTRANSCOM for reallocation of airlift. Such action requires general/flag officer authorization as described in paragraph 5 of Enclosure H.

(5) Changes that affect exercise movement schedules that occur prior to E-50 require an O-6 level endorsement. Changes that affect exercise movement schedules after E-14 require a general/flag officer endorsement. Addition or deletion of a validated requirement requires scheduling command approval. Change of any of the following data elements after validation requires scheduling command approval: ALD, EAD, LAD, POE, or POD. A scheduling command is defined in reference g as the command that entered the training event into the Joint Training Master Plan. Even small changes should be coordinated with both the scheduling command and USTRANSCOM to ensure effective use of transportation.

d. When Lift Providers Cannot Support Validated Movement Dates. When lift providers cannot meet one or more of the dates validated for movement of a requirement, the lift providers will coordinate with the supported commander via newsgroup concerning alternate dates/means of transportation. As dates validated for movement reflect the mission requirement, the supported commander will not be required to unlock, request unlock requirements, change any dates, reflect the dates for which the lift provider is finally able to provide transportation, or be required to revalidate with dates suitable to the lift provider.

e. Approved Changes. The following procedures are used when the supported commander approves changes to validated ULNs:

(1) The supported commander announces ULNs that have been approved for change in the validation message. The supported commander “unflags” TPFDD records requiring changes by removing the “V,” or notifies lift providers of the requirement to remove “T," “A," “M," or “B," from the SSF field. At the time codes are removed from the SSF field, the organization removing the code also removes the “SC” codes in project code fields to prepare the record for validation once changes are made.

(2) Informal coordination with lift providers takes place as soon as changes to ULNs are approved, with immediate follow up in a validation message. Lift providers take appropriate action to adjust schedules or halt scheduling actions for ULNs identified by the supported commander as approved for change.

(3) Once ULNs are unflagged, the commander requesting the change makes the approved corrections and requests validation of the changed ULNs in the next validation message. When the ULN is ready for validation, procedures in subparagraph 4 above are followed.

(4) In some cases, time may not allow for unlocking and revalidation of ULNs already allocated lift to document approved changes between the supported commander and lift provider. In addition, removing mission allocation data for records scheduled for movement in the immediate future may hamper the deployment/redeployment process. In those cases, document the approved change in a validation message.

5. Validation Reporting Process

a. Validation Suspense. Unless otherwise directed by the supported commander, validations normally occur on Mondays, Wednesdays, and Fridays. Supporting component commanders submit verification messages to the supported commander, in the formats directed in Appendix D, not later than the time specified in the supported commander's validation message. Negative replies are not required. Exercise validation messages are submitted by dates reflected in CINC/AOR-specific instructions appending this LOI and posted on supported command homepages. Requests for validation received after the above suspense are not normally processed until the next scheduled validation period.

b. Validation Newsgroups. Validation messages supporting current operations and exercises are transmitted in the appropriate newsgroup specified in CINC/AOR-specific instructions appending this LOI.

APPENDIX C TO ENCLOSURE H

TPFDD SCHEDULING, ALLOCATION, AND MANIFESTING PROCEDURES

1. General. Only those ULNs properly validated by the supported commander are scheduled by lift providers. The supported commander is the only authorized POC for coordination and approval of scheduling changes with lift providers.

2. Acceptance of Requirements for Scheduling and Movement. USCINCTRANS accepts validated ULNs for scheduling and movement by placing a "T" in the SSF field. USCINCTRANS coordinates alternative transportation with the supported commander and supporting commander for movements that do not meet appropriate criteria.

3. Aircraft Load Plans. Load plans are required upon request by Air Mobility Command's Tanker Airlift Control Center (TACC). To facilitate mission planning, deploying/redeploying units should be prepared to create load plans. Shortly after being tasked, TACC will match validated movement requirements with the appropriate aircraft. If additional information is required to adequately plan the mission, TACC may request units generate and submit load plans within 48 hours of notification to ensure adequacy of proposed aircraft and mission plan. Submission of load plans is in accordance with AMC load planners and unit mission parameters. Current technology limitations require the unit to fax or E-mail the load plan to AMC for review. Requirement changes may require submission of new load plans.

4. Scheduling Procedures. Lift schedules provided by lift providers attempt to satisfy the units available to load date at POEs and the supported commander's preferred offload date at PODs. For movements that are validated on time, lift providers enter planned schedules in JOPES for all carriers not later than ALD minus 3 days for airlift movement or ALD minus 7 days for sealift movements. Schedules for force rotations and exercises are provided with greater notice commensurate with earlier validation timelines. Exercise schedules are normally entered in JOPES no later than the exercise deployment/redeployment start date minus 14 days for airlift or exercise deployment/redeployment start date minus 21 days for sealift. A summary of schedule posting dates is listed in Table H-C-1 below. The supported commander will enforce these standards. Lift providers enter actual movement data in JOPES not later than 2 hours after an event occurs for airlift, or 96 hours after an event occurs for sealift (upload, departure, arrival, offload, etc.).

Movement Category	Schedule Posting Basis	Schedule Due NLT
Crisis Action Airlift	ALD	ALD – 3 days
Crisis Action Sealift	ALD	ALD – 7 days
Force Rotation Airlift	ALD	ALD – 7 days
Force Rotation Sealift	ALD	ALD – 14 days
Exercise Airlift	E-Day	E – 14 days
Exercise Sealift	E-Day	E – 21 days

E-Day = Exercise start date (movement of first aircraft or ship)

Table H-C-1. Schedule Posting Summary

5. Allocation Procedures. For purposes of this section, “allocation” refers to the assignment of carriers to validated ULNs. Lift providers confirm that carriers are allocated against each ULN validated by the supported commander, and the allocation is accurately reflected in JOPES. Components, supporting commanders, and moving units do not attempt to coordinate, change, or reassign ULNs/aircraft mission numbers/sealift carriers with lift providers. Instead, component commanders request scheduling changes directly with the supported command by documenting the request in the appropriate newsgroups. For non-common-user lift (i.e., amphibious, maritime pre-positioning force (MPF), service-provided), moving units coordinate load planning information with the lift provider and ensure load plans are passed to lift providers via the chain of command. In addition to the requirements being validated by the supported commander, the SSF must also be flagged with a "T" by USTRANSCOM for forces requiring TCC-provided lift.

6. Manifesting Procedures. Manifesting refers to the entry of actual passengers and cargo STONS/MTONS that are transported on allocated carriers.

a. Premanifest Procedures. The force provider is responsible for premanifesting ULNs once lift providers have entered lift allocations in JOPES. Premanifesting refers to the entry of estimated PAX/STON/MTONS allocation data associated with carrier schedules. This data is an estimate taken from unit load plans and automated unit equipment list (AUEL) data and is updated by the actual manifest performed at the POE during execution.

b. Manifest Procedures at Execution. Normally, the commander responsible for operating the POE (in the case of exercises, the commander assigned Executive Agent responsibilities for a specific exercise as tasked in JTPs) is responsible for entering actual manifested ULN passenger and cargo information

in JOPES during execution. USCINCTRANS TCCs are responsible for entering actual manifest information when TCCs control port operations. The Service component or supporting command providing the unit is responsible for entering actual manifest information when USCINCTRANS TCCs are not operating ports.

(1) In accordance with (IAW) this manual, the command operating the APOE enters final manifest information in JOPES not later than 1 hour after aircraft departure from APOE.

(2) IAW this manual, the command operating the SPOE enters final manifest information in JOPES not later than 2 hours after ship departure from SPOE or 48 hours before ship arrival at SPOD, whichever is first.

(3) The command operating POE railheads or intratheater waterway ports enters manifest information in JOPES not later than 2 hours after trains/barges depart. The deploying unit (or Service component/supporting command if JOPES is not available at the POE) is responsible for entering manifest information for other surface movements.

(4) Verification of both passenger and cargo manifests is dependent upon the system used to generate the manifests. The Army's Tactical Personnel System (TPS), either by itself or in conjunction with Air Force's In Transit Visibility (ITV) systems, are two methods for providing such verification while providing seamless input into JOPES via the Global Transportation Network (GTN). The TPS is a strength accounting system that automates the establishment of a deployed personnel database via automated personnel deployment and redeployment manifesting.

(5) Deploying unit commanders provide lift providers at APOEs and SPOEs with the following information: Military standard transportation and movement procedures (MILSTAMP) documentation, ULN identification, load plans accurately describing passengers and cargo details, and hazardous cargo documentation.

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APPENDIX D TO ENCLOSURE H

RECOMMENDED
SUPPORTED COMMANDER'S VALIDATION MESSAGE FORMAT

FROM: USCENTCOM

TO: (LIFT PROVIDERS & supported command component commanders)

INFO: (Optional)

CLASSIFICATION: (Normally SECRET. This sample is UNCLASSIFIED)

SUBJECT: USCENTCOM Validation Message, 02 Oct/C376, PIDs 196SK/RP (C).

REFERENCE:

POC: (Rank/Name/DSN/E-mail address)

1. ULNs in subject TPFDDs that reflect a "V" in the SSF field and are contained in FM "XXX" are validated for scheduling.

2. Additions to previous validation windows are approved and validated as follows:

PID	ULN	EAD	M/S
196SK	AAM0020	C380	A/K

3. Changes to previously validated ULNs listed below are approved. Approving authority: (Rank/Name). Request SSF and project code fields be unflagged and cleared.

PID	ULN	CHANGE
196SK	GRM0011	PAX from 37 to 43, STONS from 10.5 to 8.6
196RP	GMR00B0	STONS from 17.9 to 0.0

4. Next validation due to USCENTCOM: Friday, 041400Z OCT 96. ULNs to be reviewed for validation at that time include:

a. Airlift requirements with EAD between C385-C392.

b. Sealift requirements with ALD between C408-C415.

c. Land/other surface requirements with EAD between C385-C392.

5. Contact CCJ3-PJ off duty through the USCENTCOM Command Center, DSN 968-5696.

Drafter/Releaser: Rank Name/Rank Name

APPENDIX E TO ENCLOSURE H

RECOMMENDED
SUPPORTED COMMAND COMPONENT/CJTF VALIDATION MESSAGE FORMAT

FROM: USCENTAF/A5-DOXPD

TO: USCENTCOM/CCJ3-PJ

INFO:

CLASSIFICATION: (Normally SECRET. This sample is UNCLASSIFIED)

SUBJECT: USCENTAF Validation Message, 04 Oct/C378, PIDs 196SK/RP (C)

REFERENCE(S): (Optional)
A. DEPLOY ORD, USCENTCOM, 292330Z Sep 96
B. CENTCOM.JOPES.196sk, CCJ3-PJ, 021800Z Oct 96

POC: (Rank/Name/DSN/E-mail address)

1. Per USCENTCOM direction in ref B, airlift ULNs with EADs between C385-C392 have been reviewed. Those recommended for validation have been coded with an "SC" in the Project Code. No sealift ULNs are recommended.

2. Request approval of following changes/additions to requirements in previous validation windows. Approving Authority: (Rank/Name).

PID	ULN	Action Requested	EAD	Justification
196SK	GAP0010	Add ULN	C382	Note 1
196SK	GAP0011	Add ULN	C382	Note 1
196SK	GAP0012	Add ULN	C382	Note 1

NOTE 1: Changes were directed in ref A, USCENTCOM deployment order.

3. Remarks: (Optional)

4. Contact A5-DOXPD off duty through the USCENTAF Command Center, DSN ___-____.

Drafter/Releaser: Rank Name/Rank Name

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APPENDIX F TO ENCLOSURE H

RECOMMENDED
HAZARDOUS MATERIAL NOTIFICATION MESSAGE FORMAT

FROM: ARCENT G3

TO: AMC TACC

INFO: (As Needed)

CLASSIFICATION: ( )

SUBJECT: ARCENT Hazardous Material Notification Message, 02 Oct 00.

REFERENCE: centcom.JOPES.196sk, ARCENT G3 Plans, 021400Z Oct 00.

POC: (Rank/Name/DSN/E-mail address)

1. The following hazardous cargo is provided for ULNs noted in reference:

ULN AAC0C01
Proper Shipping Name:_____
Numeric Hazard Class/Division:_____
UN or NA Number:_____
Net Explosive Weight (NEW):_____
Total Weight:_____
Packing Group:_____
Total Quantity:_____

ULN AAC0C02
Proper Shipping Name:_____
Numeric Hazard Class/Division:_____
UN or NA Number:_____
Net Explosive Weight (NEW):_____
Total Weight:_____
Packing Group:_____
Total Quantity:_____

2. POC for above information is: (Rank, Name, Unit, DSN)

Drafter/Releaser: Rank Name/Rank Name

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APPENDIX G TO ENCLOSURE H

EXERCISE PLANNING GUIDELINES

The following Joint Exercise and Training Event Planning milestones reflect proposed changes to reference f.

Days before E-Day / T-Day [1]	Event	OPR
E-270-220	INITIAL PLANNING	
	•Review lessons learned	All
	•Develop concept and objectives	Sponsoring CINC
	•Develop force list	Sponsoring CINC
	•Preview JMETLs	All
	•Provide inputs to sponsoring CINC on concepts, objectives, JMETLs, and forces	Supporting CINC
	•Initiate TPFDD	Sponsoring CINC
T-220	EXERCISE DEVELOPMENT	
	•Conduct Initial Planning Conference (IPC)	Sponsoring CINC
	•Establish Newsgroup	Sponsoring CINC
	•Determine JOPES training requirements	All
	•Finalize concept and objectives	Sponsoring CINC
	•Enter sponsoring CINC's requirements into exercise TPFDD	Sponsoring CINC
	•Network exercise TPFDD	Sponsoring CINC
E-180	TPFDD FILE DEVELOPMENT	
	•Source force requirements in TPFDD file	Supporting Cmd
	•Initial transportation feasibility and cost estimates	USTRANSCOM
	•Initial unit equipment lists for sealift	Supporting Cmd
	•Publish C-Day/L-Hour for exercise	Sponsoring CINC

[1] E-Day is the day the exercise starts, also known as STARTEX. T-Day is the first day of the month in which deployment or redeployment starts.

Days before E-Day / T-Day	Event	OPR
T-130	•Final unit equipment lists to MTMC	Sponsoring CINC
T-150-120	TPFDD FILE REFINEMENT	
	•Conduct Mid-Planning Conference (MPC)	Sponsoring CINC
	•TPFDD file adjustments to match budget, forces, and transportation availability	All
	•Identify potential commercial airlift requirements	Sponsoring CINC
	•Transportation mission support force requirements entered in TPFDD	USTRANSCOM
	•Build redeployment TPFDD	Sponsoring CINC
E-100-90	TRANSPORTATION REFINEMENT	
	•Complete redeployment TPFDD	Sponsoring CINC
	•Ensure deployment and redeployment TPFDD files are free of fatal errors	Sponsoring CINC
T-85	•Conduct Final Planning Conference	Sponsoring CINC
T-60	• Supported commander validates sealift requirements for deployment/ redeployment to USTRANSCOM	Sponsoring CINC
T-50	•Supported commander validates airlift requirements to USTRANSCOM	Sponsoring CINC
T-50-T-31	•Provide aircraft load plans to AMC	Units shipping cargo
	Begin initial airlift planning	
T-50	•Refine and source transportation mission support requirements	USTRANSCOM

E-Day / T-Day	Event	OPR
T-14	USTRANSCOM publishes CTP messages	USTRANSCOM
E-21-E-14	TRANSPORTATION SCHEDULING. Sealift and airlift schedules entered into JOPES	USTRANSCOM
E-00	•Exercise starts with deployment of first ship or plane load	USTRANSCOM

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APPENDIX H TO ENCLOSURE H

GENERAL /FLAG OFFICER REQUIRED ENDORSEMENT FORMAT

FROM: Supported Command (CENTCOM) General Officer/Flag Officer

TO: TRANSCOM (TCC) or appropriate lift provider

INFO: Required

CLASSIFICATION: (Normally SECRET. This sample is UNCLASSIFIED)

SUBJECT: GENERAL/FLAG OFFICER ENDORSEMENT for PID 196SK

REFERENCE (S): (Optional)

A. USCENTCOM Validation Message, 02 Oct/C376, PIDs 196SK/RP (C).
B. DEPLOY ORD, USCENTCOM, 292330Z Sep 00
C. CENTCOM.JOPES.196sk, CCJ3-PJ, 021800Z Oct 00

POC: (Rank/Name/DSN/E-mail address)

1. This is a Supported Command General Officer/Flag Officer endorsement for the following change(s):

a. Requested Addition(s). (State none if applicable). State rational for each change and impact if not annotated.

b. Requested Change(s). (State none if applicable). State rational for each change and impact if not annotated.

c. Requested Modification(s). (State none if applicable). State rational for each change and impact if not annotated.

2. Endorser is full name, rank, phone number, and office designator of general officer/flag officer endorsing the change.

Drafter/Releaser: Rank Name/Rank Name (Releaser must be General Officer/Flag Officer)

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ENCLOSURE I

PROTECTION OF MOVEMENT INFORMATION

1. Definitions. The following definitions apply to movement of forces identified in JOPES plans through a TPFDD. These definitions are necessary to provide guidance on the proper security of plans and TPFDD data elements.

a. Movement Data. Movement data consists of those essential elements of information to schedule lift, obtain transportation assets, manage movement of forces, and report in-transit visibility of movements and associated forces (people, equipment, and supplies). As a minimum, movement data must describe what forces are planned to move or actual loads, where the movement segment is planned to begin/end or actual movement location, and when the movement is planned to occur or actual time of movement. (NOTE: All three groups of data must be present to be considered movement data).

b. Aggregation. Movement data elements that can be grouped to show multiple sequential segments of a force movement from origin to POE to POD/destination are considered to be aggregated. Additionally, movement data elements for multiple movements from either POE to POD or POD to destination that reflect a flow of force movements into or within a supported commander's AOR are considered aggregated.

c. Execution. Execution for a force movement is initiated when a force is directed to accomplish movement by competent authority. Subsequent direction by the supported commander to supporting commanders (lift providers) normally begins the movement process that includes transportation planning, scheduling of lift, and movement of forces and transportation assets. Movement begins when forces depart the origin or POE on a transportation asset.

2. OPLAN Security. Security for OPLANs falls into two broad categories, information security and operations security. Information security addresses the proper classification of deployment plans and associated data elements while operations security is focused on the proper protection of unclassified movement data, especially when aggregated in automated information systems.

3. Information Security Classification Guidance

a. General. Information security markings in OPLANs will conform to the requirements in Chapter of reference h; Director of Central Intelligence Directive (DCID) 1/7, Security Controls in the Dissemination of Intelligence

Information (For Official Use Only); and DCID 1/19, Security Policy Manual for SCI Control Systems (UNCLASSIFIED), as amplified below.

b. Classification Markings on Plan Elements. See JOPES Volume II, reference b.

c. Control Markings. See JOPES Volume II, reference b.

d. Paragraph and Subparagraph Markings. See JOPES Volume II, reference b.

e. Unit Maintained Deployment Data. Generic unit data maintained at the unit level for the purpose of supporting deployment operations is considered UNCLASSIFIED/FOR OFFICIAL USE ONLY if not associated with an OPLAN. Unit deployment data in a TPFDD for an OPLAN is classified in accordance with the supported commander's classification guidance.

f. JOPES OPLAN Data Classification. JOPES data will normally be at its highest classification during initial deliberate or time-sensitive planning phases. Each supported command will publish specific classification guidance before the initiation of any planning activities against a specific OPLAN ID. This guidance can be by message or supplemental TPFDD Instructions.

g. JOPES TPFDD Data Element Classification. The TPFDD is classified at the same level as the OPLAN using the classification guidance issued by the supported commander. If in doubt, treat TPFDD information as classified information. Contact the TPFDD validation authority for clarification of TPFDD information classification if there is any question on the level of classification.

h. UNCLASSIFIED Movement Data. The following movement data, in singular or aggregated form, becomes UNCLASSIFIED/FOR OFFICIAL USE ONLY at execution for the purpose of transportation planning, scheduling, obtaining transportation assets, managing movements, reporting movement status, and visibility of in-transit cargo/passengers. All other JOPES data remains classified at the level specified by the supported commander unless specifically released as UNCLASSIFIED/FOR OFFICIAL USE ONLY by the supported commander. Non-JOPES movements are addressed in applicable regulations.

ULN Number (ULN) [1]

Unit Identification (UIC)

Unit Type Code (UTC)

Service Codes (SVC)

Non-Baseline Extension (load POCs)

Mission Number (MSN #)

Point of Departure/Departure Day [2]

Point of Arrival/Arrival Day [3]

Scheduled and Actual (Arrival and Departure)

Total Short Tons (STONS) – Bulk, Oversize, Outsize

Total Measurement Tons (MTONS)

Total Square Feet (SQ FT)

Transportation Control Number (TCN)

Number of Pieces

Length Width Height

Cargo Category Codes

Hazardous Material (HAZMAT)

Personnel Requiring Transportation (PAX)

Manifest/Nomenclature

Name, SSN, and Grade [4]

---

[1] ULN is comprised of the five-character Force Requirement Number (FRN) along with the fragmentation and insert codes that are each one character.
[2] Origin (RLD), POE (ALD), POD (LAD), Intermediate Location (ILOC)
[3] POE (ALD), POD (EAD/LAD), Intermediate Location (ILOC)
[4] Not resident JOPES TPFDD data but collected during the movement manifesting process.

i. Actual destination locations are normally released at execution as UNCLASSIFIED/FOR OFFICIAL USE ONLY unless the supported commander requires a higher classification level to protect actual destination locations.

(1) A destination location that the supported commander desires to maintain as classified can be protected by using an alias entry in the TPFDD or in unclassified DTS AIS and released as UNCLASSIFIED/FOR OFFICIAL USE ONLY.

(a) The supported commander defines procedures for the use of alias names and reference to actual destination locations in the OPLAN/OPORD and coordinates movement of TPFDD forces to alias destination locations.

(b) Supported commanders can create alias destination names for use in the TPFDD and movement AIS by contacting the Joint Staff J-33 to register a new GEOLOC as outlined in reference i, or by using an existing GEOLOC.

(2) Future systems and procedures should allow for the display of an actual destination and an alias destination that can be passed to unclassified Defense Transportation System (DTS) Automated Information Systems (AIS) as UNCLASSIFIED/FOR OFFICIAL USE ONLY.

4. Release of OPLAN Information

a. Reference e provides guidance concerning the release of OPLAN information.

b. The supported commander through the Chairman of the Joint Chiefs of Staff should resolve conflicts between procedural guidance contained herein and directives received from international authorities or provisions of any plan established by international agreement.

c. Conflicts that arise between procedural provisions in this document and CJCSI 3100.01A (Joint Strategic Planning System), the Joint Strategic Capabilities Plan (JSCP), Joint Pub 0-2 (Unified Action Armed Forces), or the Unified Command Plan (UCP). The provisions of those documents have precedence.

5. Operations Security of Movement Data

a. People and organizations associated with military operations have a responsibility to protect planning and movement data so that they do not inadvertently jeopardize execution of a military operation or force protection for units supporting an operation. Operations security is focused on the protection of unclassified information to enhance the commander's success in a military operation and maximize force protection. The following JOPES operations security procedures are implemented to meet these objectives.

b. Unclassified movement data is UNCLASSIFIED/FOR OFFICIAL USE ONLY. Appropriate markings must be displayed to ensure proper handling. Guidance for handling UNCLASSIFIED/FOR OFFICIAL USE ONLY data is found in reference h.

c. Lift providers release to commercial carriers only the minimum unclassified movement data necessary to obtain and schedule transportation assets, manifest cargo/passengers, and provide for asset tracking through the carrier's system.

d. UNCLASSIFIED/FOR OFFICIAL USE ONLY movement data must not be displayed in a generally accessible, unclassified medium without approval from the supported commander. Normally, systems and data are protected via access controls to ensure only those authorized have access to movement data.

e. Aggregated movement data must be protected to a greater degree than movement data in a non-aggregated format. Aggregated movement data in DTS AIS must use access controls (e.g., passwords, voice recognition, retinal scans, etc.) to limit accessibility to authorized users IAW DOD Directive 5200.28, Security Requirements for Automated Information Systems (AIS), 21 March 1988. In addition, defined technical measures to enhance the security of aggregated movement data systems should be implemented to the maximum extent practicable.

f. Due diligence requires personnel to use prudent measures to preclude unauthorized access to movement data. To accomplish mission-related activities, electronic transmission (voice, data or facsimile) of UNCLASSIFIED/FOR OFFICIAL USE ONLY aggregated movement data should be by approved secure communications systems whenever practicable.

6. Although DTS AIS are protected, they require continuous upgrades. In the long term, CINCs will include, where appropriate, protection measures for DTS AIS in their Integrated Priority Lists, Joint Monthly Readiness Reviews, and

Joint Warfighting Capabilities Assessments. Services will continue to explore emerging protection technologies to incorporate in service feeder systems and plan to program resources accordingly.

ENCLOSURE J

REFERENCES

a. CJCSM 3122.01, 14 July 2000, "Joint Operation Planning and Execution System, Volume I, (Planning Policies and Procedures)," with Change 1 (change to be release soon)

b. CJCSM 3122.03A, 31 December 1999, “Joint Operation Planning and Execution System, Volume II, Planning Formats and Guidance,” with Change 1, 6 September 2000.

c. Joint Publication 4-01.8, 13 June 2000, “Joint Tactics, Techniques, and Procedures (JTTP) for Joint Reception, Staging, Onward Movement and Integration (JRSOI).”

d. DOD Regulation 4500.9-R, Part I-V, “Defense Transportation Regulation.”

e. CJCSI 5714.01A, 1 March 1999, “Release Procedures for Joint Staff and Joint Papers and Information.”

f. CJCSM 3150.16, 15 March 1996, “Joint Operation Planning and Execution System Reporting Structure (JOPESREP)” for JOPES Classic and for JOPES 2000 CJCSM 3150.16A, 29 September 2000. JOPESREP, CJSCM 3150.16 and CJCSM 3150.16A, are projected for reissue as CJCSM 3150.16B (in draft), containing a Volume I for JOPES Classic and a Volume II for JOPES 2000.

g. CJCSM 3500.03, 1 June 1996, “Joint Training Manual for the Armed Forces of the United States,” with Change 4, 28 September 1998.

h. DOD Regulation 5200.1-R, January 1997, “Information Security Program.”

i. CJCSM 3150.15, 1 April 1996, “Standard Specified Geographic Location File Request.” Revision A to be release soon.

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GLOSSARY

PART I--ABBREVIATIONS AND ACRONYMS

ACE	air combat element
ACR	armored cavalry regiment
ADP	automated data processing
AEF	Air Expeditionary Force
AFOE	assault follow-on echelon
ALD	available-to-load date at POE
AMC	Air Mobility Command
AOR	area of responsibility
APOD	aerial port of debarkation
APOE	aerial port of embarkation
ARG	amphibious readiness group
ATF	amphibious task force
AUEL	automated unit equipment list
BN	battalion
BTRY	battery
CAP	crisis action planning
CAT	crisis action team
CE	command element
CFL	Combat Logistics Force
CIN	cargo increment number
CJCS	Chairman of the Joint Chiefs of Staff
CJTF	commander, joint task force
COCOM	combatant command (command authority)
COA	course of action
CONPLAN	operation plan in concept format
CONUS	continental United States
COP	common operational picture
CRD	CINC's required delivery date
CS	combat support
CSS	combat service support
CSSE	combat service support element
CTP	commercial ticket program
CVBG	carrier battle group
DBSELECT	database select
DOD	Department of Defense
DTG	date-time group
DTS	Defense Transportation System

EAD	earliest arrival date at POD
FE	force enhancements
FDO	flexible deterrent options
FM	force module(s)
FMID	force module identifier
FRAG	fragmentation code
FVT	force validation tool
GCE	ground combat element
GCCS	Global Command and Control System
GENSER	general service
GEOCODE	geographic code
GEOLOC	geographic location code
GSORTS	Global Status of Resources and Training System
GSSO	GCCS site security officer
GTN	Global Transportation Network
HAZMAT	hazardous material
HQ	headquarters
IAW	in accordance with
IPC	initial planning conference
ITV	in-transit visibility
JFAST	Joint Flow and Analysis for Transportation
JMETL	Joint Mission Essential Task List
JNOCC	JOPES Network Operation Control Center
JOPES	Joint Operation Planning and Execution System
JPEC	Joint Planning and Execution Community
JRSOI	joint reception, staging, onward movement, and integration
JSCP	Joint Strategic Capabilities Plan
JTF	Joint Task Force
LAD	latest arrival date at POD
LOI	letter of instruction
M/S	mode and source
MEDEVAC	medical evacuation
MILSTAMP	Military Standard Transportation and Movement Procedures
MOG	maximum on ground
MPC	mid-planning conference

MPF	maritime pre-positioning force
MSC	Military Sealift Command
MTMC	Military Traffic Management Command
MTON	measurement ton(s)
NATO	North Atlantic Treaty Organization
NCA	National Command Authorities
NEO	noncombatant evacuation operations
NS	nonstandard
OPLAN	operation plan in complete format
OPORD	operation order
PAX	passengers
PID	plan identification number
PIN	personnel increment number
POC	point of contact
POD	port of debarkation
POE	port of embarkation
POO	point of origin
PROVORG	providing organization
RLD	ready-to-load date (at origin)
ROE	rules of engagement
RO/RO	roll-on/roll-off
RQT	rapid query tool
S&M	scheduling and movement
SAAM	special assignment airlift mission
SOC	Special Operations Command
SPOD	seaport of debarkation
SPOE	seaport of embarkation
SSF	schedule status flag
STON	short ton(s)
TACP	tactical air control party
TCC	Transportation Component Command(s)
TPFDD	time-phased force and deployment data
TUCHA	Type Unit Characteristics File
UIC	unit identification code
ULC	unit level code
ULN	unit line number
USERID	user identification

USTRANSCOM	United States Transportation Command
UTC	unit type code
WWMCCS	Worldwide Military Command and Control System

PART II--TERMS AND DEFINITIONS

aggregation-- Movement data elements that can be grouped to show multiple sequential segments of a force movement from origin to POE to POD/destination are considered to be aggregated. Additionally, movement data elements for multiple movements from either POE to POD or POD to destination that reflect a flow of force movements into or within a supported commander's AOR are considered aggregated.

alert order--1. A crisis-action planning directive from the Secretary of Defense, issued by the Chairman of the Joint Chiefs of Staff, that provides essential guidance for planning and directs the initiation of execution planning for the selected course of action authorized by the Secretary of Defense. 2. A planning directive that provides essential planning guidance and directs the initiation of execution planning after the directing authority approves a military course of action. An alert order does not authorize execution of the approved course of action. (JP 1-02)

available-to-load date-- A day, relative to C-day in a time-phased force and deployment data, that unit and nonunit equipment and forces can begin loading on an aircraft or ship at the port of embarkation. Also called ALD. (JP 1-02)

cargo increment number-- A seven-character alphanumeric field that uniquely describes a non-unit-cargo entry (line) in a Joint Operation Planning and Execution System time-phased force and deployment data. (JP 1-02)

CINC's required date-- The original date relative to C-day, specified by the combatant commander for arrival of forces or cargo at the destination; shown in the time-phased force and deployment data to assess the impact of later arrival. Also called CRD. (JP 1-02)

civil reserve air fleet-- A program in which the Department of Defense uses aircraft owned by a US entity or citizen. The aircraft are allocated by the Department of Transportation to augment the military airlift capability of the Department of Defense. These aircraft are allocated, in accordance with DOD requirements, to segments, according to their capabilities, such as International Long Range and Short Range Cargo and Passenger sections, National (Domestic and Alaskan sections) and Aeromedical Evacuation and other segments as may be mutually agreed upon by the Department of Defense and the Department of Transportation. Also called CRAF. (JP 1-02)
CRAF can be incrementally activated by the Department of Defense in three stages in response to defense-oriented situations, up to and including a declared national emergency or war, to satisfy DOD airlift requirements.

USCINCTRANS may activate, with the approval of the Secretary of Defense, any CRAF stage or segment to fulfill commercial air augmentation of DOD's airlift fleet. When activated, CRAF aircraft are under the mission control of the Department of Defense while remaining a civil resource under the OPCON of the responsible US entity or citizen.

a. CRAF Stage I. This stage involves DOD use of civil air resources that air carriers will furnish to the Department of Defense to support substantially expanded peacetime military airlift requirements.

b. CRAF Stage II. This stage involves DOD use of civil air resources that the air carriers will furnish to Department of Defense in a time of defense airlift emergency.

c. CRAF Stage III. This stage involves DOD use of civil air resources in time of declared national defense-oriented emergency or war, or when otherwise necessary for the national defense.

closure-- In transportation, the process of a unit arriving at a specified location. It begins when the first element arrives at a designated location, e.g., port of entry/port of departure, intermediate stops, or final destination, and ends when the last element does likewise. For the purposes of studies and command post exercises, a unit is considered essentially closed after 95 percent of its movement requirements for personnel and equipment are completed. (JP 1-02)

combatant command (command authority)-- Nontransferable command authority established by title 10 ("Armed Forces"), United States Code, section 164, exercised only by commanders of unified or specified combatant commands unless otherwise directed by the President or the Secretary of Defense. Combatant command (command authority) cannot be delegated and is the authority of a combatant commander to perform those functions of command over assigned forces involving organizing and employing commands and forces, assigning tasks, designating objectives, and giving authoritative direction over all aspects of military operations, joint training, and logistics necessary to accomplish the missions assigned to the command. Combatant command (command authority) should be exercised through the commanders of subordinate organizations. Normally this authority is exercised through subordinate joint force commanders and Service and/or functional component commanders. Combatant command (command authority) provides full authority to organize and employ commands and forces as the combatant commander considers necessary to accomplish assigned missions. Operational control is inherent in combatant command (command authority). Also called COCOM. (JP 1-02)

combatant commander-- A commander in chief of one of the unified or specified combatant commands established by the President. (JP 1-02)

commander's estimate of the situation-- A logical process of reasoning by which a commander considers all the circumstances affecting the military situation and arrives at a decision as to a course of action to be taken to accomplish the mission. A commander's estimate which considers a military situation so far in the future as to require major assumptions is called a commander's long-range estimate of the situation. (JP 1-02)

common-user transportation-- Transportation and transportation services provided on a common basis for two or more Department of Defense agencies and, as authorized, non-DOD agencies. Common-user assets are under the combatant command (command authority) of USCINCTRANS, excluding Service-unique or theater-assigned transportation assets. (JP 1-02)

concept of operations-- A verbal or graphic statement, in broad outline, of a commander's assumptions or intent in regard to an operation or series of operations. The concept of operations frequently is embodied in campaign plans and operation plans; in the latter case, particularly when the plans cover a series of connected operations to be carried out simultaneously or in succession. The concept is designed to give an overall picture of the operation. It is included primarily for additional clarity of purpose. Also called commander's concept. (JP 1-02)

concept plan-- An operation plan in concept format. Also called CONPLAN. (JP 1-02)

course of action-- 1. A plan that would accomplish, or is related to, the accomplishment of a mission. 2. The scheme adopted to accomplish a task or mission. It is a product of the Joint Operation Planning and Execution System concept development phase. The supported commander will include a recommended course of action in the commander's estimate. The recommended course of action will include the concept of operations, evaluation of supportability estimates of supporting organizations, and an integrated time-phased database of combat, combat support, and combat service support forces and sustainment. Refinement of this database will be contingent on the time available for course of action development. When approved, the course of action becomes the basis for the development of an operation plan or operation order. Also called COA. (JP 1-02)

course of action development-- The phase of the Joint Operation Planning and Execution System within the CAP process that provides for the development of military responses and includes, within the limits of the time allowed: establishing force and sustainment requirements with actual units; evaluating force, logistic, and transportation feasibility; identifying and resolving resource shortfalls; recommending resource allocations; and producing a course of action via a commander's estimate that contains a concept of operations, employment concept, risk assessments, prioritized courses of action, and supporting databases. (JP 1-02)

crisis-- An incident or situation involving a threat to the United States, its territories, citizens, military forces, possessions, or vital interests that develops rapidly and creates a condition of such diplomatic, economic, political, or military importance that commitment of US military forces and resources is contemplated to achieve national objectives. (JP 1-02)

crisis action planning-- 1. The Joint Operation Planning and Execution System process involving the time-sensitive development of joint operation plans and orders in response to an imminent crisis. CAP follows prescribed crisis action procedures to formulate and implement an effective response within the time frame permitted by the crisis. 2. The time-sensitive planning for the deployment, employment, and sustainment of assigned and allocated forces and resources that occurs in response to a situation that may result in actual military operations. Crisis action planners base their plan on the circumstances that exist at the time planning occurs. Also called CAP. (JP 1-02)

deployment-- 1. In naval usage, the change from a cruising approach or contact disposition to a disposition for battle. 2. The movement of forces within areas of operation. 3. The positioning of forces into a formation for battle. 4. The relocation of forces and materiel to desired areas of operations. Deployment encompasses all activities from origin or home station through destination, specifically including intra-continental United States, intertheater, and intratheater movement legs, staging, and holding areas. (JP 1-02)

deployment database-- The JOPES (Joint Operation Planning and Execution System) database containing the necessary information on forces, materiel, and filler and replacement personnel movement requirements to support execution. The database reflects information contained in the refined time-phased force and deployment data from the deliberate planning process or developed during the various phases of the CAP process, and the movement schedules or tables developed by the transportation component commands to support the deployment of required forces, personnel, and materiel. (JP 1-02)

deployment order-- A planning directive from the Secretary of Defense, issued by the Chairman of the Joint Chiefs of Staff, that authorizes and directs the transfer of forces between combatant commands by reassignment or attachment. A deployment order normally specifies the authority that the gaining combatant commander will exercise over the transferred forces. (JP 1-02)

deployment planning-- Operational planning directed toward the movement of forces and sustainment resources from their original locations to a specific operational area for conducting the joint operations contemplated in a given plan. Encompasses all activities from origin or home station through destination, specifically including intra-continental United States, intertheater, and intratheater movement legs, staging areas, and holding areas. (JP 1-02)

deployment preparation order-- An order issued by competent authority to move forces or prepare forces for movement (e.g., increase deployability posture of units). (JP 1-02)

deterrent options-- A course of action, developed on the best economic, diplomatic, political, and military judgment, designed to dissuade an adversary from a current course of action or contemplated operations. (In constructing an operation plan, a range of options should be presented to effect deterrence. Each option requiring deployment of forces should be a separate force module.) (JP 1-02)

diversion-- 1. The act of drawing the attention and forces of an enemy from the point of the principal operation; an attack, alarm, or feint that diverts attention. 2. A change made in a prescribed route for operational or tactical reasons. A diversion order will not constitute a change of destination. 3. A rerouting of cargo or passengers to a new transshipment point or destination or on a different mode of transportation prior to arrival at ultimate destination. 4. In naval mine warfare, a route or channel bypassing a dangerous area. A diversion may connect one channel to another or it may branch from a channel and rejoin it on the other side of the danger. (JP 1-02)

earliest arrival date--A day, relative to C-day, that is specified by a planner as the earliest date when a unit, a resupply shipment, or replacement personnel can be accepted at a port of debarkation during a deployment. Used with the latest arrival data, it defines a delivery window for transportation planning. Also called EAD. (JP 1-02)

execute order-- 1. An order issued by the Chairman of the Joint Chiefs of Staff, by the authority and at the direction of the Secretary of Defense, to implement a National Command Authorities decision to initiate military operations. 2. An order to initiate military operations as directed. (JP 1-02)

execution planning-- The phase of the Joint Operation Planning and Execution System CAP process that provides for the translation of an approved course of action into an executable plan of action through the preparation of a complete operation plan or operation order. Execution planning is detailed planning for the commitment of specified forces and resources. During CAP, an approved operation plan or other National Command Authorities-approved course of action is adjusted, refined, and translated into an operation order. Execution planning can proceed on the basis of prior deliberate planning, or it can take place in the absence of prior planning. (JP 1-02)

filler personnel-- Individuals of suitable grade and skill initially required to bring a unit or organization to its authorized strength. (JP 1-02)

Flexible Deterrent Option-- A planning construct intended to facilitate early decision by laying out a wide range of interrelated response paths that begin with deterrent-oriented options carefully tailored to send the right signal. The Flexible Deterrent Option is the means by which the various deterrent options available to a commander (such as economic, diplomatic, political, and military measures) are implemented into the planning process. Also called FDO. (JP 1-02)

force closure-- The point in time when a supported commander determines that sufficient personnel and equipment resources are in the assigned area of operations to carry out assigned tasks. (JP 1-02)

force list-- A total list of forces required by an operation plan, including assigned forces, augmentation forces, and other forces to be employed in support of the plan. (JP 1-02)

force module-- A grouping of combat, combat support, and combat service support forces, with their accompanying supplies and the required nonunit resupply and personnel necessary to sustain forces for a minimum of 30 days. The elements of force modules are linked together or are uniquely identified so that they may be extracted from or adjusted as an entity in the Joint Operation Planning and Execution System databases to enhance flexibility and usefulness of the operation plan during a crisis. Also called FM. (JP 1-02)

force requirement number-- An alphanumeric code used to uniquely identify force entries in a given operation plan time-phased force and deployment data. Also called FRN. (JP 1-02)

fragmentation and insert codes-- Codes that are used to uniquely identify separately deploying subordinate units, fragmentations, or increments of a single force. When one force requirement deploys in more than one increment and those increments require different time phasing or routing, fragmentation and insert codes will be used to split the requirement into its deployment increments. (See CJCSM 3150.16, JOPESREP)

grossly transportation feasible-- A determination made by the supported commander that a draft operation plan can be supported with the apportioned transportation assets. This determination is made by using a transportation feasibility estimator to simulate movement of personnel and cargo from port of embarkation to port of debarkation within a specified time frame. (JP 1-02)

implementation-- Procedures governing the mobilization of the force and the deployment, employment, and sustainment of military operations in response to execution orders issued by the National Command Authorities. (JP 1-02)

implementation planning-- Operational planning associated with the conduct of a continuing operation, campaign, or war to attain defined objectives. At the national level, it includes the development of strategy and the assignment of strategic tasks to the combatant commanders. At the theater level, it includes the development of campaign plans to attain assigned objectives and the preparation of operation plans and operation orders to prosecute the campaign. At lower levels, implementation planning prepares for the execution of assigned tasks or logistic missions. See also joint operation planning. (JP 1-02)

indications and warning-- Those intelligence activities intended to detect and report time-sensitive intelligence information on foreign developments that could involve a threat to the United States or allied/coalition military, political, or economic interests or to US citizens abroad. It includes forewarning of enemy actions or intentions; the imminence of hostilities; insurgency; nuclear/non-nuclear attack on the United States, its overseas forces, or allied/coalition nations; hostile reactions to US reconnaissance activities; terrorists' attacks; and other similar events. Also called I&W. (JP 1-02)

in-place force-- 1. A NATO assigned force which, in peacetime, is principally stationed in the designated combat zone of the NATO command to which it is committed. 2. Force within a combatant commander's area of responsibility and under the combatant commander's combatant command (command authority). (JP 1-02)

in-transit visibility-- The ability to track the identity, status, and location of Department of Defense units, and non-unit cargo (excluding bulk petroleum, oils, and lubricants) and passengers; medical patients; and personal property from origin to consignee or destination across the range of military operations. (JP 1-02)

joint operation planning-- Planning for contingencies which can reasonably be anticipated in an area of responsibility or joint operations area of the command. Planning activities exclusively associated with the preparation of operation plans, operation plans in concept format, campaign plans, and operation orders (other than the single integrated operation plan) for the conduct of military operations by the combatant commanders in response to requirements established by the Chairman of the Joint Chiefs of Staff. Joint operation planning is coordinated at the national level to support Secretary of Defense Contingency Planning Guidance, strategic requirements in the National Military Strategy, and emerging crises. As such, joint operation planning includes mobilization planning, deployment planning, employment planning, sustainment planning, and redeployment planning procedures. Joint operation planning is performed in accordance with formally established planning and execution procedures. (JP 1-02)

Joint Operation Planning and Execution System-- A continuously evolving system that is being developed through the integration and enhancement of earlier planning and execution systems: Joint Operation Planning System and Joint Deployment System. It provides the foundation for conventional command and control by national- and theater-level commanders and their staffs. It is designed to satisfy their information needs in the conduct of joint planning and operations. Joint Operation Planning and Execution System (JOPES) includes joint operation planning policies, procedures, and reporting structures supported by communications and automated data processing systems. JOPES is used to monitor, plan, and execute mobilization, deployment, employment, and sustainment activities associated with joint operations. Also called JOPES. (JP 1-02)

joint planning and execution community-- Those headquarters, commands, and agencies involved in the training, preparation, movement, reception, employment, support, and sustainment of military forces assigned or committed to a theater of operations or objective area. It usually consists of the Joint Staff, Services, Service major commands (including the Service wholesale logistics commands), unified commands (and their certain Service component commands), subunified commands, transportation component commands, joint task forces (as applicable), Defense Logistics Agency, and

other Defense agencies (e.g., Defense Intelligence Agency) as may be appropriate to a given scenario. Also called JPEC. (JP 1-02)

joint staff-- 1. The staff of a commander of a unified or specified command, subordinate unified command, joint task force, or subordinate functional component (when a functional component command will employ forces from more than one Military Department), which includes members from the several Services comprising the force. These members should be assigned in such a manner as to ensure that the commander understands the tactics, techniques, capabilities, needs, and limitations of the component parts of the force. Positions on the staff should be divided so that Service representation and influence generally reflect the Service composition of the force. 2. (capitalized as Joint Staff) The staff under the Chairman of the Joint Chiefs of Staff as provided for in the National Security Act of 1947, as amended by the Goldwater-Nichols Department of Defense Reorganization Act of 1986. The Joint Staff assists the Chairman and, subject to the authority, direction, and control of the Chairman, the other members of the Joint Chiefs of Staff and the Vice Chairman in carrying out their responsibilities. (JP 1-02)

latest arrival date-- A day, relative to C-day, that is specified by a planner as the latest date when a unit, a resupply shipment, or replacement personnel can arrive and complete unloading at the port of debarkation and support the concept of operations. Also called LAD. (JP 1-02)

level of detail-- Within the current joint planning and execution systems, movement characteristics are described at five distinct levels of detail. These levels are: a. level I. aggregated level. Expressed as total number of passengers and total short tons, total measurement tons, total square feet and/or total hundreds of barrels by unit line number (ULN), cargo increment number (CIN), and personnel increment number (PIN). b. level II. summary level. Expressed as total number of passengers by ULN and PIN and short tons, measurement tons (including barrels), total square feet of bulk, oversize, outsize, and non-air-transportable cargo by ULN and CIN. c. level III. detail by cargo category. Expressed as total number of passengers by ULN and PIN and short tons, and/or measurement tons (including barrels), total square feet of cargo as identified by the ULN or CIN three-position cargo category code. d. level IV. detail expressed as number of passengers and individual dimensional data (expressed in length, width, and height in number of inches) of cargo by equipment type by ULN. e. level V. detail by priority of shipment. Expressed as total number of passengers by Service specialty code in deployment sequence by ULN individual weight (in pounds) and dimensional data (expressed in length, width, and height in number of inches) of equipment in deployment sequence by ULN. (JP 1-02)

limiting factor-- A factor or condition that, either temporarily or permanently, impedes mission accomplishment. Illustrative examples are transportation network deficiencies, lack of in-place facilities, malpositioned forces or materiel, extreme climatic conditions, distance, transit or overflight rights, political conditions, etc. (JP 1-02)

logistic assessment-- An evaluation of: a. The logistic support required to support particular military operations in a theater of operations, country, or area. b. The actual and/or potential logistics support available for the conduct of military operations either within the theater, country, or area, or located elsewhere. (JP 1-02)

logistics-- The science of planning and carrying out the movement and maintenance of forces. In its most comprehensive sense, those aspects of military operations which deal with: a. design and development, acquisition, storage, movement, distribution, maintenance, evacuation, and disposition of materiel; b. movement, evacuation, and hospitalization of personnel; c. acquisition or construction, maintenance, operation, and disposition of facilities; and d. acquisition or furnishing of services. (JP 1-02)

major combat element-- Those organizations and units described in the Joint Strategic Capabilities Plan that directly produce combat capability. The size of the element varies by Service, force capability, and the total number of such elements available. Examples are Army divisions and separate brigades, Air Force squadrons, Navy task forces, and Marine expeditionary forces. (JP 1-02)

major force-- A military organization comprised of major combat elements and associated combat support, combat service support, and sustainment increments. The major force is capable of sustained military operations in response to plan employment requirements. See also major combat element. (JP 1-02)

manifest-- A document specifying in detail the passengers or items carried for a specific destination. (JP 1-02)

materiel-- All items (including ships, tanks, self-propelled weapons, aircraft, etc., and related spares, repair parts, and support equipment, but excluding real property, installations, and utilities) necessary to equip, operate, maintain, and support military activities without distinction as to its application for administrative or combat purposes. (JP 1-02)

mobility analysis-- An in-depth examination of all aspects of transportation planning in support of operation plan and operation order development. (JP 1-02)

movement data-- Movement data consists of those essential elements of information to schedule lift, obtain transportation assets, manage movement of forces and report in-transit visibility of movements and associated forces (people, equipment, and supplies). As a minimum movement data must describe what forces are planned to move or actual loads, where the movement segment is planned to begin/end or actual movement location, and when the movement is planned to occur or actual time of movement. (NOTE: All three groups of data must be present to be considered movement data).

movement execution-- Execution for a force movement is initiated when a force is directed to accomplish movement by competent authority. Normally, direction by the supported commander to supporting commanders (lift providers) begins the movement process that includes transportation planning, scheduling of lift, and movement of forces and transportation assets. Movement begins when forces depart the origin or POE on a transportation asset.

movement schedule-- A schedule developed to monitor or track a separate entity whether it is a force requirement, cargo or personnel increment, or lift asset. The schedule reflects the assignment of specific lift resources (such as an aircraft or ship) that will be used to move the personnel and cargo included in a specific movement increment. Arrival and departure times at ports of embarkation, etc., are detailed to show a flow and workload at each location. Movement schedules are detailed enough to support plan implementation. (JP 1-02)

noncombatant evacuation operations-- Operations directed by the Department of State, the Department of Defense, or other appropriate authority whereby noncombatants are evacuated from foreign countries when their lives are endangered by war, civil unrest, or natural disaster to safe havens or to the United States. Also called NEO. (JP 1-02)

noncombatant evacuees-- 1. US citizens who may be ordered to evacuate by competent authority include: a. Civilian employees of all agencies of the US Government and their dependents, except as noted in 2a below. b. Military personnel of the US Armed Forces specifically designated for evacuation as noncombatants. c. Dependents of members of the US Armed Forces. 2. US (and non-US) citizens who may be authorized or assisted (but not necessarily ordered to evacuate) by competent authority include: a. Civilian employees of US Government agencies and their dependents, who are residents in the country concerned on their own volition, but express the willingness to be evacuated. b. Private US citizens and their dependents. c. Military personnel and dependents of members of the US Armed Forces outlined in 1c above, short of an ordered evacuation. d. Designated aliens, including dependents of

persons listed in 1a through 1c above, as prescribed by the Department of State. (JP 1-02)

non-common-user lift-- Lift not under the control of the US Transportation Command, usually organic to a particular combatant commander, unit, or Service such as combatant commander controlled airlift or withhold shipping.

non-unit-related cargo-- All equipment and supplies requiring transportation to an area of operations, other than those identified as the equipment or accompanying supplies of a specific unit (e.g., resupply, military support for allies, and support for nonmilitary programs, such as civil relief). (JP 1-02)

non-unit-related personnel-- All personnel requiring transportation to or from an area of operations, other than those assigned to a specific unit (e.g., filler personnel; replacements; temporary duty/temporary additional duty personnel; civilians; medical evacuees; and retrograde personnel). (JP 1-02)

on-call-- 1. A term used to signify that a prearranged concentration, air strike, or final protective fire may be called for. 2. Preplanned, identified force or materiel requirements without designated time-phase and destination information. Such requirements will be called forward upon order of competent authority. (JP 1-02)

operation-- A military action or the carrying out of a strategic, tactical, service, training, or administrative military mission; the process of carrying on combat, including movement, supply, attack, defense and maneuvers needed to gain the objectives of any battle or campaign. (JP 1-02)

operational control-- Transferable command authority that may be exercised by commanders at any echelon at or below the level of combatant command. Operational control is inherent in combatant command (command authority). Operational control may be delegated and is the authority to perform those functions of command over subordinate forces involving organizing and employing commands and forces, assigning tasks, designating objectives, and giving authoritative direction necessary to accomplish the mission. Operational control includes authoritative direction over all aspects of military operations and joint training necessary to accomplish missions assigned to the command. Operational control should be exercised through the commanders of subordinate organizations. Normally this authority is exercised through subordinate joint force commanders and Service and/or functional component commanders. Operational control normally provides full authority to organize commands and forces and to employ those forces as the commander in operational control considers necessary to accomplish assigned missions. Operational control does not, in and of itself, include authoritative direction for

logistics or matters of administration, discipline, internal organization, or unit training. Also called OPCON. (JP 1-02)

operation order-- A directive issued by a commander to subordinate commanders for the purpose of effecting the coordinated execution of an operation. Also called OPORD. (JP 1-02)

operation plan-- Any plan, except for the Single Integrated Operation Plan, for the conduct of military operations. Plans are prepared by combatant commanders in response to requirements established by the Chairman of the Joint Chiefs of Staff and by commanders of subordinate commands in response to requirements tasked by the establishing unified commander. Operation plans are prepared in either a complete format (OPLAN) or as a concept plan (CONPLAN). The CONPLAN can be published with or without a time-phased force and deployment data (TPFDD) file. a. OPLAN--An operation plan for the conduct of joint operations that can be used as a basis for development of an operation order (OPORD). An OPLAN identifies the forces and supplies required to execute the CINC's Strategic Concept and a movement schedule of these resources to the theater of operations. The forces and supplies are identified in TPFDD files. OPLANs will include all phases of the tasked operation. The plan is prepared with the appropriate annexes, appendixes, and TPFDD files as described in the Joint Operation Planning and Execution System manuals containing planning policies, procedures, and formats. Also called OPLAN. b. CONPLAN--An operation plan in an abbreviated format that would require considerable expansion or alteration to convert it into an OPLAN or OPORD. A CONPLAN contains the CINC's Strategic Concept and those annexes and appendixes deemed necessary by the combatant commander to complete planning. Generally, detailed support requirements are not calculated and TPFDD files are not prepared. Also called CONPLAN. c. CONPLAN with TPFDD--A CONPLAN with TPFDD is the same as a CONPLAN except that it requires more detailed planning for phased deployment of forces. (JP 1-02)

organic-- Assigned to and forming an essential part of a military organization. Organic parts of a unit are those listed in its table of organization for the Army, Air Force, and Marine Corps, and are assigned to the administrative organizations of the operating forces for the Navy. (JP 1-02)

origin-- Beginning point of a deployment where unit or non-unit-related cargo or personnel are located. (JP 1-02)

personnel increment number-- A seven-character, alphanumeric field that uniquely describes a non-unit-related personnel entry (line) in a Joint Operation Planning and Execution System time-phased force and deployment data. Also called PIN. (JP 1-02)

plan identification number-- 1. A command-unique four-digit number followed by a suffix indicating the Joint Strategic Capabilities Plan (JSCP) year for which the plan is written, e.g., "2220-95". 2. In the Joint Operation Planning and Execution System (JOPES) database, a five-digit number representing the command-unique four-digit identifier, followed by a one character, alphabetic suffix indicating the operation plan option, or a one-digit number numeric value indicating the JSCP year for which the plan is written. Also called PID. (JP 1-02)

planning order-- 1. An order issued by the Chairman of the Joint Chiefs of Staff to initiate execution planning. The planning order will normally follow a commander's estimate and a planning order will normally take the place of the Chairman of the Joint Chiefs of Staff alert order. National Command Authorities approval of a selected course of action is not required before issuing a Chairman of the Joint Chiefs of Staff planning order. 2. A planning directive that provides essential planning guidance and directs the initiation of execution planning before the directing authority approves a military course of action. (JP 1-02)

port of debarkation-- The geographic point at which cargo or personnel are discharged. May be a seaport or aerial port of debarkation. For unit requirements, it may or may not coincide with the destination. Also called POD. (JP 1-02)

port of embarkation-- The geographic point in a routing scheme from which cargo or personnel depart. May be a seaport or aerial port from which personnel and equipment flow to port of debarkation. For unit and nonunit requirements, it may or may not coincide with the origin. Also called POE. (JP 1-02)

procedure-- A procedure begins with a specific, documentable event that causes an activity to occur. The activity must produce a product that normally affects another external organization. Frequently, that product will be the event that causes another procedure to occur. It is important to recognize that a procedure determines "what" an organization must do at critical periods but does not direct "how" it will be done. (JP 1-02)

readiness planning-- Operational planning required for peacetime operations. Its objective is the maintenance of high states of readiness and the deterrence of potential enemies. It includes planning activities that influence day-to-day operations and the peacetime posture of forces. As such, its focus is on general capabilities and readiness rather than the specifics of a particular crisis, either actual or potential. The assignment of geographic responsibilities

to combatant commanders, establishment of readiness standards and levels, development of peacetime deployment patterns, coordination of reconnaissance and surveillance assets and capabilities, and planning of joint exercises are examples of readiness planning. No formal joint planning system exists for readiness planning such as exists for contingency and execution planning. (JP 1-02)

ready-to-load date-- The day, relative to C-day, in a time-phased force and deployment data when the unit, nonunit equipment, and forces are prepared to depart their origin on organic transportation or are prepared to begin loading on US Transportation Command-provided transportation. Also called RLD. (JP 1-02)

replacements-- Personnel required to take the place of others who depart a unit. (JP 1-02)

required delivery date-- A date, relative to C-day, when a unit must arrive at its destination and complete offloading to properly support the concept of operations. Also called RDD. (JP 1-02)

requirement-- In a time-phased force and deployment data, any force (unit line number), group of replacement personnel, or resupply that requires transportation from an origin to a destination in support of an operation plan.

restricted-access plan-- Operation plan with access to operation plan information extremely limited to specifically designated Worldwide Military Command and Control System user IDs and terminal IDs during initial course of action development before the involvement of outside commanders, agencies, combatant commanders, Services, or the Joint Staff. (Joint Pub 1-02)

resupply-- The act of replenishing stocks in order to maintain required levels of supply. (JP 1-02)

retrograde cargo-- Cargo evacuated from a theater of operations. (JP 1-02)

retrograde personnel-- Personnel evacuated from a theater of operations who may include medical patients, noncombatants, and civilians. (JP 1-02)

scheduled arrival date-- The projected arrival date of a specified movement requirement at a specified location. (JP 1-02)

schedules-- The carrier itinerary which may involve cargo and passengers. (JP 1-02)

scheduling and movement capability-- The capability required by Joint Operation Planning and Execution System planners and operators to allow for review and update of scheduling and movement data before and during implementation of a deployment operation. (JP 1-02)

Service-unique transportation assets-- Transportation assets that are: a. Assigned to a Military Department for functions of the Secretaries of the Military Departments set forth in Sections 3013(b), 5013(b), and 8013(b) of Title 10 of the United States Code, including administrative functions (such as motor pools), intelligence functions, training functions, and maintenance functions; b. Assigned to the Department of the Army for the execution of the missions of the Army Corps of Engineers; c. Assigned to the Department of the Navy as the special mission support force of missile range instrumentation ships, ocean survey ships, cable ships, oceanographic research ships, acoustic research ships, and naval test support ships; the naval fleet auxiliary force of fleet ammunition ships, fleet stores ships, fleet ocean tugs, and fleet oilers; hospital ships; Marine Corps intermediate maintenance activity ships, Marine Corps helicopter support to senior Federal officials; and, prior to the complete discharge of cargo, maritime pre-positioning ships; d. Assigned to the Department of the Air Force for search and rescue, weather reconnaissance, audiovisual services, and aeromedical evacuation functions, and transportation of senior Federal officials. (JP 1-02)

shortfall-- The lack of forces, equipment, personnel, materiel, or capability, reflected as the difference between the resources identified as a plan requirement and those apportioned to a combatant commander for planning, that would adversely affect the command's ability to accomplish its mission. (JP 1-02)

sourcing-- In the development of time-phased force and deployment data, the process of identifying an actual unit by unit name and unit identification code for any notional requirement.

subordinate command-- A command consisting of the commander and all those individuals, units, detachments, organizations, or installations that have been placed under the command by the authority establishing the subordinate command. (JP 1-02)

supported commander-- The commander having primary responsibility for all aspects of a task assigned by the Joint Strategic Capabilities Plan or other joint operation planning authority. In the context of joint operation planning, this term refers to the commander who prepares operation plans or operation orders in response to requirements of the Chairman of the Joint Chiefs of Staff. (JP 1-02)

supporting commander-- A commander who provides augmentation forces or other support to a supported commander or who develops a supporting plan. Includes the designated combatant commands and Defense agencies as appropriate. (JP 1-02)

supporting forces-- Forces stationed in, or to be deployed to, an area of operations to provide support for the execution of an operation order. Combatant command (command authority) of supporting forces is not passed to the supported commander. (JP 1-02)

supporting plan-- An operation plan prepared by a supporting commander or a subordinate commander to satisfy the requests or requirements of the supported commander's plan. (JP 1-02)

sustainability-- The ability to maintain the necessary level and duration of operational activity to achieve military objectives. Sustainability is a function of providing for and maintaining those levels of ready forces, materiel, and consumables necessary to support military effort. See military capability. (JP 1-02)

sustainment-- The provision of personnel, logistic, and other support required to maintain and prolong operations or combat until successful accomplishment or revision of the mission or of the national objective. (JP 1-02)

theater-- The geographical area outside the continental United States for which a commander of a combatant command has been assigned responsibility. (JP 1-02)

Theater Engagement Plan-- Deliberate engagement plans for all military activities involving other nations intended to shape the security environment in peacetime. A TEP is comprised of the CINC's Theater Engagement Strategic Concept plus Engagement Activities Annexes. (CJCSM 3113.01, Theater Engagement Planning, 1 Feb 98)

theater-assigned transportation assets-- Transportation assets that are assigned under the combatant command (command authority) of a geographic combatant commander. (JP 1-02)

throughput-- The average quantity of cargo and passengers that can pass through a port on a daily basis from arrival at the port to loading onto a ship or plane, or from the discharge from a ship or plane to the exit (clearance) from the port complex. Throughput is usually expressed in measurement tons,

short tons, or passengers. Reception and storage limitation may affect final throughput. (JP 1-02)

times-- (C-, D-, M-days end at 2400 hours Universal Time (zulu time) and are assumed to be 24 hours long for planning.) The Chairman of the Joint Chiefs of Staff normally coordinates the proposed date with the commanders of the appropriate unified and specified commands, as well as any recommended changes to C-day. L-hour will be established per plan, crisis, or theater of operations and will apply to both air and surface movements. Normally, L-hour will be established to allow C-day to be a 24-hour day.

a. **C-day**. The unnamed day on which a deployment operation commences or is to commence. The deployment may be movement of troops, cargo, weapon systems, or a combination of these elements using any or all types of transport. The letter "C" will be the only one used to denote the above. The highest command or headquarters responsible for coordinating the planning will specify the exact meaning of C-day within the aforementioned definition. The command or headquarters directly responsible for the execution of the operation, if other than the one coordinating the planning, will do so in light of the meaning specified by the highest command or headquarters coordinating the planning.

b. **D-day**. The unnamed day on which a particular operation commences or is to commence.

c. **F-hour**. The effective time of announcement by the Secretary of Defense to the Military Departments of a decision to mobilize Reserve units.

d. **H-hour**. The specific hour on D-day at which a particular operation commences.

e. **L-hour**. The specific hour on C-day at which a deployment operation commences or is to commence.

f. **M-day**. The term used to designate the unnamed day on which full mobilization commences or is due to commence.

g. **N-day**. The unnamed day an active duty unit is notified for deployment or redeployment.

h. **R-day**. Redeployment day. The day on which redeployment of major combat, combat support, and combat service support forces begins in an operation.

i. **S-day**. The day the President authorizes Selective Reserve callup (not more than 200,000).

j. **T-day**. The effective day coincident with Presidential declaration of National Emergency and authorization of partial mobilization (not more than 1,000,000 personnel exclusive of the 200,000 callup).

k. **W-day**. Declared by the National Command Authorities, W-day is associated with an adversary decision to prepare for war (unambiguous strategic warning). (JP 1-02)

time-phased force and deployment data-- The Joint Operation Planning and Execution System database portion of an operation plan; it contains time-phased force data, non-unit-related cargo and personnel data, and movement data for the operation plan, including: a. In-place units. b. Units to be deployed to support the operation plan with a priority indicating the desired sequence for their arrival at the port of debarkation. c. Routing of forces to be deployed. d. Movement data associated with deploying forces. e. Estimates of non-unit-related cargo and personnel movements to be conducted concurrently with the deployment of forces. f. Estimate of transportation requirements that must be fulfilled by common-user lift resources as well as those requirements that can be fulfilled by assigned or attached transportation resources. Also called TPFDD. (JP 1-02)

transportation feasibility-- OPLANs/CONPLANs are considered transportation feasible when the capability to move forces, equipment, and supplies exists from the point of origin to the final destination according to the plan. Transportation feasibility determination will require concurrent analysis and assessment of available strategic and theater lift assets, transportation infrastructure, and competing demands and restrictions:

a. The supported commander will analyze deployment, joint reception, staging, onward movement, and integration (JRSOI); and theater distribution of forces, equipment, and supplies to final destination.

b. Supporting CINCs will provide an assessment on movement of forces from point of origin to APOE/SPOE.

c. USCINCTRANS will assess the strategic leg of the TPFDD for transportation feasibility, indicating to the CJCS and supported commander that movements arrive at POD consistent with the supported commander's assessment of JRSOI and theater distribution.

d. Following analysis of all inputs, the supported commander is responsible for declaring a plan end-to-end executable.

type unit-- A type of organizational or functional entity established within the Armed Forces and uniquely identified by a five-character, alphanumeric code called a unit type code. (JP 1-02)

type unit data file-- A file that provides standard planning data and movement characteristics for personnel, cargo, and accompanying supplies associated with type units. (JP 1-02)

unit designation list-- A list of actual units by unit identification code designated to fulfill requirements of a force list. (JP 1-02)

unit identification code-- A six-character, alphanumeric code that uniquely identifies each Active, Reserve, and National Guard unit of the Armed Forces. Also called UIC. (JP 1-02)

unit line number-- A seven-character, alphanumeric field that uniquely describes a unit entry (line) in a Joint Operation Planning and Execution System time-phased force and deployment data. Also called ULN. (JP 1-02)

unit type code-- A five-character, alphanumeric code that uniquely identifies each type unit of the Armed Forces. Also called UTC. (JP 1-02)

validate-- Execution procedure used by combatant command components, supporting combatant commanders, and providing organizations to confirm to the supported commander and US Transportation Command that all the information records in a time-phased force and deployment data not only are error-free for automation purposes, but also accurately reflect the current status, attributes, and availability of units and requirements. Unit readiness, movement dates, passengers, and cargo details should be confirmed with the unit before validation occurs. (JP 1-02)

warning order-- 1. A preliminary notice of an order or action which is to follow. (DOD) 2. A CAP directive issued by the Chairman of the Joint Chiefs of Staff that initiates the development and evaluation of courses of action by a supported commander and requests that a commander's estimate be submitted. 3. A planning directive that describes the situation, allocates forces and resources, establishes command relationships, provides other initial planning guidance, and initiates subordinate unit mission planning. (JP 1-02)

WARNING ORDER (Chairman of the Joint Chiefs of Staff)-- A CAP directive issued by the Chairman of the Joint Chiefs of Staff that initiates the development and evaluation of COAs by a supported commander and requests that a commander's estimate be submitted. See also warning order. (JP 1-02)