



DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
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IN REPLY REFER TO
OPNAVINST 4627.1B
N42
17 Dec 07

OPNAV INSTRUCTION 4627.1B

From: Chief of Naval Operations

Subj: POLICY AND BUDGETARY GUIDANCE FOR EXERCISE OF THE MARITIME
PREPOSITIONING SHIPS (MPS) AND AVIATION LOGISTIC SUPPORT
SHIPS (T-AVB)

Ref: (a) DoD 4500.9-R, Part III, Chapter 302

Encl: (1) Exercise Funding Elements

1. Purpose. To revise policy for exercise use of Maritime Prepositioning Ships (MPS) and T-AVB ships, and to identify the major factors unique to these ships that must be addressed when planning and budgeting for their use in exercises.

2. Cancellation. OPNAVINST 4627.1A

3. Background.

a. MPS. The Maritime Prepositioning Force (MPF) program consists of MPS and MPS Enhanced (MPF(E)) organized under squadrons (MPSRON). Each squadron includes a Command Staff ranging in size from nine to twelve military personnel and a civilian complement of four communications and one medical support personnel. Each squadron is constructed to be able to carry the equipment and supplies for a complete Marine Air-Ground Task Force (MAGTF) comprised of a Ground Combat Element (GCE), an Aviation Combat Element (ACE), and a Logistics Combat Element (LCE) to support the approximately 16,800 person fighting force, sustaining them for a minimum of 30 days of combat operations. The squadrons are forward deployed to the Mediterranean, Western Pacific, and Indian Ocean under the combatant command of the respective Unified Commander. The ships of the MPF are a combination of government owned and chartered ships that are privately owned. Administrative control (ADCON) and life cycle management of all ships in the MPF is provided by Military Sealift Command (MSC), under the Prepositioning Program (PM3). For operations in austere environs, each squadron carries the necessary lighterage and handling equipment to discharge all cargo in stream. For those discharges conducted in robust ports, the ships have the ability to fully discharge pierside. These scenarios include all cargo and liquid bulk petroleum and water. Under the MPF concept of operations, the majority of the offload support personnel are airlifted to the Arrival/Assembly Area (AAA). Those personnel include components of the Naval Support Element (NSE) and designated Marine Corps personnel required to establish the Landing Force Support Party (LFSP). Each MPS requires an Offload Preparation Party (OPP) that flies to the MPS prior to offload to ensure all equipment is prepared prior to offload. The NSE has a dual function: cargo loading and discharge functions from the ships performed by the Naval Cargo Handling Battalions (NCHBs); and operation of the lighterage for ship-to-shore movement of

prepositioned equipment/supplies and deployment/recovery of the bulk liquid transfer systems, performed by the Naval Beach Group (NBG) and its supporting command components.

b. T-AVB. The two T-AVBs are specifically modified to provide a dedicated sealift capability for transport of a partially functional Intermediate Maintenance Activity (IMA) to support the Aviation Combat Element (ACE) of a MAGTF in a forward area. The IMA resources required to perform intermediate maintenance of aircraft (fixed or rotary wing) are packaged in tactical shelters, or Mobile Facilities (MF), for rapid pierside onload/offload using the ship's cargo handling equipment. In stream operations are accomplished using lighterage not carried onboard the T-AVB. As a secondary mission, the T-AVB provides common user sealift in a conventional container or roll-on/roll-off (RO/RO) configuration. In peacetime, the ships are kept in a 5-day Reduced Operating Status (ROS-5) status under the custody of the Maritime Administration (MARAD).

4. Policy.

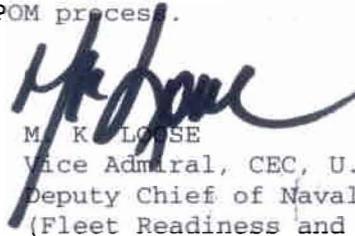
a. MPS. The MPS are under the combatant command of the respective Unified Commanders and the operational control of the Fleet Commander (FLTCOM). Each squadron is assigned administratively to MSC, who carries out the respective FLTCOM's responsibility to ensure the MPS are ready for contingencies at all times. To maintain mission readiness, each MPSRON shall participate in fleet and/or Joint Chiefs of Staff (JCS) exercises on an annual basis. Such training should include, to the maximum extent possible, all elements of the MPF concept including command and control, MAGTF/NSE deployment to the exercise area, discharge of cargo from the ship, both pierside and in the stream (including Roll-on/Roll-off Discharge Facility (RRDF) utilization), and throughput of cargo over the beach/pier to the users.

b. T-AVB. The T-AVB will remain in an ROS-5 status under the custody of MARAD, except when activated for exercises and contingencies. When activated, T-AVBs will be under operational control of the respective FLTCOM. To ensure readiness for contingencies and to provide training for fleet forces, FLTCOMs are to incorporate the T-AVBs into fleet and/or JCS exercises on a minimum of a biennial basis (Commander U.S. Fleet Forces (COUSFF) in even years, Commander U.S. Pacific Fleet (COMPACFLT) in odd years). Observer exchanges between fleets and/or Fleet Marine Forces (FMs) may be conducted in off-years to maintain proficiency in T-AVB operations. The exercise should incorporate all elements of the T-AVB concept including shipboard operational testing, embarkation/debarkation operations, and establishment of IMA dual sites ashore supporting separate fixed and rotary wing aircraft operations.

5. Action. FLTCOMs shall determine the extent to which the MPS and T-AVB shall be exercised within the guidelines provided by paragraph 4 but necessarily limited to that which can be supported by the funding made available in the Program Objective Memorandum (POM) and budget by OPNAV N42 and N85. FLTCOMs shall plan and budget accordingly, but it is recognized that unless these requirements are funded, FLTCOMs may have to prioritize MPS and T-AVB requirements within programmed BA-2 resources which may allow only partial compliance with these exercise guidelines. Reference (a) contains objectives for Amphibious and Maritime Prepositioning Exercises to assist in the planning phase. Enclosure (1) identifies major exercise funding elements, and is provided to assist in budget development. Should additional

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exercise requirements be desired, the additional funds will be programmed through the resource sponsor via the POM process.



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Exercise Funding Elements

<u>Element</u>	<u>Description</u>	<u>Claimant</u>
MPS:		
Ship Ops (NOTE 1)	-Per diem for ship and Permanent Government Personnel (PGP). Per diem covers all ship expenses, e.g., Manning, fuel, port services, repatriation, etc.	FLTCOM
Equipment (NOTES 2, 3)	-Funds to depreserve, washdown, repair/replace, and represerve.	FLTCOM/ CMC
Consumables (NOTES 2, 3)	-Food, Motor Gasoline (MOGAS)/Jet Propellant 5 (JP-5), spare parts, batteries.	FLTCOM/ CMC
Personnel (NOTES 2, 3)	-Transportation within exercise area. (NOTE 4)	FLTCOM/ CMC
	-Intra-theater airlift. (NOTE 4)	FLTCOM/ CMC
	- Temporary Additional Duty (TAD) associated with exercise.	FLTCOM/ CMC
Port Services	-Stevedore cost (civilian) and other cargo handling expenses. (NOTE 4)	FLTCOM
	-Pierside staging storage areas (costs associated with staging equipment being offloaded/on-loaded). (NOTE 4)	FLTCOM
	-Ship security in port (beyond security already covered by per diem).	FLTCOM
TOT (Transport-Of-Things)	-Cost to transport exercise material, not on ship, to/from exercise area. (NOTE 4)	FLTCOM/ CMC
	-Inland transportation.	FLTCOM/ CMC
	-Commercial hire associated with exercise. (NOTE 4)	FLTCOM/ CMC
<u>T-AVB: (NOTE 5)</u>		
Ship Per Diem	-Cost to operate ship for exercise (fuel, crew, etc.).	FLTCOM
Activation and Deactivation	-Breakout and lay-up costs.	FLTCOM (NOTE 6)

NOTES:

1. For Maritime Prepositioning Ships (MPS) only, additional per diem expense is required only under the following conditions:

a. Additional costs for canal transits are incurred.

b. Operating Tempo (OPTEMPO) is significantly changed from OPTEMPO provided by the FLTCOM in budget call for the current year. This is applicable only in the case of a major program change.

2. The Fleet Commander (FLTCOM) is responsible for costs relating to the Naval Support Element (NSE) and associated aviation costs. Marine Corps will fund Marine-associated costs, including personnel costs related to the Aviation Ground Support Equipment (AGSE).

3. Costs for equipment, consumables, and personnel are those generated by exercise participation, not for those covered under per diem.

4. If the exercise is included in the Joint Chiefs of Staff (JCS) exercise program, funding shall be provided by JCS.

5. Except as indicated by Note (1), these items are additional funding elements applicable to T-AVB.

6. T-AVBs shall be activated for exercises on a minimum of a biennial basis to be funded by the appropriate FLTCOM. All exercise funding is provided by the BA-2 (Mobilization) Account, and shall be programmed via the Program Objective Memorandum (POM) process.