



JFRG II

Student Workbook

December 5, 2003

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JFRG II Operator's Course Student Workbook
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FOREWORD

Use the JFRG II Student Workbook in conjunction with the JFRG II Operator Training Manual during the resident course of instruction, under the guidance of a competent JFRG II instructor familiar with the sequence of events and procedures prescribe in the JFRG II Program of Instruction (POI).

Seven worksheets are provided to reinforce reading assignments and provide a comprehension check of the material presented in the JFRG II Operators Training Manual.

Three Practical Application Exercises are included to enhance the learning process by reinforcing the skills necessary to apply the knowledge gained during guided discussions provided by the JFRG II instructor(s).

TRAINING ENVIRONMENT STATEMENT

Concerning the “force data” contained in this document and the JFRG II training environment, the doctrine applied, force structure used, and the manner in which forces are employed, are for training purposes only. Any resemblance to real-work operations and joint or service specific procedures are purely coincidental. Time Phased Force Deployment Data (TPFDD) specifics are used to demonstrate system capabilities and not to promulgate operational guidance. Please consult applicable directives and instructions whenever questions concerning standard operating procedures or TPFDD guidance are concerned.

This worksheet is related to the following topic(s):

Joint Planning Command & Control

1. What is the principal forum where national security issues regarding Presidential decision are considered? _____
2. Who is the principal assistant to the President for all matters relating to the Department of Defense? _____
3. What military body is made up of an appointed Chairman, the Chief of Staff of the Army, the Chief of Staff of the Air Force, the Chief of Naval Operations, the Commandant of the Marine Corps, and 2, two star generals representing the Air Force Reserve and the National Guard? _____
4. Which member of the Joint Chiefs of Staff is the spokesperson for the COMBATANT commanders? _____
5. The Commander responsible for a crisis or contingency is called the _____ Commander.
6. The Commander responsible for providing personnel, equipment, plans, or a service to another Commander is called a _____ Commander.
7. Only the Commander(s) have _____ authority, which may not be transferred or delegated.
8. A COMBATANT COMMANDER who is assigned components of two or more Services and has a broad and continuing mission is a _____ command.
9. Only the _____ and the _____ can direct military action.
10. _____ and _____ are authorities that may be delegated or transferred to echelons below the combatant commander.
11. _____ is the command authority used in the local control of direction or maneuver to accomplish a specific mission. It is the most restrictive type of command authority issued by a Commander.
12. _____ is the relationship that is established between subordinate commanders when one organization should aid, protect, complement, or sustain another force.
13. The authority to change COCOM resides only with the _____ or the _____.

14. Coordinating the boundaries of geographic areas with other Commander's is an authority _____ provides.
15. Exercising or delegating OPCON, TACON, and other command relationships except COCOM can only be done by a _____

This worksheet is related to the following topic(s):
Installation, System Administration, System Navigation, and Plan Development

1. Who must set permissions or privileges to install the JFRG II application?

2. What does the acronym "DADS" stand for

3. What can DADS do for JFRG II?

4. (T/F) JFRG II must be installed in the location provided by the InstallShield?
 - a. T _____
 - b. F _____
5. (T/F) Once the InstallShield has completed the JFRG II installation no other actions are required before using the JFRG II?
 - a. T _____
 - b. F _____
6. What are the main functions of the system administration module?
 - a. _____
 - b. _____
 - c. _____
 - d. _____
7. What is the function of the JDDL? _____

8. When you first install JFRG II what is the login for the System Administration module:
 - a. USER ID _____
 - b. PASSWORD _____
9. What is the default password for users to log into the JFRG II application for the first time? _____
10. When you merge plans, which plan is the source and which plan is the target? _____

11. What menu option would you use if you wanted to modify basic information about a JFRG II plan? _____

This worksheet is related to the following topic:

Using the UTC Summary

1. Each service UTC's are contained and registered in a Joint Operations Planning and Execution System (JOPES) Standard Reference File (SRF) called? _____
2. Which character(s) of the UTC is dictated by the JCS? _____
3. What are the two files that have an electronic link to the UTC?
 - a. _____
 - b. _____
4. What is a FIC (Force Indicator Code)? _____

This worksheet is related to the following topic(s):
ULN Summary and Force Module Development

1. What are the items you can refresh on a ULN to retrieve all of the standard data?
 - a. _____
 - b. _____
 - c. _____

2. Name the ten ULN summary tools available to users. (State the function of each)
 - a. _____
 - b. _____
 - c. _____
 - d. _____
 - e. _____
 - f. _____
 - g. _____
 - h. _____
 - i. _____
 - j. _____
 - k. _____
 - l. _____

3. Can you refresh a parent ULN? _____

4. When you renumber a ULN, how many characters can/must be selected for change? _____

5. What does the level 4-cargo refresh do to a ULN? _____

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WORKSHEET #4

6. Explain the primary difference between a “Level 4 Cargo Refresh” and “Refresh ULNs.”

7. What does the move detail option do to a ULN in JFRG II? _____

8. What are the three ways you can do look-ups in JFRG II?
a. _____
b. _____
c. _____
9. What menu option is used to copy a ULN? _____
10. Name three ways to tailor FRAG ULNs.
a. _____
b. _____
c. _____
11. What menu option is used to Merge ULNs? _____
12. What are the four primary (Planning) Movement locations?
a. _____
b. _____
c. _____
d. _____
13. What is the additional (Planning) Movement location for required stops of at least 24 hours? _____
14. Name the three Movement Legs?
a. _____
b. _____
c. _____
15. Name the (Planning) Movement Dates and the Movement Location that they are associated with?
a. _____ -- _____
b. _____ -- _____
c. _____ -- _____
d. _____ -- _____
e. _____ -- _____
f. _____ -- _____

16. What are the three types of (Planning) Days and state the phase of the operation they are associated with?

- a. _____ -- _____
- b. _____ -- _____
- c. _____ -- _____

17. List the six modes of transportation codes and their function.
- a. _____ -- _____
 - b. _____ -- _____
 - c. _____ -- _____
 - d. _____ -- _____
 - e. _____ -- _____
 - f. _____ -- _____
18. What menu option can you use to change multiple ULN information simultaneously? _____
19. How many levels of detail are presented in JFRG II? _____
20. Can a FM ID be used in a plan more than once? _____
21. Name the two ways to assign ULN's to a FM?
- a. _____
 - b. _____
22. When exporting a plan from JFRG II to JOPES, is a Force Module required? _____
23. Will deleting a FM in JFRG II delete any ULNs assigned to that FM? _____
24. What does Copy Force Module function do? _____
- _____
- _____

This worksheet is related to the following topic:

Plan Evaluation and Reports

1. Plan Evaluation evaluates a plan for JOPES _____ and _____ errors.

2. What are the five things you should check once you have completed a plan?

- a. _____
- b. _____
- c. _____
- d. _____
- e. _____

3. Of the standard reports in JFRG II which are read-only?

- a. _____
-

This worksheet is related to the following topic:

System Reference Data

1. What are the two types of JFRG II data (tables)? (Name them and state their function)?
 - a. _____
 - b. _____
2. If any changes are made to the standard reference data a _____ will be automatically created.
3. Plan Data Tables menu option is under the _____ menu option.

Reference Data Tables menu option is under the _____ menu option.

This worksheet is related to the following topic(s):

[Imports and Exports \(Interfaces\)](#)

1. How many different file types ([file extensions](#)) can/will the JFRG II generate during the EXPORT function?
 - a. _____ 1 (One)
 - b. _____ 2 (Two)
 - c. _____ 3 (Three)
 - d. _____ 4 (Four)

2. Which of the JFRG II [EXPORTS](#) does not require the selection of a Force Module?
 - a. JOPEs
 - b. JFRG II
 - c. TCAIMS II
 - d. All of the above

3. What is/are the [file formats](#) that may be generated when exporting from JFRG II to JOPEs?
 - a. _____

4. Which TPFDD data element(s) is removed to "[declassify](#)" the export from JFRG II to TCAIMS II?
 - a. Movement
 - b. Plan ID
 - c. Both of the above
 - d. None of the above

5. When importing a TPFDD from TCAIMS II into JFRG II what will [happen](#) if the plan (TPFDD) does not exist?
 - a. The plan cannot be imported
 - b. The plan can be imported but will generated transaction errors
 - c. The plan will not be created
 - d. The plan will be created

PRACTICAL APPLICATION #1

PLAN ADMINISTRATION

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1. CREATE THE FOLLOWING NEW PLANS.

- a) PLAN NAME:..... TRAINING PLAN
JOPE ID: 9999T
CLASSIFICATION: UNCLASSIFIED
DESIGNATION:..... EXERCISE
REMARKS: MY FIRST PLAN

- b) PLAN NAME:..... NEW PLAN
JOPE ID: 2333X
CLASSIFICATION: UNCLASSIFIED
DESIGNATION:..... EXERCISE
REMARKS: THIS PLAN HAS NO ULNS

- c) PLAN NAME:..... JTF-95
JOPE ID: 2122X
CLASSIFICATION: UNCLASSIFIED
DESIGNATION:..... EXERCISE
REMARKS: EXERCISE – EXERCISE - EXERCISE

- d) PLAN NAME:..... RESTORE HOPE
JOPE ID: 2111X
CLASSIFICATION: UNCLASSIFIED
DESIGNATION:..... EXERCISE
REMARKS: SOMALIA

2. COPY THE PLAN “STANDARD MEF” INTO A NEW PLAN CALLED “WORKING MEF.”

- a) IN THE PLAN “WORKING MEF” CHANGE THE JOPE PLAN ID (PID) TO 9919X
- b) CHANGE THE PLAN TO A REAL [WORLD] PLAN
- c) ENTER REMARKS: CHANGED TO REAL WORLD FOR TRAINING PURPOSES

3. MERGE THE PLAN “WORKING MEF” AND THE PLAN “JTF-95.” THE PLAN “JTF-95” IS TO RECEIVE THE DATA.

4. DELETE THE PLANS “RESTORE HOPE” AND “NEW PLAN.”

5. MAKE THE FOLLOWING MODIFICATION TO THE PLAN “JTF-95”

- a) CHANGE NAME TO JTF-97
- b) CHANGE JOPE ID TO 9112X
- c) CHANGE TO A REAL [WORLD] PLAN
- d) ADD REMARKS: FORMER JTF-95 PLAN

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JFRG II Practical Application Exercise # 2 ULN Building Plan

1. **CREATE A NEW PLAN.** **(5 MIN)**

PLAN NAME:..... ULN BUILDING PLAN
 JOPEs ID: NNNNT (where NNNN = the last four of your SSN)
 CLASSIFICATION: UNCLASSIFIED
 DESIGNATION:..... EXERCISE
 REMARKS: JFRG II TRAINING EXERCISE

2. **CREATE THE FOLLOWING ULNs.** **(20 MIN)**

PERFORM A UTC LOOKUP AND SEARCH FOR THE UTC DESCRIPTION AS LISTED. YOU MAY ENTER THE UTC IN THE SPACE PROVIDED, BUT IT IS NOT REQUIRED. PAY CLOSE ATTENTION TO THE SERVICE REQUIREMENT AND THE PARENT INDICATOR CODE (PIC).

ULN	UTC Description	UTC	Service
1BA	INFANTRY BN [PIC = X] ¹		M
1BAA	RIFLE CO, INF BN, FMF		M
1BAB	RIFLE CO, INF BN, FMF		M
1BAC	RIFLE CO, INF BN, FMF		M
1BAD	WPNS CO, INF BN, FMF		M
1BAE	H&S CO, INF BN, INF REGT		M
1BB	INFANTRY BN		M
1CA	HQS WING HQ 1 TFS G [PIC = X] ¹		F
1CAA	HQS WING HQ 1 TFS G		F
1CAB	TFS 15 F 16C/D V		F
1CAC	TFS 15 F 16C/D V		F
1CAG	TFS 18 A 10 OA-10A		F
1CAH	WEA TAC FORECAST SYS (TFS)		F
1CAJ	POL 18 PAA TFS FUELS-LOX EQUIP		F
1D	ENGINEER BDE [PIC = X] ¹		A
1DA	ENGR BN HVY DIV RIBBON		A
1DB	ENGR BN ABN DIV		A
1DC	ENGR BN HVY DIV		A
1DCA	ENGR CO ENGR BN HVY DIV		A
1DCB	ENGR CO ENGR BN HVY DIV		A
1DCC	ENGR CO ENGR BN HVY DIV		A
1E	AMPHIBIOUS CONST BTN		N
1EA	BEACH GROUP		N
1EB	BEACH PARTY GROUP HDQTRS		N
1EC	BEACH GRP CAMP SUPPORT ELEMENT		N
1ED	BEACH GROUP CAUSEWAY/LIGHTERA		N

¹ Throughout this document anytime the convention [PIC = X] appears in the force description or unit name the intent is to make that force requirement a "Parent ULN."

3. GENERATE RECORDS.

(5 MIN)

- a) USING ULN 1BAB AS THE SOURCE, GENERATE THE FOLLOWING 3 ULNS: 1BBA, 1BBB, AND 1BBC
- b) USING ULN 1BAD, GENERATE THE FOLLOWING ULNS: 1BBD, 1BBE
- c) USING ULN 1BAE, GENERATE THE FOLLOWING ULNS: 1BBF, 1BBG

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JFRG II Practical Application Exercise # 2 ULN Building Plan

4. SOURCE THE FOLLOWING ULNS.

(30 MIN)

ULN	UNIT NAME	UIC	SERVICE
1BA	2D BN, 8TH MAR		M
1BAA	CO E, 2/8		M
1BAB	CO F, 2/8		M
1BAC	CO G, 2/8		M
1BAD	WPNS CO, 2/8		M
1BAE	H&S CO, 2ND BN, 8TH MAR		M
1D	20TH ENGINEER BDE		A
1DA	554TH ENGR BN		A
1DB	EOBC B CO 554TH		A
1DC	HHC 554TH ENGR		A
1DCA	CO A 554TH ENGR		A
1DCB	CO B 554TH ENGR		A
1DCC	CO C 554TH ENGR		A
1E	NMCB 28		N
1EA	COMNAVBEACHGRU 1		N
1EB	NAVAL COASTAL WARFARE GROUP 2		N
1EC	CBMU 302		N

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5. PERFORM THE FOLLOWING LEVEL FOUR EDITS (30 MIN)
FOR ULN's 1BAA AND 1BAB

- a. DELETE ALL CARGO FROM EACH ULN
- b. ADD THE FOLLOWING CARGO TO EACH ULN
 - (1) ADD 2 D1158 (OPERATIONAL)
 - (2) ADD 2 C4431

ENTER THE TOTAL SHORT TONS FOR THE TWO ULNs (FROM ULN SUMMARY SCREEN)

ULN	Short Tons
1BAA	
1BAB	

CONTINUE ONLY IF THE TRAINING MANUAL PARAGRAPH ON PERSONNEL DETAIL EDITS HAS BEEN REVIEWED.

- c. CHANGE THE PAX FOR ULN's 1BAA AND 1BAB AS PER THE FOLLOWING TABLE

Billet Description	Quantity
AMMO MAN	3
ASST GUNNER	3
EXECUTIVE OFFICER	1
FIRE TEAM LDR/GRENADI	27
FIRST SERGEANT	1
GUNNER	6
GUNNERY SERGEANT	1
MACHINE GUN TEAM LDR	6
MESSENGER	3
MESSENGER/DRIVER	1
PLATOON COMMANDER	3
PLATOON SERGEANT	3
RIFLEMAN	27
RIFLEMAN/ASST AUTO RI	27
SECTION LEADER	1
SQD AUTOMATIC RIFLEMA	27
SQD/TM LDR/GUNNER	3
SQUAD LEADER	3
TM LDR/GUNNER	3
TOTAL	
TOTAL (ULN SUMMARY SCREEN)	

- 6. CHANGE THE UNIT NAME TO "DET OF [unit name]" AND "DET OF [unit name]" FOR EACH UNIT RESPECTIVELY.

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7. FRAG and INSERT (READ ALL OF THIS STEP BEFORE PROCEEDING) (30 MIN)

a. FRAG ULN 1DC INTO THREE SEGMENTS, ADVANCE PARTY, MAIN BODY, AND REAR PARTY. ANNOTATE UNIT NAME TO INDICATE ASSIGNED TASK.

b. TAILOR PERSONNEL SO THAT FORCE STRUCTURE IS AS FOLLOWS:
(HINT IT MAY BE EASIER TO USE MULTIPLE TOOLS)

1) ADVANCE PARTY IS MADE UP OF:

- a) 1 PFC (MOS: 12B)
- b) 1 SGT (MOS: 31U)

2) MAIN BODY - ALL PERSONNEL NOT IN ADVANCE OR REAR PARTIES

3) REAR PARTY IS MADE UP OF:

- a) 1 PFC (MOS: 12B)
- b) 1 SGT (MOS: 31U)

c. TAILOR CARGO SO THAT ALL EQUIPMENT MOVES WITH THE MAIN BODY EXCEPT THE FOLLOWING:

1) ADVANCE PARTY IS MADE UP OF:

- a) 2 EACH: T61494
- b) 2 EACH: W95811

2) REAR PARTY IS MADE UP OF:

- a) 2 EACH: T61494
- b) 2 EACH: W95811

d. FROM THE ULN SUMMARY, FILL IN THE TABLE BELOW

ULN	PAX (COUNT)	CARGO (ST)
ADVANCE PARTY		
MAIN BODY		
REAR PARTY		

*** STOP, WAIT FOR INSTRUCTIONS BEFORE PROCEEDING ***

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8. MOVEMENT DETAIL FOR ALL MARINES

FIELD	DESCRIPTION (INSTALLATION CODE)	CODE
ORIGIN	CP LEJEUNE (MGI)	
RLD		C005
POE MODE	LAND	
POE SOURCE	LAND VIA DOD-PROVIDED LAND TRANSPORT, NOT CINC OR MTMC	
POE	MOREHEAD CITY (PRT)	
ALT POE	WILMINGTON, NC (PRT)	
ALD		C006
POD MODE	SEA	
POD SOURCE	MILITARY SEALIFT COMMAND (MSC) CONTROLLED SHIP	
POD	OSLO, NORWAY (PRT)	
ALT POD		
POD EAD		C009
POD LAD		C015
POD PRI		1
POD LOAD CONFIG	NOT APPLICABLE	
POD DISCHARGE CONST	NO SPECIAL CONSIDERATIONS	
DEST MODE	LAND	
DEST SOURCE	SUPPORTED CINC CONTROLLED LAND TRANSPORT NON-CONUS	
DEST	AALESUND (POL)	
DEST RDD		C017
DEST LOAD CONFIG	NOT APPLICABLE	
DEST DISCHARGE CONST	NO SPECIAL CONSIDERATIONS	
CRD		C017

CONTINUE ON TO NEXT STEP

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9. MOVEMENT DETAIL FOR ALL SOLDIERS

FIELD	DESCRIPTION (INSTALLATION CODE)	CODE
ORIGIN	FORT HOOD (AIN)	
RLD		C008
POE MODE	LAND	
POE SOURCE	LAND VIA DOD-PROVIDED LAND TRANSPORT, NOT CINC OR MTMC	
POE	MARCH AFB (MAP)	
ALT POE	FT HOOD AAF (MAP)	
ALD		C009
POD MODE	AIR	
POD SOURCE	AIR MOBILITY COMMAND (AMC) CONTROLLED AIRCRAFT	
POD	ALESUND-VIGRA (APT)	
ALT POD	OSLO-FORNEBU, NORWAY (IAP)	
POD EAD		C012
POD LAD		C014
POD PRI		1
POD LOAD CONFIG	ADMINISTRATIVE LOADING (NOT CONTAINERIZED)	
POD DISCHARGE CONST	NO SPECIAL CONSIDERATIONS	
DEST MODE	LAND	
DEST SOURCE	HOST NATION CONTROLLED LAND TRANSPORT	
DEST	AALESUND (POL)	
DEST RDD		C015
DEST LOAD CONFIG	NOT APPLICABLE	
DEST DISCHARGE CONST	NO SPECIAL CONSIDERATIONS	
CRD		C015

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10. FORCE MODULES

- a. BUILD FORCE MODULES WITH A FMID IAW THE FOLLOWING TABLE. LIST THE NUMBER OF ULNS & UICS FOR EACH FM.

FM CRITERIA	FMID	ULN COUNT	UIC COUNT
ALL ULNS IN THE PLAN	AA		
ALL AIR MODE STRATEGIC LIFT	AB		
ALL SEA MODE STRATEGIC LIFT	AC		
ALL ULNS TRAVELING THROUGH MARCH AFB	MAR		

- b. WHAT IS THE "VEHICLE SQUARE" TOTAL (FROM THE FORCE MODULE LIFT REQUIREMENTS WINDOW) FOR FORCE MODULE [AC]? _____

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11. PERFORM A PLAN EVALUATION OF THE ULN BUILDING PLAN

- a. ARE THERE ANY FATAL ERRORS? _____
- b. IF APPLICABLE, CLOSE THE PLAN EVALUATION AND FIX ALL FATAL ERRORS.
- c. AFTER FIXING FATAL ERRORS (IF ANY) RE-RUN THE PLAN EVALUATION.
- d. ARE THERE ANY REMAINING FATAL ERRORS? _____
- e. ARE THERE ANY LOGICAL ERRORS? _____
- f. CAN ANY OF THE LOGICAL ERRORS BE FIXED? _____
- g. CAN THE LOGICAL ERRORS BE "JUSTIFIED?" _____

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12. REPORTS

- a. RUN A FM ROLL UP REPORT FOR THE FOLLOWING FORCE MODULES AND RECORD THE DATA REQUESTED BELOW.

FORCE MODULE	STONS	MTONS	SQUARE	PAX
ALL ULNS				
ALL AIR ULNS				

- b. RUN A F-11W FULL REPORT AND RECORD THE DATA REQUESTED BELOW

FORCE MODULE	ULN	CCC	OVER (ST) [TOTAL]
AS REQUIRED	1BAD	R2D	
AS REQUIRED	1DA	R2D	

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13. INTERFACES, IMPORT AND EXPORT FUNCTIONS.

a. EXPORT THE ULN BUILDING PLAN TO THE DESKTOP IN EACH OF THE FOLLOWING FORMATS AND RECORD THE DATA REQUESTED.

- 1) JOPES
- 2) JFRG II
- 3) TC AIMS II

FILE NAME	FILE EXTENSION	FILE SIZE (KB/MB)

b. PERFORM A COPY PLAN ON THE ULN BUILDING PLAN. NAME THE NEW PLAN ULN BUILDING PLAN ORIG. DELETE THE ULN BUILDING PLAN.

c. IMPORT THE ULN BUILDING PLAN ORIG FROM THE DESKTOP VIA THE FOLLOWING FORMATS.

- 1) JOPES
- 2) JFRG II
- 3) TC AIMS II

FILE NAME	FILE EXTENSION	RESULTS

d. IMPORT THE ELCAS PLAN FROM THE JFRG II_TM CD (PLAN DATA FILES FOLDER), TC AIMS II FORMAT.

FILE NAME	FILE EXTENSION	RESULTS

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CRISIS ACTION

Course of Action (COA) Development²

² This practical application scenario is for training in the deployment process and use of the JFRG II and its tools. The doctrine applied, the forces used, and the manner in which they are employed, is for training purposes only. Any resemblance to real-work operations and joint or service specific doctrine is purely coincidental.

Crisis Action Planning Phases

The following is provided for reference during the completion of the subsequent Practical Application. The table should be read in six columns progressing from left to right through the various phases of crisis action development. Keep in mind that depending on the strategic or tactical situation actions in one phase very often overlap into another phase and may not necessarily be done in order. To form a current frame of reference our practical application may very well fit somewhere in phases 2, 3, 4 or even phase 5.

Following this chart are the Joint TPFDD LOI and a (TRAINING) Supplemental TPFDD LOI to be used as required during the practical application.

PHASE I SITUATION DEVELOPMENT	PHASE II CRISIS ASSESSMENT	PHASE III COURSE OF ACTION DEVELOPMENT	PHASE IV COURSE OF ACTION SELECTION	PHASE V EXECUTION PLANNING	PHASE VI EXECUTION
EVENT					
EVENT OCCURS WITH NATIONAL SECURITY IMPLICATIONS	COMMANDER'S REPORT/ ASSESSMENT RECEIVED	CJCS PUBLISHES WARNING ORDER	CJCS PRESENTS REFINED AND PRIORITIZED COAs TO NCA	COMMANDER RECEIVES ALERT ORDER OR PLANNING ORDER	NCA DECISION TO EXECUTE OPOD
ACTION					
<ul style="list-style-type: none"> MONITOR WORLD SITUATION PROBLEM RECOGNITION SUBMIT COMMANDER'S ASSESSMENT 	<ul style="list-style-type: none"> INCREASE AWARENESS INCREASE REPORTING JCS ASSESS SITUATION JCS ADVISE ON POSSIBLE MILITARY ACTION NCA-CJCS EVALUATION 	<ul style="list-style-type: none"> DEVELOP COAs EVALUATE COAs CREATE/ MODIFY JOPEs DATABASE COMMANDER ASSIGNS TASKS TO SUBORDINATES BY EVALUATION REQUEST MESSAGE COMMANDER REVIEWS EVALUATION RESPONSE MSGS USTRANSCOM PREPARES DEPLOYMENT ESTIMATES JCS REVIEWS COMMANDERS ESTIMATE 	<ul style="list-style-type: none"> CJCS GIVES MILITARY ADVICE TO NCA CJCS MAY PUBLISH PLANNING ORDER TO BEGIN EXECUTION PLANNING BEFORE FORMAL SELECTION OF COA BY NCA 	<ul style="list-style-type: none"> ADJUST JOPEs DATABASE IDENTIFY MOVEMENT REQUIREMENTS IDENTIFY AND ASSIGN TASKS CONVERT COA TO OPOD & SUPPORTING OPODs RESOLVE SHORTFALLS AND LIMITATIONS JCS MONITOR OPOD DEVELOPMENT 	<ul style="list-style-type: none"> CJCS PUBLISHES EXECUTE ORDER BY AUTHORITY & DISCRETION OF SECDEF COMMANDER EXECUTES OPOD JOPEs DATABASE MAINTAINED JPEC REPORTS EXECUTION STATUS
OUTCOME					
<ul style="list-style-type: none"> ASSESSMENT THAT EVENT MAY HAVE NATIONAL IMPLICATIONS REPORT EVENT TO NCA/CJCS 	<ul style="list-style-type: none"> NAC/CJCS DECIDE TO DEVELOP MILITARY COURSE OF ACTION 	<ul style="list-style-type: none"> COMMANDER PUBLISHES COMMANDER'S ESTIMATE WITH RECOMMENDED COURSE OF ACTION 	<ul style="list-style-type: none"> NCA SELECTS COA CJCS PUBLISHES SELECTED COA IN ALERT ORDER 	<ul style="list-style-type: none"> COMMANDER PUBLISHES OPOD 	<ul style="list-style-type: none"> CRISIS RESOLVED

Introduction

This “Exam” is intended to check your understanding of specific objectives concerning the JFRG II application and your ability to apply the JFRG II functions presented during the course of instruction. The items listed herein are assumed to be force requirements authorized by higher authority [EXERCISE COMBATANT COMMANDER BLUELAND]. After reading the mission statement perform the TPFDD Construction Procedures listed below, and apply the specific requirements listed for each service component.

Operation Eruption Blast Mission Statement

Operation Eruption Blast will provide humanitarian aid within force capabilities to the island nation of [BLUELAND] without comprising own-force self-protection criteria. Aid is to include, but is not limited to, medical and security services, basic sustenance and shelter where required, and such governmental administrative support as necessary to regain a self-sustaining society on a par with pre-disaster capabilities.

Operation Eruption Blast TPFDD Construction Procedures

1. Review the Joint TPFDD LOI starting on page 41.
2. Read the Supplemental TPFDD LOI starting on page 71.
3. Perform steps listed for US Marine Corps forces, beginning on page 75.
4. Perform steps listed for US Army forces, beginning on page 79.
5. Export the Marine and Army plans to the floppy disk provided and forward the disk to the JTF Commander. (The instructor)
6. Import the US Coast Guard plan provided by the JTF Commander into JFRG II.
7. Perform the steps listed for JTF plan starting on page 85.

Time Phased Force and Deployment Data - Letter of Instruction
(TPFDD - LOI)

JOPES Volume III, Enclosure H

This document is reprinted here for
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and should not be referenced for real-world operations.

Re: CJCSM 3122.02B (Joint Operation Planning and Execution System (JOPES) Volume III
(Crisis Action Time-Phased Force and Deployment Data Development and Deployment
Execution)) Enclosure H, Dated 25 May 02.

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). Commander/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 Commander 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

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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

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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.

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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 fielding 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 EXERCISE COMBATANT command (COCOM) to other EXERCISE COMMANDER "BLUELAND" by the Forces For Unified Commands document, while Service Chiefs and agencies determine providing organizations for forces that are not assigned COCOM to other EXERCISE COMMANDER "BLUELAND". 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,

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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) approves 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 (SAM) to support movement of specific forces, the apportionment message includes instructions on the use of SAAM.

(2) If the Chairman of the Joint Chiefs of Staff has not yet declared a C-Day, 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.

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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:

<u>ORGANIZATION</u>	<u>ULN AND FM ID</u>	<u>CIN/PIN RANGE</u>
	<u>FIRST POSITION</u>	
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
Commander NORAD	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

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

* 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.

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air control parties (TACPs) and weather teams may be assigned Army component ULNs. This same logic applies to augmented 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, Commander'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 on load 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,

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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 May 2001 Appendix AH-A-7 Enclosure H 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 underdevelopment 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 (JOPEPREP). The following M/S codes and explanations are used in crisis action, force rotation, deliberate planning, and exercise TPFDDs:

<u>Mode</u>	<u>Source</u>	<u>Explanation</u>
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 SAAMA

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<u>Mode</u>	<u>Source</u>	<u>Explanation</u>
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*
L	N	Land via host-nation/allied-controlled transport
L	M	Service-provided, nonorganic land transport
P	C	Mode optional; source is supporting Commander (to other than a CONUS SPOE)
P	D	Optional via supported commander (to other than a C ONUS 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 USCOMMANDERTRANS 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

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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

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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, USCOMMANDERTRANS, in coordination with transportation lift providers, will analyze and recommend the most efficient and effective lift to the supported commander. USCOMMANDERTRANS 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 USCOMMANDERTRANS. USCOMMANDERTRANS makes appropriate recommendations to the supported commander if movement by dedicated strategic airlift is feasible.

(c) USCOMMANDERTRANS 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), and 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.

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(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 USCOMMANDERTRANS-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

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Maritime Patrol Squadrons
Combat Logistics Force (CLF)
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).

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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

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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. USCOMMANDERTRANS 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 USCOMMANDERTRANS. 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 Commander/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 Commander 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).

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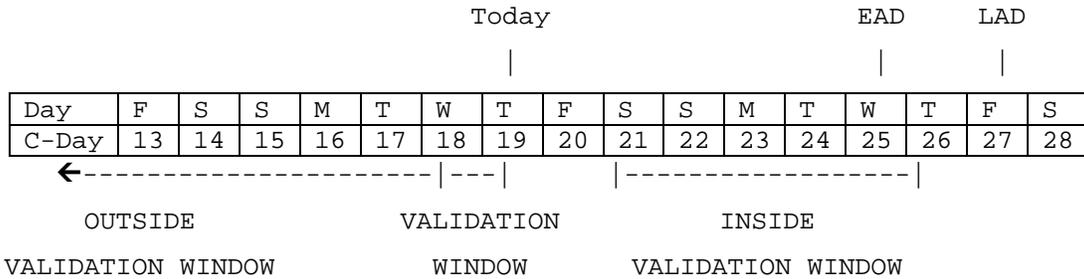


Figure H-B-1. Airlift Validation Window Concept

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 are considered force rotations. Force rotations are usually conducted on frequent basis, with longer planning horizons than crisis action operations. In addition, the magnitude of the force rotations requires additional lead-time 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

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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 (non leap 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 (non leap 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

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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 validations. Supported component commander's 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 the capacity of a 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

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Transportation Mode	Revalidate when	Remarks
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 outside 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:

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(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 request 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 commanders 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 Commander/AOR-specific instructions appending this LOI and posted unsupported 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 Commander/AOR-specific instructions appending this LOI.

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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. USCOMMANDERTRANS accepts validated ULNs for scheduling and movement by placing a "T" in the SSF field. USCOMMANDERTRANS 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,

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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 (AUDEL) 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. Enclosure H in JOPES during execution. USCOMMANDERTRANS 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 USCOMMANDERTRANS 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 intra theater 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

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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.

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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 C38 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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RE: CJCSM 3122.02B, Enclosure H, Joint TPFDD LOI

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. JOPEP. 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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RE: CJCSM 3122.02B, Enclosure H, Joint TPFDD LOI

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

<u>E-Day / T-Day¹</u>	<u>Event</u>	<u>OPR</u>
E-270-220	INITIAL PLANNING <ul style="list-style-type: none"> • Review lessons learned • Develop concept and objectives • Develop force list • Preview JMETLs • Provide inputs to sponsoring Commander on concepts, objectives, JMETLs, and forces • Initiate TPFDD 	All Sponsoring Commander Sponsoring Commander All Supporting Commander Sponsoring Commander
T-220	EXERCISE DEVELOPMENT <ul style="list-style-type: none"> • Conduct Initial Planning Conference (IPC) • Establish Newsgroup • Determine JOPES training requirements • Finalize concept and objectives • Enter sponsoring Commander's requirements into exercise TPFDD • Network exercise TPFDD 	Sponsoring Commander Sponsoring Commander All Sponsoring Commander Sponsoring Commander Sponsoring Commander
E-180	TPFDD FILE DEVELOPMENT <ul style="list-style-type: none"> • Source force requirements in TPFDD file • Initial transportation feasibility and cost estimates • Initial unit equipment lists for sealift • Publish C-Day/L-Hour for exercise 	Supporting Cmd USTRANSCOM Supporting Cmd Sponsoring Commander
T-130	<ul style="list-style-type: none"> • Final unit equipment lists to MTMC 	Sponsoring Commander
T-150-120	TPFDD FILE REFINEMENT <ul style="list-style-type: none"> • Conduct Mid-Planning Conference (MPC) • TPFDD file adjustments to match budget, forces, and transportation availability • Identify potential commercial airlift requirements • Transportation mission support force requirements entered in TPFDD • Build redeployment TPFDD 	Sponsoring Commander All Sponsoring Commander USTRANSCOM Sponsoring Commander

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.

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<u>E-Day / T-Day¹</u>	<u>Event</u>	<u>OPR</u>
E-100-90	TRANSPORTATION REFINEMENT	
	<ul style="list-style-type: none"> • Complete redeployment TPFDD 	Sponsoring Commander
	<ul style="list-style-type: none"> • Ensure deployment and redeployment TPFDD files are free of fatal errors 	Sponsoring Commander
T-85	<ul style="list-style-type: none"> • Conduct Final Planning Conference 	Sponsoring Commander
T-60	<ul style="list-style-type: none"> • Supported commander validates sealift requirements for deployment/redeployment to USTRANSCOM 	Sponsoring Commander
T-50	<ul style="list-style-type: none"> • Supported commander validates airlift requirements to USTRANSCOM 	Sponsoring Commander
T-50-T-31	<ul style="list-style-type: none"> • Provide aircraft load plans to AMC 	Units shipping cargo
	Begin initial airlift planning	
T-50	<ul style="list-style-type: none"> • Refine and source transportation mission support requirements 	USTRANSCOM
T-14	USTRANSCOM publishes CTP messages	USTRANSCOM
E-21-E-14	TRANSPORTATION SCHEDULING	
	<ul style="list-style-type: none"> • Sealift and airlift schedules entered into JOPEs 	USTRANSCOM
E-00	<ul style="list-style-type: none"> • 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 rationale for each change and impact if not annotated.

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

c. Requested Modification(s). (State none if applicable). State rationale 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).

(TRAINING)

Supplemental
Time Phased Force Deployment Data
(TPFDD)
Letter of Instruction
(LOI)

Re: JOPES Volume III, Enclosure H

This document is for
TRAINING PURPOSES ONLY
and should not be referenced for real-world operations.

Supplemental Instructions to Enclosure H of CJCSM 3122.02B:

OPERATION ERUPTION BLAST

1. The [EXERCISE COMMANDER "BLUELAND"] J33, JOPES Support Element (JSE) is the Office of Primary Responsibility (OPR) for oversight, review, coordination and administration of operational deployment and redeployment data in JOPES. [EXERCISE COMMANDER "BLUELAND"] JSE is the OPR for prioritizing and validating TPFDD movement requirements when [EXERCISE COMMANDER "BLUELAND"] is the supported CINC.
2. [EXERCISE COMMANDER "BLUELAND"] J4 Joint Movements Center (JMC) is the OPR for monitoring and deconflicting all TPFDD movements. Movement coordination can take place as soon as the movement requirement is identified; however, no force will move until it is validated for movement by the JSE.
3. [EXERCISE COMMANDER "BLUELAND"] service components representatives will build ULNs to level-4 detail, and include a point of contact in the reserved non-baseline field.
4. TPFDD planners must be careful to include the time it takes to source a ULN after the Execute Order is published, when determining closure at the destination. For example, if a force must close in 30 days following publication of the EXORD, planners should estimate a week of administrative preparation time (sourcing, notifying the unit, readying the unit equipment for movement, packing up the unit). Thus, actual movement time from publication of the EXORD to closure at the destination is actually 23 days.
5. [EXERCISE COMMANDER "BLUELAND"] may assign CJTF as the "supported commander" and assume responsibility for all "supported commander" activities described in the basic document for operations supported by a JTF. Therefore, components should expect to deploy JOPES ADP-knowledgeable planners forward with the JTF staff. In such cases, component commands will request validation through CJTF. However, when multiple [EXERCISE COMMANDER "BLUELAND"] JTFs operate simultaneously, the JTF/CJTF commander will submit TPFDD requirements to the supported CINC who will incorporate JTF/CJTF TPFDD validation requirements with other theater validation requirements.
6. Use of Force Validation Tool (FVT) to "lock" down validated requirements and flag the SSF with a "V" is at the option of the Supported Commander. During crisis deployment/redeployment turbulence, it is often more a hindrance than a help to constantly unlock and relock requirements, which change frequently according to Commander's priorities and lift availability, and prior to lift scheduling. Because [EXERCISE COMMANDER "BLUELAND"] uses the plan status "locked" for its executing PIDs, once requirements are pulled for scheduling by the lift provider, the requirement is then locked and flagged.

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Practical Application #3 Operation Eruption Blast

7. [EXERCISE COMMANDER "BLUELAND"] JSE will perform CINC validation procedures at 1300L Mon, Wed, and Fri. Accordingly; components must ensure [EXERCISE COMMANDER "BLUELAND"] database correctly reflects their requirements by 1100L.
8. Air validation window for Operation [EXERCISE] is 14 repeat 14 days because of country/diplomatic clearance.
9. Air/sea validation windows for all other ops are per basic document.
10. Unlocks of or changes to any ULNs requiring strategic lift or intra-theater airlift which have been allocated lift, and in-the-window validation requests requiring strategic lift or intra-theater airlift require a GO/FO signature block with phone number, and the name and phone number of the AO who briefed the GO/FO concerning the change or in-the-window validation request. Include strong justification for the action in the validation request message.
11. Validation and unlock requests for more than five (5) requirements per PID must identify the force module ID (FMID) in which the requirements requested for validation or unlock have been placed. This FM must not contain any other requirements.
12. A/D minimum PAX STONs for intratheater lift: 25 pax/5.6 STONs. Force movements requiring intra-theater airlift provided by the USAFE AMOCC for any leg of transportation will have a three-day movement window.
13. [EXERCISE ARMY BASE] will be the primary APOD/APOE for cargo and cargo/PAX moves. [EXERCISE AIR FORCE BASE] can be used as the APOE/APOD for PAX only moves entering/exiting the [EXERCISE COMMANDER "BLUELAND"] Theater. [EXERCISE AIR FORCE BASE] has the capacity to handle large numbers of passengers, however does not have sufficient Material Handling Equipment (MHE) to support cargo offload/upload. The exception is [EXERCISE COMMANDER "BLUELAND"] SOC/SOF intra-theater movements. Their primary APOD/APOE will be the [EXERCISE ARMY BASE].
14. [EXERCISE COMMANDER "BLUELAND"] components' logisticians will track movements and closure of ULNs in support of on going operations by annotating the project code field of JOPEs NLT 1 hour after movement occurs. The code "ENT" (Enroute) will represent ULNs that have begun movement but not completely closed at the POD. When the ULN has fully closed on the POD, component logisticians will annotate the project code field with "DEP" (Deployed). ECJ4-JMC is responsible for enforcing the coding of the project code for force tracking purposes.
15. TPFDD builders and managers will use Force Modules to group ULNs for TPFDD analysis and force tracking. Components will create and accurately maintain FM's to identify specific forces in an operational TPFDD. Personnel requesting validation of five or more ULNs in a PID will place those ULNs in a FM and identify the FMID in the validation request. Such FMs should contain only those ULNs being requested for validation.
16. Components will use the following ULN/FM structure (IAW JOPEsREP 2000 and CJCSM 3122.02B).

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First position of the ULN/FM will equal:

- 0 - HQ [EXERCISE COMMANDER "BLUELAND"] STAFF
- 5 - US ARMY FORCES
- 6 - NAVAL FORCES
- 7 - MARINE FORCES
- 8 - US AIR FORCE

Second and subsequent positions will be in accordance with local directives.

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Crisis Action Development
 Marine Corps Contingent

1. CREATE A NEW PLAN CALLED “MARINE EB [YOUR INITIALS]” WITH THE FOLLOWING PLAN INFORMATION.

PLANID [LAST 4 OF YOUR SSN+M]
 CLASSIFICATION UNCLASSIFIED
 TYPE..... REAL
 REMARKS..... [STUDENT LAST NAME]

2. CREATE THE FOLLOWING ULN'S. (FIND THE CORRECT UTC)

ULN	FORCE DESCRIPTION	UTC	SER
7A	MARINE EXPEDITIONARY UNIT [PIC=X]		M
7AB	MARINE DIVISION [PIC=X]		M
7ABA	INFANTRY BN		M
7ABB	RIFLE CO, INF BN, FMF		M
7ABD	RIFLE CO, INF BN, FMF		M
7ABF	RIFLE CO, INF BN, FMF		M
7ABG	H&S CO, INF BN, INF REG		M
7ABH	WPNS CO, INF BN, FMF		M
7AC	MARINE AIR WING [PIC = X]		M
7ACA	VMGR (6 KC-130T)		M
7ACB	VMGR (6 KC-130T)		M
7ACD	HMM 12 CH-46E		M

3. SOURCE THE ULNS IN ACCORDANCE WITH THE FOLLOWING TABLE.
 (USE LOOKUP AND FIND FOR THE CORRECT UIC)

ULN	UNIT NAME	UIC
7A	13 TH MEU	
7AB	1 ST MARDIV	
7ABA	1 ST BN, 1 ST MAR	
7ABB	CO A, 1/1	
7ABD	CO B, 1/1	
7ABF	CO C, 1/1	
7ABG	H&S CO, 1ST BN, 1 ST MAR	
7ABH	WPNS CO, 1/1	
7AC	HQ, MAW, 3 RD MAW	
7ACA	VMGR-352, MAG-11, 3 RD MAW	
7ACB		
7ACD	HMM-161, MAG-16, 3 RD MAW	

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4. RENAME THE FOLLOWING UNITS.

ULN	OLD UNIT NAME	NEW UNIT NAME
7A	13 TH MEU	13 TH MEU FORCES
7AB	1 ST MARDIV	13 TH MEU GCE
7AC	HQ, MAW, 3 RD MAW	13 TH MEU ACE

5. PERFORM THE FOLLOWING:

- a) IN ULN 7ACA CHANGE LEVEL 2 PAX TOTAL TO 100 AND DELETE ANY LEVEL 4 PAX.
- b) IN ULN 7ACD CHANGE LEVEL 2 PAX TOTAL TO 24 AND DELETE ANY LEVEL 4 PAX.

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6. MOVEMENT DETAIL FOR ULN'S 7ABB THROUGH 7ABH.

FIELD	DESCRIPTION (INSTALLATION CODE)	CODE
ORIGIN	WAKE ISLAND (DFP)	
RLD		C001
POE MODE	LAND	
POE SOURCE	LAND VIA DOD-PROVIDED LAND TRANSPORT, NOT CINC OR MTMC	
POE	WAKE ISLAND (PRT)	
ALT POE		
ALD		C002
POD MODE	SEA	
POD SOURCE	USN OR USCG SHIP-NOT MSC-UNDER CONTROL OF SPTG COMMANDER	
POD	MANILA, PHILI (PRT)	
ALT POD		
POD EAD		C006
POD LAD		C011
POD PRI		1
POD LOAD CONFIG	NOT APPLICABLE	
POD DISCHARGE CONST	NO SPECIAL CONSIDERATIONS	
ILOC GEOLOC		
ILOC MODE		
ILOC SOURCE		
ILOC LOAD CONFIG		
ILOC DISCHARGE CONST		
ILOC STOP		
ILOC DELAY DAYS		
ILOC DELAY CONFIG		
DEST MODE	LAND	
DEST SOURCE	SUPPORTED COMMANDER CONTROLLED LAND TRANSPORT NON-CONUS	
DEST	MANILA, PHILI (CTY)	
DEST RDD		C012
DEST LOAD CONFIG	NOT APPLICABLE	
DEST DISCHARGE CONST	NO SPECIAL CONSIDERATIONS	
CRD		C012

7. CREATE A DETACHMENT.

- a) INSERT A NEW ULN [7ACE] CREATE A FORCE REQUIREMENT FOR THE TYPE UNIT [GS TRUCK CO, MT BN, FSSG].
- b) SOURCE THE NEW ULN WITH THE UNIT [CO C (G/S), 7TH MT BN, 1ST FSSG].
- c) RENAME THE UNIT TO [CO C (G/S), 7TH MT BN, 1ST FSSG (DET)].
- d) DELETE ALL LEVEL 4 CARGO (IF ANY IS PRESENT).
- e) ADD THE FOLLOWING EQUIPMENT (LEVEL 4) FOR THE DETACHMENT:
 - 1) ITEM_ID: D1180, NSN_CONFIGURATION: OPERATIONAL
 - 2) ITEM_ID: D1180, NSN_CONFIGURATION: RED-AR 220-106
- f) MODIFY (LEVEL 2) PAX TOTAL TO EQUAL 100

8. FORCE MODULE (S).

- a) CREATE A FORCE MODULE WITH ALL ULNS.
- b) CREATE A FORCE MODULE WITH ALL MARINE ULNS WITH AN RDD BETWEEN C007 AND C015.
- c) NAME THE FORCE MODULES IAW THE SUPPLEMENTAL TPFDD LOI. SEE PAGE 71.

9. PLAN EVALUATION.

- a) RUN THE PLAN EVALUATION FUNCTION.
- b) FIX ALL FATAL ERRORS.
- c) FIX ANY LOGICAL ERRORS THAT CAN BE FIXED WITHOUT MAKING MODIFICATIONS TO THE STANDARD REFERENCE (TUCHA) TABLES.

10. RETURN TO PAGE 39 AND CONTINUE PROCEDURES.

Crisis Action Scenario
Army Contingent

1. CREATE A NEW PLAN CALLED “ARMY EB [YOUR INITIALS]” WITH THE FOLLOWING PLAN INFORMATION.

PLANID [LAST 4 OF YOUR SSN+A]
 CLASSIFICATION UNCLASSIFIED
 TYPE..... REAL
 REMARKS..... [STUDENT LAST NAME]

2. CREATE THE FOLLOWING ULN’S. (FIND THE CORRECT UTC)

ULN	FORCE DESCRIPTION	UTC	SER
5AA	MP OPERATIONS TEAM [PIC=X]		A
5AAA	HHC MP BN (I/R)		A
5AAB	MP DET (I/R CAMP LIAISON)		A
5AAC	MP DET (I/R PROCESS LSN)		A
5AAD	MP DET (I/R CAMP LIAISON)		A
5AAE	MP DET (I/R C2 (BDE))		A
5AAF	MP DET (I/R) (EPW/CI)		A
5AAG	MP DET (I/R BDE LIAISON)		A
5BAA	MP COMPANY AIRBORNE DIV		A
5CAA	MP FORCE PROTECT TEAM		A
5CAB	MP DET PATROL SUPV TEAM		A
5DAA	MP COMPANY AIRBORNE DIV		A
5EAA	MP COMPANY AIRBORNE DIV		A

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3. SOURCE THE ULNS IN ACCORDANCE WITH THE FOLLOWING TABLE.
 (USE LOOKUP AND FIND FOR THE CORRECT UIC)

ULN	UNIT NAME	UIC
5AA	504 TH MILITARY POLICE BN HHD	
5AAA	504 TH MILITARY POLICE BN HHD	
5AAB	504 TH MILITARY POLICE BN HHD	
5AAC	504 TH MILITARY POLICE BN HHD	
5AAD	504 TH MILITARY POLICE BN HHD	
5AAE	504 TH MILITARY POLICE BN HHD	
5AAF	504 TH MILITARY POLICE BN HHD	
5AAG	504 TH MILITARY POLICE BN HHD	
5BAA	66 TH MILITARY POLICE CO	
5CAA	82D MILITARY POLICE CO	
5CAB	194TH MILITARY POLICE CO	
5DAA	209TH MILITARY POLICE COMPANY	
5EAA	118TH MILITARY POLICE CO	

4. FRAG AND INSERT. SPLIT THE FOLLOWING ULNS INTO THREE (3) SEGMENTS.

- a) 5BAA
- b) 5DAA
- c) 5EAA

5. TAILOR FORCES.

- a) MOVE ALL CARGO TO MB EXCEPT TRUCK & TRAILER
- b) MOVE 2 YN TO REAR ECHELON
- c) PUT TRUCK DRIVER +1 IN AP

6. RENAME THE FOLLOWING UNITS.

ULN	OLD UNIT NAME	NEW UNIT NAME
5AA	504 TH MILITARY POLICE BN HHD	504 TH MILITARY POLICE BN
5AAA	504 TH MILITARY POLICE BN HHD	504 TH HHC MP BN (I/R)
5AAB	504 TH MILITARY POLICE BN HHD	504 TH MP DET (I/R CAMP LIAISON)
5AAC	504 TH MILITARY POLICE BN HHD	504 TH MP DET (I/R PROCESS LSN)
5AAD	504 TH MILITARY POLICE BN HHD	504 TH MP DET (I/R) CAMP LIAISON
5AAE	504 TH MILITARY POLICE BN HHD	504 TH MP DET (I/R C2 (BDE))
5AAF	504 TH MILITARY POLICE BN HHD	504 TH MP DET (I/R) (EPW/CI)
5AAG	504 TH MILITARY POLICE BN HHD	504 TH MP DET (I/R BDE LIAISON)

7. DELETE CARGO.

DELETE ALL CARGO (IF ANY IS PRESENT) IN ALL OF THE ULN'S.

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8. MOVEMENT DETAIL FOR ULN'S 5BAA A0, 5DAA A0, 5EAA A0.

FIELD	DESCRIPTION (INSTALLATION CODE)	CODE
ORIGIN	FT LEWIS, WASH (STG)	
RLD		C001
POE MODE	LAND	
POE SOURCE	LAND VIA DOD-PROVIDED LAND TRANSPORT, NOT CINC OR MTMC	
POE	GRAY AAF-FT LEWIS, WASH (MAP)	
ALT POE		
ALD		C002
POD MODE	AIR	
POD SOURCE	AIR MOBILITY COMMAND (AMC) CONTROLLED AIRCRAFT	
POD	MANILA INTERNATIO, PHILI (JAP)	
ALT POD		
POD EAD		C005
POD LAD		C007
POD PRI		1
POD LOAD CONFIG	ADMINISTRATIVE LOADING (MAY BE CONTAINERIZED)	
POD DISCHARGE CONST	CONTAINERIZED CARGO-20 FOOT CONTAINERS ONLY	
ILOC GEOLOC		
ILOC MODE		
ILOC SOURCE		
ILOC LOAD CONFIG		
ILOC DISCHARGE CONST		
ILOC STOP		
ILOC DELAY DAYS		
ILOC DELAY CONFIG		
DEST MODE	LAND	
DEST SOURCE	SUPPORTED CINC CONTROLLED LAND TRANSPORT NON-CONUS	
DEST	MANILA, PHILI (CTY)	
DEST RDD		C008
DEST LOAD CONFIG	ADMINISTRATIVE LOADING (MAY BE CONTAINERIZED)	
DEST DISCHARGE CONST	CONTAINERIZED CARGO-20 FOOT CONTAINERS ONLY	
CRD		C008

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9. MOVEMENT DETAIL FOR ULN'S 5BAA B0, 5DAA B0, 5EAA B0.

FIELD	DESCRIPTION (INSTALLATION CODE)	CODE
ORIGIN	FT CAMPBELL (STG)	
RLD		C001
POE MODE	LAND	
POE SOURCE	LAND VIA DOD-PROVIDED LAND TRANSPORT, NOT CINC OR MTMC	
POE	CAMPBELL AAF (MAP)	
ALT POE		
ALD		C002
POD MODE	AIR	
POD SOURCE	AIR MOBILITY COMMAND (AMC) CONTROLLED AIRCRAFT	
POD	CAGAYAN DE SULU, PHILI (MAP)	
ALT POD		
POD EAD		C005
POD LAD		C007
POD PRI		1
POD LOAD CONFIG	ADMINISTRATIVE LOADING (MAY BE CONTAINERIZED)	
POD DISCHARGE CONST	CONTAINERIZED CARGO-20 FOOT CONTAINERS ONLY	
LOCATION INTER STOP		
ILOC MODE		
ILOC SOURCE		
ILOC		
ILOC DELAY DAYS		
ILOC DELAY CONFIG		
ILOC LOAD CONFIG		
ILOC DISCHARGE CONST		
DEST MODE	LAND	
DEST SOURCE	SUPPORTED CINC CONTROLLED LAND TRANSPORT NON-CONUS	
DEST	CAGAYAN DE ORO, PHILI (CTY)	
DEST RDD		C008
DEST LOAD CONFIG	ADMINISTRATIVE LOADING (MAY BE CONTAINERIZED)	
DEST DISCHARGE CONST	CONTAINERIZED CARGO-20 FOOT CONTAINERS ONLY	
CRD		C008

JFRG II Operator's Course
 Student Workbook
 Practical Application Exercise # 3 (Army)

10. MOVEMENT DETAIL FOR ULN'S 5BAA C0, 5DAA C0, 5EAA C0.

FIELD	DESCRIPTION (INSTALLATION CODE)	CODE
ORIGIN	FT HOOD N, TX (STG)	
RLD		C002
POE MODE	LAND	
POE SOURCE	LAND VIA DOD-PROVIDED LAND TRANSPORT, NOT CINC OR MTMC	
POE	FT HOOD AAF, TX (MAP)	
ALT POE		
ALD		C003
POD MODE	AIR	
POD SOURCE	AIR MOBILITY COMMAND (AMC) CONTROLLED AIRCRAFT	
POD	CALBAYOG, PHILI (APT)	
ALT POD		
POD EAD		C005
POD LAD		C007
POD PRI		1
POD LOAD CONFIG	ADMINISTRATIVE LOADING (MAY BE CONTAINERIZED)	
POD DISCHARGE CONST	CONTAINERIZED CARGO-20 FOOT CONTAINERS ONLY	
LOCATION INTER STOP		
ILOC MODE		
ILOC SOURCE		
ILOC		
ILOC DELAY DAYS		
ILOC DELAY CONFIG		
ILOC LOAD CONFIG		
ILOC DISCHARGE CONST		
DEST MODE	LAND	
DEST SOURCE	SUPPORTED CINC CONTROLLED LAND TRANSPORT NON-CONUS	
DEST	ANGELES CITY, PHILI (STG)	
DEST RDD		C008
DEST LOAD CONFIG	ADMINISTRATIVE LOADING (MAY BE CONTAINERIZED)	
DEST DISCHARGE CONST	CONTAINERIZED CARGO-20 FOOT CONTAINERS ONLY	
CRD		C008

11. FORCE MODULE (S).

- a) CREATE A FORCE MODULE WITH ALL ULNS.
- b) CREATE A FORCE MODULE WITH ALL ARMY ULNS WITH AN RDD BETWEEN C007 AND C015.
- c) NAME THE FORCE MODULES IAW THE SUPPLEMENTAL TPFDD LOI. SEE PAGE 71.

12. PLAN EVALUATION.

- a) RUN THE PLAN EVALUATION FUNCTION.
- b) FIX ALL FATAL ERRORS.
- c) FIX ANY LOGICAL ERRORS THAT CAN BE FIXED WITHOUT MAKING MODIFICATIONS TO THE STANDARD REFERENCE (TUCHA) TABLES.

11. RETURN TO PAGE 39 AND CONTINUE PROCEDURES.

Crisis Action Scenario
 Joint Task Force 185

1. CREATE A NEW PLAN CALLED “EB JOINT FORCES [YOUR INITIALS]” WITH THE FOLLOWING PLAN INFORMATION.

PLANID [LAST 4 OF YOUR SSN+Z]
 CLASSIFICATION UNCLASSIFIED
 TYPE..... REAL
 REMARKS..... [STUDENT LAST NAME]

2. CREATE THE FOLLOWING ULN’S. (FIND THE CORRECT UTC)

ULN	FORCE DESCRIPTION	UTC	SER
0A	JOINT SPECIAL OPERATIONS SUPPORT ELEMENT JU0A0 [PIC=X]		J
0AA	JTF HQ SUPPORT ARMY AUG		J
0AB	JTF HQ SUPPORT AIR FORCE AUG		J
0AC	JTF HQ NAVY AUGMENTATION		J
0AD	JTF HQ MARINE AUGMENTATION		J
0BA	CABLE NEWS NETWORK (CNN) TERMINAL		J
0BB	TRANSIT CASE CIRCUIT SWITCH (TCCS)		J
0BC	JTF HQ MESSHALL		J

3. VERIFY THE COMPLETION OF STEP 6 OF THE “Operation Eruption Blast TPFDD Construction Procedures” (FOUND ON PAGE 39).

4. COMBINE PLANS.

MERGE THE MARINE EB PLAN, ARMY EB PLAN AND COAST GUARD EB PLAN INTO EB JOINT FORCES PLAN.

5. FORCE MODULE (S).

- a) CREATE A FORCE MODULE NAMED: **JNT** WITH ALL ULNS.
- b) CREATE A SERVICE ORIENTATED FORCE MODULE (FOR EACH SERVICE) IAW THE JOINT TPFDD LOI (PAGE 46) AND THE SUPPLEMENTAL TPFDD LOI (PAGE 72).

*** CONTINUED ON NEXT PAGE ***

6. PLAN EVALUATION.
 - a) RUN THE PLAN EVALUATION FUNCTION.
 - b) FIX ALL FATAL ERRORS.
 - c) FIX ANY LOGICAL ERRORS THAT CAN BE FIXED WITHOUT MAKING MODIFICATIONS TO THE STANDARD REFERENCE (TUCHA) TABLES.

7. EXPORT THE COMPOSITE JTF PLAN TO THE JTF COMMANDER IN JOPES (*, *) FORMAT. DELIVER THE RESULTING OUTPUT FILE(S) TO THE COMBATANT COMMANDER (INSTRUCTOR) FOR REVIEW.

*** STOP END OF EXERCISE ***

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