

UNITED STATES MARINE CORPS
Logistics Operations School
Marine Corps Combat Service Support Schools
PSC Box 20041
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RLO D113

STUDENT OUTLINE

**ARRIVAL AIRFIELD CONTROL GROUP/DEPARTURE AIRFIELD CONTROL
GROUP (AACG/DACG)**

LEARNING OBJECTIVES

1. Terminal Learning Objective: Given the requirement to conduct throughput operations, the operations order, and the references, conduct landing support operations, to ensure sustained throughput capacity supports the commander's concept of combat service support.
(0402.04.04)

2. Enabling Learning Objective: Given the references, commander's guidance, the operations order, and a written test, identify the planning considerations for establishing an arrival and departure airfield control group, per the references. (0402.04.04e)

a. List the movement control organizations associated with each echelon of command.

b. Identify the characteristics of the marshalling area, alert holding area, call forward area, and loading ramp area.

c. Identify the responsibilities of the deploying unit, the DACG, and the AACG.

OUTLINE

1. **MOVEMENT CONTROL ORGANIZATIONS**. At the discretion of the Commander, Marine Forces, the MEF activates a series of movement control agencies, both at the operational and tactical levels. These organizations help the MAGTF commander move forces to deploy or redeploy. They are staffed and equipped by permanent units at the MSC and higher level. At times they will be no more than one or

two individuals in the S-4 for smaller MAGTFs. At the battalion, squadron, regiment, and air group levels movement control organizations may function temporarily while their organizations are moving.

a. FORCE MOVEMENT CONTROL CENTER (FMCC). The FMCC provides the Commander, Marine Forces and the MEF commander with the ability to control and coordinate all deployment activities by:

(1) Coordinating with U. S. Transportation Command (USTRANSCOM) regarding transportation requirements, priorities, and allocations through the operating components of USTRANSCOM: Military Sealift Command (MSC), Air Mobility Command (AMC), and Military Traffic Management Command (MTMC).

(2) Directing deployment support activities of the division, MAW, FSSG, and deploying MAGTFs and units.

(3) Coordinating with supporting organizations and commands to meet the deploying MAGTF commander's priorities.

b. LOGISTICS MOVEMENT CONTROL CENTER (LMCC). The LMCC is the MEF commander's movement control agency. The LMCC supports the planning and execution of MAGTF movements and reports directly to the FMCC. The LMCC may be augmented by base, station, or host nation organizations. Separate LMCCs support units moving from separate geographic areas. The MEF commander exercises the LMCC through the functional operation of the FSSG to accomplish the following tasks:

(1) Follow the MAGTF movement schedule when activated.

(2) Control and coordinate all equipment augmentation, Marine Corps and commercial transportation, movement scheduling, and MHE from origin to ports of embarkation.

(3) Coordinate activities with base or station operations support groups.

(4) Direct the efforts of the DACG, AACG, Port Operations Group (POG), Beach Operations Group (BOG), and Unit Movement Control Centers (UMCC).

c. UNIT MOVEMENT CONTROL CENTER (UMCC). Every deploying unit down to the battalion, squadron, and company level activates a UMCC. UMCCs may consist of a single individual. Their functions include:

(1) Ensuring that units are prepared for embarkation.

(2) Directing marshalling.

(3) Coordinating assets.

(4) Identifying additional support requirements.

(5) Coordinating the movement of forces to the Aerial Port of Embarkation (APOE) and Sea Port of Embarkation (SPOE), as directed by the LMCC.

d. DEPARTURE AIRFIELD CONTROL GROUP/ARRIVAL AIRFIELD CONTROL GROUP (DACG/AACG). The DACG and AACG are formed from the Transportation Support Battalion and respond to the LFSP or LMCC direction.

(1) A DACG is responsible for receiving deploying equipment from units at the APOE and for coordinating with the Air Force Tanker Airlift Command Element (TALCE). DACGs ensure that cargo and personnel are properly prepared for air shipment and positioned at the ready line.

(2) AACGs operate in the APOD. They ensure that cargo and personnel are properly unloaded from aircraft and pass through the APOD.

2. PLANNING AND PREPARATION PHASE. Movement of units by aircraft requires extensive advance planning on the part of the unit being moved. Planning is required for the grouping of personnel and material into the most effective loads, the orderly movement to and from unit areas, and for the efficient management of the loading and off-loading of aircraft. The five functional areas of planning and preparation phase are: Mission Guidance, Initial Planning, Joint Planning, Preparation for Movement, and Final Coordination.

a. Mission Guidance. The deploying unit commander and all supporting forces require the following information to prepare for an airlift operation:

(1) Mission and force structure.

(2) Departure and arrival airfields.

(3) Departure date, projected closure time.

(4) Liaison information including names, location, and telephone numbers, DACG, AACG, TALCE, etc.

(5) Coordinated time and location of joint planning conference.

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b. Initial Planning. Consists of those actions necessary to prepare the deploying unit and support elements to participate in the joint planning conference.

c. Joint Planning.

(1) Series of local joint conferences. Needed for close coordination and to ensure a clear understanding of responsibilities and regulatory guidance.

(2) As a minimum, a joint planning conference will be held as soon as possible after receipt of the air movement order or directive.

d. Preparation For Movement. Preparation for air movement begins with receipt of the mission directive or order, and continues through the planning phase until execution begins.

e. Final Coordination. The task force commander representative will conduct a final joint coordination meeting with representatives of the deploying unit, DACG/AACG, and TALCE. At this meeting, representatives will present the status of their planning to include any changes in the deployment sequence, priority, or the scheduled airflow. Plus identify and resolve any problems.

3. EXECUTION PHASE. Air movement operations require close coordination between the deploying unit, the A/DACG and the

TALCE. Airfield operations are subdivided into organizational zones of responsibility for departure and arrival airfield operations. Within each zone either the deploying unit, the DACG/AACG, or the TALCE will have responsibility for accomplishing certain actions.

a. Departure Airfield Operations. There are four separate areas of activity in departure airfield operations: marshalling area, alert holding area, call forward area, and the loading ramp (ready line) area.

(1) Marshalling Area. During departure the deploying unit has the marshalling area as its unit area of operation. Within this area the deploying unit must:

- (a) Prepare for air movement.
- (b) Assemble vehicles, equipment, supplies, and personnel into chawks (loads).
- (c) Ensure required dunnage and shoring is present.
- (d) Prepare personnel and cargo manifests.
- (e) Prepare other documentation.
- (f) Conduct initial inspection of chawks.
- (g) Release chawks to the DACG at the alert holding area.

(2) Alert Holding Area. The DACG has the alert holding area as its zones of responsibility. The DACG will:

- (a) Accept chawks from the deploying unit.
- (b) Conduct initial inspections.
- (c) Establish communications with the deploying unit and the TALCE.
- (d) Assemble, inspect, hold and service aircraft loads.

(3) Call Forward Area. The DACG and TALCE have dual responsibility for the call forward area. In this area the following is accomplished:

(a) Joint inspections and discrepancy corrections accomplished.

(b) Loads are moved from the call forward area and released to the TALCE at the loading ramp area.

(4) Loading Ramp Area/Ready Line. The TALCE has the loading ramp as its zone of responsibility. The TALCE is responsible for the safe movement of personnel and equipment aboard Air Force aircraft. The TALCE will:

(a) Maintain operational control over Air Force airlift units and all airlift aircraft participating in an operation at the TALCE site.

(b) Coordinate all Air Force operational aspects of the airlift mission.

(c) Be responsible for aircraft movement control, communications, technical supervision of aircraft loading and off-loading operations, aeromedical evacuation, and marshalling of aircraft.

(d) Provide continuous liaison with all interested agencies to ensure the operation is proceeding according to plan.

b. Arrival Airfield Operations. The areas of the arrival airfield are the unloading ramp area, holding area, unit area.

(1) Unloading Ramp Area. This is a TALCE area of responsibility. It is responsible for air traffic control, aircraft parking, supervising off-loading operations, and releasing cargo to the AACG.

(2) Holding Area. The AACG has the holding area as its zone of responsibility during arrival airfield operations. It receives and processes chawks for release to the deploying MAGTF. Its functions include:

(a) Receiving and processing chawks for release to the deploying unit.

(b) Providing minor services (e.g. gas, oil, and minor maintenance).

(c) Developing statistical data.

(d) Establishing communications to the unit area.

(e) Establishing communications with the TALCE.

(f) Establishing a temporary storage area.

(3) Unit Area.

(1) Deployed unit's area of responsibility.

(2) Unit receives cargo from the AACG, which terminates the air movement.

(3) Reassembles equipment, as required.

REFERENCES:

1. MCWP 4-1 Logistics Operations
2. MCWP 4-11 Tactical-Level Logistics
3. MCWP 4-11.3 Transportation Operations
4. DOD 4500.9R Defense Transportation Regulation Part
III Mobility