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LOGISTICS OPERATIONS SCHOOL  
MARINE CORPS COMBAT SERVICE SUPPORT SCHOOLS  
TRAINING COMMAND  
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D201

**STUDENT OUTLINE**

TIME PHASE FORCE DEPLOYMENT DATA (TPFDD)

**LEARNING OBJECTIVES:**

1. Terminal Learning Objective: Given the billet of unit Combat Service Support Chief, Commanders guidance, the mission to deploy as part of a MAGTF, and the references, supervise deployment planning, to ensure unit requirements are identified and incorporated in the embarkation plan of the operation order, and that the plan supports follow-on missions, per the references.

2. Enabling Learning Objectives:

a. Given a scenario wherein you filling the billet of a Combat Service Support Chief, mission to deploy the unit as part of a MAGTF, and the references, identify procedures used to forecast lift requirements, to ensure logistics requirements are identified and incorporated in the embarkation plan of the operation order, and that the plan supports follow-on missions, per the references.

b. Given a scenario wherein you are filling the billet of Combat Service Support Chief, mission to deploy the unit as part of a MAGTF, and the references, identify procedure used to supervise load planning for sea transportation via LOGAIS, to ensure logistics requirements are identified and incorporated in the embarkation plan of the operation order, and that the plan supports follow-on missions, per the references.

c. Given a scenario wherein you are filling the billet of Combat Service Support Chief, mission to deploy the unit as part of a MAGTF, and the references, identify procedure used to supervise load planning via air transportation via LOGAIS, to ensure logistics requirements are identified and incorporated in the embarkation plan of the operation order,

and that the plan supports follow-on missions, per the references.

d. Given a scenario wherein you are filling the billet of Combat Service Support Chief, mission to deploy the unit as part of a MAGTF, and the references, identify procedure used to plan all modes of transportation, to ensure logistics requirements are identified and incorporated in the embarkation plan of the operation order, and that the plan supports follow-on missions, per the references.

**OUTLINE:**

1. **Timed-Phased Force Deployment Data (TPFDD)**. The computer supported data base portion of an operation plan. It contains time-phased force deployment data, non-unit-related cargo and personnel data, and movement data for the operation plan including:

- a. In-place units.
- b. Units to be deployed to support the operation plan with a priority indicating the desired sequence for their arrival at the port of debarkation.
- c. Routing of forces to be deployed.
- d. Movement data associated with deploying forces.
- e. Estimates of non-unit-related cargo and personnel movements to be conducted concurrently with the deployment of forces.
- f. Estimate transportation requirements that must be fulfilled by common-user lift resources as well as those requirements that can be fulfilled by assigned or attached transportation resources.

2. **INGREDIENTS OF A TPFDD.**

- a. Plan or crisis. Initiating the TPFDD process requires and active Operational Plan or real world crisis or contingency.
- b. Planning process.

(1) Force planning. During this phase of planning, force structure and size are determined in accordance with the mission at hand.

(2) Support Planning. During this phase, the feasibility of support to the forces are planned, priorities being placed on classes of supply I, III, and V, however, all supply classes are considered.

(3) Transportation Planning. All phases of transportation must be planned, to include origin to port of debarkation, port of embarkation to port of debarkation, and port of debarkation to destination. Time phasing is also included in this portion of the planning.

c. TPFDD Process.

(1) Receive and analyze mission. Establish and monitor newsgroups in GCCS and activate operations planning team.

(2) Develop concept of operations. Develop preliminary CONOPS, restatement of mission and hard copy tasking to execute mission.

(3) Determine requirements. Perform initial force and sustainment sizing and conduct transportation capability study. The JTF is activated along with crisis action teams.

(4) Phase deployment flow. Provide commanders estimate, issue warning orders, and develop/refine requirements.

(5) Source requirements. Source forces, forward unsourced requirements and distribute deployment orders.

(6) Tailor requirements. Refine and forward lift requirements and alter phasing.

(7) Validate movement requirements. Verify and consolidate requirements, verify TPFDD information, and validate transportation requirements.

(8) Allocate units to lift and load plan. Schedule lift, publish movement schedules and conduct load planning.

(9) Marshal and move to POE. Marshal forces for movement, move to POE and monitor movement.

(10) Manifest and move to POD. Manifest and reconcile discrepancies, move to the POD, and report departures and arrivals.

(11) Receive and move to final destination. Execute.

d. Automated Systems. The LOGAIS Family of systems is used to process data up and down levels of command for final distribution to JOPES (Joint Operations Planning and Execution System).

**3. ULN (Unit Line Number).** A seven-character alphanumeric code that uniquely identifies each force requirement in the TPFDD. It is made up of three elements: a Force Requirement Number (FRN), a Fragmentation code (FRAG), and an Insert code (INSERT). The ULN is much like the landing serial number in that it uniquely identifies a movement requirement. The list below contains some specifics that will assist in preliminary ULN construction. As a general rule, logistics personnel do not create the ULN structure for a given TPFDD.

a. Must be from the same unit (UIC).

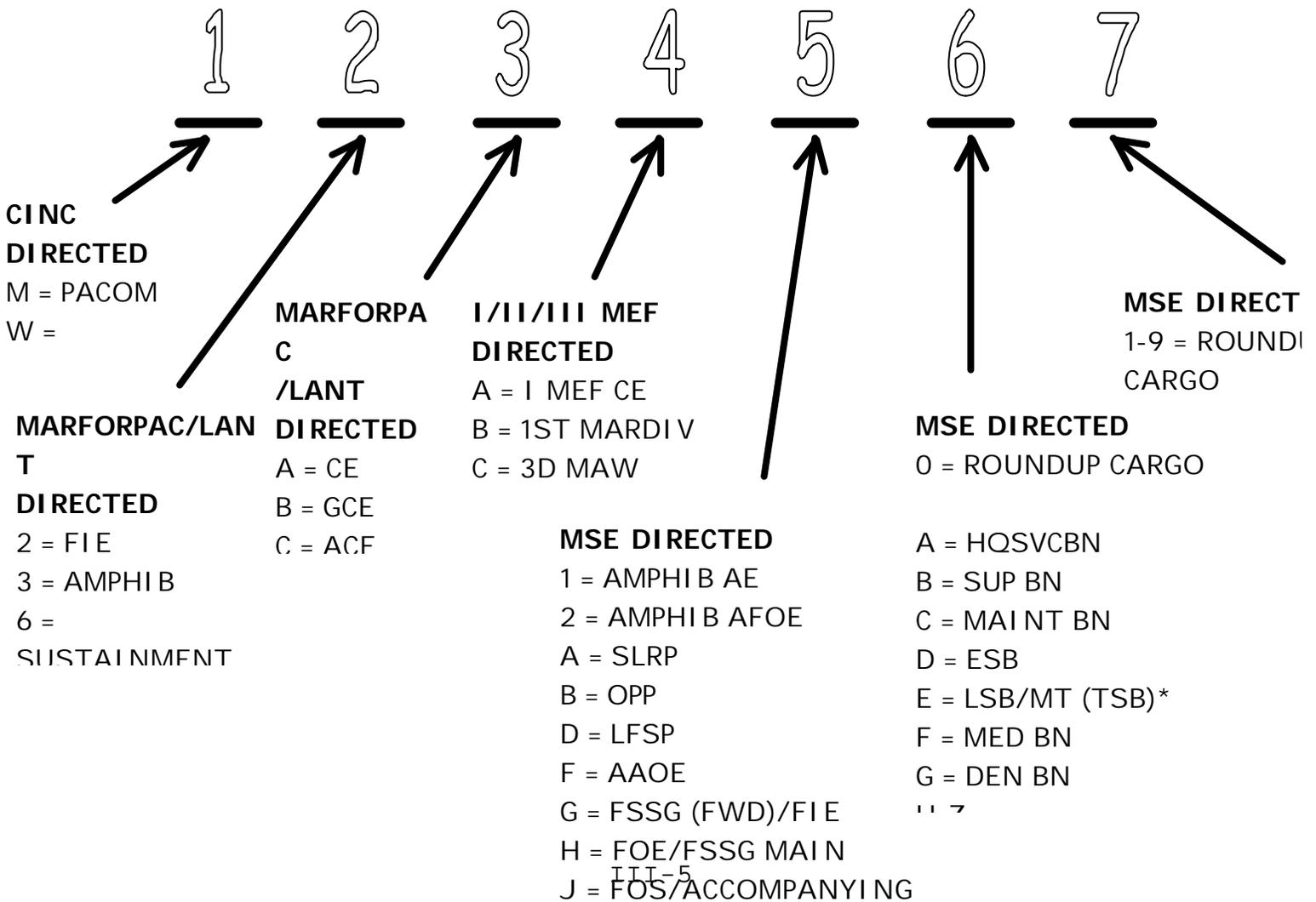
b. Must be moving from the same origin to the same destination via the same POE, POD and intermediate locations.

c. Must be moving during the movement window.

d. Must be moving by the same mode and source.

e. Example of a ULN Block Allocation. The following is an example of a ULN block allocation. There is not a standard allocation procedure. Each CINC and Service component command (MARFORLANT and MARFORPAC) has unique allocation procedures.

# ULN STRUCTURE



>> NEVER USE LETTERS I OR O IN  
ULN

\*\* LETTER "C" IN 5TH POSITION USED FOR CARGO-ONLY  
ULN.

\*\* LETTER "P" IN 5TH POSITION USED FOR PAX-ONLY ULN.

#### 4. HOW TO READ A TPFDD/DATA ELEMENTS DEFINED.

a. Cargo Increment Number (CIN). A seven-character alphanumeric field that uniquely describes a non-unit cargo entry in a TPFDD. The first two characters identify the Service and type of cargo; the last five are CIN assignment. (AFSC Pub 1) The CIN is only used in a deliberate plan (e.g., 1002, 5027, etc.) TPFDD for estimating transportation requirements and running the Transportation Feasibility Estimator (TFE).

b. Personnel Increment Number (PIN). A seven-character alphanumeric field that uniquely describes a non-unit personnel entry in a TPFDD. The PIN is only used in a deliberate plan (e.g., 1002, 5027) TPFDD for estimating transportation requirements and running the Transportation Feasibility Estimator (TFE).

#### c. Unit Identification.

(1) Unit Type Code (UTC) (5 Characters). An alphanumeric code that uniquely identifies each type unit in the Armed Forces. The UTC is the look-up field for the Type Unit Characteristics (TUCHA) file. The TUCHA is a file that gives standard planning data and movement characteristics for personnel, cargo, and accompanying supplies associated with deployable type units of fixed composition. The file contains the weight and volume of selected cargo categories, physical characteristics of the cargo and the number of personnel requiring nonorganic transportation. The TUCHA is maintained by the Service Headquarters level (HQMC

in our case). An example of a type units are a: rifle company, F-18 squadron, artillery battery, etc. There are also task organized detachments listed in the TUCHA (e.g., MAGTF's, MAGTF's detachments, etc.). If you have questions about the TUCHA, see G3/5 Plans/GCCS personnel. There is another file associated to the TUCHA. This is the Type Unit Equipment Detail (TUDET) file.

(2) Unit Level Code (ULC) (3 Characters). The ULC is a code that reflects the units size (e.g., Div, Rgt, Bn, Co, etc.). The ULC listing is included in a the JOPES Users Data Element Dictionary. This publication is normally held by the G3/G5 Plans/GCCS personnel. Here are some ULC examples:

- (a) BGD. Brigade
- (b) BN. Battalion; BLT. Battalion Landing Team
- (c) CO. Company
- (d) DIV. Division
- (e) DMB. Detachment MEB
- (f) DMF. Detachment MEF
- (g) DMU. Detachment MEU
- (h) HQC. Headquarters Company
- (i) HQS. Headquarters and Service Company
- (j) GRP. Group
- (k) LHA, LHD, LCC, LKA, LPH, LSD, LST, etc.
- (l) MAG. Marine Air Group
- (m) MAW. Marine Air Wing
- (n) MEU, MEB, MEF. MAGTF's
- (o) RGT. Regiment

(p) SEC. Section

(q) SQ. Squadron

(r) SQD. Squad

(s) TM. Team

(3) Providing Organization Code (1 Character). This is a simple look up. See block "T". Lets use I MEF forces as an example. They are assigned to USCINCPAC so their providing organization code is "5".

(4) Service Code (1 Character). This is another simple look up. See block "S". If it is a Marine force, the service code is "M".

(5) Force Description (31 Characters). The force description generically describes the unit and is extracted from the TUCHA (e.g., Rifle Co, Infantry Bn). You can make changes once the TUCHA force descriptor is imported into the record.

(6) Unit Name (30 Characters). Remember the force description describes the unit in generic terms (e.g., Rifle Co, Infantry Bn). The unit name describes the unit in specific terms (e.g., "A" Co, 1/8). JOPES automatically sources the unit name from the UIC file in SORTS (Status of Resources and Training System). You can make changes once the JOPES unit name is imported into the record.

(7) Unit Identification Code (UIC) (6 character). A six-character alphanumeric code that uniquely identifies each active, reserve, and National Guard unit of the Armed Forces. (AFSC Pub 1) There are many sources for the UIC (e.g., G4 SUPO/MMO, G3/5 Plans/GCCS, etc.).

(8) Parent Indicator Code (PIC) (1 Character). This code is used by the G3/5 Plans/GCCS personnel to define the ULN's parent status. See block "GG".

(9) Force Indicator Code (FIC) (1 Character). This code is used by the G3/5 Plans/GCCS personnel to define the ULN's requirements source as standard (TUCHA), non-standard, or a combination. See block "W".

d. Transportation Routing Requirements. The following fields identify locations, dates, etc. required for transportation.

(1) Origin. The beginning point of deployment. The point or station at which a movement requirement is located. JOPES automatically sources the origin GEO code of the UIC from SORTS. You can make changes once the SORTS origin GEO code is imported in to the record.

(2) Port of Embarkation (POE). The geographic point (port or airport) in the routing scheme where a movement requirement will begin its strategic deployment.

(3) Intermediate Location. An intermediate stopping point in the deployment routing of a unit, used to layover the force for a specified time, normally longer than one day. It is often used to unite the personnel and cargo of a split shipment. This point may occur between the Origin and POE, the POE and POD, or the POD and destination.

(4) Port of Debarkation (POD). The geographic point (port or airfield) in the routing scheme where a movement requirement will complete its strategic deployment.

(5) Destination. The terminal geographic location in the routing scheme for forces only. (Resupply and replacement personnel are routed to the Port of Support.) The destination identifies the station or location in the objective area where the unit will be employed. For some units, the destination may be the same as their POD.

(6) Port of Support. The geographic point (port or airport) in an objective area that is the terminal point for strategic deployment of non-unit-related supplies and replacement personnel. Each component designates ports of support for

four categories of resupply, air, sea, POL, and, ammunition.

(7) Mode Code (1 Character). This is a simple look up. See block "X". Transportation mode code describes the mode of transportation.

S = Sea  
A = Air  
L = Land  
P = Optional  
X = No Transportation Required  
Z = Unit in Place at Final Destination

(8) Source Code (1 Character). This is a simple look up. See block "X". Transportation source code is used to further define the transportation mode code.

(9) GEO Code (4 Characters). The geographical code (GEO Code) identifies a specific geographic location. Examples are:

ETFB Camp lejeune, NC (MGI)  
ETZB MCB Camp Pendleton, CA (MGI)  
SBDJ Norfolk, VA (CTY)

GEO codes can be found in MDSS II and MAGTF II.

(10) Days (4 Characters). You already know what D-day is, "The unnamed day on which a particular operation that is, a land assault, air strike, naval bombardment, parachute assault, or amphibious assault, begins or is to begin. H-Hour is the specific hour on D-Day at which a particular operation begins or is to begin (D+1 = day after D-day; D-1 = day before D-day). See block "C".

(a) C-Day. The unnamed day on which a deployment operation commences or is to commence... Established by CINC or higher. (C-day is C000; Day after C-day is C001)

(b) N-Day. An unnamed day before C-day when a unit

is notified for deployment or redeployment. (Day before C-day is N001)

(c) Ready-to-Load Date (RLD). The date the unit will be ready to move from origin.

(d) Available-to-Load Date (ALD). The date specified for each unit in a TPFDD indicates the day planned as earliest time the unit requirement can begin loading at the POE.

(e) Earliest Arrival Date (EAD). A day, relative to C-day, that is specified by a planner as the earliest date when a unit, a resupply shipment, or replacement personnel can be accepted at the port of debarkation during a deployment. Used with the Latest Arrival Date (LAD), it defines a delivery window for transportation planning.

(f) Latest Arrival Date (LAD). A day, relative to C-day, that is specified by a planner as the latest date when a unit, a resupply shipment, or replacement personnel can arrive at the port of debarkation and support the concept of operations. Used with the Earliest Arrival Date (EAD), it defines a delivery window for transportation planning.

(g) Required Delivery Date (RDD). A date, relative to C-day, when a unit must arrive at its destination and complete offloading to properly support the concept of operations.

(h) CINC's Required Date (CRD). The original date specified by the CINC for arrival of forces or cargo at the destination; shown in the TPFDD to assess the impact of later arrival.

**5. Cargo Category Code (CCC) (3 Characters)**. The CCC is a three character alphanumeric code that identifies certain movement characteristics of the cargo identified for transportation. In order to understand Cargo Category Codes

you first need to understand the different types of cargo classes. See block "CC".

a. Bulk. As it pertains to airlift, cargo with dimensions less than oversized cargo, cargo that will fit on a 463L pallet.

b. Oversize. Cargo that exceeds the usable dimensions of a 463L pallet, 104" x 84" x 96", or a height established by the cargo (compartment) envelope of the particular model aircraft.

c. Outsize. Cargo that exceeds 1,090" x 117" x 105", that is too large for a C-130/C-141 aircraft.

d. Non-Air Transportable. Cargo that exceeds any of the following dimensions 1,453" x 216" x 156", or has a height between 114" and 156" and a width that exceeds 144".

Cargo Category Codes (CCC) use various letters/numbers to identify the type of cargo. The first character of the 3 digit code identifies the type of equipment. A partial listing is provided:

<u>Major Category</u>	<u>First Character of the CCC</u>
Vehicles	A, K, L, and R
NSDBA	B and C (NSDBA = Non-Self Deployable Boats and Aircraft)
Other	D, E, F, H, J, M, N, and P
POL	G

The second and third position identify the cargo class and the configuration of the cargo.

Examples:

HMMWV = R2B, R2C, or R2D

Bulldozer = A1D or A2D

Bulk HazMat = D3A, D3B, D3C, or D3D  
(Lithium Batteries)

General Supplies = J3A, J3B, J3C, or J3D

Many combinations. Think "how" you want to move the cargo. You can only have one CCC for each item. Choose the best one for your needs.

**6. LEVELS OF DETAIL.**

a. Level I (Aggregated Level) (F11D Report - Less MTONS)

- (1) Personnel. Total number of PAX to be moved.
- (2) STONS. Total STONS to be moved.
- (3) MTONS. Total MTONS to be moved.

b. Level II (Summary Level) (F11E STON Report). Level II is rolled up from levels III and IV.

- (1) Personnel. Total number of PAX to be moved.
- (2) STONS and MTONS. See block "AA".

c. Level III (Detail by Category)(F11E SqFt Report)

- (1) STONS. By Cargo Category Code (CCC).
- (2) MTONS. By Cargo Category Code (CCC).
- (3) SqFt. By Cargo Category Code (CCC).

d. Level Four (Detail by Type Equipment)(F11W Detail Report). Both levels III and IV details are entered through RDA by Cargo Category Code (CCC). The required information is as follows:

**7. PAX/CARGO DIMENSIONAL DATA.**

a. PAX

- (1) APERS (authorized personnel)
- (2) NRPAX (number passengers)

b. Dimensions (inches).

- (1) Length

(2) Width

(3) Height

c. PCS (Number of Pieces - Quantity)

d. SQUARE FEET (If length and width are entered, the system will generate the square feet.)

e. STONS (Short tons for each individual item - the system will multiply by NBR PCS and displays totals on the top line roll-up.)

f. MTONS (If length, width, and height are entered, the system will generate the MTONS.)

**8. JOPES REPORTS:** There are many standard reports within JOPES. The most common are:

a. F11D. Force List/Movement Working Paper (F11D). The F11D provides a summary of movement requirements, POD, and destination data. The F11D is in aggregated level detail (less MTons) (Level I). The F11D is one of the most common reports. It can have its output limited by user defined perimeters (e.g., service, mode and source, etc. and be user defined sorted.

MAGTF - battle griffin 00 [UNCLASSIFIED] - [30607] - [F-11D FIXED REPORT]

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7/16/2001 16:34

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**FORCE LIST/MOVEMENT REQUIREMENTS WORKING PAPER**

**OPLAN NUMBER:**

**FORCE MODULE:** M12 - ALL ULNS

ULN/ CIN/ PIN	C E I	FORCE DESCRIPTION/SERVICE RESERVED UNIT NAME/UC	UTC ORIGIN	ULC	F I C	P I C	S V C	PROV ORGN NAME	AUTH PERS/ PAX	TOTAL STONS/ CBBLs	LOCATION NAME POD/ DESTINATION	EAD	LA RD
M3A		HQ CO, INF REGT MAGTF-4/CE	OGSAA CAMP LEJEUNI	U	8	M	M		90 90	11.40 0.00	TRONDHEIM-VAER TRONDHEIM	C027	CO CO
M3B4 A0		RIFLE CO, INF BN, INF REGT, DIV MAGTF-4/GCE	OGVAA CAMP LEJEUNI	EQP	8	M	M		0 0	77.70 0.00	HOMMELVIK TRONDHEIM	C028	CO CO
M3B4 B0		RIFLE CO, INF BN, INF REGT, DIV MAGTF-4/GCE	OGVAA CAMP LEJEUNI	U	2	M	M		182 182	11.40 0.00	TRONDHEIM-VAER TRONDHEIM	C027	CO CO
M3B5 A0		RIFLE CO, INF BN, INF REGT, DIV MAGTF-4/GCE	OGVAA CAMP LEJEUNI	EQP	8	M	M		0 0	77.70 0.00	HOMMELVIK TRONDHEIM	C028	CO CO
M3B5 B0		RIFLE CO, INF BN, INF REGT, DIV MAGTF-4/GCE	OGVAA CAMP LEJEUNI	U	2	M	M		182 182	11.40 0.00	TRONDHEIM-VAER TRONDHEIM	C027	CO CO
M3B6 A0		RIFLE CO, INF BN, INF REGT, DIV MAGTF-4/GCE	OGVAA CAMP LEJEUNI	EQP	8	M	M		0 0	77.70 0.00	HOMMELVIK TRONDHEIM	C028	CO CO

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Ready

b. F11E (TON and SQ). Time-Phased Transportation requirements Working paper (F11E-TN and F11E-SQ). The F11E-TN provides a LEVEL II list showing planned itinerary and summary cargo data by tonnage. The F11E-SQ provides a complete list showing planned itinerary and summary cargo data by square feet of deck space required. The F11E is also a common report. It can have its output limited by user defined parameters (e.g., service, mode and source, etc.) and be user defined sorted.

MAGTF - battle griffin 00 [UNCLASSIFIED] - [30607] - [F-11E SQUARE FOOT REPORT]

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**TIME-PHASED TRANSPORTATION REQUIREMENTS WORKING PAPER (F11E-SQ)**

**OPLAN NUMBER:**

**FORCE MODULE:** M12 - ALL ULNS

ULN/CIN/PIN	CEI	FORCE-IND	FIC	DEPLOY STATUS	*****DESCRIPTION	CAT/HL/CL ****	SERVICE	PROV-ORGN	ULC									
*****ORIGIN*****	*****POE*****	*****POD*****	*****DESTINATION*****															
GEO	CC	INS	RLD	M	S	GEO	CC	INS	ALD	M	S	GEO	CC	INS	RDD			
PAX	VEH(SQ)	VEH(M/T)	VEH(S/T)	NSDAB(SQ)	NSDAB(M/T)	NSDAB(S/T)	OTHER(SQ)	OTHER(M/T)	OTHER(S/T)									
M3A		NONSTD	8	DEPLOYING	MAGTF-4/CE		M	M	U									
CAMP LEJEUNE				CAMP LEJEUNE	TRONDHEIM-VAERNES		TRONDHEIM											
ETFA	37	C026	L H	ETFA	37	STG C027	A K	XRHL	NO	IAP	C027	C028	L N	XFNH	NO	CTY	C029	
90												354.20					11.00	
M3B4 A0		NONSTD	8	DEPLOYING	MAGTF-4/GCE		M	M	EQ									
CAMP LEJEUNE				MOREHEAD CITY	HOMMELVIK		TRONDHEIM											
ETFA	37	C017	L H	QTUP	37	PRT C018	S E	KZES	NO	PRT	C028	C029	L N	XFNH	NO	CTY	C030	
0												1885.00					290.70	78.00

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MAGTF - battle griffin 00 [UNCLASSIFIED] - [30607] - [F-11E SHORT-TON REPORT]

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**TIME-PHASED TRANSPORTATION REQUIREMENTS WORKING PAPER (F11E-TH)**

**OPLAN NUMBER:**

**FORCE MODULE:** M12 - ALL ULNS

ULN/CIN/PIN	CEI	FORCE-IND	FIC	DEPLOY STATUS	*****DESCRIPTION	CAT/HL/CL ****	SERVICE	PROV-ORGN	ULC									
*****ORIGIN*****	*****POE*****	*****POD*****	*****DESTINATION*****															
GEO	CC	INS	RLD	M	S	GEO	CC	INS	ALD	M	S	GEO	CC	INS	RDD			
PAX	BULK(S/T)	BULK(M/T)	OVER(S/T)	OVER(M/T)	OUTS(S/T)	OUTS(M/T)	NAT(S/T)	NAT(M/T)										
M3A		NONSTD	8	DEPLOYING	MAGTF-4/CE		M	M	U									
CAMP LEJEUNE				CAMP LEJEUNE	TRONDHEIM-VAERNES		TRONDHEIM											
ETFA	37	C026	L H	ETFA	37	STG C027	A K	XRHL	NO	IAP	C027	C028	L N	XFNH	NO	CTY	C029	
90		6.00										33.30					5.40	0.00
M3B4 A0		NONSTD	8	DEPLOYING	MAGTF-4/GCE		M	M	EQ									
CAMP LEJEUNE				MOREHEAD CITY	HOMMELVIK		TRONDHEIM											
ETFA	37	C017	L H	QTUP	37	PRT C018	S E	KZES	NO	PRT	C028	C029	L N	XFNH	NO	CTY	C030	
0		40.00										225.80					37.70	0.00
M3B4 B0		STD	2	DEPLOYING	MAGTF-4/GCE		M	M	U									
CAMP LEJEUNE				CHERRY POINT MCAS	TRONDHEIM-VAERNES		TRONDHEIM											
ETFA	37	C026	L H	DNNL	37	MAF C027	A K	XRHL	NO	IAP	C027	C028	L N	XFNH	NO	CTY	C029	
182		6.00										32.30					5.40	0.00

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**REFERENCES:**

**JOINT PUB 5-0**  
**MCWP 4-12**