

Transportation and Travel
UNIT MOVEMENT OFFICERS (UMO) HANDBOOK

History. This is the initial publication of USARC Pamphlet 55-1.

Summary. This pamphlet contains helpful information in preparing the Unit Movement Plan (UMP) and in deployment planning.

Applicability. This pamphlet applies to all organizations and units subordinate to the U.S. Army Reserve Command (USARC). It impacts on unit readiness and mobilization. Local reproduction is authorized.

Interim changes. Interim changes to this pamphlet are not official unless authenticated by the Deputy Chief of Staff, Information Management (DCSIM). Users will destroy interim changes on their expiration date unless superseded or rescinded.

Suggested improvements. The proponent of this pamphlet is the Deputy Chief of Staff, Logistics. Users are invited to send comments and suggested improvements on DA Form 2028 (Recommended Changes to Publications and Blank

Forms) directly to Commander, USARC, ATTN: AFRC-LGT, 3800 North Camp Creek Parkway SW, Atlanta, GA 30331-5099.

FOR THE COMMANDER:

OFFICIAL: ROBERT S. HARDY
Brigadier General, USA
Chief of Staff

SIGNED
CAROLYN E. RUSSELL
Colonel, GS
Deputy Chief of Staff,
Information Management

DISTRIBUTION: A

CONTENTS (Listed by paragraph number)

Chapter 1

Administrative

Purpose 1-1

General 1-2

References 1-3

Unit Movement Officer (UMO) 1-4

Chapter 2

How To Organize For UMO Duties

General 2-1

Basic Questions 2-2

List of Possible Assistant UMOs 2-3

Higher Headquarters Unit Movement Coordinator 2-4

Chapter 3

Suggested Sequence In Preparation Of Movement Plan

Planning the UMP 3-1

Sequential Steps in Formulating the Movement Plan 3-2

Gather Guidance and Itemize 3-3

Prioritize 3-4

Task Organize 3-5

Load Plan 3-6

Mode Plan 3-7

Administrative and Material Support Requirements 3-8

Test, Validate and Refine 3-9

Writing the Movement Plan 3-10

Chapter 4

Putting Your Movement Plan In Place

Explain the Plan 4-1

Coordination 4-2

Chapter 5

What To Do During Alert and Mobilization At Home Station (HS)

General 5-1

List of Tasks 5-2

Appendixes

A. References

B. Convoy Planning Requirements

C. Advance Party and Trail Party Planning

D. Convoy Planning Forms

E. Air Load Planning Data

F. Rail Transportability Of Vehicles

G. Equipment, Tools And Other Items Of Use In
Executing The UMP

H. Load Planning Tips

I. Unit Movement Officers Training Courses

J. Sample Movement Plans

Glossary

Chapter 1 Administrative

1-1. Purpose

This handbook provides the UMO and other interested parties with a step by step guide to performing the duties of the UMO and provides a reference to those regulations covering planning, organizing, and executing a UMP from HS to the MS (MS) or deployment through a port of embarkation. This movement constitutes Phase III and V of the mobilization process.

1-2. General

- a. This handbook is written in non technical language to be used by unit personnel with limited movement background. Where technical terms are used, they will be defined.
- b. This handbook is designed to be a common sense sequence of steps in preparing the UMP to assist the UMO.

1-3. References

Required and related publications are listed in appendix A.

1-4. Unit Movement Officer (UMO)

- a. You have been selected as the UMO by your commander. This is a very important position and your selection reflects the trust your commander has placed in you to accomplish the most important mission, moving your unit. Remember, your unit must be able to move in order to be effective in wartime, when called upon to participate in an exercise, or respond to any contingency.
- b. While the UMO is the primary individual in producing a UMP, you cannot accomplish this task without the guidance from your commander and assistance from other personnel in your unit, chain of command and unit movement personnel from your support installation (SI). This project is much too large for any one person to complete alone. The size of this project may initially seem to overwhelm you, but do not get frustrated. Take each task as a piece to a puzzle and then you will see the parts come together to make a well thought out, executable plan. The initial fear you will have is that you are in this project alone. At the outset you need to set realistic milestones to judge your progress.
- c. The UMO's job is to plan and manage this project - not personally perform, nor even directly supervise many of the tasks involved. It is the unit leader's collective responsibility to manage the movement and every soldier's responsibility to be able to play their part in its execution. Platoon and section leaders supervise most of the detailed tasks. The same persons in the unit who will load and move the unit should be involved in planning their portion of the unit move.

Chapter 2 How To Organize

2-1. General

- a. The first key to successfully completing a project is to fully understand your mission as the UMO; not just the requirements of the project, but any additional or implied tasks your commander is expecting you to accomplish. The first step is to define what you must accomplish and those additional things upon which you will be measured. Even if the commander is familiar with UMO duties, you should review those responsibilities of each level of command in accordance with chapters 2, 3 and 4 of FORSCOM Reg 55-1. Specifically, you should know his/her responsibilities (para 2-9), and yours (para 4-6).
- b. The second key to efficiently complete a complex project is to break that project into specific, manageable steps. Since many steps are dependent upon completion of other steps, you need to establish the sequence of these steps. The steps in this process must follow a logical, mutually supporting track. Normally you use a backward planning process to establish the sequence of steps. Determine what is expected of you when you have completed the project, then work backward to determine what is required from each prior step in order to complete the current one.

2-2. Basic Questions

- a. Once you understand your responsibilities, ask the following questions of the unit commander, Intermediate Command-UMO (IC-UMO) at your Battalion or MSC, and the UMC from the SI Transportation Office. This list serves only as a guide in getting you off to a good start by identifying essential information.
- b. Questions for the unit commander:
 - (1) After reviewing the FORSCOM list of UMO tasks, ask the commander to identify any additional (implied) tasks that they will hold you responsible to accomplish.
 - (2) What, if any, information on this topic is CLASSIFIED?
 - (3) Under what OPLANs or other contingencies is the unit tasked? (How many movement plans must be prepared?)
 - (4) What is the MS? Who is their UMC and ITO?
 - (5) What is the guidance on a movement schedule from HS to MS upon mobilization?
 - (6) What is the Concept of Operation? Do you have to plan a convoy, bus, or rail move to mob station? Can you plan a shuttle movement, one lift or plan for part commercial or all commercial movement?
 - (7) What unit mobilization/movement plans already exist? Where are they? Are they current? Can you use them or must you update them? What unit SOPs need to be included in the movement plan?

(8) What guidance from higher headquarters, SI, or mob station is available? Do you have a mob station information packet for UMOs?

(9) What is the timeframe for completion of this UMP?

(10) Who is the alternate (assistant) UMO? Will they be assisting you in this duty?

(11) What equipment, material or persons must be moved from locations other than HS? (ECS, AMSA, detachments)

(12) Who is the higher headquarters UMC? What is your unit's SI and who is their UMC and ITO?

(13) What are plans for BBPCT material at HS, SI, and MS?

(14) Has the unit commander appointed a Class A agent? If yes, who is the agent?

(15) Is my unit designated as a CFP unit? If so, what tier?

c. Questions you need to ask the higher headquarters IC-UMO:

(1) What, if any, information on this topic is classified?

(2) Confirm that answers from the unit commander are in conformity with higher headquarters directives.

(3) What additional or supporting information can be provided to you?

(4) What further information must I include in the UMP?

d. Questions for the ITO or SI/CI UMC:

(1) What, if any, information on this topic is classified?

(2) Confirm that answers received from other sources does not conflict with SI plans and requirements.

(3) Who is the POC for coordination of:

(a) Convoy operations

(b) Class A agent duties

(c) The BBPCT evaluation and storage.

e. Questions you need to ask the MS ITO or UMC.

(1) What information on this topic is classified?

(2) Confirm other information does not conflict.

(3) Request that you be provided with a MS Information packet.

(4) What guidance is available specifically on your unit's convoy operations and schedules. Any unusual requirement your unit has needs to be surfaced now.

(5) What guidance is available on "how the MS intends to deploy my unit?" What aerial port of embarkation (APOE)/seaport of embarkation (SPOE) is planned for deployment? Does the MS plan to rail the unit equipment to the port or convoy?

2-3. A List of Possible Assistant UMOs

a. You are not alone in this project. The following list of personnel are not required but may be of assistance to you. Let the commander know what help you will need and he might appoint these people to help you.

(1) Alternate UMO (required by FORSCOM Reg 55-1).

(2) Convoy planner, commander, NCOIC.

(3) Truck/rail loading team chief.

(4) Section/platoon sergeants to prepare load plans.

(5) Cargo marking team chief.

(6) Equipment escort team chief.

(7) Unit liaison team chief.

(8) Hazardous cargo team chief.

(9) Class A agent.

(10) Members of these teams.

b. Technically, the following are not your assistants. However their mission is to assist you in writing a UMP, so from one viewpoint you can use them as a resource and subject matter expert.

(1) (Next Higher) IC-UMO BN or MSC.

(2) MUSARC UMC.

(3) UMC at the SI.

(4) UMC at the MS.

c. The FORSCOM Reg 55-1 outlines duties of some of these movement personnel. In order to complete a workable UMP you must seek guidance and coordination from these personnel.

2-4. Higher Headquarters Unit Movement Coordinator

The duties and responsibilities of this position are detailed in paras 4-1 and 4-2, FORSCOM Reg 55-1. The UMC is the coordination point for almost all contact above your unit. The UMC is tasked with helping you in great detail, to include many normal internal UMO functions. It is important that you be aware of the UMC's responsibilities and value to you.

Chapter 3 Suggested Sequence In Preparation Of The Movement Plan

3-1. Planning the UMP

a. The planning process need not be formal, nor written. It refers to the thought process to ensure all factors which impact the plan are considered. It emphasizes a common sense approach toward writing a workable plan rather than writing one which just "meets the requirements."

b. The sequence of planning is a backward planning process. You must start with the objective and work backward. The ultimate objective for this phase of mobilization is the arrival of your unit at the MS at the correct time, with all equipment, under proper control, and in the correct configuration to efficiently move into the next phase of mobilization.

3-2. Sequential Steps In Formulating The Movement Plan

a. There are two distinct types of moves that occur after a unit's receipt of an order to mobilize. Although the development process is similar for each, the UMO should

develop them separately, due to their unique orientations. The basic rules and the ultimate destination of each is different.

(1) One movement plan addresses the administrative move from the unit's HS to its designated MS. This plan emphasizes the optimum packing of impedimenta and the maximum use of transportation resources (organic and/or commercial) to efficiently move the unit.

(2) The other, which can have either the unit's HS or MS as its origination point, covers the unit's movement to its designated overseas deployment location, an aerial and/or sea port of embarkation (APOE/SPOE). One major consideration is what the unit will be expected to accomplish immediately upon its debarkation; another is the mode(s) of transport for the unit personnel and the unit equipment. Accordingly, the unit will pack and load tactically, or as near so as the movement mode allows. (NOTE: Units that are not subject to receiving orders for overseas deployment, such as USAR Garrison support units, do not have to prepare a deployment movement plan.

b. The movement plan preparation consists of eight steps:

- (1) Gather guidance, collect information and itemize.
- (2) Prioritize.
- (3) Task organize.
- (4) Develop load plans.
- (5) Determine method and type of movement required (organic/convoy, rail or commercial).
- (6) Administrative and material support requirements.

- (7) Test, validate and refine.
- (8) Write the movement plan.
- (9) Gain approval of the movement plan.

c. Each of these steps will be discussed in more detail in this chapter.

3-3. Gather Guidance and Itemize

a. Gather guidance about the movement from:

- (1) Commander, IC-UMO, MUSARC UMC, or SI/MS UMC.
- (2) Coordinate with the S3 on the OPLAN under which the unit is tasked.

b. List cargo, equipment, and personnel to be moved:

- (1) By section and platoon.
- (2) Break your vehicle list into cargo or organic transportation assets.
- (3) List total personnel to be moved.
- (4) Determine how your personnel/equipment will be transported to the MS.
- (5) Identify any equipment stored at an ECS.

3-4. Prioritize

a. This step requires that you break down your list of equipment in To-Accompany-Troops (TAT) and Non-TAT (NTAT) and Priority NTAT categories. The TAT is that equipment that must accompany troops on the same mode of transportation, immediately accessible while enroute, and be available at destination. An example would be hand-carried baggage. The NTAT equipment is all other equipment required for the unit to perform its mission. Priority NTAT is equipment that must arrive at the overseas destination prior to or concurrently with the unit and be immediately available.

b. Try to assign an individual weight factor for each person and a cube factor for each piece of luggage (e.g., each person will have a weight factor of 200 lbs and 2 pieces of baggage weighing 150 lbs and measuring 8 cubic feet).

3-5. Task Organize

Most unit moves consist of an advance party, main body and possibly a trail party. This step requires that you take the detailed listing of equipment and break it down into these elements. See appendix B for more guidance on convoys.

3-6. Load Plan

At this point you are ready to begin planning vehicle loads (see appendix H). Don't put TAT equipment on an NTAT vehicle. When going from HS to MS plan on maximizing operational weight and cube.

a. Vehicle Load Cards (FORSCOM Form 285-R) (see figure H-4). This is probably the second biggest task in completing your movement plan. Prepare yourself for this by reading FORSCOM Reg 55-1, chapter 5.

b. If your equipment list is broken down into TOE/MTOE equipment you can give each platoon/section leader responsibility for planning their cargo load. You should try to achieve a loadout with these characteristics:

- (1) Organic vehicles fully used to move cargo and pax.
- (2) Section/platoon equipment integrity.
- (3) Equipment placed in convoy based upon need at the release point.
- (4) Security of cargo in accordance with its need.
- (5) Cargo loads matched to the correct vehicle for transport.
- (6) Availability of MHE at HS/MS for cargo loading.
- (7) Safety.

c. Platoons/sections should load equipment on the assigned vehicle whenever possible. The platoon sergeant supervises the packing and loading with the assistance of the loading team chief. Turn in completed load cards to the UMO.

d. A test load-out must be conducted at least every 2 years (per FORSCOM Reg 55-1).

e. Once you have conducted a load-out you may have excess cargo that needs to be moved to the MS. Contact the ITO at your SI with your movement requirements and arrange for commercial transportation of the excess cargo. Fill out FORSCOM Form 285-1-R, Request for Commercial Transportation (see figure H-5). (See FORSCOM Reg 55-1, chapter 5, figure 5-5, for preparing FORSCOM Form 285-1-R.)

3-7. Mode Plan

No matter what mode you will be traveling by, all of your work up to now will be helpful in developing your plan.

a. Loaded organic vehicles have been identified in the previous step. Convoy planning is initially accomplished by completing DD Form 1265 and DD Form 1266, on organic and supplement military vehicles that will move in convoy under command and control of the unit. For detailed instructions on filling out these forms see appendix D.

b. All of the data required for computation of rail requirements is contained on the AUDEL. A copy of this document should be all the ITO needs to request rail. Since you will have no idea what size railcars you will receive, plan on using 60' and 89' flat cars. More planning guidance on rail movement can be found in appendix F.

c. Most of the deploying units will deploy by sea, but in some instances units will deploy by air. Your unit should have someone trained in airload planning from a certifying course. Before you plan your move, make sure you know if it is administrative or tactical. Configure your loads to meet specified aircraft height and width requirements. Any excess cargo that is to be transported commercially should be configured to fit on 463L air force pallets. All passengers that will be deploying need to be listed on a passenger manifest and the allowable personal baggage weight/cube will be strictly controlled. Contact your Air Force Liaison.

3-8. Administrative and Material Support Requirements

To complete the accumulation of unit movement data you need to identify and list all administrative support and material required to execute the plan. Beginning with loading:

a. Identify all containers, CONEX inserts, pallets, and other materials required to package the unit, including BBPCT.

b. Identify material handling equipment, loading ramps or other equipment and facilities needed to support loading.

c. Identify banding material, internal blocking, bracing and tie down material required to secure unit cargo on organic vehicles.

d. Prepare necessary documentation: draft load cards, packing lists, and DD Form 1387-2 (Special Handling Data/Certification). A person must be

Hazardous Materials (HAZMAT) trained and certified to sign DD Forms 1387-2.

e. Compute and list all blocking, bracing and tiedown material required to support rail or commercial truck loading.

f. Compute material required to support air movement. Tie downs are normally considered to be part of the aircraft, however, certain heavy vehicles and most tracked vehicles require pads to distribute weight and/or rolling shoring.

3-9. Test, Validate and Refine

a. At a minimum, the UMP should be reviewed on a quarterly basis to ensure it is still workable. FORSCOM Reg 55-1 requires a test load every 2 years and this should be used to validate any changes. Interim load outs should be practiced whenever possible, i.e., annual training, FTXs, or other unit moves. Load cards should be followed as often as possible to train new soldiers and reinforce a standard loading procedure.

b. There is no substitute to actually loading cargo on assigned type vehicles by the soldiers and their NCOs. The difficulty in lifting an awkward piece of equipment up four feet into a truck bed cannot be described in a written plan and visualized by outlining that truckbed on a floor. The practice will identify teamwork needed to load vehicles.

3-10. Writing The Movement Plan

a. Appendix H, FORSCOM Reg 55-1, establishes the standard Army five paragraph OPORD with annexes as the basic form for the UMP (see samples at appendix J).

b. Characteristics of good orders and plans include:

- (1) Clarity - Each subordinate user of the document must understand it. Technical language is to be avoided when it may be misinterpreted.
- (2) Completeness - The order must contain all the information necessary to coordinate and execute the operation.
- (3) Brevity - Avoid unnecessary detail.
- (4) Simplicity - All elements should be reduced to their simplest forms.
- (5) Timeliness- Need to disseminate in enough time to allow subordinates to plan and prepare for the movement.

Chapter 4 Putting Your Movement Plan In Place

4-1. Explain the Plan

Until the movement plan is fully understood by those persons who will execute it, it is little more than words on paper. When the plan has been approved, you need to gather all unit personnel, especially key personnel, and explain in detail the plan, their roles in it, and how each person, team, and section fits together in the total plan. Make them do a brief back to you to make sure they understand the plan. The plan must be explained in terms

of an expected timeframe because many actions must be performed concurrently. All soldiers must know they can come to you at a later date to refresh their memories or to train new soldiers on the plan. That is the reason for having a movement SOP, to identify responsibility and outline who will be assigned each task.

4-2. Coordination

Implementation of the UMP will require unit personnel to coordinate agreements with other soldiers, local, state and federal agencies, law enforcement agencies, and military authorities. That **coordination is critical** to rapid execution of the plan. Coordination must be made and verified by written agreement before the plan can be executed. Other items that you may need to coordinate are:

- a. Alternate unit assembly areas.
- b. Primary and secondary convoy assembly areas.
- c. Use of local truck weigh scales.
- d. Use of a local rail loading ramp(s) and tools.
- e. Use of local MHE.
- f. Coordinate with police to use certain local routes.
- g. Coordinate with state police to use certain state routes.
- h. Availability of BBPCT in your local area (identify potential sources).
- i. Recovery of equipment/vehicles in ECSs.
- j. Supply of POL and rations for convoy elements.
- k. Commercial or supplemental transportation for all parties.
- l. Personnel for equipment rail guards, if needed.

Chapter 5

What To Do During Alert And Mobilization At Home Station

5-1. General

This chapter offers you a list of tasks that units must complete. You can tailor the list to meet your unit requirements. The objective is for you to have a list of tasks that you can prioritize in order to fit your unit, and then produce your M-day through Movement Day sequence.

5-2. List of Tasks

- (1) Submit maintenance request to maintenance activity.
- (2) Submit map requests (draw strip map).
- (3) Coordinate movement report requirements with UMC.
- (4) Request issuance of equipment from maintenance/storage sites (When appropriate, visit the ECS or contact a unit member that is familiar with the equipment at the ECS. Do you plan to move the equipment with your assets or arrange for commercial transportation?)
- (5) Request BBPCT from the ITO and arrange to pick up.

(6) Arrange for Class A Agent officer to purchase local BBPCT.

(7) Begin preparation of personnel passenger manifest (coordinate with SI).

(8) Request bus transportation to the MS if required (specify type of bus needed and allow for baggage/cargo compartment).

(9) Modify and submit request for convoy clearance (Coordinate with DMC for enroute fuel and rest stops).

(10) Modify and submit request for special hauling permit if required.

(11) Request commercial transportation for advance, main, and trail elements if needed.

(12) Request meal tickets for main, advance and trail elements.

(13) Deliver impedimenta for advance, main and trail elements commercial moves. Identify personnel to receive equipment commercially shipped to the MS.

(14) Confirm additional equipment, vehicle or personnel which are at variances with your plan.

(15) Confirm load plans including new or deleted items.

(16) Begin packing equipment.

(17) Reallocate vehicles to advance, main and trail elements.

(18) Recover equipment and vehicles at AMSA, ECS, SI, or hand receipted to other units.

(19) Determine location and time of elements departure (SP), route, and arrival (RP) (the state DMC through MOBCON).

(20) Begin marking duffel bags, footlockers, and personal property.

(21) Load vehicles.

(22) Weigh vehicle and loads.

(23) The UMO brief staff elements to include the convoy commander and NCOs.

(24) Convoy commander briefs vehicle operators on convoy safety.

(25) Arrange for convoy refueling.

(26) Request bulk fuel for organic tankers/trailers to refuel vehicles during move.

(27) Pickup pallets, CONEX inserts, containers if on hand at HS.

(28) Compute center of balance computation (air) (Prepare airload documents).

(29) Confirm railcar requests.

(30) Begin loading vehicles on railcars to include blocking and bracing.

(31) Coordinate with commercial restaurant to accept meal tickets and feed troops during move

(32) Review and revise strip maps.

(33) Verify vehicle operator's license.

(34) Train replacement vehicle operators.

(35) Verify that equipment operators are available to load/offload equipment.

(36) Confirm that key personnel will be available during unit move.

(37) Brief advance party OIC, convoy OIC, and trail party OIC on changes to movement plan

(38) Convoy commander reviews and revises convoy organization.

(39) Advance party OIC calls convoy commander to update route, and MS information.

(40) Mark each convoy element with convoy number.

(41) Convoy OIC gives final safety briefing and issues strip map to each driver.

(42) Obtain radio frequencies to be used during convoy and at MS, APOE/SPOE.

(43) Coordinate passage of convoy with local and state law officials (Identify any state requirements at weigh stations before movement)

(44) Convoy vehicles fueled, lined up and prepared to move.

Appendix A References

Section I

Required Publications

AR 55-29 Military Convoy Operations In CONUS

AR 55-162 Permits For Oversize, Overweight, Other Military Movements On Public Highways In The U.S.

AR 190-11 Physical Security Of Arms, Ammo and Explosives

AR 220-10 Preparation For Overseas Movement of Units (POM)

AR 385-10 Army Safety Program

AR 600-55 Army Driver and Operator Standardization Program

FORSCOM Reg 55-1 Transportation And Travel (Unit Movement Planning)

FORSCOM Reg 55-2 Unit Movement Data Reporting And System Administration

FORSCOM Reg 385-1 FORSCOM Safety Program

FORSCOM Reg 500-3-3 Reserve Component Unit Commander's Handbook (RCUCH)

FM 55-9 Unit Air Movement Planning

FM 55-12 Movement Of Army Units In Air Force Aircraft

FM 55-15 Transportation Reference Data

FM 55-65 Strategic Deployment By Surface Transportation

FM 55-312 Military Convoy Operations In The Continental U.S.

TM 38-250 Packaging and Material Handling: Preparation Of Hazardous Materials For Military Air Shipment

TM 55-601 Rail Car Loading Procedures

TM 55-603 Movement Of Military Impedimenta by Commercial Carrier

TM 55-2200-001-12 Transportability Guidance for Application Blocking, Bracing and Tie-Down Materials for Rail Transport

TB 55-46-1 Standard Characteristics (Dim, Wt, Cube) for Transportation of Military Vehicles and Other Outsize Overweight Equipment (In Toe Line Number Sequence) (Micro Fiche) Same Title as TB 55-46-1 In National Stock Number Sequence

TB 55-46-2

MTMCTEA Reference 92-55-20 Tiedown Handbook for Truck Movements

MTMCTEA Pam 55-19 Tiedown Handbook For Rail Movements

Section II

Related Publications

Copy of your unit's current TOE/MTOE.
Current copy of your unit SOP's.
MS Information Packet for UMOs.

Appendix B Convoy Planning Requirements

B-1. Convoy Definition

- a. Any group of six or more vehicles, temporarily organized to operate as a column, with or without escort, proceeding together under a single commander will be considered a convoy.
- b. When ten or more vehicles per hour are dispatched to the same destination, over the same route, they will be considered a convoy. During mobilization/deployment all movement will require a convoy clearance.
- c. Any movement involving one or more vehicles that require the submission of a DD Form 1266 request for special hauling.
- d. Reference FM 55-312, appendix D

B-2. Convoy Identification

- a. MOBCON VA 1 0012 C
State YR SEQ Type of Move
C: Regular Convoy
S: Oversize/Outsize Vehicle
E: Explosives
H: Other Hazardous Materials
- b. FLAGS
 - (1) Blue - Lead Vehicle
 - (2) Green - Trail Vehicle
 - (3) Black/White - Convoy Commander

B-3. Documentation Requirements

- a. DD Form 1265
- b. DD Form 1266
- c. LOGMARS LABELS (Deployment Only)
- d. OF 346
- e. DD Form 626
- f. DD Form 836
- g. FORSCOM FORM 285-R Cards
- h. Strip Map
- i. Purchasing Requirements

B-4. Safety

- a. Risk assessment complete.
- b. Headlights must be on low beam.
- c. Must have approved fire extinguishers.
- d. Must have first aid kits.
- e. Tire chains if necessary.
- f. Highway warning kit.
- g. Briefing.

B-5. Key Personnel

a. Convoy Commander. Overall control and responsibility. Utilizes subordinate officers to help with the control of large convoys.

b. Pace Setter. Maintains rate of march set by commander. Meets established schedule. Rides in the lead vehicle of the convoy element.

c. Trail Officer. Responsible for medical aid, road guide recovery, maintenance and recovery. Larger convoys will have a trail officer and trail maintenance officer. Trail officer is stationed at the start point to account for all vehicles.

B-6. Organizational Elements

a. March Column. Consists of vehicles involved in a single move over the same route. It consists of the entire convoy, headed by a convoy commander.

b. Serial. An element or group of elements within a series is given a numerical or alphabetical designation for planning and control. It is the largest element and moves and halts on order of the serial commander.

c. March Unit. March units move as part of the serial except at congested areas where vehicles cannot maintain the same rate of march. March units are controlled by a march unit commander on serial commander direction.

B-7. Functional elements

a. Head. First task or lead vehicle in the order of march. Contains the pacesetter.

b. Main Body. Follows immediately after the pacesetter. Consists of troops, equipment and supplies.

c. Trail. Last element of the convoy. Provides medical aid, maintenance, recovery and refueling.

Appendix C

Advance Party and Trail Party Planning

C-1. Requirement for Advance and Trail Parties

a. Efficient movement of personnel or equipment is obviously enhanced by prior coordination. The greater the number of personnel involved, the more important the coordination becomes.

b. The same concept is true for movement of a military unit, especially during mobilization. Consider that the MS will be receiving many units every day for weeks at a time. Installation personnel strengths may increase by many tens of thousands of soldiers each needing to be fed, clothed, billeted, medicated, trained and accounted for each day. If you have not made your requirements known to the mob station in advance, you run the risk of the mob station not being able to support you in the timeframe and quantities you require. The advance party consists of only 5% to 15% of the total unit strength, but they increase the efficiency of the remaining eighty-five percent by a substantial factor. An efficient advance party goes a long way in preventing the "Hurry up and wait" experience so unfavorable to unit morale.

C-2. Advance Party

a. The function of the advance party is critical to the efficient closing of the unit on the MS. Specific tasks required of the party can normally be found in the "MS Information Packet for UMOs." The party should consist of personnel who can:

- (1) Make decisions for the commander.
- (2) Perform all supply functions
- (3) Schedule all unit training.
- (4) Coordinate maintenance support.
- (5) Coordinate and draw rations and dining

facilities.

- (6) Initial validation assessment.

b. Items to Accompany Advance Party:

(1) Personnel roster, to include non-deployable and delayed personnel. Coordinate the arrival of your unit with the MOB Station.

(2) The MTOE. List of equipment that will be deploying.

(3) Up-to-date or latest copy of Unit Status Report.

(4) Up-to-date DA Form 2406, Material Condition Status Report.

- (5) Prescribed Load List.

- (6) Security access roster.

- (7) Logistics requisitions to be canceled.

(8) Logistics requisitions to be identified for shipment to the theater of operations.

(9) Logistic requisitions to support the unit during deployment and while at the MS.

(10) Updated FORSCOM Form 319-R, Postmobilization Training and Support Requirements.

- (11) Training ammunition request.

- (12) Advance party orders (including courier orders).
- c. Advance Party Responsibilities:
- (1) Coordinate messing, visits troop issue subsistence activity.
 - (2) Coordinate with the provost marshal for on post movement of the main convoy(s) to the cantonment area.
 - (3) Initiate inprocessing coordination with Mobilization Control Center.
 - (4) Submit Post Mobilization Training and Support Requirements.
 - (5) Schedule ranges/training areas with Deputy for Plans, Training and Security (DPTSEC) (Training Div).
 - (6) Sign for billets/tents with DEH.
 - (7) Submit logistic requisitions to DOL (Supply Div).
 - (8) Submit DA Form 2406 to DOL (Maint Div).
 - (9) Submit access roster to DPTSEC (Security Div).
- d. Equipment and supplies to accompany advance party.
- (1) Vehicles to move the advance party to the MS.
 - (2) Covered vehicles to move rations, ammunition, and other items which could be damaged by adverse weather.
 - (3) Cargo vehicles needed to move bulky items (GP medium tentage) or move trailers as needed.
 - (4) Sufficient tactical vehicles to reconnoiter field sites or move equipment off the road.
 - (5) Equipment to support the mission, i.e. water trailers, generators, light sets, typewriters, cooking equipment, latrine screens, tentage, tactical radios.
 - (6) Vehicles to meet the main body and guide each element of the main body through the installation to their destination.
- e. The list of functions, responsibilities, equipment, and item list is not all inclusive. They are simply examples to give you an idea of the magnitude of personnel, equipment, and vehicles which must be considered to support this party. You must read the MS Information Packet to determine the mob station requirements and read your unit SOP to determine your commander's concept of the advance party operation and determine any additional equipment or personnel to accompany this party.
- f. Looking at the advance party from a movements standpoint, the most important functions are those which move the convoy(s) to the assigned area on post efficiently and smoothly. This task involves coordinating with the military police, provost marshal, local police, and providing road guides and anything else which assists the main convoy. The advance party should also conduct a reconnaissance of the route from HS to MS, if possible, and telephonically update the main body convoy of any detours or other changes to the route.

C-3. Trail Party

Go through the same process and read the same two documents to determine personnel, equipment and vehicles necessary to support the missions assigned the trail party.

Appendix D Convoy Planning Forms

D-1. DD FORM 1265, Request for Convoy Clearance

- a. Used to provide DMC/UMC information about a convoy. It allows authorities to better deconflict road networks (FM 55-312 pg 1-1). Also, it establishes gate times at installations, MS, marshaling areas and ports of embarkation (POE). It also allows for any special considerations for the convoy, (i.e., transporting ordinance, logistical support and road space occupied by the convoy). The DD Form 1265 is prepared ahead of time. It will be a part of your movement plan as preposition documentation submitted to the DMC/UMC.
- b. Complete DD Form 1265 beginning with the date in the upper right hand corner. It is the date the form is completed and forwarded to the approving agency.
- c. Block 1 contains unit organization and unit identification code (UIC).
- d. Block 2 is the HS of the unit requesting the convoy. This is not necessarily where the convoy begins. You must include full mailing address plus zip code.
- e. Block 3 will include the convoy commander's full name, rank and TOE/TDA, PARA/LINE number.
- f. Block 4 will include all personnel in the convoy, including road guards that will be recovered along the route.
- g. Blocks 5 and 6 are the origin and destination of the convoy, the start point and the release point of the convoy to include city, state and zip code.
- h. Blocks 7A and 7B: the actual time and date of departure and arrival of the convoy. Often times, this area should be researched. Reserves can consult their UMC. It may be that for mobilization or deployments the UMC's have already established predetermined routes for your convoy.
- i. Block 8 is rate of march expressed in miles in an hour (MIH) and the catch up speed expressed in miles per hour (MPH) may be determined from many sources. Further guidance on this may be found in FM 55-30 and FM 55-15.
- j. Block 9 is a list of all vehicles, both self-propelled and towed that are to be road marched. Generally, self-propelled vehicles are listed first with their towed equipment immediately following. All vehicles are to be listed with the exception of vehicles carried as nested cargo. Nested cargo is that equipment loaded aboard vehicles and carried as cargo.
- k. Block 10 is the total number of all **prime** movers. You do not include towed equipment in this category.
- l. Block 11 is the number of oversize or overweight vehicles and towed vehicles in the convoy which exceeds the maximum height, width, length, or weight restrictions

established by the state through which the convoy will move IAW FM 55-312. Contact your MUSARC UMC to find out restrictions on the various states.

m. Use TB 55-46-1 for vehicle dimensions and weight and FM 55-312 for size and weight limits. Read the axle weight distribution formulas in FM 55-312 appendix "D" summary of size and weight limits.

n. Blocks 12A, 12B, 13A and 13B are determined by the convoy planners. Serials and march units are the organizational elements and more information may be found in FM 55-312 beginning on page 2-1. The time interval between elements may be determined by using FM 55-30, page F-1.

o. Block 14 is the proposed routing the convoy will follow. Highways should be listed in sequence. Remember to include routes the convoy will take for meal or fuel halts. Do not include state rest areas which are part of the state highway system. It would be wise to consult with the MUSARC UMC before planning the convoy route. Your convoy route may already be preplanned within the MOBCON.

p. Block 15 is the expected time of arrival (ETA) and expected time of departure (ETD) at start point, critical point, state lines, check points, halts, and release points. The actual information for block 15 may be obtained from MOBCON.

q. Block 16 is a general description of the cargo the convoy may be transporting.

r. Block 17 asks question about transporting explosives. Under normal circumstances, ammunition will be transported via commercial carrier. N/A should be used under description if ammunition is not being transported. However, if ammunition must be transported within the convoy, you must list as specified in block 17 the ammunition class, amount of ammunition by number of rounds or type. A description of vehicle and bumper number.

s. Block 18 is used to explain why ammunition is being transported in a military vehicle. If "no" was checked in block 17, insert N/A in block number 18.

t. Block 19 is provided to assist the UMC with information about logistical support requirements for the convoy while en route. By accurately completing block 19, the DMC can arrange for support by using the Service Support Directory.

u. Block 20 is a *remarks* column to be used as necessary. List the POC for the convoy here. Include their name, rank, commercial phone number and DSN if available. If a civil permit is needed it should also be noted here as well as the need for enroute reporting.

v. Blocks 21 through 28 are the requesting/ approving agencies, authorities and dates.

w. Field Manual 55-312 outlines procedures for submission of DD Form 1265. Four copies plus strip maps and a copy of the operation order or similar document should be submitted to the approving authority.

If you cross state lines an additional copy of the DD Form 1265 and strip map will be submitted for each additional state.

D-2. DD FORM 1266, Special Hauling Permit

The request for special hauling permit is used if a vehicle is carrying hazardous material. Also, if it exceeds those restrictions discussed in paras D-1 (l and m). It is submitted to the UMC for approval. The UMC will contact the state Department of Transportation (DOT) and obtain a permit to allow the vehicle access to the road networks of that particular state.

a. Block 1, Organization. It is the same entry as that of block 1 on the DD Form 1265.

b. Block 2 is the HS. It is the same entry as that of block 2 on the DD 1265.

c. Block 3 is in two parts "A" and "B". Enter the time and date the vehicle will start in part "A." Part "B" is the anticipated end time and date of the vehicle movement. Both parts will be entered using military date and time.

d. The information to be entered in block 4 is the start point of the convoy vehicles. Generally, a city and state plus the actual point where the vehicles will have the correct interval and speed. If you know the MOBCON Node for the start point you enter it here.

e. Block 5 is the actual destination of the movement. The city or military installation and the state are generally acceptable for this entry.

f. Block 6 is information that the UMC will use to deconflict highway movement within adjacent states. Arrival at state lines is determined from various sources. If no state lines are crossed this block is marked N/A.

g. Block 7 routing is the same type of information as that of block 14 of DD Form 1265. Ensure all entries are in sequence, starting at the point of origin. Also ensure the type of route is specified (i.e., interstate, U.S. routes, state routes). Occasionally special hauling equipment may require a different route than that listed on the DD Form 1265.

h. Block 8 is used to make UMCs aware of your escort requirements. If there is no requirement for escorts mark the box with N/A.

i. Section II of DD Form 1266 (Vehicles and Load Data) requires specific information about the vehicle(s) and their loads. It begins with block number 9. Go through each block reading vertically. Column A gives a description of the vehicles and identifies the load.

j. Column B Vehicle Type: If the vehicle is a 5-ton cargo truck, place 5-ton in 9A(b). If the vehicle is a 5-ton truck-tractor, place 5-ton in 9B(b). If it is a trailer or semi-trailer, place the information in 9C(b) or 9D(b). 9B(c) is the number of vehicles appropriate for this DD Form 1266.

k. If there are vehicles of the same type with the same load (same dimensions and weight), then only one DD Form 1266 is required. This includes the prime

mover and truck-trailer/semi-trailer combination with the same loads. Contact your UMC for guidance on the number of copies for vehicles that are the same.

l. Block 9d is the appropriate vehicle registration number for each vehicle. If additional space is required, you may insert the registration numbers in block 12 or submit them on a separate sheet of paper.

m. Blocks 9 (e-h) are dimension and weight data that can be obtained from various sources. Dimensions are in inches and weight is in pounds. You may obtain these figures from TB 55-46-1. The most accurate way is to measure and weigh the material yourself.

n. Block 10 (A) identifies the load that the truck or trailer is transporting.

o. Blocks 10 (E-H) are the same type of entries as discussed in block 15 above. Enter the data for your particular load.

p. Blocks 11 (E-H): Place the **greater height** between trucks or trailers without a load in 11E. Add the load height to the (height of the truck or trailer cargo bed). If the sum is greater than the overall height of the truck or trailer, enter the greater height in 11E. But, if the overall height of the truck or trailer exceeds the height of the load, enter that height in 11E.

q. Consult TB 55-46-1, Ch 2 for dimensions of equipment. If you're adding cargo height to a trailer height ensure you're adding the cargo to the height of the cargo bed of the trailer.

r. Block 12 is a brief description of the cargo being transported.

s. Block 13 Load Overhang, if the load in block 10 overhangs the cargo truck or trailer/semi-trailer, the amount of the overhang should be listed in block 13. If there is no overhang insert "N/A" in the blocks

t. Block 14 is the number of axles for the vehicle(s). If there are more than two axles, insert the appropriate number for each axle as necessary and blacken out the unused circles.

u. Blocks 15 through 19 are broken down into columns A-I, and the information in A-H pertains to a particular axle. Column I is the vehicle total. Blocks 15 (A-H) are the number of tires for each axle. Block number 15 (I) is the total number of tires.

v. Block 16 (A-H) is the width of one tire times the total number of tires per axle. The tire width is best obtained by reading this information directly from the side of the tire. This information is indicated in inches.

w. Block 17 is the size of the tires. Again, it is best obtained by reading the information from the side of the tires.

x. Block 18 is the actual empty weight of each axle. The most accurate method of determining this is to weigh each axle using scales. You can use the percentage method described on page B-1 and B-2 of FM 55-312.

y. Block 19 is the same type of information as that of block 18 except it is for vehicles loaded with equipment. When a vehicle is loaded the only way to obtain the actual axles weight is to use scales.

z. Block 20 is the axle spacing. This information may be obtained from various sources. The technical manual for that vehicle will have this information. The vehicle data plate (found in the cab) may be used. The most accurate way is to measure the distance between the axles. (Measure from the center of the axle to the center of the next axle.)

aa. Block 21 is the remarks block. Insert information as appropriate. Once again ensure the convoy POC is listed here.

bb. Block 22 should be checked as appropriate for your unit's situation.

cc. Blocks 23, 25, 27, and 28 will be filled out by your unit UMO.

dd. Blocks 24, 26, 29, and 30 will be filled out by approving agency.

ee. Submit four copies plus strip maps and an additional copy for each state the vehicle(s) will be passing through to the approving authority. Regardless of how many "type load" vehicles are moving under the same DD Form 1266, each vehicle must have a copy of the approved DD Form 1266 with them. They will be placed in annex M of your Movement Plan.

D-3. Mobilization Movement Control (MOBCON)

The MOBCON uses an automated CONUS convoy control system administered by the Army National Guard through its states' Defense Movement Coordinators (DMCs). The MOBCON's main functions are the abilities to route and "deconflict" CONUS convoys. The state DMCs use DD Forms 1265/1266 as the input document for processing through the MOBCON system. To plan the route, the DMCs need the origination location, destination location and any intermediate locations such as rest/meal halts or RONS. The time of planned arrival is key for traveling "to" a location; the time of departure is key for traveling "from" location. The time of a planned rest/meal halt or RON is also required, if appropriate. It should be noted, however, that because the MOBCON system schedules convoys for many customers, it is possible that the planned arrival/departure times could be changed because they conflict with another convoy. (This feature called "deconfliction" in the MOBCON system, ensures that no two (or more) convoys are at the same point at the same time.) Once MOBCON processes the convoy request, it produces a Convoy Movement Order (CMO). The CMO contains all of the pertinent information necessary to plan and conduct a convoy.

An additional feature in dealing with the DMCs is their ability to coordinate with their state's Department of Transportation (DOT). This relationship enables the DMCs to readily coordinate and/or obtain the necessary permits for oversized/overweight or other non-routine convoy clearances. The DMCs also have first-hand information through their DOT office about any temporary road conditions which could affect routing or trafficability of roadways, bridges and tunnels.

Appendix E

Air Load Planning Data

E-1. The following information is designed to give planning factors for most Air Force aircraft. These are only planning factors. When getting ready to deploy, the Tanker Air Lift Control Element (TALCE) will provide more guidance. There may be some time when you will be deploying by civilian airplanes operated by the Civil Reserve Air Fleet (CRAF) program. The TALCE will give you guidance when using these types of aircraft.

E-2. 463L Pallet Cargo System

- a. 463L Pallet (see figure E-1)
 - (1) The 463L has a core of balsa wood or fiberglass.
 - (2) The covering is aluminum veneer sheeting on top and bottom.
 - (3) The weight of the pallet without the nets (figure E-2) is 290 pounds. The overall dimensions are: Width 108 inches, Length 88 inches, however the usable dimensions are 104" by 84". Max height when using the nets is 96".
 - (4) There are 22 7,500 pound tiedown rings on the pallet.
 - (5) Capacity of the pallet is 10,000 pounds of cargo when the cargo is restrained with the cargo nets. The pallet can carry over 10,000 pounds when the nets are not used but cannot exceed 250 psi.
 - (6) The weight of a complete set of cargo nets, two side and one top net, is 65 pounds.
 - (7) Always use three point dunnage, 4" x 4" x 88" pieces of lumber.
- b. Common errors
 - (1) Improperly installed nets, straps etc.
 - (2) Pallets built upside down.
 - (3) Exceeding usable dimensions.
 - (4) Exceeding height restrictions.
 - (5) Exceeding weight restrictions.

E-2. C-130 Planning Data

Peacetime ACL: 25,000 lbs Wartime ACL: 38,800 lbs
Maximum Design ACL: 45,000 lbs

Cargo Compartment:
Length: 612 in Width: 123 in Height: 108 in

Cargo Area: From Fuselage Station 257 to 737 (main cargo floor) and from station 737 to 869 (aircraft ramp).

Palletized Cargo Loading: Maximum six 463L pallets with the following limitations when using HCU-7/E and HCU-15/C nets:

- Pallet Positions 1 thru 4: 10,355 lbs
- Pallet Position 5: 8,500 lbs
- Pallet Position 6 (ramp): 4664 lbs
- Height of Pallet Positions 1 thru 5: 96 in
- Height of Pallet Position 6: 76 in

Passenger Loading:

Web passenger seats	90 passengers
Paratroops	64 passengers
Litter patients (w/med crew)	72 litters
Airline seats/one comfort pallet	40 passengers
Full sidewall seats only	41 passengers
Maximum on overwater flights	74 passengers

NOTES:

The maximum payload, which includes passenger weight, is computed without regard to cargo density. It is limited only by aircraft structural limitations or critical leg fuel (2500 NM). It should not be used unless cargo density is known to be high and physical characteristics of the cargo would permit full utilization of the compartment space. Flight route segments less than critical leg distances may allow for more or less ACL depending on other factors. ACL = Allowable Cabin Load.

Cargo must be a minimum of six inches from the sides and ceiling of the cargo compartment. With dual rails installed, the maximum width for floor loaded cargo, rolling stock and tracked vehicles is 106 inches. Floor loaded ramp cargo height is restricted to 80 inches.

Pallet positions include weight of pallet and nets (355 lbs).

E-3. C-141 Planning Data

Peacetime ACL: 39,600 lbs Wartime ACL: 50,000 lbs
Maximum Design ACL: 68,725 lbs

Cargo Compartment:
Length: 1253 in Width: 123 in Height: 109 in

Cargo Area: From Fuselage Station 322 to 1412 (main cargo floor) and from station 1412 to 1543 (aircraft ramp).

Palletized Cargo Loading: Maximum thirteen 463L pallets with the following limitations when using HCU-7/E and HCU-15/C nets:

Pallet Positions 1 thru 12: 10,355 lbs
Pallet Position 13: 7,500 lbs
Height of Pallet Positions 2 thru 12: 96 in
Height of Pallet Positions 1 and 13: 76 in

Passenger Loading:
Web passenger seats 200 passengers
Paratroops 155 passengers
Litter patients (w/med crew) 103 litters
Airline seats/one comfort pallet 143 passengers
Full sidewall seats only 98 passengers
Maximum on overwater flights 153 passengers

NOTES:

The maximum payload, which includes passenger weight, is computed without regard to cargo density. It is limited only by aircraft structural limitations or critical leg fuel (3500 NM). It should not be used unless cargo density is known to be high and physical characteristics of the cargo would permit full utilization of the compartment space. Flight route segments less than critical leg distances may allow for more or less ACL depending on other factors. ACL = Allowable Cabin Load.

Cargo must be a minimum of six inches from the sides and ceiling of the cargo compartment. Floor loaded ramp cargo height is restricted to 80 inches.
Pallet positions include weight of pallet and nets (355 lbs).

E-4. C-5 Planning Data

Peacetime ACL: 150,000 lbs Wartime ACL: 151,400 lbs
Maximum Design ACL: 291,000 lbs

Cargo Compartment:

Length: 1736 in Width: 228 in Height: 162 in

Cargo Area: From Fuselage Station 511 to 1976 (main cargo floor) and from station 395 to 511 (forward aircraft ramp) and from station 1976 to 2131 (aircraft aft ramp).

Palletized Cargo Loading: Maximum thirty-six 463L pallets with the following limitations when using HCU-7/E and HCU-15/C nets:

Pallet Positions 3 thru 34: 10,355 lbs

Pallet Position 1, 2, 35 and 36 (ramps): 7,500 lbs each

Height of Pallet Positions 1 thru 34: 96 in

Height of Pallet Positions 35 and 36: 70 in

Passenger Loading:

Airline seats (permanent)	73 passengers
Airline seats (Air Bus seat kit)	267 passengers
Paratroops	73 passengers
Litter patients (w/med crew)	not available
Full sidewall seats only	not available
Maximum on overwater flights	329 passengers

NOTES:

The maximum payload, which includes passenger weight, is computed without regard to cargo density. It is limited only by aircraft structural limitations or critical leg fuel (3500 NM). Flight route segments less than critical leg distances may allow for more or less ACL depending on other factors. ACL = Allowable Cabin Load.

Cargo must be a minimum of six inches from the sides and ceiling of the cargo compartment.
Pallet positions include weight of pallet and nets (355 lbs).

E-5. C-17 Planning Data

Peacetime ACL: 120,000 lbs Wartime ACL: 160,000 lbs
Maximum Design ACL: 172,200 lbs

Cargo Compartment

Length: 1022 in Width: 216 in Height: 148 in(1) 162 in(2)

Cargo Area: From Fuselage Station 381 to 1165 (main cargo floor) and from station 1165 to 1403 (aircraft ramp).

Palletized Cargo Loading: Maximum eighteen 463L pallets with the following limitations when using HCU-7/E and HCU-15/C nets:

Pallet Positions 1 thru 14: 10,355 lbs

Pallet Position 15 thru 18 (ramp): 10,000 lbs each

Height of Pallet Positions 1 thru 18: 96 in

Passenger Loading:

Sidewall seats (permanent)	54 passengers
Center seats (additional seat kit)	48 passengers
Paratroops	102 passengers

Litter patients (w/med crew)	48 total
Maximum On Overwater Flights	150 passengers

NOTES:

The maximum payload, which includes passenger weight, is computed without regard to cargo density. It is limited only by aircraft structural limitations or critical leg fuel (2800 NM). Flight route segments less than critical leg distances may allow for more or less ACL depending on other factors. ACL = Allowable Cabin Load.

(1) Fuselage stations 381 to 971.

(2) Fuselage stations 971 to 1164.

Pallet positions include weight of pallet and nets (355 lbs) and a total ramp weight not to exceed 40,000 lbs.

The C-17 has three permanently installed 46 man life rafts, the fourth must be requested as required.

E-6. KC-10 Planning Data

Peacetime ACL: 100,000 lbs Wartime ACL: 148,600 lbs
Maximum Design ACL: 169,350 lbs

Cargo Compartment

Length: 1508 in Width: 218 in Height: 108 in

Cargo Area: From Fuselage Station 496 to 2004 (main cargo floor). No lower lobe cargo capability.

Palletized Cargo Loading: Maximum twenty-two 463L pallets with the following limitations when using HCU-7/E and HCU-15/C nets:

Pallet Positions 2 thru 6 (lft and rt): 6,500 lbs

Pallet Position 7 thru 11 (lft and rt): 10,000 lbs

Pallet Position 12 (lft and rt): 6,500 lbs

Height of Pallet Positions 2 thru 10: 96 in

Height of Pallet Positions 11 and 12: 88 in

Passenger Loading:

Airline seats (code A)	8 passengers
Airline seats (code B)	10 passengers
Airline seats (code D)	69 passengers
Paratroops	not available
Litter patients (w/med crew)	not available
Full sidewall seats only	not available
Maximum On Overwater Flights	69 passengers

NOTES:

The maximum payload, which includes passenger weight, is computed without regard to cargo density. It is limited only by aircraft structural limitations or critical leg fuel (6000 NM). Flight route segments less than critical leg distances may allow for more or less ACL depending on other factors. Fuel offload requirements for aerial refueling missions may reduce cargo ACL allowables. ACL = Allowable Cabin Load.

Cargo door height limits all cargo to 96 inches above the pallet surface. Cargo compartment curvature restricts normal pallet building techniques. Refer to the pallet profiles illustrated in FM 55-9.

Pallet positions include weight of pallet and nets (355 lbs). All cargo and baggage must be palletized or placed on a pallet subfloor.

- OVERALL DIMENSIONS OF THE 463L PALLET ARE 108" WIDE X 88" LONG X 2 1/4" THICK.
- USABLE DIMENSIONS OF THE UPPER SURFACE ARE 104" WIDE X 84" LONG. THIS ALLOWS FOR A 2" AROUND THE PERIPHERY OF THE PALLET TO ATTACH STRAPS, NETS, OR OTHER RESTRAINTS.
- EMPTY 463L PALLETS WEIGHS 290 POUNDS (355 POUNDS WITH NETS) AND HAS A MAXIMUM LOAD CAPACITY OF 10,000 POUNDS.
- DESIRED LOAD CAPACITY IS 7,500 POUNDS TO PROLONG PALLET LIFE.

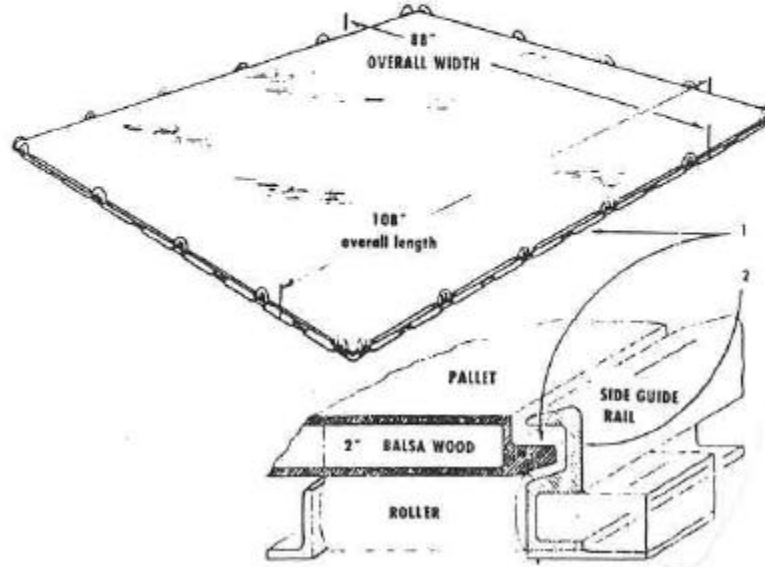


Figure E-1. 463L Pallet Cargo System

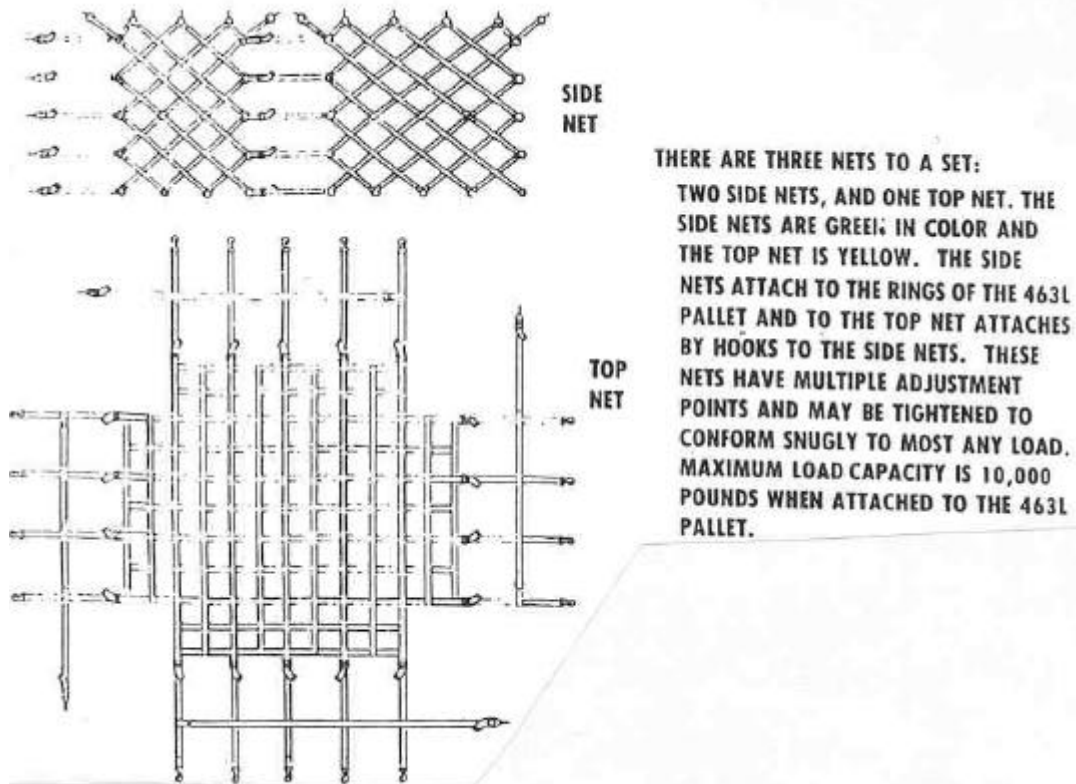


Figure E-2. Pallet Nets

Appendix F Rail Transportability of Vehicles

F-1. The following appendix provides information on loading vehicles on railcars. This information is for planning use only. Consult the Unit Movement Coordinator at the SI or MS for final guidance. When planning a rail move, plan on using 60 foot wooden deck flat cars. The railroads do not have to necessarily provide chain tie-down equipped flatcars for deployment. Plan on using wooden deck cars and you will not be surprised and caught short of blocking and bracing materials when it comes time to deploy. In the event you are provided chain tie-down railcars then the securing of your equipment will be much easier. A sample copy of FORSCOM Form 285-5-R, Rail Load Plan, is at figure F-1.

F-2. Vehicles Under 1 1/2 Ton Capacity

LIN NO.	DESCRIPTION	DIMENSIONS (IN INCHES)	RAIL LOAD CONFIGURATION
T59482	M1008 TRK CGO 5/4T 4X4	185X81X76	A
T59346	M100A1 TRK CGO 5/4T 4X4	223X83X76	B
T05028	M1009 TRK UTIL 3/4T 4X4	192X86X75	A
T38660	M1010 TRK AMB 5/4T 4X4	225X77X102	C
T92242	M1025 TRK UTL 5/4T 4X4	186X85X74	A
T92310	M1026 TRK UTL 5/4T 4X4	186X85X74	A
T59414	M1028 TRK UTL 5/4T 4X4	217X82X76	B
T07543	M1037 TRK CGO 5/4T 4X4	189X85X102	D
T61562	M1038 TRK UTL 5/4T	194X85X69	A
Z94116	M1042 TRK SHELTER CAR	195X85X107	D
X39735	M37 3/4T TRK CGO	186X74X71	A
X39872	M37 W/W 3/4T TRK CGO	191X74X71	A
X39735	M37B1 3/4T TRK CGO	186X76X71	A
X39872	M37B1 W/W 3/4T	191X76X71	A
X39940	M561 5/4T TRK CGO	227X86X72	B
X39940	M561 W/W 5/4T TRK CGO		B
X39883	M715 5/4T TRK CGO	211X86X75	B
X39906	M715 W/W TRK CGO	221X86X75	B
X39432	M880 5/4T TRK CGO	219X80X74	B
X39444	M881 5/4T	219X80X74	B
X39447	M882 5/4T TRK CGO	219X80X74	B
X39450	M883 5/4T TRK CGO	219X80X74	B
X39453	M884 5/4T TRK CGO	219X80X74	B
X39411	M885 5/4T TRK CGO	219X80X74	B
X39429	M890 5/4T TRK CGO	219X80X71	B
X39438	M891 5/4T TRK CGO	219X80X71	B
X39435	M892 5/4T TRK CGO	219X82X71	B
T05096	M966 5/4T TRK UTL 4X4	180X85X74	A
T38707	M966 5/4T AMB 4X4	206X85X100	C
T38844	M997 5/4T AMB 4X4	203X85X100	D
X60833	M151 TRK UTL 1/4T	132X68X53	E
X60833	M515 WTRZ TRK UTL 1/4T	132X68X71	F
X60833	M151A1 TRK UTL 1/4T	132X68X53	E
X60833	M151A1 WTRZ TRK UTL 1/4T	133X68X71	F
X61244	M151C TRK UTL 1/4T	132X64X53	E
X60833	M151A2 TRK UTL 1/4T	132X64X53	E
X60833	M141A2 WTRZ TRK UTL 1/4T	132X64X74	F
X38639	M170 TRK AMB 1/4T	155X61X57	F
X53709	M201 TRK MAINT TEL 3/4T	204X74X93	C
X53709	M201B1 TRK MAINT TEL 3/4T	205X76X93	C
X60833	M38 TRK UTL 1/4T	134X63X56	E
X60833	M38A1 TRK UTL 1/4T	136X61X57	E
X61244	M38A1C TRK UTL 1/4T	136X61X56	E
X61381	M38A1D TRK UTL 1/4T	135X64X57	E
X60970	M38A1 TRK UTL 1/4T W/W	136X61X57	E
X60970	M38 TRK UTL 1/4T W/W	135X63X56	E
X38776	M43 TRK AMB 3/4T	200X76X92	C
X38776	M43B1 TRK AMB 3/4T	200X76X92	C
X38913	M43 TRK AMB 3/4T	211X76X92	C

X43228	M708 TRK DUMP 3/4T	190X84X92	D	
X60344	M711 TRK WRECKER 3/4T	219X89X90		C
X38639	M718 TRK AMB 1/4T	162X72X75	A	
X38639	M718A1 TRK AMB 1/4T	162X72X80	D	
X38951	M725 TRUCK AMB 1 1/4T	212X86X95	C	
X53775	M726 TRK MAINT 1 1/4T	111X90X90	C	
X38961	M792 TRK AMB 1 1/4T	226X84X91	C	
X61244	M825 TRK UTL 1/4T	134X79X65	E	

RAIL LOAD CONFIGURATION EXPLANATION

- A 5 VEHICLES LOAD ON 89' ITTX FLAT OR 10 VEHICLES LOAD ON A BI-LEVEL RAIL CAR. (NOTE)
 - B 4 VEHICLES LOAD ON 89' ITTX FLAT OR TTDX FLAT OR 8 VEHICLES LOAD ON A BI-LEVEL RAIL CAR.
 - C 4 VEHICLES LOAD ON AN 89' ITTX OR TTDX FLAT.
 - D 5 VEHICLES LOAD ON AN 89' ITTX FLAT CAR. (NOTE)
 - E 6 VEHICLES LOAD ON AN 89' ITTX FLAT, 12 VEHICLES ON A BI-LEVEL OR 18 VEHICLES ON A TRI-LEVEL RAIL CAR.
 - F 6 VEHICLES LOAD ON AN 89' ITTX FLAT CAR OR 12 VEHICLES ON A BI-LEVEL. (NOTE)
- (NOTE) TTDX 89' FLAT CARS ARE EQUIPPED WITH 16 HALF INCH CHAINS (4 POSITIONS) AND MAY BE SUBSTITUTED FOR ITTX FLAT CARS, HOWEVER ONLY 4 VEHICLES CAN BE LOADED ON A TTDX.

F-3. Vehicles Rated 2 1/2 Ton Capacity

LIN NO	DESCRIPTION	DIMENSIONS (IN INCHES)	RAIL LOAD CONFIGURATION
X62888	M108 TRK WKR 2 1/2T	289X97X95	G
X63025	M108 W/W TRK WKR 2 1/2T	303X97X95	G
X62340	M109 TRK VAN SHOP 2 1/2T	265X100X130	G
X62477	M109 W/W TRK VAN SHOP	282X100X130	G
X62340	M109A1 TRK VAN SHOP	269X100X130	G
X62477	M109A1 W/W TRK VAN SHOP	282X100X130	G
X62340	M109A2 TRK VAN SHOP	269X100X130	G
X62477	M109A2 W/W TRK VAN SHOP	282X100X130	G
X62340	M109A3 TRK VAN SHOP	269X100X130	G
X62477	M109A3 W/W TRK VAN SHOP	282X100X130	G
X40009	M135 TRK CGO 2 1/2T	267X88X81	G
K90188	M185 TRK SHOP	269X99X129	G
K90188	M185A1 TRK SHOP	269X99X129	G
K90188	M185A2 TRK SHOP	269X99X129	G
K90188	M185A3 TRK SHOP	269X99X129	G
K90188	M185A3 W/W TRK SHO	285X99X129	G
X40009	M211 TRK CGO 2 1/2T	268X97X88	G
X40146	M211 W/W TRK CGO 2 1/2T	268X97X88	G
X43297	M215 TRK DUMP 2 1/2T	241X96X108	G
X43434	M215 W/W TRK DUMP 2 1/2T	241X96X108	G
X62340	M220 TRK SHOP VAN 2 1/2T	271X96X130	G
X59189	M221 TRK TRACTOR 2 1/2T	233X96X102	G, H
X58367	M222 TRK WTR TANK	267X96X102	G, H
K90188	M238 TRK REP SHOP	265X96X132	G, H
X59052	M275 TRK TRACTOR	229X94X82	J, H
X59189	M275 TRK TRACTOR W/W	243X94X82	G, H
X59052	M275A1 TRK TRACTOR	229X94X82	J, H
X59052	M275A2 TRK TRACTOR	229X94X98	J, H
X59189	M275A2 TRK TRACTOR W/W	243X94X98	G, H
X61929	M292 TRK VAN	330X99X133	G, L
X62066	M292 TRK VAN W/W	346X99X133	K, L
X61929	M292A1 TRK VAN	330X99X133	K, L
X61929	M292A2 TRK VAN	330X99X133	G, L
X62203	M292A3 TRK VAN	329X99X133	G, L
X62203	M292A4 TRK VAN	329X99X133	G, L
X62203	M292A5 TRK VAN	344X98X134	K, L
X40009	M34 TRK CGO	262X88X105	G, H
X40146	M34 TRK CGO W/W	275X88X105	G, H
X43297	M34A2 TRK DUMP	261X96X103	G, H
X43434	M34A2 TRK DUMP W/W	273X96X103	G, H
X40009	M35 TRK CGO	265X96X113	G, H

X40146	M35 TRK CGO W/W	279X96X113	G, H
X40009	M35A1 TRK CGO	265X96X113	G, H
X40146	M35A1 TRK CGO W/W	279X96X113	G, H
X40009	M35A2 TRK CGO	265X96X113	G, H
X40146	M35A2 TRK CGO W/W	279X96X113	G, H
X40077	M35A2C TRK CGO D/S	265X98X103	G, H
X40214	M35A2C TRK CGO D/S W/W	279X98X114	G, H
X40283	M36 TRK CGO (XLWB)	329X96X125	G, L
X40420	M36 TRK CGO (XLWB) W/W	344X96X89	K, L
X40283	M35A2 TRK CGO (XLWB)	329X96X125	G, L
X40420	M36A2 TRK CGO (XLWB)	344X96X125	K, L
X40557	M36C TRK CGO	324X96X125	G, L
X40694	M36C TRK CGO W/W	343X96X125	K, L
X43297	M47 TRK DUMP	235X85X103	J, H
X43434	M47 TRK DUMP W/W	249X85X103	G, H
X59052	M48 TRK TRACTOR	241X94X98	G, H
X59189	M48 TRK TRACTOR	254X94X98	G, H
X57271	M49A1C TRK TANK FS	264X96X98	G, H
X57048	M49A1C TRK TANK FS	278X96X98	G, H
X57271	M49A2C TRK TANK FS	264X96X92	G, H
X57048	M49A2C TRK TANK FS W/W	278X96X100	G, H
X57271	M49C TRK TANK FS	264X96X98	G, H
X57408	M49C TRK TANK FS	278X96X98	G, H
X58367	M50 TRK TANK WATER	264X96X98	G, H
X58504	M50 TRK TANK WATER	277X96X99	G, H
X58367	M50A2 TRK TANK WATER	264X96X98	G, H
X58504	M50A1 TRK TANK WAT W/W	277X96X99	G, H
X58367	M50A2 TRK TANK WTR	264X96X99	G, H
X58504	M50A2 TRK TANK WAT W/W	277X96X99	G, H
X58367	M50A3 TRK TANK WATER	264X96X99	G, H
X58504	M50A3 TRK TANK WAT W/W	277X95X99	G, H
X43297	M59 TRK DUMP	238X95X104	G, H
X43434	M59 TRK DUMP W/W	250X96X104	G, H
X63162	M60 TRK WRECKER W/W	303X96X106	G, H
YA0041	M602 TRK CGO	265X96X115	G, H
YA0042	M602 TRK CGO W/W	278X96X107	G, H
X63162	M602A TRK WRECKER	302X96X107	G, H

RAIL LOAD CONFIGURATION EXPLANATION

G 3 VEHICLES LOAD ON A 89' TTDX FLAT CAR.

H 2 VEHICLES LOAD ON A 60' OTTX, HTTX OR TTHX FLAT CAR.

J 4 VEHICLES LOAD ON A 89' TTDX FLAT CAR.

K 2 VEHICLES LOAD ON A 89' TTDX FLAT CAR.

L 1 VEHICLE LOAD ON A 60' OTTX, HTTX OR TTHX FLAT CAR.

F-4. Vehicles 5 Tons or Over

LIN NO	DESCRIPTION	DIMENSIONS (IN INCHES)	RAIL LOAD CONFIGURATION
T88745	M1001 TRK TRACTR 10T 8X8	338X99X105	K, L
T94641	M1002 TRK WRKR 10T	355X99X105	K, L
T39518	M977 TRK CGO 10T 8X8	401X96X101	K, L
T39586	M985 TRK CGO MLRS 8X8	400X101X101	K, L
X59600	M123 TRK TRACTOR 10T	290X115X111	H
X59874	M123A1C TRK TRCTR 10T	290X115X111	H
X59874	M123C TRK TRACTOR 10T	288X115X93	H
X59737	M123D TRK TRACTOR 10T	289X115X93	H
X41790	M125 TRK TRACTOR 10T	319X114X110	H
X41790	M125A1 TRK TRACTOR 10T	319X114X110	H
Z60696	M246 TRK WKR 5T	354X98X132	K, L
X60696	M245A1 TRK WRECKER 5T	354X98X132	K, L
X60696	M246A2 TRK WKR 5T	354X98X132	K, L
X59600	M26 TRK TRCTR 10T	304X131X114	M

X59600	M26A1 TRK TRAC 10T W/W	308X132X114	M
X62237	M291A1 TRK EXP VAN 5T	354X99X138	K, L
X62271	M291A1D TRK VAN 5T	354X98X137	K, L
X62237	M291A2 TRK EXP VAN 5T	354X99X138	K, L
X56586	M328A1 TRK STAKE 5T	373X116X116	L
X40831	M41 TRK CGO (LWB) 5T	298X96X111	G, H
X40968	M41 TRK CGO (LWB) 5T W/W	313X96X111	G, H
X43708	M51 TRK DUMP 5T	266X98X112	G, H
X43845	M51 TRK DUMP 5T W/W	282X98X112	G, H
X43708	M51A1 TRK DUMP 5T	266X98X112	G, H
X43845	M51A1 TRK DUMP 5T W/W	282X98X112	G, H
X43708	M51A2 TRK DUMP 5T	266X98X112	G, H
X43845	M51A2 TRK DUMP 5T W/W	282X98X112	G, H
X59326	M52 TRK TRACTOR 5T	259X99X104	G, H
X59463	M52 TRK TRACTOR 5T W/W	273X99X104	G, H
X41615	M520 TRK CGO 8T	382X109X135	L
X41653	M520 TRK CGO 8T W/W	382X109X135	L
X59326	M52A1 TRK TRACTOR 5T	259X99X86	G, H
X59463	M52A1 TRK TRACTOR 5T	273X99X104	G, H
X59326	M52A2 TRK TRACTOR 5T	259X99X110	G, H
X59463	M52A2 TRK TRACTOR 5T W/W	273X99X110	G, H
X40831	M54 TRK CGO 5T LWB	297X98X118	G, H
X40968	M54 TRK CGO 5T LWB W/W	314X98X118	G, H
X63299	M543 TRK WRECKER 5T W/W	349X98X119	K, L
X63299	M543A1 TRK WRECK 5T W/W	349X98X115	K, L
X63299	M543A2 TRK WRECK 5T W/W	349X98X115	K, L
X40831	M54A1 TRK CGO 5T LWB	297X98X118	G, H
X40968	M54A1 TRK CGO 5T LWB W/W	314X98X118	G, H
X40794	M54A1C TRK CGO D/S 5T	298X99X116	G, H
X40931	M54A1C TRK CGO D/S 5T W/W	315X99X117	G, H
X40831	M54A2 TRK CGO 5T LWB	297X98X118	G, H
X40968	M54A2 TRK CGO 5T LWB W/W	314X98X118	G, H
X40794	M54A2C TRK CGO D/S 5T	298X99X117	G, H
X40931	M54A2C TRK CGO D/S 5T W/W	315X99X117	G, H
X41105	M55 TRK CGO 5T XLWB	377X98X119	K, L
X41242	M55 TRK CGO 5T XLWB	389X98X119	K, L
X63436	M553 TRK WRCKR 10T	401X109X118	L
X58078	M559 TRK TANK FS 2500 G	392X109X135	L
X58093	M559 TRK TANK FS 2500 W/W	329X109X135	L
X41105	M55A1 TRK CGO 5T XLWB	377X98X119	K, L
X41242	M55A1 TRK CGO 5T XLWB W/W	389X98X119	K, L
X41105	M55A2 TRK CGO 5T XLWB	377X98X120	K, L
X41242	M55A2 TRK CGO 5T XLWB W/W	389X98X120	K, L
X63299	M62 TRK WRCKR 5T	349X99X105	K, L
X41310	M656 TRK CGO 5T 8X8	279X96X122	G, H
X41327	M656 TRK CGO 5T 8X8 W/W	299X96X122	G, H
X41310	M656 TRK CGO 5T 8X8 PWR PLT	299X96X137	G, H
X60967	M746 TRK TRAC 22 1/2T	334X123X130	L
X39187	M746A1 TRK BOLSTER 5T	311X98X120	G, H
X59505	M757 TRK TRAC 5T W/W	299X96X122	G, H
X53983	M764 TRK MAINT 5T W/W	310X95X112	G, H
X40831	M813 TRK CGO 5T LWB	304X98X116	G, H
X40968	M813 TRK CGO 5T LWB W/W	320X98X116	G, H
X40794	M813A1 TRK CGO D/S 5T	307X99X116	G, H
X40931	M813A1 TRK CGO D/S 5T	323X99X116	G, H
X41105	M814 TRK CGO 5T XLWB	378X98X119	G, H
X41242	M814 TRK CGO 5T XLWB W/W	396X98X119	K, L
X63299	M816 TRK WRCKR 5T W/W	355X99X113	K, L
X43708	M817 TRK DUMP 5T	274X98X113	G, H
X43845	M817 TRK DUMP 5T W/W	289X98X113	G, H
X59326	M818 TRK TRAC 5T	264X98X113	G, H
X59463	M818 TRK TRAC 5T W/W	280X98X113	G, H
X60696	M819 TRK TRAC WRCKR 5T W/W	361X99X136	K, L
X62237	M820 TRK VAN EXP 5T	361X115X138	K, L

X62271	M820A2 TRK VAN EXP 5T	369X115X138	K, L
X56586	M821 TRK STAKE 5T W/W	381X115X113	L
T53858	M876 TRK MAINT TEL UTL	332X98X145	K, L
X41633	M877 TRK CGO 8T W/MHC	382X108X135	L
X41635	M877 TRK CGO 8T W/MHC W/W	380X108X135	L
T60353	M878 TRK TRAC HYD 5T WHL	193X98X124	J, H
T61035	M911 TRK TRAC 8X6	370X99X142	K, L
T61103	M915 TRK TRAC 6X4	256X96X142	G, H
T61103	M915A1 TRK TRAC 6X4	271X96X142	G, H
T91656	M916 TRK TRAC 6X6	299X99X144	G, H
X44403	M917 TRK DUMP 20T DEP	351X98X141	K, L
T61171	M920 TRK TRAC 8X6	320X97X142	G, H
X40794	M923 TRK CGO D/S 5T	314X98X116	G, H
X40794	M923A1 TRK CGO D/S 5T	311X96X121	G, H
X40831	M924 TRK CGO 5T LWB	314X98X116	G, H
X40831	M924A1 TRK CGO 5T LWB	311X96X121	G, H
X40931	M925 TRK CGO D/S 5T	327X98X116	G, H
X40931	M925A1 TRK CGO D/S 5T	332X90X121	G, H
X40968	M926 TRK CGO 5T LWB	327X98X94	G, H
X40968	M926A1 TRK CGO 5T LWB	332X96X121	G, L
X41105	M927 TRK CGO 5T XLWB	329X98X116	G, L
X41105	M927A1 TRK CGO 5T XLWB	369X96X121	K, L
X41242	M928 TRK CGO 5T XLWB W/W	402X98X116	K, L
X41242	M928A1 TRK CGO 5T XLWB W/W	408X96X121	K, L
x43708	M929 TRK DUMP 5T	275X100X131	G, H
X43708	M929A1 TRK DUMP 5T	273X96X125	G, H
X43845	M930 TRK DUMP 5T W/W	289X98X112	G, H
X43845	M930A1 TRK DUMP 5T W/W	295X96X125	G, H
X59326	M931 TRK TRAC 5T	264X98X113	G, H
X59326	M931A1 TRK TRAC 5T	265X96X122	G, H
X59463	M931A1 TRK TRAC 5T W/W	286X96X121	G, H
X59463	M932 TRK TRAC 5T W/W	280X98X113	G, H
X62237	M934 TRK VAN EXP	365X98X137	K, L
X62237	M934A1 TRK VAN EXP	363X98X141	K, L
X62271	M935 TRK VAN EXP	376X98X138	K, L
X62271	M935A1 TRK VAN EXP	376X98X141	K, L
X63299	M936 TRK WRKR 5T W/W	356X98X113	K, L
X63299	M936A1 TRK WRKR 5T W/W	363X96X118	K, L

RAIL LOAD CONFIGURATION EXPLANATION

G 3 VEHICLES LOADED ON A 89' TTDX FLAT CAR

H 2 VEHICLES LOADED ON A 60' OTTX, HTTX OR TTHX FLAT CAR

J 4 VEHICLES LOADED ON A 89' TTDX FLAT CAR

K 2 VEHICLES LOADED ON A 89' TTDX FLAT CAR

L 1 VEHICLE LOADED ON A 60' OTTX, HTTX OR TTHX FLAT CAR

F-5. Other Tracked Vehicles Less Than 90,00 Pounds

A93125	M551 ARM RECON VEHICLE	249X111X116	B
A93125	M551A1 ARM RECON VEHICLE	249X111X116	B
C10908	M992 CARRIER FAASV	265X124X126	B
R50544	M578 RECOVERY VEHICLE	254X124X131	B
K57667	M109 HOWITZER SP 155MM	268X128X130	B
K57667	M109A1 HOWITZER SP 155MM	355X128X130	C
K57667	M109A2 HOWITZER SP 155MM	360X128X130	C
K57667	M109A3 HOWITZER SP 155MM	360X129X126	C
K56981	M110 HOWITZER SP 8 IN	297X124X108	B
K56981	M110A2 HOWITZER SP 8 IN	410X124X108	C
K56981	M110A2 HOWITZER SP 8 IN	423X126X111	C

RAIL LOAD CONFIGURATION EXPLANATION

B 2 VEHICLES LOAD ON A 60' OTTX, HTTX OR TTHX FLAT.

C 1 VEHICLE LOAD ON A 60' OTTX, HTTX OR TTHX OR STANDARD 52' FLAT.

F-6. Armored Vehicles Over 90,000 Pounds

LIN NO	DESCRIPTION	DIMENSIONS (IN INCHES)	RAIL LOAD CONFIGURATION
V12964	M48C TANK CBT FTRAC 90MM	293X148X125	D
V12964	M48A1 TANK CBT FTRAC 90MM	293X145X128	D
V12964	M48A2 TANK CBT FTRAC 90MM	293X145X125	D
V12964	M48A3 TANK CBT FTRAC 90MM	292X144X123	D
V13101	M60A1 TANK CBT FTRAC 105MM	325X143X130	D
V13101	M60A3 TANK CBT FTRAC 105MM	326X143X127	D
V13101	M48A5 TANK CBT FTRAC 105MM	325X143X130	D
V13270	M60A2 TANK CBT FTRAC 152MM	289X143X131	D
L43390	M48A2 LCHR AVLB (LESS BDG)	323X144X121	D
L43390	M48C LCHR AVLB (LESS BDG)	323X144X121	D
L43664	M60C LCHR AVLB (LESS BDG)	340X144X112	D
L43364	M48A5 LCHR AVLB (LESS BDG)	335X144X119	D
E56578	M728 CEV FTRAC	353X147X128	E
R50681	M88 RECOVERY VEH FTRAC	321X135X127	D
R50681	M88A1 RECOVERY VEH FTRAC	323X144X134	D
T13374	M1 TANK CBT FTRAC 105MM	354X144X114	F
T13168	M1A1 TANK CBT FTRAC 120MM	356X144X114	F

RAIL LOAD CONFIGURATION EXPLANATION

D 1 VEHICLE LOADS ON A 50' OR 60' FLAT; 1 OR 2* VEHICLES LOAD ON A DODX FLAT.

E 1 VEHICLE LOADS ON A 50' OR 60' FLAT OR 54' FLAT; TWO VEHICLES LOAD ON A DODX 68' FLAT.

F 1 OR 2 VEHICLES LOAD ON A 68' DODX FLAT.

* 2 M-60A3 TANKS LOAD ON A 54' DODX FLAT WILL OVERHANG THE END OF THE CAR. SUCH LOADING MAY ONLY BE DONE ON UNIT MOVE OR WITH THE CARRIERS APPROVAL.

F-7. Armored Bradley Chassis Vehicles

LIN NO	DESCRIPTION	DIMENSIONS (IN INCHES)	RAIL LOAD CONFIGURATION
J81750	M2 BRADLEY INF VEH	258X125X120	B
J81750	M2A2 BRADLEY INF VEH	258X140X120	B
C76335	M3 BRADLEY CAV VEH	258X121X120	B
C76335	M3A2 BRADLEY CAV VEH	258X140X120	B
L44894	MLRS LCHR ROCKET	275X117X103	B

RAIL LOAD CONFIGURATION EXPLANATION

B 2 VEHICLES LOAD ON A 60' OTTX, HTTX OR TTHX FLAT.

RAIL LOAD PLAN (FORSCOM Reg 55-1)				PAGE 1 OF 2 PAGES						
1. UNIT DET 1/287 TRANS CBT HET		2. UIC WS1C85		3. DATE 11 JUL 94						
4. TYPE PLAN		7. TYPE/SIZE OF RAIL CAR 60' WOODEN DECK FLAT		8. LOAD SITE FT BENNING, GA						
5. UNIT LOAD NO 1	6. RAIL CAR NO 12	9. DESTINATION SAVANNAH, GA								
10. SCALE 1/4" = 3'										
11.										
LOAD SEG a.	ITEM MODEL AND NOMENCLATURE/DESCRIPTION b.	BUMPER NO. c.	SHIPMENT UNIT NO. d.	LOAD DESCRIPTION e.	f. PLANNING DATA					
					Length	Width	Height	Weight	Sq Ft	Cubic Ft
1	M1070 HET WITH M1000 TRAILER		1		650	120	115	105000		
12. NAME, GRADE, ORGANIZATION OF PLANNER 2LT JAMES E. SNUFFY, DET 1/287 TRANS FORSCOM Form 285-5-R, 1 Mar 93		13. DATE APPROVED 11 JUL 94		14. NAME, GRADE, ORGANIZATION OF APPROVING OFFICIAL JOHN J. JONES, CPT 828 TRANS BN		15. SIGNATURE OF APPROVING OFFICIAL				

Figure F-1. Sample Rail Load Plan (FORSCOM Form 285-5-R)

Appendix G Equipment, Tools, and Other Items Of Use In Executing The UMP

G-1. Convoy Operating and Safety Equipment

ITEM	NSN
Lead Vehicle Flag	8345-00-543-6912 (Blue)
Convoy Commander's Flag	8345-00-543-6911 (Blk/Wt)
Rear Vehicle Flag	8345-00-543-6913 (Green)
Triangular Highway Warn Kit	9905-00-534-8367
Road guide reflective vest	8415-00-177-4974
Lead Vehicle Sign	Local manufacture IAW AR 55-29
Last Vehicle Sign	" " " " "
Wide Load Sign	
Class A or B Explosive Sign	

G-2. Equipment Packing Containers

CONEX std type II, 96"Lx71"Wx72"H, 9000 lbs max	
MILVAN, 23'Lx92"Wx84"H, 44800 lbs max	
CONEX Insert 45"x32"x28"	8115-00-753-4690
CONEX Insert 58"x33"x27"	8115-00-753-4691
CONEX Wooden Pallet	3990-00-892-4394

G-3. Vehicle Loading Tools/Equipment

Tools will be based upon several unpredictable factors. Primarily, what kind of rail cars will be provided. You can be provided with either steel decked (chain equipped) cars or wooden decked, not chain equipped cars. You must be prepared to use either type of flat car.

ITEM	NSN
Hammer, 16 oz	5120-00-243-2959
Hammer, sledge	5120-00-251-4489
Stretcher cable (4 come-alongs) 2 ton capacity pref.	
Bar, wrecking	5120-00-242-8251
Crowbar, 5'	5120-00-224-1390
Hoist, chain, pull lift	3950-00-235-4236
Pliers, lineman	5120-00-239-8251
Cutter, bolt, 24"	5110-00-596-9156
Saw, hand, 26"	5110-00-293-3485
Wrench, ratchet, 3/4"dr	5120-00-249-1076
Wrench, ratchet, 1/2"dr	5120-00-230-6385
Socket, wrench, 11/16"	5120-00-235-5870
Socket, wrench, 3/4"	5120-00-189-7985
Socket, wrench, 7/8"	5120-00-189-7934
Socket, wrench, 15/16"	5120-00-189-7935
Gloves, heavy work, leather palmed	8415-00-634-4658
Measuring tapes (25" preferable)	
8 cable gripping devices (1 pair per come-along)	
Cable cutter or cutting torch	
Cable grips, 3/8", 1/2", or 5/8" as applicable	
Stretcher, banding, 5/8"	
Crimper, banding, 5/8"	
Chain saw capable of cutting chock blocks	
2 ea 24' Crescent wrenches or 2 ea 18' Pipe wrench	
1 roll medium weight wire to tie loose cable ends	

Quantities dependent upon number of workers and number of vehicles and equipment to be loaded. Size of tools dependent upon size of vehicles to be loaded. Many tools are components of a Number 1 of 2 Common Tool Set or individual mechanics tool set.

G-4. Blocking, Bracing and Tiedown Material (partial list)

ITEM	NSN
Chock Block 6x8x24	5510-00-273-6790
Chock Block 8x10x28	None
Block, Road Wheel 6x6x20	5510-00-273-6791
Wire Rope (cable) 3/8"	4010-269-9359

Clamp, cable 3/8"	4030-243-4439
Thimble, 1/2" (cable protector)	4030-00-282-2509
Shackle, 1/2"	
Turnbuckle, 7/8"	5340-187-8194
Wire Rope (cable) 1/2"	4010-274-6831
Clamp, cable 1/2"	4030-243-4440
Shackle, 1"	4030-00-296-1388
Wire Rope (cable) 5/8"	4010-641-3713
Clamp, cable 5/8"	4030-243-4441
Thimble, 5/8" (cable protector)	4030-00-262-1888
Shackle 1-1/4"	4030-00-162-7531
Turnbuckle, 1-1/4"	5340-00-188-0355
Nail, 12 D	
Nail, 20 D	5315-00-164-5121
Nail, 40 D	5315-00-199-7420
Nail, 60 D	5315-00-100-4668
High Tension Banding, 1-1/4"	8135-00-283-0671
Banding Tie Down Plate	5340-00-252-3014
Padlock w/key	
Railcar spanners	

NSNs may be obtained and confirmed from the current GSA Supply Catalog.

Appendix H Load Planning Tips

H-1. Vehicle and trailer load cards can often be identical for both air and surface movement plans. Vehicles and trailers deploying by surface must be load planned to their maximum cargo capacity in the same manner as if they were deploying by air. Pilferage of organizational equipment while on board ship or rail car is minimized by the use of securely banded CONEX inserts for all small items of equipment. Although large, self-contained items, such as tentage, field ranges, camouflage systems, etc., are not packed in CONEX inserts during surface movement. Pilferage of these items is deterred by their bulk and proper tiedown of the vehicle cargo compartment. When it is not possible to load plan all organizational equipment moving by surface in the cargo compartments of deploying vehicles, it is recommended that the most sensitive items, such as weapons, radios, and be load planned for suitable containers in order to enhance security (see figure H-1).

H-2. Maintain unit or section integrity as much as possible when load planning. This is obviously desirable during actual load-outs. Unit integrity, however, is not as important as maximum utilization of cargo capacity. When load planning vehicles, trailers, 463L pallets, CONEX inserts or containers, units will make maximum use of available cargo capacity at all times.

H-3. When determining dimensions for deploying items from TB's (which give "boxed" and "bare item" dimensions), use "bare item" dimensions. "Boxed" dimensions refer to the depot pack which rarely is maintained on hand by the unit. Some items such as night sights, which come in shipping containers or cases, must be taken into consideration if the equipment is to be deployed in those containers.

H-4. In developing load plans, determine the load capacity of the container or cargo truck body, and load plan toward that capacity. Load the largest and bulkiest items first and draw a sketch of how they fit in the available space. Determine how much of the total capacity these bulky items now occupy. The remaining capacity should then be filled with smaller items whose total cubic space adds up to the remaining capacity. For example, take a container that has a capacity of 30 cubic feet and/or 1000 lbs. First load a few of your largest items which have an individual cubic capacity of 2 cu. ft. or greater and sketch how they will fit in the CONEX insert given its internal dimensions (58"x33"x26.5"). Assume that these bulky items occupy 15 cu ft of the available 30 cu ft. Next take a large number of smaller items, add up their cubic space until the total approaches 15 cu ft, and load plan them into the CONEX insert. Experience indicates that the smaller items will fit in the remaining capacity. If 90% of the inserts capacity is loaded in this manner, a fairly good load plan for the insert can be made. The same procedure applies to cargo loaded in vehicles (secondary loads). In this case, the bulky items will likely be CONEX inserts. Other relatively "soft" items like tentage or camouflage systems can be used to fill the remaining capacity. For the cubic capacities and dimensions of cargo truck and trailer bodies, see TB 55-46-1.

H-5. Although the procedures outlined in paragraph 4 above are excellent for development of the initial load plan, the only way to determine if a load plan is viable and fully uses the available capacity is to physically conduct a load-out. However, not having an opportunity to conduct a load-out is not an acceptable reason for not having a load plan. Although a major unit (battalion level) load-out is extremely valuable and highly recommended, it is not necessary to conduct a full battalion load-out. Individual companies, platoons,

sections, or the supply room can perform load plan verification exercises in their own areas. This will identify equipment which is in excess to capacity as well as capacity that is excess to load requirements that can be used by the S-4. Good load plans result from constant revision. Constant revisions are necessary because of loading exercises which identify better ways to organize and pack equipment. An excellent load-plan rarely results from the first attempt. They result from refinement of a plan through repeated loading exercises. Start by sketching your best possible load plan on paper and improve it by experimenting with other options.

H-6. Load plans must be capable of being changed quickly and easily. Do all planning in pencil and reproduce from your pencil copy. Date all DD Forms 1750 (Packing List) (see figure H-2) so that old ones can be distinguished from new ones, and the old ones discarded.

H-7. Use packing lists, DD Form 1750, as working forms. When the contents of a certain CONEX insert have been determined, record those contents directly on

DD Form 1750. Use the columns on the right side of the form to record weights and cubic footage, so that the weight and cubic footage of the contents can be quickly calculated. When conducting a load-out, record changes to the insert load plan directly on DD Form 1750 and maintain it on file.

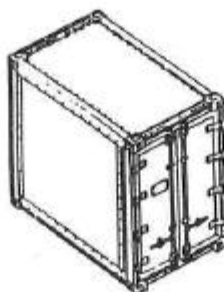
H-8. Maintain a master list of where the various items have been load planned. A copy of the AUDEL makes an excellent inventory of deploying items. Use it to verify that all deploying equipment is load planned and load planned only once. It is critical that the list be kept current as changes are made to load plans. Identifying ahead of time when equipment is to be loaded is the only way to ensure that all deploying equipment is in fact loaded (see red line diagram at figure H-3). It helps to ensure maximum utilization of available capacity and to maintain unit integrity. Sample copies of FORSCOM Form 285-R (Vehicle Load Card) and FORSCOM Form 285-1-R (Request for Commercial Transportation) are at figures H-4 and H-5.

CONTAINERIZATION- THE USE OF CONTAINERS TO UNITIZE CARGO FOR TRANSPORTATION, SUPPLY, AND STORAGE. IT INCORPORATES SUPPLY, SECURITY, PACKAGING, STORAGE, AND TRANSPORTATION INTO A DISTRIBUTION SYSTEM FROM SOURCE TO USER.

20' ISO CONTAINER



QUADCON



CONTAINER TYPES

- INSTALLATION CONTROLLED
- 20'X8'X8'
- CARGO CAPACITY: 1,060 CUBIC FT
44,800 LBS
- STRATEGIC ASSET

- SIZE: 96"X57"X62"
- CARGO CAPACITY: 259 CUBIC FT
8,200 LBS
- 4 QUADCONS = 1 20' CONTAINER
- ORGANIC TRANSPORTABLE
- UNIT OWNED

FORSCOM POLICY

- FC 55-1. APPENDIX L
INTERMODAL CONTAINERIZATION
- GENERAL
- MOVEMENT PLANNING
AUTHORIZED UNIT EQUIPMENT
LIST
- CONTAINER MARKING AND
DOCUMENTATION
- STUFFING CONTAINERS
- CONTROL ACCOUNTABILITY
- REPORTS
- CERTIFICATION
- MAINTENANCE
- TRAINING

CONTAINERIZATION GOAL

THE MAJOR GOAL OF CONTAINERIZATION IS TO MAXIMIZE THE USE OF STRATEGIC LIFT AND IMPROVE CLOSURE TIME FOR UNIT EQUIPMENT AND SUSTAINMENT SUPPLIES TO MEET NATIONAL DEFENSE OBJECTIVES.

SUMMARY

THE ARMY IS MOVING TOWARD CONTAINERIZATION OF UNIT EQUIPMENT, BASED ON DESERT SHIELD/STORM LESSONS LEARNED. NEW SYSTEMS ARE BEING CREATED, DOCTRINE IS BEING CHANGED, AND POLICIES ARE BEING ESTABLISHED THAT WILL SUPPORT FUTURE CONTINGENCIES.

Figure H-1. CONTAINERIZATION

Figure H-2. Packing List (DD Form 1750)

TCN:

PACKING LIST		PACKED BY	1 NO BOXES	2a REQUISITION NO	
				2b ORDER NO	
3 END ITEM (Information of vehicle carrying cargo) MODEL # SERIAL # NOMENCLATURE: USA # BUMPER #			4 DATE		
			5 PAGE ____ OF ____ PAGES		
BOX NO (a)	CONTENTS - STOCK NUMBER AND NOMENCLATURE (b)	UNIT OF ISSUE (c)	QUANTITIES REQUIRED		
			INITIAL OPERATION (d)	RUNNING SPARES (e)	TOTAL (f)
1	(Cargo Description) Line Item Number (From Property Book) Stock Number Nomenclature BBPCT e.g., Special crating /internal packing materials etc., BE SPECIFIC (If Container is used, description of Container Dimensions) TOTAL WEIGHT "This item does not contain Hazardous Cargo IAW CFR 49."	EA N/A	PACKS # in Box N/A	WEIGHT of each item (lbs) 	TOTAL WEIGHT (lbs)
6 THIS CERTIFIES THAT ITEMS LISTED HEREON ARE WITHIN THE SPECIFIED SQUARES					
7 TYPED NAME AND TITLE Individual who packed cargo or Primary or Alternate UPO			SIGNATURE		

DD Form 1750, SEP 70
DA Form 5748-R, SHIPMENT UNIT PACKING LIST AND LOAD DIAGRAM, is an authorized substitute for FC 285-R and DD Form 1750. See FM 55-65 for instructions.

(Information required for shipment of hazardous cargo) TCN:

PACKING LIST		PACKED BY	1 NO BOXES	2a REQUISITION NO	
				2b ORDER NO	
3 END ITEM (Information of vehicle carrying cargo) MODEL # SERIAL # NOMENCLATURE: USA # BUMPER #			4 DATE		
			5 PAGE ____ OF ____ PAGES		
BOX NO (a)	CONTENTS - STOCK NUMBER AND NOMENCLATURE (b)	UNIT OF ISSUE (c)	QUANTITIES REQUIRED		
			INITIAL OPERATION (d)	RUNNING SPARES (e)	TOTAL (f)
	DESCRIPTION: NSN/FSN: UNIT WEIGHT: TOTAL WEIGHT: HAZARD TYPE: TYPE OF PLACARD: UN/NA NUMBER: "This item does/does not contain Hazardous Cargo IAW CFR 49." BBPCT - Special Crating and/or internal packing materials required. THIS IS TO CERTIFY THE ABOVE NAMED MATERIALS ARE PROPERLY CLASSIFIED, DESCRIBED, PACKAGED, MARKED, & LABELED & ARE IN THE PROPER CONDITION FOR TRANSPORTATION ACCORDING TO THE APPLICABLE REGULATIONS OF THE DEPARTMENT OF TRANSPORTATION. X _____ SIGNATURE OF CERTIFYING OFFICIAL X _____ PRINTED NAME OF CERTIFYING OFFICIAL				
6 THIS CERTIFIES THAT ITEMS LISTED HEREON ARE WITHIN THE SPECIFIED SQUARES					
7 TYPED NAME AND TITLE (Individual who packed the cargo) or Primary or Alternate UPO			SIGNATURE		

DD Form 1750, SEP 70
DA Form 5748-R, SHIPMENT UNIT PACKING LIST AND LOAD DIAGRAM, is an authorized substitute for FC 285-R and DD Form 1750. See FM 55-65 for instructions.

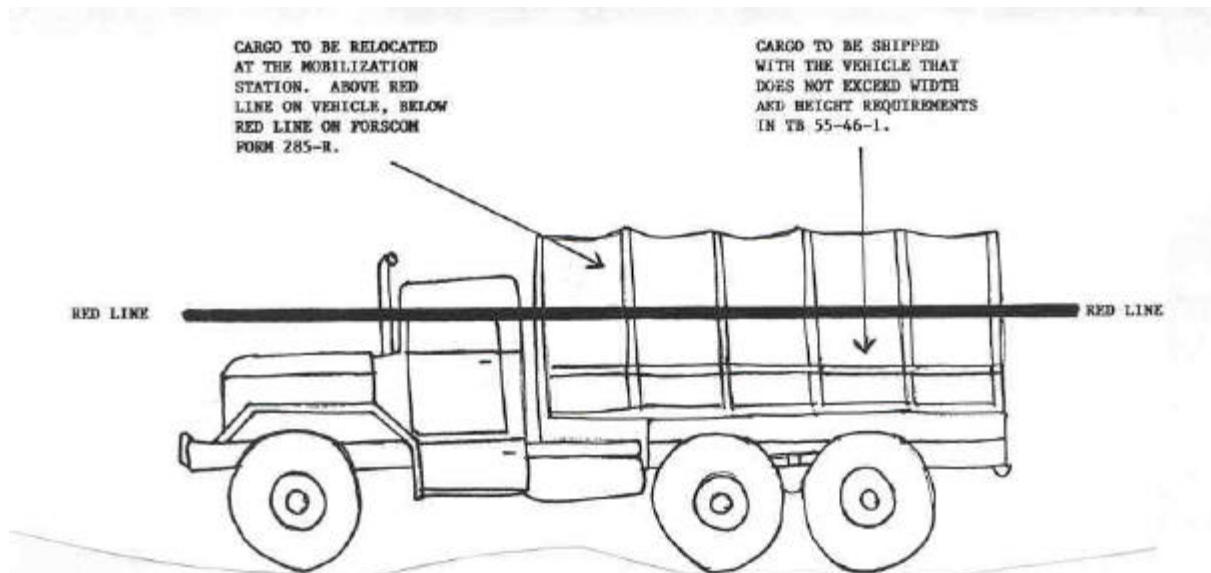


Figure H-3. Red Line Diagram

VEHICLE LOAD CARD (TB 55-46-1 & 2) and FORSCOM Reg 285-1)									
UNIT A/C	VEHICLE NO	REGISTRATION NO	RECEIPT A/C	EMPLOYEE NO	DATE				
		M923	1PLT/1SQD		10 JUL 94				
LENGTH OF VEH		HEIGHT OF VEH		HEIGHT OF VEH		VEH WEIGHT WT			
OPERATIONAL	REDUCED	OPERATIONAL	REDUCED	OPERATIONAL	REDUCED	22020			
314	314	115	98	116	87				
LENGTH		HEIGHT		HEIGHT		CARGO AREA SURF FT			
OPERATIONAL	REDUCED	OPERATIONAL	REDUCED						
168	88	58		302	242				
NOT COMPUTED FOR USE TO ME		TARE LOAD VEHICLES BY		DATE					
CODE IS		SHOWS FROM							
CARGO COMPARTMENT VIEW									
CARGO LOC NO	CARGO DESCRIPTION & TYPE PACK	NO OF ITEMS	NO DIMS FT	TOTAL CUBIC FT	NET WT	TOTAL WT			
1	MESS EQUIPMENT (box)	4		250	1000				
2	MESS TENT	1		250	250				
3	INDIVIDUAL EQUIP	4		100	400				
4	GP MEDIUM	1		150	150				
LOAD PLUS VEHICLE WT									

FORSCOM Form 285-R, 1 Mar 93. EXTENSION OF 1 AXIS 80 MAY BE USED. 8/2/93 1/2

DATE OF ENTRY

DEPLOYMENT DIMENSIONS BASED ON REDUCTION POLICY IN TB 55-46-1

SHOW WHERE ITEMS ARE LOADED IN THE CARGO COMPARTMENT

A DD FORM 1750 (PACKING LIST) IS REQUIRED FOR EACH ITEM PACKED IN A BOX OR CONTAINER PRIOR TO DEPLOYMENT

RED LINE: ABOVE "RED LINE" LOAD REFLECTS VEHICLE CARGO MOVING FROM MS TO A/SPOE. ENTIRE LOAD (ABOVE PLUS BELOW "RED LINE") REFLECTS CARGO MOVING FROM HS TO MS. IF LOAD REMAINS THE SAME, NO RED LINE IS REQUIRED (RC ONLY). (SEE FIGURE H-3)

SOLID LINE - CARGO ON BOTTOM OF TRUCK BED
DASHED LINE - CARGO ON TOP OF OTHER CARGO

TOTAL WEIGHT OF THE LOAD PLUS THE EMPTY WEIGHT OF THE VEHICLE (AC ONLY).

TOTAL WEIGHT OF ITEMS LOADED ABOVE THE RED LINE, PLUS THE EMPTY WEIGHT OF THE VEHICLE (RC ONLY).

**DO NOT EXCEED ALLOWABLE CROSS COUNTRY WEIGHT. DA FORM 5748-R, SHIPMENT UNIT PACKING LIST AND LOAD DIAGRAM, IS AN AUTHORIZED SUBSTITUTE FOR FORSCOM FORM 285-R AND DD FORM 1750. SEE FM 55-65 FOR INSTRUCTIONS.

Figure H-4. Sample Vehicle Load Card (FORSCOM Form 285-R)

REQUEST FOR COMMERCIAL TRANSPORTATION (FORSCOM Reg 55-1)											
1. UNIT		2. HOME STATION (Complete Address)			5. AVAILABLE TO DEPART (Date & Time)						
3. TELEPHONE NO		4. SHIPPED TO			6. COMMERCIAL TRANSPORTATION REQUIRED FOR						
DSN	COMMERCIAL				NO OF PASSENGERS	WT OF BAGGAGE	TYPE & QTY OF VEH/EQUIP				
SHIPPING FACILITIES											
7. RAIL				9. BUS		10. AIR		11. HEAVY LIFT			
LOCATION OF NEAREST RAILHEAD			8. DISTANCE IN MILES FROM HOME STATION TO RAILHEAD		LOCATION OF NEAREST AIRPORT		NEAREST COMMERCIAL AIRPORT PROVIDING SCD PASSENGER & FREIGHT SVC (Name & Location)		TYPE	CAPACITY	TONS
FOR	PASSENGERS		FOR	PASSENGERS		NAME OF LOCAL BUS COMPANY		LOADING RAMPS AND DOCKS			
	GENERAL FREIGHT (Address)			GENERAL FREIGHT							
	INITIALS OF RR SERVING			INITIALS OF RR SERVING		DISTANCE FROM HOME STATION TO BUS TERMINAL (Miles)		DISTANCE FROM HOME STATION TO AIRPORT (Miles)			
	SIDING FOR TRACKED VEH (Address)			TRACKED VEHICLES							
12. VEHICLE/CARGO DESCRIPTION											
MODEL	DESCRIPTION				LENGTH	BREADTH	HEIGHT	CUBE	QTY	WT	
TOTAL											
13. FUND CITE											
14. REMARKS											
15. TYPED NAME, GRADE, AND TITLE					16. SIGNATURE						

FORSCOM Form 285-1-R, 1 Mar 93 EDITION OF 1 OCT 82 MAY BE USED. 11X8 1/2

Figure H-5. Request For Commercial Transportation (FORSCOM Form 285-1-R)

Appendix I
Unit Movement Officers Training Courses

I-1. There are two different 2-week classes that qualify students as UMOs. These are:

a. Joint Strategic Deployment Training Center, Fort Eustis, VA

DSN: 927-0076/2039
(804) 878-0076/2039

b. Army Reserve Readiness Training Center, Fort McCoy, WI

DSN: 280-7276/7279
(608) 388-7276/7279

I-2. Check with the MUSARC to see if they will fund a Mobile Training Team to come to the MUSARC and give the class. Also check with your SI to see if they are offering any training opportunities that your personnel may attend.

Appendix J Sample Movement Plans

J-1. Sample Mobilization Movement Plan

UNCLASSIFIED
CLASSIFICATION _____
COPY NO ___ OF ___ COPIES
(ISS UNIT) _____
(ST ADR) _____
(CITY, STATE, ZIP) _____
(DATE OF PLAN) _____

MOBILIZATION MOVEMENT PLAN (HS TO MS)

REFERENCES: ANNEX Y

TIME ZONE USED THROUGHOUT THE PLAN: _____

TASK ORGANIZATION:

HQ & HHC _____ BN _____
CO A _____, _____
CO B _____, _____
CO C _____, _____
CO D _____, _____
HQ & HHC, _____ DET _____, _____

1. SITUATION:

a. Enemy Forces: To be determined by intelligence reports from higher headquarters, and state, city police. Current Intelligence Summaries (INTSUM) will be used if available.

b. Friendly Forces: Task Organization and other supporting activities.

c. Attachments and Detachments: Listed with appropriate units or the word "none."

d. Assumptions:

(1) All unit's vehicles will be at least combat serviceable.

(2) All unit personnel will be available/present for movement to MS.

(3) All MTOE equipment and supplies, including excesses, will be transported to MS.

(4) Prior to movement, all center or installation property and supplies will be transferred (annex P).

(5) All unit vehicles and property on job order hand receipt will be recovered; or arrangements will be made to confirm its shipment to MS.

(6) Gate times and dates as designated by the MS are base data in this plan, and can be modified by the MS.

(7) Movement from HS to MS will be administrative unless directed otherwise.

(8) Planned commercial transport will arrive on time or after contacting the SI. The MOB Purchasing Authority (MPA) will procure commercial transportation/support.

2. MISSION. A concise statement of what is to be accomplished and its purpose. It addresses the following:

a. Identifies unit(s)

b. Identifies origin and destination

c. Identifies date and time movement begins and ends

d. Identifies methods of movement: organic/commercial and mode: truck, rail, air, and sea

e. Identifies reason for moving

3. EXECUTION:

a. Concept of Movement:

(1) Upon receipt of the alert notification, the first priority will be for the UMO to review the FORSCOM Form 285-1-R (Request for Commercial Transportation) and the AUCL.

(2) To meet MS gate times, the unit will conduct simultaneous coordination, processing and loading operations using the unit's N-hour sequence (annex S).

(3) Priority of support and processing will be:

(a) Advance party (Unit Mobilization File)

(b) ECS/AMSA recovery teams (annex J)

(c) Loading unit equipment

(d) Processing unit personnel

(4) Start point times are IAW approved DD Forms 1265 (annex M).

(5) Commercial transportation/support requirements, if required, are located in annex O.

(6) All organic vehicles will have a driver and assistant driver.

(7) The UMO will coordinate and confirm the following:

(a) Changes to DD Form 1265 (Req for Convoy Clear)

- (b) FORSCOM Form 285-1-R (Req for Comm Trans)
- (c) Confirm enroute stops/halts with appropriate business.
- (d) Confirm loading is IAW unit load cards.

(8) Commercial buses will be used to transport personnel and baggage. A troop commander will be designated for each commercial bus.

(9) Supplies and equipment will be packed, cushioned, and/or crated, and loaded on organic vehicles IAW current vehicles load cards not later than ____ hours prior to departure.

(10) Advance party elements will be composed of the personnel, equipment, and documentation required to accomplish tasks identified by the MS and will move by organic convoy IAW annex M. Vehicles will infiltrate to (Consolidation point) _____ where the BN Adv Party convoy will form. the convoy number will be _____.

(11) Main body organic convoys will depart HS IAW annex M. Individual convoys will consolidate at (Consol. Point) _____.

(12) Order of march and convoy will be as follows:

- (Unit) _____ (Convoy Number) _____
- (Unit) _____ (Convoy Number) _____
- (Unit) _____ (Convoy Number) _____
- (Unit) _____ (Convoy Number) _____

(13) Shuttle convoys (will/will not) be used.

(14) Unit supplies and equipment will be prepared for commercial movement by (rail, truck, etc) _____ IAW the AUDEL filed in the Unit Load Plan not later than _____ (Date and time).

b. Tasks to Subordinate Units:

(1) Mobilization Purchasing Authority (MPA), if assigned, (annex A).

(2) Orderly room will cease processing personnel on M+__ and commence loading equipment.

(3) Mess section will serve _____ on M+__ as last meal, then prepare loads of mess equipment. Meals after the last meal will be procured from commercial sources or MRE issue (annex A).

(4) Maintenance will cease repairing, processing vehicles and start loading equipment IAW annex S.

(5) Supply room will cease operations on M+___. Priority will be given to loading weapons IAW annex S. Transfer of facility property to be completed NLT M+__.

c. Coordinating Instructions:

(1) Physical security officer will coordinate current information with local and state police NLT two hours prior to movement.

(2) All DD Forms 1750 (Packing List) will be prepared at time of packing and all except one copy will be given to the UMO.

(3) Platoon leaders/sergeants will coordinate with Movement Officer/Operations Officer for:

- (a) Order of March
- (b) Density
- (c) Rate of March
- (d) Safety Factors

(4) Movement Officer will furnish one copy of the strip map to each vehicle driver, plus one for each commercial vehicle used.

(5) Upon arrival at MS, the Commander and Mobilization Officer will report to the Mobilization Operation Center located at Building _____ with all required documents.

4. SERVICE SUPPORT

a. Material and Services:

(1) Class I

(a) The last meal prior to departure will be IAW annex B.

(b) Enroute meals will be as indicated IAW annex B.

(c) The letter(s) of agreement to accept an SF 44 (Purchase Order Invoice Voucher) for payment is located in annex B.

(2) Class II (OCIE) annex C

NOTE: Due to movement being an administrative one, all weapons, NBC equipment, and other non-combat OCIE will be packed, boxed and moved administratively.

(3) Class III (POL Products) annex D

(a) All convoy vehicles, and one 5 gallon fuel can per vehicle if required, will be topped IAW annex S.

(b) The convoy trail party will carry the items indicated in annex D to handle problems enroute.

(c) Enroute refueling will be performed IAW annex M.

(4) Class IV (Barrier/Construction Materials) annex E

(a) All barrier/constr material will be shipped.

(b) The BBPCT materials will be handled separately.

(c) All BBPCT will be stored and issued within the unit.

(d) The complete BBPCT list for the unit is in annex E.

(5) Class V (Ammunition) annex F

(a) If unit weapons move administratively, a weapons guard will be provided by _____ (section). Side arm(s) and locally procured ammunition will be used in lieu of M-16s (annex F).

(b) Side arm(s) and ammunition, if required, will be issued IAW annex F to meet weapons loading times IAW annex S.

(c) Personnel will comply with the MS turn in procedures upon arrival at the MS.

(6) Class VI (If directed by OPLAN/OPORD)

(7) Class VII (Major End Items) annex G

- (8) Class VIII (Medical) annex H
 - (a) All vehicles/aidmen will move with authorized first aid kits.
 - (b) Medical emergencies enroute will be evacuated to the nearest hospital. Civilian ambulances and medical personnel may be used for assistance and evacuation.
- (9) Class IX (Repair Parts) annex I
 - (a) Combat PLL will be loaded on organic vehicles.
 - (b) All Class IX, ASL/PLL will be packed, crated, and/or boxed to meet requirements in annex I.
 - (c) During the convoy, the trail party will carry, as a minimum, the items identified in annex I.
 - (d) Excess PLL will be transported to the MS and turned in.
- (10) Class X (Not authorized for mobilization)
- b. Maintenance:
 - (1) The trail party for the main body convoy will consist of _____ vehicle(s) and _____ personnel.
 - (2) Enroute PMCS will be performed at halt number _____.
 - (3) If a vehicle fails, stops or has an accident, only that vehicle will halt. The maintenance trail party will provide all assistance and keep the convoy commander informed.
 - (4) The PMCS will be performed on all vehicles after MS arrival.
 - (5) Premovement Maintenance Support: See annex J
 - (6) Enroute Maintenance Support: See annex K
- c. Transportation Requirements
 - (1) Air: See annex L
 - (2) Convoy: See annex M
 - (3) Rail: See annex N
 - (4) Commercial: See annex O
- d. Unit Movement Data: See annex W
- e. Procurement: See annex A
- f. Facilities/Equipment: See annex P
- g. Civil/Military Coordination (if required)
- h. Points of Contact: See annex Q
- i. Personnel
 - (1) Uniform for movement will be BDU's (combat boots and soft caps).
 - (2) All personnel accountability inspections and convoy briefings (annex M) will be conducted prior to movement.
 - (3) Each individual is authorized a total weight of _____ lbs. for personal baggage, _____ duffle bag(s) for TA-50 and _____ for clothing and comfort items. The unit's scale will be used to confirm this. TVs, large music boxes, ice chests, etc. are not authorized.
- j. Medical Evacuation and Hospitalization:
 - (1) At HS: Address _____
Telephone _____
 - (a) Sick Call _____
 - (b) Hospitalization _____
 - (c) Pharmacy _____
 - (2) Enroute: Emergency medical treatment will normally be at the nearest military installation. (annex Q)

5. COMMAND AND SIGNAL

- a. Command
 - (1) Leadership responsibility and authority is delegated as follows:
 - (a) ECS/AMSA recovery teams OIC/NCOIC IAW annex M.
 - (b) Advance Party IAW Unit Mobilization File Consists of:
_____ vehicles, _____ personnel at _____ hrs M+_____
 - (c) Convoy Commander IAW annex M.
 - (d) Commercial bus OIC/NCOIC IAW annex O.
 - (2) At all halts, OICs will brief and account for all personnel. Enroute PMCS will be confirmed.
 - (3) Transfer of command from peacetime chain to the MS will be upon closure of the main party at the MS.
 - (4) Unit will comply with N-hour sequence.
- b. Signal
 - (1) The primary means of communication is the telephone. Status reports will be submitted to higher headquarters by the commander or the designated representative. If the reports can not be submitted telephonically, the unit will report by other means. The movement will not be delayed to make a routine report.
 - (2) The Convoy Commander will submit reports IAW annex W.
 - (3) Communications:
 - (a) Convoy internal net frequency will be _____.
 - (b) Call signs will be:
 - 1. _____
 - 2. _____
 - 3. _____
 - (c) Location/disposition of radios in convoy will be:

1. _____
2. _____
3. _____

(d) External radio net or channel for monitoring MS will be _____.

Unit Movement Officer

Unit Commander

ANNEXES

ANNEX A	PROCUREMENT
ANNEX B	CLASS I (SUBSISTENCE)
ANNEX C	CLASS II (OCIE)
ANNEX D	CLASS III (POL)
ANNEX E	CLASS IV (CONSTRUCTION MATERIAL)
ANNEX F	CLASS V (AMMUNITION)
ANNEX G	CLASS VII (MAJOR END ITEMS)
ANNEX H	CLASS VIII (MEDICAL)
ANNEX I	CLASS IX (ASL/PLL)
ANNEX J	PREMOVEMENT MAINTENANCE SUPPORT
ANNEX K	ENROUTE MAINTENANCE SUPPORT
ANNEX L	AIR TRANSPORTATION
ANNEX M	CONVOY REQUIREMENTS
ANNEX N	RAIL TRANSPORTATION
ANNEX O	COMMERCIAL MOVEMENT REQUIREMENTS
ANNEX P	FACILITIES
ANNEX Q	POINTS OF CONTACT
ANNEX R	SAFETY
ANNEX S	N-HOUR SEQUENCE
ANNEX T	PLAN COORDINATION DOCUMENTATION
ANNEX U	APPOINTMENT ORDERS
ANNEX V	PLAN APPROVAL
ANNEX W	UNIT MOVEMENT DATA
ANNEX Y	REFERENCES

ANNEX A (PROCUREMENT) TO UNIT MOB PLAN

1. References: See annex Y

2 General:

- a. Purpose. To identify the procedures, materials/supplies and sources needed to accomplish movement from HS to MS.
- b. Procedures:
 - (1) Beginning on M day, the MPA/Class A Agent will start procuring unit supplies and services (Appendix 1).
 - (2) Using the lists, found in annex E, the unit will request, and/or obtain/procure the needed supplies and services.
 - (3) The unit agent will hand carry previously prepared executed letters of coordination to serve as proof of agreement.
 - (4) The MPA will use Sfs 44 for all transactions. One copy is to be given to seller, all others to be accounted for and retained by the MPA. Turn-in and processing of these documents will be completed at the Mob Station.
 - (5) MPAs for advance and/or recovery teams will adhere to the same accountability procedures.
 - (6) One ___ (type vehicle) with driver will be at the disposal of the MPA from/at ___ hrs, M+___.
 - (7) Prior to departure, the MPA/Class A Agent will verify and close out all HS accounts.
 - (8) Enroute to the MS, the MPA will verify all services/supplies (food) consumed and complete appropriate SFs 44.

APPENDIXES

1. CLASS A/MPA

2. PROCUREMENT SOURCES

Appendix 1 (CLASS A/MPA) TO ANNEX A (PROCUREMENT)

1. Purpose. To provide information about the units ability to procure supplies from commercial sources during mobilization.
2. General. The Class A Agent/MPA may purchase commercial supplies which are required to move the mobilized unit.
 - a. ___ Unit is authorized a MPA. Unit Mobilization File.

- b. ___ Unit is authorized a Class A Agent. Unit Mob File.
- c. ___ The unit is not authorized a Class A Agent or MPA.

Appendix 2 (PROCUREMENT SOURCES) TO ANNEX A (PROCUREMENT)

- 1. Purpose. To provide information about local procurement sources.
- 2. General. Enter either check mark (x) or NA (not applicable).
 - a. A copy of letters of coordination identifying potential sources which would accept SFs 44 and lists of sources which might provide required mobilization supplies are in annex T. Note: These letters do not indicate any form of contract and are maintained only to facilitate the procurement for supplies required to move the unit.
 - b. Support provided upon arrival at the MS is the responsibility of the MS.
- 3. Summary of Sources.

() 1. Billeting is required for ___ personnel for ___ days.

Source Phone	Address	POC
_____	_____	_____
_____	_____	_____
_____	_____	_____

() 2. Class I. (Subsistence) Catered meals will be required for ___ personnel for ___ days. Ration requirements for enroute support (HS to MS) is indicated in annex B.

Source Phone	Address	POC
_____	_____	_____
_____	_____	_____
_____	_____	_____

() 3. Class IV. (Barrier/Construction Material) (BBPCT).

Source Phone	Address	POC
_____	_____	_____
_____	_____	_____
_____	_____	_____

() 4. Class III. (POL Products)

- a. Actual requirements are listed in annex D.
- b. Potential sources.

Source Phone	Address	POC
_____	_____	_____
_____	_____	_____

() 5. Procurement sources for other requirements which must be obtained from local commercial sources will be indicated here. Actual requirements will be entered at the appropriate annex. Continue as necessary.

a. Requirement _____

Source Phone	Address	POC
_____	_____	_____
_____	_____	_____

b. Requirement _____

Source Phone	Address	POC
_____	_____	_____
_____	_____	_____

c. Requirement _____

Source Phone	Address	POC
_____	_____	_____
_____	_____	_____

ANNEX B (CLASS I) TO UNIT MOB PLAN

- 1. Purpose. To provide mobilization subsistence information.
- 2. General. This annex describes pre-positioned requisitions, pre-movement and movement menus.

APPENDIXES

- 1. PRE-MOVEMENT MENU
- 2. MOVEMENT MENU
- 3. PRE-POSITIONED REQUISITIONS

Appendix 1 (PRE-MOVEMENT MENU) TO ANNEX B (CLASS I)

- 1. Purpose. To provide information about all meals at HS.
- 2. General. All data on pre-movement meals.

Appendix 2 (MOVEMENT MENU) TO ANNEX B (CLASS I)

1. Purpose. To provide information on all meals enroute.
2. General. Enter (x) if applicable.
 - () 1. Movement menu not required as unit will not be consuming meals enroute.
 - () 2. Unit will consume MREs or sack lunches enroute. Requisitions are attached as enclosures.

Appendix 3 (PRE-POSITIONED REQUISITIONS) TO ANNEX B (CLASS I)

1. Purpose. To provide information on pre-positioned requisitions for enroute support.
2. General. Coordination letter(s) filed in annex T.

Enter (x) if applicable.

- () 1. Unit will consume meals at commercial facilities enroute. Letters of agreement to accept SF 44 for payment are attached as enclosures.
- () 2. Unit will consume meals during a rest stop at a military installation. Request for support and documentation are attached as enclosures.

Enroute meals will be from:

____ hrs to ____ hrs at _____, located at _____.

____ hrs to ____ hrs at _____, located at _____.

____ hrs to ____ hrs at _____, located at _____.

ANNEX C (CLASS II (SUPPLIES)) TO UNIT MOB PLAN

1. References: See annex Y
 2. General. To provide general Class II information.
- Requirements for Class II supplies will be covered upon arrival at MS as stated in the Logistical Data File.

ANNEX D (CLASS III POL) TO UNIT MOB PLAN

1. References: See annex Y
2. General. This annex identifies POL required for movement from the HS to the MS.

APPENDIXES

1. PACKAGED PRODUCTS
2. BULK POL PRODUCTS
3. REQUISITIONS FOR SUPPORT
4. ENROUTE REFUELING

Appendix 1 (PACKAGED PRODUCTS) TO ANNEX D (CLASS III POL)

1. Purpose. To provide information about packaged POL products.
2. General. Package POL requirements are listed below:

- a. While at HS:
 - (1) Brake fluid (qty/type) _____
 - (2) Hydraulic fluid (qty/type) _____
 - (3) Engine oil (qty/type) _____
 - (4) Auto trans fluid (qty/type) _____
 - (5) Gear oil (qty/type) _____
 - (6) Antifreeze (qty/type) _____
 - (7) Windshield washer sol _____
 - (8) other (qty/type) _____
- b. Home station to MS:
 - (1) Brake fluid (qty/type) _____
 - (2) Hydraulic fluid (qty/type) _____
 - (3) Engine oil (qty/type) _____
 - (4) Auto trans fluid (qty/type) _____
 - (5) Gear oil (qty/type) _____
 - (6) Antifreeze (qty/type) _____
 - (7) Windshield washer sol _____
 - (8) Other (qty/type) _____
- c. ECS/other site to MS:
 - (1) Brake fluid (qty/type) _____
 - (2) Hydraulic fluid (qty/type) _____
 - (3) Engine oil (qty/type) _____
 - (4) Auto trans fluid (qty/type) _____
 - (5) Gear oil (qty/type) _____

- (6) Antifreeze (qty/type) _____
- (7) Windshield washer sol _____
- (8) Other (qty/type) _____

Appendix 2 (BULK POL PRODUCTS) TO ANNEX D (CLASS III POL)

1. Purpose. To provide information about bulk POL products.
2. General. Bulk POL requirements are listed below.
 - a. At HS.
 - (1) MOGAS _____ gallons.
 - (2) Diesel _____ gallons.
 - b. Home station to MS.
 - (1) MOGAS _____ gallons.
 - (2) Diesel _____ gallons.
 - c. ECS/other site to MS.
 - (1) MOGAS _____ gallons.
 - (2) Diesel _____ gallons.
 - d. Aviation Fuel (if required).

Appendix 3 (REQUISITIONS FOR SUPPORT) TO ANNEX D (CLASS III POL)

1. Purpose. To provide information about requisitions for POL support.
2. General. Attached enclosures indicate requisitions for support have been prepared for submission to source(s) of supply. Letters of coordination as required are at annex T. Procurement sources for commercially supplied items are indicated at annex A. Enroute fueling coordination with suppliers, if required are included as an enclosure(s).

Appendix 4 (ENROUTE REFUELING) TO ANNEX D (CLASS III POL)

1. Purpose. To provide information on enroute refueling.
2. General. The following is enroute refueling information:
Enroute refueling will be performed at:

_____ from ____ hrs to ____ hrs.
 _____ from ____ hrs to ____ hrs.
 _____ from ____ hrs to ____ hrs.
 _____ from ____ hrs to ____ hrs.
 _____ from ____ hrs to ____ hrs.

ANNEX E (CLASS IV (CONSTRUCTION MATERIAL)) TO UNIT MOB PLAN

1. References: See annex Y
2. Purpose. To provide guidance for the identification and local purchase of BBPCT materials required for movement.
3. Procedures:
 - a. the UMO will ensure the number of pallets, containers, boxes, banding materials, crates, and other material required to protect and unitize the unit equipment and supplies during transit is calculated using the appropriate technical manuals and experience from unit load tests.
 - b. Platoon leaders/section supervisors will ensure required BBPCT materials are listed at the bottom of the Cargo Description and Type Pack block on the FORSCOM Fprm 285-R, Vehicle Load Card, for each load.
 - c. The UMO will consolidate all requirements in appendix 1 and 2 and ensure the MPA is aware of the need for BBPCT materials and that the purchase and delivery of materials must be to unit supply sergeant NLT ____ hrs, M+____.
 - d. After delivery to the unit, materials will be drawn by appropriate platoon/section sergeants to ensure supplies are used to properly box and load unit equipment IAW unit load plans.

APPENDIX

1. LIST OF BBPCT AVAILABLE AT HS
2. LIST OF BBPCT NOT AVAILABLE AT HS

Appendix 1 (LIST OF BBPCT AVAILABLE AT HS) TO ANNEX E (CLASS IV (CONSTRUCTION MATERIAL))

1. Purpose. To provide location for the list of BBPCT available at HS.
2. General. List of BBPCT available at HS.

____ Not required ____ Required and is attached.
 Unit Designation _____ Date _____
 Point of contact _____ UIC _____ AA _____
 POC Phone: AV _____ COML _____
 Lumber (Unit of measure is linear feet=(LF))
 1X2 _____ 1X4 _____ 1X6 _____ 8X8 _____

2X2 _____ 2X4 _____ 2X6 _____ 2X8 _____
4X4 _____ 4X6 _____ 6X6 _____ 6X8 _____

OTHER _____

Plywood (Unit of measure is one 4'X8' sheet each)

Thickness 3/8" _____ 1/2" _____ 3/4" _____ Other _____

Nails (Unit of measure is pounds)

8d _____ 12d _____ 16d _____ 20d _____ 40d _____ 60d _____

OTHER _____

Crates, fabricated. Identify only requirements beyond the unit's capability to fabricate and are not covered by the materials listed above. Continue on a separate sheet in the format shown below if necessary. Head each sheet with the unit's designation, UIC and date of preparation.

Nomenclature of item Inside dimensions (inches) Weight, item to be crated length width height to be crated

Standard Containers (Unit of measure is each (ea))

CONEX Insert NSN 8115-00-753-4698 Cap 1000 lbs 45"X32"X28"

CONEX Insert NSN 8115-00-753-4691 Cap 1000 lbs 58"X33"X27"

Note: Metal CONEX containers are not suitable for transport.

Pallets (Unit of measure is each (ea))

Pallet, General Purpose 40"X48"X5.5"

NSN 3990-00-892-4394. Weight empty= 65 lbs. _____

Pallet, 463L (AF acft compatible) 88"X108"X2.5"

NSN 1670-00-820-4896. Weight empty= 350 lbs. _____

Miscellaneous Items (Unit of measure as noted)

Banding, Steel (linear feet) 1/2" _____ 5/8" _____ 3/4" _____

1 1/4" _____ other _____

Banding, Plastic (linear feet) 1/2" _____ 5/8" _____ 3/4" _____

1" _____ 1 1/4" _____ other _____

Clips, banding (each) Type _____ Size _____ Quantity _____

Type _____ Size _____ Quantity _____

Type _____ Size _____ Quantity _____

Turnbuckles (each)

Size _____ Quantity _____

Size _____ Quantity _____

Size _____ Quantity _____

Cable Clamps (each)

Size _____ Quantity _____

Size _____ Quantity _____

Size _____ Quantity _____

Wire Rope (linear feet)

Size _____ Quantity _____

Size _____ Quantity _____

Size _____ Quantity _____

Fiber Rope (linear feet)

Size _____ Quantity _____

Size _____ Quantity _____

Size _____ Quantity _____

Nylon Rope (linear feet)

Size _____ Quantity _____

Size _____ Quantity _____

Waterproof paper

Unit of measure one roll 36" wide x 100 yd long _____ RO

Waterproof tape: Unit of measure one roll 4" wide X 60 yd long _____ RO

Cardboard boxes: Unit of measure is each. Available through SSSC.

Miscellaneous Tools and Equipment (Unit of measure is ea)

Banding Machine _____ Crimper _____ Band Cutter _____

Wire Cutter _____ Crowbar _____ Crescent Wrench _____

Hand Saw _____ Claw Hammer _____ Sledge Hammer _____

Other _____

Appendix 2 (List Of BBPCT Not Available At HS) To Annex e
 (CLASS IV(Construction Material))

1. Purpose. To provide location for the list of BBPCT available at HS.
2. General. List of BBPCT available at HS.

___ Not required ___ Required and is attached.
 Unit Designation _____ Date _____
 Point of contact _____ UIC _____ AA _____
 POC Phone: AV _____ COML _____

Lumber (Unit of measure is linear feet=(LF))
 1X2 _____ 1X4 _____ 1X6 _____ 8X8 _____
 2X2 _____ 2X4 _____ 2X6 _____ 2X8 _____
 4X4 _____ 4X6 _____ 6X6 _____ 6X8 _____

OTHER _____

Plywood (Unit of measure is one 4'X8' sheet each)
 Thickness 3/8" ___ 1/2" ___ 3/4" ___ Other _____

Nails (Unit of measure is pounds)
 8d ___ 12d ___ 16d ___ 20d ___ 40d ___ 60d _____

OTHER _____

Crates, fabricated. Identify only requirements beyond the unit's capability to fabricate and are not covered by the materials listed above. Continue on a separate sheet in the format shown below if necessary. Head each sheet with the unit's designation, UIC and date of preparation.

Nomenclature of item	Inside dimensions (inches)	Weight, item to be crated	length	width	height	to be crated
_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____

Standard Containers (Unit of measure is each (ea))
 CONEX Insert NSN 8115-00-753-4698 Cap 1000 lbs 45"X32"X28"
 CONEX Insert NSN 8115-00-753-4691 Cap 1000 lbs 58"X33"X27"

Note: Metal CONEX containers are not suitable for transport.

Pallets (Unit of measure is each (ea))
 Pallet, General Purpose 40"X48"X5.5"
 NSN 3990-00-892-4394. Weight empty= 65 lbs. _____
 Pallet, 463L (AF acft compatible) 88"X108"X2.5"
 NSN 1670-00-820-4896. Weight empty= 350 lbs. _____

Miscellaneous Items (Unit of measure as noted)
 Banding, Steel (linear feet) 1/2" ___ 5/8" ___ 3/4" ___
 1 1/4" ___ other _____
 Banding, Plastic (linear feet) 1/2" ___ 5/8" ___ 3/4" ___
 1" ___ 1 1/4" ___ other _____

Clips, banding (each) Type ___ Size ___ Quantity ___
 Type ___ Size ___ Quantity ___
 Type ___ Size ___ Quantity ___

Turnbuckles (each)
 Size ___ Quantity ___
 Size ___ Quantity ___
 Size ___ Quantity ___

Cable Clamps (each)
 Size ___ Quantity ___
 Size ___ Quantity ___
 Size ___ Quantity ___

Wire Rope (linear feet)
 Size ___ Quantity ___
 Size ___ Quantity ___
 Size ___ Quantity ___

Fiber Rope (linear feet)
 Size ___ Quantity ___

Nylon Rope (linear feet)
 Size ___ Quantity ___
 Size ___ Quantity ___
 Size ___ Quantity ___

Waterproof paper

Unit of measure one roll 36" WIDE x 100 yd long _____ RO
 Waterproof tape
 Unit of measure one roll 4" wide X 60 yd long _____ RO
 Cardboard boxes
 Unit of measure is each. Available through SSSC.
 Miscellaneous Tools and Equipment (Unit of measure is ea)
 Banding Machine _____ Crimper _____ Band Cutter _____
 Wire Cutter _____ Crowbar _____ Crescent Wrench _____
 Hand Saw _____ Claw Hammer _____ Sledge Hammer _____
 Other _____

ANNEX F (CLASS V (AMMUNITION)) TO UNIT MOB PLAN

1. References: See annex Y
2. General.
 - a. Purpose. To provide guidance for ammunition required for mobilization.
 - b. Assumptions.
 - (1) Ammunition is not authorized while at HS.
 - (2) The ammunition basic load as indicated in the Logistics Data File will be provided to the unit by the MS and transported by commercial carrier to the designated POE for onward movement.
 - (3) Training ammunition requirements will be identified at the MS based on the amount of training needed.

ANNEX G (CLASS VII (MAJOR END ITEMS)) TO UNIT MOB PLAN

1. References: See annex Y
2. General. To provide information on major end items.
 - a. Shortages of Class VII items have been identified in the Logistics Data File. Fill of Class VII items will be coordinated upon arrival at the MS.
 - b. The breakdown for loading major end items is:

ITEM	HRS	M+
(1) _____	_____	_____
(2) _____	_____	_____
(3) _____	_____	_____
(4) _____	_____	_____
(5) _____	_____	_____

ANNEX H (CLASS VIII (MEDICAL)) TO UNIT MOB PLAN

1. References: See annex Y
2. General. This annex covers enroute medical support to unit personnel moving from HS to MS. Unit personnel in the convoy will render first aid within their capabilities in the event of an accident. However, all unit personnel should receive both in a briefing and as part of their drivers packet the addresses of, directions to and telephone numbers of both military and civilian medical facilities enroute. Drivers and convoy personnel will also be briefed on all actions that must be taken in the event of an accident, injury, or illness during convoy movement. See Convoy Commander's Briefing at annex M.

ANNEX I (CLASS IX (ASL/PLL)) TO UNIT MOB PLAN

1. References: See annex Y
2. General.
 - a. Purpose. To provide information on procurement of required items during the movement from HS to MS.
 - b. Assumptions.
 - (1) Items obtained during this movement will be only those that are required to get equipment that breaks down, during movement, operable to move to the MS.
 - (2) If costs are excessive or lengthy delays will be incurred, equipment should be evacuated to the MS or to the nearest AMSA by another mode.
 - (3) Requirements prior to movement to the MS will be obtained using peace time procedures. Requirements upon arrival at the MS are covered in the Logistical Data File and PTSR.
3. Concept. The following conditions also apply:
 - a. Class IX (ASL/PSL) supplies are required in route will be obtained from the nearest military installation. If the installation cannot obtain required items, they may be procured commercially by the Class A Agent or MPA if assigned, after confirmation with the peace time higher headquarters.

b. Class IX (ASL/PSL) supplies are not readily available from military sources due to lack of enroute military installations. Unit will rely on the source(s) identified in annex A. Procurement for Class IX products enroute. Coordination letters are furnished at annex T.

c. During the convoy the trail party will carry, as a minimum, the following items:

ITEM	HRS	M+
(1) _____	_____	_____
(2) _____	_____	_____
(3) _____	_____	_____
(4) _____	_____	_____
(5) _____	_____	_____
(6) _____	_____	_____
(7) _____	_____	_____
(8) _____	_____	_____
(9) _____	_____	_____

ANNEX J (PREMOVEMENT MAINTENANCE SUPPORT) TO UNIT MOB PLAN

1. References: See annex Y
2. General. Premovement maintenance support will be provided by the operator (operator level maintenance), unit maintenance personnel (organic maintenance) or by the supporting AMSA (DS/GS), AMSA Number _____, located at _____, Phone _____, POC _____.

 - a. Coordination letter is provided at annex T.
 - b. ECS/AMSA recovery teams OIC/NCOIC will be:
 Team 1 _____
 Team 2 _____
 - c. Insert ECS/AMSA recovery team information here.

ANNEX K (ENROUTE MAINTENANCE SUPPORT) TO UNIT MOB PLAN

1. References: See annex Y
2. General.
 - a. Enroute maintenance support will be provided by:
 - (1) The supporting AMSA (POC) _____
 - (2) The SI/MS (POC) _____
 - (3) Other (POC) _____
 - b. Repairs will be performed at roadside only if the following conditions are met.
 - (1) Repairs will not impede the flow of traffic.
 - (2) Repairs will not endanger personnel performing maintenance nor those moving by the point of breakdown.
 - (3) Repairs are essential to moving the vehicle.
3. Coordination for maintenance request. Maintenance request will be forwarded directly to the facility providing support. A copy of the letter is in annex T.
4. During operation PMCS. During operation, PMCS will be performed by the operator while enroute from HS to MS. Checks and services while at a halt will be performed during rest stops, if any, as discussed in the Convoy Commander's Briefing, (see annex M). Corrective action will be taken upon discovery of deficiencies and/or shortages.
5. After operation PMCS will be conducted upon arrival at the MS. Corrective action will be taken upon discovery of deficiencies.

ANNEX L (AIR TRANSPORTATION) TO UNIT MOB PLAN

1. References: See annex Y.
2. General.
 - a. All personnel and equipment will be transported from HS to MS by surface mode, unless air transportation is directed by the SI UMC upon mobilization. The SI UMC is the point of contact for information relating to air movement.
 - b. This annex should be used only by units deploying directly by air. It should be written by a graduate of the Aircraft Load Planners Course.
 - c. If used annex L should be formatted in the following manner:
 Annex L Air Transportation
 Appendix 1 - DD Forms 2130, 2131, and 2132
 Appendix 2 - Front Pintle Hook Vehicles
 Appendix 3 - Air Loading Procedures

- Tab A - Aircraft Commander SOP
- Tab B - Load Team SOP
- Tab C - Shoring Material Requirements
- Tab D - 4631 Pallet and Tie Requirements
- Tab E - Aircraft Loading Plan

ANNEX M (CONVOY REQUIREMENTS) TO UNIT MOB PLAN

1. References: See annex Y
2. General.
 - a. Order of March
 - (1) _____
 - (2) _____
 - (3) _____
 - (4) _____
 - b. Method of movement _____
 - c. Density:
 - (1) Open road _____
 - (2) Congested area _____
 - d. Speed:
 - (1) Open road _____
 - (2) Congested area _____
 - (3) Catch-up _____
 - e. Start, release and critical points (CPs)
 - (1) Start point _____
 - (2) Release points _____
 - (3) Critical points _____
 - f. Convoy Control
 - (1) Convoy Commander _____
 - (2) Movement NCO _____
 - (3) Serial Commander _____
 - (4) Maintenance Officer _____
 - (5) Maintenance NCO _____
 - g. Detailed timings
 - (1) PMCS _____ to _____
 - (2) Refueling _____ to _____
 - (3) Messing _____ to _____
 - h. Gate and arrival times
 - (1) Gate _____ Time _____
 - (2) Gate _____ Time _____
 - (3) Gate _____ Time _____
 - (4) Gate _____ Time _____
 - i. Instructions for halts:

APPENDIXES

1. REQUEST FOR CONVOY CLEARANCE (DD FORM 1265)
2. REQUEST FOR SPECIAL HAULING PERMIT (DD FORM 1266)
3. CONVOY COMMANDER'S CHECKLIST (FORSCOM FORM 285-2-R)
4. DRIVERS STRIP MAP
5. CONVOY COMMANDER'S BRIEFING
6. ECS EXTRACTION PLAN

Appendix 1 (REQUEST FOR CONVOY CLEARANCE (DD FORM 1265)) TO ANNEX M (CONVOY REQUIREMENTS)

1. Purpose. Establishes location for Convoy Clearance Request(s) for movement from HS to MS.
2. General. Insert DD Form(s) 1265 here.

Appendix 2 (REQUEST FOR SPECIAL HAULING PERMIT (DD FORM 1266)) TO ANNEX M (CONVOY REQUIREMENTS)

1. Purpose. Establishes a location for DD Form 1266 Request for Special Hauling Permits for movement from HS to MS.
2. General. Insert DD Form(s) 1266 here.

Appendix 3 (CONVOY COMMANDER'S CHECKLIST (FORSCOM FORM 285-2-R))
TO ANNEX M (CONVOY REQUIREMENTS)

1. Purpose. Establishes location for FORSCOM Form 285-2-R and briefing material.
2. General. Insert:
 - a. Blank FORSCOM Form 285-2-R (Convoy Commander's Checklist)
 - b. Completed FORSCOM Forms 285-2-R
 - c. Any briefing material

Appendix 4 (DRIVERS STRIP MAP) TO ANNEX M (CONVOY REQUIREMENTS)

1. Purpose. Establishes a location for completed strip map(s) of movement from HS (when required) and/or movement from ECS or other location to MS.
2. General. Insert Drivers Strip Map(s) here.

Appendix 5 (CONVOY COMMANDER'S BRIEFING) TO ANNEX M (CONVOY REQUIREMENTS)

1. Purpose. Establishes a location for Convoy Commander's Briefing.
2. General.
 - a. Briefing will include all information in Sample Convoy Briefing.
 - b. Insert convoy commander's briefing here.
3. Concept.

CONVOY BRIEFING

SITUATION

- Friendly Forces
- Support Units
- Enemy Situation

MISSION

- Type of Cargo
- Origin
- Destination

EXECUTION

- General Organization of Convoy
- Time Schedule
- Route (Issue Strip Maps)
- Convoy Speed
- Catch-up Speed
- Vehicle Distance
- Emergency Measures
- Safety
 - Accidents
 - Breakdowns
 - Separation from Convoy
 - Ambush
 - Action of convoy personnel in the event of an ambush
 - Action of the security forces during ambush
 - Medical support

ADMINISTRATION AND LOGISTICS

- Control of Personnel
- Billeting Arrangements
- Messing Arrangements
- Refueling of Vehicles
- Maintenance of Vehicles

Appendix 5 (CONVOY COMMANDER'S BRIEFING) TO ANNEX M (CONVOY REQUIREMENTS)

COMMAND AND SIGNAL

- Location of Convoy Commander

Designation of Assistant Convoy Commander
Action of the Security Force Commander
Serial Commander's Responsibility
Arm and Hand Signals
Other Prearranged Signals
Radio Frequencies and Call Signs for:
*Control Personnel
*Security Force Commander
*Fire Support Elements
*Reserve Security Elements
*Medical Evacuation Support

SAFETY

Hazards of Route and Weather Conditions
Defensive Driving

Appendix 6 (ECS EXTRACTION PLAN) TO ANNEX M (CONVOY REQUIREMENTS)

1. Purpose. Establishes a location for completed ECS Extraction Plan worksheet for movement from ECS to MS.
2. General.
 - a. One ECS Extraction Plan for each ECS holding unit equipment.
 - b. Convoy clearances, DD 1265/1266.

ANNEX N (RAIL MOVEMENTS) TO UNIT MOB PLAN

1. References: See annex Y
2. Purpose. Record of rail movement requirements.
3. General. Identify unit rail movement requirements.
 - () a. This annex does not apply as unit is not authorized rail movement from HS to MS. The appendixes do not apply.
 - () b. This annex does apply as unit is authorized rail movement from HS to MS. Requirements for rail movement are identified here. The appendixes listed apply.

APPENDIXES

1. SECURITY GUARD SOP
2. LOAD TEAM SOP
3. LOAD PLAN

Appendix 1 (SECURITY GUARD SOP) TO ANNEX N (RAIL MOVEMENT)

1. Purpose. Establishes location for rail movement Security Guard SOP.
2. General. Security Guard SOP.
 - a. Includes security from arrival at loading point to discharge and transportation to final destination; and checks while in transit and at stops enroute, to include action(s) to be taken in the event damage/pilferage is discovered.
 - b. Insert Security Guard SOP here.

Appendix 2 (LOAD TEAM SOP) TO ANNEX N (RAIL MOVEMENT)

1. Purpose. Establishes a location for the Load Team SOP.
2. General.
 - a. The Load Team SOP, covers procedures from arrival at loading point until loading is completed and the Security Guard assumes responsibilities for the shipment.
 - b. Sources of and actual procedural guidance to include transportation office points of contact and sources for blocking and bracing materials.
 - c. Insert completed Load Team SOP here.

Appendix 3 (LOAD PLAN) TO ANNEX N (RAIL MOVEMENT)

1. Purpose. Establishes location for Rail Movement Load Plan.
2. General.
 - a. The Load Plan, which displays figures depicting loads aboard various types of rail cars required. Within security constraints, cargo descriptions will be as accurate as possible.

- b. Equipment required will be indicated on COMPASS-AUEL printouts and/or FORSCOM 900 Series Forms and will also be covered under commercial transportation requirements.
- c. Blocking and bracing materials will be indicated in annex E.
- d. Insert completed Rail Movement Load Plan (FORSCOM Form 285-R) here.

ANNEX O (COMMERCIAL MOVEMENT REQUIREMENTS) TO UNIT MOB PLAN

- 1. References: See annex Y
- 2. General.
 - a. Purpose. Provides general guidance for commercial loading.
 - b. Assumptions.
 - (1) Commercial transportation and/or support is required.
 - (a) Commercial support i.e. Forklifts to load equipment and/or supplies at HS. Insert commercial transportation requests (DD Form(s) 285-1-R) for both freight and passengers from either HS to MS, ECS to MS and/or other site to HS or MS here.
 - (b) Commercial transportation required to support unit movements.
 - OIC _____
 - NCOIC _____
 - (2) The standard container for moving is the CONEX insert. Each box, crate, or CONEX insert will have a DD Form 1750 prepared. The section will deliver the DD Form(s) 1750 to the UMO. Smaller boxes may be used, and placed inside the CONEX insert. i.e. 1.5 cu ft boxes will be used for files, books, or small items (Class IX) and/or 5 cu ft or dish pack type boxes will be used for items such as NBC masks, air filters, Class II clothing.
 - (3) If required, custom crates will be made at the center.

APPENDIXES

- 1. REQUEST FOR COMMERCIAL TRANSPORTATION
- 2. RAIL/TRUCK LOAD PLAN (FORSCOM FORM 285-5-R)

Appendix 1 (COMMERCIAL TRANSPORTATION) TO ANNEX O (COMMERCIAL MOVEMENT REQUIREMENTS)

- 1. Purpose. Establishes location for FORSCOM Form(s) 285-1-R (Request for Commercial Transportation).
- 2. General. Attach FORSCOM Form(s) 285-1-R here.

Appendix 2 (RAIL/TRUCK LOAD PLAN) TO ANNEX O (COMMERCIAL MOVEMENT REQUIREMENTS)

- 1. Purpose. Establishes location for Rail/Truck Load Plan (FORSCOM Form 285-5-R).
- 2. General. Insert completed FORSCOM Form(s) 285-5-R here.

ANNEX P (FACILITIES) TO UNIT MOB PLAN

- 1. References: See annex Y
- 2. General. Procedures and guidance are located in the Logistics Data File in the Unit Mobilization File.

ANNEX Q (POINTS OF CONTACT) TO UNIT MOB PLAN

- 1. References: See annex Y
- 2. General. This annex provides a listing of critical personnel/positions involved in and able to assist with mobilization planning and execution.

- a. Points of Contact

_____ Headquarters may be reached by calling
 DSN _____ toll free (WATS) _____ or
 COML _____. Mail will be addressed to
 Commander, _____
 ATTN: (specific office symbol listed by POC) _____

- b. Procurement Resources

Listed below (as required) the procurement resources listed in annex A.

RESOURCE	POC	LOCATION	TEL
Billeting	_____	_____	_____
Subsistence	_____	_____	_____
BBPCT	_____	_____	_____

- POL _____
 Other _____
- c. Enroute Support
 Medical, police agencies, and military organizations which can provide information and support.
- | NAME | POC | LOCATION | TEL |
|------------------|-------|----------|-------|
| Local Police | _____ | _____ | _____ |
| County Police | _____ | _____ | _____ |
| State Police | _____ | _____ | _____ |
| Mil Installation | _____ | _____ | _____ |
| Diners | _____ | _____ | _____ |
| Restaurants | _____ | _____ | _____ |
| Fuel Halts | _____ | _____ | _____ |
- d. Mobilization and Logistics Personnel
 Mobilization and logistics personnel available to assist the unit.
- | POSITION | POC | OFFICE SYM | EXT |
|-------------------|-------|------------|-------|
| UMC | _____ | _____ | _____ |
| ASST UMC | _____ | _____ | _____ |
| MOB OFFICER | _____ | _____ | _____ |
| LOGISTICS OFC | _____ | _____ | _____ |
| LOG READINESS OFC | _____ | _____ | _____ |
- e. Key Positions
 UMO _____
 UMO Intermediate CMD _____
 UMC support installation _____
 UMC MS _____
 ECS POC _____
- f. Readiness Group POC

ANNEX R (SAFETY) TO UNIT MOB PLAN

- References: See annex Y
- General. This annex contains minimum safety information requirements.
- Concept. This unit will comply with information in FM 55-312, FM 55-30, AR 600-55, AR 385-10, and FORSCOM Reg 385-1.

ANNEX S (N-HOUR SEQUENCE) TO UNIT MOB PLAN

- References: See annex Y
- General. N-Hour is the hour that the unit is notified for deployment or redeployment. The N-Hour sequence starts on that hour. This annex is a means to identify and schedule tasks. Normally this is a 72 hour list.
- Concept. The N-Hour sequence list is a listing of tasks to be accomplished before the actual convoy start time. Establishes format for N-Hour sequence. Additional pages may be required.

# HOUR MINUTE	EVENT TITLE	REPORT RESPONSIBLE POSITION TO WHOM?	COMPLETION REPORTED WHEN?	REQD HQ	SENT? HOW?
1	-----				
2	-----				
3	-----				
4	-----				
5	-----				
6	-----				
7	-----				

ANNEX T (Plan Coordination Documentation) TO UNIT MOB PLAN

1. References: See annex Y
2. General. Establishes a location for coordination letters with the procurement sources identified in annex A.

ANNEX U (Appointment Orders) TO UNIT MOB PLAN

1. References: See annex Y
2. General. Establishes a location for appointment orders on the:
 - a. MUSARC/STARC/TAACOM UMC, Unit UMO.
 - b. Mobilization Purchasing Authority (MPA) (if authorized).
 - c. Class A Agent (if authorized).
 - d. If Class A and/or MPA is not authorized, include statement to that effect.

ANNEX V (PLAN APPROVAL) TO UNIT MOB PLAN

1. References: See annex Y
2. General.
 - a. Purpose. To establish a location for the letter of approval for the Unit Mob Plan.
 - b. Assumptions. That the Unit Mob Plan will be approved, and a letter returned to the unit.
3. Concept. Upon approval by the MUSARC UMC a letter of approval will be provided to the unit and will be entered at this annex. Approval will be valid for one year from the date of authentication (date of the letter). Submission of update will be accomplished in sufficient time to allow for review, necessary corrections and approval of the update. If no changes are required, a letter to that effect will be submitted through command channels.

NOTE: A UMP checklist, noted acceptable and properly authenticated, constitutes interim approval pending receipt of a formal letter of approval.

ANNEX W (Unit Movement Data) TO UNIT MOB PLAN

1. References: See annex Y
2. General.
 - a. Purpose. Establishes location for required Unit Movement Data information.
 - b. Assumptions. Unit has Unit Movement Data.

APPENDIXES

1. COMPASS/AUEL (FORSCOM Forms 900-R through 900-5-R)
2. CONVOY REPORT FORMAT
3. VEHICLE LOAD CARD (FORSCOM Form 285-R)
4. PACKING LIST (DD FORM 1750)

APPENDIX 1 (COMPASS/AUEL) TO ANNEX W (Unit Movement Data)

1. Purpose. Establishes location for COMPASS/AUEL report.
2. General. Insert COMPASS/AUEL report here.

NOTE: THE MOST CURRENT LISTING WILL BE RETAINED AND SHOULD NOT BE MORE THAN ONE YEAR OLD, (FROM THE DATE OF PRINTING).

APPENDIX 2 (CONVOY REPORT FORMAT) TO ANNEX W (UNIT MOVEMENT DATA)

1. Purpose. Establishes standardized convoy report format.
 2. General.
 - a. Advance notice of departure
 - b. Actual departure
 - c. Unit closure at MS
 - d. The telephone number for the ARCOM/STARC UMC is located in annex Q.
- CONVOY EN ROUTE REPORT WORKSHEET
1. Unit Designation _____
 2. Convoy Number _____
 3. Location (give enroute reporting point or describe location)
-
4. Arrival Time _____

5. Departure Time _____
6. Road/Weather Conditions

7. Convoy Status (operational status, problems)

8. Requests/Information For State Movement Control Center (SMCC)

9. Messages From SMCC

APPENDIX 3 (VEHICLE LOAD CARD) TO ANNEX W (UNIT MOVEMENT DATA)

1. Purpose. Establishes a location for Vehicle Load Card(s).
2. General.
 - a. One card must be prepared for each vehicle.
 - b. Insert FORSCOM Form(s) 285-R here.

APPENDIX 4 (Packing List) TO ANNEX W (Unit Movement Data)

1. Purpose. Establishes location for DD Form(s) 1750 Packing List.
2. General.
 - a. One form must be prepared for each separate container, i.e. box, crate, CONEX insert etc.
 - b. Complete all header data on the form and attach a listing of tools or other items from the appropriate TM, TB, SB etc. Items that are actually present during the inventory and loading will be checked off. Shortages will be circled or otherwise noted.
 - c. Insert DD Form(s) 1750 here.

ANNEX Y (References) To Unit Mob Plan

1. General. To provide a list of references referred to and used as a guide in this plan.
2. Concept. Listing of references.
 - AR 55-29 Military Convoy Operations In CONUS
 - AR 55-162 Permits For Oversize, Overweight, Other Military Movements On Public Highways In The U.S.
 - AR 220-10 Preparation For Overseas Movement Of Units (POM)

FORSCOM Reg 55-1 Transportation And Travel (Unit Movement Planning)
 FORSCOM Reg 55-2 Movement Data Reporting And System Administration
 FM 10-13 Supply And Service Reference Data
 FM 55-9 Unit Air Movement Planning
 FM 55-12 Movement Of Army Units In Air Force Aircraft
 FM 55-15 Transportation Reference Data
 FM 55-65 Strategic Deployment By Surface Transportation
 FM 55-312 Military Convoy Operation In The Continental U.S.
 FM 101-10-1 Staff Officer's Field Manual: Organizational, Technical And Logistical Data
 TM 38-230-1 Packaging Of Material: Preservation Volume I
 TM 38-230-2 Packaging Of Material: Preservation Volume II
 TM 38-250 Packaging And Materials Handling: Preparation Of Hazardous Materials For Military Air Shipment
 TM 55-601 Railcar Loading Procedures
 TM 55-602 Movement Of Special Freight
 TM 55-603 Movement Of Military Impediments By Commercial Carrier
 TM 55-2200-001-12 Transportability Guidance For Application Blocking, Bracing And Tie-Down Materials For Rail Transport
 TB 55-46-1 Standard Characteristics (Dim, Wt, Cube) For Transportation Of Military Vehicles And Other Outsize/
 Overweight Equipment (In Toe Line Number Sequence)

First U.S. Army Pam 56-1 - Surface Transportation Convoy Commander's Guide

J-2. Sample Deployment Plan

UNCLASSIFIED

COPY NO __ OF __ COPIES

UNIT _____

ADDRESS _____

CITY/STATE/ZIP _____

TIME/DATE OF PLAN _____

Deployment Movement Plan # ____

References:

- a. MS DEP Plan
- b. Higher HQ Dep Plan
- c. Maps
- d. Annex Y

Time Zone Used Throughout Plan: _____

Task Organization:

1. Situation

- a. Enemy Forces. Current INTSUM.
- b. Friendly Forces:
 - (1) MS EOC, Ph#
 - (2) Higher HQ, Ph#
- c. Attachments and Detachments: Listed with appropriate units or the word "none".
- d. Assumptions:
 - (1) All unit equipment will be combat serviceable.
 - (2) All unit personnel will be available for movement.
 - (3) Shortages in personnel and equipment will be filled prior to Deployment.
 - (4) The unit will deploy with 100% strength of required personnel and equipment.
 - (5) DESCOM storage equipment will link up with the unit at the MS.
 - (6) APOE/SPOE Marshaling Area Gate Times have been designated by the MS and coordinated with the DMC.
 - (7) Organic convoy movement to SPOE/APOE will be administrative.

2. Mission

On order, the (UNIT) will establish staging/marshaling areas and deploy personnel and equipment from (MS) via (SPOE) and (APOE). Commercial buses will transport personnel to the APOE. All roadable vehicles will convoy to the SPOE. Commercial trucks will augment movement of equipment to the SPOE. Movement will commence IAW the deployment order and the N-Hour sequence.

3. Execution

- a. Concept of Movement.
 - (1) Priority of support is:
 - (a) Advance Party move to APOE
 - (b) Convoy of equipment to the SPOE
 - (c) Main Body movement to APOE
 - (2) Loading of equipment will be completed NLT 12 hours prior to movement. This includes the repacking of vehicle loads to incorporate DESCOM storage equipment and shortage items acquired at the MS.
 - (3) Advance Party.
 - (a) Consist of 2 HUMMVs with 3/4 ton trailers and 10 personnel.
 - (b) Advance Party will close on (APOE) at (Time/Date) and move by C-141. Advance Party Personnel are as follows:
 - + XO
 - + 1SG
 - + Supply-1
 - + Mess-1
 - + Commo-1
 - + NBC-1
 - + Enlisted-4
 - (c) YELLOW TAT equipment to accompany the Advance Party, identified by YTAT-AP on the AUDEL, is as follows: (all equipment will be packed and loaded on unit vehicles and trailers in reduced configuration.)
 - + GP Medium Tent
 - + 10 ea Cots
 - + 1 ea Stove
 - + 1 ea 3 kw Generator
 - + Individual Weapons/TA-50
 - + 5 Days, Class I (MREs)
 - + 1 Case, Class V (5.56)

(4) Main Body.

(a) All unit equipment not identified in paragraphs 3 above or 5 below will be loaded and secured IAW AUEL and Unit Load Plan (annex W). This equipment is identified as either RED TAT or NTAT on the AUEL.

(b) RED TAT equipment will be identified at the SPOE to ensure it is easily accessible at destination.

(c) Equipment that cannot be loaded onto unit trucks and trailers will be palletized and moved by commercial transportation.

Commercial transportation requirements are found in annex O. Packing Lists are used for each pallet.

(d) Unit will convoy equipment and close on (SPOE) Marshaling Area on (Time/Date). One commercial bus will return drivers to MS once loading is complete.

(5) On (Time/Date), three commercial buses will move unit personnel to (APOE). Yellow TAT equipment to accompany the main body, identified as YTAT-MB on the AUEL, is as follows:

(a) ___ boxes containing property, personnel and organizational records.

(b) ___ mechanics tool boxes.

(c) 1 pallet of MREs

(d) 1 pallet of ammunition (.50 cal and below)

(e) Individual baggage and weapons

(6) The following is a list of hazardous, sensitive, and classified cargo that requires special attention and documentation:

(a) ___ M-2 machine guns (Sensitive)

(b) ___ M-60 machine guns (Sensitive)

(c) Class V ABL (Hazardous)

(d) Packaged POL (Hazardous)

(e) COMSEC equipment (Sensitive)

b. Tasks to subordinate elements:

(1) The UMO will coordinate and confirm:

(a) Changes to the AUEL and have LOGMAR labels printed for each piece of equipment.

(b) DD Form 1265/1266 with the DMC.

(c) Commercial transportation requests with the MS ITO.

(d) Loading of equipment IAW Load Plan.

(e) All required documentation for transport by military and/or commercial air/ship.

(f) That hazardous material is documented and certified by Hazardous Materials Officer.

(2) Supply will ensure all shortages are requisitioned IAW ordering procedures established in theater.

(3) Maintenance will continue repairs of unit equipment and will coordinate for Class IX in theater. Four mechanics with tool boxes and sufficient Class III and IX will accompany the unit convoy to the SPOE to provide any needed repairs and vehicle recovery enroute and on site at the SPOE.

(4) The mess section will augment the consolidated dining facility staff to provide meals to the unit. The food service NCOIC will coordinate for Class I in theater.

(5) The orderly room will coordinate a POM and will establish SIDPERS requirements in theater.

(6) Commo coordinates for issue of SOIs and establishes a COMSEC account. The Commo NCOIC will ensure all sensitive communications material is properly secured for movement.

(7) Line platoons and sections will prepare equipment for loading IAW Unit Load Plan.

c. Coordinating Instructions.

(1) Physical security officer will coordinate current information with civilian and military police NLT 2 hours prior to movement.

(2) Platoon/section NCOICs will ensure all platoon/section equipment is properly documented on Load Cards, Packing Lists, and any other required documentation.

4. Service Support

a. Supply

(1) Class I.

(a) Five days supply of Class I (MREs) will be palletized and loaded on organic assets for movement to SPOE. Each soldier will be issued three MREs prior to movement to the APOE.

(b) Subsistence enroute to APOE/SPOE:

+ The advance party will carry enough rations to subsist for 5 days. Individuals will eat at the MS consolidated dining facility prior to movement, and be issued box lunches on the aircraft.

+ Soldiers who are members of the convoy of equipment to the SPOE will get meals at _____ during this operation. Class A Agent funds is used to pay for these meals.

+ The main body will eat at the MS consolidated dining facility prior to movement to the APOE. A box lunch will be provided on the aircraft.

(2) Class II

(a) Weapons will be issued to each soldier to carry during air transport. Each soldier will remove the bolt and carry it on their person.

(b) Each soldier will pack their TA-50 and personal belongings in two duffel bags and one carry-on bag. Other non-combat OCIE are packed, boxed, and moved administratively.

(3) Class III

(a) Fifteen supply of Packaged POL will be packed, loaded, and properly documented for hazardous materials IAW the Unit Load Plan.

(b) Enroute to SPOE/APOE:

- + Advance Party vehicles going on military aircraft will carry 3/4 tank of fuel, unless the vehicle is loaded on the ramp of the aircraft. In this case, the vehicle carries 1/2 tank of fuel. Main body vehicles going on ships will carry 3/4 tank of fuel.
- + All vehicles obtain fuel at the MS Fuel Point prior to movement to APOE/SPOE.
- + Enroute refueling is not needed due to the distance of travel.
- + The convoy trail party carries 5 gallons of grease and 15 gallons of oil.

(4) Class IV

- (a) All barrier/construction materials will be shipped.
- (b) The BBPCT will be properly annotated on Load Cards and packing lists. Stencils, spray paint, packaging tape, and banding equipment will be packed to facilitate redeployment.
- (c) Additional BBPCT will be acquired from the DEH, (MS) or commercially procured by the Class A Agent.

5) Class V

YELLOW TAT ABL will accompany the main body on the aircraft. Unless otherwise directed, the remainder of the ABL will be shipped by the MS directly to the theater.

(6) Class VI

Personnel will carry a 30 day supply of personal demand items.

(7) Class VII

Major end items will be appropriately reduced for either air or sea transport.

(8) Class VIII

All on-hand medical supplies will be transported to the SPOE. Assigned aidmen will carry aid bags.

(9) Class IX. Combat PLL will be loaded onto organic vehicles.

b. Maintenance

(1) Premovement maintenance support

- (a) The maintenance OIC will update DA Form 2406 daily.
- (b) The DS/GS maintenance support will be provided by _____ at the MS.

(2) Enroute maintenance support.

- (a) The convoy trail party will provide enroute maintenance support.
- (b) The AMSA __ can provide additional assistance, if needed.

(3) Drivers will complete 'before and after' PMCS when equipment is moved to the SPOE.

c. Transportation requirements.

- (1) Air (see annex L)
- (2) Convoy (see annex M)
- (3) Rail (see annex N)
- (4) Commercial (see annex O)
- (5) Unit movement data (see annex W)

d. Procurement. (see annex A)

e. Facilities. (see annex P)

f. Medical

- (1) The MS provides medical support while the unit prepares for deployment.
- (2) The PSNCO coordinates immunizations and sick call procedures in theater.
- (3) Enroute to SPOE, _____ Hospital provides emergency medical support.
- (4) At the SPOE, _____ provides medical support.

g. Personnel

- (1) Uniform for movement is BDUs, helmet, and web gear.
- (2) All personnel accountability inspections and convoy briefings are conducted prior to movement.
- (3) Each individual is authorized a total weight of 350lbs to include weight of individual and baggage. Individuals will be weighed prior to movement.

5. Command and Signal

a. Chain of Command is in effect.

- (1) Advance party commander - XO
- (2) Convoy commander - UMO
- (3) Main body commander - company commander

b. Current SOI is in effect.

_____	_____
UMO	Commander
_____	_____
Date	Date

ANNEXES: (they are basically the same annexes found in the mobilization plan)

- ANNEX A PROCUREMENT
- ANNEX B CLASS I (SUBSISTENCE)
- ANNEX C CLASS II (OCIE)
- ANNEX D CLASS III (POL)

ANNEX E CLASS IV (CONSTRUCTION MATERIAL)
 ANNEX F CLASS V (AMMUNITION)
 ANNEX G CLASS VII (MAJOR END ITEMS)
 ANNEX H CLASS VIII (MEDICAL)
 ANNEX I CLASS IX (ASL/PLL)
 ANNEX J PREMOVEMENT MAINTENANCE SUPPORT
 ANNEX K ENROUTE MAINTENANCE SUPPORT
 ANNEX L AIR TRANSPORTATION
 ANNEX M CONVOY REQUIREMENTS
 ANNEX N RAIL TRANSPORTATION
 ANNEX O COMMERCIAL MOVEMENT REQUIREMENTS
 ANNEX P FACILITIES
 ANNEX Q POINTS OF CONTACT
 ANNEX R SAFETY
 ANNEX S N-HOUR SEQUENCE
 ANNEX T PLAN COORDINATION DOCUMENTATION
 ANNEX U APPOINTMENT ORDERS
 ANNEX V PLAN APPROVAL
 ANNEX W UNIT MOVEMENT DATA
 ANNEX Y REFERENCES

Glossary

AC	Active Component
ACL	Allowable Cabin Load (Airlift)
A/DACG	Arrival/Departure Airfield Control Group
AACG	Arrival Airfield Control Group (Army Element)
ALCE	Airlift Control Element
APOD	Aerial Port Of Debarkation
APOE	Aerial Port Of Embarkation
ARCOM	Army Reserve Command
AUEL	Automated Unit Equipment List
BBM	Blocking And Bracing Material
BBPCT	Blocking, Bracing, Packing, Crating, And Tiedown
CG	Commanding General
CI	Coordinating Installation
COMPASS	Computerized Movement Planning And Status System
CONEX	Container Express
CONPLAN	Contingency Plan
CTA	Common Table Of Allowances
CTD	Chain Tie Down
CUBE	Cubic Feet
DCB	Deployment Control Brigade
DEH	Directorate Of Engineer And Housing
DMC	Defense Movement Coordinator
DODX	Department Of Defense Owned Rail Cars
DOL	Directorate Of Logistics
DTS	Defense Transportation System
ECS	Equipment Concentration Site
EDD	Estimated Deployment Date
EDRE	Emergency Deployment Readiness Exercise
EXMOVREP	Expedited Movement Report
FORMDEPS	FORSCOM Mobilization And Deployment Planning System
FORSCOM	U.S. Army Forces Command
GBL	Government Bill Of Lading
GOCOM	General Officer Command
GON	Gondola Car
GTR	Government Travel Request
HAZMAT	Hazardous Materials
HRT	Highway Regulation Team
IC-UMO	Intermediate Command-Unit Movement Officer
ITO	Installation Transportation Office
JTX	Joint Training Exercise
LAD	Latest Arrival Date

MHE	Material Handling Equipment
MILVAN	Military Owned Demountable Container
MOBCON	Mobilization Movement Control
MSC	Military Sealift Command
MSR	Main Supply Route
MTMC	Military Traffic Management Command
MTMCEA	Military Traffic Management Command Eastern Area
MTMCWA	Military Traffic Management Command Western Area
MUSARC	Major U.S. Army Reserve Command
NTAT	Not To Accompany Troops
OCONUS	Outside Continental United States
OPLAN	Operation Plan
OPORD	Operation Order
POD	Point Of Debarkation
POE	Point Of Embarkation
POM	Preparation For Overseas Movement
POMCUS	Prepositioning Of Materials Configured To Unit Sets
PSA	Port Support Activity
PULLMAN	Sleeping Car (Rail)
RAPOE	Regional Port Of Embarkation
RSC	Regional Support Command
RSG	Regional Support Group
RON	Remain Overnight
RP	Release Point
SF	Standard Form
SI	Supporting Installation
SAAM	Special Assignment Airlift Mission
SITO	Support Installation Transportation Officer
SP	Start Point
SPOD	Sea Port Of Debarkation
SPOE	Sea Port Of Embarkation
STARC	State Area Command
TAT	To Accompany Troops
TCMD	Transportation Control And Movement Document
TO	Transportation Officer
TR	Transportation Request
TRANSCOM	U.S. Transportation Command
UDP	Unit Deployment Plan
UIC	Unit Identification Code
ULN	Unit Line Number
UMC	Unit Movement Coordinator
UMD	Unit Movement Data
UMO	Unit Movement Officer
UMP	Unit Movement Plan
URLD	Unit Ready To Load Date
USAR	U.S. Army Reserve
USARC	U.S. Army Reserve Command