REPORT DOCUMENTATION PAGE

READ INSTRUCTIONS BEFORE COMPLETING FORM

1. REPORT NUMBER
2. GOVT ACCESSION NO.
3. RECIPIENT'S CATALOG NUMBER

4. TITLE (and Subtitle)
Logistic Support Group Performance Standards.

5. TYPE OF REPORT & PERIOD COVERED

6. PERFORMING ORG. REPORT NUMBER

7. AUTHOR(s)
MAJ P.R. Catalogne

8. CONTRACT OR GRANT NUMBER(s)

9. PERFORMING ORGANIZATION NAME AND ADDRESS
Center for Advanced Research
Naval War College
Newport, Rhode Island 02840

10. PROGRAM ELEMENT, PROJECT, TASK AREA & WORK UNIT NUMBERS

11. CONTROLLING OFFICE NAME AND ADDRESS
Center for Advanced Research
Naval War College
Newport, Rhode Island 08240

12. REPORT DATE
1978

13. NUMBER OF PAGES
79

14. MONITORING AGENCY NAME & ADDRESS(if different from Controlling Office)

15. SECURITY CLASS. (of this report)
UNCLASSIFIED

15a. DECLASSIFICATION/DOWNGRADING SCHEDULE

16. DISTRIBUTION STATEMENT (of this Report)
Unlimited

17. DISTRIBUTION STATEMENT (of the abstract entered in Block 20, if different from Report)

18. SUPPLEMENTARY NOTES

19. KEY WORDS (Continue on reverse side if necessary and identify by block number)
LOGISTIC; CONTROL AND LOGISTICS; LOGISTIC AND MILITARY FACILITIES; LOGISTIC AND MANAGEMENT; LOGISTICS PLANNING; LOGISTICS AND RESOURCES; LOGISTIC SUPPORT; LOGISTIC SUPPORT PLANNING; COMBAT READINESS; GUIDANCE AND PLANNING.

20. ABSTRACT (Continue on reverse side if necessary and identify by block number)
The study presents employment concepts and evaluation standards applicable to a Logistic Support Group (LSG) as the combat service support element of a Marine Amphibious Brigade (MAB). The evaluation standards are in the Marine Corps Combat Readiness Evaluation System (MCCRES) format.

THE UNITED STATES NAVAL WAR COLLEGE

[redacted]

PUBLISHED BY

THE NAVAL WAR COLLEGE

CENTER FOR ADVANCED RESEARCH

LOGISTIC SUPPORT GROUP PERFORMANCE STANDARDS

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EXECUTIVE SUMMARY

The on-going reorganization of Combat Service Support Units within the Marine Corps has highlighted the requirement to evaluate their proposed employment patterns--and to determine how the units should be tasked organized to support a specific force in a specific operation. These evaluations will help to develop and refine employment concepts and provide information for the systematic allocation of resources. The evaluation technique chosen is a set of written Mission Performance Standards which must be accomplished by the Logistic Support Group (LSG). The format used for developing the Mission Performance Standards is the Marine Corps Combat Readiness Evaluation System (MCCRES). MCCRES has three principal elements: Mission Performance Standards (MPS), The Evaluation Process, and Reports.

The study is limited to examining a Marine Amphibious Brigade (MAB) support requirements and the ability of a Logistic Support Group to provide for these requirements. The evaluation criteria presented in Chapter V was developed in close coordination with commands within the Fleet Marine Forces tasked with providing Combat Service Support.

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CHAPTER I

INTRODUCTION

Combat Service Support Units within the Marine Corps Fleet Marine Forces have been reorganized. The goal of this reorganization was to improve unit effectiveness and reduce asset requirements. To date employment concepts and procedures involving logistical support have not been fully and systematically evaluated in a simulated combat environment. The purpose of this study is to provide a standardized technique to be used in evaluating the combat effectiveness of a Logistic Support Group. The evaluation technique chosen is a set of written Mission Performance Standards which must be accomplished by the Logistic Support Group. These standards require active participation in the development and execution of plans required to provide landing force-wide combat service support.

Prior to reorganization, structural deficiencies of existing units precluded a recognizable organization to coordinate the functions associated with combat service support on a day-to-day basis both in garrison and on deployment. This shortcoming accounted for a lack of continuity in planning, training, and control of support to Fleet Marine Forces (FMF). The reorganization developed "...a combat service support structure that could be implemented

in the near term with equipment and logistic systems now in being and, also readily accept emerging equipment and systems now under development without a major redesign...."[1] The evaluation procedure will provide feedback to planners from which decisions can be made as to how effective the reorganization has been, what, if any, changes are required, and what employment concepts should be developed for the new units.

This study has been limited to examining a Marine Amphibious Brigade support requirements and the ability of a Logistic Support Group to provide for these requirements. The employment and subsequent phasing ashore of Marine Corps fixed wing aircraft has been addressed in a single mode; that is, with air assets being flown into an expeditionary airfield constructed in the Amphibious Objective Area (AOA). If this option is not feasible and fixed wing aviation is required to provide support from an airfield not in the AOA, support requirements and task organizations depicted in Chapter V will require modification. A basic assumption used throughout the study is that regardless of where the friendly airfield is located, Amphibious Construction Battalion personnel will install fuel pumping buoys. Assumption two is that a major portion of both horizontal and vertical

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[1]Organization and Operation of Combat Service Support Elements of the Fleet Marine force (1973-1982) MCDEC Study.

construction required at the airfield will be accomplished by Naval Mobile Construction Battalion personnel.

Chapter II describes the effect reorganization has had on units and proposed employment procedures. A brief discussion is presented of the six functional areas of combat service support which must be provided to meet initial landing force needs.

Chapter III describes the Marine Corps Combat Readiness Evaluation System (MCCRES). MCCRES is a standardized process for evaluating the operational readiness of units. MCCRES has three principal elements: Mission Performance Standards (MPS), The Evaluation Process, and Reports. Detailed explanations of these three elements are offered and command responsibilities for administering MCCRES are discussed.

Chapter IV presents the application of MCCRES to combat service support units. A discussion of planning documents and staff functioning is provided which depicts the integrated planning required for effective support. Chapter V describes a Notional Landing Force and lists those mission performance standards that will be used to evaluate the combat effectiveness of combat service support units.

CHAPTER II

COMBAT SERVICE SUPPORT UNITS ORGANIZATION AND PROPOSED EMPLOYMENT CONCEPTS

Section 1. Reorganization of Combat Service Support Units

The requirement for combat service support (CSS) has increased steadily through the years both in manpower and dollars. Technological advances in hardware and total system planning techniques in management have also advanced dramatically. Information processing systems provide near real time data of such quality and reliability that decision making situations may be identified early in the planning process. Fleet Marine Force (FMF) organizations tasked with providing CSS have been reorganized to reduce personnel requirements and to employ newly developed techniques, procedures, and hardware to satisfy demands of combat and combat support units.

The Force Service Support Group (FSSG) is the single organization tasked with providing the landing force CSS. The FSSG is responsible for all planning and implementation of CSS beyond the organic capabilities of units within the landing force. For the first time in the U.S. Marine Corps an identifiable organization with an approved Table of Organization (T/O) has the total responsibility to provide CSS to the Landing Force. This responsibility remains unchanged whether units are in garrison, training, or in combat.

The FSSG is organized to provide support for forces regardless of their size and composition. Most often FMF units are task organized into Marine Air Ground Task Forces (MAGTF) for training or combat.[1] Should special requirements dictate other type organizations the FSSG can adapt its structure to provide CSS.

A Marine Amphibious Brigade (MAB) will receive CSS from a Logistic Support Group (LSG). The command and control element of a LSG is the MAB Plans and Control Unit located in Headquarters and Service Company (H&S Co.), Headquarters and Services Battalion (H&S Bn.), FSSG. The entire LSG will be task organized for a particular mission in support of a specified force. This task organization is the result of employment concepts and task analysis. Sections 2 and 3 will present the factors which influence the development of the entire LSG.

Section 2. Employment Concepts of Combat Service Support Units

Combat Service Support is that support provided to the combat and combat support organizations that assists them in accomplishment of their mission. The twenty-six (26) functional areas of CSS are:

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[1]CMC ltr LPP-TAV-3/40/5400: 13 Mar 1976. Subject: Concept for Combat Service Support - The Force Service Support Group - Operations and Organization.

Supply
Maintenance
Transportation
Engineer Support
Short Party/Helicopter Support Team (HST) Operations
Medical/Dental
Materiel Handling
Financial Management
Data Processing
Embarkation
Communication (non-tactical)
Postal
CSS Training
Exchange Services
Graves Registration
Security
POW Management
Legal
Law Enforcement
Passenger & Freight Transportation
Special Services/Clubs
Civil Affairs
Administration
Band
Food Services
Ecclesiastical Services

Support will be provided to the entire landing force in those functional areas in which organic assets of the various units are not sufficient to meet requirements. Brigade level support requirements will be developed by the MAB Plans and Control Unit based upon input from all elements of the Landing Force. Rarely will a single functional area of CSS be observable in isolation. Medical support operates with assistance from transportation, communications, supply, Landing Support Operations, and often naval support. Many other examples can be cited but all will offer the same conclusion - several functional areas of CSS must operate simultaneously and/or sequentially for adequate support to be provided. The employment concepts addressed here will deal with MAB level support in six principal areas which normally constitute the bulk of landing force requirements during the assault phase of an amphibious operation:

Supply
Maintenance
Transportation

Engineer
Medical
Landing Support/
HST Operations

Supply Support. Landing Force supply requirements will be computed and combined with individual unit requirements by the LSG Headquarters. All classes of supply except Navy furnished material for aviation units will be addressed.[2] These computations will be based upon a Concept of Logistic Support which is developed to support the Concept of Operations. Items in critical supply will be identified and a priority of issue by logistical phase of the operation developed. Once activated, the LSG will process all requisitions for the MAB and provide supply status reports as directed by the Landing Force Commander (CLF).

Distribution of supplies in garrison, during embarkation, enroute, and in the objective area will be controlled by the LSG. The actual mechanics may vary from unit to unit but responsibility for providing supplies is one of the LSG's functions.[3] Normally in the initial phase of the operation maximum use will be made of component/end item replacement through the secondary repairable float and the Operational Readiness Float (ORF). Maneuver elements will

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[2]Chapter IV Section 2,Mission Requirements and Their Application to Mission Performance Standards,will explain in detail all required documents and organizations responsible for development and publishing.

[3]CMC ltr LPP-5-dln:5400 15 Apr 77 Subj: Concept for Combat Service Supply Operations.

be resupplied by unit distribution or supply point distribution.

With unit distribution of supplies the supporting unit delivers supplies directly to or as close as possible to the supported unit. With supply point distribution the supporting unit establishes a supply dump to issue supplies from a central location. The supported unit must either provide or arrange transportation to move the supplies to the user. Resupply of assault elements normally begins with unit distribution and as assault forces move inland the emphasis shifts to supply point procedures.

Maintenance Support. Maintenance support procedures are applicable to all landing force materiel except aviation or medical equipment having policy and procedures directed by the Chief of Naval Operations, or Chief, Bureau of Medicine and Surgery. Equipment provided through the Communication Security Material System will be handled in accordance with policies directed by higher headquarters.

Once the MAB has been constituted, maintenance requests above the organizational capability of the requester will be processed through the LSG Headquarters. During embarkation, contact teams will provide on site "fixes" or recommend replacement of sub assemblies/end items via the appropriate float. Enroute to the objective area maintenance requests will be handled by contact teams or in the case of small items (comm-elect) individual weapons, etc.) a ship

may be designated as a maintenance point for a commodity group. In the objective area initial maintenance support ashore will be under the control of the Landing Support Group. One of two methods of employment described below or a combination of both may be employed depending on the proposed length of each logistic period of the operation.

One employment method is to task organize into the Landing Support Teams maintenance elements based on commodity groups. That is, one team may handle all wheeled vehicles and another team all tracked vehicles. The maintenance element will be serialized into the on-call segment of the Landing Support Team. Another method is to have Landing Support Teams tasked organized with contact teams from all commodity groups. The contact teams would recommend repair or replacement. If repairs were to be performed the contact team would prepare requests for the spares, equipment, and personnel necessary and the Landing Support Team leader would request support via the Landing Support Group. A combination of the two general methods in varying degrees may also produce the required support.

As the assault progresses inland, maintenance units will assist in the evacuation of down/damaged equipment.[4] Development of ashore facilities and movement of associated equipment to perform intermediate level maintenance will be

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[4]CMC ltr LPP-3-dln:5400 5 Jan 1976. Subj: Maintenance Concept in Support of Combat Service Support Reorganization.

explained in detail in the Administrative/Logistics Order accompanying the Operations Order.

Transportation Support. The LSG Headquarters will plan and control all transportation requests from the staging areas to the point of embarkation for the entire landing force. On D-Day transportation by all means will be employed and tactical movements within the objective area will be supported prior to dedicating assets for logistical lifts. As in most portions of amphibious planning, requirements are analyzed in reverse order. Consequently those assets dedicated to support tactical movements (surface or air) are not planned for use initially in CSS roles. However once tactical lift requirements have been met, centralized control and dispatching of all transportation assets will provide better force-wide support.[5] Tactical requirements should be met with a minimum amount of support requirements placed on the unit being lifted. Direct support control measures provide the supported command complete freedom in employment of assets, without a requirement to assist in the logistical needs of the supporting unit. The organization for landing may, and frequently will, have transportation assets attached to the supported unit. In the

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[5]Centralized control and dispatching does not necessarily mean centralized motor or tracked vehicle assembly areas. Detachments of vehicles may be prepositioned throughout the objective area in order to enhance responsiveness. Massing of assets to provide support would be a simple matter if large lift became necessary.

initial assault this control measure is excellent and permits the close coordinated movement needed to breach initial obstacles. Once the needed support is provided, maneuver elements will be freed of all responsibilities to transportation assets. The attached status of transportation units will be terminated and replaced by direct support control procedures. By centrally controlling, regardless of positioning, direct support procedures can provide support for all requests whether tactical or logistical.

Logistic lifts (resupply, non-tactical troop movements, medical evacuation, etc.) are usually preplanned and assigned to specific units early in the planning phase. As the lifts are being planned and assigned, alternate transportation means are explored should tactical needs change. Solid transportation planning and employment concepts require the constant, "What if?" approach. Trafficability overlays and approach and retirement lanes are as much a part of this planning and execution as are trucks and helicopters.

Non-tactical lifts will be controlled by the Landing Support Group either directly or through a Landing Support Team. Once the LSG is established ashore transportation assets will be directly controlled at the LSG Headquarters level.

Engineer Support. In the FMF three units have missions assigned to provide engineer support to various elements of

the landing force.[6] All three units have one thing in common: they are tasked with providing both tactical and logistical support to FMF units. The forming of an engineer group to plan and execute engineer missions, regardless of type, is the most effective employment procedure. By viewing force-wide requirements and applying necessary assets during various phases of the operation, the landing force will receive the best possible support throughout the entire operation. The initial assault may require employment of a major portion of the engineer support in order to breach obstacles and provide cross country mobility for maneuver elements. Once these missions are accomplished units involved may begin performing CSS related tasks. The engineer group concept permits the application of total or partial resources to overcome obstacles to landing force objectives. These obstacles may range from an enemy minefield to an area of doubtful trafficability.

Engineer tasks discussed in Chapter V will deal with CSS related activities performed either within an engineer unit or by engineer personnel task organized into a Landing Support Team. At the MAB level the Engineer Group Commander will plan and direct the execution of all landing force engineer requirements. Detachments in other units, as a

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[6]CMC ltr LPP-tav-5/1:5400 11 Feb 77, Subj: Concept for Combat Service Support - Engineer Operations.

result of the organization for landing, will be centrally controlled when improved tasking and utilization can be gained or when modified control measures are required.

Medical Support. The planning and execution of medical support will generally be divided into three major phases. The activities and units required to provide pre-embarkation services such as immunization and geographical orientation concerning health hazards in the objective area make up phase one. In phase two units and supply sources for medical treatment while embarked and enroute to the objective area will be identified. Also part of phase two will be the training provided to all members of the landing force concerning first aid and immediate action responses to various wounds. Phase three will be the development of those policies, procedures, and units involved in the landing, patient evaluation, treatment, and evacuation.

A MAB normally requires two Medical Companies with supporting sections from Headquarters and Service Company of the Medical Battalion, FSSG to provide support.[7] Dental support will be limited (during the assault) to required surgical procedures. Since both the Amphibious Task Force Commander (CATF) and the CLF have evacuation planning and execution responsibilities, a highly integrated plan is required. Whenever possible a major portion of the medical

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[7]CMC ltr LPP-5-dln:5400, 9 Oct 1977, Subj: Concept for Combat Service Support - Medical/Dental Support.

assets should remain embarked. Ideally general support medical personnel will not land. Ashore support will be provided by medical assets organic to those units landed. Patients requiring hospitalization and/or further treatment will be evacuated to designated hospital ships.[8]

Landing Support/HST Operations. Landing Support and Helicopter Support Team (HST) Operations provide for the ground combat element those CSS functions necessary to support the initial landing. Both operations provide initial CSS support, however methods of control differ and internal mechanics necessary to provide the support vary. Because of these differences, the operations will be explained separately.

Landing Support operations involve the planning and execution of tasks necessary to provide the maneuver elements ashore adequate CSS during the initial phase of the assault. The Battalion Landing Team (BLT) is the basic ground maneuver element and a Landing Support Team will be a component of the BLT's task organization. The Landing Support Team will provide the command and control element for all CSS activities ashore, prior to the senior ground commander turning control of the beach or beaches to the CLF. The team will have sub-elements of both Marine and Naval units attached and be

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[8]Surface landed assault elements cannot expect air evacuation of casualties from the beach during the initial phases of the operation. Normally amphibious shipping with well deck capability will be stationed on the Line of Departure (LOD) to receive and treat wounded. These designated hospital ships will have general support medical personnel aboard.

responsible for providing liaison personnel to the supported BLT.

The reconnaissance party will land early with the scheduled waves of the assaulting unit. Once the beach is capable of accepting Landing Support Team equipment and personnel the reconnaissance party commander will request via the Tactical-Logistical Group (TAC-LOG) the landing of those landing support assets assigned to "on call" serials. When established ashore the various sub-elements organized into the Landing Support Team will begin performing their assigned tasks. In a MAB size landing the Landing Support Teams will work directly with the BLT TAC-LOG. Once the Landing Support Group has landed and consolidated the teams ashore, support requests and operational procedures will change. Landing Support Teams requiring further assets or resupply and/ or equipment will forward their requests to the Group Headquarters. The group will deal with the Regimental TAC-LOG. Ground combat commanders will continue to deal directly with the teams that originally landed with them and the teams will continue to provide liaison personnel to the supported BLT.

Throughout the assault the maneuver elements will receive support without changes in the requesting procedures. The Landing Support Group consolidation function and shifts of requests from one TAC-LOG to another will not require a change in request procedures. The BLT need not alter or

change any operational procedures or techniques to receive required CSS.

Helicopter Support Team (HST) operations have two principal employment patterns. If a major logistic build up is anticipated in the landing zone, the command and control elements of the HST will be a Landing Support Platoon. Should the landing zone be merely a touchdown point, or if no sizeable logistic build up is projected, the Service Platoon of Headquarters and Service Company (H&S Co.) of the BLT being lifted will provide HST support for the landing.

Regardless of the size of the build up some tasks are common to both employment methods. Positive control of helicopters entering and leaving the zone is accomplished by Landing Zone Control Teams (LZCT). The LZCT will be task organized into the HST and is provided by the aviation element of the MAGTF. Another function common to both employment procedures is the forming of a Helicopter Logistics Support Center (HLSC). The HLSC is formed by the helicopter transport group commander and is located aboard the flagship in proximity to the Helicopter Direction Center (HDC) and TAC-LOG. HLSC coordinates the debarkation from individual ships of the helicopter transport group in accordance with the landing plan. Deviations from the landing plan, including the debarkation of on-call and non-scheduled serials, are coordinated by the HLSC in accordance with the priorities expressed by the helicopter borne unit.

After receipt of a request, TAC-LOG concurrently advises both the Helicopter Direction Center (HDC) and HLSC in order for the HDC to allocate helicopters and HLSC to initiate notification of the specific ship of the impending requirement. After allocation of helicopters has been confirmed by the HDC, the HLSC provides the details of the planned lift to the debarkation control officer of the ship concerned.

Should a Landing Support Platoon be necessary for HST operations, the platoon and all required augmentation will be attached to the helicopter-borne unit. If the Service Platoon of the lifted BLT is providing landing zone support, the necessary augmentation personnel will be attached to H&S Co. of the BLT.

During the initial phase of the assault all CSS provided the landing force must come from Landing Support or HST Operations. Most often a combination of the two will be required to adequately support a MAB size landing. These task organized, temporary units are designed for a specific landing and require modification as support requirements vary. Effective support requires thorough knowledge of operations ashore, imagination, and technical proficiency in the functional areas of CSS. If there is a single key to insuring all these items are provided that key is proper task organization.

Section 3. Task Organization of Combat Service Support Units

Combat Service Support Units are task organized to provide the CLF continuous support and various methods of control. Combat and combat support units receive tactical missions which, in conjunction with the Operations Plan/ Order, provide employment and control methods. Since CSS units do not receive tactical missions, the LSG commander must analyze total force requirements in order to develop an effective task organization. Various employment techniques and control procedures need to be investigated and proposed support plans coordinated with other elements of the landing force.

The CLF will issue proposed courses of action, and for each course of action a Logistic Estimate will be prepared. The CLF will select a course of action and issue a concept of operations. The LSG commander then prepares a Concept of Logistic Support which identifies the landing force's CSS requirements and applies available assets to meet the stated and deduced support levels. Should support requirements exceed the capabilities of assigned forces, proposed solutions are prepared and included in the LSG commander's presentation to the CLF. The actual task organization of the LSG is a result of applying CSS assets in accordance with the approved Concept of Logistic Support. The MAB Plans and Control Unit is responsible for developing the final task organization.

CHAPTER III

MARINE CORPS COMBAT READINESS EVALUATION SYSTEM (MCCRES)

Section 1. System Development and Structure

In March 1976, the Commandant of the Marine Corps identified the need for and initiated the development of an operational readiness evaluation program. This requirement was reiterated when the Commandant included in his Marine Corps Posture Statement for 1978, presented to Congress, the need for, "...an improved readiness evaluation system," to "provide a timely and accurate evaluation of the readiness of Fleet Marine Forces, including reserve units, to accomplish assigned missions...."[1]

These statements led to a review of the present evaluation techniques used to measure combat readiness and effectiveness. The review indicated that standard techniques and scoring procedures are not in use or in fact available. Various commands throughout the Marine Corps used different procedures and reporting systems. Oftentimes garrison type inspection results were the basis for evaluating combat readiness. Training programs are frequently oriented toward the individual Marine but fail to emphasize the readiness standards required for unit mission accomplishment. Hours

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[1]Extracted from General Wilson's comments to Congress concerning present Marine Corps posture.

of instruction accomplished during block training are used as a measurement of effectiveness again ignoring the unit's level of training relative to mission accomplishment. This use of input measurements vice output measurements clearly point out that unit mission accomplishment is not being evaluated under present practices.

Doctrinal publications provide the basis for unit tactical employment but the language used is for guidance not performance. Present tactical evaluations are the result of subjective judgment of the evaluators. Naturally, the quality of this judgment differs with each individual and is influenced by that individual's background, recent experience, and professional competence.

It is generally agreed that the combination of personnel in required numbers and skills, equipment and supplies on hand, and the level of training proficiency, collectively provide a true picture of operational readiness. Yet in the area of training non-quantifiable elements such as discipline, morale, and spirit are areas where measurement of combat readiness becomes a subjective process. This is the result of a lack of identified standards by which to objectively measure training and readiness (output performance). MCCRES has overcome this deficiency.

The results of a MCCRES evaluation provide an analysis of unit operational readiness at the time the evaluation is conducted. This analysis outlines the success that unit

training programs have achieved in preparation for combat operations. In order to provide this information the following items are addressed:

a. Performance standards based on assigned missions;

b. A standardized evaluation process;

c. A standardized reporting system;

d. Feedback to units indicating strengths and weaknesses.

This detailed analysis of a unit's operational strengths and weaknesses measured against specific performance standards serves the Marine Corps by:

a. Assisting unit commanders in formulating unit training objectives;

b. Providing a standardized process for evaluation of operational readiness;

c. Providing a definitive method for a senior evaluator to assess a unit's combat readiness.

d. Assisting in the review of doctrine, tactics, and techniques.

MCCRES consists of three major elements, Mission Performance Standards (MPS), The Evaluation Process and Reports. Each element is based on the premise that an evaluation of unit readiness will be used to improve unit performance. This is the first standardized evaluation process in the Marine Corps to deal with performance of a unit as compared to written objective standards.

Section 2. Mission Performance Standards

Mission Performance Standards (MPS) are the heart of MCCRES. They are designed to replace the subjective judgment of individual evaluators with more specific definitions which describe the quality of performance that is being evaluated. These standards focus the evaluators' attention on the performance of actions that are expected to occur in combat, with precise statements to assist the evaluator in determining if the performance meets the required standard of quality. In order that the standards be equally applicable to Marine Corps units throughout the world, the evaluation framework is independent of scenario, terrain, or threat.

The standards developed evolved from the application of five interrelated concepts:

1. Standards must be objective - neither subjective impressions nor personal opinions are acceptable.

2. Standards must define for the evaluator what quality means in the performance of tactical operations.

3. Standards must be based on published doctrine not on opinions or ground rules acquired over the years.

4. Standards must involve the performance of individual Marines in evaluation of unit combat readiness.

5. Standards must be simple for evaluators to use.

These concepts are then applied to mission statements published in Fleet Marine Force Unit Tables of Organization

to provide a starting point for individual MPS. As mentioned earlier, a real problem area exists for task organized units, since no mission statements are available.

Each MPS consists of three principle parts which are:

1. The Task to be performed.

2. The Conditions under which the Task is to be performed.

3. The Requirements which must be accomplished to successfully fulfill the task.

To assist the evaluator in those cases where the Requirement does not fully define the quality of performance necessary, Key Indicators (KI) are provided. Key Indicators clarify and explain matters of complexity in such a way as to insure valid responses by the evaluators.

The task component of the MPS results from the need to subdivide each mission into smaller and more easily manageable segments. For some missions this is merely a matter of resorting to time sequence divisions of the Task. Some tasks are developed in an either/or situation where a requirement is pertinent in one situation and not in another. Some tasks within an MPS may occur simultaneously.

Each task has a descriptive text concerning the conditions under which the task must be performed. Condition statements may vary as a result of evaluation input to specifically defining assets that must be available if a valid test is to be accomplished. The conditions permit the

evaluator to control the exercise, insert problem play situations, and restrict options to the unit. Time space factors are only recommendations in the conditions since an evaluator may face terrain and time limitations beyond his control.

The requirement portion of the MPS is the "truth teller." They are constructed for three possible responses, Yes, No, and Not Applicable. The requirements may resemble the tasks in that some are time sequenced events that must be accomplished with a certain competence if the unit is to obtain a "Yes" response from the evaluator. Other requirements are significant groupings of actions that indicate quality in the performance of the assigned task. It is difficult to include everything a unit must do to successfully complete a particular task within an MPS, however enough requirements are included to demonstrate competent performance with the necessary level of quality. Quality of performance is the focal point of the evaluator.

Key indicators assist the evaluator in establishing the required level of quality necessary to successfully complete a task. They are written in several ways and may be lists of critical matters pertaining to a requirement or a descriptive text designed to assist the evaluator to a supportable response when he grades the requirement.

The requirement for judgment has not been completely removed from the evaluation process. Evaluators using MPS

must occasionally apply judgmental decisions that may affect the unit evaluation. The majority of these situations are related to the choice of a "Not Applicable" response. Evaluators may not be able to grade a specific task because it did not occur. However, if an event did not occur because it was not ordered or planned, despite the fact that it should have been so ordered a "Not Applicable" response is incorrect. An example would be if a unit failed to establish local security. A "No" response is correct since security is "Applicable" and the commander failed to accomplish this requirement.

In order to insure valid testing of combat ability, MCCRES Standard Performance Tests (SPT) have been developed. These tests are made up of drills, live fire exercises, and other types of proficiency tests developed to establish proof of basic combat abilities. These tests are performance-oriented and make little or no reference to procedures. Examples of the types of tests are:

Foot Mobility Test

To evaluate the ability of infantry Marines to march a given distance in a given time while carrying their assigned equipment.

Dragon Gunner Test

To evaluate the ability of the Marine equipped with a Dragon to select an appropriate position, load his weapon, and fire with effect on targets appropriate for attack with the Dragon missile.

Engineer Route Reconnaissance Test

To evaluate the ability of the engineer element to conduct a detailed route reconnaissance and submit a timely correctly formatted written report.

Aircraft Recognition Test

To evaluate the ability of pilots and aircrewmen to identify enemy aircraft.

These tests and several others answer the evaluators' questions as to whether individuals and separate elements are combat ready prior to unit evaluation. If individual Marines are not proficient with their weapons and equipment then no degree of tactical ability graded by the MPS's can result in a finding of combat ready for the unit.

Section 3. The Evaluation Process

The evaluation process is entirely dependent upon the quality of the Mission Performance Standards and the quality of the individuals applying these standards. A formal structure has been developed to outline various responsibilities and inputs necessary to accomplish testing.

Evaluation/Exercise Directors (ED). The Commanding Generals, FMFPAC, and FMFLANT are ED's and are responsible for the initiation and conduct of formal MCCRES evaluations. The responsibilities and functions of the ED are:

Designate the Unit to be evaluated.

Designate the Evaluation/Exercise Commander (EC).

Publish the overall evaluation/exercise objectives and desired scenario events.

Coordinate with commands or agencies external to the Marine Corps to obtain support for evaluations.

Publish a Letter of Instruction (LOI) delineating responsibilities of the various elements partici pating in the evaluation.

Review the formal report prepared by the EC and forward it to the Commandant of the Marine Corps (CMC).

Effect corrective action, within capabilities, to remedy deficiencies identified during the evaluation.

Identify in the evaluation report those actions that are beyond the local commands' capability to resolve.

Certify to the appropriate Fleet Commander, the readiness of units evaluated prior to deployment based on the results of the formal MCCRES evaluations.

Evaluation/Exercise Commander (EC). The EC is designated by the ED to prepare for, conduct, and report formal MCCRES evaluations. Responsibilities and functions of the EC are:

Designate the Tactical Exercise Controller (TEC) and his staff (Tactical Exercise Control Group (TECG) to operate as the central control agency for the evaluations.

Train the evaluators selected for the evaluation.

Prepare the exercise scenario using exercise objectives prescribed in the ED's LOI, the desired objectives of the ED, and the threat as assessed by the Force/ Fleet Commander.

Arrange for required training areas, air space, aggressor forces, and other necessary support for the exercise.

Conduct the exercise, evaluate the results, and submit the formal report to the ED.

Tactical Exercise Controller (TEC). The TEC compiles and analyzes the results of the evaluation and submits the formal report to the EC. Responsibilities and functions of the TEC are:

Develop a detailed exercise scenario to include exercise objectives prescribed by the ED and EC.

Based on the exercise scenario, determine and announce to units being evaluated specific MPSs to be evaluated.

Conduct extensive and detailed training of evaluators.

Insert and control planned actor/agent input and aggressor response to unit action or inaction in support of the exercise scenario.

Compile and analyze data submitted by the individual evaluators.

Prepare and conduct a detailed critique using the results of evaluated MPSs to highlight unit strengths and weaknesses.

The individual evaluators must be able to function in three roles: exercise controllers, umpires, and performance evaluators. As exercise controllers the evaluator is to ensure the exercise proceeds as planned in the scenario. The umpire role is to resolve disagreements between the unit being tested and aggressor forces. Performance evaluation simply is the application of MPS's in the field under simulated combat conditions. The selection of evaluators is paramount to the achievement of sound results. Whenever possible Marines with proven experience should be selected to be evaluators.

Section 4. Reports

The senior evaluator, after reviewing each Requirement and Task for each MPS tested, makes a "Combat Ready" or "Not Combat Ready" recommendation to the TEC for each unit evaluated. This recommendation is based on reviewing all the individual "Yes" and "No" responses for all requirements. When evaluating a Marine Air Ground Task Force failure of any single element will normally require failure of the MAGTF as a task organized unit.

The MCCRES reports provide feedback necessary for commanders to initiate corrective actions. These actions may result in improved training objectives, realignment of priorities concerning assignment of personnel to various commands, or redistribution of materiel assets. At the Headquarters Marine Corps (HQMC) level these reports assist in the review of doctrine, tactics, techniques, education, and training programs and the validation of MCCRES elements. By analyzing a series of evaluation reports, trends and repeated deficiencies are highlighted which assists in initiating corrective action.

Two reports are required at the conclusion of a formal MCCRES evaluation. The first is the Initial Report forwarded by classified message (if appropriate) from the EC via the chain of command to reach CMC within five working days following the end of the formal evaluation. The second report is the Follow-Up Report forwarded from the EC via the

chain of command to reach HQMC not later than 20 working days following the end of a formal exercise.

The Initial Report is a five paragraph narrative message which provides the EC's assessment of the unit's capability to perform the assigned mission. The report contains the following information:

Identification of the Unit evaluated.
Dates, duration of the evaluation.
Brief narrative of key events.
Overall assessment: "Combat Ready" or "Not Combat Ready"
Critical deficiencies.

The Follow-Up Report is a detailed listing of MPSs, Tasks, and Requirements that were evaluated, and provides the "Yes," "No," "Not Applicable" marks for each Requirement for which evaluation was accomplished. The report concludes with comments or recommendations for improvement or revision of MCCRES. The reports are designed to be a tool for the unit reported on to assist in assessing its strengths and weaknesses. They also assist senior commands in the allocation of assets required to produce a combat ready unit.

CHAPTER IV

MARINE CORPS COMBAT READINESS EVALUATION SYSTEM APPLICATION TO COMBAT SERVICE SUPPORT UNITS

Section 1. Evaluation Requirements Directly Related to Combat Service Support Units.

The evaluation of CSS units must address the process[1] of providing support and offer ways to improve support provided. Care must be exercised when evaluating a CSS unit since improper surrogates, which are easily measured, can mask a unit's true capability. Often it is easier to measure the number of tons of cargo transported, or patients treated, or hours of operation of equipment between unplanned maintenance than responses to landing force requirements. One finds little argument against the proposal that centralized supply and/or maintenance facilities are more efficient[2] than decentralized employment. The effective[3] support of maneuver elements may not always permit the employment of CSS assets in the most efficient manner. The amphibious assault requires adherence to certain principles which may

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[1]Process is defined as the actual activities performed. CSS units, particularly task organized CSS units, do not have standardized employment procedures. While a formal structure exists working procedures vary since providing support is based upon requirements generated by other elements of the landing force.

[2]Efficient is defined as producing results with the least cost to the supporting unit. The question posed to judge "efficient" is, "Are we doing things right?"

[3]Effective is defined as producing results which place the least requirements on the supported unit. The question posed to judge "effective" is, "Are we doing the right thing?"

override the requirement to most efficiently utilize assets. Dispersion and duplication of logistic facilities is an example of providing required support in the most effective manner. Provision of alternate channels of supply service, and communication support, as well as alternate means of transportation may place added requirements on the CSS element of the MAGTF but to fail to provide these alternate methods may jeopardize the entire operation. The evaluation of a CSS unit must be in the context of landing force requirements, and whether or not these requirements are recognized, planned for, and provided. While deadline reports, supply status reports, number of hours of equipment operating, and number of requisitions filled are indicators these measurable functions only contribute to effective support and must not be viewed as an appropriate evaluation standard to measure combat readiness. CSS elements can only be evaluated as they function within the MAGTF structure.

Section 2. Mission Requirements and Their Application to Mission Performance Standards.

The identification of mission requirements is particularly difficult for CSS units since their tasks are keyed to the activities of the other elements within a MAGTF. Generalized mission statements exist for various CSS units; however they do not and cannot specify the level of support required by the landing force. The two planning documents which must be prepared in order to develop a sound task

organization were discussed in Chapter II. A more detailed explanation of Logistic Estimate and Concept of Logistic Support is necessary to understand the relationship between mission requirements and MPS's.

The Logistic Estimate initiates the mission identification cycle. During this planning sequence the questions of who, how much, when, what if, and what control measures are best are raised and tentative assignments programmed. This requires the addressing of not only assigned missions of the landing force but also deduced missions. Proposed requirements are weighed against assumptions, intelligence, and the available logistic situation. The tactical situation and friendly personnel status reports are also considered. This aggregate of information compromises the source of data needed to develop a logistic analysis. The Logistic Analysis is the heart of the Logistic Estimate. The analysis will address each proposed tactical course of action and analyze all significant factors to determine problems which will be encountered, measures required to resolve these problems and identify any limiting factors which exist. Specifically the following major topics are addressed:

(1) Supply and Resupply (Requirements, availability, and limitations).

(2) Evacuation and Hospitalization (Requirements, availability, and limitations).

(3) Transportation (Requirements, limitations, and availability to include ocean and coastal shipping, motor transport and highways, pipelines and fuel handling equipment, helicopters and other aircraft, and railroads and rolling stock).

(4) Service (Requirements, limitations, and availability of service units and troops, to include shore party, engineers, communication-electronics, ordnance, motor transport, medical, dental, military police, and administrative).

These evaluations and requirements development procedures will lead to a recommendation of the best course of action based on a logistics consideration. Prior to presenting this recommendation to the CLF a presentation of the advantages and disadvantages of each course of action will be made. It is an important step to present the advantages and disadvantages of each course of action prior to making a recommendation. A commander may decide to alter or combine courses of action having been presented the various advantages and disadvantages. The commander can make these decisions with a high degree of certainty as to their effect on the logistical support he will receive providing the proper presentation sequence is followed.

The logistic estimate will identify a major portion of the individual tasks required by sub-units of the CSS element. Based upon all staff estimates and personal evaluation the commander will select a course of action and issue a Concept of Operation.

The Concept of Logistic Support is the planning document prepared to support the Concept of Operation. The Concept of Logistic Support is the basic document that identifies force wide logistical requirements and assigns specific units the responsibility of providing support. In preparing this document the operation is divided into logistic periods.

These periods depict the various procedures and control measures employed to provide support. The logistic periods of the operation need not, and often do not, coincide numerically with the various tactical phases of the operation. A summary statement by period is prepared which addresses:

Operating and safety levels of supply in the objective area.

Prescribed loads for subordinate units.

Location of logistic support agencies.

Principal CSS units deployed in the area.

This summary statement is followed by a listing of all requirements. This paragraph will have been developed by refining data first addressed in the Logistic Estimate. A requirements identification by period will be computed to show:

(1) Supply

(a) Troop units to be supported.

(b) Day of supply - tonnages required each day for the support of troops units (all classes of supply).

(2) Transportation

(a) Materiel and equipment (less bulk POL) to be moved each day.

1 Line Haul -- Distance of average run. Tons to be moved per day.

2 Local Haul -- Distance of average run. Tons to be moved per day.

(b) Bulk POL to be moved.

(c) Requirements for transportation means.

1 Number of trucks.

2 Number of helicopters.

3 Number of Assault Amphibian Vehicles.

4 Number of type of fuel handling devices.

(3) Service

(a) Functions

1 Maintenance of equipment and materiel.

2 Salvage.

3 Construction.

(b) Service units and installations required.

(4) Evacuation and Hospitalization

(a) Casualties per day.

(b) Medical installations required and capacity of each.

(c) Number of surface vehicles and number of helicopters foe evacuation.

(d) Evacuation Policy

Following these data a final paragraph will specify units, techniques, and procedures employed to provide the support identified. Again a breakdown by period is prepared and presented to CLF. This paragraph will contain:

(1) Supply

(a) Location of supply installations and level of supply to be maintained in each.

(b) Assignment of supply responsibilities to CSS units.

(2) Transportation

(a) Designation of main supply routes, helicopter landing zones, and operating areas; location of terminals.

(b) Assignment of transportation responsibilities to CSS units.

(3) Service

(a) Location of service installations.

(b) Assignment of service responsibilities to CSS unit.

The development of a Concept of Logistic Support will identify requirements, assign adequate assets to fill these requirements, recommend procedures for overcoming shortfalls, provide control measures for the various periods of the operation, and permit flexibility to be designed into the logistic support system to respond to changing tactical situations.

Combat normally is the execution of plans. Success in combat requires execution in a manner that overcomes planning shortfalls, lack of complete intelligence and enemy countermeasures. Mission Performance Standards are designed to evaluate execution ability. They evaluate the quality of execution performed by units in a simulated combat environment. One must accept the fact that certain "accepted" and stated assumptions will affect the evaluation process. Stated assumptions rarely account for differences of opinion and often reflect constraints over which no control can be exercised. "Accepted" constraints are entirely another matter and must be dealt early in the evaluation phase if a true picture of a units ability is to be gained.

When a MPS exists, a requirement exists. Failure to provide adequate assets necessary for the evaluation of a

unit tasked with filling the requirement may lead to failure in combat. All evaluations are keyed to the performance of tasks directly reflecting a units quality of performance. It is no longer possible to substitute the viewing of a cosmetic static display of troops and equipment for quantifiable observable behavior. Execution of the mission is what is being evaluated and anything which detracts from this evaluation must be viewed as lessening the validity of results.

A Force Commander now has available a diagnostic tool to evaluate Tables of Organization, Tables of Equipment, proposed employment concepts and proposed task organizations of CSS units. The importance of this development is further accentuated as one considers that present CSS organizations have not been employed in combat.

CHAPTER V

MISSION PERFORMANCE STANDARDS FOR A LOGISTIC SUPPORT GROUP

Section 1. Marine Amphibious Brigade (MAB)

The MAB is a task organization that may be formed from 2/9 to 5/9 of the division/wing team. The MAB is capable of conducting and sustaining an amphibious assault and is organized to accomplish a mission of limited scope.

The MAB which was used to develop the MPSs in Section 2 was organized in the following manner:

	MARINE		NAVY	
	Off	Enl	Off	Enl
Command Element	144	2136	23	194
Ground Combat Element	216	4952	20	311
Aviation Combat Element	247	2521	9	30
Combat Service Support Element	52	937	35	130

The Command Element contains:

MAB Commander and his staff with required communication and liaison personnel

Brigade Engineer Group

*Brigade Shore Party Group

Brigade Reconnaissance Platoon

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*Brigade Landing Support Group contains the replacement draft. They will be used as ship's platoon and then as a labor pool for beach operations while awaiting assignment. Landing Support Team Commanders are responsible for training and organizing the replacement draft for these functions.

The Ground Combat Element contains:

Regimental Landing Team (RLT)

Direct Support Artillery Battalion (Rein)

Tank Battalion (-) (Rein)

Assault Amphibious Company (Rein)

The Aviation Combat Element contains:

1 Medium Attack Squadron	(12 aircraft)
1 Light Attack Squadron	(16 aircraft)
1 Fighter/Attack Squadron	(12 aircraft)
2 Heavy Helicopter Squadrons	(36 aircraft)
2 Medium Helicopter Squadrons	(42 aircraft)
Detachment Attack Helicopter Squadron	(6 aircraft)
Detachment Light Helicopter Squadron	(4 aircraft)

Ground support equipment and personnel required for operations not to exceed 30 days without augmentation.

The Combat Service Support Element contains:

Detachment Headquarters & Service Bn. FSSG

Detachment Dental Co. FSSG

Detachment Medical Bn. FSSG

Detachment Maintenance Bn. FSSG

Detachment Motor Transport Bn. FSSG

Detachment Supply Bn. FSSG

Detachment Long Lines Co. Communication Bn. FMF

The MAB's mission is to seize and occupy a landing area of sufficient size to permit installation and uninterrupted

operation of an expeditionary airfield to support follow-on landings. The Concept of Operations provides for 2/3 of the assault elements to be landed by air and 1/3 by surface means. The expeditionary airfield materiel and emplacement team will arrive in the Assault Follow-on Echelon (AFOE). Naval Mobile Construction Battalion personnel will have the responsibility of emplacement of the Short Airfield for Tactical Support (SATS). Brigade Engineer Group will provide assistance in construction of arming and refueling stations.

Landing Support operations will initially be under the direct control of the ground combat commander. The ground combat commander will recommend to the CLF when control of Landing Support operations should be passed to the LSG.

Section 2a.

MISSION PERFORMANCE STANDARD - LSG HEADQUARTERS ELEMENT

TASKS	CONDITIONS	REQUIREMENTS	Y	N	COMMENTS
Planning Responsibilities	MAB Commander gives his guidance and courses of action have been presented.	LSG HQ element develops the logistic estimate of supportability for each course of action (KI)			
	LSG HQ element is a participant in the planning process of the MAB.	LSG HQ element produces and presents a Concept of Logistical Support based on the Concept of Operations.(KI)			
		Provides input as required for MAB Admin/Log plan.			
		Verifies MAB equipment density list based on task organization.			
		Verifies MAB weapons density list based on task organization.			
		Establishes written procedures to act as FSSG alternate command post (KI).			
		Produce a plan for landing supplies. (KI)			
Operational Responsibilities	Evaluator examines the LSG as it performs in the field	LSG HQ element maintains up to date data plot on operational situation.			
		Maintains up to date data on all resources available for support of MAB.			

KEY INDICATORS FOR EVALUATOR

ESTIMATE OF SUPPORTABILITY INPUTS

MUST INCLUDE:

A. Supply and resupply expressed in tonnage and cube by class.

B. Availability and limitations on supply identified by class.

C. Identification of transportation asset coordination procedures.

D. Identification of a complete evacuation chain from casualty site to treatment facility.

E. Proposed employment of maintenance contact teams.

F. Location of possible water supply points, dumps, and other logistic facilities.

H. A recommendation on the course of action.

I. Identification and proposed employment for all combat service support functional elements within the LSG.

CONCEPT OF LOGISTICAL SUPPORT

MUST INCLUDE;

A. Supply requirements by class for each day of the operation, expressed in tonnage.

B. Breakdown of materiel and equipment to be transported with anticipated distances and tentative allocation of transportation resources.

C. Detailed service support instructions on maintenance, salvage, and construction.

D. Proposed locations for logistical installations and LOCs over which supplies will be moved.

E. Assignment of specific responsibilities to all service support elements.

F. Basic operating procedures to be utilized by each CSS functional element of the LSG.

G. Alternate Command Post location and designation of personnel and equipment to perform this function.

KEY INDICATORS FOR EVALUATOR

ALTERNATE COMMAND POST PROCEDURES

MUST INCLUDE:

A. A list of communication assets to be dedicated for use by FSSG personnel.

B. A MAF level communications plan for controlling logistical elements.

C. Proposed development of supply and maintenance areas, to include asset identification, to accomodate follow-on forces.

D. Proposed augmentation of personnel and equipment from units other than the FSSG.

E. Proposed operational procedures to operate an arrival air terminal.

PLAN FOR LANDING SUPPLIES

MUST INCLUDE:

A. Means by which the transfer from ship to shore is accomplished.

B. Supplies to be landed with assault troops.

C. Prescribed loads.

D. Mobile loads for vehicles.

E. Loads for floating dumps.

F. High priority supplies pre-staged for helicopter lifts.

G. Dump levels to be achieved during various periods.

H. Selective unloading by priority and at what time supplies will be available.

I. General unloading procedures and circumstances under which they will commence.

J. Resupply arrival times and types of packaging and quantity of supplies to expect.

MISSION PERFORMANCE STANDARD - LSG HEADQUARTERS ELEMENT

Section 2a.

TASKS	CONDITIONS	REQUIREMENTS	Y	N	COMMENTS
	LSG HQ Element is responsible for local security and for performance of individual Marines of the LSG.	LSG responds to requests from MAB elements ensuring support provided is in accordance with the concept of logistical support. Compiles written verification of support requested and provided. Documents requests for support which were not identified in the planning process.			
Displacement of the LSG	Evaluator does not cause a displacement. If LSG does displace it is required to meet these standards.	Displacement at least 5 km from beach support area. Displacement conducted without interruption of support to the MAB. Displacement is conducted in a tactical manner with prior reconnaissance of new LSA, route security, and security established in new LSA. Displacement complete and new LSA operational within 48 hours after initiation of movement. Prior to and throughout the displacement all other elements of the MAGTF must be informed of the relocation plan.			

MISSION PERFORMANCE STANDARDS - LSG SERVICE ELEMENT

Section 2b.

TASKS	CONDITIONS	• REQUIREMENTS	Y	N	COMMENTS
Engineer Support	Evaluator examines only those requirements for which the equipment has been provided to the LSG. Simulation of Navy participation in fuel handling activities may also be necessary to permit evaluation of the LSG performance	Roads and beach exits are improved and maintained permitting wheeled vehicle traffic. Prepare and distribute trafficability overlays and update as changes occur. Fuel storage (package) facility for 40,000 gallons prepared and revetted within 6 hours after arrival on site. Fuel storage (bulk) facility for 240,000 gallons be established, to include revetment, within 48 hours after arrival on site.			
	The TAFDS must have a minimum 40,000 gal. storage capacity.	Fuel distribution system capability of refueling 6 helicopters and two fixed-wing aircraft simultaneously be established within 24 hours after arrival at expeditionary airfield. Install 2 bulk fuel relay pumping sites with 600 GPM Pumps - 4 man hours Repair damaged fuel bladder - 2 man hours Install filter separator, drain pump, and set guage valve for water drain - 1 man hour Transfer 5,000 gallons of fuel from one tank to another - 1 man hour Determine amount of fuel and amount of water in tank - 1 man hour			

MISSION PERFORMANCE STANDARDS - LSG SERVICE ELEMENT

Section 2b

TASKS	CONDITIONS	REQUIREMENTS	Y	N	COMMENTS
		Take American Petroleum Institute gravity reading and correct reading to 60°F - 1 man hour.			
	A minimum of 37 field generators and 7 cycle converters (motor generator) are required to produce the electrical power required for the MAB. The generators vary in size from 5kw to 60kw and are 60 cycle power. The converters are required to produce 400 cycle power for maintenance work on aircraft and some specific communication requirements. A combining of the KW requirements would indicate less generators. However the actual emplacement and employment requires 37 separate generators.	Installation of expeditionary airfield electrical distribution system within 48 hours after arrival at site. Development of an operation schedule of airfield generators to include maintenance checks and 10% stand-by back-up. Emplacement and operation of field lighting sets to assist operators of ground support equipment . 3 sets - 6 man hours			
	Fresh water source available.	Produce 150,000 gal. of potable water within 36 hours after arrival at site. Continue production rate 150,000 ga. daily for 1 week. Construct field dumps for classes I, III, and IV. Total area to be protected 25,000 square feet within 5 hours after arrival at sites.			

TASKS	CONDITIONS	REQUIREMENTS	Y	N	COMMENTS
	Plan for Landing Supplies will designate delivery time.	Construct field dumps for class VA at expeditionary airfield. Total area to be protected of 225,000 square feet. Work to be completed 5 hours prior to ordnance delivery schedule. No single site will exceed 20,000 square feet. Construct revetments for aircraft with locally available material. Revetments for 50% of aircraft completed prior to scheduled arrival of MAG. Construct 2 arming stations for helicopters. 40 man hours			
Medical Support	Throughout all phases of the exercise, evaluators assess casualties. Use previously prepared casualty tags to insure proper mix in type injury/illness. As casualty moves rearward he becomes responsibility of the LSG Medical Section. The evaluator will add casualties from the LSG to the total casualty load.	Receive, sort, render life sustaining care and coordinate seaward evacuation in accordance with procedures contained in the Medical Annex, Admin/Log Plan/Order (KI) Coordinate collection and surface movement of at least 40 casualties to the Beach Evacuation Station daily throughout the operation. Perform life stabilizing care and move designated casualties seaward. Respond to mass casualties. Assist in collection care, and evacuation. At least 200 casualties (50% litter). Establish communications with Landing Support Elements and with ATF Medical Regulation Officer. Coordinate returns-to-duty with S-1.			

KEY INDICATORS FOR EVALUATORS

MEDICAL ANNEX

MUST INCLUDE:

A. Task organization of the medical service including attachments to specific combat units.

B. Specific missions for the next subordinate medical echelons and any broad missions which apply to the medical service as a whole.

C. Methods, supplies, and personnel to implement sanitation and preventive medicine; information about special health hazards peculiar to the operation and the objective areas and precautions to be taken to minimize hazards.

D. Statement of the evacuation policy and details of evacuation.

E. Plans for hospitalization of military personnel, prisoners of war, and displaced persons or civilians.

F. The levels of medical supply to be carried by all units and medical supply distribution centers and details of medical resupply.

G. Medical administration, including detailed information on casualty reports to be submitted, method of preparation, and channels and times of submission.

H. Provision for the organization and functions of mobile medical teams to be employed in areas which suffer casualty overload.

I. Methods, supplies, and personnel required to process casualties contaminated with chemical, biological, or radioactive substances; special health hazards peculiar to handling contaminated casualties; precautions taken to minimize those hazards.

J. Provision for collection of medical intelligence.

MISSION PERFORMANCE STANDARDS - LSG SERVICE ELEMENT

Section 2b

TASKS	CONDITIONS	REQUIREMENTS	Y	N	COMMENTS
		Submit reports as directed and in accordance with Medical Annex, Admin/Log Plan/Order. Preventive Medicine procedures (area oriented) to be performed in accordance with Medical Annex.			
Communications Support	Evaluator examines LSG communications effort as it develops ashore to determine if it permits coordination with the other elements of the MAB as well as internal coordination of LSG functions. If no enemy electronic warfare capability is contained in the scenario, the evaluator may, with the permission of the TEC, interfere with radio communications in an administrative fashion in order to test alternate means established by the LSG.	LSG communications are established in accordance with the MAB communications plan. Wire-Multichannel link established with ground combat element. Communication with TACLOG established. Communication with HST established. Communications with facilities located at airfield established. Buried wire installed from LSA to beach area. Buried wire installed form LSA to Class IIIA and VA dumps. Wire installed linking all ashore LSG elements. Alternate communications established within 10 minutes after jamming of LSG communication system. Enemy electronic warfare actions reported to higher headquarters.			

Section 2b

TASKS	CONDITIONS	REQUIREMENTS	Y	N	COMMENTS
		Communications established for convoy control during movement of troops and supplies by LSG transportation element. Communications established for maintenance contact teams to report to LSG headquarters.			

MISSION PERFORMANCE STANDARDS - LSG MAINTENANCE ELEMENT

Section 2c

TASKS	CONDITIONS	REQUIREMENTS	Y	N	COMMENTS
Motor Transport Maintenance	Evaluator confines application of requirements to those that are supply supportable with the assets that have been provided to the LSG. Vehicles of the type identified for repair should be available or suitable substitutes used as noted below: M35 for M54 M52 for M51A2	LSG MT Maint. Section provides organizational and field maintenance for motor transport assets of the LSG. LSG MT. Maint. Section is organized to provide contact teams to other components of MAB. Contact teams are provided for all motorized tactical lifts. Contact team replaces clutch of M-54 truck in the field - 16 man hours. Contact teams are positioned at vehicle staging areas to inspect and repair as required. Contact team replaces transmission assembly of M-51A2 truck in the field - 18 man hours. LSG MT Maint. Section recovers M-151 at a distance of 8 km and replaces engine within 8 hours after notification of vehicle location. Replace clutch M-151 - 6 man hours. Replace cyclinder heads M-151 - 4 man hours. Replace transmission M-151- 6 man hours. Replace front and rear differential M-151 - 4 man hours. Replace clutch M-561 - 5 man hours. Replace engine M-561 - 8 man hours.			

TASKS	CONDITIONS	REQUIREMENTS	Y	N	COMMENTS
		Replace transmission M-561 - 6 man hours. Replace front, intermediate, and rear differential - 14 man hours Replace engine M-35 - 8 man hours Replace clutch M-35 - 8 man hours Replace transmission M-35 - 8 man hours Replace cylinder heads and headgasket M-35 - 5 man hours LSG MT Maint. Section recovers a M-35 at a distance of 12km from LSA and repairs transfer case within 12 hours after notification of vehicle location. Replace axle assembly M-35 - 5 man hours			
Ordnance Maintenance	Evaluator confines application of requirements to those that are supply supportable with the assets that have been provided to the LSG. Ordnance equipment of type identified for repair should be available. Supporting assets such as LVTR-7, VTR-M51, or VTR-M88A1.	LSG Ord Maint Section provides organizational and field maintenance for ordnance assets of LSG. LSG Ord Maint Section is organized to provide contact teams to other components of the MAB. LSG Ord Maint Section conducts six month maintenance check on 6 105 mm howitzers prior to D-Day. 225 man hours LTI and repair six M-60 machineguns - 8 man hours.			

MISSION PERFORMANCE STANDARDS - LSG MAINTENANCE ELEMENT

Section 2c.

TASKS	CONDITIONS	REQUIREMENTS	Y	N	COMMENTS
		Replace thrust bearing in a M-92 mount - 12 man hours. Replace power pack in LVTP-7 - 10 man hours Perform continuity check on power input to LVTP-7 turret - 4 man hours Recover two LVTP-7 at a distance of 10 km from LSA and repairs final drives within 24 hours after notification of location of vehicles. Recover two M60A1 at a distance of 20km from the LSA and replace power packs within 24 hours after notification of location of vehicles. Replace gun tube M68 cannon - 10 man hours. Replace power pack M60A1 - 20 man hours. Remove and replace M-17 Rangefinder - 20 man hours. Remove and replace transmission CD850 assembly from power pack - 20 man hours. Remove and replace turret motor assembly M60A1 - 15 man hours. Replace cannon assembly 8" Howitzer - 8 man hours Repair and replace accumulator M110 - 24 man hours.			

TASKS	CONDITIONS	REQUIREMENTS	Y	N	COMMENTS
		Remove and replace power pack M110 - 10 man hours. Replace traverse and elevation mechanism M110 - 30 man hours. Replace power pack M109 - 15 man hours. Repair and replace valve bodies transmission XT 1400 for M109 - 5 man hours. Replace traverse and elevation mechanisms M109 - 30 man hours. Replace power pack M107 - 10 man hours. Replace cannon assembly M107 - 8 man hours. M109 Self Propelled 155mm Howitzer repair and replace: M117 Pan Tel - 14 man hours M145 Mount telescope - 9 man hours M118C Elbow telescope - 8 man hours M146 Mount telescope - 4 man hours M115 Elevation Quadrant - 4 man hours M27 Vision Block - 1 man hour 81mm Mortar repair and replace: M34A2 sight - 3 man hours M53 sight unit - 4 man hours M45 borescope - 1 man hour			

TASKS	CONDITIONS	REQUIREMENTS	Y	N	COMMENTS
		60mm mortar replace and repair M4 sight - 1 man hour. Aiming Circle M-2 repair - 8 man hours. Theodolite T16 repair - 12 man hours. Collumnator M-1 repair - 6 man hours. Fuse setter M-28 accuracy check - 3 man hours. 105mm Howitzer towed repair and replace: M31A1 Mount telescope - 3 man hours. M23 Mount telescope - 4 man hours. M12A75 PanTel - 7 man hours. M16A1D Elbow telescope - 2 man hours 155mm Howitzer towed repair and replace: M-25 Mount telescope - 4 man hours. M12A70 Pan Tel - 7 man hours. M110 and 8" Howitzer repair and replace: M137 Mount telescope - 8 man hours M138 Mount telescope - 3 man hours. M15 Elevation Quadrant - 4 man hours. M115 Pan Tel - 8 man hours M110 repair and replace M116C Elbow telescope - 6 man hours.			

Section 2c.

TASKS	CONDITIONS	REQUIREMENTS	Y	N	COMMENTS
Engineer Maintenance	Evaluator confines application to requirements to those that are supply supportable with the assets that have been provided to the LSG. Engineer equipment of the type identified for repair should be available.	LSG Eng. Maint. Section provides organizational and field maintenance for engineer items of the LSG. LSG Eng. Main. Section is organized to provide contact teams to other components of the MAB. Contact team replaces two fuel injectors on PU-708 generator - 3 man hours Contact team replaces load contactor on PU-708 generator - 2 man hours Replace main control valve assembly M-61 5 ton crane - 10 man hours Replace master clutch in M-51 5 ton crans - 16 man hours Replace front steering gear in a model 550 Road Grader - 8 man hours Replace track idler on medium tank 82-30 - 8 man hours. The replacement is required on a ratio of one time per tractors in the MAB. Replace engine in RT-6000 rough terrain fork-lift - 32 man hours Contact team replaces master hydraulic control valve in tractor RT-72-31 - t man hours			

MISSION PERFORMANCE STANDARDS - LSG MAINTENANCE ELEMENT

Section 2c.

TASKS	CONDITIONS	REQUIREMENTS	Y	N	COMMENTS
		Replace compressor seal in 250 CFM compressor - 60 man hours.			
		Recover 1 medium tractor 82-30 at a distance of 8 km from LSA and replace engine in 24 hours after notification of vehicle location.			
		Replace main steering gear box M315T crane - 6 man hours.			
		Replace power cluster for hydraulic brake system tractor RT-72-31 - 4 man hours.			
		Replace main hydraulic pump tractor 82-30 - 8 man hours.			
Electronics Maintenance	Evaluator confines application of requirements to those that are supply supportable with the assets that have been provided to the LSG.	LSG Elect. Maint. Section provides organizational and field maintenance for electronic assets of the LSG.			
		LSG Elect. Maint. Section is organized to provide contact teams to other components of the MAB.			
	Electronic equipment of the type identified for repair should be available.	Contact team repairs and adjusts AN/TGC-14 teletypewriter - 3 man hours			
		Contact team aligns and adjusts an AN/MRC-83A and replaces the R761 receiver - 3 man hours			
		Repair KY-38 - 1 man hour.			

TASKS	CONDITIONS	REQUIREMENTS	Y	N	COMMENTS
		Repair and adjust AN-TGC-29 teletypewriter - 8 man hours.			
		Repair RT 858 - 4 man hours.			
		Test and replace electronic data cards on SB-3082 switchboard - 2 man hours.			
		Repair RT 524/246 - 6 man hours.			
		Repair RT 841 - 4 man hours.			
		Repair RT 976.A - 6 man hours.			
		Repair RT 695A - 6 man hours.			
		AN/MRC-134/5 test repair heavy duty generator system - 6 man hours.			
		Repair TH-81 - 3 man hours.			
		Repair C7674 - 2 man hours.			
		Repair MD-791 - 2 man hours.			
		AN/MRC-87 repair TU-656 - 4 man hours.			
		AN/TRC-75 alignment of R-761 - 5 man hours.			
		Repair T-730 - 4 man hours.			
		Repair CU-749 - 2 man hours.			
		AN/GRA-39 repair C-2328 and C-2329 - 3 man hours.			
		Alignment of GRR-17 - 8 man hours.			

MISSION PERFORMANCE STANDARDS - LSG MAINTENANCE ELEMENT

Section 2c.

TASKS	CONDITIONS	REQUIREMENTS	Y	N	COMMENTS
09		AN/PRC-47 alignment and repair modules of RT-761 - 10 man hours. Repair AN/GRA-6 - 3 man hours. Repair AS-2211 - 2 man hours. AN/PPN 18 Radar beacon test and replace module - 4 man hours. AN/UPN-32 Radar Beacon test and replace module - 4 man hours. M-18 FADAC test and replace circuit cards - 8 man hours.	-		

MISSION PERFORMANCE STANDARDS - LSG TRANSPORTATION ELEMENT

Section 2d.

TASKS	CONDITIONS	REQUIREMENTS	Y	N	COMMENTS
Personnel Transportation	Evaluator ensures that transportation requirements for personnel are applied at night as well as in daylight hours	LSG Trans Element provides personnel movement support to both LSG and other components of MAF.			
		LSG Trans Element meets daily troop movement totalling 450 troops with 10 short tons, 600 cube of gear, over a 45 km distance.			
	Evaluator may introduce gas into the problem to test LSG capability to move personnel in a chemical environment	LSG Trans Element meets surge level personnel movement by hauling 900 troops 20 km at night in two lifts.			
		LSG Trans Element provides medical evacuation support, moving 30 casualties per day in six lifts, each lift of 10 km, lasting one hour each.			
	Night movements to be fully tactical, with blackout lights only	LSG Trans Element maintains the capability to transport a reserve of 250 troops forward; move on 30 minute notice.			
Cargo Transportation	Evaluator ensures that transportation requirements for cargo movement are applied at night and during daylight hours. Evaluator may introduce gas into the problem to test LSG capability to move cargo in chemical warfare environment.	LSG Trans Element provides cargo movement support to both LSG and other components of MAF.			
		LSG Trans Element meets daily requirements for continuous movement of resupply cargo; 45 short tons, 500 cube, over 45 km distance.			
		LSG Trans Element meets surge level of cargo movement with a haul of 120 short tons; 4500 cube to be completed 12 hours after commencement.			
		LSG Trans Element provides lift for movement of bulk fuel site; 24 short tons, 2500 cube.			

MISSION PERFORMANCE STANDARDS - LSG TRANSPORTATION ELEMENT

Section 2d.

TASKS	CONDITIONS	REQUIREMENTS	Y	N	COMMENTS
	Night movements to be fully tactical, with blackout lights only.	LSG Trans Element distributes potable water, moving 40,000 gallons per day a distance of 20 km from water point to distribution with water storage capacity. LSG Trans Element wrecker recovers a totally disabled M-54 truck from a field site at a distance of 15 km from LSA within 3 hours.			
Refueling	Evaluator ensures that refueling efforts are required at night as well as during daylight hours	LSG Trans Element provides refueling support to both LSG and other components of MAF. LSG Trans Element refuels 20 LVTP-7 assault amphibians and 10 M-60 tanks by tanker within 2 hours. LSG Trans Element refuels 20 LVTP-7 assault amphibians, 10 M-60 Tanks, and 15 M-35 2 1/2 ton trucks at night by tanker delivery from LSA at a distance of 30 km within 6 hours.			
Maintenance	Evaluator ensures that corrective and preventive maintenance is performed as required or scheduled. Scheduling and management techniques to be reviewed. The direction of these efforts to be support, quality and efficiency.	LSG Trans Maintenance conducts preventive maintenance as scheduled. LSG Trans Maintenance takes appropriate action to correct mechanical failures within their echelon and diagnosis and evacuates equipment for repair when required. LSG Trans Maintenance maintains vehicle records in accordance with TM 4700-15/1B.			

MISSION PERFORMANCE STANDARDS - LSG SUPPLY ELEMENT

Section 2e.

TASKS	CONDITIONS	REQUIREMENTS	Y	N	COMMENTS
Supply Support	Supplies are available for pre-embarkation activity	Prepare supplies for embarkation (KI).			
Stock Rations	Ration stocks for use in evaluation of this task may be simulated through the use of dummy ration pallets	Receive 80,000 MCI within 10 hours and place in dump. Inspect palletized rations for breakage, pilferage, and infestation. Account for rations using 708 cards and dump status board updated daily. Inform accounting section of all ration issues. Load rations on transportation for delivery to consuming unit. Reorder rations to maintain dump level at prescribed quantity. Maintain emergency ration stock in separate location. Protect main and emergency ration dumps from damage by keeping rations palletized until use and covered against the weather. Provide reports as required by higher headquarters.			

KEY INDICATOR FOR EVALUATOR

Preparation of Supplies for Embarkation

A. To maximum degree possible, maintain uniformity in crate, box, and other container sizes.

B. Pack different types of supplies separately. Only related items are packed in the same box.

C. Pad and strengthen containers containing fragile items.

D. Waterproof boxes or crates containing items subject to moisture deterioration.

E. Apply corrosion preventive materials or other appropriate preservatives to items requiring such protection.

F. Use tactical markings to indicate to whom the supplies belong.

G. Use content markings to indicate UP&TT line number and the consecutive number assigned the specific box or container.

H. Use stowage designator markings.

Section 2e MISSION PERFORMANCE STANDARD - LSG SUPPLY ELEMENT

TASKS	CONDITIONS	REQUIREMENTS	Y	N	COMMENTS
Stock Ammunition CLASS V	Ammunition stocks for use in evaluation of this task may be simulated through use of dummy ammo pallets.	Receive, inventory, and separate 300 short tons in 24 hour period. Inventory accounts recorded on NAVMC 10774 including condition codes. Ammunition storage in accordance with TM 9-1300-206. Ammunition dump revetted, clearly marked, with storage not to exceed one pallet in height. Emergency ammunition stocks maintained by type and category in separate storage location. DD Form 1348 used for all ammunition issues. Ammunition expenditures reported as required by higher hq. Recommendations prepared concerning special reports and/or controls for critical ammunition items.			
CLASS V A	Concept of Logistic Support and Admin/Log Plan will give projected arrival time.	Receive, inventory, and separate 400 short tons 12 hours prior to phasing ashore fixed wing aircraft.			

MISSION PERFORMANCE STANDARDS - LSG SUPPLY ELEMENT

Section 2e.

TASKS	CONDITIONS	REQUIREMENTS	Y	N	COMMENTS
Stock Medical Supplies	Medical supplies for use of evaluation of this task may be simulated when regulations or fiscal constraints preclude use of actual material in a training evolution.	Receive 831 cubic feet (6.5 short tons) of medical supplies within a 12 hour period. Establish medical supply issue point. Medical supplies stored on pallets in a manner that permits daily inspection, accountability, and easy accessibility. Medical supplies are covered and protected. Medical supplies ordered in accordance with BUMED Inst. 6700.19 and other NavSup Instructions. LSG Supply Element adheres to priorities for issue of medical supplies established by LF Medical Officer. Drugs and controlled substances safeguarded against loss, pilferage, and damage.			
	The emergency block will also serve as an alternate supply point should the primary medical supply point be damaged or destroyed.	Establish an emergency block to be lifted into mass casualty area.			

Section 2e. MISSION PERFORMANCE STANDARD - LSG SUPPLY ELEMENT

TASKS	CONDITIONS	REQUIREMENTS	Y	N	COMMENTS
Stock Pol's	Petroleum products for use in evaluation of this task may be actual or they may be simulated; however, sufficient material must be moved, stored and dispensed to permit the evaluator to examine the proficiency of the LSG.	Receive an initial stock of 800 gallons and 1 short ton of lubricants. (Less POL stocks received from Landing Support Team) Receive and stock daily resupply of 4000 gallons. Inspect all incoming containers for damage, record quantities received on stock records, and update dump status board. Separate fuels and lubricants into multiple, clearly marked, storage sites. Maintain emergency fuel and lubricant stocks in separate location. Provide reports of fuel usage as required by higher hq. Control issue of bulk fuel at expeditionary airfield. Provide, as required, special lubricants for aircraft operation. Control pumping schedule of bulk fuel from AAFS to TAFDS.			
Stock Supplies & Repair Parts	Supply stocks for evaluation of this task should be from actual items held by the LSG for support of the components of the MAB.	Receive, store, issue and requisition 3D/4TH echelon repair parts to support LSG Maintenance Element.			

Section 2e MISSION PERFORMANCE STANDARD - LSG SUPPLY ELEMENT

TASKS	CONDITIONS	REQUIREMENTS	Y	N	COMMENTS
		Receive, store, issue, and requisition supplies and repair parts for the other components of the MAB.			
		Reconcile shopping lists with SASSY demand list.			
		Repair parts issue point is in working proximity to LSG maintenance element repair shops.			
Secondary Repairable Program	Items used in the various transactions under this task should be real equipment and not simulated.	LSG Supply Element provides all "D" code items and float managed items coded "F" and "H".			
		Provide inventory management of SECDEP Block items.			
		Provide storage.			
		Prepare and process ERO's for repair of unserviceables.			
		Reconcile with using units and maintenance shops.			
		Prepare receipt transactions.			
		Multiple issue points established.			
		Compile maintenance management data for reports to higher hq.			
Technical Supply Assistance to MAB Units	SASSY manuals must be available.	Receive and distribute SASSY output to using units.			
	SDA equipment is available.	Process applicable edit exceptions and reinduct within 12 hours.			

Section 2e. MISSION PERFORMANCE STANDARD - LSG SUPPLY ELEMENT

TASKS	CONDITIONS	REQUIREMENTS	Y	N	COMMENTS
		Establish liaison with customers of the general account and maintenance float. Provide input to Field Information System Automation Class 1 Program. Provide automated source data operators. Provide Mark IV retrieval capability for existing files. Provide supply reports required by higher hq.			

MISSION PERFORMANCE STANDARES - LSG LANDING SUPPORT ELEMENT

Section 2f.

TASKS	CONDITIONS	REQUIREMENTS	Y	N	COMMENTS
Planning Responsibilities	The MAB Headquarters publishes a Landing Support Activation Order	Prepare landing support input to estimates of supportability.			
		Prepare landing support input for Concept of Logistic support.			
		Prepare landing support input for plan for landing supplies.			
		Prepare landing support input for Admin/Log Plan.			
		Prepare landing support input for Heliborne units requiring beach support.			
		Prepare training program for ships platoons.			
	Annex I of Navy Operation Plan is available	Review Navy landing documents (Annex I) to insure compatibility of serial assignments involving shore platoons.			
		Insure, when necessary, that pre-day transfers are planned to co-locate the RLT TACLOG and the Landing Support Group aboard the primary control vessel.			
Operational Responsibilities	Landing Support Teams are task organized with the BLT's they support. The requirements are for each team in the operation. If a landing calls for two BLTs landing by surface means then each team must accomplish the requirements.	The liaison team is assigned to the BLT(s) and is embarked and landed with the BLT S-4(s).			
		The reconnaissance element is landed in the scheduled waves and establishes advance CP, erects flank and center markers. 30 minutes after landing. (KI)			

KEY INDICATORS FOR EVALUATOR

BEACH MARKERS

SHOULD INCLUDE:

A. Colored/numbered beach

B. Obstructions

C. Helicopter landing site

D. Casualty evacuation point

E. DUDS

TASKS	CONDITIONS	REQUIREMENTS	Y	N	COMMENTS
		The reconnaissance element physically checks supply routes and dump locations, records the findings on the initial plan for BSA development. Establish communications with the BLT Cmd Group, TAC-LOG and HDC within 20 minutes of reaching the beach. The reconnaissance element recommends the landing of the shore platoon and other elements of the Landing Support Team as they are required. Identify and mark beach exits, supply routes, LOCs, landing ships, and landing craft points. Construct and mark field dumps for Classes I, III and V. Total area to be protected 7,000 square feet within 3 hours. Receive 6,000 MCI within 6 hours and place in dump. Receive, inventory, and separate 25 short tons of ammunition within 8 hours. In a revetted, clearly marked ammo dump, store ammunition, not to exceed one pallet in height. Emergency ammunition stocks maintained by type and category in separate storage location. Receive, separate, and store 6,000 gallons of diesel and 800 gallons of MOGAS in 12 hours.			

MISSION PERFORMANCE STANDARDS - LSG LANDING SUPPORT ELEMENT

Section 2f.

TASKS	CONDITIONS	REQUIREMENTS	Y	N	COMMENTS
		Establish casualty evacuation station in 2 hours.			
		Establish hard wire loop, to include all dumps, in BSA 4 hours after landing.			
		Establish POW compound 4 hours after landing.			
		Establish traffic control points within BSA 2 hours after landing.			
		Construct helicopter landing points at casualty evacuation station and Class V dump 2 hours after landing.			
	Landing Support Group lands and will use a team CP for its initial CP.	The group coordinates all requests for support and establishes communications with the RLT TAC-LOG within 1 hour of landing.			
		Controls all requests for landing on-call and non-scheduled logistical serials.			
		Commences the evacuation of salvageable materiel in accordance with Landing Support Annex.			
		Conducts physical reconnaissance of proposed LSA and reports to RLT TAC-LOG.			
		Prepares to organize and function in accordance with LSG OPERATION PLAN when control passes.			

MISSION PERFORMANCE STANDARDS - LSG LANDING SUPPORT ELEMENT

Section 2f

TASKS	CONDITIONS	REQUIREMENTS	Y	N	COMMENTS
	Control of Landing Support activities has passed to the LSG. The LSG Operation Plan/ Order will designate who is responsible for specific functions. The listed requirements are necessary if beach operations are to continue.	A physical reconnaissance of routes to and proposed LSA site 2 hours after control is passed. Installation of hard wire from BSA to LSA 6 hours after control has passed. Centralized dispatching of ground transportation, 10 hours after control is passed. Construction of LOCs between BSA and LSA commences as early as tactical situation permits. Prepare and submit to higher headquarters all status reports required by Reports Annex, MAB Admin/Log Plan/Order.			

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