



UNITED STATES MARINE CORPS
2D MARINE AIRCRAFT WING
II MARINE EXPEDITIONARY FORCE
POSTAL SERVICE CENTER BOX 8050
CHERRY POINT, NC 28533-0050

WgO 13800.2G
G-4

JUL 18 2011

WING ORDER 13800.2G

From: Commanding General, 2d Marine Aircraft Wing
To: Distribution List

Subj: STANDING OPERATING PROCEDURES (SOP) FOR EXPEDITIONARY
AIRFIELD (EAF) EQUIPMENT

Ref: (a) NAVAIRINST 00-80T-115
(b) OPNAVINST 4790.2J
(c) NAVAIRINST 13800.12B
(d) COMNAVAIRFORINST 4790.2A

1. Situation. The mission of the Naval Aviation (NAVAIR) EAF program is to equip the Marine Corps to support NAVAIR with the flexibility and capability to rapidly deploy and establish survivable, self-sustaining airfields in austere, expeditionary operating environments.

2. Cancellation. WgO P13800.2F.

3. Mission. To provide guidance, establish policy and set procedures to ensure that EAF assets assigned to 2d Marine Aircraft Wing (2d MAW) are maintained in a ready for issue status. This will enable the provision of essential airfield components necessary to establish a Forward Operating Base (FOB) ashore during the earliest phase of expeditionary and overseas contingency operations.

4. Execution. To ensure the tactical commander is provided maximum flexibility in establishing a variety of expeditionary forward operating bases and with reliable operation of EAF systems in direct support of aircraft operations. 2d MAW Staff and Commander's will perform tasks and responsibilities as listed in chapter one, Section 1006 of this Order.

5. Administration and Logistics. Recommendations concerning this Order are invited and should be submitted to the Assistant Chief of Staff (AC/S) G-4 via the appropriate chain of command.

DISTRIBUTION STATEMENT A: Approved for Public release;
distribution is unlimited.

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6. Command and Signal

a. Command. This Order is applicable to all personnel and units assigned or attached to 2d MAW.

b. Signal. This Order is effective on date signed.


R. W. REGAN
Chief of Staff

LOCATOR SHEET

Subj: STANDING OPERATING PROCEDURES (SOP) FOR EXPEDITIONARY
AIRFIELD (EAF) EQUIPMENT

Location: _____
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RECORD OF CHANGES

Log completed change action as indicated.

Change Number	Date of Change	Date Entered	Signature of Person Incorporated Change

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CHAPTER 1

RESPONSIBILITIES

1. General Information. Historically, EAF equipment has been provided to the Marine Corps since 1958; starting with the Short Airfields for Tactical Support (SATS) concept which evolved into the EAF concept in the late 1970s. Modernization/development of EAF equipment continued with the implementation of the EAF 2000 concept of 1990.
2. Applicability. This Order applies to all organizations/units within 2d MAW.
3. Policy. Assigned EAF contingency assets are to be maintained in a ready for issue status, enabling provision of essential airfield components necessary to establish a FOB ashore during the earliest phase of an expeditionary operation.
4. Objectives. To ensure the tactical commander is provided:
 - a. Maximum flexibility for assembling a variety of expeditionary configured forward operating bases.
 - b. Reliable operation of EAF systems in direct support of aircraft operations.
5. EAF Mission. The mission of the NAVAIR EAF program is to equip the Marine Corps to support NAVAIR with the flexibility and capability to rapidly deploy and establish survivable, self-sustaining airfields in austere, expeditionary operating environments. This is accomplished by installing one or more of the EAF subsystems, which include airfield surfacing systems, expeditionary arresting gear, airfield visual landing aids and airfield lighting and marking systems.
6. Overall EAF Description. The EAF is a shore based aviation weapons support system which permits deployment of landing force aircraft within effective range of ground forces. Although an EAF can be as basic as a grass Landing Zone (LZ) to support helicopter operations, the installation of one or more EAF subsystems adds versatility and/or durability to the site selected for aircraft operations. The goal of the EAF is to provide the Marine Air Ground Task Force (MAGTF) with a flexible capability to rapidly deploy and establish survivable, self-sustaining airfields in support of the Aviation Combat Element (ACE) for employment in an expeditionary operation. Prior to the selection of an EAF site, consideration should be given to

utilizing existing assets such as host nation airfields, abandoned or captured airfields, highways and parking lots. EAF equipment is designed for short-duration deployments (up to 90 days), but also supports training at permanent, heavily-utilized United States Marine Corps (USMC) activities. The EAF subsystems include airfield surfacing system, geo-technical system, expeditionary arresting gear, airfield terminal guidance landing system, airfield lighting and marking systems and airfield communication system. Headquarters Marine Corps has very clearly defined "Expeditionary" as "mindset, equipment, organization and employment" and further clarified this definition in terms of the wide variety of semi-prepared runways, with or without AM-2 matting, as "Expeditionary Airfields".

7. Specific Responsibilities

a. Commander, Naval Air Systems Command (COMNAVAIRSYSCOM) (Code PMA 251M). The program manager for EAF logistic and budgeting matters in concert with the Commandant of the Marine Corps Aviation Logistics Support (CMC ALS) recommends EAF basic allowances, including use of and storage locations for, contingency (Prepositioned War Reserve (PWR)) assets.

(1) As the parent technical authority, provides research, development, design, test, operating standards and initial acquisition of EAF equipment.

(2) Manages and sources AM-2 matting from contingency PWR/stocks. Storage of AM-2 stocks is only authorized at four COMNAVAIRSYSCOM designated sites; Blount Island FL, NAVAIR Lakehurst NJ, Marine Corps Air Station (MCAS) Cherry Point, NC and MCAS Futenma Okinawa (OKI), Japan (JA).

(3) Sources EAF Operation and Maintenance Navy (O&MN) funding via Work Assignment Agreement (WAA) document.

b. Commander In Chief U.S. Atlantic Fleet (CINCLANTFLT)

(1) Administers EAF O&MN funding to the Commanding General (CG), 2d MAW, AC/S, Comptroller via Marine Forces Command (MARFORCOM) Comptroller.

(2) Assists requests to NAVAIR for special WAA amendment (adjustment of funds), based on budget requests/operational requirements from 2d MAW (Appendix D pertains).

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c. Commanding Officer (CO), Naval Air Warfare Center Aircraft Division (NAWCAD), Lakehurst (LKE), NJ

(1) Acts as the Cognizant Field Activity (CFA) for EAF equipment, maintenance and operational procedures.

(2) Provides research, engineering, design, development, limited production and maintenance of EAF equipment and support systems, to include technical representative and limited logistic support for EAF units and operations.

(3) Is the formal certification authority for EAF equipment, preparing and issuing technical orders/bulletins and administering modifications/changes for EAF equipment and related accessories.

(4) Responsible for administrative and operational oversight, (in conjunction with CG 2d MAW G-4/EAF), of the Expeditionary Airfields Service Unit.

d. Naval Inventory Control Point (NAVICP) Philadelphia, PA. Authorizes and Provides material support for EAF (Appendix D pertains).

e. U.S. Naval Air Technical Training Center (NATTC). NATTC, located at Naval Air Station (NAS), Pensacola, FL and various Fleet Aviation Specialized Operational Training Group (FASOTRAGRU) schools operated by the U.S. Navy, provide training of selected personnel at locations such as MCAS Cherry Point, NC.

f. Commander U.S. Marine Corps Forces Command (COMMARFORCOM)

(1) The AC/S, G-4 Officer (G-4) exercises staff oversight of EAF matters, performing the following functions:

(a) Advises CG MARFORCOM on doctrine, concept and use of FOBs and the employment of EAF assets in support thereof.

(b) Provides interface/liaison between the II Marine Expeditionary Force (II MEF) Command Element, CMC and COMNAVAIRSYSCOM.

(c) Issues Expeditionary certification for MARFORCOM on EAF matting installations, expeditionary arresting gear and visual landing aids/airfield markings which are installed, maintained and operated per applicable NAVAIR directives and manuals.

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(d) Ensures corrective action is accomplished to meet applicable certification criteria, prior to issuing expeditionary certification for EAF installations, expeditionary arresting gear and visual landing aids/airfield markings.

g. CG, II MEF. Provides operational tasking to CG, 2d MAW.

(1) AC/S, G-4 Officer exercises staff oversight of EAF matters.

(2) EAF installations and operations are planned and executed to support II MEFs aviation concept of operations.

h. CG, 2d MAW. Exercises operational and administrative control over assigned EAF Marines and equipment. Within 2d MAW, the following responsibilities are assigned:

(1) AC/S, G-4/EAF Officer. Within G-4, a designated special staff billet having administrative control for all EAF matters within 2d MAW, a Chief Warrant Officer (CWO), Military Occupational Specialty (MOS) 7002, Airfield Emergency Services (AES) Officer, shall be assigned to perform the following functions:

(a) Act as the 2d MAW point of contact for all EAF matters and exercise oversight responsibilities for EAF policies and operations.

(b) Conduct (or designate a representative to conduct) EAF Functional Area Inspections under the 2d MAW inspection program, in accordance with the current edition of WgO 5041.2 and the EAF functional area checklist.

(c) Assist as required the AC/S G-3 in the development of operational plans that require the use of EAF assets to include FOB airfield designing requirements. Perform site visits and conduct necessary surveys as required for the purpose of employing EAF equipment in support of 2d MAW operations.

(d) Coordinate the activities of Expeditionary Airfields Services Unit (EASU) technical representatives assigned to 2d MAW, to include determining priorities of work and resolving conflicting EASU support requests.

(e) Submit annual budget requests for 2d MAW EAF operations and maintenance to COMNAVAIRSYSCOM.

(f) Advise and act for MARFORCOM/II MEF on EAF matters, as no 7002 is assigned to these commands.

(g) Coordinate, schedule and supervise the semi-annual maintenance of M-31 arresting gear and Fresnel Lens Optical Landing System (FLOLS), prepositioned in support of the Marine Corps Pre-Positioning Norway (MCPN).

(h) Act as the 2d MAW MOS sponsor for MOS's 7002, 7011 (Aircraft Recovery Specialist) and 7051 (Aircraft Rescue and Firefighting Specialist).

(i) Ensure all correspondence to higher command and commands outside of MARFORCOM, concerning 2d MAW EAF policies, operational decisions or other important EAF related matters, are submitted via CG, II MEF (G-4/ENG) and MARFORCOM (G-4/FEO/EAF). EAF related correspondence and messages of a routine nature (both incoming and outgoing) may be addressed directly to the recipient, MARFORCOM (G-4/FEO/EAF) and CG, II MEF (G-4/ENG) shall be "copy to" or "info" addressees as appropriate. The objective is to keep the chain of command informed about EAF issues and operations. Accordingly, the 2d MAW EAF Officer is responsible for maintaining constant contact with cognizant Staff Officers at MARFORCOM and II MEF, to ensure EAF related correspondence and issues are routed and acted upon in a timely manner.

(j) Conduct direct liaison between this office (to include the EAF Chief) and equivalent billets at all levels of command and all 2d MAW EAF sections for the purposes of providing technical assistance, information and other required assistance. Assignment of tasks and requirements to Marine Wing Support Squadron (MWSS) EAF sections shall be accomplished through Marine Wing Support Group-27 (MWSG-27).

(k) Recommend prepositioning objectives for the MCPN and MPF (E) programs. Participate in related programs and conferences as required.

(l) Recommend allocation of funds to the 2d MAW Comptroller based upon recommendations of the CO, MWSG-27 and supporting MAG Fiscal Officer. These recommendations need to reflect the needs of the MWSS EAF sections and are based on information submitted via recommendations of the MWSG-27 Expeditionary Airfield Officer (EAFO) and required reports. (Appendix B applies).

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(2) AC/S, Aviation Logistics Department (ALD). Establishes policies for aviation logistics support for EAF equipment.

(3) AC/S, Comptroller. Allocates EAF OM&N funding to the supporting MAG/MALS as directed by the AC/S, G-4 EAF0.

(4) CO, MWSG-27. Assigned organizational maintenance and storage responsibilities for 2d MAW EAF assets and authorized to stock EAF equipment Pre-Expended Bins (PEB), per current directives coordinated with each MALS, based on previous usage data generated by organizational actions. Performs the following:

(a) Ensures MWSS's accomplish custody of EAF equipment, coordinated with each MALS, per current directives.

(b) Provide storage areas, conduct maintenance inspections and establish inventory control of all EAF equipment/systems. Inspection/inventories will be conducted per applicable references. (Appendix F applies).

(c) Tasks subordinate units to perform specific EAF projects and operations.

(d) Provides budget recommendations to the AC/S, G-4/EAF on the allocation of EAF OFC-10F funding for the support of EAF operations and maintenance.

(e) Submits appropriate reports as listed in Appendix B of this document.

(f) Coordinates and supervises the maintenance and certification of the EAF training facilities, Vertical Takeoff and Landing (VTOL) and/or Vertical/Short Takeoff and Landing (VSTOL) training sites listed in Appendix C.

(g) Redistributes EAF equipment within subordinate units, coordinated via designated Marine Aviation Logistic Squadron (MALS) and 2d MAW (G-4/EAF), to balance inventories and support operations per Marine Corps Mission Essential Task Listing (METL) and mission requirements.

(5) CO, MWSS. Responsible for the operation, maintenance and physical custody of assigned EAF equipment. Activities having EAF operating sites, EAF maintenance/overhaul activities and/or custody of stored EAF assets, shall ensure that:

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(a) All EAF equipment is maintained in a serviceable condition and related maintenance is performed per applicable directives. Use of the Planned Maintenance Systems (PMS) as outlined in the current edition of Commander, Naval Air Forces Instruction (COMNAVAIRFORINST) 4790.5, is mandatory and will be complied with in order to maintain a quality EAF maintenance program.

(b) Complete embarkation records are maintained per the current edition of WgO P4600.4D, to include MAGTF Deployment Support System II (MDSS II) data on all EAF contingency assets listed in the Table of Basic Allowance (TBA) for Fleet Marine Forces Aviation Units, for EAF equipment/systems sub-custody to them.

(c) The EAFO is qualified in all respects and is familiar with all applicable directives and bulletins concerning EAF operations.

(d) All EAF operations shall be performed under the direct supervision of a qualified EAFO possessing a comprehensive knowledge of EAF assets; including expeditionary arresting gear, airfield lighting, Fresnel lenses, matting and accessories and applicable Mobility Facility (MF) equipment (F58/EA-01, L95/EA-02, etc).

(6) CO of Supporting Marine Aircraft Group (MAG). Tasked with maintaining authorized levels of spare parts and providing Intermediate Maintenance Activity (IMA) support for 2d MAW EAF equipment (Appendix D pertains).

(a) In garrison, each MWSS is assigned a supporting Marine Air Logistics Squadron (MALS).

(b) When the MWSS deploys, the supporting MALS will be designated by the cognizant MAGTF Commander after considering the situation, mission and geographic location of each MWSS and MALS.

(c) Within each MAG, (except MAG-29/MALS-29), a MALS supports a respective MWSS.

1. MAG-14, MALS-14: MWSS-271.

2. MAG-26, MALS-26: MWSS-272.

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3. MAG-31, MALS-31: MWSS-273.

4. MAG-14, MALS-14: MWSS-274.

(7) CO, (of designated supporting) MALS. Provides logistic, maintenance and technical support (Appendix D pertains).

CHAPTER 2

PURPOSE, EQUIPMENT AND EAF 2000

1. Purpose of EAF. The purpose of EAF is to support FOBs with arresting gear, matting and visual landing aids. The degree of EAF support required will depend on the tactical situation, the size of the FOB and the availability or non-availability of existing facilities; the more austere the FOB, the more EAF support will be required to make it operational. Marine Corps War fighting Publication (MCWP) 3-2 Chapter six and MCWP 3-21.1 Chapter three describes the FOB concept and airfield classifications (main air base, air facility, air sites and air points).

2. Use of EAF Equipment

a. EAF equipment shall be installed, certified and operated per current NAVAIR directives and technical manuals (Appendix F applies).

b. Because of limited EAF equipment and technicians and various 2d MAW operational commitments, requests for EAF support shall be forwarded to this Command (G-4/EAF) for approval. The following factors will be considered when reviewing a request for EAF support:

(1) Duration of anticipated use of equipment as compared with potential future or current operations that 2d MAW might be required to support. (Staffed via G-3 and G-7).

(2) Potential cost and losses to 2d MAWS O&MN budget.

(3) Training value to 2d MAW units.

c. Requests to deviate from established procedures in the use of EAF equipment shall be submitted to CG, 2d MAW (G-4/EAF) for approval or endorsement to the appropriate authority.

d. EAF equipment designated for contingency use shall not be installed for training without approval from this Command (G-4/EAF). Request to install EAF equipment will be staffed via AC/S G-3, G-4, G-7, for final decision.

3. EAF Equipment Allowances. TM 3125-OI/1, TBA contains EAF equipment allowances for 2d MAW units. If redistribution of equipment is necessary, these transfers shall be coordinated with the appropriate supporting MALS to ensure custody records

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are accurately maintained. This Command must be informed of all transfer of equipment.

4. Description of EAF Equipment. The following types of EAF equipment are installed, maintained and operated by MWSS's.

a. AM-2 Matting. AM-2 matting is used to build runways, VTOL pads, taxiways and aircraft parking spaces. It can also be used to improve, augment or expand existing hard-surface operating areas for a host nation or captured airfield. AM-2 matting is designed and procured for the construction of aircraft operating surfaces and shall not be diverted for other, non-airfield uses (i.e., vehicle parking areas, roads, bunkers, billeting, etc). Marine Engineers and Navy Mobile Construction Battalions are responsible for soil preparation and the sub-grade work for installation of matting. The EAF Section within the MWSS provides technical supervision for the installation of AM-2 matting. An extensive labor force is needed to install large expanses of AM-2 matting and augmentation from outside the EAF section is necessary.

(1) All requests for AM-2 matting installations shall be submitted to CG, 2d Maw (G4/EAF) for appropriate action. Each MWSS possesses enough matting for one 96'x96' VTOL pad, which can be installed for exercises and other short-term training evolutions. Matting for larger or long term installations must come from PWR assets.

(2) Requests for the disposition of unserviceable matting shall be directed to CG, 2d Maw (G-4/EAF). Matting shall not be salvaged or disposed of until specific guidance is received.

b. Arresting Gear. Arresting gear is used for the recovery of tail-hook equipped aircraft. Currently, the M-31 Expeditionary Aircraft Recovery System is assigned to and operated by MWSS's. The M31 is designed to recover all types of U.S. Navy tactical tail hook equipped aircraft. Recovery operations shall be conducted per reference (a) and current aircraft recovery bulletins issued by NAWC-AD.

c. Airfield Lighting/Optical Landing Systems.

(1) EAF Lighting System. This lighting system provides optical night references for aircraft operations and can be installed on AM-2 matting or host nation or captured airfield surfaces (i.e., concrete or asphalt).

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(2) Mark 8 Mod 0 FLOLS. The FLOLS provides glide slope information for aircraft performing conventional approaches and landing. It is normally used in conjunction with expeditionary arresting systems.

(3) LHA Deck Visual Landing Aids (VLAs). At MCALF Bouge Field, A Carrier Approach Indicator, Hover Position Indicator (HPI) and wave off/cut lights are installed on a tower next to the outline of an LHA deck. These shipboard VLAs are installed for the training of pilots in V/STOL operations aboard aviation capable ships and are not expeditionary in nature. These are maintained and operated through current MOA's.

5. EAF 2000. EAF 2000 provides the MAGTF with a flexible and deployable capability to rapidly establish an all weather aviation FOB. EAF 2000 has the following characteristics:

a. Allows incremental employment of EAF assets, based on the MAGTF's mission and the tactical situation, to give maximum flexibility to operators and planners.

b. Allows rapid and accurate assessment of EAF logistic requirements.

c. Provides a building block approach to allow planners to easily tailor airfield size and configuration to the MAGTF aircraft mix, performance, requirements, terrain and tactical situation.

d. Allows planners to readily determine airfield construction priorities, based on support and material availability. An airfield can start small and be expanded/modified as more aircraft arrive or as additional capabilities are needed (i.e. additional parking, expanded fueling requirements, tail hook aircraft requirements, etc).

e. Accommodates the augmentation or improvement of existing hard surface areas.

6. EAF 2000 Capabilities and Assumptions

a. Capabilities. Under EAF 2000, an airfield can be designed and constructed using any combination of packages (or pacs) in a building block approach. NAWCADLKE-MISC-48J200-0010 provides current illustrations and notional drawings of the EAF 2000 concept.

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(1) A notional EAF is capable of parking 75 fixed or rotor wing attack/fighter aircraft, three C-130 transport aircraft and two C-17 aircraft. The notional length for a fixed-wing EAF is 4,800 feet and for a VSTOL EAF is 3,840 feet. To compensate for conditions that degrade aircraft performance (such as high density altitude), the runway length may be increased.

(2) The size, configuration and capacity of an EAF is designed to fit the MAGTF's priorities and aircraft mix. EAF equipment assets that are not required to support the runway can be shifted to meet airfield needs such as fuel pits, ordnance arm/de-arm areas, high-power turn up areas and other aircraft operating surfaces not included in the notional EAF 2000 design.

(3) 2d MAWs EAF equipment allowances are sufficient for the construction of all the following:

(a) Lighting for one 8,000 foot bare base runway on existing hard surface areas.

(b) Matting and lighting for one fixed-wing EAF and one VSTOL EAF.

(c) Matting for six 96'x96' foot VTOL pads.

(d) Additional matting for airfield damage repair, host nation or captured airfield expansion, arresting gear tape sweep areas and other uses.

b. Assumptions

(1) The priorities for establishing a FOB assume that friendly host nation airfields will be used to the maximum extent possible. If unavailable, the use of abandoned or captured airfields is preferred. If none of the above are available in sufficient quantity or are not at a suitable location, the use of roads, highways or other large paved surfaces will be pursued. Where necessary, EAF accessories can be used to augment existing hard surface aircraft operating areas (i.e., to provide taxiways and parking areas) at runways, roads or other existing facilities. Construction of a complete FOB from scratch would be required only in an austere, worst-case situation where existing facilities are not available. Refer to MCWP 3-2 and MCWP 3-21.1 for more details on FOBs and airfield classifications.

(2) AM-2 matting is usually in short supply and will be used for aircraft operations and parking only. Additional quantities of ground support equipment may be required to push aircraft back into parking spots if there is not enough matting to construct drive-through parking areas. Hard surface areas for other airfield needs must be constructed or stabilized by other methods (soil stabilizers, hard-surface construction, etc.) unless matting is available.

(3) Because of the austere nature of an EAF, Foreign Object Damage (FOD) to aircraft will be a constant concern. FOD reducing materials should be incorporated in to the design of all EAFs. Consideration for use of stabilizers along the shoulders of AM-2 matting operating and parking surfaces will greatly reduce FOD potential.

7. MPF EAF Equipment. The current edition of NAVMC 2790 provides prepositioning objectives for the MPF. EAF equipment in the MPF program is II MEF assets. 2d MAW EAFO will provide recommendations to II MEF (G-4/ENG) via the 2d MAW AC/S G-4 on all matters pertaining to EAF equipment in the program. Use of EAF equipment assigned to the MPF program is under the operational control of the assigned MAGTF. Accordingly, installation and certification procedures will be as directed by the using CINC.

8. Marine Corps Pre-Positioning-Norway (Norway) and Invictus Prepositioned Arresting Gear

a. The Marine Corps has assigned one M-31 arresting gear system to support the MCPP-N and other II MEF operations in Norway. This equipment is under the operational control of the CG II MEF. The 2d MAW provides personnel and technical assistance in the maintenance and operation of the equipment per TM 4790-14/d. The 2d MAW G-4 EAFO is responsible for coordinating, scheduling and supervising maintenance with 2d MAW ALD. Maintenance and operation of the systems will be conducted in accordance with applicable references.

(1) Use of MCPP-N EAF equipment will be in accordance with current edition of WgO 4440.13D, titled, 2d MAW Norwegian Air Landed Marine Air Ground Task Force.

(2) Using units of MCPP-N equipment will be required to perform an acceptance inspection with 2d MAW G-4 EAF upon issue. Upon return of equipment the using unit will be required to provide a detachment of MOS 7011 Marines, under the direction of 2d MAW G-4 EAF, to reconstitute and preserve the equipment.

(3) Units using MCPP-N EAF equipment will install and operate equipment in accordance with current directives. All maintenance actions will be documented in accordance with reference (b).

CHAPTER 3

OPERATIONS1. Request for EAF Supporta. Support Request for 2d MAW Units

(1) All requests from 2d MAW units for EAF support shall be submitted to CG, 2d MAW (G4/EAF). Installation of EAF equipment shall not be accomplished without the approval of the CG. The AC/S, G-4 shall maintain close and constant liaison with the AC/S, G-3 to ensure that EAF support is adequate and properly coordinated.

(2) Requirements should be determined and submitted as soon as they are identified to ensure complete and timely support. Use of the logistics support request format contained in Enclosure 1 of the current edition of WgO 4082.1 is required.

b. Support for External Units. All requests for EAF support from units or agencies external to 2d MAW must be submitted to MARFORCOM (G-4). Requests for air show support shall be referred to CMC (APX-45). It is expected that air show sponsors shall bear the cost of TAD, materials and other expenditures for EAF support.

2. EAF Operations and Maintenance Planning. To ensure effective coordination and utilization of assets and funds, the EAF sections shall plan maintenance stand-downs, matting swap out projects and other EAF operations and maintenance events as far in advance as reasonably possible. Events shall be submitted for inclusion in the 2d MAW Quarterly Training, Employment, and Exercise Plan (TEEP) per the format and instructions in the current issue of the TEEP. Inclusion of events into the TEEP prevents conflicts in scheduling, minimizes interference with other Wing operations and helps to ensure that sufficient time, resources and personnel are allocated for each event.

3. Minimum Manning and Equipment Requirements for Recovery of Tail hook Equipped Aircraft. Minimum manning and equipment requirements are contained in reference (a). Deviations from these minimums are not authorized.

4. Airfield Recovery Operations Daily Journal. Per reference (a), a daily journal (logbook) shall be maintained by the EAF/Recovery Crew Leader.

5. EASU Technical Representative Support

a. The EASU technical representatives perform EAF Certifications, provide technical assistance and training support for 2d MAW EAF sections. These representatives are under operational and administrative control of Naval Air Warfare Center, Aircraft Division, Lakehurst, NJ (NAWCADLKE). A complete description of EASU functions and responsibilities are contained in the current edition of NAVAIRINST 13800.15.

b. Request for onsite EASU support will be submitted via message, letter or e-mail to EASU field office, with information copies to PMA251, the FTSD and CG, 2d MAW (AC/S G-4 EAF). Initial telephone contact requests are authorized, but must be followed up with a written request by one of the methods listed above.

c. Continuous communication between EASU representatives and operational EAF sections is highly encouraged and authorized.

6. EAF Conferences

a. The program manager for EAF (NAVAIRSYSCOM PMA 251) sponsors an annual conference to resolve operation, logistic, maintenance and other EAF issues. The 2d MAW EAF Officer is designated as a voting member of the NAVAIR EAF Senior Leadership Symposium. Representation from 2d MAW EAF is essential. Other 2d MAW Officers and senior Staff Non-Commissioned Officers (SNCOs) with common interest (ALD, MALS, MWSS, etc) are highly encouraged to attend.

b. An EAF Naval Aviation Training and Operations Procedures Standardization Program (NATOPS) conference is conducted annually or as required. The 2d MAW EAFO is designated a voting member of the executive committee. Other 2d MAW EAFOs and senior SNCOs are highly encouraged to participate and attend this conference.

c. 2d MAW EAF conferences are conducted as required to conduct training, discuss 2d MAW EAF issues, prepare agenda items for NATOPS and EAF annual conferences.

7. Functional Area Inspections. The 2d MAW EAFO is the point of contact for EAF Functional Area Inspections (FAIs) and staff assist visits. Inspections shall be conducted in accordance with the current edition of WgO 5041.2 and the FAI EAF checklist from the Automated Inspection Reporting System (AIRS) web site.

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8. Standing Operating Procedures

a. Each command that is assigned EAF equipment shall publish an SOP for EAF operations and maintenance.

b. Minimum topics shall include; Organizational structure, required billet and collateral duties, airfield communications procedures, safety, supply and maintenance procedures.

9. EAF Flight Operations Report. Each EAF section that operates arresting gear shall submit an EAF Flight Operations Report (report symbol NAVAIR 13810-2) per the current edition of NAVAIRINST 13810.2.

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CHAPTER 4

TRAINING

1. General. An active, aggressive training program is essential to ensure that all hands are properly trained in the installation and operation of aircraft recovery equipment. OICs and Non-Commissioned Officer In Charge (NCOICs) shall ensure that training is conducted and documented per the current EAF NATOPS Manuel, COMNAVAIRINST 4790.2 and other applicable directives. Each EAF section shall publish a comprehensive training schedule as part of the Monthly Maintenance Plan.

2. Schools. The following schools are available and appropriate for training EAF Marines.

a. Aviation Maintenance and Supply Course. The Fleet Aviation Specialization Operational Training Group, Atlantic Fleet (FASOTRAGRULANT), offers a number of courses on NAVAIR maintenance and supply. These courses can pay valuable dividends in terms of equipment readiness and condition and COs are encouraged to send their Marines to these courses whenever possible. Subjects of value to EAF personnel include NAVAIR Officer Maintenance Familiarization (for Warrant Officers and senior SNCOs), VIDS/MAF procedures, technical publications, quality assurance and logs and records.

b. Weapons and Tactics Instructors (WTI) Course. Marine Aviation Weapons and Tactics Squadron-1 (MAWTS-1) at Yuma, AZ, conducts a twice-yearly course on Marine Aviation planning and employment concepts. The aviation ground syllabus course is designed for Airfield Emergency Services Officers (MOS 7002) and other Aviation Ground Officers. Prerequisites for students are contained in the current MAWTS-1 WTI Course Catalog. Requests for quotas shall be submitted to CG, 2d Maw (G-3T).

3. EAF MOS/Technical Training. EAFOs, SNCOs and NCOs are responsible for ensuring that their Marines are thoroughly proficient in the installation, certification, maintenance and operation of EAF equipment listed in TM 3125-OI/1. Current edition of training and readiness standards shall be incorporated in to each MWSS/EAF sections annual training program.

4. EASU Technical Representative Training support

a. General. The EASU technical representatives are available to conduct training in all facets of EAF equipment

installation, certification and operation. Requests for EASU training support should be submitted per the current edition of NAVAIRINST 13800.15.

b. Request for onsite EASU training support will be submitted via message, letter or e-mail to EASU field office, with information copies to PMA251, the FTSD and CG, 2d MAW (AC/S G-4 EAF). Initial telephone contact requests are authorized, but must be followed up with a written request by one of the methods listed above.

5. currency Requirements for EAF Personnel Conducting Aircraft Recovery Operations

a. Currency Requirements for EAFOs. Currency requirements for EAFOs (MOS 7002) are contained in NAVAIR 00-80T-115 and Chapter two of NAVMC 3500.45.

b. Training/MOS and Currency Requirements for EAF Crewmembers

(1) Training/MOS Requirements. All personnel who operate aircraft recovery equipment must be graduates of the Marine Expeditionary Airfield Equipment A Course and hold either MOS 7002 or 7011.

(2) Currency Requirements. In order to maintain MOS proficiency in the use of arresting gear and optical landing systems, MOS 7002/7011 personnel shall actively participate in a standard and continuous training program. For those sites where systems are operational, it is imperative that recovery personnel receive single arrestments to promote teamwork, proficiency and coordination among crewmembers. To achieve this goal, Aircraft Commanders should schedule an appropriate number of arrested landings to support unit/local training requirements.

c. These requirements are only minimums. EAFOs and NCOICs shall have their Marines participate in arresting gear operations whenever possible, to include the performance of pre/post-operational equipment maintenance.

CHAPTER 5

CERTIFICATION, NATOPS AND SAFETY

1. Certification Policies

a. General. Per reference (c) and reference (a) certification inspections on EAF equipment and installations shall be accomplished by a NAWC-AD EASU technical representative or a designated EAFO/Chief (MOS 7002/7011). Formal or expeditionary certification must then be requested from NAWCADLKE or MARFORCOM via message per the following guidelines.

b. Certification by EASU Technical Representatives

(1) Except as described in paragraph three below, certification inspections shall be conducted by an EASU technical representative, who may grant an interim certification that is valid until formal certification is received from NAWCADLKE. The message that requests formal certification will then be drafted by the technical representative and transmitted to Naval Air Warfare Center Aircraft Division (NAWCAD) in the format contained in reference (c). Since technical representatives do not have message releasing authority, the message normally will be typed and released by the unit for which certification services are provided. If necessary, the message can be processed and released by AC/S, G-4 as a CG 2d MAW message. The NAWCADLKE will review the certification request and issue formal certification.

c. Expeditionary Certification

(1) An expeditionary certification may be issued for EAF installations during contingency deployments or for short-term training exercises and deployments (less than ninety days). The designated EAFO/SNCO (CWO/WO MOS 7002 or GySgt/above MOS 7011) shall be responsible for conducting the certification inspection, issuing an interim certification and drafting the message request for certification per reference (c), reference (a) and other applicable NAVAIR technical manuals and directives. Message requests for certification must be released by the unit within four working days of the time the equipment is certified.

(2) MARFORCOM is the approving authority for 2d MAW expeditionary certification requests.

(3) Expeditionary certification inspections shall be conducted using the same standards and criteria that are used in EASU certifications. Deviations from those standards and criteria are not authorized and certification will not be granted for substandard installations.

(4) The EAFO/SNCO conducting the expeditionary certification shall ensure that the technical report required by reference (c) is submitted to NAWCADLKE, the certifying command and this Command (G-4/EAF) within 30 days after the certification inspection is complete.

(5) Although not required, the services and advice of an EASU technical representative may be utilized, if available, to assist in conducting the certification inspection.

d. Correction of Certification Inspection Discrepancies

(1) Discrepancies which require recession of certification shall be corrected before certification is reissued.

(2) For Safety Discrepancies, noted on the CSMCR, which cannot be corrected immediately, a Plan of Action and Milestones (POA&M) shall be developed and submitted to this Command (G-4/EAF) within 15 days after the certification inspection.

2. Safety and the NATOPS Program

a. NATOPS. The goal of the NATOPS Program is to improve combat readiness and enhance safety through the standardization of training and operating procedures. NATOPS is a user-oriented program, written and updated by the personnel who install and operate EAF equipment; to be effective, the users must take the initiative to submit NATOPS change recommendations to update and improve procedures. Reference (a), the Expeditionary Airfield NATOPS Manual, provides guidelines and procedures for aircraft recovery operations and submission of change recommendations.

b. Safety

(1) General. Because of the size, weight and landing speed of modern tactical aircraft, aircraft recovery operations are inherently dangerous. It is absolutely essential that safety be a major consideration in conducting recovery operations, especially at night or during inclement weather. Adherence to safety regulations is mandatory and recovery operations shall not be conducted until all required personnel

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are in position and all required recovery equipment is inspected and deemed fully functional.

(2) Minimum Manning and Equipment Requirements. Minimum manning and equipment requirements for recovery of tail hook equipped aircraft are contained in reference (a). Deviations from those minimums are not authorized.

(3) Pre-operational Safety Briefs for Tail hook Equipped Aircraft Recovery Operations

(a) Before commencement of each day's recovery operations, a pre-operational safety brief shall be conducted for all members of the aircraft recovery crew and landing signal officers (if required). Minimum topics shall include emergency procedures, communications, crew coordination, hand/arm signals and complacency.

(b) Before operating at an EAF or as soon as practicable after arriving, all pilots of tail hook equipped aircraft shall be briefed on safety and operating procedures pertaining to aircraft recovery operations. This brief can be given as part of an overall course rules brief for the EAF.

(4) Minimum Personal Safety Equipment. At a minimum, personnel engaged in aircraft recovery operations shall wear steel-toed safety boots, hearing protection, eye protection and flight deck vests.

(5) Electrical Safety. EAF lighting and visual landing aids operate at voltage levels that can kill or seriously injure a person. All personnel who work on electrical equipment must be thoroughly knowledgeable in electrical safety precautions and shall strictly comply with Maintenance Requirements Cards (MRCs) and other applicable directives when operating and maintaining EAF lighting and VLA. Established testing and troubleshooting procedures shall be followed; shortcuts and non-standard procedures are dangerous and shall not be attempted:

(a) Electrical equipment shall be de-energized before maintenance is performed, unless otherwise required by applicable maintenance directives and procedures. Circuits or equipment shall be considered energized until it has been determined beyond any doubt that they have been de-energized. De-energized circuits shall be locked out and tagged to prevent them from being inadvertently re-energized.

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(b) The two-man rule shall be followed; maintenance shall not be performed on energized electrical equipment unless at least two persons are present. In addition, there must be immediate access to clearly marked master switches, emergency shutoff switches or main circuit breakers that control the circuit being worked on.

(c) Special care must be taken when working on electrical equipment in wet environments. Equipment should be moved to a dry protected area or water that poses a potential shock hazard should be removed before maintenance is performed.

(d) Per reference (a), all personnel assigned to and EAF section shall be Cardio-Pulmonary Resuscitation (CPR) and first aid qualified.

(e) Other applicable electrical safety procedures and references can be found in NAVAIR A1-NAOSH-SAF-000/P-5100-1.

(6) Ordnance Safety. EAF ordnance safety procedures are contained in NAVAIR 51-5A-3, LEA-20 Lightweight Earth Anchor and Anchor Installation Tool Kit Manual and shall be adhered to.

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CHAPTER 6

MAINTENANCE AND QUALITY ASSURANCE

1. General. Timely, complete and well-documented maintenance is essential to ensure that EAF equipment is kept at the highest level of readiness. Reference (d), establishes policies, guidelines and programs for conducting and documenting all maintenance and quality assurance procedures.

2. Authorized Echelons of Maintenance. Per reference (d), MWSS EAF sections are authorized to perform organizational and intermediate-level maintenance, within their capabilities, on equipment listed in the EAF TBA (NAVICP 00-35T-37-4). Maintenance which is beyond the capability of EAF sections to perform shall be performed by the supporting MALS or other activity which is capable of providing the services required. Levels for maintenance of specific equipment for components are identified in applicable maintenance manuals.

3. Preventative Maintenance (PM) and Inspections

a. PM Requirements. PM requirements for EAF equipment are presently published on Maintenance Requirement Cards (MRCs) in the format approved by the current edition of OPNAVINST 4790.4. Those requirements will transition to the format approved in the current edition of OPNAVINST 4790.4 and follow the procedures and guidelines pertaining to the utilization, distribution and maintenance of MRCs.

b. Inspections. Inspections shall be performed per MRCs at the required intervals. Pre-operational inspections shall be conducted on all aircraft recovery equipment before commencement of the day's operations. Equipment shall not be placed into operation until all required inspections have been completed and the equipment is safe and ready.

c. Local Command Procedures (LCP). LCP are developed and published to clarify geographic area and command specific details not addressed by the NAMPSOP. They shall not be used to alter the intent of the related NAMPSOP. LCP's will just provide any additional local requirements for each of the NAMP programs.

4. Service Changes and Service Bulletins. Service changes and bulletins are developed and issued to incorporate equipment improvements and correct equipment discrepancies and safety regulations. All EAF sections shall ensure that service changes

and bulletins are incorporated as soon as possible after receipt. They shall also ensure that the incorporation of changes and bulletins is reported through the Maintenance Data System (MDS) and to NAWC-AD, Lakehurst, per the instructions on the service change documents and that all changes and bulletins are recorded in the appropriate logbooks and on record plates.

5. Monthly Maintenance Plan. Each EAF section shall publish a Monthly Maintenance Plan per reference (d).

6. Quality Assurance (QA). The goal of QA is the prevention of defect. To accomplish this goal, each EAF section shall conduct an active and aggressive QA program per reference (d).

a. QA Responsibilities. Specific QA responsibilities at the organizational level are outlined in Chapter 5 of reference (d).

b. QA Managed Programs. At a minimum, the following QA programs shall be established and managed by the EAF QA section:

(1) Quality Assurance audits.

(2) Technical Publications Library (TPL). The EAF section and supporting MALS may establish a satellite TPL at the EAF section; the MALS Central Technical Publications Library (CTPL) will then provide appropriate support to the EAF TPL.

(3) Maintenance department safety.

(4) Naval Aviation Maintenance Discrepancy Reporting Program (NAMDRP). See paragraph 6009 below.

(5) Data trends analyses.

(6) The EAF QA section shall prepare a maintenance procedure to be included within the sections SOP to cover procedures and methods for executing each of the above programs.

c. QA Monitored Programs. At a minimum, the following programs shall be established by the EAF OIC/NCOIC and monitored by the EAF QA section:

(1) Foreign Object Damage (FOD).

(2) Calibration.

(3) Tool Control.

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(4) Program monitoring does not imply active participation in the conduct of the program, only an overall surveillance of program activity to identify problems and verify compliance. Normally, the cognizant EAF section is responsible for conducting the program; QA ensures compliance through regular monitoring and QA audits. However, the EAFO/NCOIC may opt to have QA manage, vice monitor, one or more of the above programs. This may be necessary where an EAF maintenance section is small and personnel and resources are limited.

(5) Each EAF section shall incorporate within their standing operating procedures and methods, procedures to address each of the above programs.

7. Maintenance of Assigned VTOL/VSTOL Sites. The CO, MWSG-27 is responsible for maintenance and certification of the EAF facilities listed in Appendix C, to include budgeting for TAD and coordination with 2d MAW (AC/S, G-4/EAF) for EASU technical representative support.

8. Maintenance Support Available From Marine Aviation Logistic Squadrons (MALS). Each MALS is capable of providing the following EAF maintenance support:

a. Technical assistance on the conduct and administration of maintenance and quality assurance programs.

b. Technical assistance on administration of EAF technical publications libraries.

c. Calibration services.

d. Maintenance data submission and trend analysis.

e. Other intermediate level maintenance tasks which are beyond the capability of the EAF section to perform. If the supporting MALS was not previously designated to support EAF operations, the required publications, special tools, spare parts and personnel shall be transferred to the MALS to allow it to provide the required support.

9. Naval Maintenance Discrepancy Reporting Program (NAMDRP). The purpose of the NAMDRP is to report hazardous problems and efficiencies in material, publications, workmanship and QA procedures. An aggressive, ongoing discrepancy reporting program is essential to ensure that problems are identified, reported, corrected and disseminated to other EAF sections as quickly as possible. Accordingly, the EAF OIC, NCOIC and QA

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Chief shall ensure that discrepancies are documented and reported as rapidly as possible in accordance with reference (d). The various types of discrepancy reporting programs are summarized below:

a. Hazardous Material Reporting (HMR) Program. Use EMRs to report material deficiencies which, if not corrected, could result in death or injury to personnel or damage to or loss of aircraft, equipment or facilities.

b. Explosive Mishap Reporting (EMR) Program. Use HMRs to report explosive incidents, malfunctions and dangerous defects involving EAF explosives.

c. Engineering Investigations (EI) Program. Use EIs to request investigation of material failure of parts and equipment that occurred while in service. This includes material failure that impacts on safety or equipment readiness.

d. Quality Deficiency Reporting (QDR) Program. Use QDRs to report deficiencies in new or newly reworked material which may have been caused by substandard workmanship or nonconformance to specifications. Failures must occur or be noted upon receipt of the material, at zero operating time or during initial installation or operation. Discrepancies discovered after the initial use do not qualify for QDR reporting and shall be reported as EIs, HMRs or EMRs, as appropriate.

e. Technical Publication Deficiency Reporting (TPDR). TPDRs are used to report deficiencies, discrepancies, and hazards in the following publications: MRCs, work unit code manuals, illustrated parts breakdowns, technical directives, and technical manuals. TPDRs are not appropriate for deficiencies in directives (instructions and notices).

10. AM-2 Matting Swap out and Resurfacing Program

a. With time the non-skid coating on AM-2 matting deteriorates and wears out. The resulting bare metal surface can be slippery and hazardous to aircraft and vehicles, especially when wet. Accordingly, under normal use, the matting at 2d MAW EAF training sites must be replaced every five years with new or resurfaced matting.

b. MWSG-27 shall ensure that all matting at the EAF facilities under its cognizance (Appendix B) is picked up and shipped to a designated site for rehabilitation every five years. At the same time that matting is picked up and shipped

for rehabilitation, COMNAVAIRSYSCOM will provide serviceable matting to 2d MAW on a one-for-one basis for installation. The amount of matting installed at 2d MAW EAF training facilities shall not exceed the amount allocated in 2d MAW's TBA training allowance.

c. Per the current NAVAIRSYSCOM Work Assignment Agreement, MWSSG-27 shall submit a Requirements for Future Planning Information report (AM-2 Matting Refurbishing Plan) to this Command (AC/S, G-4/EAF) no later than 15 April each year, per Appendix A.

11. Management, Maintenance and Administration of Mobile Facilities and Related Equipment. Mobile facilities (MFs) for mechanical workshops and electrical distribution vaults/workshops are provided by NAVAIR for MWSS EAF sections. These specialized MFs shall not be diverted for other than EAF uses without specific authorization from this Command (AC/S, G-4). Policies, procedures, guidance and responsibilities regarding the management of MFs and related equipment are set by the AC/S, ALD (ALD-E) and are contained in the current edition of WgO 13670.1 (Management and Administration of Mobile Facilities and Related Equipment).

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CHAPTER 7

SUPPLY, FISCAL, AND EQUIPMENT ACCOUTABLITY1. General

a. The aviation logistics support for each EAF section is the responsibility of the MALS designated to support each specified MWSS. This support includes the maintenance of spare part stocks and EAF Contingency Support Packages (CSPs). CSPs can be transferred from one MALS to another; this may be required when a MALS is designated to support an MWSS EAF Section the MALS does not normally support.

b. The MALS is also responsible for the requisitioning and custodial records requirements for EAF material contained in the TBA, NAVICP 00-35T-37-4. The supporting MALS' Custody Records Branch (CRB) within the Aviation Supply department (ASD) shall provide training to ensure EAF personnel has a working knowledge of aviation supply material ordering and processing procedures. EAF sections are authorized and encouraged to maintain close and constant liaison with MALS ASD personnel in order to ensure support is timely and effective.

2. Policies and Procedures Governing Aviation Logistics Support for EAF Activities and Operations. The AC/S, ALD is responsible for establishing the policies and procedures which govern aviation logistics support for 2d MAW EAF activities and operations. Chapters 6, 7 and Appendix D of this Order pertain. The AC/S, ALD shall advise the AC/S, G-4/EAF of changes to these policies and procedures. The G-4/EAF Officer is responsible for ensuring those changes are incorporated into this Order and MWSSG-27 EAF Sections are briefed on the impact of such changes. All EAF Officers, NCOICs, Supply NCOs and other personnel involved with EAF supply matters shall familiarize themselves with the contents of this Order and shall maintain a copy of this Order in their turnover jackets.

3. Equipment Accountability, Distribution, and Inventories

a. Accountability. Each MWSS CO shall designate in writing a Responsible Officer (RO), normally EAFO or NCOIC, to manage the unit's EAF assets. The ROs shall familiarize themselves with the contents of Appendix D to this Order and the references contained therein. Incoming ROs shall ensure they conduct a complete turnover inventory within 30 days after taking over an EAF equipment account or when there is a change in the MWSS CO (at the discretion of the relieving CO).

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b. Distribution of Assets. The MWSG-27 CO has Operational control of EAF assets described in the EAF TBA and is authorized to redistribute equipment to meet operational needs and resolve TBA overages and shortages. Prior coordination shall be made with each supporting MALS to ensure complete accountability during all transfers. This Command (AC/S, G-4/EAF) shall be kept appraised of all redistribution of assets. TBA deficiencies which cannot be filled through redistribution of assets or expenditure of OFC 50 (funding code 2F) must be addressed to NAVAIRSYSCOM (PMA-251M) via the supporting MALS, MWSG-27 and this Command (AC/S, G-4/EAF).

c. Semi-Annual Inventory. Each EAF Section shall conduct a semi-annual inventory in coordination with CRB of all EAF equipment and submit an EAF Asset Report per the current edition of NAVAIRINST 4440.10. Reports must be completed and submitted via the chain of command to arrive at this Command (AC/S, G-4/EAF) not later than 5 January and 5 July each year. The inventory shall be submitted via the EAF Asset reporting tool (web based) on the EAF portal with a hard copy forwarded up the chain of command via e-mail.

4. Fiscal and Budgeting

a. Allocation and Expenditure of EAF Operations and Maintenance Funds

(1) The EAF Program Manager at COMNAVAIRSYSCOM (PMA-251M) is the cognizant authority for EAF funding. They allocate OFC-10 funds to MARFORCOM, who in turn allocates those funds to 2d MAW. The 2d MAW AC/S Comptroller then allocates the funds to each supporting MALS for use by the supported MWSS, based on the budget recommendation received from MWSG-27, supporting Supply Accounting Division Officers (SADO) and AC/S G-4/EAF. Funds shall be administered per specific guidance for Department Code 7, Division Code 7 SUADPS-RT procedures.

(2) The Work Assignment Agreement specifically describes the EAF equipment and projects for which OFC-10 (2F) funds may be expended; expenditures for other purposes are prohibited without specific COMNAVAIRSYSCOM approval.

(3) Budgets and expenditures shall be planned to ensure that at least 85 percent of 2d MAW's annual Work Assignment Agreement is obligated by 1 July of each fiscal year.

b. Budget Requests. The MWSG-27 CO shall submit an annual Fiscal Year (FY) EAF budget request to this Command (AC/S,

JUL 10 2007

G-4/EAF) no later than 15 July in the executing year for the following fiscal year. Guidelines for submission of the budget are contained in the current EAF Work Assignment Agreement.

c. Temporary Additional Duty (TAD) Funding. Each MWSS will submit their request for OFC-21 funds for EAF conferences and EAF maintenance/supply training (i.e., FASO schools) to the A/CS G4/EAF via the MWSG-27 Fiscal Officer on an annual basis. These requests will be used to allocate the required annual TAD budget for each MWSS. All MWSG-27 EAF request for TAD funds shall be submitted to this headquarters and AC/S, Comptroller.

5. EAF Ordnance Allowances, Requests and Expenditure Reports

a. Contingency allowances for EAF ordnance (GW67 charges and M130 blasting caps) are identified in CINCLANTFLT's War Reserve Materials Requirements (WRMR). Allowances for training are contained in the current 2d MAW Non-Combat Expenditure Allowance (NCEA). These allowances are controlled by CINCLANTFLT and are allocated to 2d MAW via MARFORCOM. Requests for changes to these allowances shall be submitted to this Command (AC/S, G-4 EAF/ALD-D).

b. Requests for EAF ordnance (GW67 charges and M130 blasting caps) shall be submitted via letter or message to the unit's supporting MALS. An EAF Ordnance Expenditure Report in the format of Appendix D shall be submitted to the supporting MALS with copies to MWSG-27 S3/EAF and 2d MAW AC/S, G-4/EAF within five days after the ordnance is expended.

SAMPLE LETTER

UNIT LETTER HEAD

4400
MCO
12 Jun 98

From: Commanding Officer, Marine Fighter Attack Squadron 451
To: Captain J. R. Ewing XXX XX 6789/7523 USMC

Subj: APPOINTMENT AS RESPONSIBLE OFFICER FOR TABLE OF BASIC
ALLOWANCE (TBA) MATERIAL

Ref: (a) NAVAIR 00-35T-37-4
(b) NAVSUP P485 Vol 1
(c) MCO P4400.177_

Encl: (1) Responsible Officer Handout

1. You are hereby appointed as the RO for all Table of Allowance (TBA) material for this squadron in relief of Captain J.W. Robertson. As the RO you are directed to exercise custody, care and safekeeping of the property entrusted to your possession or supervision. This may include financial liability for losses occurring because of failure to exercise this obligation.

2. A joint inventory will be conducted and the results will be submitted to me in your acceptance letter via the Aviation Supply Officer of Marine Aviation Logistics Squadron 31 within twenty (20) working days. A request for an extension to this deadline will be submitted in writing with a copy to the Aviation Supply Officer of Marine Aviation Logistics Squadron 31.

3. You will be guided in the performance of your duties by references (a) through (c). Additionally, the Squadron Support Division Officer is available for assistance with issues/questions regarding your assignment and can be reached at extension 7060.

4. This appointment remains in effect until you are relieved in writing. You will inform the Executive Officer of the requirement to appoint a relief 30 days prior to your departure to allow adequate time for the appointment of your relief and a joint inventory to be conducted.

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R. S. WILLIAMSON
Sample Responsible Officer Assignment Letter

SAMPLE LETTER

UNIT LETTER HEAD

4400
TBA/RO
23 JUN 1998

From: Captain J.R. Ewing XXX XX 6789/7523 USMC
Captain J.W. Robertson XXX XX 2222/7523 USMC
To: Commanding Officer, Marine Fighter Attack Squadron 451
Via: Aviation Supply Officer, Marine Aviation Logistics
Squadron 31

Subj: TABLE OF BASIC ALLOWANCE (TBA) RESPONSIBLE OFFICER
ACCEPTANCE INVENTORY RESULTS

Ref: (a) Commanding Officer, VMFA-451 ltr 4400 over CO dtd 2
Jun 1998

1. In response to reference (a), I have read and familiarized myself with the provisions of the orders and instructions cited in the reference and have assumed the duties as the TBA RO. A joint inventory was conducted and the results are listed below.

2. All allowance items issued to the squadron are accounted for with the exception of a computer printer, serial number AZX777790. A screen of other squadrons and MALS-31 67E is being conducted for the item. The squadron is short 3 items on the TBA list and those items were identified to the MALS-31 Aviation Supply Department in the mid year review submission. All items appeared to be in serviceable condition. There was no excess material identified during the inventory.

J.R. EWING

J.W. ROBERTSON

Copy to:
RO files

Sample Responsible Officer Acceptance Letter

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APPENDIX B

REPORTS REQUIRED

EAF/STATION RECOVERY REPORTS DUE SUMMARY						
REPORT	ORIGINATOR	DUE TO MWSSG	DUE TO WING	DUE TO MARFOR	DUE TO NAVAIR	REMARKS
Quarterly Activity Report	MWSS	15 Jan 15 Apr 15 Jul 15 Oct	20 Jan 20 Apr 20 Jul 20 Oct	25 Jan 25 Apr 25 Jul 25 Oct	1 Feb 1 May 1 Aug 1 Nov	Shall include all TBA Deficiencies. Submit by electronic means. Ref: Current FY Work Assignment Agreement
Semiannual Asset Report	MWSS via Wing	1 Jan 1 Jul	5 Jan 5 Jul	10 Jan 10 Jul	15 Jan 15 Jul	Include on report cover page itemized AM-2 (F71/F72/F73) inventory installed and stored at each EAF site assigned to your unit. Submit electronically with signed cover page. Ref: Current FY Work Assignment
Mid-Year Review	MWSS via MALS	17 Dec	21 Dec	6 Jan	10 Jan	Applicable to Navy (Blue Dollar) funding only. Ref: Current FY Work Assignment
Runway Arresting Gear Engagement Report and Report of Deviation from Normal Arrested Landings	MWSS/Station	As Required	As Required	As Required	15 Jan 15 Apr 15 Jul 15 Oct	Para. 4.b. "Submission of Reports" (2), provides guidance on report submission routing requirement. Ref: NAVAIRINST 13810.3D (http://directives.navair.navy.mil/) Ref: NAVAIR 13810-3 (Report)
Fiscal Sweep-up	MWSS via MALS	As Requested by MALS	Info Copy	Info Copy	15 Jul	Ref: Current FY Work Assignment Agreement
EASU Technical Support Request	MWSS/Station	As Required	As Required	As Required	As Required	Para. 7.b(2) provides guidance on acceptable methods for submission of support requests. Tequest shall info PMA251, FTSD (NAVAIR 4.8.11, [now 4.8.7] Pete Romano (peter.roman@navy.mil/)). Ref: NAVAIRINST 13800.15A (http://directives.havair.navy.mil/)
Requirements for Future Planning Information	MWSS via Wing	1 Apr	5 Apr	10 Apr	15 Apr	Includes Fiscal and AM-2 requirements for next six FY projects. Submit via electronic means. Ref: Current FY Work Assignment Agreement
Request for Certification Inspection of EAF Equipment	All Units	As Required	As Required	As Required	As Required	Para 8.d(4) provides guidance on conditions requiring report. Ref: NAVAIRINST 13800.12B (http://directives.navair.navy.mil/)

APPENDIX C

2d MAW VTOL/EAF FACILITIES

<u>LOCATION</u>	<u>DESIGNATION</u>	<u>DIMENSIONS</u>	<u>SQ FOOTAGE</u>
MCAF Quantico, VA	VTOL 2-1	96' x 96'	9,216
	Parking Ramp	186' x 841'	157,074
Patuxent River, MD	VTOL JSF-1	120' x 120'	14,400
	VTOL JSF-2	150' x 150'	22,500
	R/W	96' x 1258'	120,768
	Ski Jump	72' x 936'	67,416
Little Creek, VA	VTOL 2-4	96' x 96'	9,216
MCALF Bogue Field	EAF 2-6	96' x 4010'	1,267,488
	LHA 2-13	138' x 822'	
Lyman Road, Camp Lejeune, NC (3 aircraft per hide)	VSTOL 2-11	two irregularly- shaped aircraft hides	18,396
Suffolk, VA	VTOL 2-22	96' x 96'	9,216

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APPENDIX D

POLICIES AND PROCEDURES FOR AVIATION LOGISTICS SUPPORT OF EAF
OPERATIONS AND MAINTENANCE

1. Purpose. This Appendix delineates policies and procedures for aviation logistics support of 2d MAW EAF operations and maintenance.

2. Responsibilities. The aviation logistics support for each MWSS EAF section is the responsibility of the MALS designated to support a specific MWSS. This support consists of maintaining an Aviation Consolidated Allowance List (AVCAL), distributed by the Naval Inventory Control Point (NAVICP), Philadelphia, PA, on the MALS Basic Material File (BMF). The MALS is responsible for the requisitioning and custodial records for NAVICP Allowance List 00-35T-37-4, TBA items. The TBA is a list of shop equipment, tools and maintenance materials used to perform specific missions by the EAF. The MALS is also responsible for providing maintenance support to its supported MWSS section as directed below.

a. Personnel. Although each MWSSG/MWSS is authorized aviation supply (MOS 66XX) within its Table of Organization (T/O), the designated MALS has total responsibility to provide aviation supply support to the MWSS/MWSSG. To enable the MALS to accomplish its supply support responsibilities, the MWSSG/MWSS is required to augment the supporting MALS with its assigned aviation supply personnel. Should either the MWSSG/MWSS or the supporting MALS be deployed/relocated to separate geographic location, the MWSS aviation supply personnel will be returned to their unit until another MALS is designated to provide the required support. Aviation supply personnel from the MWSS may be used at the discretion of the MALS Aviation Supply Officer (AVNSUPO), but at no time will it be forgotten that the augmented have been provided by the MWSSG/MWSS. The MALS must be responsive to the peculiar aviation logistics requirements of the MWSSG/MWSS.

b. Training. The supporting MALS AVNSUPO will ensure MWSS aviation supply personnel are adequately trained in all aspects of aviation supply support, as outlined in the current edition of MCO 4400.177 (Marine Corps Aviation Supply Desk Top Procedures), to keep those personnel proficient in their duties and to standardize logistic support procedures throughout Marine Aviation. Furthermore, supporting MALS AVNSUPO will provide training as necessary to ensure that MWSS EAF maintenance

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personnel have a working knowledge of aviation supply material ordering and processing procedures.

c. Aviation Supply Accounting. All aviation supply accounting functions will be performed by the supporting MALS. EAF funding is accomplished by NAVAIR reimbursable OPTAR to the Type Commander (COMNAVAIRLANT) who allocates Aircraft Support (other) (OFC-10 Fund Code 2F) funds in a corresponding amount. The OFC-10 (Fund Code 2F) funds allocated will support requisitioning of EAF required material and supplies contained in Naval Allowance Lists. The Supply Accounting Division Officer (SADO) of the designated supporting MALS will keep the MWSS Commanding Officer apprised of the status of funds supporting his unit on a continuing basis, but not less frequently than monthly. Obligations/expenditures will not be allowed to exceed the amount of funds allocated. When funding shortfalls are projected, the SAD will submit a request for additional funding to this Command (AC/S, G-4/EAF) containing justification and an impact statement if additional funds are not received. The justification and the impact statements must be provided by the supported MWSS/MWSS. Budget requests and mid-year reviews will be prepared and submitted to this Command (AC/S, G-4/EAF), with the assistance of the supporting MALS AVNSUPO and the MAG Fiscal Officer, per the latest EAF Work Assignment Agreement.

d. Deployment Supply Support

(1) Contingency operations. The supporting MALS AVNSUPO will coordinate (with the assistance of the supported MWSS EAF Officer) and maintain the appropriate MWSS EAF Contingency Support Package (CSP) per established procedures.

(2) Training/exercise deployments. The supporting MALS AVNSUPO, in coordination with the supported MWSS, will develop a viable parts listing (pack up) to identify the aviation supply support required for the duration of the deployment. Standard pack up listings will be maintained to facilitate timely and accurate pack up assembly when the need arises. Management of the pack up will be per the procedures established by the supporting MALS.

e. Pre-Expended Bin (PEB). PEB material consists of low-cost, frequently used maintenance items which are pre-expanded from supply department stocks and stored in the EAF work center for ready access by maintenance personnel. The EAF Officer shall designate the location(s) in which the PEB(s) will be placed. The MALS AVNSUPO and the EAF Officer will jointly

develop a list of the items and quantities to be pre-expanded. Detailed guidelines on the establishment and maintenance of PEBs is contained in NAVSUP P485 and MCO 4400.177.

f. Table of Basic Allowances (TBA). NAVAIR authorizes the use of funds provided to requisition maintenance items in support of EAF equipment listed in the TBA. NAVAIR also authorizes the use of funds provided for replacement of TBA items and equipment in support of specific EAF systems and subsystems. The current edition of MCO P4400.177 provides guidance for budgeting and requisitioning of EAF material.

g. Custody Records. The Squadron Support Division's (SSD) Custody Records Branch (CRB) within the MALS ASD shall maintain custody records for all allowance material which requires custodial signatures. Additionally, the CRB shall maintain requisition files for all outstanding requirements for materials and equipment contained within the TBA for the MWSS EAF. Custody records for the MWSS EAF shall be maintained per the current edition of MCO 4400.177.

h. Physical Custody of TBA Assets. The physical custody and responsibility for security and maintenance of equipment within the scope of this SOP shall rest with the MWSS. Operational control of the EAF assets listed in the TBA, to include asset disposition and redistribution, is the ultimate responsibility of the MWSSG-27 CO. All redistribution actions must be coordinated with the supporting MALS ASD.

i. RO. Per NAVSUP P485, the CO of MWSS shall assign in writing an Officer or SNCO as the RO for the MWSS EAF assets. This individual should be one who has regular contact with the equipment in custody and should be familiar with it. A copy of the RO appointment letter shall be forwarded to the supporting MALS Supply Officer within one week of the RO's assignment.

j. Inventories. Per the current edition of MCO 4400.177, all inventories shall be coordinated with CRB and conducted semi-annually, upon relief of the RO or the MWSS CO (at the discretion of the relieving CO) or as required by the MWSS CO. These inventories may be combined whenever possible (i.e., when an annual inventory falls in the same time frame as a relief inventory, one inventory will suffice). The RO has 30 days in which to complete an inventory. CRB will provide the RO the necessary inventory aids to assist in the accomplishment of the inventory. Inventory aids will, at a minimum, meet the requirements outlined in NAVSUP P485.

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k. Excess Items. A letter of excess will be initiated for any item in excess of allowance. The supporting MALS SSD shall ensure all items in excess of allowance are identified as such. A copy of the letter shall be maintained in the CRB. All letters shall be coordinated with the appropriate EAF sub-custodian RO's of the material.

l. Maintenance Support. The maintenance of authorized equipment within the scope of this SOP shall be accomplished at the lowest level authorized. The MWSS EAF maintenance personnel are authorized and possess the requisite skills, support equipment, facilities and technical data, to perform organizational and intermediate level maintenance. When the required maintenance capability does not exist within the EAF or MWSS, all efforts should be exerted to satisfy the maintenance requirement through the supporting MALS or another unit within the MAW.

m. Maintenance Responsibilities. The MWSS EAF will repair all equipment within its repair capability, utilizing supply support from the supporting MALS. Should the equipment be beyond the capability of the MWSS to repair, the EAF shall requisition replacements for failed components from the supporting MALS ASD and prepare the failed component for turn in. Failed components will be accompanied by the properly completed Visual Information Display System/Maintenance Action Form (VIDS/MAF), along with any special handling and shipping instructions. M-31 Arresting Gear, Minimum Operation Strip Lighting system (MOSLS) and some of the newer equipment is supported via NAVAIR Lakehurst directly.

n. Parts Requisitioning. Requisitions for consumable repair parts shall be forwarded to the Consumable Management Division (CMD) of the supporting MALS ASD. Requisitions for repairable parts of aviation support equipment shall be submitted to the Repairable Management Division (RMD) of the supporting MALS ASD. Because the mechanization level of supply records may vary among the MALS, the medium used for requisition transmission will be at the discretion of the supporting MALS AVNSUPO. A range of requisition serial numbers for the MWSS has been pre-assigned for use by the MWSS. The following information will be included on all requisitions for repair parts.

(1) Quantity required.

(2) Document number, to include:

- (a) Service code "V".
 - (b) Supporting MALS Unit Identification Code (UIC).
 - (c) Julian Date.
 - (d) Requisition Serial Number.
- (3) Project Code.
- (4) Priority Designator (PD) 03.
- (5) Advice Code (mandatory for DLR items): 5A, 5D, 5E, 5G, 5R, 5S, 52, 53, 54 and 57. An explanation of these advice codes is contained in NAVSUP P485/567.
- (6) CAGE (Contractors and Government Entities).
- (7) Part Number.
- (8) Demand Code.
- (a) R-recurring.
 - (b) N-non-recurring.
- (9) Fund code: 2F.
- (10) Job Control Number (JCN), if applicable.
- (11) Reference: full technical publication reference (to include page and item number).

o. Mandatory Turn-in Repairable (MTR)/Depot Level Repairable (DLR). Requisitions for MTR/DLR items will be limited to a quantity of one per requisition. MTR/DLR material consists of those Navy-managed items, which based on unit cost, annual demand, difficulty of repair or other economic considerations, have been selected by cognizant managers for special inventory control. MTR items are listed and identified by NSN, cognizance symbol and Material Control Code (MCC) in the Master Repairable Item List (MRIL), NAVSUP P4107-A. Items in the MRIL are assigned an MCC of E, G, H, Q, O or X. MTR items must be returned to the Designated Overhaul Point (DOP) when they are determined Beyond the Capability of organizational/intermediate Maintenance (BCM) at the authorized MRIL repair maintenance level. All Direct Turnover (DTO) requisitions for MTR items will cite a priority designator (PD)

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of 03 unless a higher PD is authorized. Replacement requisitions for the MTR/DLR item will cite an Advice Code in card column 65-66 for each MTR/DLR item ordered. An advice code of 5A, 5D, 5G, 5S, 5X, 5W, 5Y, 52, 53, 54, or 57, as appropriate, is a mandatory entry. Advice codes are listed and defined in NAVSUP P485/P567.

P. Field-Level Repairable (FLR). FLRs are those repair parts authorized for removal, complete repair and condemnation at either the organizational or the intermediate maintenance level, based on the component maintenance plan and on a comparison of replacement and depot-level repair costs. They are identified with an MCC of D in the MRIL. An organizational-level repairable is an item which may be repaired or condemned at the organizational level, per the MRIL repair maintenance and recoverability code. An intermediate-level repairable is an item which may be repaired or condemned at the intermediate maintenance level per the MRIL repair maintenance and recoverability code. It is necessary to check both the repair maintenance code and the recoverability code in the MRIL for all FLRs, since the authorized repair level may not be the authorized condemnation level. Thus, even though not-ready-for-issue (non-RFI) FLRs are not normally returned to the depot level, RMD must consult the latest edition of the MRIL for disposition instructions.

q. Repairable Turn-In. All repairable asset requirements initiated by the MWSS EAF require a simultaneous turn-in of the non-RFI component to the Repairable Delivery Branch (RDB). The Central Ordering Point (COP) of the MWSS EAF will ensure the failed component is accompanied by the required documents, i.e., logbook, Scheduled Removal Card (SRC) if required and VIDS/MAF, at the time of the pickup. The VIDS/MAF should be properly filled out per reference (d), Volume III (NAMP) and will contain the following entries:

- (1) Block A22: Work Unit Code (WUC).
- (2) Block A48: Type Equipment Code (TEC).
- (3) Block A52: End Item/Serial Number.
- (4) Block A58: When Discovered Code.
- (5) Block A59: Type Maintenance Code.
- (6) Block E08: Manufacturer's Code.

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(7) Block E13: Item Serial Number (ensure the serial number matches the serial number on the non-RFI item).

(8) Block E23: Part Number (P/N on the VIDS/MAF must match the P/N on the item).

(9) Block E38: Date removed.

(10) Block E42: Time/cycles.

(11) Block A08: Organizational Code.

(12) Block A11: Julian Date of the Job Control number (JCN).

(13) Block A14: Serial of the JCN.

(14) Turn-in document: identical to the requisition document number, the Turn-in Document Number (DOCNO), JCN and WUC on the MAF must match the DOCNO, JCN and WUC on the requisition. Upon receipt of the RFI component, the receiving individual will print their name, sign and place a date and time on the requisition.

r. Files. The MWSS EAF Officer shall establish and maintain a file to continually monitor material requirements, both those awaiting internal processing and those that have been processed into the supply system. Copies of requisitions, filed in Julian Date/Document Number sequence, constitute the minimum requirement for the material requirements file. Requisitions shall be removed from this file once material has been received or the requisition/requirements cancelled. These completed or cancelled requisition/requirements shall be maintained in a completed file in Julian Date/Document Number sequence. The EAF Officer shall ensure the supporting MALS ASD is advised if the material is no longer required.

s. Supporting MALS. The supporting MALS shall maintain files per the current edition of MCO 4400.177. The required reconciliation process shall be conducted on a scheduled basis between a representative of the MWSS Central Ordering Point (COP) and the supporting MALS. The supporting MALS AVNSUPO shall publish a monthly schedule and insure reconciliations are carried out. Prior to commencing reconciliation with the ASD, the EAF COP will validate all outstanding requirements with the EAF work centers which are tasked with maintaining the equipment. The following represents the minimum reconciliation requirements:

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<u>Priorities</u>	<u>Frequency</u>
01 - 03	Weekly
4 - 15	Bi-monthly
NMCS (Non-Mission Capable Status)	Daily
PMCS (Partial Mission Capable Status)	Daily

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APPENDIX E

FORMAT OF EAF ORDNANCE EXPENDITURE REPORT

UNIT LETTER HEAD

SSIC

From: Commanding Officer, Marine Wing Support Squadron XXX
To: Commanding Officer, Marine Aviation Logistics
Squadron XX

Subj: EAF ORDNANCE EXPENDITURE REPORT

Ref: (a) WgO P13800.2g

1. Per the reference, the following ordnance was expended in support of {description of project/exercise/operation}.

<u>NALC</u>	<u>NOMENCLATURE</u>	<u>QUANTITY (EACH)</u>	<u>DATE</u>
CCU-123/E	One piece electrical ass'y (charge)		
M130	Blasting cap ass'y		

2. Point of Contact:

/s/ _____

Copy to:
CG, 2d MAW (G-4/EAF/ALD-D)
CO, MWSG-27 (S-3/EAF)

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APPENDIX F

REFERENCES

<u>MANUAL NUMBER</u>	<u>TITLE</u>
NAVAIR 51-40ABA-7	LIGHTING AND MARKING FOR EAF
NAVAIR 51-40ABA-7.1	REGULATOR ASSY CONSTANT CURRENT (4 & 15 KW)
NAVAIR 51-40ABA-14	PORTAABLE SHORE BASED FRESNEL LENS OLS MK 8 MOD 0 & 1
NAVAIR 51-40ABA-18	LIGHTING AND MARKING FOR BARE-BASED AIRFIELDS
NAVAIR 51-5-28	FIELD EMERGENCCY ARRESTING GEAR E-5/1,2,3 (CHAIN GEAR)
NAVAIR 51-5-31	E-28 EMERGENCY RUNWAY ARRESTING GEAR EXPEDITIONARY AIRFIELD MECHANICAL WORKSHOP VAN
NAVAIR 51-60A-1	AM-2 AIRFIELD MATTING AND ACCESSORIES
NAVAIR 51-50ABA-16	MINIMUM OPERATING STRIP LIGHTING SYSTEM (MOSLS)
NAVAIR 51-50ABA-16-1	MOSLS PERIODIC MAINTENANCE REQUIREMENTS
NAVAIR 51-50ABA-16-2	MOSLS PREOPERATIONAL CHECKLIST
NAVAIR 51-5FAA-1	M-31 MARINE CORPS EXPEDITIONARY ARRESTING GEAR SYSTEM
NAVAIR 51-5FAA-2	M-31 PERIODIC MAINTENANCE REQUIREMETS
NAVAIR 51-5FAA-3	M-31 PREOPERATIONAL CHECKLIST
VAVAIRNIST 13800.12	CERTIFICATION OF EAF AM-2, A/C RECOVERY EQUIPMENT AND VISUAL/OPTICAL LANDING AIDS, MARKING AND LIGHTING SYSTEMS

NAVAIR 51-50AAA-2	GENERAL REQUIREMENTS FOR SHOREBASED AIRFIELD MARKING AND LIGHTING
NAVAIR 51-5A-3	LEA-20 LIGHTWEIGHT EARTH ANCHOR AND INSTALLATION TOOL KIT
NAEC-91-17994	TECHNICAL REPORT, CERTIFICATION PROCEDURES EAF LIGHTING AND MARKING
NAVAIRNIST 4440.10 A5-120AA.WUC-800 AFJPAM-32-8013, VOL II TM 09500A-262-10-2 TM 3125-OI/1	SUBMISSION OF EAF ASSET REPORT EAF WORK UNIT CODE MANUAL AIRFIELD AND HELIPORT DESIGN TM AN/PVS-7B OPERATOR'S MANUAL NAVAIR ALLOWANCE LIST (TBA)
FM 5-430-00-2	PLANNING AND DESIGN OF AIRFIELDS AND HELIPORTS
FM 5-430-00-1 DDR-51-2084	PLANNING AND DESIGN OF ROADS EAF 2000 AM-2 MATTING AND ACCESSORIES REQUIREMENT
NAEC-51-8120 00-80T-115 NAWCADLKE-06-IS-003	EAF 2000 FIELD EVALUATION EAF NATOPS EXPEDITIONARY AIRFIELD CONFIGURATIONS
NAWCADLKE-CRD-482200-0024	CERTIFICATION REQUIREMENTS AND INSPECTION CRITERIA FOR EXPEDITIONARY AIRFIELD (EAF) MARKING DETAILS
NAWCADLKE-CRD-482200-0025	INSTALLATION INSPECTION CRITERIA AND CERTIFICATION PROCEDURES FOR ALL EXPEDITIONARY AIRFIELD (EAF) MINIMUM OPERATING STRIP LIGHTING SYSTEM (MOSLS) COMPONENTS
NAWCADLKE-DDR-06-IS-0005	AM-2 MAT NON-SKID STUDY
NAWCADLKE-MISC-482200-0058	INSTALLATION, INSPECTION, OPERATION AND MAINTENANCE INSTRUCTIONS FOR EXPEDITIONARY AIRFIELD (EAF) MAN-PORTABLE LIGHTS AND ACCESSORIES

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NAWCADLKE-MISC-482200-0069 DETERMINING THE COMPATIBILITY OF
THE MV-22 OSPREY ON THE
EXPEDITIONARY AIRFIELD AM2 MAT
AIRFIELD SURFACING SYSTEM

NAWCADLKE-MISC-8J200-0010 EXPEDITIONARY AIRFIELD DESIGN
REQUIREMENTS (EAF 2000)

NAWCADLKE-MISC-48J200-0011 EXPEDITIONARY AIRFIELD AM2 MAT
CERTIFICATION REQUIREMENTS

NAWCADLKE-MISC-48J200-0012 CERTIFICATION REQUIREMENTS AND
INSPECTION CRITERIA FOR
EXPEDITIONARY AIRFIELD (EAF)
LIGHTING SYSTEMS AND MARKING
DETAILS

NAWCADLKE-MISC-48J200-0018 C-17A GLOBEMASTER III COMPATIBILITY
WITH THE EXPEDITIONARY AIRFIELD
SYSTEM

NAWCADLKE-MISC-48J200-0021 EXPEDITIONARY AIRFIELD SUBGRADE
PREPARATION

NAWCADLKE-MISC-48J200-0024 EXPEDITIONARY AIRFIELD ASSETS ABOARD
MARITIME PREPOSITIONING SHIPS

NAWCADLKE-MISC-48J200-0027 EXPEDITINARY AIRFIELD (EAF)/MV-22
COMPATIBILITY

NAWDACLKE-MISC-48J200-0028 EXPEDITIONARY AIRFIELD CAPABILITIES
ABOARD MARITIME PREPOSITIONING FORCE
SHIPS

NAWCADKLE-MISC-48J200-0029 EXPEDITINARY AIRFIELD AM2 MAT FIELD
INSPECTION AND REPAIR PROCEDURES

NAWCADLKE-MISC-48J200-0035 EXPEDITIONARY AIRFIELD AND SATS
PACKAGE LIST

NAWCADLKE-MISC-48J200-0043 OPERATION AND MAINTENANCE
INSTRUCTIONS FOR THE DUAL-MASS
DYNAMIC CONE PENETROMETER (DCP)

NAWCADLKE-MISC-48J200-0047 LOADING AND SHORING OF
EXPEDITIONARY AIRFIELD (EAF) ASSETS
ONTO INTERNATIONAL ORGANIZATION OF
STANDARDIZATION (ISO) FLATRACK
CONTAINERS

NAWCADLKE-MISC-48J200-0053 RECOMMEND MARITIME PREPOSITIONING
FORCE (ENHANCED) (MPF) (E) FLATRACK
LOADING PROCEDURES FOR EXPEDITIONARY
AIRFIELD (EAF) EQUIPMENT

NAWCADLKE-MISC-48J200-0063 INSTALLATION, MAINTENANCE,
CERTIFICATION AND REPACKAGING
INSTRUCTIONS FOR THE L123
EXPEDITIONARY AIRFIELD (EAF)
LIGHTING PACKAGE

NAWCADLKE-MISC-48J200-0065 EXPEDITIONARY AIRFIELD LIGHT-DUTY
MAT SYSTEM (EALMS) EVALUATION

NAWCADLKE-MISC-48J200-0067 EXPEDITIONARY AIRFIELD LIGHT-DUTY
MAT SYSTEM (EALMS) DESCRIPTION

NAWCADLKE-MISC-48J200-0070 M31 MARINE CORPS EXPEDITIONARY
ARRESTING GEAR SYSTEM CERTIFICATION
REQUIREMENTS DOCUMENT

NAEC-51-8120 EXPEDITIONARY AIRFIELD 2000 FIELD
EVALUATION

NAEC-91-8027 SHOREBASED INSPECTION AND TEST
PROCEDURES FOR MANUALLY-OPERATED
VISUAL LANDING AID SYSTEM MARK 2
MOD 2

NAEC-ENG-7390 TEST PROCEDURE FOR PORTABLE SHORE-
BASED FRESNEL LENS OPTICAL LANDING
SYSTEM MK 8 MODS 0 AND 1