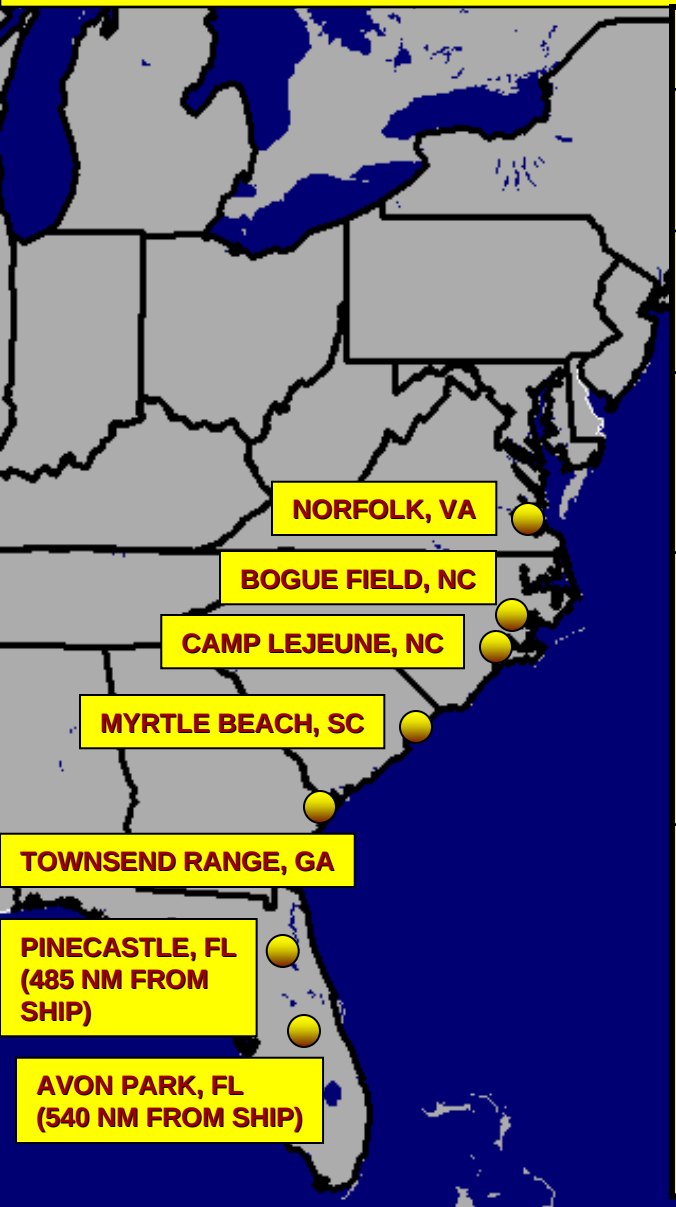
Experiences as a MEU(SOC) Commander

Brigadier General Ronald J. Johnson, USMC

Assistant Deputy Commandant

Plans, Policies and Operations, HQMC

PRE-DEPLOYMENT TRAINING AT-SEA PERIODS



DATES	EVENT	LOCATION	PURPOSE
28 NOV-5 DEC 05	TRIDENT WARRIOR	-VA CAPES -CLNC OP AREA	-ACE DLQ'S -CE SHIPBOARD FAMS
6-19 JAN 06	GROUP SAIL I / II	-CLNC OP AREA	-CE / PHIBRON INTEGRATION -ACE DLQ'S
6-14 FEB 06	ESGINT	-CLNC OP AREA	-MEU DRIVER TRAINING -SHIPBOARD FAMS
28 MAR – 13 APR 06	ESGEX	-CLNC OP AREA -PINE CASTLE RANGE, FL -TOWNSEND RANGE, GA -BOGUE FIELD	-FULL MISSION PROFILE EXERCISES -SACEX -DEEP STRIKE
28 APR-11 MAY 06	CERTEX	-CLNC OP AREA -MYRTLE BEACH -AVON PARK, FL -TOWNSEND RANGE, GA	-FULL MISSION PROFILE -CERTIFICAITON -DEEP STRIKE (ISO SOF)

TRAINING IN AN URBAN ENVIRONMENT (TRUE)

- Five Maritime Special Purpose Force (MSPF) Raids (BLT Integrated throughout)
- Three Company-Sized Raids (Non Live Fire) (Creeds, VA)
- Medevac / Mass Casualty Exercises First Aid
  - Reception Site
  - Casualty Tracking Procedures
- Simulated IED's on NOB Norfolk, VA
- Convoy Operations
- Urban Operations (Patrolling / Assaults / Raids / VCP / ECP / Firm Base Operations)
- C2 of Forces in an Urban/Congested Area
- Sustainmnet of the Force
- Firm Base / FOB Security (Fixed Site Security)
- Pre-Combat Actions
- Tactical Recovery of Aircraft and Personnel (TRAP)
- HA Projects
- Time Sensitive Targeting

*STRATEGIC INDUSTRIES SPECIAL EFFECTS / ROLE PLAYERS INTEGRATED THROUGHOUT PTP

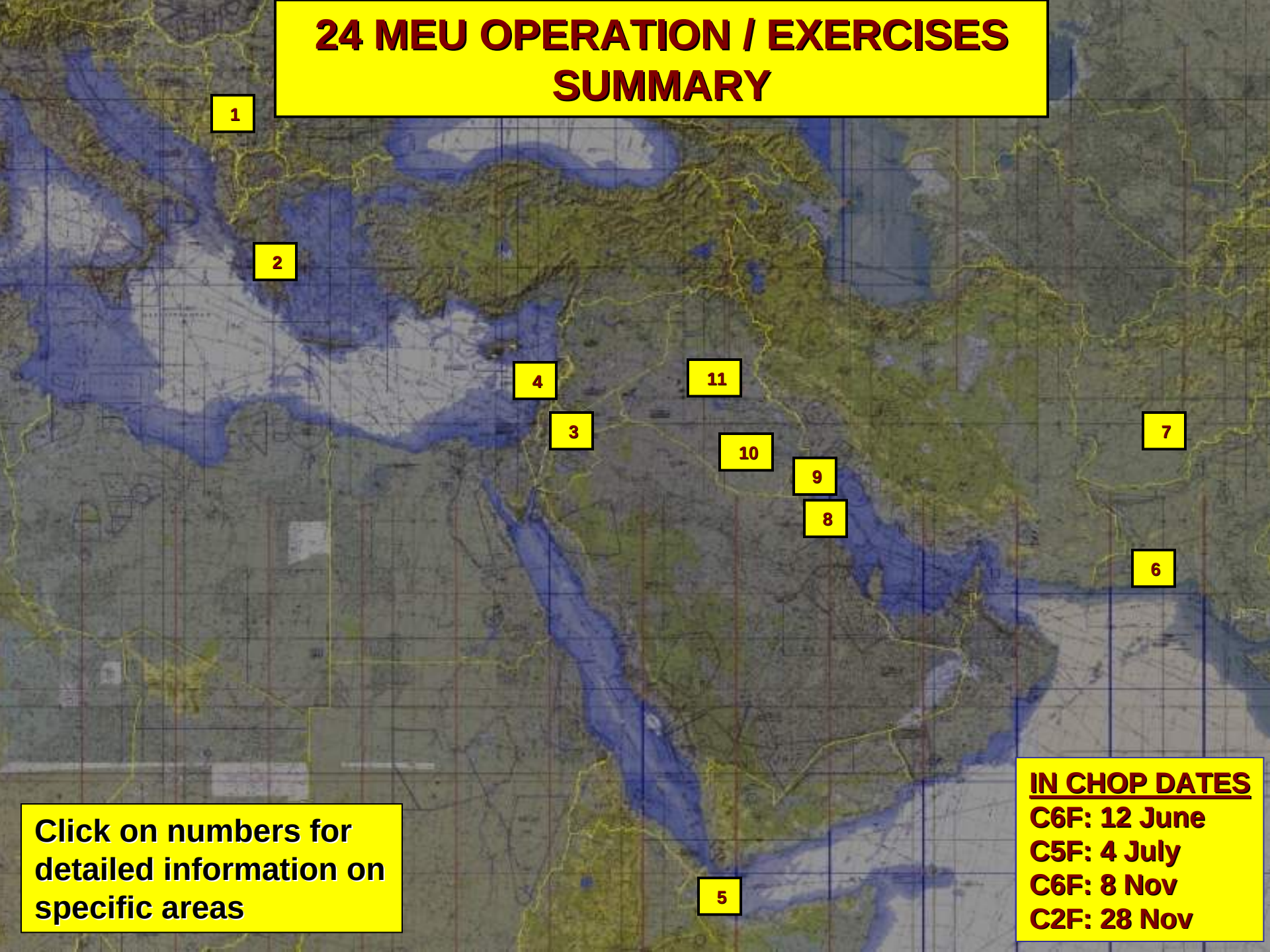
USMC / Joint Air Integration

ESGINT/SACEX I	F-15	F-16	F/A-18	F-22	EA-6B	P-3	PELICAN	Total
Projected Sorties	0	4	6	0	0	0	0	10
Actual Sorties	0	4	6	0	0	0	0	10
Mission	CAS	CAS	CAS	CAS	EWCAS SIGINT	ISR	ISR	

TRUEX	F-15	F-16	F/A-18	F-22	EA-6B	P-3	PELICAN	Total
Projected Sorties	8	2	12	8	2	5	11	48
Actual Sorties	14	4	8	4	2	5	10	47
Mission	SIMCAS/ ISR	SIM CAS	SIM CAS/ ISR	SIM CAS	EWCAS/ SIGINT	ISR	ISR	

ESGEX/SACEX II	F-15	A-10	F/A-18	F-22	EA-6B	P-3	PELICAN	Total
Projected Sorties	4	8	12	0	0	0	0	24
Actual Sorties	2	6	10	0	0	0	0	18
Mission	CAS	CAS	CAS	CAS	EWCAS SIGINT	ISR	ISR	

24 MEU OPERATION / EXERCISES SUMMARY



Click on numbers for detailed information on specific areas

IN CHOP DATES

C6F: 12 June
C5F: 4 July
C6F: 8 Nov
C2F: 28 Nov

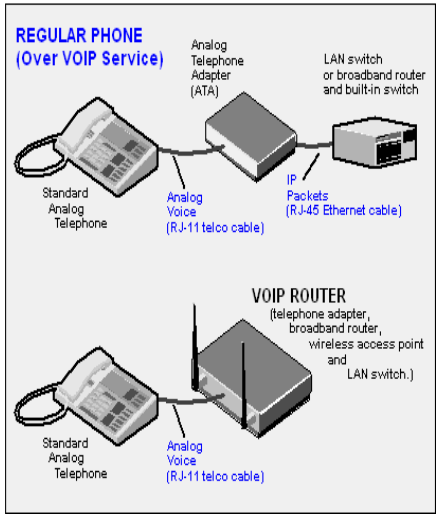
COMMAND & CONTROL

ENHANCED COMMAND AND CONTROL SYSTEMS

- TSC 93 D
  - 2 Mbps vice 1 Mbps
  - New un-taught and unpublished modem settings required when replacing or resetting the modem
- Trojan Spirit Lite
  - Secure and reliable access to NSANet and JWICS
  - Provided limited access to SIPR when not available through JTFE
- AN/MRC 142
  - "A" model used to provide network services to ACE or BLT up to 30 mi away from CE
  - "B" model required to fully leverage ship-to-shore DWTS connectivity – scheduled for use during next deployment
- GBS IP – no issues – provided reliable service

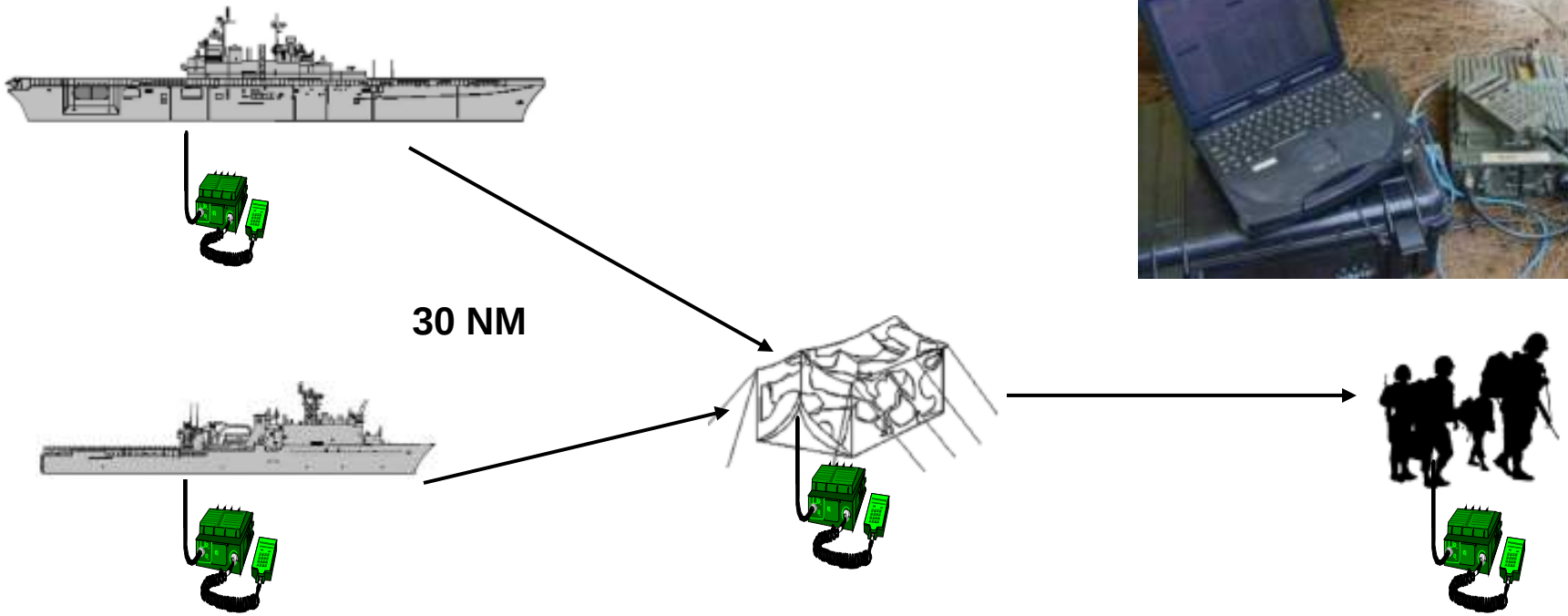
ENHANCED COMMAND AND CONTROL SYSTEMS

- **Blue Force Tracker**
  - **Used during exercises while deployed**
  - **No CONUS satellite coverage**
- **VOIP**
  - **Used extensively inter-MEU**
  - **MCNOSC must establish connections to enable MEUs to plug-and-play**
  - **Shipboard routers unable to support due to outdated operating systems**
- **Wireless SIPRNET (SECNET 11)**
  - **Excellent capability used extensively during operations ashore**
  - **Provides user mobility and flexibility within the FOB**



ENHANCED COMMAND AND CONTROL SYSTEMS

- **EPLRS**
  - **Used during every ship-to-shore movement at ranges up to 30NM**
  - **Provides low cost data capability vs. INMARSAT dial-up including CHAT, COP and limited file sharing**
  - **Shipboard router operating system upgrades were required for full integration of EPLRS into shipboard SIPRNET**
  - **Provides path for M-DACT & D-DACT**



SHIPBOARD COMMAND AND CONTROL

- **Radio equipment maintenance**
  - **Many single channel radio (SCR) systems aboard Iwo had not been used or tested since last embarked MEU (2003)**
  - **Impacted ability to train on VHF and HF during PTP**
  - **HF amplifiers were a problem throughout the deployment – required constant maintenance**
- **WSC-6 and WSC-8 – Although normally a reliable system, frequent outages caused significant degradation of NIPR, SIPR and POTS throughout the deployment**

SHIPBOARD COMMAND AND CONTROL

- **POTS**
  - **Less than 50% availability throughout workups and deployment**
  - **NCTAMS and Iwo worked the system throughout with extremely limited success**
- **Network**
  - **SIPR and NIPR drops inadequate**
  - **NIPR bandwidth inadequate**
  - **Wireless SIPR capability a must to rapidly overcome drop shortfalls and allow for flexibility in C2 space configuration**
  - **Quality of life vs. operational requirements**

QUESTIONS?