

## APPENDIX A

## DELIBERATE AND CRISIS-ACTION PLANNING PROCESSES AND DATA PROCESSING SYSTEMS

This appendix provides a brief overview of the deliberate and crisis-action planning (CAP) processes and the policies, procedures, and automatic data processing (ADP) systems of support (JOPES) that craft them. Detailed procedures for implementation are found in the Joint Publication 5-03 series.<sup>1</sup>

OPORDs are developed from OPLANs and CONPLANs for a contingency when no pretreated plan exists during either the deliberate or CAP processes. The descriptions provided are academic in nature. In reality, these processes must be flexible to allow phases to be completed sequentially, concurrently, or skipped, depending on the severity of the situation. See Figure A-1.

### DELIBERATE PLANNING

During peacetime, commanders use the deliberate planning process to develop CONPLANS and detailed OPLANs for contingencies identified in the JSCP. From the supported commander's perspective, the deliberate planning process is never complete. See Figure A-2.

### CRISIS-ACTION PLANNING

Events may occur that are assessed as significant to national security or impact national response. These time-sensitive situations generate the CAP. For contingencies already considered by the JSCP, an OPLAN/CONPLAN is the basis for beginning CAP.

As shown in Figure A-3, the product of CAP is the successful execution of a CAP-produced OPORD. NCA exercises the ultimate authority over the execution of this OPORD.

The JPEC uses system data such as type unit characteristics files (TUCHF), geographic locations files

(GEOFILES), and other standard reference files to develop or refine TPFDDs.

#### STEP 1. ESTABLISHES TPFDD FORCES

- Force Requirements Generator (FRG). Creates a forcer requirements data file.
- Force Module Subsystem (FMS). Links force, nonunit cargo, and personnel within a TPFDD and summary reference file (SRF).

#### STEP 2. LINKS TPFDD FORCES WITH SUPPLIES

- Logistics Sustainability Analysis Feasibility Estimator (LOGSAFE). Calculates resupply requirements by comparing requirements with available supplies and reports the shortfall.
- Nonunit Personnel Generator (NPG). Places NRP requirements into the TPFDD.
- Medical Planning and Execution System (MEPES). predicts patient work load, bed requirements, evacuees by operation zones, physicians needed, operating rooms, blood, and resupply requirements.

<sup>1</sup>Joint Operation Planning and Execution System.

- Joint Engineering Planning and Execution System (JEPES). Predicts facilities construction and war damage repair requirements.

**STEP 3. DETERMINES TRANSPORTATION FEASIBILITY ESTIMATE**

TFE determines feasibility of flowing forces and supplies to meet OPLAN and OPORD requirements.

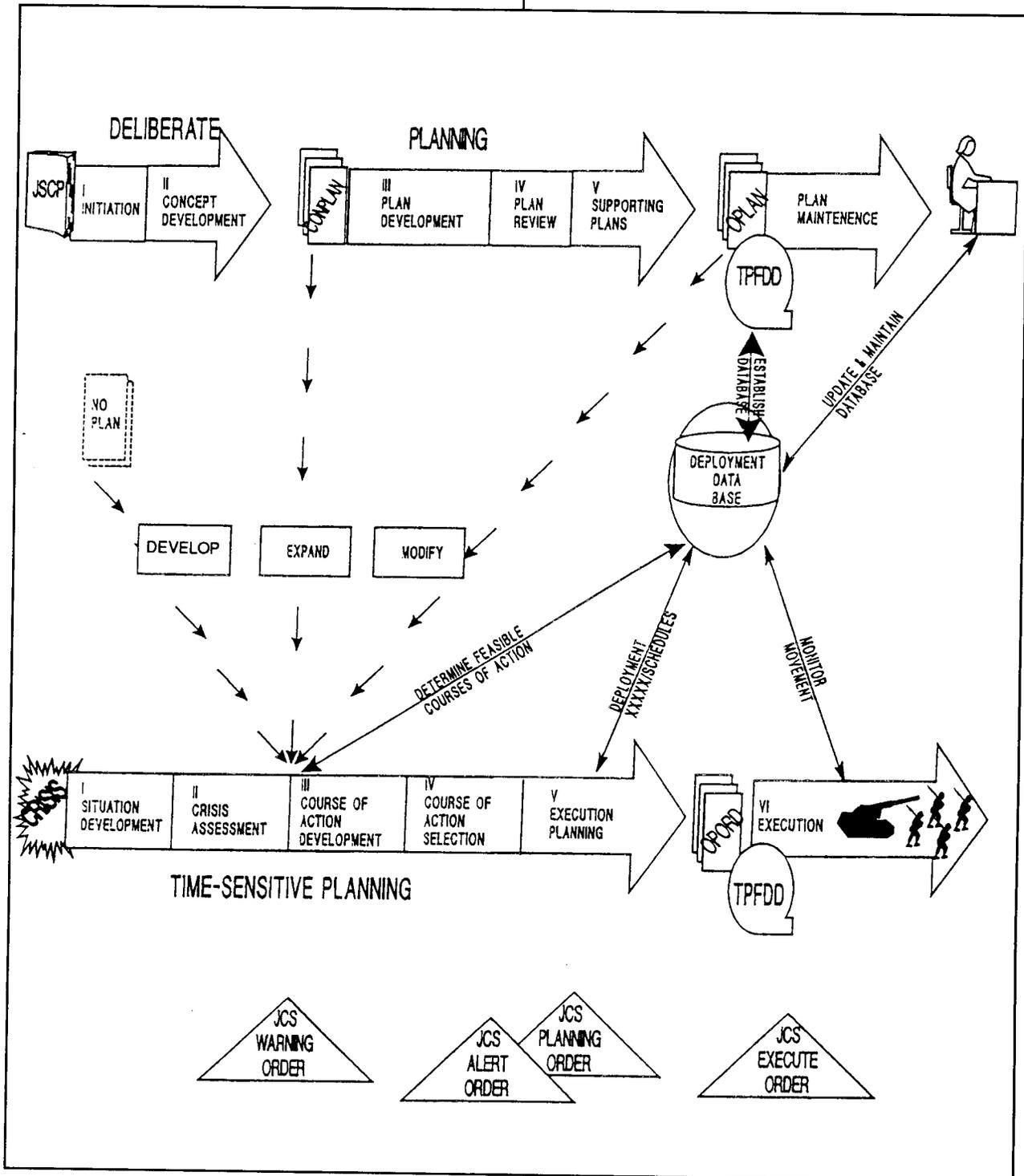


Figure A-1. Joint Planning Summary

<u>ORIGIN</u>	<u>PHASE</u>	<u>ACTIONS</u>	<u>OUTCOMES</u>
JSCP	I - Initiation	UCP/CJCS assigns tasks	Planning guidance
Implied Missions	II - Concept Development	Analyze mission Review COAs	Concept of operations
CONPLAN	III - Plan Development	Select/phase forces Plan support Program strategic lift	OPLAN <sup>1</sup>
OPLAN	IV - Plan Review	Obtain JCS review/approval	CJCS-approved OPLAN
Approved OPLAN	V - Supporting Plans	Develop supporting plans	CJCS-approved supporting plans

<sup>1</sup> OPLANS are dynamic, requiring periodic review/update. Goal is to complete in as little as 45 days.

Figure A-2. Deliberate Planning

## JOINT OPERATIONS PLANNING AND EXECUTION SYSTEM

JOPEs is a system of policies, procedures, and ADP support procured to develop, maintain, and execute OPLANS. JCS and the services maintain it for commanders.

The initial development of OPLANS/CONPLANS completes five phases of deliberate planning in as little as 45 days. The six phases of CAP use JOPEs processes to construct OPOrDs in only 48 hours in response to impending national crises.

### LEVELS OF DETAIL

JOPEs categorizes information for commanders in various levels of detail.

#### **Level I - Aggregated Level**

The aggregated level is the total number of passengers and short tons/measurement tons by ULN, CIN, and PIN.

- ULN identifies each force requirement.
- CIN describes a nonunit cargo entry.

- PIN describes a nonunit personnel entry.

#### **Level II - Summary Level**

The summary level is the total number of passengers by ULN and PIN with short tons/measurement tons of bulk, oversized, outsized, and nonair-transportable cargo by ULN and CIN. This is the normal level of detail for most deployment planning.

#### **Level III - Detail by Cargo Category**

The detail by cargo category is the ULN and CIN and short tons/measurement tons.

#### **Level IV- Detail by Type of Equipment**

The detail by type of equipment is the quantity by type of equipment, square feet, dimensions, and tonnages.

### PROCESSING OF DATA

JOPEs obtains MDRD data from multiple sources in developing, maintaining, and executing the resulting product—the OPOrD. JOPEs supports commanders by processing complex data to enhance decision making and OPOrD production. See Figure A-4.

<u>ORIGIN</u>	<u>PHASE</u>	<u>ACTIONS</u>	<u>OUTCOMES</u>
Crisis <sup>1</sup>	I - Situation Development	Identify problem	Submit OPREP
OPREP	II - Crisis Assessment	Obtain JCS assessment Obtain NCA/CJCS evaluation	NCA/CJCS decide to develop COA
Warning Order	III - COA Development	Develop COAs Review TPFDD	Commander's estimate w/COAs
Prioritized COAs	IV - COA Selection	Approve CJCS planning order	NCA selects COA CJCS alert order
Alert or planning order	V - Execution Planning	Refine movement Assign unit tasks Develop OPORD Update SORTS	Publish OPORD
NCA decides to execute OPORD	VI - Execution	Publish CJCS executive order Commands execute OPORD	Crisis response

<sup>1</sup> Crisis may require compressed, altered, or eliminated CAP phases.

Figure A-3. Crisis-Action Planning

Through a three-step process, JOPES matches forces and supplies for establishing and refining OPLANS or OPORD TPFDDs. See Figure A-5.

**EXAMPLES OF REPORTS**

Commanders may obtain both standard and tailored reports via JOPES. Examples of JOPES reports available upon request to assist commanders in deploying the force include —

- Movement Schedule Reports. These reports include carrier identification, itinerary, and manifest information for scheduled/actual movements. During execution, these reports are used to track carriers and cargo.

- Movement Allocation Reports. These reports include scheduled and actual arrival and departure times. These reports are part of the OPLAN executive summary.
- Channelized Requirements Report. These reports include mode/source, EAD/LAD, and channel requirements not manifested, partially manifested, or not qualified for manifesting.
- Schedule Flow Analysis Report. This report compares passenger/cargo required with what has been scheduled for shortfall identification.

- Scheduled Port Movement Work Load Report and Projected Port Movement Workload Report. These reports track carrier and organic movements to, from, or through ports.
- Deployment Summary Report. This report summarizes requirements between dates in EAD or LAD sequence. It identifies units, personnel, and cargo scheduling shortfalls.
- Force Module Movement Summary Report. Part 1 is a summary of cargo and passenger information, requirements total information, and percentage complete at POD. Part 2 details movement for each force movement requirement. E8 tracks the scheduling and movement status-of-force modules (ULNs).

### SUMMARY

JOPES is structured to support commanders and staff. The system is complex and constantly evolving to improve responsiveness. The goal is to provide enhanced support to commanders by streamlining operational processes for mission success.

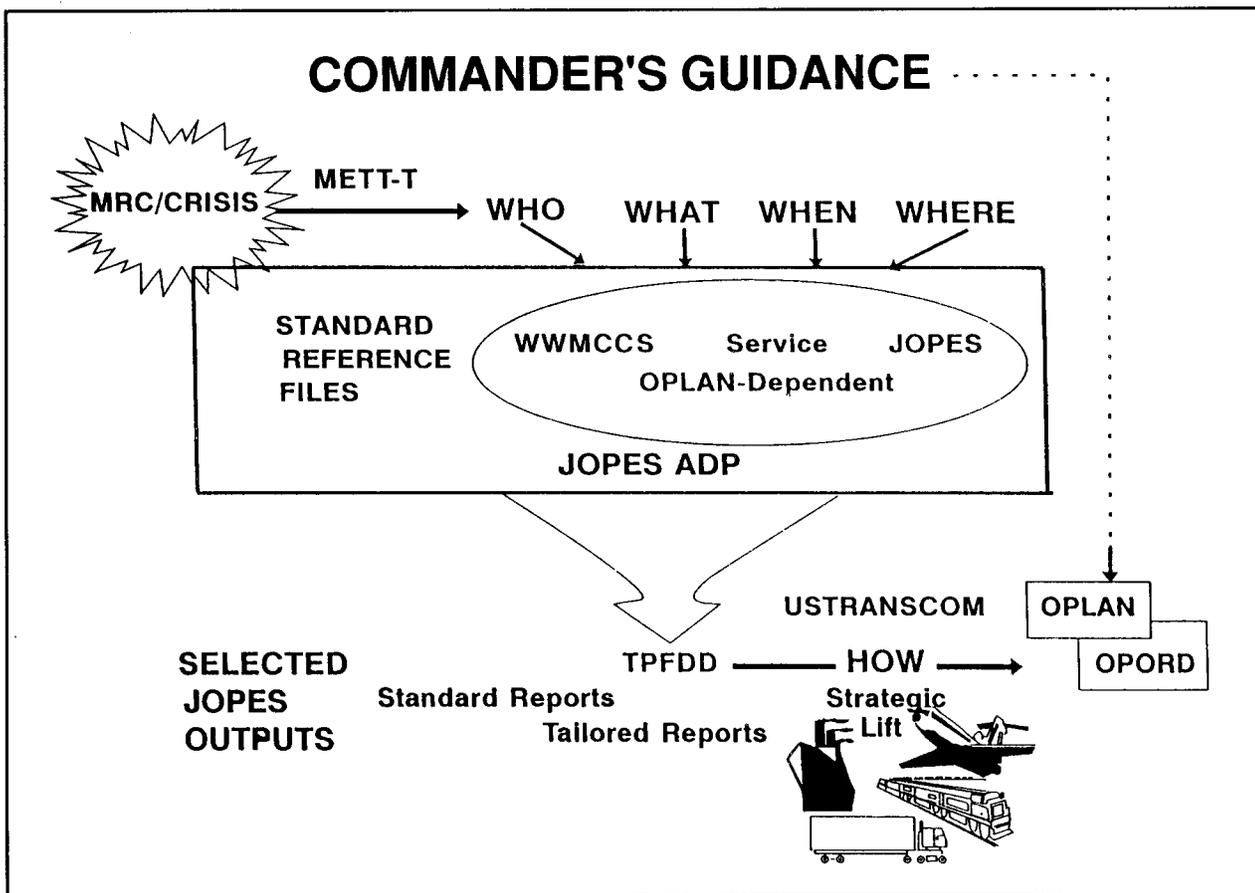


Figure A-4. Joint Operation Planning and Execution System Support to Commanders

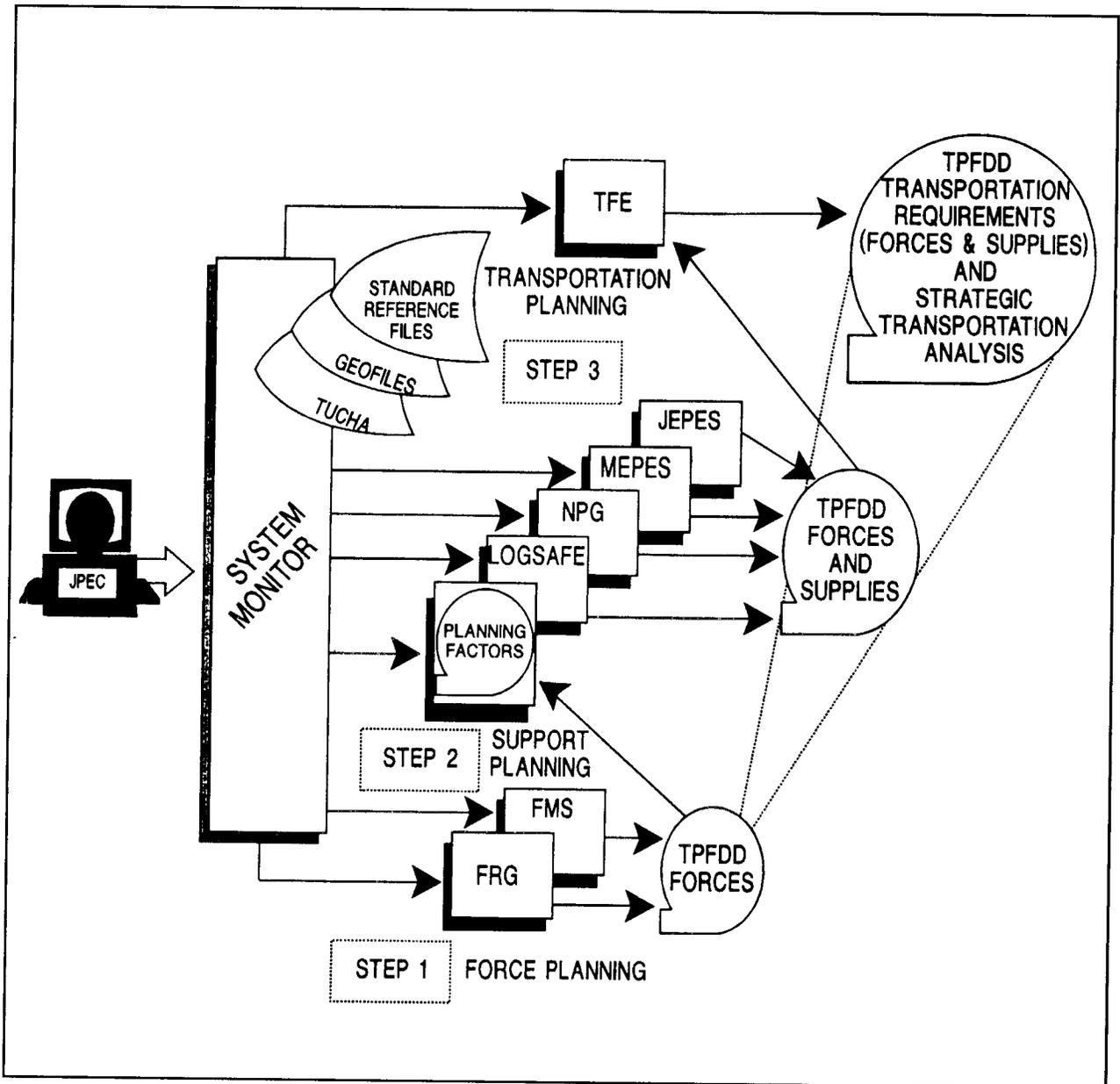


Figure A-5. Time-Phased Force Development Process/Refinement