

ACTION ITEM NO: 2-136

DATE SUBMITTED: 19 JUL 98

SUBMITTED BY: MALS-31

PROBLEM:

The Mobile Facility (MF) program is greatly undermanned and lacking in a foundation of adequate knowledge to maintain this ever diverse and increasing program. The Table of Organization calls for all Work Center (W/C) 990's throughout the Marine Corps to be staffed at a core of six. The core is broken down as follows:

(1) GySgt; (1) SSgt; (2) Sgt and below 6073; and (2) Sgt and below 6072. This staffing is to accomplish the maintenance requirements and program management of the third largest program in Marine Aviation. This task is simply impossible without augments from MF users to W/C 990. Although, CMC manpower staffs the MALS respective T/O's to accomplish the GSE requirement rarely does the GSE division provide a GySgt or SSgt to the respective W/C 990, nor are the W/C adequately staffed in accordance with the T/O for the Sgt's and below. This results in a severe lack of maintenance experience and qualifications.

Historically, since the advent of the MF program it has fallen under the command and staffing of the Avionics division. This was primarily because of the preponderance of the initial MF's were avionics type facilities. The time has come and gone for this requirement to still remain in place. An avionics SNCO or Avionics Officer, as MF Coordinator, offer no special expertise to facilitate this continued relationship. In fact, the relationship is faulted. With the logic that Avionics has the majority of MF's,

it should remain in command, and staff of the program is clearly impractical. An analogy can be drawn that because Avionics has the vast majority of IMRL equipment, then as with the present MF command and staff arrangement, IMRL should be under the Avionics division and managed as such, from manpower to training. This ideology is not practical or justified. The IMRL program recognized the need for continued expertise and management of assets that it created an MOS to meet the requirements with the proper grade shaping, structure, and training to remain a vital and functioning program to support the combat readiness of the fleet.

Avionics pipeline training does not include the aspects of MF's, diesel generators, Environmental Control Units (ECU) or Environmental Protection Agency (EPA) qualifications. Nor does the MOS's within avionics provide the necessary licensing requirements to properly maintain and repair the required equipment of the MF program such as:

- EPA Certification (to allow the handling of FREON IAW EPA regulations); licensed to operate generators (MEP-009A, 105A and MMG-1A); Tire/Wheel Certified; Welder Qualified; Paint & Finish Qualified; Respirator Qualified; Tow Tractor Qualified; Forklift Qualified; Hazardous Material (HAZMAT) Trained and Collateral Duty Inspector (CDI) Trained and Qualified.

Utilizing MALS-31 for example, MALS-31 has 395 MF's, over 430 ECU's, and 677 ancillary equipment items to include: (168) Buckles; (168) Lash; (168) Locks; (51) generators (MEP-105A and MEP-009A); (37) Expeditionary Power Cables; (24) Corner Jacks; (20) MGC Cables; (11) M-1022 Mobilizers; (10) MMG-1A's 400 Hz Converters; (5) Short Distance Mobilizers; (5) Power Distribution Boxes; (4) Scaffolding; (5) Slings; (1) Spreader Bar. This totals over 1500 items to maintain and repair as necessary.

Additionally, the program is responsible for the deployment and utilization of the T-AVB. A thorough understanding of the power requirements and mission capability of the T-AVB is essential for the safe and orderly employment of the vessel. IMA power concerns and logistical information regarding the loading and the individual characteristics of the deployment, as well as the limitations, must be taken into consideration prior to embark of the contingency packages required to meet the mission requirements. This vital task is accomplished by W/C 990 and the support of those MF's embarked are the sole responsibility of those assigned to this work center.

Presently, without an adequate structure in place the "users" of the MF's are directed to augment to W/C 990 personnel to supplement the maintenance requirements (i.e 1 per 25 MF's assigned). The problem that arises with such an arrangement is that the personnel are often times only assigned for a couple of months to less than one year. This is not adequate time to train and maintain equipment which is part of the MF program. Often Marines cannot get the required training due to lack of command training funds, lengthy forecasting school requirements, unavailability of school seats for fleet Marines, and lack of MOS prerequisite requirements of a Marine assigned to W/C 990 (i.e. Supply, Airframe, and Ordnance etc.). No "real" corporate knowledge exists in many cases and maintenance often times is simply trial and error. The Marine Corps by not fully staffing the third largest program within Marine Aviation, behind Aircraft and IMRL, has

created a potentially dangerous safety time bomb.

RECOMMENDATION:

It is imperative that the MF program be restructured under the GSE program and T/O staffing be increased to meet the necessary requirements of preventive maintenance and repair. A typical manning requirement would be based on the existing T/O of 6 and an additional GSE requirement of 1 per 25 MF's assigned to each MALS by the Table of Basic Allowances (TBA).

For example, MALS-31 would breakdown as follows:

- Initial T/O core of 6, ((1) GySgt; (1) SSgt; (4) Sgt and below) plus 16 more Marines (Sgt and below) to meet the maintenance requirements of the MF's and ancillary equipment (395 divided by 25 equals 16). The manpower for MALS-31 W/C 990 would then be 22 Marines. Another example would be for MALS-14, one of the largest programs in the Marine Corps. If the same manpower structuring were to apply, MALS-14 would have the initial core T/O of 6 with an additional (24) Marines assigned based on the MF totals of 600 (600 divided by 25 equates to 24)). This would give MALS-14 an adequate manning level of 30. This structure would facilitate growth and continuity within the MOS and the MF Program. Of the approximately 4400 MF's in the Marine Corps inventory, this would require an additional 76 GSE Marines assigned to the respective W/C 990's. This is such a small price to pay for the justifiable maintenance and repair requirements of the MF program and all its inherit diversity.

A foundation of experience and necessary qualifications would already be met through the GSE initial training pipeline. Formal training is already in place within the Ground Support Equipment MOS's 6072 and 6073 (i.e. MEP-009A, MEP-105A, MMG-1A, Environmental Control Unit (ECU) Repair, EPA Qualification, and the Facility Maintenance Course). Ironically enough, the Table of Basic Allowances which states the authorized allowances and ancillary equipment requirements for each MALS already lists the MF W/C 990 under the 900 division (GSE), yet this is not the case.

The Navy, who recently, expanded their mission capabilities by utilizing the MF program, realized the critical nature of supporting such a program and therefore, placed this program under the NEC of 76XX, the Marine Corps equivalent of the GSE MOS's. This allows the Navy to have an established training pipeline to meet the maintenance requirements of its program. Ironically enough, the Marine Corps is training and providing the expertise necessary for the Navy to become fully capable of supporting this program. Do we not value the program enough ourselves to be a true force in readiness or merely a bystander as our sister service recognizes and staffs the program to meet its expeditionary requirements both in garrison and forward deployed?

This program which is vital to the logistical support of the aircraft through its combination of work space, testing and repair facilities can not continue to be ignored. It is to this end that we must fight to staff this program under the GSE framework. Without proper staffing, mission capability and readiness will continue to suffer. Commandant of the Marine Corps said in his planning guidance, "Think beyond the moment, live beyond the day."

STATUS: 29 JUL 98

ACTION AGENCY:

ASL-34

Open. ASL-34 took for action during the Logistics Review Group (LRG) meeting held at JRB Ft. Worth, Texas on 29 Jul 98.

COMPLETION DATE:

16 NOV 98

STATUS: 28 APR 99

Open. No current status to date.

STATUS: 15 JUL 99

Closed. ASL-34 requested resubmit of staffing requirements thru proper TYCOMS Chain-of-Command.