



DEPARTMENT OF THE NAVY
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From: Deputy Commandant for Aviation
To: Distribution List

Subj: MARINE AVIATION LOGISTICS SUPPORT PROGRAM II (MALSP II) INITIAL OPERATIONAL CAPABILITY (IOC) REQUIREMENTS

1. MALSP II is Marine Aviation's modernization of Aviation Logistics (AVLOG) and is the deployed logistics sustainment solution to meet the demanding and changing requirements of the Aviation Combat Element (ACE) for today and tomorrow. MALSP II supports the Marine Corps *Vision and Strategy 2025* and the Maritime Strategy. MALSP II will transform deployed aviation logistics, providing a responsive and agile solution with a properly sized, forward operational footprint. This will ultimately ensure that the ACE is supported, whatever the role, whatever the threat, wherever the location. In order to achieve success, the following clarification on IOC requirements is delineated below.

2. The IOC for MALSP II is defined as:

a. One Marine Aviation Logistics Squadron (MALS), CONUS or OCONUS, supporting a forward-deployed aircraft T/M/S detachment or squadron, that is demand-pull logistics synchronized, maintains Current Readiness standards, and capable of performing all aviation logistics functions IAW MCWP 3-21.2:

(1) Operate under a demand-pull logistics methodology, managed within established Time to Reliably Replenish (TRR), and synchronized from the point of consumption to a designated overhaul point (FRC/OEM) in support of one forward-deployed aircraft T/M/S detachment or squadron.

(2) Equipped, manned and capable of sourcing, deploying and sustaining a tailored Remote Expeditionary Support Package (RESP) in support of one forward-deployed aircraft T/M/S detachment or squadron.

(3) Utilize and integrate Continuous Process Improvement (CPI) methodologies and best practices throughout the unit to gain efficiencies and/or effectiveness in the MALSP II processes.

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(4) Leverage the Defense Transportation System and organic transportation assets to sustain consistent TRR as established by the supporting MALS Nodal Logistics Lay-down (NLL) requirements in support of one forward-deployed aircraft T/M/S detachment or squadron.

(5) Apply the following Information Technology (IT) functionalities:

- Expeditionary requisition capability.
- Buffer management capability across the NLL.
- Physical and time buffer sizing and analysis capabilities.

b. Logistics personnel are trained to support the following MALSP II operations:

(1) The use of IT system hardware and software.

(2) Analysis of physical and time buffer management data across the NLL.

c. MALSP II tailored allowances for the designated T/M/S have been approved by Operation Navy (OPNAV) supporting codes (N88, N40, N43, as required), Navy Supply Systems Command (NAVSUP), Naval Inventory Control Point (NAVICP), and Commander Naval Air Forces (CNAF).

d. MALSP II standard operating procedures are agreed upon between HQMC, CNAF, and MARFOR's.

e. Contract awarded to a primary vendor in support of the Expeditionary Delivery System.

3. All actions and implied tasks are to be completed in order to achieve MALSP II IOC.

4. MALSP II IOC is to be achieved NLT 30 September 2014.

5. Deviations from the above require HQMC approval.


T. G. ROBLING

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