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*Revised 1000/10*

EXERCISE MIGHTY DERRINGER

December 10, 1986

NEST DEMOBILIZATION PLAN

At the end of the current NEST mission, all NEST personnel and associated material and equipment will be returned to their point of origin. This plan will provide guidance for operations and procedures to ensure an efficient and effective retrograde movement.

Individual Organization

All organizations will be responsible for properly collecting, packaging, palletizing and loading on assigned trucks all NEST assets for transport to the designated airport. All transport requirements (i.e., trucks and aircraft) are to be identified to the Director for Logistics and Administration at least 24 hours prior to departure in order that the required transport vehicles can be made available in a timely manner.

The palletizing of equipment must be done in such a manner that the pallets can be readily loaded on either C-130 or C-141 type aircraft. Pallet sizes cannot exceed the following: 108" wide, 88" long, 96" high and 10,000 pounds.

The designated area for palletizing and loading on the transport vehicles is Warehouse No. 3 in Montrev City, Montrev.

Loading equipment and personnel from Montrev will be available to assist NEST personnel in loading the transport vehicles.

Transportation to Airport

All vehicles upon being loaded will depart immediately for Douglas, Arizona (border town), a distance of approximately 20 miles. Since vehicle resources are limited the trucks will be shuttled back and forth until all NEST materials and equipment are at the Douglas, Arizona airport. The trucks will be off-loaded at the airport and the equipment staged by appropriate aircraft load for loading.

Loading of Aircraft

Each NEST organizational leader is responsible for ensuring that all personnel and equipment from his organization are safely loaded aboard the aircraft or alternate transportation mode. The Commander for Support (Jack Dbyle, EG&G) has overall responsibility for developing and executing the load plans. The cargo master is responsible for the proper sequence of loading to assure that weight and balance requirements are met.

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COMMAND, CONTROL AND COMMUNICATIONS

The DOE On-Scene Commander (OSC) will be in charge of all DOE activities associated with the recovery and shipment of SNM components.

Approved By: James K. Mendenhall

DOE On-Scene Commander

Date: 11 December 1986

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